



HEXAGON TRANSPORTATION CONSULTANTS, INC.



550 East Brokaw Road Office Development



Transportation Analysis

Prepared for:

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February 11, 2022



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Executive Summary

This report presents the results of a Transportation Analysis (TA) for the proposed office development located at 550 East Brokaw Road in the City of San Jose. The project site is located at the southeast corner of the Brokaw Road and Junction Avenue intersection. The project proposes to demolish the existing building on site that includes 124,230 s.f. of office and 169,676 s.f. of retail space (Fry's Electronics), and construct up to 2,000,000 s.f. of office space with two new multi-level parking garages. Access to the project site would be provided via one full access signalized driveway and one right-turn only driveway along Junction Avenue and two right-turn only driveways along Brokaw Road.

Transportation Analysis Scope

The transportation analysis of the project was evaluated following the standards and methodologies set forth in the City of San Jose's Transportation Analysis Policy (Council Policy 5-1), the City of San Jose *Transportation Analysis Handbook 2018*, the Santa Clara Valley Transportation Authority (VTA) Congestion Management Program's *Transportation Impact Guidelines* (October 2014), and by the California Environmental Quality Act (CEQA). Per the requirements of the City of San Jose's Transportation Policy and *Transportation Analysis Handbook 2018*, the TA report for the project consists of a CEQA vehicle-miles-traveled (VMT) analysis and a supplemental Local Transportation Analysis (LTA).

CEQA Transportation Analysis Scope

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

Local Transportation Analysis Scope

The LTA includes the evaluation of weekday AM and PM peak hour operations at a limited number of intersections for the purpose of identifying operational issues (queuing, signal operations, and potential multi-modal issues) at intersections in the general vicinity of the project site. The LTA supplements the CEQA VMT analysis and provides analysis for use by the City of San Jose in identifying potential improvement of the transportation system with a focus on improving multi-modal travel. The LTA is required per the City of San Jose Transportation Policy, however, the operational deficiencies identified as part of the LTA are not considered impacts per CEQA guidelines.

CEQA VMT Analysis

CEQA Transportation Analysis Exemption Criteria

The City of San Jose Transportation Analysis Handbook identifies screening criteria that determine whether a CEQA transportation analysis would be required for development projects. The criteria are based on the type of project, characteristics, and/or location. If a project meets the City's screening criteria, the project is expected to result in less-than-significant VMT impacts and a detailed CEQA VMT analysis is not required.

The project site is located within a planned Growth Area (North San Jose). However, the existing VMT per employee is higher than the City's established CEQA threshold of 12.21 per employee. Therefore, the project would not meet the screening criteria for the VMT analysis exemption since it is not located within a planned growth area with low VMT. A CEQA-level transportation analysis that evaluates the project's effects on VMT is required.

Project Impacts and Mitigation Measures

Project Impact: Since the VMT generated by the project (15.00 per employee) would exceed the impact threshold of 12.21 VMT per employee, the project would result in a significant transportation impact on VMT, and mitigation measures are required to reduce the VMT impact. Per the *Transportation Analysis Handbook*, projects located in areas where the existing VMT is above the established threshold are referred to as being in "high-VMT areas", and projects in high-VMT areas are required to include a set of VMT reduction measures that would reduce the project VMT to the greatest extent possible. However, per the City's VMT tool, the maximum reduction possible for the project area is 12.30 VMT per employee. Therefore, the mitigation measures described below will only partially mitigate the project's impact on VMT.

Mitigation Measures: Based on preliminary direction from City staff, the project will be required to implement several multi-modal facility improvements as partial mitigation for its impacts. Per the four strategy tiers included in the VMT Evaluation Tool, each of the identified measures are classified as Tier 2 or 3 measures. The project will be required to implement the following mitigation measures to reduce the identified significant VMT impact.

- **Expand the Reach of Bike Access with Investment in Infrastructure (Tier 2):** Implement bicycle facilities that close gaps in the bicycle network and/or improve the existing bicycle network (e.g. construct barrier or buffer for an existing bike lane). Improving bike access to the project promotes biking as an alternative to driving and reduces VMT. The San Jose Better Bike Plan 2025 identifies protected bike lanes along Brokaw Road and Junction Avenue, which would improve the existing bicycle network and provide bicyclists with a safer option to travel. The project will be required to implement or provide its fair-share contribution towards the cost of implementation of the protected/buffered bicycle lanes along Brokaw Road and Junction Avenue on the opposing side of or beyond the project frontages. Additionally, the project will be required to complete protected intersection signal modifications at the Brokaw Road and Junction Avenue intersection that include striped bike lanes adjacent to all crosswalks and installation of corner islands in addition to the removal of the pork chop islands at the intersection mentioned below. **And**
- **Increase Transit Accessibility to Improve Last-Mile Transit Connections (Tier 2):** Improve transit accessibility for the project to shorten last-mile connections for pedestrians and bicyclists. Enhancing access to transit will facilitate the use of transit by people traveling to/from the project site, resulting in a mode shift. The project will be required to remove the pork chop island at the northwest corner of the Junction Avenue/Brokaw Road intersection to allow for the relocation of the existing Route 60 stop from its current location east of Rogers Avenue to just west of Junction Avenue (on the far side

of westbound Brokaw Road). This mitigation would require the construction of a sidewalk between the relocated bus stop and the existing sidewalk on the north side of Brokaw Road for pedestrian connectivity to the Junction Avenue/Brokaw Road intersection. The project should work with VTA staff to identify the specific placement of the re-located stop along Brokaw Road and improvement of the eastbound stop on its frontage. **And**

- **Provide Pedestrian Network Improvements for Active Transportation (Tier 2):** Implement pedestrian improvements both on-site and in the surrounding area. Improving the pedestrian connections encourages people to walk instead of drive and reduces VMT. The project will be required to remove each of the pork chop islands at the Brokaw Road/Junction Avenue intersection and modify the signal phasing on Junction Avenue from permitted to protected phasing to improve pedestrian safety and access. **And**
- **Improve Network Connectivity/Design (Tier 2):** Build new street connections and/or connect cul-de-sacs to provide pedestrian and bicycle access. This measure enhances neighborhood walkability, connectivity, and accessibility. The project would signalize its southern project driveway on Junction Avenue. The new signal will provide an additional controlled crossing point along Junction Avenue south of Brokaw Road for pedestrians and bicyclists. **And**
- **Provide Bike Parking/End of Trip Bike Facilities (Tier 3):** Examples of end-of-trip facilities include bike parking, bicycle lockers, showers, and personal lockers. The project should provide on-site shower facilities with lockers. In addition, bicycle parking that meets or exceeds the City's requirements for both short- and long-term bicycle parking must be provided.

The implementation of Tier 2 and 3 measures described above would reduce the VMT generated by the project to 13.27 per employee.

The project's VMT could be reduced further with the implementation of one of the following Travel Demand Management (TDM) measures. It should be noted that the selected TDM measure may be incorporated within a TDM plan for the project which may include additional TDM measures. However, per the City's VMT tool, the maximum possible reduction in VMT (12.30) would be achieved with the implementation of one of the TDM measures.

- **Telecommuting and Alternative Work Schedules:** Encourage employees to telecommute from home when possible, or to shift work schedules such that travel occurs outside of peak congestion periods. This strategy reduces commute trips, thereby reducing VMT. At a minimum, the measure would require that 50% of employees work a 4/40 work week schedule (10-hour work days for four days a week). **Or**
- **Operate a Free Direct Shuttle:** Provide direct shuttle service to the project site from areas with high concentrations of employees. This strategy reduces drive-alone commute trips, thereby reducing VMT. At a minimum, the measure would require at least 20% participation by employees. **Or**
- **Subsidize Vanpool:** Provide subsidies for individuals forming new vanpools for their commute. This encourages the use of vanpools, reducing drive-alone trips, and thereby reducing VMT. The project would be required to subsidize 100% of the cost of the vanpool cost with at least 15% employee participation.

Overriding Consideration of Significant Unavoidable VMT Impact

As described above, the identified mitigation measures will only partially mitigate the project's impact on VMT. Therefore, the VMT impact is considered significant and unavoidable. Per City staff, the City Council may adopt an overriding consideration for the project's VMT impact. The override would be applicable to the VMT that cannot be mitigated and would include either the construction or funding of multi-modal improvements via a VMT impact fee consistent with Transportation Council Policy 5-1 which was adopted on February 27, 2018. Council Policy 5-1 identifies a fee of \$3,200 per unmitigable

VMT per employee. To account for annual cost escalation, the annual fee calculation has been calculated internally by the City as \$3,507 for Commercial/Office (per unmitigated VMT) and is effective as of January 1st, 2021. Thus, in addition to the measures described above, the project also is required to pay a \$2,104,200 VMT impact fee. Further coordination with the City of San Jose will be required to identify the public improvements to be implemented with the collected VMT impact fee for the project.

Cumulative (GP Consistency) Evaluation

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

According to the Envision San Jose 2040 General Plan, the project site is designated for *combined industrial/commercial* uses. This land use designation is an exclusive designation intended for a wide variety of industrial users such as research and development, manufacturing, assembly, testing, office, and retail uses. Industrial uses are consistent with this designation insofar as any functional or operational characteristics of a hazardous or nuisance nature can be mitigated through design controls. Areas exclusively for industrial uses may contain a very limited amount of supportive commercial uses, in addition to industrial uses, when those uses are of a scale and design providing support only to the needs of businesses and their employees in the immediate industrial area. These commercial uses should be located within a larger industrially utilized building to protect the character of the area and maintain land use compatibility. In addition, warehouse retail uses are allowed where they are compatible with adjacent industrial uses and will not constrain future use of the subject site for industrial purposes.

Since the *combined industrial/commercial* designation allows office uses, the proposed office project is consistent with the Envision San Jose 2040 General Plan and would not require a General Plan Amendment (GPA). The project would be considered part of the cumulative solution to meet the General Plan's long-range transportation goals and would result in a less-than-significant cumulative impact.

Local Transportation Analysis

The intersection operations analysis completed as part of the LTA is intended to quantify the operations of intersections and to identify potential negative effects due to the addition of project traffic. However, a potential adverse effect on a study intersection operation is not considered a CEQA impact metric. The LTA included the analysis of AM and PM peak-hour traffic conditions for 32 existing signalized intersections and four existing unsignalized intersections within the City of San Jose.

Trip Generation

After applying the ITE trip rates and appropriate trip reductions to the proposed project, and existing site trip credits, it is estimated that the project would generate an additional 7,288 daily vehicle trips, with 1,643 trips (1,424 inbound and 219 outbound) occurring during the AM peak hour and 959 trips (a reduction of 85 inbound and 1,044 outbound) occurring during the PM peak hour.

Future Intersection Operation Conditions

The results of the level of service analysis show that the following four intersections are projected to have an adverse operations effect under background plus project conditions. Included are descriptions of the adverse effects of intersections and potential improvement measures.

2. I-880 and Old Bayshore Highway (W)

This intersection would operate at LOS E during the PM peak hour under background conditions. The added trips as a result of the proposed project would cause the intersection's critical-movement delay to increase by four or more seconds and the demand-to-capacity ratio (V/C) to increase by 0.01 or more during the PM peak hour. Based on the City of San Jose guidelines, this constitutes an adverse effect on intersection operations.

The adverse effect on operations at this intersection could be improved by restriping the southbound through to a shared through and left-turn lane. In addition, there are Class II bike lanes along both sides of Old Bayshore Highway. However, there are no sidewalks along Old Bayshore or crosswalks at either of the I-880 and Old Bayshore Highway intersections, creating an undesirable environment for people who walk. The project applicant should work with City staff in determining an appropriate contribution towards implementation of possible pedestrian improvements at the I-880 and Old Bayshore Highway intersections that create a comfortable environment for people who walk and bike. The improvement of pedestrian and bicycle facilities at the intersections would be consistent with the multi-modal transportation goals and policies outlined in the *Envision San José 2040 General Plan* that are intended to improve multi-modal accessibility to all land uses and encourage the use of non-automobile transportation modes to minimize vehicle trip generation and reduce VMT.

The payment of the NSJADP TIF may be an appropriate contribution if the City determines that funds collected can be used to implement multi-modal improvements in the North San Jose area. The NSJADP TIF is described below.

16. Junction Avenue and Charcot Avenue

This intersection would operate at LOS F during the PM peak hour under background conditions. The added trips as a result of the proposed project would cause the intersection's critical-movement delay to decrease and the demand-to-capacity ratio (V/C) to increase by 0.01 or more during the PM peak hour. Based on the City of San Jose guidelines, this constitutes an adverse effect on intersection operations.

The NSJADP identified the additions of second eastbound and westbound left-turn lanes on Charcot Avenue and the widening of Charcot Avenue and Junction Avenue from two to four lanes to serve Phase 3 NSJADP development levels. Intersection operations also could be improved with the widening of Charcot Avenue to provide separate right-turn lanes on both the east and west approach legs. However, the widening of Charcot Avenue will lengthen the crossing distance for pedestrians and bicyclists at the intersection. The degradation of multi-modal travel through the intersection due to the implementation of roadway widening for the purpose of increasing vehicular capacity is not consistent with the City's goals to improve opportunities for multi-modal travel. Therefore, the separate right-turn lanes are not recommended. Rather, the project applicant should work with City staff in determining an appropriate contribution towards implementation of possible pedestrian improvements, such as curb ramps at the northeast, southeast, and southwest corners, at the Junction Avenue and Charcot Avenue intersection that creates a comfortable environment for people who walk and bike. The improvement of pedestrian and bicycle facilities at the intersection would be consistent with the multi-modal transportation goals and policies outlined in the *Envision San José 2040 General Plan* that are intended to improve multi-modal accessibility to all land uses and encourage the use of non-automobile transportation modes to minimize vehicle trip generation and reduce VMT.

The payment of the NSJADP TIF may be an appropriate contribution if the City determines that funds collected can be used to implement multi-modal improvements in the North San Jose area. The NSJADP TIF is described below.

28. Trade Zone Boulevard/McCandless Drive and Montague Expressway (CMP)

This intersection would operate at LOS F and E during the AM and PM peak hours under background conditions, respectively. The added trips as a result of the proposed project would cause the intersection's critical-movement delay to increase by four or more seconds and the demand-to-capacity ratio (V/C) to increase by 0.01 or more during both the AM and PM peak hours. Based on the City of San Jose guidelines, this constitutes an adverse effect on intersection operations. In addition, the intersection would not be in conformance with the CMP LOS standard.

The NSJADP identified the addition of second northbound and southbound left-turn lanes on Trade Zone Boulevard and an eastbound free right-turn lane on Montague Expressway to serve Phase 1 NSJADP development levels. The identified NSJADP improvements have since been completed. There are no further improvements feasible to improve intersection operations.

The project applicant should work with City staff in determining an appropriate contribution towards implementation of multi-modal improvements to the transportation system in the area surrounding the Trade Zone and Montague Expressway intersection. The improvement of pedestrian and bicycle facilities in the area would be consistent with the multi-modal transportation goals and policies outlined in the *Envision San José 2040 General Plan* that are intended to improve multi-modal accessibility to all land uses and encourage the use of non-automobile transportation modes to minimize vehicle trip generation and reduce VMT.

The payment of the NSJADP TIF may be an appropriate contribution if the City determines that funds collected can be used to implement multi-modal improvements in the North San Jose area. The NSJADP TIF is described below.

29. Commercial Street and Berryessa Road

This intersection would operate at LOS D during the AM peak hour under background conditions. The added trips as a result of the proposed project would cause the intersection level of service to degrade to LOS E and the intersection's critical-movement delay to increase by four or more seconds and the demand-to-capacity ratio (V/C) to increase by 0.01 or more during the AM peak hour. Based on the City of San Jose guidelines, this constitutes an adverse effect on intersection operations.

The adverse effect on operations at this intersection could be improved by providing an additional westbound to northbound right-turn lane as identified in the US-101/Oakland/Mabury TDP. This improvement would require extending the second through lane in the northwest direction on Commercial Street to Berryessa Road to receive the additional westbound right-turn lane.

However, this improvement will lengthen the crossing distance for pedestrians and bicyclists at the intersection. The degradation of multi-modal travel through the intersection due to the implementation of roadway widening for the purpose of increasing vehicular capacity is not consistent with the City's goals to improve opportunities for multi-modal travel. Therefore, the project applicant should work with City staff in determining an appropriate contribution towards the implementation of possible pedestrian improvements, such as providing the missing sidewalks and protected bike lanes on Commercial Street and Berryessa Road, that create a comfortable environment for people who walk and bike. The improvement of pedestrian and bicycle facilities at the intersection would be consistent with the multi-modal transportation goals and policies outlined in the *Envision San José 2040 General Plan* that are intended to improve multi-modal accessibility to all land uses and encourage the use of non-automobile transportation modes to minimize vehicle trip generation and reduce VMT.

The payment of the US-101/Oakland/Mabury TIF may be an appropriate contribution if the City determines that funds collected can be used to implement multi-modal improvements in the US-101/Oakland/Mabury area. The US-101/Oakland/Mabury TIF is described below.

North San Jose Area Development Policy Traffic Impact Fee

The project site is located within the North San Jose Area Development Policy (NSJADP) boundary. All new development projects located within the NSJADP boundary are required to pay the NSJADP traffic impact fee. The fee, which is calculated based on the type and size of the development, is intended to fund planned transportation improvements that are necessary to support new development in the North San Jose area.

The 2021 NSJADP traffic impact fee (TIF) for industrial/office/R&D development is \$17.55 per square foot (s.f.). Based on this fee amount, the project would be required to pay a NSJADP fee of \$29,941,949 as calculated below.

NSJADP Traffic Impact Fee: 2,000,000 s.f. (Proposed) – 293,906 s.f. (Existing) = 1,706,094 s.f. x \$17.55/s.f. = \$29,941,949

US-101/Oakland/Mabury Transportation Development Policy Traffic Impact Fee

The fee for the US 101/Oakland/Mabury TDP is based on the number of PM peak hour vehicular trips that a project would add to the interchange. The current TDP traffic impact fee (as of January 1, 2021) is \$41,499 per new PM peak hour vehicle trip that would be added to the interchange. Note that the signalized intersections of Oakland Road/US 101 (S), Oakland Road/US 101 (N), and Oakland Road/Commercial Street, Mabury Road/US 101 (E), and Mabury Road/US 101 (W) make up the “Policy Interchange Intersections”.

Any project that would add traffic to the Policy Interchange Intersections is required to participate in the TDP program. For the purpose of this TDP, any trip traversing through one or more Policy Interchange Intersections during the PM peak hour is regarded as one interchange trip. A through trip is not counted more than once if traversing through more than one Policy Interchange Intersection. All trips using the Policy Interchange Intersections are treated as one interchange trip whether they access the US-101 freeway or not.

The proposed project’s TIF would be \$3,153,924 based on the current fee of \$41,499 per PM peak hour trip and the 76 PM peak hour trips that are estimated to be added to the Policy Interchange Intersections by the proposed project

Recommended Site Access and On-Site Circulation Improvements

The following improvements are recommended to improve access to the project site and on-site circulation:

- The design of the site must include adequate corner radii along all internal roadways/drive aisles, as well as driveway width, drive aisle width, parking dimensions, and signage that satisfies City of San Jose design standards.
- All curb returns along the on-site roadways should be a minimum of 30-feet to accommodate service and emergency (such as a garbage truck or fire truck) vehicle circulation.
- The right-turn only project driveways along Brokaw Road and Junction Avenue should be free and clear of obstructions ensuring a minimum clear sight distance of 250 feet along Junction Avenue and 305 feet along Brokaw Road.

Project Driveways on Junction Avenue Recommendations:

- Due to the spacing and projected queuing at the two project driveways along Junction Avenue, it is recommended that the southernmost project driveway on Junction Avenue be signalized and the northernmost driveway be restricted to right-turns only.

- Provide a single outbound lane and two inbound left-turn lanes into the project southernmost driveway.
- The two southbound left-turn lanes at the southern project driveway Junction Avenue will require two receiving lanes on C Street. One lane along C street would need to feed a left-turn lane into Garage 1 while the second lane would feed A Circle.
- The southbound left-turn pockets should provide a minimum of 325 feet of queue storage capacity per lane.
- Construct a median along Junction Avenue that extends north from the southernmost driveway approximately 300 feet to accommodate the southbound left-turn pockets and restrict the northernmost project driveway to right-turns only.
- “Keep Clear” signage should be installed at the garage entrance along C Street to maintain access to the garage.

Parking Supply

Vehicular Parking

Based on the City’s parking requirements and the current project description, the project would be required to provide 6,542 parking spaces for the proposed office space. However, a 20 percent reduction in required off-street vehicle parking spaces is allowed with a development permit or a development exception if no development permit is required for developments located within a growth area and bicycle parking per City requirements is provided. The project site is located within the NJSADP and is proposing to provide bicycle parking spaces in conformance with the City’s Zone Code requirements. Therefore, the vehicle parking requirement would be reduced to 5,234 parking spaces with the 20 percent reduction. The project is proposing to provide a total of 5,415 parking spaces on-site, which would satisfy the City’s parking requirements.

Bicycle Parking

According to the City’s Bicycle Parking Standards, the project is required to provide 409 bicycle parking spaces for the proposed office buildings. The project is proposing to provide a total of 477 bicycle parking spaces on-site which will exceed the required bicycle parking and encourage the use of non-auto modes of travel and minimize the demand for on-site parking described above.

Motorcycle Parking

According to the City’s Motorcycle Parking Standards, the project is required to provide 1 motorcycle parking space per 50 code-required vehicle spaces for the office uses. Based on the required 5,415 vehicle parking spaces as stated above, the project is required to provide 109 motorcycle parking spaces to satisfy the City’s motorcycle parking requirements.

Pedestrian, Bicycle, and Transit Facilities

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

Pedestrian and Bicycle Facilities

The site plan shows a pedestrian walkway and open space area at the Brokaw Road and Junction Avenue intersection along with landscaped areas throughout the site. Additionally, sidewalks would continue to be provided along the project site frontage on Brokaw Road (12 feet wide) and Junction Avenue (10 feet wide), connecting the project site to existing pedestrian facilities and destinations outside of the project site, including the bus stops on Brokaw Road.

The bikeways within the vicinity of the project site would remain unchanged under project conditions. Currently, Brokaw Road has bike lanes that would provide connections to other bicycle facilities in the project vicinity. The San Jose Better Bike Plan 2025 and Envision 2040 General Plan, as described below, identify planned improvements to the bicycle network within the City and provide policies and goals that are intended to promote and encourage the use of multi-modal travel options and reduce the identified project impacts to the roadway system.

Pedestrian and Bike Improvements

The planned improvements discussed below are intended to provide for a balanced transportation system as outlined in the Envision 2040 General Plan goals and policies. The San Jose Better Bike Plan 2025 indicates that a variety of bicycle facilities are planned in the study area, some of which would benefit the project and adhere to the goals of the Envision 2040 General Plan. Of the planned facilities, the following are relevant to the project.

Class I bike trails are planned for:

- Coyote Creek Trail, between Montague Expressway and Empire Street

Class II bike lanes are planned for:

- Rogers Avenue/Queens Lane, between Junction Avenue and Old Bayshore Highway
- Ridder Park Drive, south of Brokaw Road

Class III bike routes are planned for:

- Fox Lane/Fox Drive, along its entire length
- Schallenberger Road, along its entire length

Class IV protected bike lanes are planned for:

- Brokaw Road, along its entire length
- Junction Avenue, along its entire length
- Old Bayshore Highway, along its entire length
- Charcot Avenue, between Orchard Parkway and Oakland Road

The project would not impede the implementation of the planned bicycle facilities. However, the full implementation of the above-listed improvements is beyond the means of the proposed project given that they may require right-of-way from adjacent properties and benefit multiple properties. The project will however be required to construct Class IV bike lanes (7-foot bikeways) per the Better Bike Plan 2025 along the Brokaw Road and Junction Avenue project frontages.

Additionally, the project would be required to implement the following pedestrian/bike improvements to mitigate its VMT impact:

- The project will be required to implement or provide its fair-share contribution towards the cost of implementation of the protected/buffered bicycle lanes along Brokaw Road and Junction Avenue on the opposing side of or beyond the project frontages. Additionally, the project will be

required to complete protected intersection signal modifications at the Brokaw Road and Junction Avenue intersection that include striped bike lanes adjacent to all crosswalks and installation of corner islands in addition to the removal of the pork chop islands at the intersection mentioned below.

- The project will be required to relocate the existing Route 60 stop from its current location east of Rogers Avenue to just west of Junction Avenue (on the far side of westbound Brokaw Road). This mitigation would require the construction of a sidewalk for pedestrian connectivity to the Junction Avenue/Brokaw Road intersection. The removal of the pork chop island at the northwest corner of the Junction Avenue/Brokaw Road intersection will allow the westbound Route 60 bus stop to move closer to the northwest corner of the intersection. The project should work with VTA staff to identify the specific placement of the re-located stop along Brokaw Road and improvement of the eastbound stop on its frontage.
- The project will be required to remove each of the pork chop islands at the Brokaw Road/Junction Avenue intersection and modify the signal phasing on Junction Avenue from permitted to protected phasing to improve pedestrian safety and access.
- The project would signalize the southern project driveway on Junction Avenue. The new signal will provide an additional crossing point along Junction Avenue south of Brokaw Road for pedestrians and bicyclists.
- The project will provide bike parking/end-of-trip bike facilities on-site.

Transit Facilities

The project site is served directly by VTA frequent bus line 60, which operates along Brokaw Road. A bus stop for line 60 is located along the project frontage just east of Junction Avenue and near Rogers Avenue. With the convenient location of bus stops, it can be assumed that some employees of the proposed project would utilize the existing transit services. Applying an estimated three percent transit mode share, which is a conservative estimate that could be expected for the project, equates to approximately 49 and 29 new transit riders during the AM and PM peak hours, respectively. VTA operations reports indicate that the route 60 bus line as well as several other bus routes in the area currently serve less than ideal ridership. Therefore, the new riders due to the proposed project could be accommodated by the current available capacity of the bus service in the study area and improvement of the existing transit service would not be necessary with the project.

Transit Facility Improvements

The bus stop located along the project frontage includes minimal amenities with only a sign. VTA's Better Bus Stops Program is an annual program that was implemented in 2020 to improve bus stop locations throughout its network. Improvements include the implementation of shelters, information signs, metal benches, metal trash cans, and solar lighting. The improved bus stops also aim to upgrade the boarding area with wider sidewalks to accommodate the amenities and concrete bus pads. The Better Bus Stop Program has established a list of potential locations for improvement based on ridership. The bus stop along the project frontage is included in the improvement list with implementation of solar lighting. The project would not interfere with the planned bus stop improvements. However, it is recommended that the project work with VTA to allow for adequate space along its frontages to accommodate the future improvement of the bus stop including wider sidewalks and a bus duck out.

Recommendation: A VTA standard 8' x 40' boarding area and a VTA standard 7' x 25' shelter pad and a 13' full back ad shelter should be installed at the existing eastbound bus stop along the project frontage. The project should include in its design, a connection between the bus stop and the

pedestrian pathway or the emergency vehicle access roadway into the plaza. The final design should be coordinated between the project and VTA.

In addition, the project will be required to relocate the existing Route 60 stop from its current location east of Rogers Avenue to just west of Junction Avenue (on the far side of westbound Brokaw Road). This mitigation would require the construction of a sidewalk for pedestrian connectivity to the Junction Avenue/Brokaw Road intersection. The removal of the pork chop island at the northwest corner of the Junction Avenue/Brokaw Road intersection will allow the westbound Route 60 bus stop to move closer to the northwest corner of the intersection. The project should work with VTA staff to identify the specific placement of the re-located stop along Brokaw Road and improvement of the eastbound stop on its frontage.

1.

Introduction

This report presents the results of a Transportation Analysis (TA) for the proposed office development located at 550 East Brokaw Road in the City of San Jose (see Figure 1). The project site is located at the southeast corner of the Brokaw Road and Junction Avenue intersection. The project proposes to demolish the existing building on site that includes 124,230 s.f. of office and 169,676 s.f. of retail space (Fry's Electronics), and construct up to 2,000,000 s.f. of office space with two new multi-level parking garages. Access to the project site would be provided via one full access signalized driveway and one right-turn only driveway along Junction Avenue and two right-turn only driveways along Brokaw Road. The project site plan is shown in Figure 2.

Scope of Work

The transportation analysis of the project was evaluated following the standards and methodologies set forth in the City of San Jose's Transportation Analysis Policy (Council Policy 5-1), the City of San Jose *Transportation Analysis Handbook 2018*, the Santa Clara Valley Transportation Authority (VTA) Congestion Management Program's *Transportation Impact Guidelines* (October 2014), and by the California Environmental Quality Act (CEQA). Per the requirements of the City of San Jose's Transportation Policy and *Transportation Analysis Handbook 2018*, the TA report for the project consists of a CEQA vehicle-miles-traveled (VMT) analysis and a supplemental Local Transportation Analysis (LTA).

Transportation Policies

North San Jose Area Development Policy

The project site is located within the North San Jose Area Development Policy (NSJADP) area for which an Environmental Impact Report (EIR) was completed in 2005. The NSJADP area is shown in Figure 1. The approved NSJADP EIR provided CEQA clearance for projects located within the NSJADP boundary that was deemed to be consistent with the presumed NSJADP land uses for individual development sites. However, the City has deemed the NSJADP EIR inconsistent with its recently adopted Transportation Policy (Council Policy 5-1) and the transition from LOS to VMT impact metrics. Therefore, the City has determined that all future development within the NSJADP must complete individual environmental review and comprehensive Transportation Analysis per the City's new transportation policy.

The NSJADP also established a Traffic Impact Fee (TIF) that is assessed on all new industrial, commercial, and residential developments within the Policy area that is used to fund the mitigation measures needed to meet future traffic conditions resulting from the implementation of the Policy as described in the NSJADP traffic analysis and EIR. The NSJADP TIF program identified infrastructure improvements with a projected cost of approximately \$519 million (in year 2005 cost).

Figure 1
Site Location

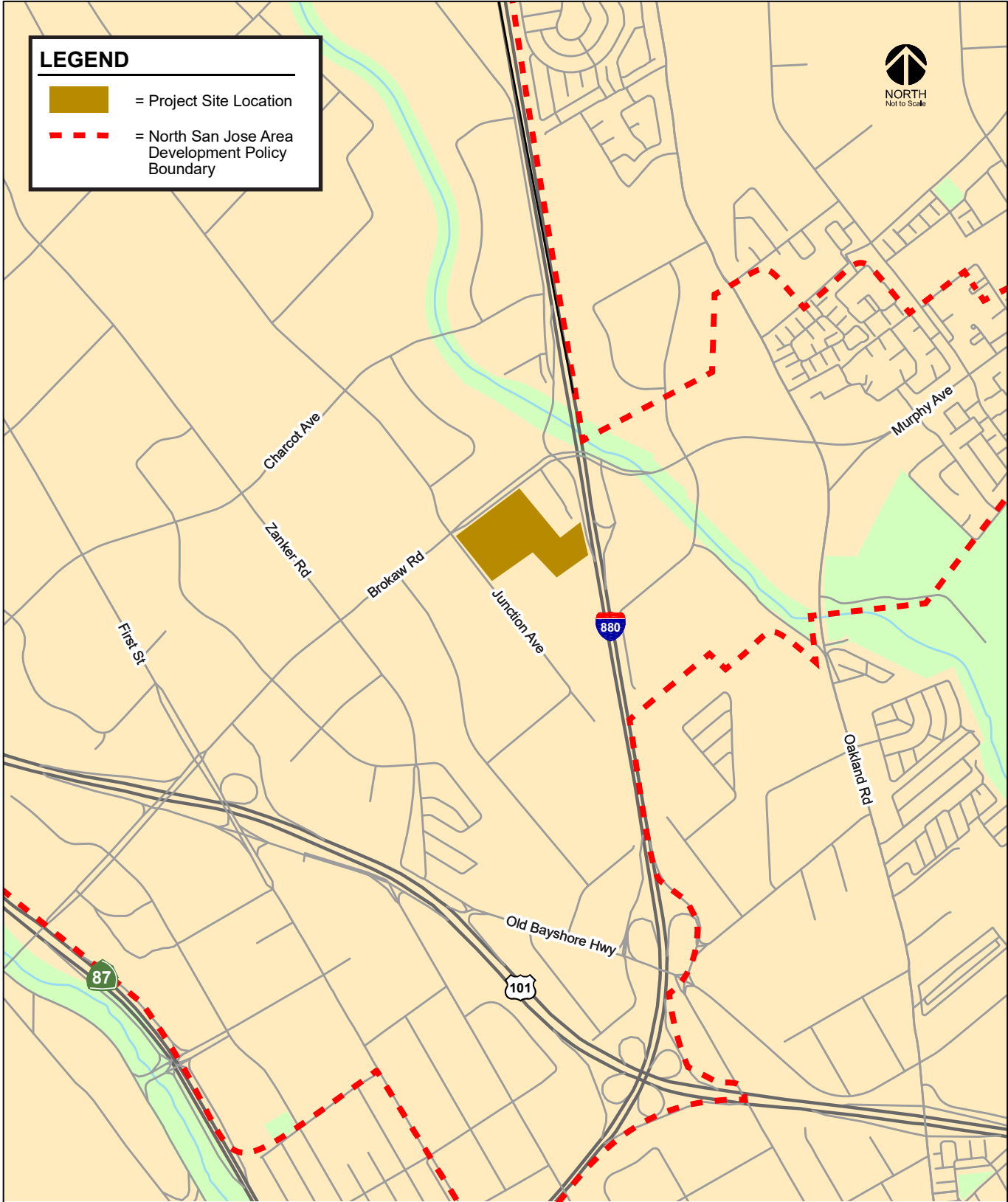
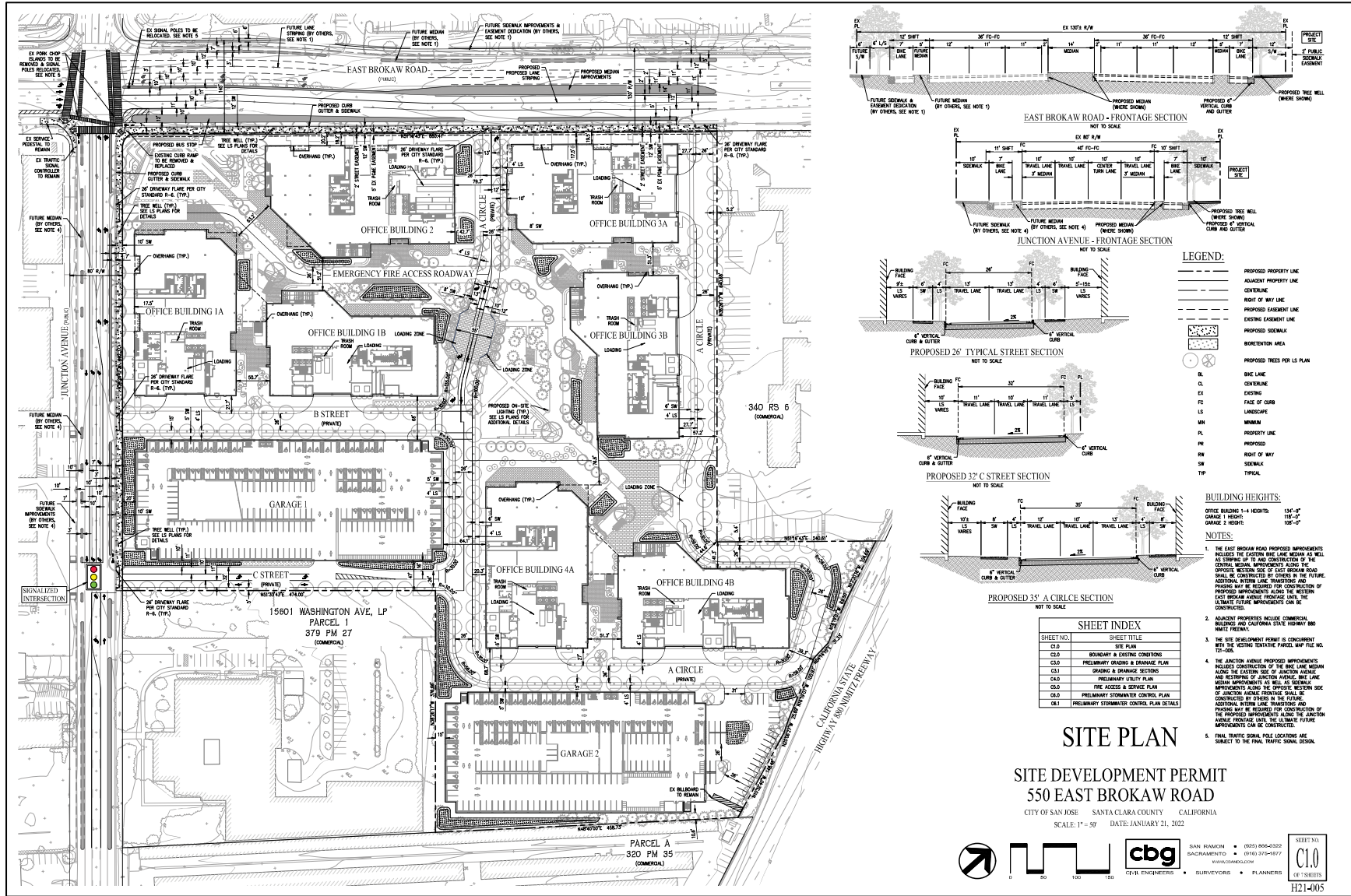


Figure 2
Proposed Site Plan



Council Policy 5-1

Historically, transportation analysis has utilized delay and congestion on the roadway system as the primary metric for the identification of traffic impacts and potential roadway improvements to relieve traffic congestion that may result due to proposed/planned growth. However, the State of California has recognized the limitations of measuring and mitigating only vehicle delay at intersections and in 2013 passed Senate Bill (SB) 743, which requires jurisdictions to stop using congestion and delay metrics, such as Level of Service (LOS), as the measurement for CEQA transportation analysis. With the adoption of SB 743 legislation, public agencies are now required to base the determination of transportation impacts on Vehicle Miles Traveled (VMT) rather than level of service.

In adherence to SB 743, the City of San Jose has adopted a new Transportation Analysis Policy, Council Policy 5-1. The policy replaces its predecessor (Policy 5-3) and establishes the thresholds for transportation impacts under the CEQA based on vehicle miles traveled (VMT) instead of levels of service (LOS). The intent of this change is to shift the focus of transportation analysis under CEQA from vehicle delay and roadway auto capacity to a reduction in vehicle emissions, and the creation of robust multimodal networks that support integrated land uses. The new transportation policy aligns with the currently adopted General Plan which seeks to focus on new development growth within Planned Growth Areas, bringing together office, residential, and supporting service land uses to internalize trips and reduce VMT. All new development projects are required to analyze transportation impacts using the VMT metric and conform to Council Policy 5-1.

US-101/Oakland/Mabury Transportation Development Policy

The US-101/Oakland/Mabury TDP provides for additional capacity in the immediate area of the US-101/Oakland interchange. The TDP is intended to achieve the following goals:

1. Management of traffic congestion generated by near-term new development in the vicinity of the US-101/Oakland Road interchange
2. Promotion of General Plan goals for economic development and housing; and
3. Improvement of the US-101/Oakland Road interchange and construction of the new US-101/Mabury Road interchange to accommodate new development

The US-101/Oakland interchange serves as the primary access points to regional freeway facilities in the project area. As such, the Oakland Road and Commercial Street corridors that serve the US-101/Oakland interchange currently experience traffic congestion during the peak commute hours. The TDP identified existing operations and the required improvements for future development along the US-101/Oakland Road and US-101/Mabury Road corridors. A key element of the TDP was the establishment of a traffic impact fee (TIF) program on new development in the area to fund the identified transportation network improvements.

General Plan Goals & Policies

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

- Consider impacts on overall mobility and all travel modes when evaluating transportation impacts of new developments or infrastructure projects (TR-1.2);
- Through the entitlement process for new development, projects shall be required to fund or construct needed transportation improvements for all transportation modes, giving first consideration to improvement of biking, walking, and transit facilities and services that encourage reduced vehicle travel demand (TR-1.4);
- Require new development where feasible to provide on-site facilities such as bicycle storage and showers, provide connections to existing and planned facilities, dedicate land to expand existing facilities or provide new facilities such as sidewalks and/or bicycle lanes/paths, or share in the cost of improvements (TR-2.8);
- As part of the development review process, require that new development along existing and planned transit facilities consist of land use and development types and intensities that contribute towards transit ridership. In addition, require that new development is designed to accommodate and to provide direct access to transit facilities (TR-3.3);
- Discourage, as part of the entitlement process, the provision of parking spaces significantly above the number of spaces required by code for a given use (TR-8.4);
- Allow reduced parking requirements for mixed-use developments and for developments providing shared parking or a comprehensive transportation demand management (TDM) program, or developments located near major transit hubs or within Villages and Corridors and other growth areas (TR-8.6);
- Encourage private property owners to share their underutilized parking supplies with the general public and/or other adjacent private developments (TR-8.7);
- Within new development, create and maintain a pedestrian-friendly environment by connecting the internal components with safe, convenient, accessible, and pleasant pedestrian facilities and by requiring pedestrian connections between building entrances, other site features, and adjacent public streets (CD-3.3);
- Encourage all developers to install and maintain trails when new development occurs adjacent to a designated trail location. Use the City's Parkland Dedication Ordinance and Park Impact Ordinance to have residential developers build trails when new residential development occurs adjacent to a designated trail location, consistent with other parkland priorities. Encourage developers or property owners to enter into formal agreements with the City to maintain trails adjacent to their properties (PR-8.5).

CEQA Transportation Analysis Scope

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

To determine whether a project would result in CEQA transportation impacts related to VMT, the City has developed the San Jose VMT Evaluation Tool to streamline the analysis for development projects. For non-residential or non-office projects, very large projects, or projects that can potentially shift travel patterns, the City's Travel Demand Forecasting (TDF) model can be used to determine project VMT. The City's VMT tool was used to estimate VMT for employment uses proposed by the project.

The City of San Jose's Transportation Analysis Policy establishes procedures for determining project impacts on VMT based on project description, characteristics, and/or location. The City's VMT methodology also includes screening criteria that are used to identify types, characteristics, and/or locations of projects that would not exceed the CEQA thresholds of significance. If a project or a component of a mixed-use project meets the screening criteria, it is then presumed that the project or the component would result in a less-than-significant VMT impact and a VMT analysis is not required. The project site is located within a planned Growth Area (NSJADP). However, the proposed project will

not meet all applicable VMT screening criteria as described in further detail in Chapter 3. Therefore, a CEQA-level transportation analysis that evaluates the project's effects on VMT is required and is presented in Chapter 3.

Local Transportation Analysis Scope

A local transportation analysis (LTA) supplements the CEQA VMT analysis and identifies transportation and traffic operational issues that may arise due to a development project. The LTA includes an evaluation of the effects of the project on transportation, access, circulation, and related safety elements in the proximate area of the project.

The LTA includes the evaluation of weekday AM and PM peak hour operations at a limited number of intersections for the purpose of identifying operational issues (queuing, signal operations, and potential multi-modal issues) at intersections in the general vicinity of the project site. However, the determination of project impacts per CEQA requirements is based solely on the VMT analysis.

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

Intersection operations conditions were evaluated for the following scenarios:

- **Existing Conditions.** Existing AM and PM peak hour traffic volumes were obtained from the City of San Jose, the 2018 CMP Annual Monitoring Report, and available manual turning-movement counts. The collection of new turning movement counts was not possible due to the unprecedented traffic conditions caused by COVID-19 and the order to shelter in place issued by the Santa Clara County Department of Public Health. Therefore, as recommended by the City of San Jose, a 1% compounded annual growth factor was applied to counts that are older than two years to estimate traffic conditions in 2020.
- **Background Conditions.** Background traffic volumes were estimated by adding to existing peak hour volumes the projected volumes from approved but not yet completed developments. The added traffic from approved but not yet completed developments was provided by the City of San Jose in the form of the Approved Trips Inventory (ATI). Background conditions represent the baseline conditions to which project conditions are compared for the purpose of determining potential adverse operational effects of the project.
- **Background Plus Project Conditions.** Background plus project conditions reflect projected traffic volumes on the planned roadway network with completion of the project and approved developments. Background plus project traffic volumes were estimated by adding to background traffic volumes the additional traffic generated by the project.

The LTA also includes a vehicle queuing analysis, an evaluation of potential project impacts on bicycle, pedestrian, and transit facilities, and a review of site access, on-site circulation, and parking demand.

Report Organization

The remainder of this report is divided into four chapters. Chapter 2 describes the existing transportation system including the existing roadway network, transit service, bicycle and pedestrian facilities. Chapter 3 describes the CEQA transportation analysis, including VMT analysis methodology, baseline and potential project VMT impacts, and potential cumulative transportation impacts. Chapter 4 describes the LTA including the method by which project traffic is estimated, intersection operations

analysis methodology, any adverse intersection traffic effects caused by the project, intersection vehicle queuing analysis, site access and on-site circulation review, effects on bicycle, pedestrian, and transit facilities, and parking. Chapter 5 presents the conclusions of the transportation analysis.

2. Existing Transportation Setting

This chapter describes the existing conditions of the transportation system within the study area of the project. It describes transportation facilities in the vicinity of the project site, including the roadway network, transit services, and pedestrian and bicycle facilities.

Existing Roadway Network

Regional access to the project site is provided via I-880, US 101, and SR 87. Local access to the project site is provided via Brokaw Road, Oakland Road, Charcot Avenue, Junction Avenue, Zanker Road, First Street, Old Bayshore Highway, and Rogers Avenue/Queens Lane. These facilities are described below.

I-880 is an eight-lane freeway (three mixed-flow lanes and one high-occupancy vehicle (HOV) lane in each direction) in the vicinity of the project area. It extends along the eastern side of San Francisco Bay from San Jose to Oakland. South of its interchange with I-280 in west San Jose, I-880 becomes SR 17 and extends southward to Santa Cruz. Access to the project site is provided via full interchanges at Brokaw Road and Old Bayshore Highway.

US 101 is an eight-lane freeway (three mixed-flow lanes and one HOV lane in each direction) in the vicinity of the project area. US 101 extends northward through San Francisco and southward through Gilroy. Access to the project site is provided via off- and on-ramps for the northbound direction at Old Bayshore Highway, and full interchanges at I-880 and Brokaw Road in conjunction with First Street.

SR 87 is primarily a six-lane freeway (two mixed-flow lanes and one HOV lane in each direction) that is aligned in a north-south orientation within the project vicinity. SR 87 begins at its interchange with SR 85 and extends northward, terminating at its junction with US 101. Access to the project site is provided via Charcot Avenue and Skyport Drive.

Brokaw Road is designated as a City Connector Street in the 2040 General Plan and is a six-lane arterial that extends eastward from US 101 to Oakland Road. It provides regional access to the project site via its partial interchange with US 101 and its full access ramps at I-880. West of US 101, Brokaw Road becomes Airport Parkway and provides direct access to the San Jose Airport. East of Oakland Road, Brokaw Road continues as Murphy Avenue and Hostetter Road. Brokaw Road has a posted speed limit of 40 mph with bike lanes on both sides of the street. Brokaw Road runs along the project's northern frontage and is proposed to provide direct access to the project site via two right-in/right-out only driveways.

Junction Avenue is a two-lane collector that runs parallel to and east of Zanker Road. It begins just south of Montague Expressway at its intersection with Zanker Road and extends southward past Brokaw Road where it terminates at its intersection with Rogers Avenue. Junction Avenue has a posted

speed limit of 35 mph with bike lanes on both sides of the street. Junction Avenue runs along the project's western frontage and is proposed to provide direct access to the project via one right-in/right-out only driveway and one full access signalized driveway.

Oakland Road is designated as a City Connector Street in the 2040 General Plan and is a north-south arterial that begins at Hedding Street in the south as a transition from N. 13th Street and continues to Montague Expressway where it becomes S. Main Street to the north into Milpitas. North of US 101, Oakland Road is primarily a six-lane roadway with a two-way center left-turn lane. South of US 101, Oakland Road narrows to a four-lane arterial to its intersection with Hedding Street. Oakland Road has a posted speed limit is 40 mph with bike lanes between Montague Expressway and Commercial Street and sidewalks on both sides of the street. Access to the project site from Oakland Road is provided via its intersections with Brokaw Road and Old Bayshore Highway.

Charcot Avenue is designated as an On-Street Primary Bicycle Facility in the 2040 General Plan and is a two- to four-lane east-west roadway with a posted speed limit of 35 mph that begins at the US 101/SR 87 junction as the SR 87 off- and on-ramps to/from North First Street and runs eastward to O'Toole Avenue, just west of I-880, where it terminates. West of North First Street, Charcot Avenue is a four-lane roadway that provides direct access to SR 87, while the segment east of North First Street functions as a two-lane collector roadway with a two-way center left-turn lane providing access to adjacent employment areas with bike lanes east of SR-87 on-/off-ramps. Access to the project site is provided via its intersection with Junction Avenue.

Zanker Road is designated as a City Connector Street in the 2040 General Plan and is a four-lane arterial that extends from US 101 northward past SR 237, where it transitions to Los Esteros Road. Zanker Road has a posted speed limit of 45 mph and provides access to the project site via its intersection with Brokaw Road.

First Street is designated as a Grand Boulevard in the 2040 General Plan and is a north-south roadway that extends from the north San Jose area through downtown San Jose. The Green and Blue light rail transit (LRT) lines run along the middle of First Street from downtown San Jose to Tasman Drive in north San Jose. In the vicinity of the project area, First Street is a four-lane (plus LRT line) roadway. First Street, in conjunction with Brokaw Road, provides full access to US 101. First Street has a posted speed limit of 45 mph and provides access to the project site via its intersection with Brokaw Road.

Old Bayshore Highway is designated as a City Connector Street in the 2040 General Plan and is a two- to four-lane roadway that extends from Zanker Road eastward to just west of Oakland Road, where it transitions into Commercial Street. Old Bayshore Highway has a posted speed limit of 40 mph with bike lanes on both sides of the street. Old Bayshore Highway has a full interchange at I-880 and an off-ramp for northbound US 101. Access to the project site is provided via Queens Lane/Rogers Avenue to Junction Avenue.

Rogers Avenue/Queens Lane is a two-lane north-south local roadway that provides a connection between Old Bayshore Highway and Junction Avenue. Rogers Avenue/Queens Lane runs through an industrial employment area and has a posted speed limit of 35 mph.

Existing Pedestrian Facilities

Pedestrian facilities in the study area (shown in Figure 3) consist of sidewalks along all the surrounding streets, including the project site frontages along Brokaw Road and Junction Avenue. Crosswalks and pedestrian signal heads are located at all signalized intersections within the project area, including the intersections of Junction Avenue/Brokaw Road, I-880/Brokaw Road (W) and (E). ADA compliant ramps are located at all crosswalks at these three intersections with the exception of the

Figure 3
Existing Pedestrian Facilities



northwest and northeast corners at the I-880/Brokaw Road (W) intersection. Sidewalks are missing on the north side of Brokaw Road, between Junction Avenue and I-880 and for some segments west of Junction Avenue. Overall, Brokaw Road has sidewalks on at least one side of the street along the entire length of the street. Additionally, Junction Avenue, south of Brokaw Road, only has sidewalks along the project's frontage.

Existing Bicycle Facilities

The existing bicycle facilities in the project area are shown in Figure 4 and described below.

Class I Bikeway (Trail or Path) is an off-street trail or path with exclusive right-of-way for non-motorized transportation used for commuting as well as recreation. Class I bikeways are currently provided along the Guadalupe River. The Guadalupe River multi-use trail system runs through the City of San Jose along the Guadalupe River and is shared between pedestrians and bicyclists and separated from motor vehicle traffic. The Guadalupe River Trail is an 11-mile Class I bikeway from Curtner Avenue in the south to Alviso in the north. In the vicinity of the project site, the Guadalupe River Trail consists of trails west of SR 87 located approximately $1\frac{1}{3}$ miles west of the project site.

Class II Bikeway (Bike Lane). Class II bikeways are striped bike lanes on roadways that are marked by signage and pavement markings. Within the vicinity of the project site, striped bike lanes are present on the following roadway segments.

- Junction Avenue, between Brokaw Road and Trimble Road
- Brokaw Road, along the entire length of the street
- Charcot Avenue, along the entire length of the street
- Zanker Road, between US 101 and SR 237
- First Street, north of Brokaw Road
- Ridder Park Drive, between Brokaw Road and Fox Lane
- Oakland Road, along the entire length of the street
- Berger Drive, along the entire length of the street
- McKay Drive, between Ringwood Avenue and Automation Parkway
- Ringwood Avenue, between Brokaw Road and Trade Zone Boulevard

Class III Bikeway (Bike Route). Class III bikeways are bike routes and only have signs to help guide bicyclists on recommended routes to certain locations. In the vicinity of the project site, the following roadway segments are designated as bike routes.

- McKay Drive, between Oakland Road and Ringwood Avenue
- Ringwood Avenue, south of Brokaw Road

Existing Transit Services

Existing transit service to the study area is provided by the Santa Clara Valley Transportation Authority (VTA). The VTA transit services are described below and shown in Figure 5.

VTA Bus Service

Existing bus service near the project site is provided by frequent bus routes 60 and 66 which operate along Brokaw Road and Oakland Road, respectively. The project site is served directly by route 60, which provides services between the Winchester Transit Center and the Milpitas Transit Center with approximately 20-minute headways during the commute periods. The nearest route 60 bus stops to the project site are located on Brokaw Road along the project's frontage just east of Junction Avenue and near Rogers Avenue. Route 66 provides service between North Milpitas and Kaiser San Jose Medical

Figure 4
Existing Bicycle Facilities

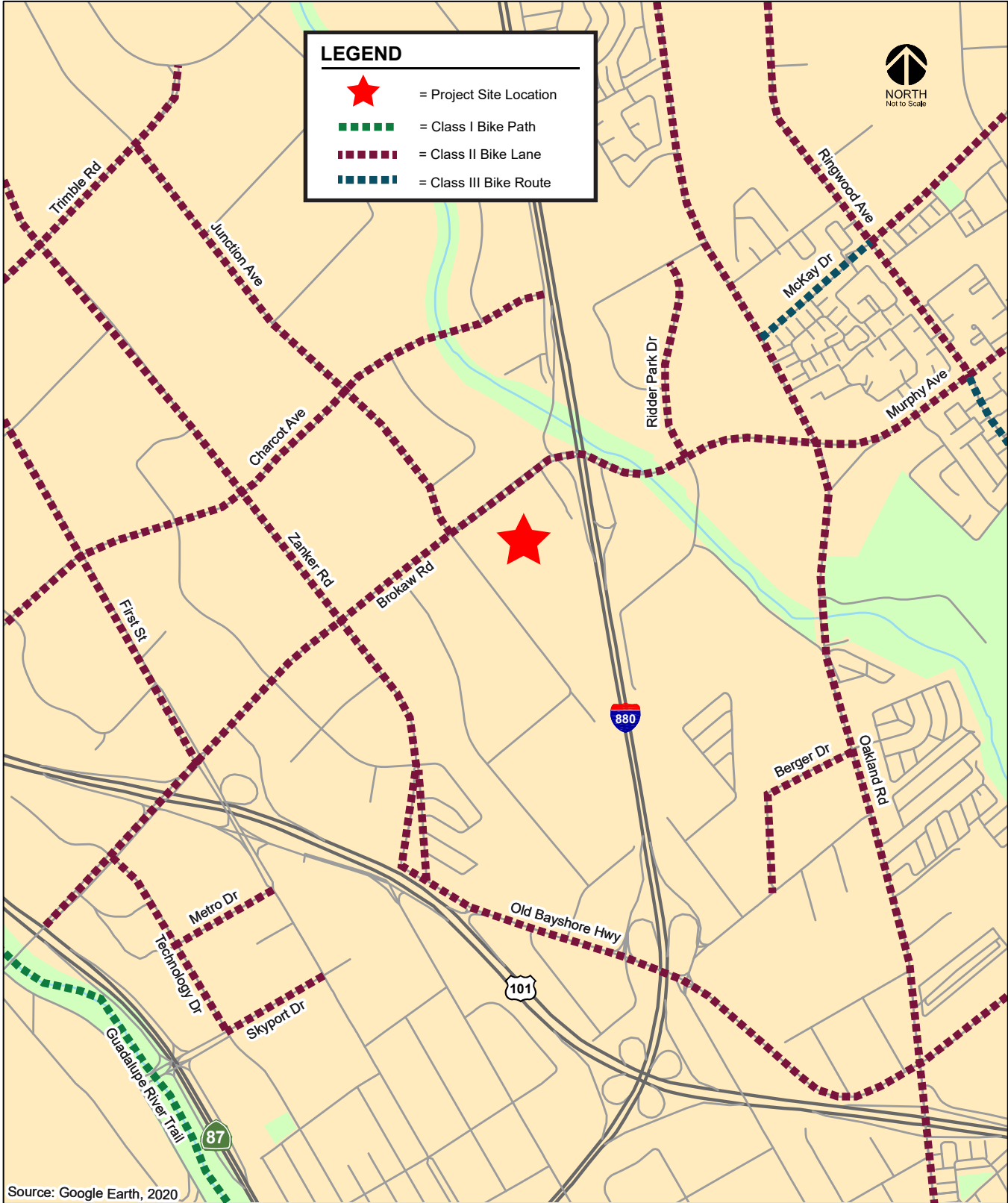
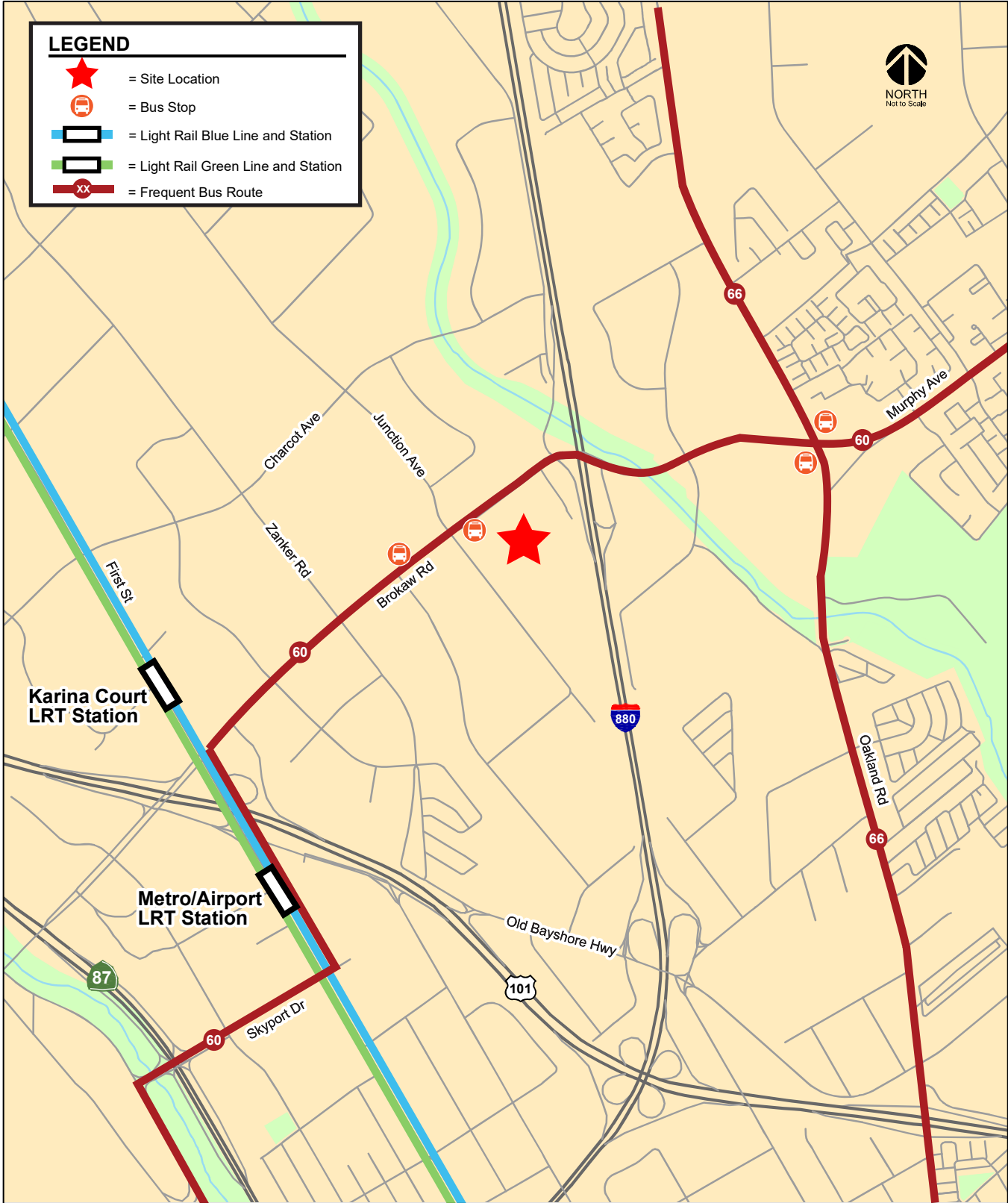


Figure 5
Existing Transit Services



Center with approximately 20- to 30-minute headways during the commute periods. The nearest route 66 bus stops to the project site are located near the intersection of Oakland Road and Brokaw Road.

VTA Light Rail Transit (LRT) Service

The Santa Clara Valley Transportation Authority (VTA) currently operates the 42.2-mile VTA light rail line system extending from south San Jose through downtown to the northern areas of San Jose, Santa Clara, Milpitas, Mountain View, and Sunnyvale. The Green (Old Ironsides – Winchester) and Blue (Baypointe – Santa Teresa) LRT lines operate along First Street. The Green and Blue LRT lines operate from 5:00 AM to 1:00 AM with approximately 20- to 30-minute headways during the commute periods. The Karina Court LRT station platforms on First Street are located within walking distance, approximately $\frac{3}{4}$ of a mile, west of the project site.

3.

CEQA Transportation Analysis

This chapter describes the CEQA transportation analysis, including the VMT analysis methodology and significance criteria, potential project impacts on VMT, mitigation measures recommended to reduce significant impacts, and an evaluation of consistency with the City of San Jose's General Plan.

CEQA Transportation Analysis Screening Criteria

The City of San Jose *Transportation Analysis Handbook* identifies screening criteria that determine whether a CEQA transportation analysis would be required for development projects. The criteria are based on the type of project, characteristics, and/or location. If a project or a component of a mixed-use project meets the City's screening criteria, it is presumed that the project would result in a less-than-significant transportation impact and a detailed VMT analysis is not required. The type of development projects that may meet the screening criteria include the following:

- (1) small infill projects
- (2) local-serving retail
- (3) local-serving public facilities
- (4) projects located in *Planned Growth Areas* with low VMT and *High-Quality Transit*
- (5) deed-restricted affordable housing located in *Planned Growth Areas* with *High-Quality Transit*

Table 1 summarizes the screening criteria for each type of development project as identified in the City of San Jose Transportation Analysis Handbook. Figures 6 and 7 identify areas within the City that currently have low VMT levels estimated by the City for residents and workers, respectively, for which transit-supportive development located within a priority growth area would be screened out of the evaluation of VMT.

Evaluation of Screening Criteria

The project site is located within a planned Growth Area (NSJADP). However, the existing VMT per employee is higher than the City's established CEQA threshold of 12.21 per employee. Therefore, the project would not meet the screening criteria for the VMT analysis exemption since it is not located within a planned growth area with low VMT. A CEQA-level transportation analysis that evaluates the project's effects on VMT is required.

Table 1
CEQA VMT Analysis Screening Criteria for Development Projects

Type	Screening Criteria
Small Infill Projects	<ul style="list-style-type: none"> • Single-family detached housing of 15 units or less; <u>OR</u> • Single-family attached or multi-family housing of 25 units or less; <u>OR</u> • Office of 10,000 square feet of gross floor area or less; <u>OR</u> • Industrial of 30,000 square feet of gross floor area or less
Local-Serving Retail	<ul style="list-style-type: none"> • 100,000 square feet of total gross floor area or less without drive-through operations
Local-Serving Public Facilities	<ul style="list-style-type: none"> • Local-serving public facilities
Residential/Office Projects or Components	<ul style="list-style-type: none"> • Planned Growth Areas: Located within a Planned Growth Area as defined in the Envision San José 2040 General Plan; <u>AND</u> • High-Quality Transit: Located within ½ a mile of an existing major transit stop or an existing stop along a high-quality transit corridor; <u>AND</u> • Low VMT: Located in an area in which the per capita VMT is less than or equal to the CEQA significance threshold for the land use; <u>AND</u> • Transit-Supporting Project Density: <ul style="list-style-type: none"> ◦ Minimum Gross Floor Area Ratio (FAR) of 0.75 for office projects or components; ◦ Minimum of 35 units per acre for residential projects or components; ◦ If located in a Planned Growth Area that has a maximum density below 0.75 FAR or 35 units per acre, the maximum density allowed in the Planned Growth Area must be met; <u>AND</u> • Parking: <ul style="list-style-type: none"> ◦ No more than the minimum number of parking spaces required; ◦ If located in Urban Villages or Downtown, the number of parking spaces must be adjusted to the lowest amount allowed; however, if the parking is shared, publicly available, and/or “unbundled”, the number of parking spaces can be up to the zoned minimum; <u>AND</u> • Active Transportation: Not negatively impact transit, bike or pedestrian infrastructure.
Restricted Affordable Residential Projects or Components	<ul style="list-style-type: none"> • Affordability: 100% restricted affordable units, excluding unrestricted manager units; affordability must extend for a minimum of 55 years for rental homes or 45 years for for-sale homes; <u>AND</u> • Planned Growth Areas: Located within a Planned Growth Area as defined in the Envision San José 2040 General Plan; <u>AND</u> • High Quality Transit: Located within ½ a mile of an existing major transit stop or an existing stop along a high quality transit corridor; <u>AND</u> • Transit-Supportive Project Density: <ul style="list-style-type: none"> ◦ Minimum of 35 units per acre for residential projects or components; ◦ If located in a Planned Growth Area that has a maximum density below 35 units per acre, the maximum density allowed in the Planned Growth Area must be met; <u>AND</u> • Transportation Demand Management (TDM): If located in an area in which the per capita VMT is higher than the CEQA significance threshold, a robust TDM plan must be included; <u>AND</u> • Parking: <ul style="list-style-type: none"> ◦ No more than the minimum number of parking spaces required; ◦ If located in Urban Villages or Downtown, the number of parking spaces must be adjusted to the lowest amount allowed; however, if the parking is shared, publicly available, and/or “unbundled”, the number of parking spaces can be up to the zoned minimum; <u>AND</u> • Active Transportation: Not negatively impact transit, bike or pedestrian infrastructure.
Source: City of San José Transportation Analysis Handbook, April 2018.	

Figure 6
Low VMT per Capita Areas in San Jose

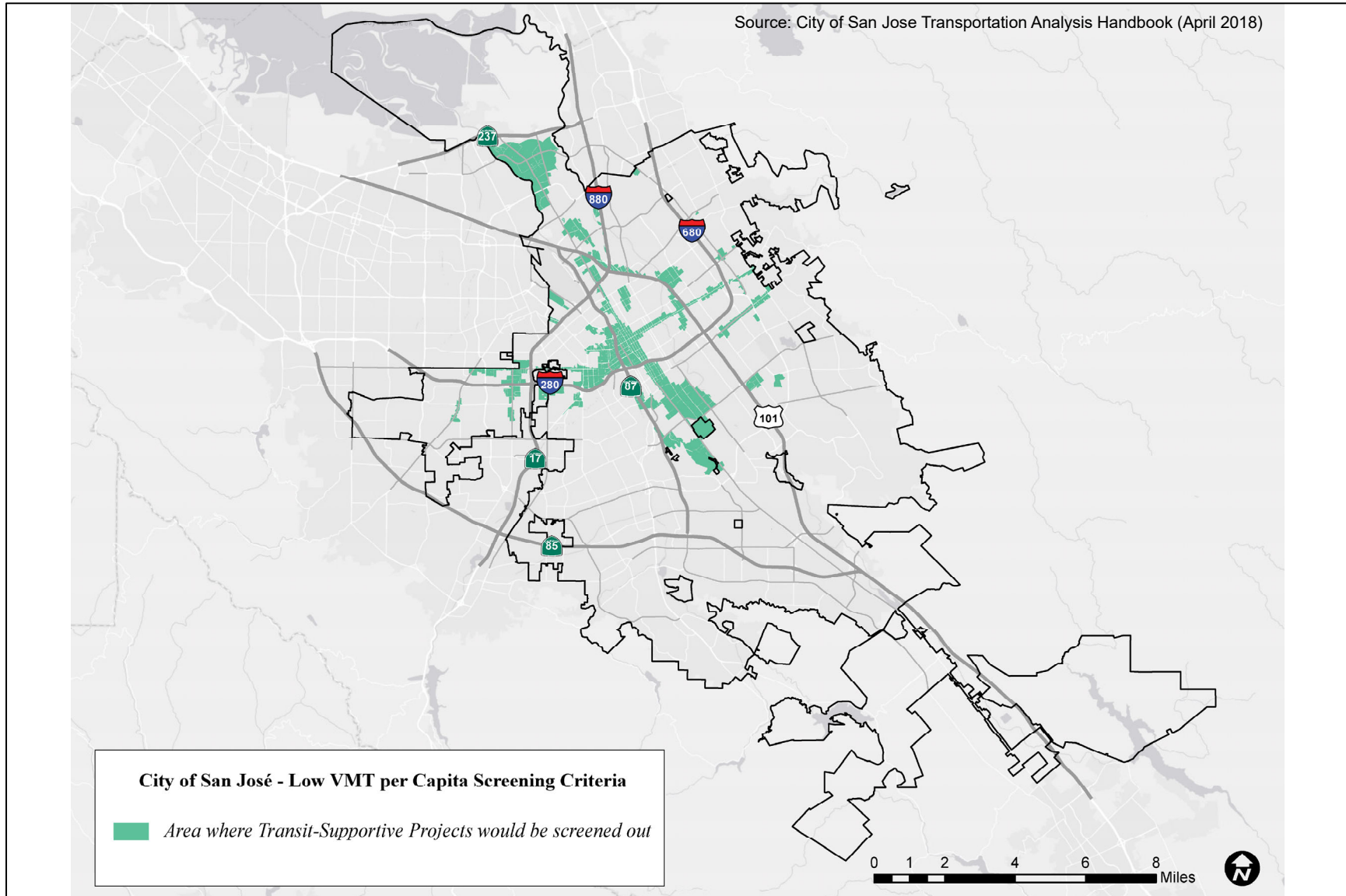
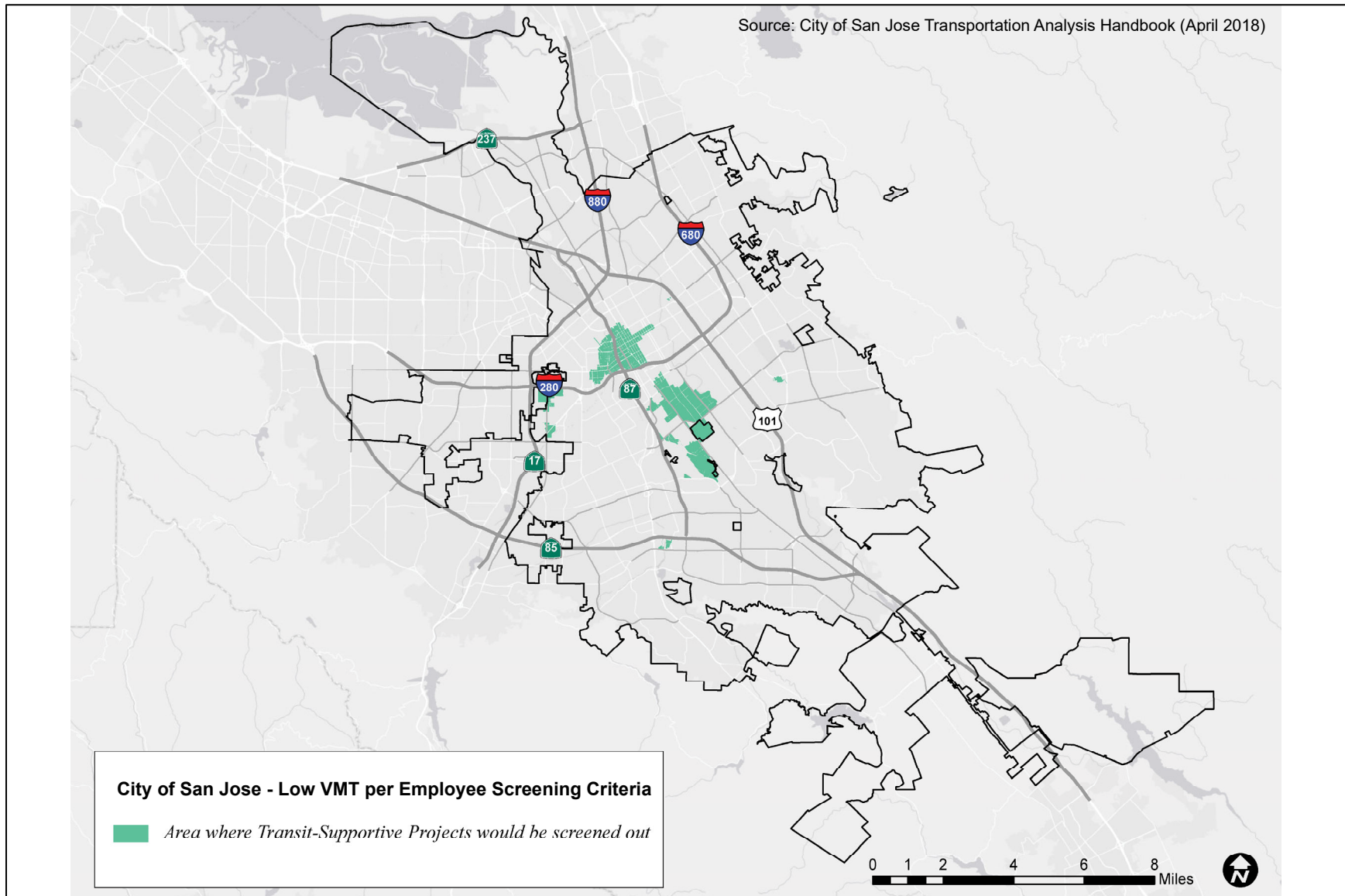


Figure 7
Low VMT per Employee Areas in San Jose



VMT Evaluation Methodology and Criteria

Per Council Policy 5-1, the effects of the proposed project on VMT were evaluated using the methodology outlined in the City's *Transportation Analysis Handbook*. The City of San Jose defines VMT as the total miles of travel by personal motorized vehicles a project is expected to generate in a day. VMT is calculated using the Origin-Destination VMT method, which measures the full distance of personal motorized vehicle-trips with one end within the project. A project's VMT is compared to established thresholds of significance based on the project location and type of development.

Typically, development projects that are farther from other, complementary land uses (such as a business park far from housing) and in areas without transit or active transportation infrastructure (bike lanes, sidewalks, etc.) generate more driving than development near complementary land uses with more robust transportation options. Therefore, developments located in a central business district with high density and diversity of complementary land uses and frequent transit services are expected to internalize trips and generate shorter and fewer vehicle trips than developments located in a suburban area with low density of residential developments and no transit serve in the project vicinity.

When assessing a residential project, the project's VMT is divided by the number of residents expected to occupy the project to determine the VMT per capita. When assessing an office or industrial project, the project's VMT is divided by the number of employees. Non-residential and non-employment uses, such as retail and hotel uses are assessed based on their effects on total VMT.

VMT Evaluation Tool

To determine whether a project would result in CEQA transportation impacts related to VMT, the City has developed the San Jose VMT Evaluation Tool to streamline the analysis for development projects. Based on the assessor's parcel number (APN) of a project, the VMT evaluation tool identifies the existing average VMT per capita and employee for the project area. Based on the project location, type of development, project description, and proposed trip reduction measures, the VMT evaluation tool calculates the project VMT.

Projects located in areas where the existing VMT is greater than the established threshold are referred to as being in "high-VMT areas". Projects in high-VMT areas are required to include a set of VMT reduction measures that would reduce the project VMT to the greatest extent possible. The VMT evaluation tool evaluates a list of selected VMT reduction measures that can be applied to a project to reduce the project VMT. There are four strategy tiers whose effects on VMT can be calculated with the VMT evaluation tool:

1. Project characteristics (e.g. density, diversity of uses, design, and affordability of housing) that encourage walking, biking, and transit uses;
2. Multimodal network improvements that increase accessibility for transit users, bicyclists, and pedestrians;
3. Parking measures that discourage personal motorized vehicle-trips; and
4. Transportation demand management (TDM) measures that provide incentives and services to encourage alternatives to personal motorized vehicle-trips.

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

Baseline VMT Estimates

The thresholds of significance for residential and employment development projects, as established in the Transportation Analysis Policy, are based on the existing citywide average VMT level for residential uses and the existing regional average VMT level for employment uses. Figures 8 and 9 show the current VMT levels estimated by the City for residents and workers, respectively. Areas are color-coded based on the level of existing VMT:

- Green-filled areas are parcels with existing VMT less than the City's residential and employee thresholds of 10.12 VMT per capita and 12.21 per employee. The thresholds are calculated by subtracting 15 percent from the citywide average of 11.91 VMT per capita and regional average of 14.37 per employee.
- Yellow-filled areas are parcels with existing VMT between the residential and employee thresholds and the city-wide average of 11.91 VMT per capita and regional average 14.37 VMT per employee.
- Orange-filled areas are parcels with existing VMT greater than the residential and employee thresholds. However, a project's VMT impact may be mitigated by implementing VMT-reducing measures.
- Red-filled areas are parcels with existing VMT greater than the residential and employee threshold. Implementing VMT-reducing measures will not be sufficient to reduce a project's VMT to less than the threshold of significance.

Average per-capita and per-employee VMT for all the existing developments within ½ mile buffer of each parcel in the City serves as the baseline from which a project is evaluated. Figure 10 shows the current VMT levels estimated by the City for workers in the immediate project area.

Thresholds of Significance

If a project is found to have a significant impact on VMT, the impact must be reduced by modifying the project to reduce its VMT to an acceptable level (below the established thresholds of significance applicable to the project) and/or mitigating the impact through multimodal transportation improvements or establishing a Trip Cap. Table 2 shows the VMT thresholds of significance for development projects, as established in the Transportation Analysis Policy. For employment uses, such as the proposed project, the applicable criteria are as follows:

Projects that include general employment uses (office) are said to create a significant adverse impact when the estimated project-generated VMT exceeds the existing regional average VMT per employee minus 15 percent. Currently, the reported regional average is 14.37 VMT per employee. This equates to a significant impact threshold of 12.21 VMT per employee.

VMT of Existing Land Uses

The results of the VMT analysis using the VMT Evaluation Tool indicate that the existing VMT for employment uses in the project vicinity is 15.38 per employee. As shown in Table 2, the current regional average VMT for employment uses is 14.37 per employee. Therefore, the existing VMT levels of employment uses in the project vicinity are currently more than the regional average VMT. Appendix A presents the VMT Evaluation Tool summary report for the project.

Figure 8
VMT per Capita Heat Map in San Jose

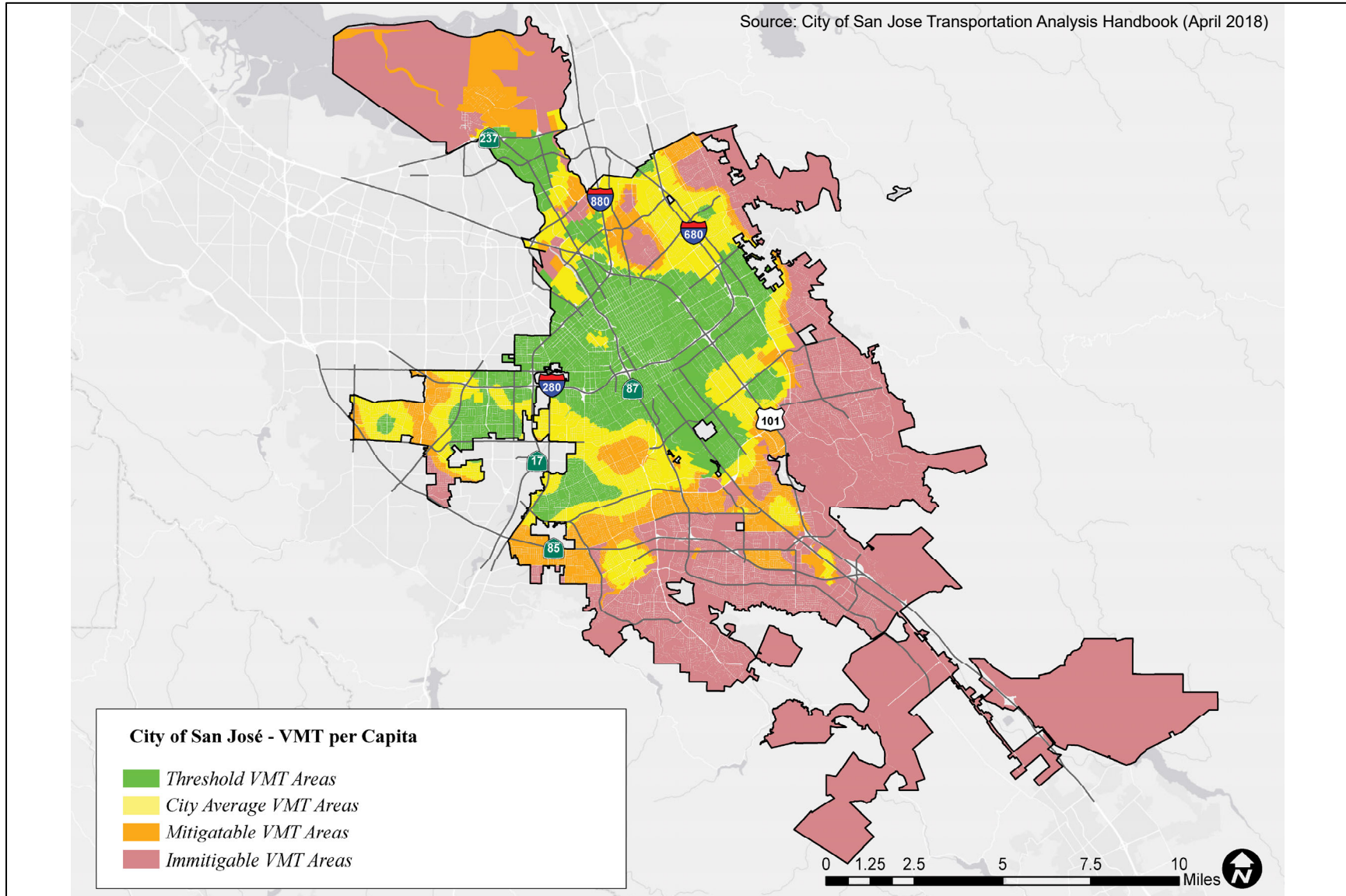


Figure 9
VMT per Employee Heat Map in San Jose

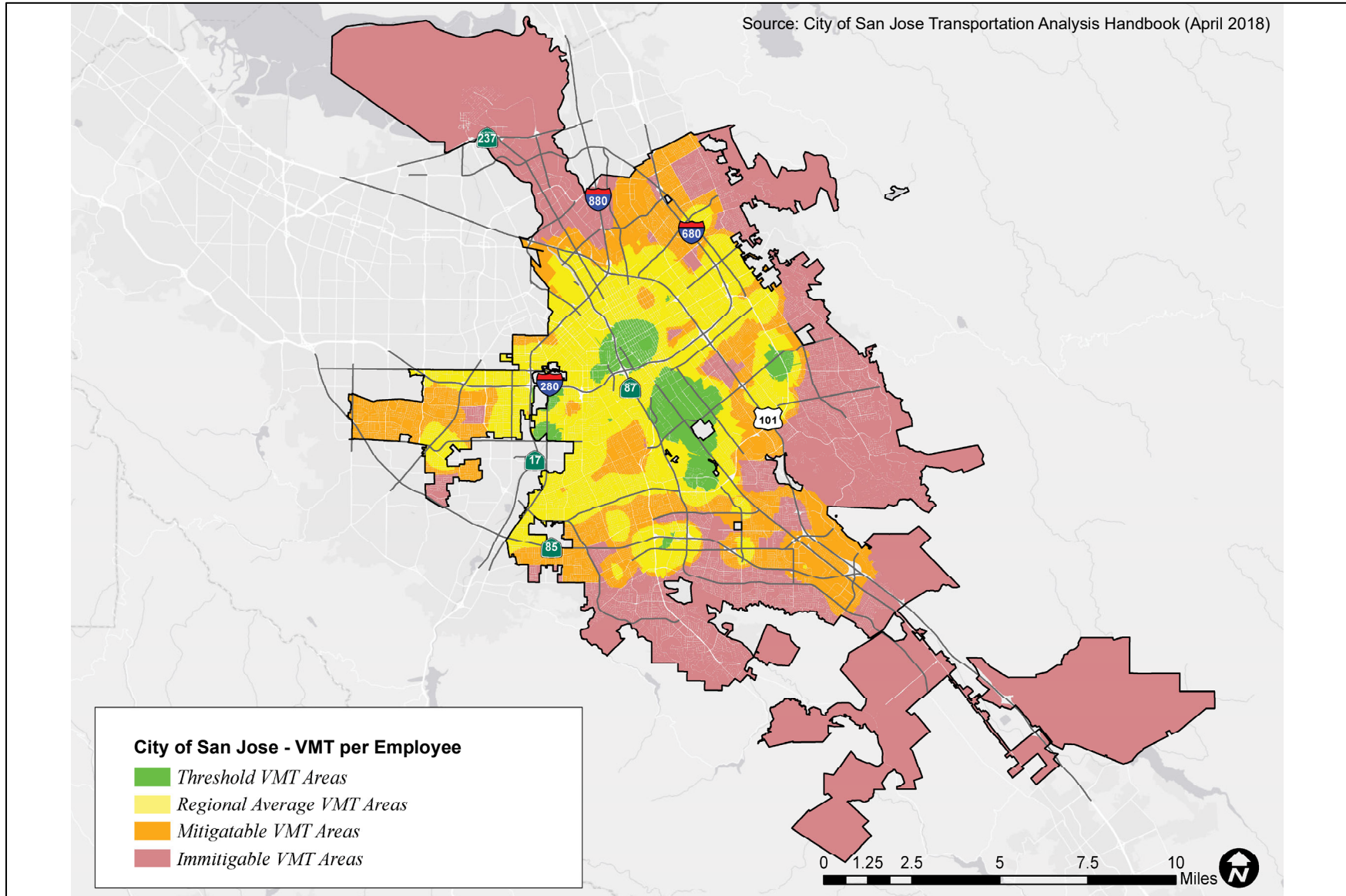


Figure 10
VMT per Employee Heat Map in Project Area

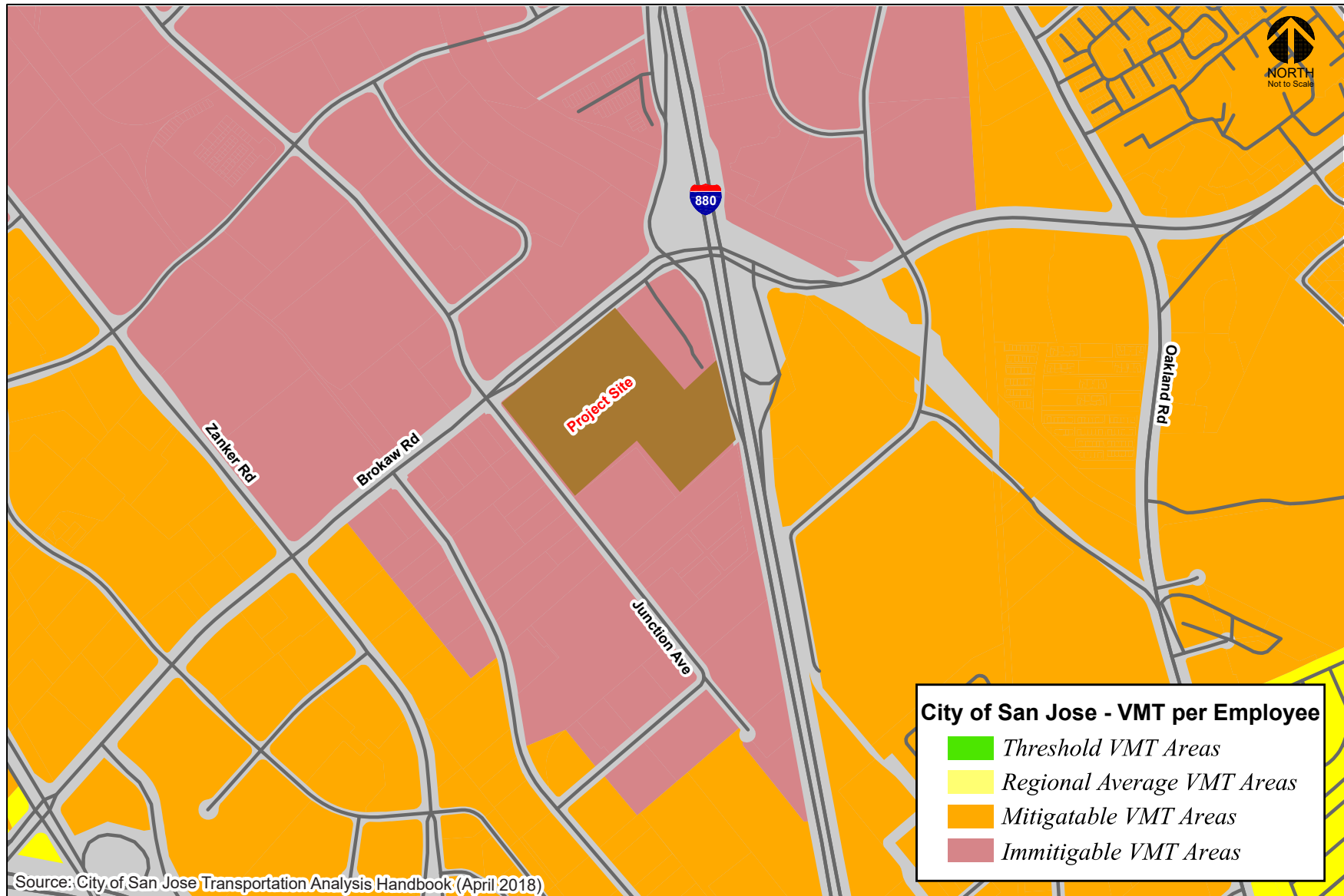


Table 2
CEQA VMT Analysis Significant Impact Criteria for Development Projects

Type	Significance Criteria	Current Level	Threshold
Residential Uses	Project VMT per capita exceeds existing citywide average VMT per capita minus 15 percent <u>OR</u> existing regional average VMT per capita minus 15 percent, whichever is lower.	11.91 VMT per capita (Citywide Average)	10.12 VMT per capita
General Employment Uses	Project VMT per employee exceeds existing regional average VMT per employee minus 15 percent	14.37 VMT per employee (Regional Average)	12.21 VMT per employee
Industrial Employment Uses	Project VMT per employee exceeds existing regional average VMT per employee	14.37 VMT per employee (Regional Average)	14.37 VMT per employee
Retail/ Hotel/ School Uses	Net increase in existing regional total VMT	Regional Total VMT	Net Increase
Public/Quasi-Public Uses	In accordance with the most appropriate type(s) as determined by Public Works Director	Appropriate levels listed above	Appropriate thresholds listed above
Mixed Uses	Evaluate each land use component of a mixed-use project independently, and apply the threshold of significance for each land use type included	Appropriate levels listed above	Appropriate thresholds listed above
Change of Use or Additions to Existing Development	Evaluate the full site with the change of use or additions to existing development, and apply the threshold of significance for each project type included	Appropriate levels listed above	Appropriate thresholds listed above
Area Plans	Evaluate each land use component of the area plan independently, and apply the threshold of significance for each land use type included	Appropriate levels listed above	Appropriate thresholds listed above

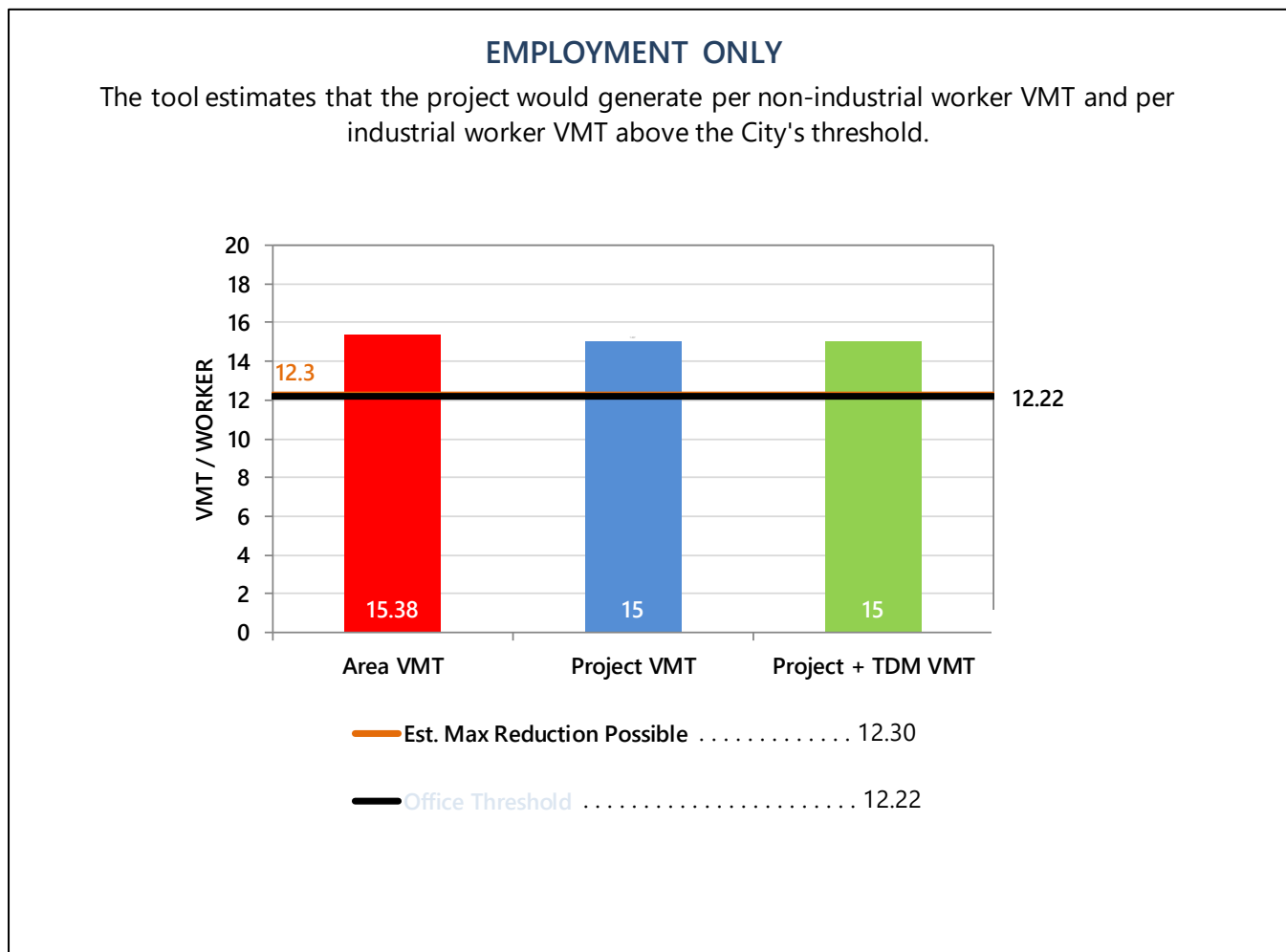
Source: City of San José Transportation Analysis Handbook, April 2018.

Project-Level VMT Impact Analysis

The City's Transportation Policy identifies an impact threshold of 15% below the regional average per employee VMT of 14.37. Thus, the proposed project would result in a significant impact if it results in VMT that exceeds per employee VMT of 12.21.

The results of the VMT evaluation, using the City's VMT Evaluation Tool, indicate that the project is projected to generate VMT per employee (15.00), that would exceed the established impact threshold. Therefore, the project will result in an impact on the transportation system based on the City's VMT impact criteria. Figure 11 shows the VMT evaluation summary generated by the City of San Jose's VMT Evaluation Tool.

Figure 11
VMT Analysis



Project Impacts and Mitigation Measures

Project Impact: Since the VMT generated by the project (15.00 per employee) would exceed the impact threshold of 12.21 VMT per employee, the project would result in a significant transportation impact on VMT, and mitigation measures are required to reduce the VMT impact. Per the *Transportation Analysis Handbook*, projects located in areas where the existing VMT is above the established threshold are referred to as being in “high-VMT areas”, and projects in high-VMT areas are required to include a set of VMT reduction measures that would reduce the project VMT to the greatest extent possible. However, per the City’s VMT tool, the maximum reduction possible for the project area is 12.30 VMT per employee. Therefore, the mitigation measures described below will only partially mitigate the project’s impact on VMT. Appendix A presents the VMT Evaluation Tool summary report for the project with the mitigation measures.

Mitigation Measures: Based on preliminary direction from City staff, the project will be required to implement several multi-modal facility improvements as partial mitigation for its impacts. Per the four strategy tiers included in the VMT Evaluation Tool, each of the identified measures are classified as Tier 2 or 3 measures. The project will be required to implement the following mitigation measures to reduce the identified significant VMT impact. These mitigation measures and the resulting VMT are summarized in Table 3.

Table 3
VMT Mitigation Measures and Resulting VMT

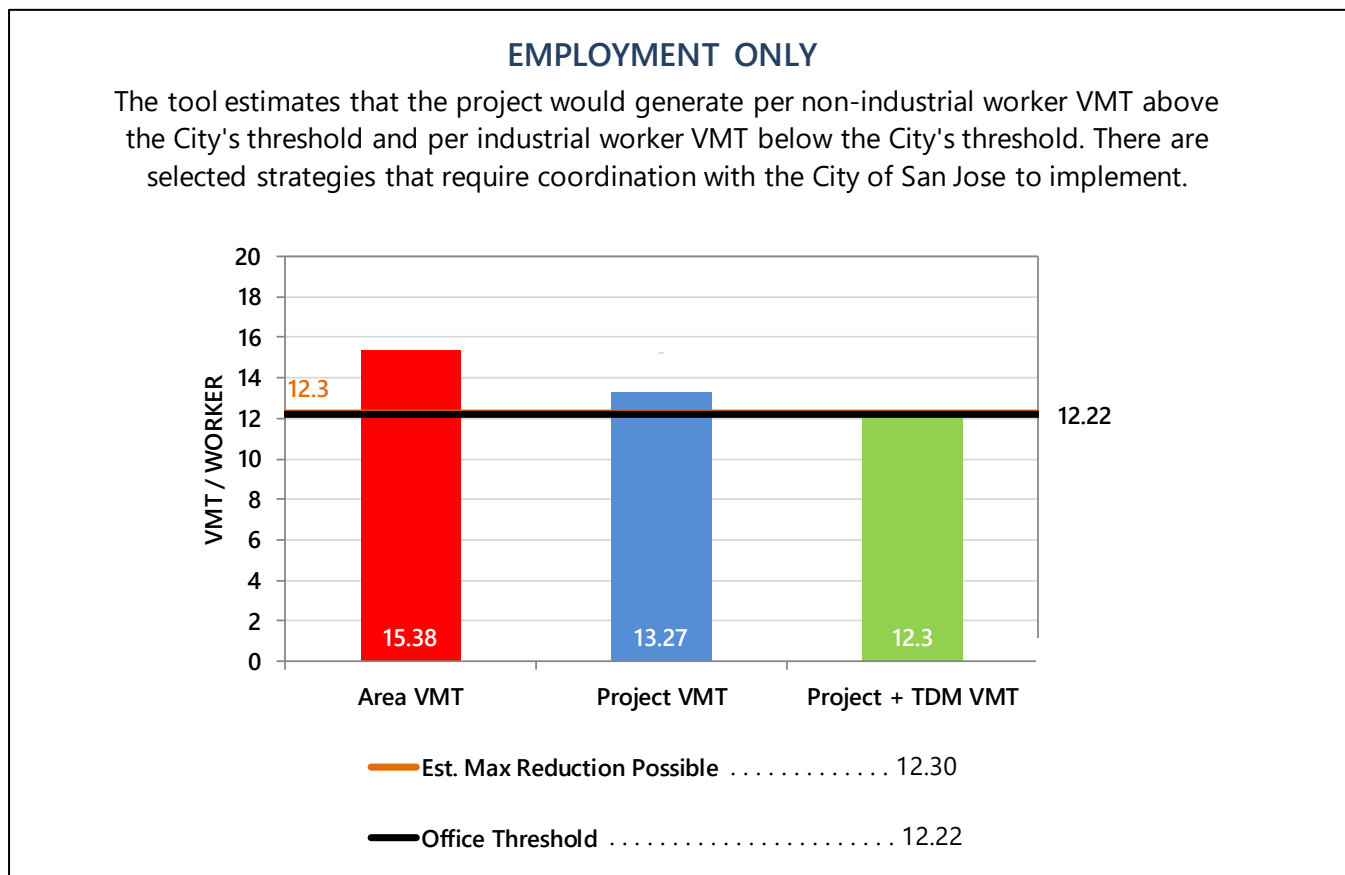
#	Mitigation	Mitigation Description	VMT		
			Per Employee	Threshold	Impact?
	Project	None	15.00	12.21	Yes
All of These Tier 2 (Multimodal Infrastructure) and Tier 3 (Parking) Mitigation Measures Need to be Implemented:					
1	Expand the Reach of Bike Access with Investment in Infrastructure (Tier 2)	Implement bicycle facilities that close gaps in the bicycle network and/or improve the existing bicycle network (e.g. construct barrier or buffer for an existing bike lane). Improving bike access to the project promotes biking as an alternative to driving and reduces VMT. The San Jose Better Bike Plan 2025 identifies protected bike lanes along Brokaw Road and Junction Avenue, which would improve the existing bicycle network and provide bicyclists with a safer option to travel.	14.97	12.21	Yes
2	Increase Transit Accessibility (Tier 2)	Improve transit accessibility for the project to shorten last-mile connections for pedestrians and bicyclists. Enhancing access to transit will facilitate the use of transit by people traveling to/from the project site, resulting in a mode shift. The project will be required to relocate the bus stop for westbound Frequent Route 60 from its current location on Brokaw Road just east of Rogers Avenue to just west of Junction Avenue.	14.33	12.21	Yes
3	Provide Pedestrian Network Improvements for Active Transportation (Tier 2)	Implement pedestrian improvements both on-site and in the surrounding area. Improving the pedestrian connections encourages people to walk instead of drive and reduces VMT. The project will be required to remove each of the pork chop islands at the Brokaw Road/Junction Avenue intersection and modify the signal phasing on Junction Avenue from permitted to protected phasing to improve pedestrian safety and access.	14.70	12.21	Yes
4	Network Connectivity/Design Improvements (Tier 2)	Build new street connections and/or connect cul-de-sacs to provide pedestrian and bicycle access. This measure enhances neighborhood walkability, connectivity, and accessibility. The project would signalize its southern project driveway on Junction Avenue.	14.40	12.21	Yes
5	Provide Bike Parking/End of Trip Bike Facilities (Tier 3)	Examples of end-of-trip facilities include bike parking, bicycle lockers, showers, and personal lockers. The project should provide on-site shower facilities with lockers. In addition, bicycle parking that meets or exceeds the City's requirements for both short- and long-term bicycle parking must be provided.	14.78	12.21	Yes
	Combined Tiers 2 and 3 Mitigation Measures #1 - 5	Expand the Reach of Bike Access with Investment in Infrastructure, Increase Transit Accessibility, Provide Pedestrian Network Improvements for Active Transportation, Network Connectivity/Design Improvements, and Provide Bike Parking/End of Trip Bike Facilities	13.27	12.21	Yes
One of These Tier 4 (TDM) Mitigation Measures Needs to be Implemented:					
6	Telecommuting and Alternative Work Schedules	Encourage employees to telecommute from home when possible, or to shift work schedules such that travel occurs outside of peak congestion period. This strategy reduces commute trips, thereby reducing VMT. At a minimum, the measure would require that 50% of employees work a 4/40 work week schedule (10-hour work days for four days a week).	12.30	12.21	Yes
7	Operate a Free Direct Shuttle	Provide direct shuttle service to the project site from areas with high concentrations of employees. This strategy reduces drive-alone commute trips, thereby reducing VMT. At a minimum, the measure would require at least 20% participation by employees.	12.30	12.21	Yes
8	Subsidize Vanpool	Provide subsidies for individuals forming new vanpools for their commute. This encourages the use of vanpools, reducing drive-alone trips and thereby reducing VMT. The project would be required to subsidize 100% of the cost of the vanpool cost with at least 15% employee participation.	12.30	12.21	Yes

- Expand the Reach of Bike Access with Investment in Infrastructure (Tier 2): Implement bicycle facilities that close gaps in the bicycle network and/or improve the existing bicycle network (e.g. construct barrier or buffer for an existing bike lane). Improving bike access to the project promotes biking as an alternative to driving and reduces VMT. The San Jose Better Bike Plan 2025 identifies protected bike lanes along Brokaw Road and Junction Avenue, which would improve the existing bicycle network and provide bicyclists with a safer option to travel. The project will be required to implement or provide its fair-share contribution towards the cost of implementation of the protected/buffered bicycle lanes along Brokaw Road and Junction Avenue on the opposing side of or beyond the project frontages. Additionally, the project will be required to complete protected intersection signal modifications at the Brokaw Road and Junction Avenue intersection that include striped bike lanes adjacent to all crosswalks and installation of corner islands in addition to the removal of the pork chop islands at the intersection mentioned below. **And**
- Increase Transit Accessibility to Improve Last-Mile Transit Connections (Tier 2): Improve transit accessibility for the project to shorten last-mile connections for pedestrians and bicyclists. Enhancing access to transit will facilitate the use of transit by people traveling to/from the project site, resulting in a mode shift. The project will be required to remove the pork chop island at the northwest corner of the Junction Avenue/Brokaw Road intersection to allow for the relocation of the existing Route 60 stop from its current location east of Rogers Avenue to just west of Junction Avenue (on the far side of westbound Brokaw Road). This mitigation would require the construction of a sidewalk between the relocated bus stop and the existing sidewalk on the north side of Brokaw Road for pedestrian connectivity to the Junction Avenue/Brokaw Road intersection. The project should work with VTA staff to identify the specific placement of the relocated stop along Brokaw Road and improvement of the eastbound stop on its frontage. **And**
- Provide Pedestrian Network Improvements for Active Transportation (Tier 2): Implement pedestrian improvements both on-site and in the surrounding area. Improving the pedestrian connections encourages people to walk instead of drive and reduces VMT. The project will be required to remove each of the pork chop islands at the Brokaw Road/Junction Avenue intersection and modify the signal phasing on Junction Avenue from permitted to protected phasing to improve pedestrian safety and access. **And**
- Improve Network Connectivity/Design (Tier 2): Build new street connections and/or connect cul-de-sacs to provide pedestrian and bicycle access. This measure enhances neighborhood walkability, connectivity, and accessibility. The project would signalize its southern project driveway on Junction Avenue. The new signal will provide an additional controlled crossing point along Junction Avenue south of Brokaw Road for pedestrians and bicyclists. **And**
- Provide Bike Parking/End of Trip Bike Facilities (Tier 3): Examples of end-of-trip facilities include bike parking, bicycle lockers, showers, and personal lockers. The project should provide on-site shower facilities with lockers. In addition, bicycle parking that meets or exceeds the City's requirements for both short- and long-term bicycle parking must be provided.

The implementation of Tier 2 and 3 measures described above would reduce the VMT generated by the project to 13.27 per employee.

The project's VMT could be reduced further with the implementation of one of the following Travel Demand Management (TDM) measures. It should be noted that the selected TDM measure may be incorporated within a TDM plan for the project which may include additional TDM measures. However, per the City's VMT tool, the maximum possible reduction in VMT (12.30) would be achieved with the implementation of one of the TDM measures. The VMT analysis with the recommended mitigation measures is shown in Figure 12.

Figure 12
VMT Analysis with Recommended Mitigation Measures



- **Telecommuting and Alternative Work Schedules:** Encourage employees to telecommute from home when possible, or to shift work schedules such that travel occurs outside of peak congestion periods. This strategy reduces commute trips, thereby reducing VMT. At a minimum, the measure would require that 50% of employees work a 4/40 work week schedule (10-hour work days for four days a week). **Or**
- **Operate a Free Direct Shuttle:** Provide direct shuttle service to the project site from areas with high concentrations of employees. This strategy reduces drive-alone commute trips, thereby reducing VMT. At a minimum, the measure would require at least 20% participation by employees. **Or**
- **Subsidize Vanpool:** Provide subsidies for individuals forming new vanpools for their commute. This encourages the use of vanpools, reducing drive-alone trips, and thereby reducing VMT. The project would be required to subsidize 100% of the cost of the vanpool cost with at least 15% employee participation.

TDM Implementation, Monitoring, and Reporting

The TDM Plan would require coordination with the City of San Jose staff. The project applicant should submit the TDM Plan to the City of San Jose for approval. The project applicant would also be responsible for ensuring that the TDM strategies are incorporated into the project. After the office building is constructed and occupied, the project applicant should identify a TDM Coordinator. The TDM Coordinator would be responsible for implementing the ongoing TDM program. Having a main contact

person would help ensure that transportation-related questions from employees are responded to promptly. If the TDM Coordinator changes for any reason, City staff and all office employees shall be notified of the name and contact information of the newly designated TDM Coordinator.

The TDM Plan would need to be re-evaluated annually for the life of the project. It is recommended that the designated TDM Coordinator consult with City staff to ensure the monitoring and reporting meets the City's expectations. Monitoring should include the following components:

- Annual Vehicle Trip Generation Counts (conducted by a third party). It is assumed that every percent reduction in peak-hour vehicle trips generated by the project is equivalent to a one percent reduction in per-employee VMT. If the counts show the project trip generation is higher than expected, then the TDM Plan may need to be altered or enhanced.
- Annual Mode Share Surveys. A survey to be administered to all office employees would provide qualitative data regarding employee perceptions of the alternative transportation programs and perceptions of the obstacles to using an alternative mode of transportation. The survey also would provide quantitative data regarding the number of employees who utilize alternative modes of transportation (e.g., bike-to-work, carpool, or use public transit) to commute to work, including the frequency of use. The mode share survey results should measure the relative effectiveness of individual TDM program components and facilitate the design of possible program enhancements in order to reduce single-occupant vehicle trips.
- Annual Monitoring Report. The TDM Coordinator would be responsible for submitting the monitoring reports to the City of San Jose (Department of Building and Code Enforcement's Environmental Review) annually for three years, and then upon request of the Zoning Administrator for the life of the project.

Overriding Consideration of Significant Unavoidable VMT Impact

As described above, the identified mitigation measures will only partially mitigate the project's impact on VMT. Therefore, the VMT impact is considered significant and unavoidable. Per City staff, the City Council may adopt an overriding consideration for the project's VMT impact. The override would be applicable to the VMT that cannot be mitigated and would include either the construction or funding of multi-modal improvements via a VMT impact fee consistent with Transportation Council Policy 5-1 which was adopted on February 27, 2018. Council Policy 5-1 identifies a fee of \$3,200 per unmitigable VMT per employee. To account for annual cost escalation, the annual fee calculation has been calculated internally by the City as \$3,507 for Commercial/Office (per unmitigated VMT) and is effective as of January 1st, 2021. Thus, in addition to the measures described above, the project also is required to pay a \$2,104,200 VMT impact fee. Further coordination with the City of San Jose will be required to identify the public improvements to be implemented with the collected VMT impact fee for the project. The calculation of the fee is shown in Table 4.

Cumulative (GP Consistency) Evaluation

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

Table 4
VMT Impact Fee

	VMT per Employee			Change
	Existing	No Mitigations	Project With Mitigations ¹	
Proposed Project	15.38	15.00	12.30	-3.08
Impact Threshold	12.21	VMT per employee		
Unmitigable VMT ²	0.09	VMT per employee		
Proposed Project	2,000,000	Square feet of office space		
Number of Employees ³	6,667	Employees		
Total Unmitigable VMT	600	VMT		
VMT Impact Fee ⁴	\$3,507	Per unmitigable VMT		
Total VMT Impact Fee	\$2,104,200			

Notes:

¹ The maximum possible reduction with implementation of all potential TDM measures as well as other off-site transportation improvements is 12.30 VMT per employee.

² Unmitigable VMT per employee was calculated based on the project 12.30 VMT with mitigations subtracting the impact threshold of 12.21 VMT per employee.

³ Assuming a typical ratio of 300 square feet of office space per employee.

⁴ The annual fee calculation has been calculated internally by the City as \$3,507 for Commercial/Office (per unmitigated VMT) and is effective as of January 1st, 2021.

According to the Envision San Jose 2040 General Plan, the project site is designated for *combined industrial/commercial* uses. This land use designation is an exclusive designation intended for a wide variety of industrial users such as research and development, manufacturing, assembly, testing, office, and retail uses. Industrial uses are consistent with this designation insofar as any functional or operational characteristics of a hazardous or nuisance nature can be mitigated through design controls. Areas exclusively for industrial uses may contain a very limited amount of supportive commercial uses, in addition to industrial uses, when those uses are of a scale and design providing support only to the needs of businesses and their employees in the immediate industrial area. These commercial uses should be located within a larger industrially utilized building to protect the character of the area and maintain land use compatibility. In addition, warehouse retail uses are allowed where they are compatible with adjacent industrial uses and will not constrain future use of the subject site for industrial purposes.

Since the *combined industrial/commercial* designation allows office uses, the proposed office project is consistent with the Envision San Jose 2040 General Plan and would not require a General Plan Amendment (GPA). The project would be considered part of the cumulative solution to meet the General Plan's long-range transportation goals and would result in a less-than-significant cumulative impact.

4.

Local Transportation Analysis

This chapter describes the Local Transportation Analysis (LTA) including the method by which project traffic is estimated, intersection operations analysis for existing, background, and background plus project, any adverse effects on study intersections caused by the project, intersection vehicle queuing analysis, freeway segment capacity, site access and on-site circulation review, effects on bicycle, pedestrian, and transit facilities, and parking.

The LTA supplements the CEQA VMT analysis and identifies transportation and traffic operational issues that may arise due to a development project. The LTA is required per the City of San Jose Transportation Policy, however, the determination of project impacts per CEQA requirements is based solely on the VMT analysis presented in the previous chapter. The LTA provides supplemental analysis for use by the City of San Jose in identifying potential improvement of the transportation system with a focus on improving multi-modal travel.

Project Description

The project proposes to demolish the existing building on site that includes 124,230 s.f. of office and 169,676 s.f. of retail space (Fry's Electronics) and construct up to 2,000,000 s.f. of office space with two new multi-level parking garages. Access to the project site is proposed to be provided via one full access signalized driveway and one right-turn only driveway along Junction Avenue and two right-in/right-out only driveways along Brokaw Road.

Project Trip Estimates

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

Trip Generation

Proposed Project Trips

Through empirical research, data have been collected that indicate the amount of traffic that can be expected to be generated by common land uses. Project trip generation was estimated by applying to the size and uses of the development the appropriate trip generation rates. The average trip generation

rates for General Office Building (Land Use #710) as published in the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 10th Edition* (2017) were applied to the proposed office space to estimate the project trips. Based on the trip generation rates, it is estimated that the project would generate a total of 19,480 daily vehicle trips, with 2,320 trips (1,995 inbound and 325 outbound) occurring during the AM peak hour and 2,300 trips (368 inbound and 1,932 outbound) occurring during the PM peak hour before any reductions.

Trip Reductions

In accordance with San Jose's *Transportation Analysis Handbook* (April 2018, Section 4.8, "Intersection Operations Analysis"), the project is eligible for adjustments and reductions from the baseline (gross) trip generation described above.

Based on the San Jose guidelines, the project qualifies for a location-based adjustment. The location-based adjustment reflects the project's vehicle mode share based on the "place type" in which the project is located per the San Jose Travel Demand Model. The project's place type was obtained from the San Jose VMT Evaluation Tool. Based on the evaluation tool, the project site is located within a *Suburb with Multifamily Homes* place type. Based on Table 6 of the City of San Jose *Transportation Analysis Handbook*, April 2018, office developments within *Suburb with Multifamily Homes* areas have vehicle mode shares of 92%. Thus, an 8 percent reduction was applied to the project trip generation estimates based on the location-based vehicle mode share outputs produced from the San Jose Travel Demand Model.

Additionally, based on the San Jose VMT Evaluation Tool, the project is anticipated to generate 13.27 VMT per employee after Tiers 2 and 3 mitigations in an area that currently generates approximately 15.38 VMT per employee. It is assumed that every percent reduction from the existing per-employee VMT is equivalent to a one percent reduction in peak-hour vehicle trips. Thus, the project trip estimates were reduced by 13.72 percent to reflect the reduction in peak hour trips.

After applying the ITE trip rates and appropriate trip reductions, the proposed project is estimated to generate a total of 15,463 daily vehicle trips, with 1,841 trips (1,583 inbound and 258 outbound) occurring during the AM peak hour and 1,825 trips (292 inbound and 1,533 outbound) occurring during the PM peak hour.

Existing Site Trip Credit

Trips associated with the existing office and retail on the project site were subtracted from the estimated trips to be generated by the proposed project. The average trip generation rates for General Office Building (Land Use #710) and Electronics Superstore (Land Use #863 as published in the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 10th Edition* (2017) were used to estimate trips for the existing office and retail space, respectively. Based on the trip generation rates, it is estimated that the existing uses on the project site are generating a total of 8,175 daily vehicle trips, with 198 trips (159 inbound and 39 outbound) occurring during the AM peak hour and 866 trips (377 inbound and 489 outbound) occurring during the PM peak hour.

Net Project Trips

After applying the ITE trip rates and appropriate trip reductions to the proposed project, and existing site trip credits, it is estimated that the project would generate an additional 7,288 daily vehicle trips, with 1,643 trips (1,424 inbound and 219 outbound) occurring during the AM peak hour and 959 trips (a reduction of 85 inbound and 1,044 outbound) occurring during the PM peak hour. The project trip generation estimates are presented in Table 5.

**Table 5
Project Trip Generation Estimates**

Land Use	% of Vehicle Mode Share	VMT ³		% Reduction	Size	Daily		AM Peak Hour					PM Peak Hour						
		Existing	Project			Rate	Trip	Pk-Hr Rate	Split In	Split Out	Trip In	Trip Out	Total	Pk-Hr Rate	Split In	Split Out	Trip In	Trip Out	Total
Proposed Land Use																			
General Office Building (#710) ¹					2,000,000 Square Feet	9.74	19,480	1.16	86%	14%	1,995	325	2,320	1.15	16%	84%	368	1,932	2,300
- Location Based Reduction ²	92%			8%			-1,558				-160	-26	-186				-29	-155	-184
- VMT Reduction ³		15.38	13.27	13.72%			-2,459				-252	-41	-293				-47	-244	-291
Gross Project Trips After Reductions							15,463				1,583	258	1,841				292	1,533	1,825
Existing Land Uses																			
General Office Building (#710) ¹					124,230 Square Feet	9.74	1,210	1.16	86%	14%	124	20	144	1.15	16%	84%	23	120	143
Electronics Superstore (#863) ¹					169,676 Square Feet	41.05	6,965	0.32	64%	36%	35	19	54	4.26	49%	51%	354	369	723
Total Existing Trip Credit							8,175				159	39	198				377	489	866
Net Project Trips							7,288				1,424	219	1,643				-85	1,044	959
Notes:																			
¹ Source: ITE <i>Trip Generation Manual</i> , 10th Edition 2017, average trip generation rates.																			
² The project site is located within a Suburb with Multifamily Housing area based on the City of San Jose VMT Evaluation Tool (February 29, 2019). The location-based vehicle mode shares are obtained from Table 6 of the City of San Jose Transportation Analysis Handbook (April 2018). The trip reductions are based on the percent of mode share for all of the other modes of travel beside vehicle.																			
³ VMT per employee. Existing and project VMTs were estimated using the City of San Jose VMT Evaluation Tool. It is assumed that every percent reduction in VMT per-employee is equivalent to one percent reduction in peak-hour vehicle trips.																			

Trip Distribution and Trip Assignment

The trip distribution pattern for the project was developed based on existing travel patterns on the surrounding roadway system and the locations of complementary land uses. The peak-hour vehicle trips generated by the project were assigned to the roadway network in accordance with the trip distribution pattern, with an emphasis on freeway access and project driveway location. Figure 13 shows the trip distribution pattern, and Figure 14 shows the assignment of project traffic on the local transportation network.

Intersection Operations Methodology

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

The intersection operations analysis is intended to quantify the operations of intersections and to identify potential negative effects due to the addition of project traffic. However, a potential adverse effect on a study intersection is not considered a CEQA impact metric.

Study Intersections

The study includes an analysis of AM and PM peak-hour traffic conditions for 32 signalized intersections and four unsignalized intersections. Intersections were selected for study if the project is expected to add 10 vehicle trips per hour per lane to an intersection that meets one of the following criteria as outlined in the *Transportation Analysis Handbook*.

- Within a ½-mile buffer from the project's property line;
- Outside a ½-mile buffer but within a one-mile buffer from the project AND currently operating at D or worse;
- Designated Congestion Management Program (CMP) facility outside of the City's Infill Opportunity Zones;
- Outside the City limits with the potential to be affected by the project, per the transportation standards of the corresponding external jurisdiction;
- With the potential to be affected by the project, per engineering judgment of Public Works.

The following study intersections were selected based on the above criteria (see Figure 14).

Signalized Study Intersections

1. I-880 and Old Bayshore Highway (E)
2. I-880 and Old Bayshore Highway (W)
3. First Street and I-880 (S) * (IOZ)
4. First Street and I-880 (N) * (IOZ)
5. First Street and Skyport Drive
6. First Street and Technology Place
7. US 101/Matrix Boulevard and Airport Parkway
8. First Street and Brokaw Road * (IOZ)
9. US 101 and Brokaw Road * (IOZ)
10. Zanker Road and Brokaw Road * (IOZ)
11. Junction Avenue and Brokaw Road
12. I-880 and Brokaw Road (W) *
13. I-880 and Brokaw Road (E) *

Figure 13
Project Trip Distribution

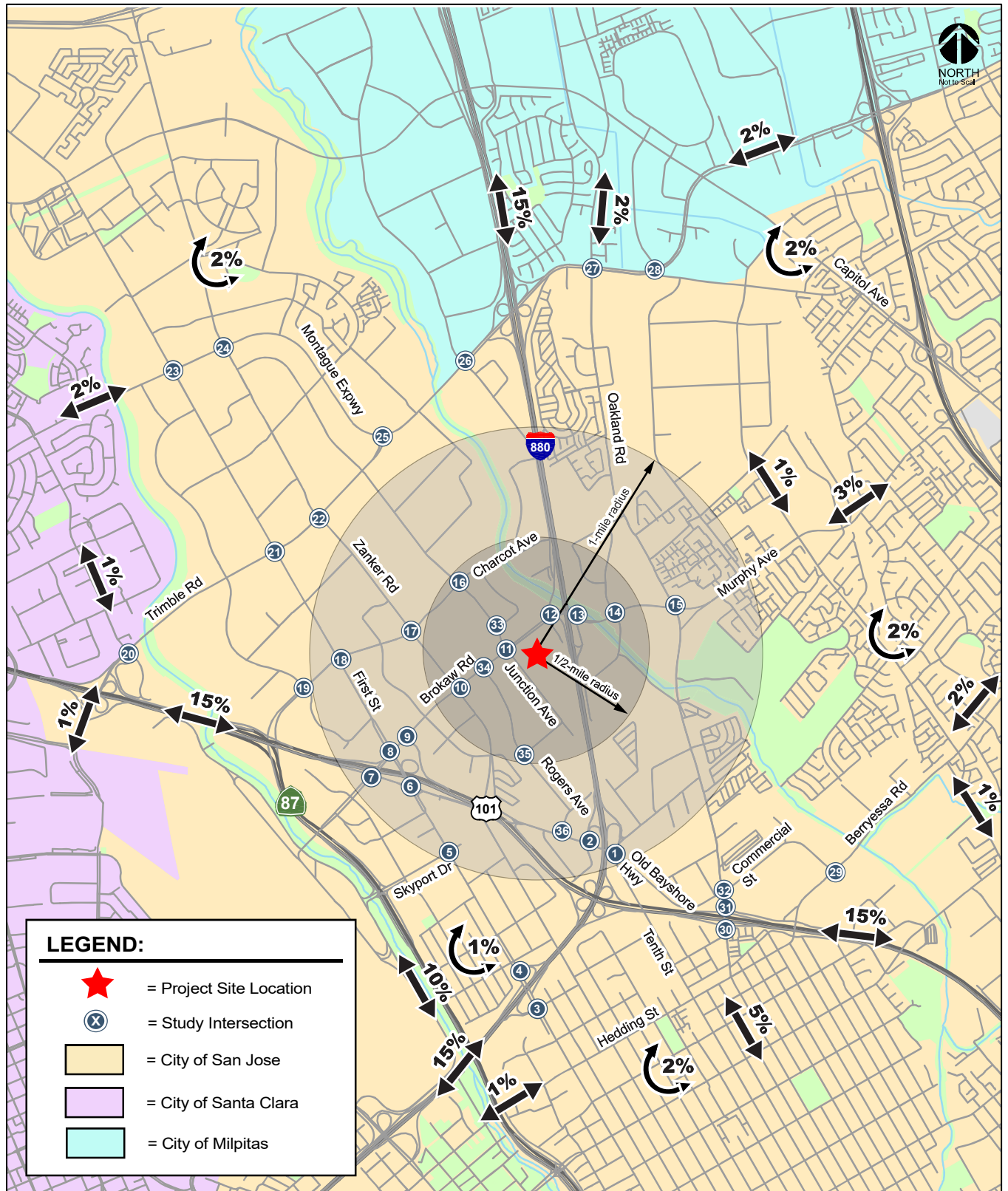


Figure 14
Net Project Trip Assignment

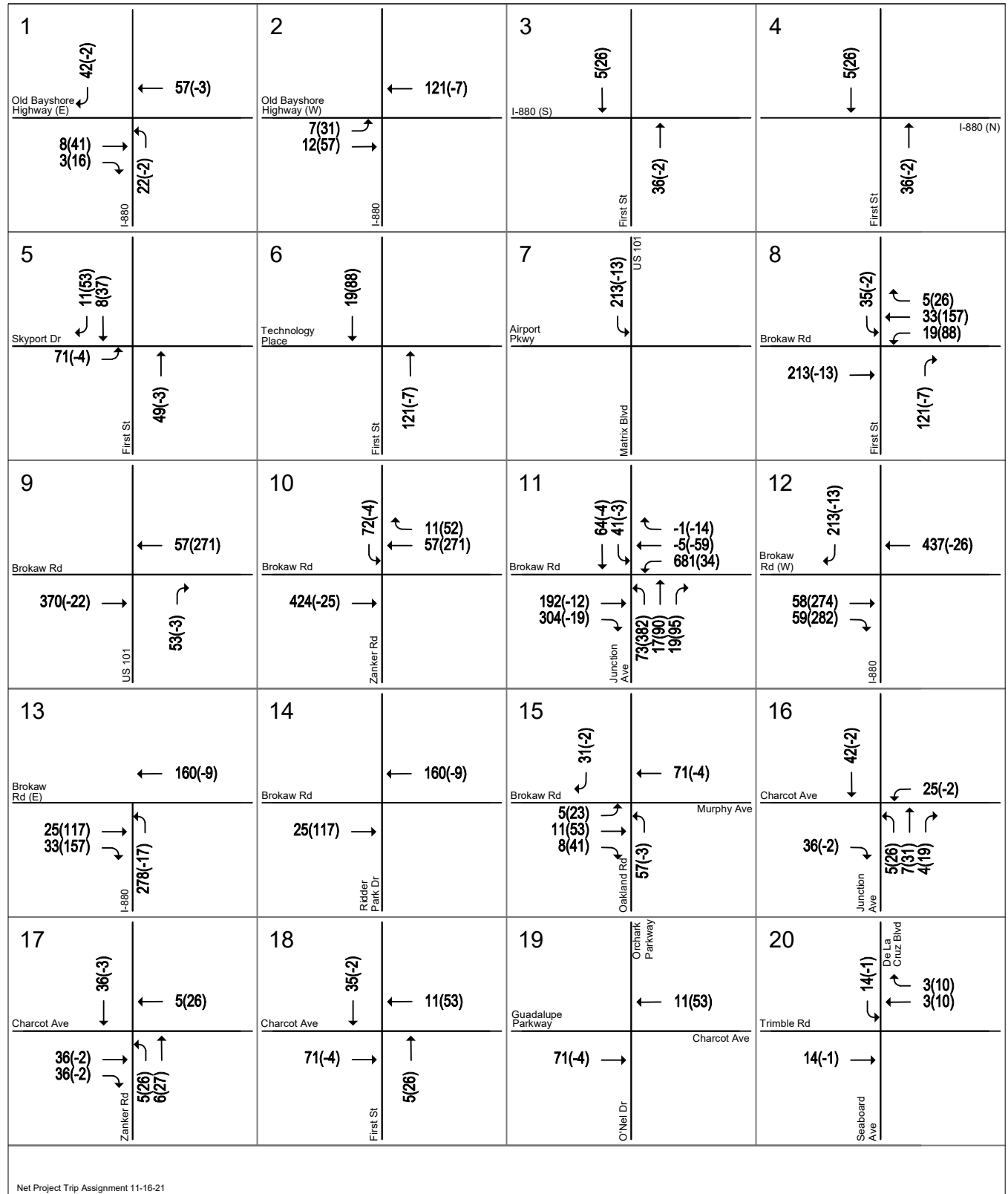
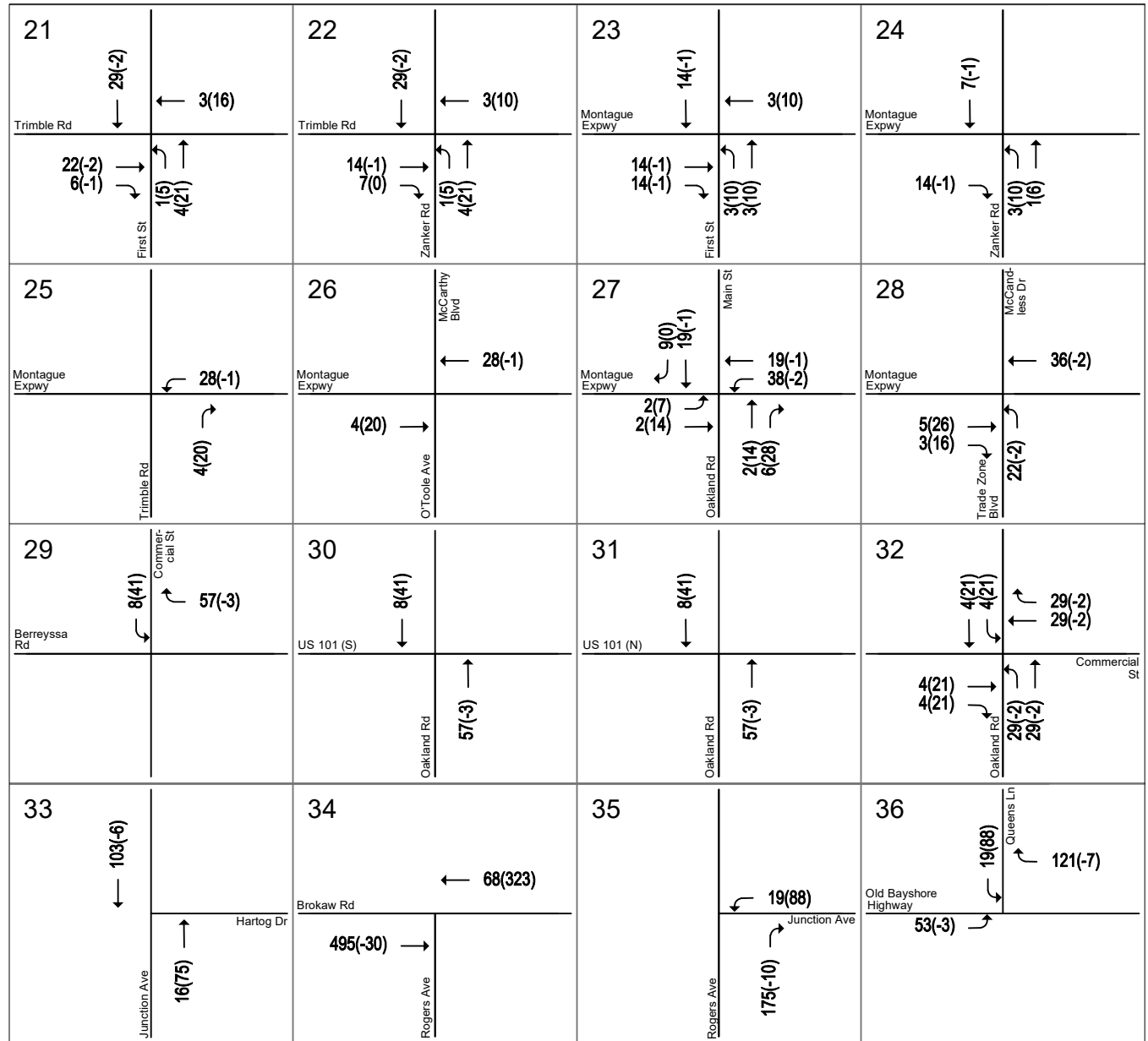


Figure 14 (Continued)
Net Project Trip Assignment



LEGEND:

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

Net Project Trip Assignment 11-16-21

14. Ridder Park Drive and Brokaw Road
15. Oakland Road and Brokaw Road/Murphy Avenue *
16. Junction Avenue and Charcot Avenue
17. Zanker Road and Charcot Avenue
18. First Street and Charcot Avenue
19. Orchard Parkway/O'Nel Drive and Guadalupe Parkway/Charcot Avenue
20. De La Cruz Boulevard/Seaboard Avenue and Trimble Road *
21. First Street and Trimble Road * (IOZ)
22. Zanker Road and Trimble Road * (IOZ)
23. First Street and Montague Expressway *
24. Zanker Road and Montague Expressway *
25. Trimble Road and Montague Expressway *
26. O'Toole Avenue/McCarthy Boulevard and Montague Expressway *
27. Oakland Road/Main Street and Montague Expressway *
28. Trade Zone Boulevard/McCandless Drive and Montague Expressway *
29. Commercial Street and Berryessa Road
30. Oakland Road and US 101 (S) *
31. Oakland Road and US 101 (N) *
32. Oakland Road and Commercial Street

Unsignalized Study Intersections

33. Junction Avenue and Hartog Drive
34. Rogers Avenue and Brokaw Road
35. Rogers Avenue and Junction Avenue
36. Queens Lane and Old Bayshore Highway

* Denotes CMP Intersection; IOZ = Infilled Opportunity Zones

Data Requirements

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

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

Lane Configurations

The existing lane configurations at the study intersections were determined by observations in the field and are shown in Figure 15. It is assumed in this analysis that the transportation network under background and background plus project would be the same as the existing transportation network.

Traffic Volumes

Existing Traffic Volumes

Existing peak hour traffic volumes at all study intersections were obtained from the City of San Jose or recently completed traffic studies. Due to the current COVID-19 pandemic situation, and its effect on traffic patterns, the City of San Jose is requiring that all new traffic counts for study intersections be put on hold until further notice. Therefore, as recommended by the City of San Jose staff, a 1% compounded annual growth factor was applied to traffic counts that are older than two years to

Figure 15
Existing Lane Configurations

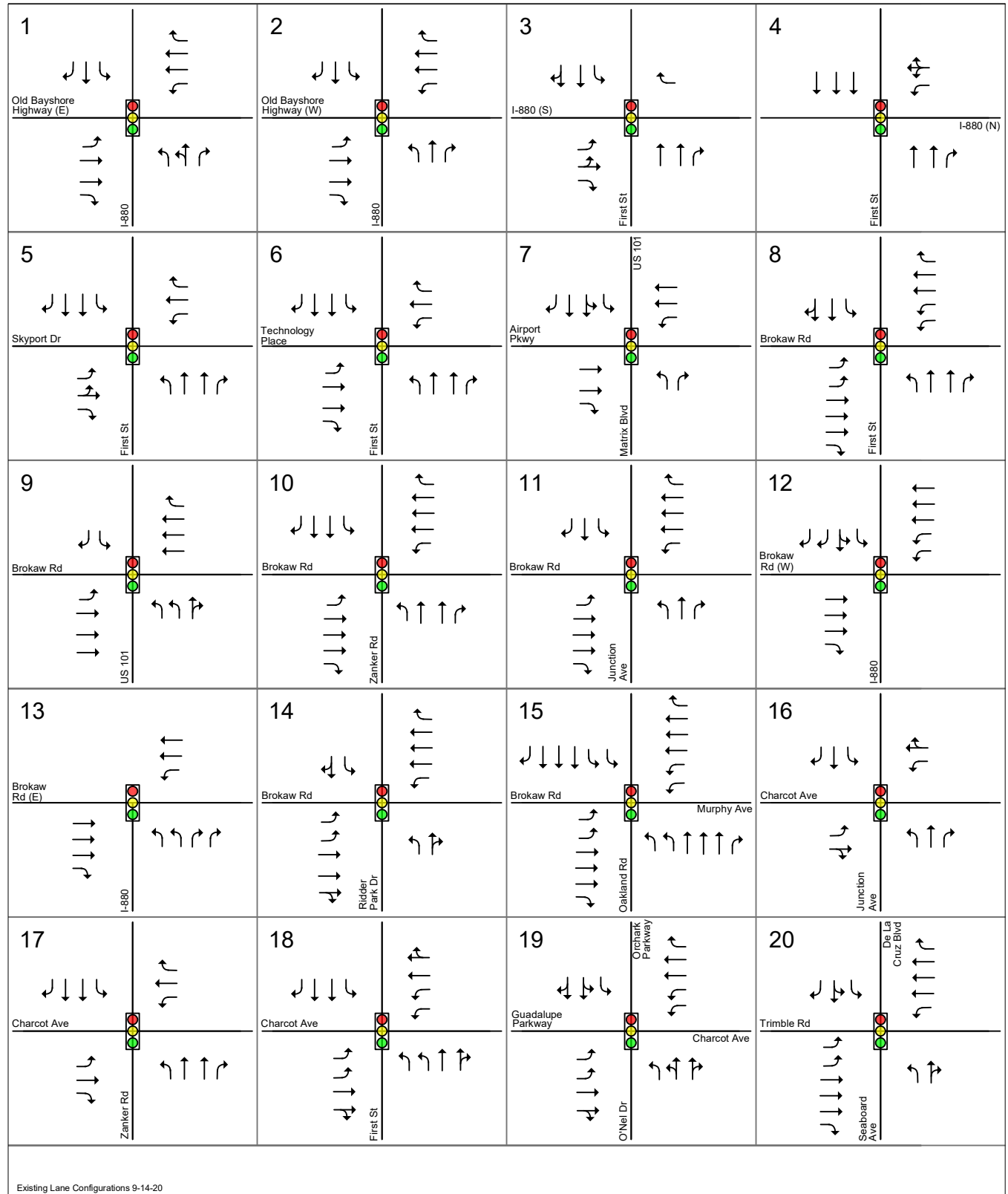
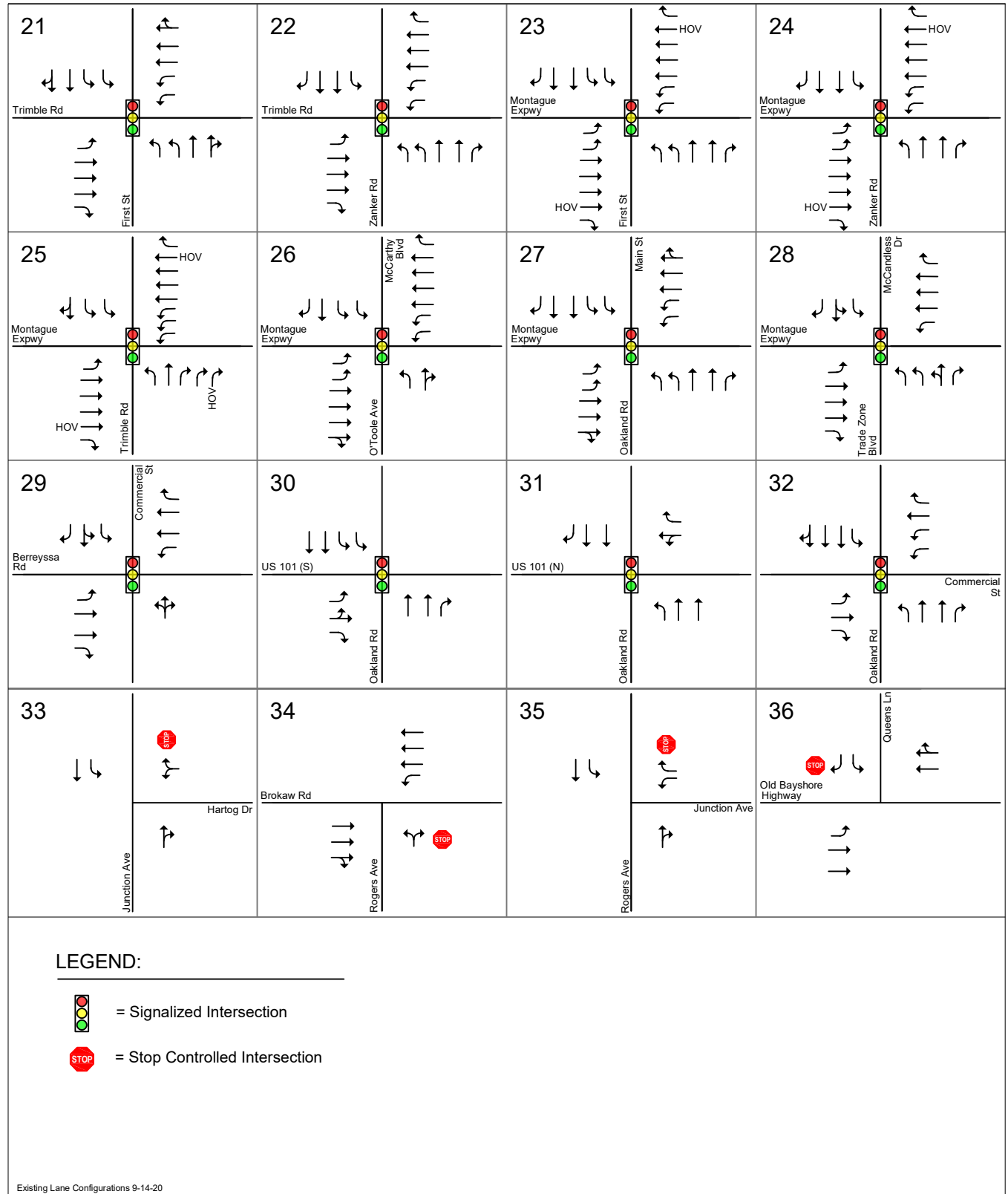


Figure 15 (Continued)
Existing Lane Configurations



estimate traffic conditions in 2020. The existing peak-hour intersection volumes are shown in Figure 16. The traffic counts are included in Appendix B.

Background Traffic Volumes

The background traffic scenario predicts a realistic traffic condition that would occur as approved development is built. Background peak hour traffic volumes were estimated by adding to existing volumes the estimated traffic from approved but not yet constructed developments. The added traffic from approved but not yet constructed developments was obtained from the City of San Jose's Approved Trips Inventory (ATI) database. The approved project information is included in Appendix C. Background traffic volumes are shown in Figure 17.

Background Plus Project Traffic Volumes

Project trips were added to background traffic volumes to obtain background plus project traffic volumes (see Figure 18).

The traffic volumes for all components of traffic are tabulated in Appendix D.

Level of Service Standards and Analysis Methodologies

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

All study intersections were evaluated based on the *2000 Highway Capacity Manual* (HCM) level of service methodology using the TRAFFIX software. This method evaluates signalized intersection operations on the basis of average control delay time for all vehicles at the intersection. TRAFFIX is also the CMP-designated intersection level of service methodology, thus, the City of San Jose employs the CMP default values for the analysis parameters. The correlation between average control delay and level of service at signalized intersections is shown in Table 6.

Signalized study intersections are subject to the City of San Jose level of service standards with the exception of intersections located within IOZs. The City of San Jose has established LOS D as the minimum acceptable intersection operations standard for all signalized intersections unless superseded by an Area Development Policy. CMP designated intersections located within IOZs are exempt from both the City of San Jose and CMP LOS standards.

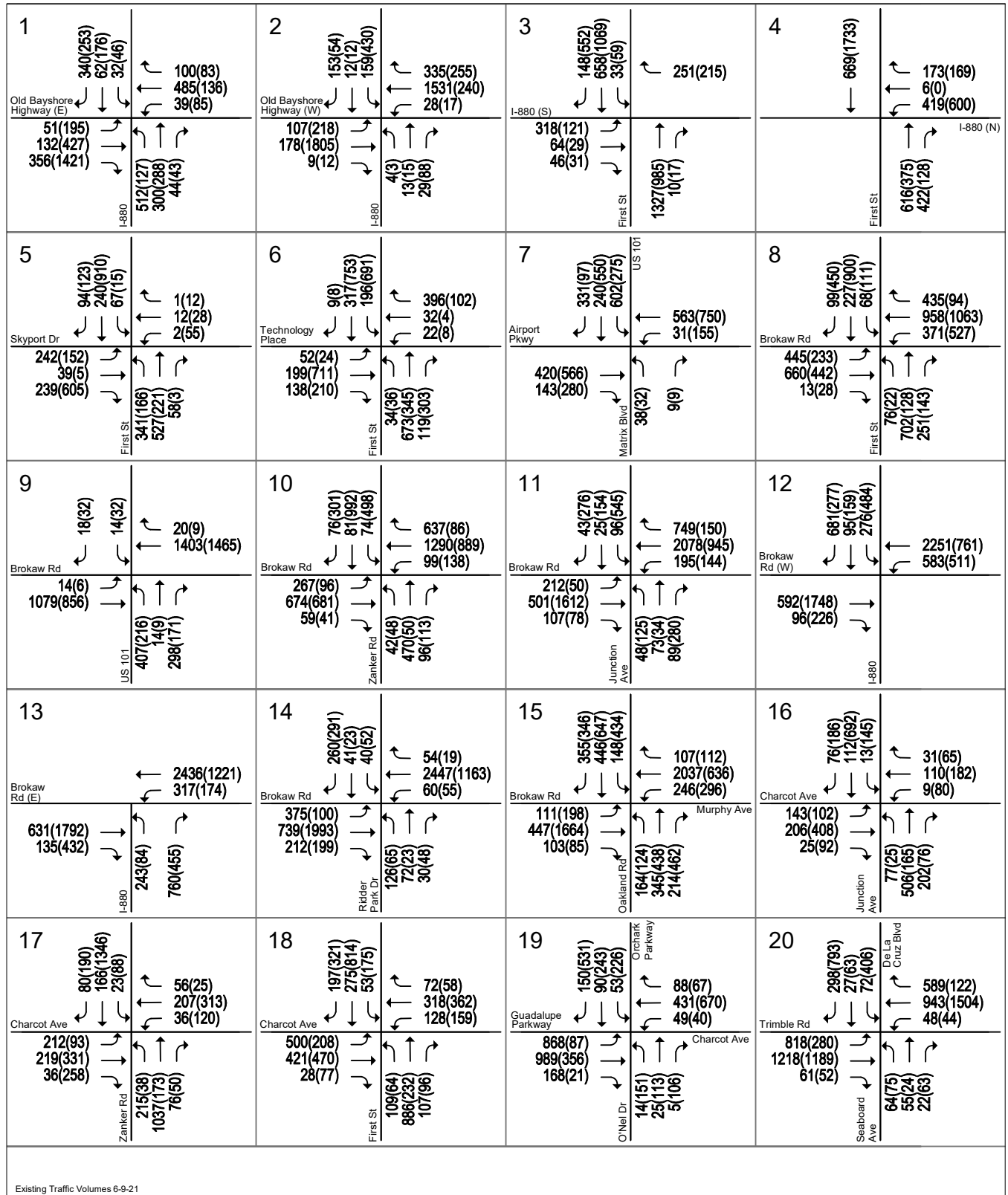
City of San Jose Definition of Adverse Intersection Operations Effects

According to the City of San Jose's *Transportation Analysis Handbook 2020*, an adverse effect on intersection operations occurs if for either peak hour:

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

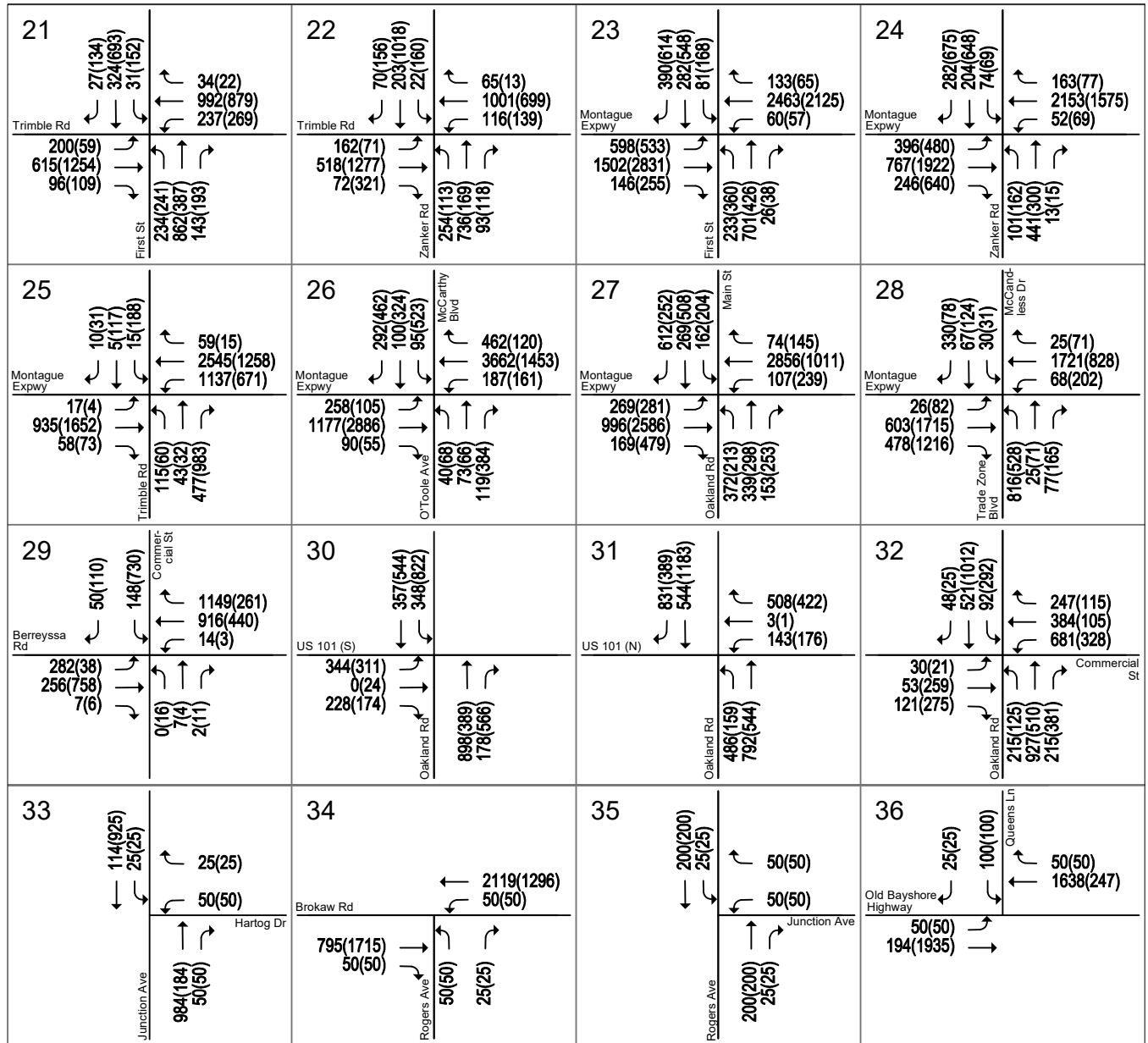
The exception to this threshold is when the addition of project traffic reduces the amount of average control delay for critical movements, i.e., the change in average control delay for critical movements is negative. In this case, the threshold is when the project increases the critical v/c value by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

Figure 16
Existing Traffic Volumes



Existing Traffic Volumes 6-9-21

Figure 16 (Continued)
Existing Traffic Volumes

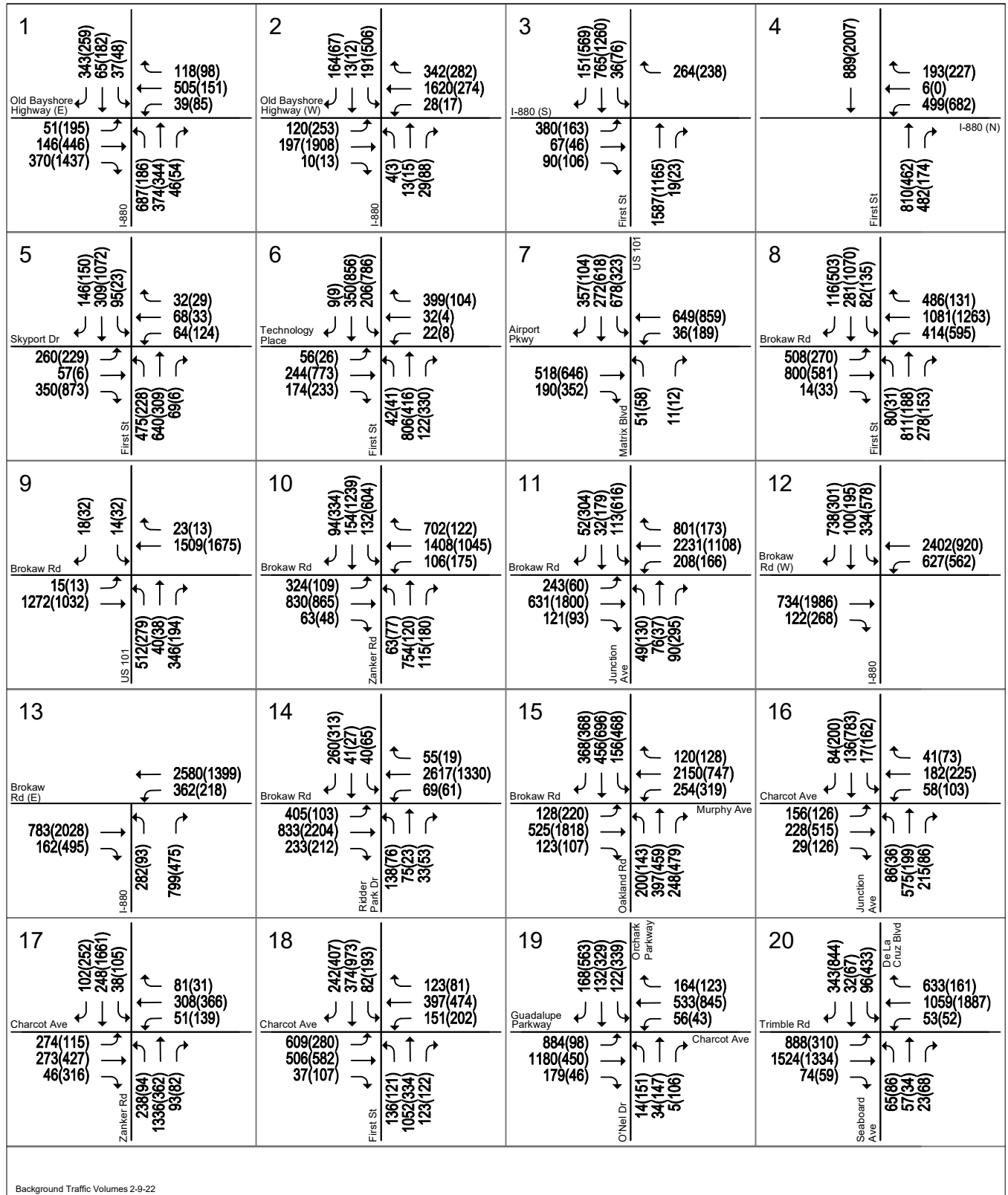


LEGEND:

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

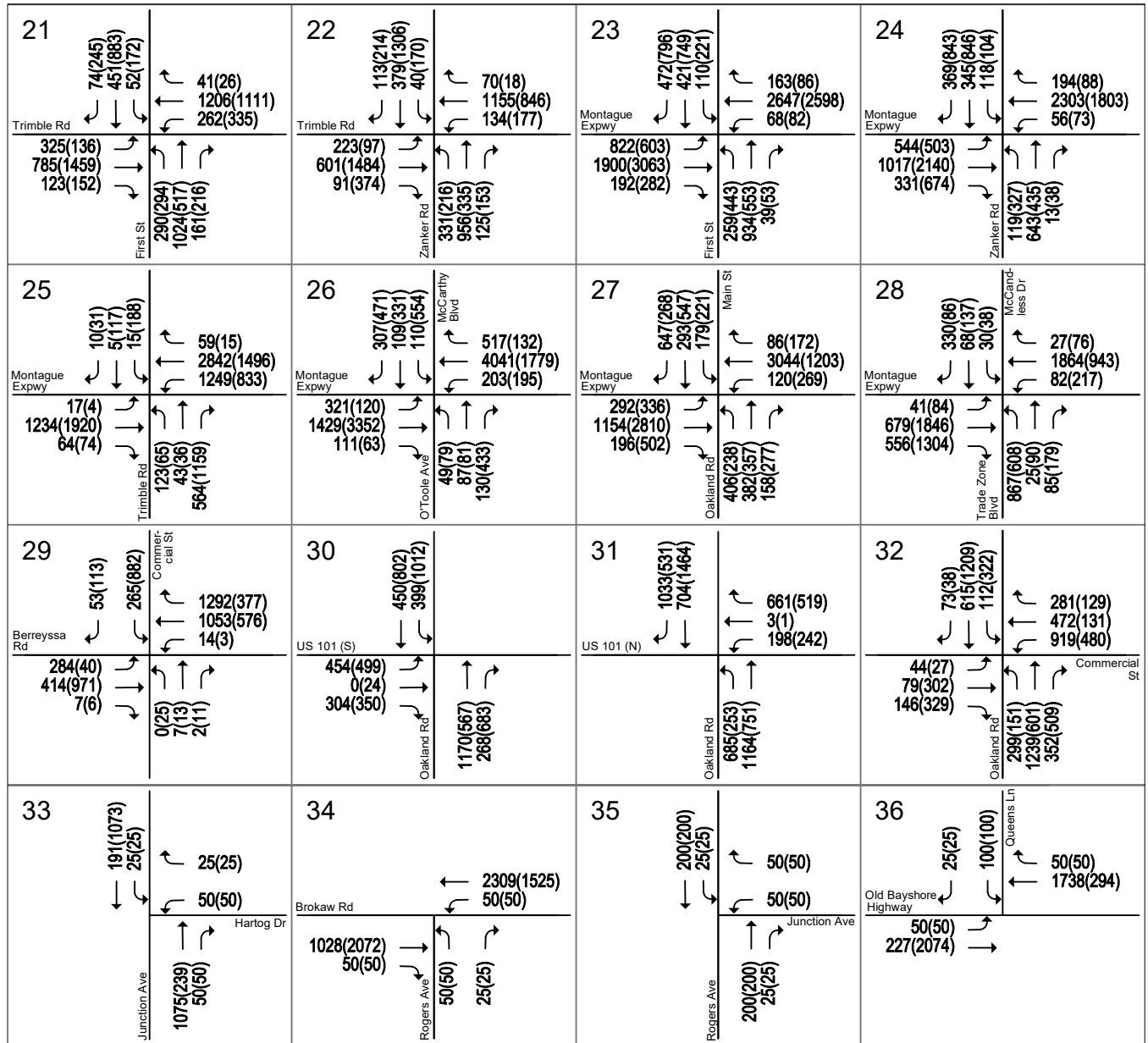
Existing Traffic Volumes 6-9-21

Figure 17
Background Traffic Volumes



Background Traffic Volumes 2-9-22

Figure 17 (Continued)
Background Traffic Volumes



LEGEND:

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

Background Traffic Volumes 2-9-22

Figure 18
Background Plus Project Traffic Volumes

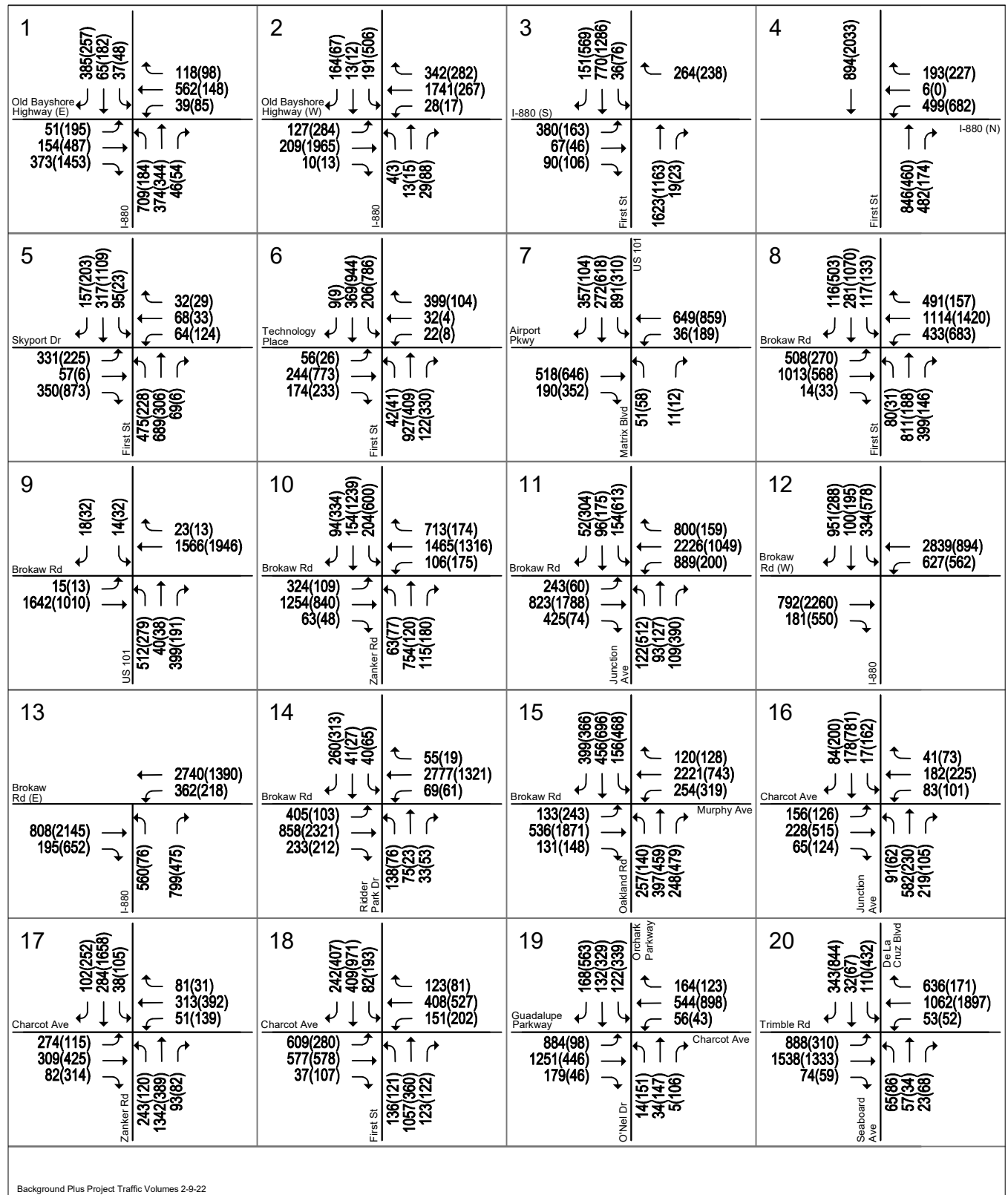
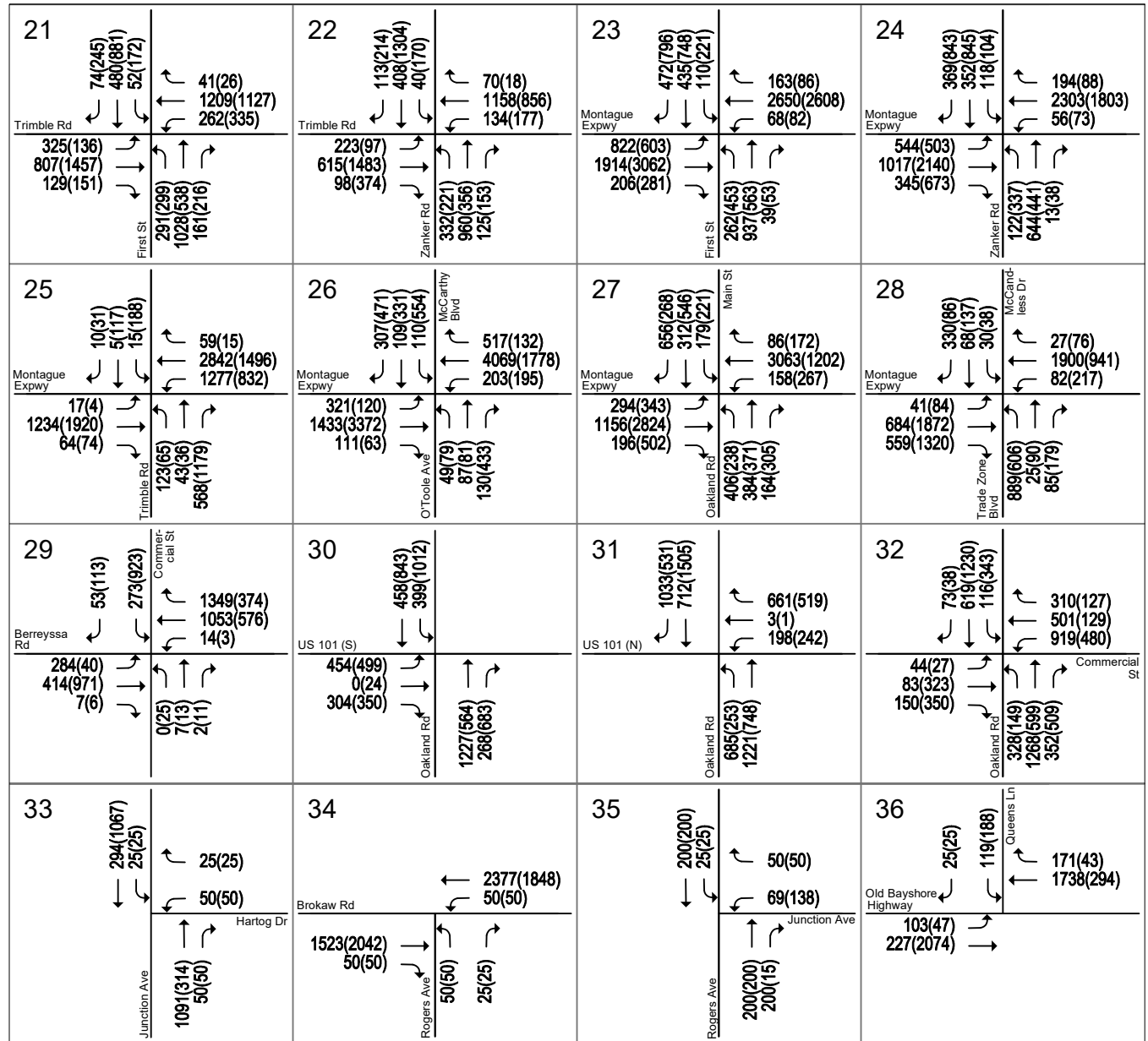


Figure 18 (Continued)
Background Plus Project Traffic Volumes



LEGEND:

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

Background Plus Project Traffic Volumes 2-9-22

Table 6
Signalized Intersection Level of Service Definitions Based on Control Delay

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

Sources: Transportation Research Board, *2000 Highway Capacity Manual. Traffic Level of Service Analysis Guidelines*, Santa Clara County Transportation Authority Congestion Management Program, June 2003.

An adverse intersection operations effect by City of San Jose standards may be addressed by implementing measures that would restore the intersection level of service to background conditions or better. The City recommends prioritizing improvements related to alternative transportation modes, parking measures, and/or TDM measures. Improvements that increase vehicle capacity are secondary and must not have unacceptable effects on existing or planned transportation facilities. Unacceptable effects on existing or planned transportation facilities include the following:

- Inconsistent with the General Plan Transportation Network and Street Typologies;
- Reduction of any physical dimension of a transportation facility below the minimum design standards per the *San José Complete Streets Design Standards and Guidelines*; OR
- Substantial deterioration in the quality of existing or planned transportation facilities, including pedestrian, bicycle, and transit systems and facilities, as determined by the Director of Transportation.

Conformance to the CMP Standard

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

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

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

An adverse intersection effect by CMP standards is said to be satisfactorily addressed when measures are implemented that would restore the intersection level of service to background conditions or better.

Intersection Operations Analysis Results

The intersection level of service analysis is summarized in Table 7. Intersection levels of service were evaluated against the City of San Jose intersection operations standards.

Existing Intersection Operation Conditions

The results of the level of service analysis show that the following five intersections are currently operating at unacceptable levels of service during at least one of the peak hours under existing conditions based on the City of San Jose intersection operations standard of LOS D.

- 6. First Street and Technology Place/Matrix Boulevard – (PM Peak Hour)
- 23. First Street and Montague Expressway * – (AM and PM Peak Hours)
- 26. O'Toole Avenue/McCarthy Boulevard and Montague Expressway * – (PM Peak Hour)
- 27. Oakland Road/Main Street and Montague Expressway * – (AM and PM Peak Hours)
- 28. Trade Zone Boulevard/McCandless Drive and Montague Expressway * – (AM and PM Peak Hours)

* Denotes CMP Intersection

Two CMP designated intersections, O'Toole Avenue/McCarthy Boulevard/Montague Expressway and Trade Zone Boulevard/McCandless Drive/Montague Expressway, currently operate at unacceptable LOS F conditions during at least one peak hour based on the CMP LOS standard of LOS E.

The remaining study intersections are currently operating at acceptable levels of service under existing conditions during both the AM and PM peak hours based on the City of San Jose and CMP LOS standards. The intersection level of service calculation sheets are included in Appendix E.

Background Intersection Operation Conditions

The results of the level of service analysis show that the following 10 intersections are projected to operate at unacceptable levels of service during at least one of the peak hours under background conditions based on the City of San Jose intersection operations standard of LOS D.

- 2. I-880 and Old Bayshore Highway (W) – (PM Peak Hour)
- 5. First Street and Skyport Drive – (PM Peak Hour)
- 6. First Street and Technology Place/Matrix Boulevard – (PM Peak Hour)
- 16. Junction Avenue and Charcot Avenue – (PM Peak Hour)
- 23. First Street and Montague Expressway * – (AM and PM Peak Hours)
- 24. Zanker Road and Montague Expressway * – (AM and PM Peak Hours)
- 26. O'Toole Avenue/McCarthy Boulevard and Montague Expressway * – (PM Peak Hour)
- 27. Oakland Road/Main Street and Montague Expressway * – (AM and PM Peak Hours)
- 28. Trade Zone Boulevard/McCandless Drive and Montague Expressway * – (AM and PM Peak Hours)
- 31. Oakland Road and US 101 (N) * – (AM Peak Hour)

* Denotes CMP Intersection

Table 7
Intersection Level of Service Results

Int. #	Intersection	Peak Hour	Count Date	Existing		Background		Background Plus Project			
				Avg. Delay	LOS	Avg. Delay	LOS	Avg. Delay	LOS	Incr. In Crit. Delay	Incr. In Crit. V/C
1	I-880 and Old Bayshore Highway (E)	AM	09/20/18	27.7	C	28.3	C	30.0	C	2.3	0.050
		PM	09/20/18	48.9	D	51.6	D	53.0	D	2.9	0.008
2	I-880 and Old Bayshore Highway (W)	AM	05/29/14	28.8	C	31.4	C	32.0	C	0.8	0.039
		PM	05/29/14	43.3	D	58.3	E	62.2	E	5.2	0.017
3	First Street and I-880 (S) * (IOZ)	AM	10/12/16	16.7	B	18.2	B	18.2	B	0.0	0.010
		PM	12/11/18	9.7	A	12.7	B	12.7	B	0.0	0.008
4	First Street and I-880 (N) * (IOZ)	AM	10/31/18	24.5	C	24.8	C	24.5	C	0.2	0.010
		PM	12/11/18	24.2	C	26.7	C	26.7	C	0.1	0.005
5	First Street and Skyport Drive	AM	09/10/19	26.1	C	27.1	C	28.0	C	1.1	0.025
		PM	09/10/19	49.7	D	66.2	E	66.6	E	1.6	0.010
6	First Street and Technology Place/Matrix Boulevard	AM	09/10/19	34.1	C	34.3	C	34.0	C	-0.2	0.035
		PM	09/10/19	55.2	E	60.5	E	59.6	E	0.0	0.000
7	US 101/Matrix Boulevard and Airport Parkway	AM	10/28/15	32.2	C	33.3	C	34.3	C	-0.5	0.074
		PM	10/28/15	33.4	C	34.9	C	34.8	C	0.0	-0.003
8	First Street and Brokaw Road * (IOZ)	AM	06/01/17	40.8	D	43.4	D	44.4	D	2.4	0.031
		PM	11/08/18	45.0	D	57.3	E	64.9	E	12.3	0.045
9	US 101 and Brokaw Road * (IOZ)	AM	10/12/16	27.5	C	30.0	C	32.0	C	2.1	0.043
		PM	02/06/19	21.0	C	23.1	C	22.4	C	-0.9	0.050
10	Zanker Road and Brokaw Road * (IOZ)	AM	06/01/17	35.2	D	43.8	D	45.3	D	0.8	0.007
		PM	12/11/18	37.4	D	40.4	D	40.9	D	-1.5	0.043
11	Junction Avenue and Brokaw Road	AM	10/28/15	21.6	C	23.4	C	33.2	C	20.9	0.189
		PM	10/28/15	33.4	C	35.9	D	36.7	D	2.1	0.017
12	I-880 and Brokaw Road (W) *	AM	10/12/16	37.6	D	39.5	D	44.5	D	7.9	0.152
		PM	12/11/18	39.5	D	42.1	D	43.1	D	0.9	0.051
13	I-880 and Brokaw Road (E) *	AM	10/03/19	20.8	C	23.4	C	36.3	D	21.0	0.137
		PM	12/11/18	11.2	B	12.0	B	11.9	B	-0.2	0.017
14	Ridder Park Drive and Brokaw Road	AM	10/28/15	48.0	D	50.5	D	51.9	D	2.1	0.030
		PM	10/28/15	32.9	C	34.6	C	34.5	C	0.1	0.022
15	Oakland Road and Brokaw Road/Murphy Avenue *	AM	09/25/18	44.4	D	45.7	D	48.0	D	4.4	0.052
		PM	12/11/18	49.7	D	51.1	D	51.2	D	0.2	0.010
16	Junction Avenue and Charcot Avenue	AM	10/07/14	28.2	C	32.4	C	33.2	C	3.3	0.043
		PM	10/07/14	40.2	D	58.0	E	57.1	E	-1.0	0.012
17	Zanker Road and Charcot Avenue	AM	06/01/17	36.1	D	41.6	D	41.6	D	0.3	0.005
		PM	06/01/17	36.3	D	44.4	D	46.3	D	2.5	0.015
18	First Street and Charcot Avenue	AM	06/01/17	41.4	D	45.4	D	45.4	D	0.3	0.005
		PM	06/01/17	38.8	D	42.2	D	42.5	D	1.4	0.002

Table 7 (Continued)
Intersection Level of Service Results

Int. #	Intersection	Peak Hour	Count Date	Existing		Background		Background Plus Project			
				Avg. Delay	LOS	Avg. Delay	LOS	Avg. Delay	LOS	Incr. In Crit. Delay	Incr. In Crit. V/C
19	Orchard Parkway/O'Nel Drive and Guadalupe Parkway/Charcot Avenue	AM	06/01/17	21.1	C	21.7	C	22.0	C	0.3	0.022
		PM	06/01/17	28.3	C	29.6	C	30.1	C	0.9	0.016
20	De La Cruz Boulevard/Seaboard Avenue and Trimble Road *	AM	10/18/16	29.0	C	29.2	C	29.3	C	0.4	0.001
		PM	12/11/18	45.2	D	44.9	D	44.8	D	-0.1	0.002
21	First Street and Trimble Road * (IOZ)	AM	06/01/17	40.6	D	44.6	D	44.6	D	0.1	0.002
		PM	11/08/18	42.1	D	47.8	D	47.8	D	0.1	0.001
22	Zanker Road and Trimble Road * (IOZ)	AM	06/01/17	38.4	D	41.3	D	41.3	D	0.0	0.002
		PM	11/08/18	38.9	D	44.5	D	44.5	D	0.1	0.001
23	First Street and Montague Expressway *	AM	05/23/19	55.7	E	77.5	E	77.6	E	0.3	0.001
		PM	11/08/18	67.5	E	79.5	E	80.1	F	1.0	0.005
24	Zanker Road and Montague Expressway *	AM	05/23/19	47.0	D	58.0	E	58.1	E	0.2	0.001
		PM	11/08/18	50.5	D	77.9	E	79.3	E	2.5	0.007
25	Trimble Road and Montague Expressway *	AM	05/23/19	32.2	C	33.8	C	34.0	C	0.0	0.000
		PM	11/08/18	48.0	D	51.6	D	51.6	D	0.0	0.000
26	O'Toole Avenue/McCarthy Boulevard and Montague Expressway *	AM	05/23/19	33.7	C	37.6	D	37.8	D	0.2	0.004
		PM	11/08/18	82.3	F	111.2	F	112.6	F	2.0	0.004
27	Oakland Road/Main Street and Montague Expressway *	AM	11/15/16	76.7	E	85.1	F	86.7	F	2.5	0.009
		PM	11/08/18	69.2	E	78.1	E	78.7	E	0.3	0.002
28	Trade Zone Boulevard/McCandless Drive and Montague Expressway *	AM	09/17/19	108.0	F	100.7	F	104.8	F	6.0	0.011
		PM	11/08/18	60.7	E	72.3	E	74.3	E	4.6	0.010
29	Commercial Street and Berryessa Road	AM	09/25/18	37.8	D	54.4	D	61.8	E	12.5	0.035
		PM	09/25/18	32.0	C	33.2	C	33.7	C	0.4	0.013
30	Oakland Road and US 101 (S) *	AM	09/20/18	27.0	C	28.8	C	28.8	C	-0.1	0.016
		PM	12/11/18	23.7	C	44.0	D	43.6	D	0.0	0.000
31	Oakland Road and US 101 (N) *	AM	09/20/18	33.4	C	58.5	E	58.4	E	0.7	0.003
		PM	12/11/18	21.4	C	32.2	C	33.5	C	1.7	0.012
32	Oakland Road and Commercial Street	AM	09/20/18	34.9	C	39.7	D	40.5	D	0.8	0.013
		PM	09/20/18	47.9	D	51.8	D	52.6	D	1.3	0.024

Notes:
 * Denotes CMP Intersection
 Bold indicates unacceptable level of service.
 Bold and boxed indicate adverse operations effect.
 [IOZ] =Intersection is located within an Infill Opportunity Zone (IOZ) and is exempt from the provision of both City of San Jose and CMP's intersection operations standards.

The following three CMP designated intersections are projected to operate at unacceptable LOS F conditions during at least one peak hour based on the CMP LOS standard of LOS E:

- 26. O'Toole Avenue/McCarthy Boulevard and Montague Expressway * – (PM Peak Hour)
- 27. Oakland Road/Main Street and Montague Expressway * – (AM Peak Hour)
- 28. Trade Zone Boulevard/McCandless Drive and Montague Expressway * – (AM Peak Hour)

The remaining study intersections are projected to operate at acceptable levels of service under background conditions during both the AM and PM peak hours based on the City of San Jose and CMP intersection operations standards. The intersection level of service calculation sheets are included in Appendix E.

Background Plus Project Intersection Operation Conditions

The results of the level of service analysis show that, based on the City of San Jose intersection operations standard of LOS D, the same 10 intersections identified to operate at unacceptable levels of service under background conditions would continue to operate at the same levels of service under background plus project conditions. In addition, the Commercial Street/Berryessa Road intersection is also projected to degrade from acceptable LOS D under background conditions to an unacceptable LOS E during the AM peak hour under background plus project conditions. The added trips as a result of the proposed project would have an adverse effect on intersection operations at the following four intersections:

- 2. I-880 and Old Bayshore Highway (W) – (PM Peak Hour)
- 16. Junction Avenue and Charcot Avenue – (PM Peak Hour)
- 28. Trade Zone Boulevard/McCandless Drive and Montague Expressway * – (AM and PM Peak Hours)
- 29. Commercial Street and Berryessa Road – (AM Peak Hour)

* Denotes CMP Intersection

The projected LOS F conditions under background plus project conditions would not be in conformance with the CMP LOS E standard at four of the CMP designated intersections.

The added trips as a result of the proposed project would not have an adverse effect on intersection operations at the remaining study intersections based on the City of San Jose guidelines. The intersection level of service calculation sheets are included in Appendix E.

Adverse Intersection Operations Effects and Potential Improvements

This section discusses the adverse intersection operation effects identified under background plus project conditions. Included are descriptions of the adverse effects of intersections and potential improvement measures. Some locations were found to have no feasible improvements. As the City redevelops to higher densities, the ability of intersections to achieve a certain level of service becomes less relevant to overall mobility. Therefore, the recommendations consider improvements to multi-modal transportation facilities to provide for opportunities for the use of alternative modes of travel in lieu of vehicular capacity improvements at individual intersections.

2. I-880 and Old Bayshore Highway (W)

This intersection would operate at LOS E during the PM peak hour under background conditions. The added trips as a result of the proposed project would cause the intersection's critical-movement delay to increase by four or more seconds and the demand-to-capacity ratio (V/C) to increase by 0.01 or more during the PM peak hour. Based on the City of San Jose guidelines, this constitutes an adverse effect on intersection operations.

The adverse effect on operations at this intersection could be improved by restriping the southbound through to a shared through and left-turn lane. In addition, there are Class II bike lanes along both sides of Old Bayshore Highway. However, there are no sidewalks along Old Bayshore or crosswalks at either of the I-880 and Old Bayshore Highway intersections, creating an undesirable environment for people who walk. The project applicant should work with City staff in determining an appropriate contribution towards the implementation of possible pedestrian improvements at the I-880 and Old Bayshore Highway intersections that create a comfortable environment for people who walk and bike. The improvement of pedestrian and bicycle facilities at the intersections would be consistent with the multi-modal transportation goals and policies outlined in the *Envision San José 2040 General Plan* that are intended to improve multi-modal accessibility to all land uses and encourage the use of non-automobile transportation modes to minimize vehicle trip generation and reduce VMT.

The payment of the NSJADP TIF may be an appropriate contribution if the City determines that funds collected can be used to implement multi-modal improvements in the North San Jose area. The NSJADP TIF is described below.

16. Junction Avenue and Charcot Avenue

This intersection would operate at LOS F during the PM peak hour under background conditions. The added trips as a result of the proposed project would cause the intersection's critical-movement delay to decrease and the demand-to-capacity ratio (V/C) to increase by 0.01 or more during the PM peak hour. Based on the City of San Jose guidelines, this constitutes an adverse effect on intersection operations.

The NSJADP identified the additions of second eastbound and westbound left-turn lanes on Charcot Avenue and the widening of Charcot Avenue and Junction Avenue from two to four lanes to serve Phase 3 NSJADP development levels. Intersection operations also could be improved with the widening of Charcot Avenue to provide separate right-turn lanes on both the east and west approach legs. However, the widening of Charcot Avenue will lengthen the crossing distance for pedestrians and bicyclists at the intersection. The degradation of multi-modal travel through the intersection due to the implementation of roadway widening for the purpose of increasing vehicular capacity is not consistent with the City's goals to improve opportunities for multi-modal travel. Therefore, the separate right-turn lanes are not recommended. Rather, the project applicant should work with City staff in determining an appropriate contribution towards implementation of possible pedestrian improvements, such as curb ramps at the northeast, southeast, and southwest corners, at the Junction Avenue and Charcot Avenue intersection that creates a comfortable environment for people who walk and bike. The improvement of pedestrian and bicycle facilities at the intersection would be consistent with the multi-modal transportation goals and policies outlined in the *Envision San José 2040 General Plan* that are intended to improve multi-modal accessibility to all land uses and encourage the use of non-automobile transportation modes to minimize vehicle trip generation and reduce VMT.

The payment of the NSJADP TIF may be an appropriate contribution if the City determines that funds collected can be used to implement multi-modal improvements in the North San Jose area. The NSJADP TIF is described below.

28. Trade Zone Boulevard/McCandless Drive and Montague Expressway (CMP)

This intersection would operate at LOS F and E during the AM and PM peak hours under background conditions, respectively. The added trips as a result of the proposed project would cause the intersection's critical-movement delay to increase by four or more seconds and the demand-to-capacity ratio (V/C) to increase by 0.01 or more during both the AM and PM peak hours. Based on the City of San Jose guidelines, this constitutes an adverse effect on intersection operations. In addition, the intersection would not be in conformance with the CMP LOS standard.

The NSJADP identified the addition of second northbound and southbound left-turn lanes on Trade Zone Boulevard and an eastbound free right-turn lane on Montague Expressway to serve Phase 1 NSJADP development levels. The identified NSJADP improvements have since been completed. There are no further improvements feasible to improve intersection operations.

The project applicant should work with City staff in determining an appropriate contribution towards the implementation of multi-modal improvements to the transportation system in the area surrounding the Trade Zone and Montague Expressway intersection. The improvement of pedestrian and bicycle facilities in the area would be consistent with the multi-modal transportation goals and policies outlined in the *Envision San José 2040 General Plan* that are intended to improve multi-modal accessibility to all land uses and encourage the use of non-automobile transportation modes to minimize vehicle trip generation and reduce VMT.

The payment of the NSJADP TIF may be an appropriate contribution if the City determines that funds collected can be used to implement multi-modal improvements in the North San Jose area. The NSJADP TIF is described below.

29. Commercial Street and Berryessa Road

This intersection would operate at LOS D during the AM peak hour under background conditions. The added trips as a result of the proposed project would cause the intersection level of service to degrade to LOS E and the intersection's critical-movement delay to increase by four or more seconds and the demand-to-capacity ratio (V/C) to increase by 0.01 or more during the AM peak hour. Based on the City of San Jose guidelines, this constitutes an adverse effect on intersection operations.

The adverse effect on operations at this intersection could be improved by providing an additional westbound to northbound right-turn lane as identified in the US-101/Oakland/Mabury TDP. This improvement would require extending the second through lane in the northwest direction on Commercial Street to Berryessa Road to receive the additional westbound right-turn lane.

However, this improvement will lengthen the crossing distance for pedestrians and bicyclists at the intersection. The degradation of multi-modal travel through the intersection due to the implementation of roadway widening for the purpose of increasing vehicular capacity is not consistent with the City's goals to improve opportunities for multi-modal travel. Therefore, the project applicant should work with City staff in determining an appropriate contribution towards the implementation of possible pedestrian improvements, such as providing the missing sidewalks and protected bike lanes on Commercial Street and Berryessa Road, that create a comfortable environment for people who walk and bike. The improvement of pedestrian and bicycle facilities at the intersection would be consistent with the multi-modal transportation goals and policies outlined in the *Envision San José 2040 General Plan* that are intended to improve multi-modal accessibility to all land uses and encourage the use of non-automobile transportation modes to minimize vehicle trip generation and reduce VMT.

The payment of the US-101/Oakland/Mabury TIF may be an appropriate contribution if the City determines that funds collected can be used to implement multi-modal improvements in the US-101/Oakland/Mabury area. The US-101/Oakland/Mabury TIF is described below.

North San Jose Area Development Policy Traffic Impact Fee

The project site is located within the North San Jose Area Development Policy (NSJADP) boundary. All new development projects located within the NSJADP boundary are required to pay the NSJADP traffic impact fee. The fee, which is calculated based on the type and size of the development, is intended to fund planned transportation improvements that are necessary to support new development in the North San Jose area.

The 2021 NSJADP traffic impact fee (TIF) for industrial/office/R&D development is \$17.55 per square foot (s.f.). Based on this fee amount, the project would be required to pay a NSJADP fee of \$29,941,949 as calculated below.

NSJADP Traffic Impact Fee: 2,000,000 s.f. (Proposed) – 293,906 s.f. (Existing) = 1,706,094 s.f. x \$17.55/s.f. = \$29,941,949

US-101/Oakland/Mabury Transportation Development Policy Traffic Impact Fee

The fee for the US 101/Oakland/Mabury TDP is based on the number of PM peak hour vehicular trips that a project would add to the interchange. The current TDP traffic impact fee (as of January 1, 2021) is \$41,499 per each new PM peak hour vehicle trip that would be added to the interchange. Note that the signalized intersections of Oakland Road/US 101 (S), Oakland Road/US 101 (N), and Oakland Road/Commercial Street, Mabury Road/US 101 (E), and Mabury Road/US 101 (W) make up the “Policy Interchange Intersections”.

Any project that would add traffic to the Policy Interchange Intersections is required to participate in the TDP program. For the purpose of this TDP, any trip traversing through one or more Policy Interchange Intersections during the PM peak hour is regarded as one interchange trip. A through trip is not counted more than once if traversing through more than one Policy Interchange Intersection. All trips using the Policy Interchange Intersections are treated as one interchange trip whether they access the US-101 freeway or not.

The proposed project’s TIF would be \$3,153,924 based on the current fee of \$41,499 per PM peak hour trip and the 76 PM peak hour trips that are estimated to be added to the Policy Interchange Intersections by the proposed project.

Intersection Queuing Analysis

The analysis of intersection operations was supplemented with a vehicle queuing analysis at intersections where the project would add a substantial number of trips to the left-turn movements. The queuing analysis is presented for informational purposes only, since the City of San Jose has not defined a policy related to queuing. Vehicle queues were estimated using a Poisson probability distribution, which estimates the probability of “n” vehicles for a vehicle movement using the following formula:

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

Where:

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

n = number of vehicles in the queue per lane

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

The basis of the analysis is as follows: (1) the Poisson probability distribution is used to estimate the 95th percentile maximum number of queued vehicles for a particular left-turn movement; (2) the estimated maximum number of vehicles in the queue is translated into a queue length, assuming 25 feet per vehicle; and (3) the estimated maximum queue length is compared to the existing or planned available storage capacity for the left-turn movement. This analysis thus provides a basis for estimating future turn pocket storage requirements at intersections.

For signalized intersections, the 95th percentile queue length value indicates that during the peak hour, a queue of this length or less would occur on 95 percent of the signal cycles. Or, a queue length larger than the 95th percentile queue would only occur on 5 percent of the signal cycles (about 3 cycles during the peak hour for a signal with a 60-second cycle length). Thus, turn pocket storage designs based on the 95th percentile queue length would ensure that storage space would be exceeded only 5 percent of the time for a signalized movement. Vehicle queuing at unsignalized intersections is evaluated based on the delay experienced at the specific study turn movement.

It is important to note that although the project traffic is anticipated to contribute to or result in turn movement storage deficiencies at the several intersections, it is anticipated that the project will be required to implement a Transportation Demand Management (TDM) plan. The TDM plan will provide for and encourage the use of multi-modal travel options and reduce the use of single-occupant automobile travel. Thus, it is likely that the auto trips ultimately generated by the project would be less than those estimated within this study, and the identified operational deficiencies may be reduced.

The vehicle queue estimates and a tabulated summary of the findings are provided in Table 8. The queue length calculations are included in Appendix F.

Junction Avenue and Brokaw Road

Northbound Left-Turn

The queuing analysis indicates that the projected maximum vehicle queues for the northbound left-turn pocket at the Junction Avenue and Brokaw Road intersection would exceed the existing vehicle storage capacity during both the AM and PM peak hours under background plus project conditions.

The northbound left-turn pocket currently provides approximately 150 feet of vehicle storage, which can accommodate approximately 6 vehicles. The estimated 95th percentile vehicle queue for the northbound left-turn movement is projected to be approximately 4 and 9 vehicles during the AM and PM peak hours under background conditions, respectively. The addition of project traffic is projected to lengthen the estimated 95th percentile vehicle queue by 5 and 19 vehicles during the AM and PM peak hours under background plus project conditions, respectively.

The northbound left-turn pocket along Junction Avenue could be extended to provide a total of 700 feet of queue storage space. However, as described in the following site access evaluation section, the northernmost site driveway along Junction Avenue will be located approximately 450 feet south of Brokaw Road. Thus, a 700-foot northbound left-turn pocket would extend past the northern site driveway along Junction Avenue and require that the driveway be restricted to right-turns only. In addition, the southbound left-turn queues into the southernmost project driveway along Junction Avenue are projected to be approximately 325 feet. The southernmost project driveway on Junction Avenue is located 700 feet south of Brokaw Road. Therefore, there will not be adequate spacing between Brokaw Road and the southernmost project driveway on Junction Avenue to provide both a 700-foot northbound left-turn pocket at Brokaw Road and 325-foot southbound left-turn pockets into the project driveway. Furthermore, it is unlikely that drivers would choose to wait in a queue in excess of 500 feet and would instead choose an alternative route to bypass the delay of waiting in a lengthy queue. Therefore, it is recommended that only a 300-foot northbound left-turn pocket be provided at the Brokaw Road and Junction Avenue intersection.

Southbound Left-Turn

The queuing analysis indicates that the projected maximum vehicle queues for the southbound left-turn pocket at the Junction Avenue and Brokaw Road intersection would exceed the existing vehicle storage capacity during both the AM and PM peak hours under background plus project conditions.

Table 8
Queuing Analysis Summary

Measurement	Junction Avenue and Brokaw Road						Zanker Road and Brokaw Road	
	Northbound Left		Southbound Left		Westbound Left		Southbound Left	
	NBL AM	NBL PM	SBL AM	SBL PM	WBL AM	WBL PM	SBL AM	SBL PM
Existing Conditions								
Cycle Length (sec)	140	140	140	140	140	140	140	140
Lanes	1	1	1	1	1	1	1	1
Volume (vph)	48	125	96	545	195	144	74	498
Volume (vphpl)	48	125	96	545	195	144	74	498
95 th % Queue (veh./ln.)	4	9	7	29	12	10	6	27
95 th % Queue (ft./ln.) ¹	100	225	175	725	300	250	150	675
Storage (ft./ln.)	150	150	200	200	300	300	200	200
Adequate (Y/N)	YES	NO	YES	NO	YES	YES	YES	NO
Background Conditions								
Cycle Length (sec)	140	140	140	140	140	140	140	140
Lanes	1	1	1	1	1	1	1	1
Volume (vph)	49	130	113	616	208	166	132	604
Volume (vphpl)	49	130	113	616	208	166	132	604
95 th % Queue (veh./ln.)	4	9	8	32	13	11	9	32
95 th % Queue (ft./ln.) ¹	100	225	200	800	325	275	225	800
Storage (ft./ln.)	150	150	200	200	300	300	200	200
Adequate (Y/N)	YES	NO	YES	NO	NO	YES	NO	NO
Background Plus Project Conditions								
Cycle Length (sec)	140	140	140	140	140	140	140	140
Lanes	1	1	1	1	1	1	1	1
Volume (vph)	122	512	154	613	889	200	204	600
Volume (vphpl)	122	512	154	613	889	200	204	600
95 th % Queue (veh./ln.)	9	28	10	32	45	13	13	32
95 th % Queue (ft./ln.) ¹	225	700	250	800	1125	325	325	800
Storage (ft./ln.)	150	150	200	200	300	300	200	200
Adequate (Y/N)	NO	NO	NO	NO	NO	NO	NO	NO
Notes:								
¹ Assumes 25 feet per vehicle queued								

The southbound left-turn pocket currently provides approximately 200 feet of vehicle storage, which can accommodate approximately 8 vehicles. The estimated 95th percentile vehicle queue for the southbound left-turn movement is projected to be approximately 8 and 32 vehicles during the AM and PM peak hours under background conditions, respectively.

The addition of project traffic is not projected to lengthen the projected queue during the PM peak hour. However, the addition of project traffic is projected to lengthen the projected queue by 2 vehicles or 50 feet during the AM peak hour under background plus project conditions, which would exceed the existing storage capacity by 50 feet.

The existing southbound left-turn pocket at the intersection could be extended by 50 feet. However, the adjustment of roadways that include facilities that encourage multi-modal travel to accommodate vehicular demand, is not consistent with the City's General Plan goals. Additional storage space for the southbound left-turn movement is already provided by the existing center-striped median along Junction Avenue. Therefore, the extension of the southbound left-turn pocket at this intersection is not recommended.

Westbound Left-Turn

The queuing analysis indicates that the projected maximum vehicle queues for the westbound left-turn pocket at the Junction Avenue and Brokaw Road intersection would exceed the existing vehicle storage capacity during the AM peak hour under background plus project conditions.

The westbound left-turn pocket currently provides approximately 300 feet of vehicle storage, which can accommodate approximately 12 vehicles.

The estimated 95th percentile vehicle queue for the westbound left-turn movement is projected to be approximately 13 vehicles during the AM peak hour under background conditions. The addition of project traffic is projected to lengthen the estimated 95th percentile vehicle queue by 32 vehicles during the AM peak hour under background plus project conditions.

Extending the existing westbound left-turn pocket at the intersection of Junction Avenue and Brokaw Road to provide over 1000-feet of storage capacity is not feasible due to intersection spacing and signal operations constraints. Therefore, the addition of a second westbound left-turn lane would be required to accommodate the projected queue. The addition of the second westbound left-turn at the intersection also would require the addition of a receiving lane along southbound Junction Avenue. Each of the westbound left-turn lanes should provide a minimum of 600 feet of storage capacity. The westbound left-turn pockets can be accommodated with the planned closure of the median on Brokaw Road at the project's driveway. Buffered bike lanes also are planned along both sides of Junction Avenue south of Brokaw Road. Thus, Junction Avenue would need to be widened to accommodate the left-turn lane and planned bike lanes.

Zanker Road and Brokaw Road

Southbound Left-Turn

The queuing analysis indicates that the projected maximum vehicle queues for the southbound left-turn pocket at the Zanker Road and Brokaw Road intersection would exceed the existing vehicle storage capacity during both the AM and PM peak hours under background plus project conditions.

The southbound left-turn pocket currently provides approximately 200 feet of vehicle storage, which can accommodate approximately 8 vehicles. The estimated 95th percentile vehicle queue for the southbound left-turn movement is projected to be approximately 9 and 32 vehicles during the AM and PM peak hours under background conditions, respectively.

The addition of project traffic is not projected to lengthen the projected queue during the PM peak hour. However, the addition of project traffic is projected to lengthen the projected queue by 4 vehicles or 100 feet during the AM peak hour under background plus project conditions. The projected queue of 13 vehicles or 325 feet would exceed the existing storage capacity by 125 feet. It is not possible to lengthen the southbound left-turn pocket due to back-to-back left-turn pockets. A second southbound left-turn lane would be required to accommodate the projected queue during the AM peak hour under background plus project conditions.

Signal Warrant Analysis

The need for signalization of an unsignalized intersection is assessed based on the Peak Hour Volume Warrant (Warrant 3) described in the *California Manual on Uniform Traffic Control Devices for Streets and Highways (CA MUTCD)*, Part 4, Highway Traffic Signals, 2014. This method makes no evaluation of intersection level of service, but simply provides an indication of whether vehicular peak hour traffic volumes are, or would be, sufficient to justify the installation of a traffic signal. Intersections that meet the peak hour warrant are subject to further analysis before determining that a traffic signal is

necessary. Additional analysis may include unsignalized level of service analysis and/or operational analysis such as evaluating vehicle queuing and delay. Other options such as traffic control devices, signage, or geometric changes may be preferable based on existing field conditions.

Peak-hour traffic signal warrant checks were conducted for the following four unsignalized study intersections.

33. Junction Avenue and Hartog Drive
34. Rogers Avenue and Brokaw Road
35. Rogers Avenue and Junction Avenue
36. Queens Lane and Old Bayshore Highway

The results indicate that the intersection of Queens Lane and Old Bayshore Highway currently has and is projected to have traffic volumes greater than the thresholds that warrant signalization during both the AM and PM peak hours under all study scenarios. However, the City currently has no plans to signalize the Queens Lane and Old Bayshore Highway intersection. The project may need to provide a fair-share contribution or construct a future pedestrian rail crossing at the intersection.

The projected traffic volumes at the remaining three study intersections would fall below the thresholds that warrant signalization during both the AM and PM peak hours under all study scenarios. The traffic signal warrant calculations are included in Appendix G.

Site Access and On-Site Circulation

A review of the project site plan was performed to determine if adequate site access and on-site circulation would be provided and to identify any access or circulation issues that should be improved. The evaluation of site access and circulation is based on the site plan prepared by Gensler in December 2021. Site access was evaluated to determine the adequacy of the site's access points with regard to the following: traffic volume, delays, vehicle queues, geometric design, and corner sight distance. On-site vehicular circulation was reviewed in accordance with generally accepted traffic engineering standards and transportation planning principles.

Site Access

Access to the project site will be provided via one full access signalized driveway and one right-turn in and out only driveway along Junction Avenue and two right-turn in/right-turn out only driveways along Brokaw Road. The western most Brokaw Road driveway would be located at the existing median break along Brokaw Road approximately 500 feet east of Junction Avenue. The project will be required to reconstruct the median island along Brokaw Road at the driveway to provide a continuous landscaped median and remove the existing left-turn pocket to the parcels on the north side of Brokaw Road. The median reconstruction will restrict turn movements at the driveway to right-in and right-out only. The second right-turn only driveway along Brokaw Road would be located at the project site's eastern boundary. The existing right-turn driveway located approximately 125 feet east of Brokaw Road will be removed. The northernmost Junction Avenue driveway will be located approximately 450 feet south of Brokaw Road with the southernmost driveway located approximately 250 feet south of the northern driveway.

Each of the project driveways along Junction Avenue and Brokaw Road is measured to be at least 26 feet wide. According to the City of San Jose municipal code, the City's minimum width for a two-way driveway is 26 feet. Therefore, each of the project driveways will meet the City's minimum width requirement.

Site Access Intersection Analyses

Traffic operations analyses at the full access signalized project driveway along Junction Avenue were completed. The access point was evaluated for its adequacy to serve the estimated project traffic based on signal warrant checks, level of service analysis, and queuing analysis. The operations analyses also included an evaluation of necessary intersection controls and lane configurations at each of the on-site intersections. Table 9 summarizes the site access operations analysis. The gross project trips at the project driveways are shown in Figure 19. The recommended lane geometry and control for each access point as well as the on-site intersections are shown in Figure 20. The site access analysis is included in Appendix H.

Table 9
Operations Analysis Summary at Project Site Access Points

Intersection	Peak Hour	Signal Warrant Met?	Background Plus Project			
			Signal		Queue (feet per lane)	
			Avg. Delay	LOS	Southbound Left	Westbound
Junction Avenue and Southern Project Driveway	AM	No	19.6	B	325	75
	PM	Yes	21.9	C	100	325

Junction Avenue and Southern Project Driveway

Signal Warrant Evaluation

The signal warrant checks indicate that the projected peak hour traffic volumes at the southern project driveway on Junction Avenue will meet thresholds that warrant signalization during the PM peak hour under background plus project conditions..

Level of Service Evaluation

Peak hour level of service analysis was completed at the southernmost driveway on Junction Avenue. For the level of service analysis, the project driveway was assumed to provide one outbound lane with dual left-turn lanes into the southernmost project driveway. The level of service analysis results indicate that, with signalization and assumed phasing and lane configurations, the southernmost project driveway on Junction Avenue would operate at LOS B and C during both the AM and PM peak hours, respectively.

Queuing Analysis

The queuing analysis indicates that the estimated 95th percentile queues for the southbound left-turn at the southernmost project driveway on Junction Avenue is projected to be approximately 325 feet per lane during the AM peak hour under background plus project conditions. Assuming a typical 90-foot long taper, the southbound left-turn lanes would need to be approximately 415 feet long. The southernmost project driveway is located approximately 700 feet south of Brokaw Road. Thus, adequate spacing is provided between Brokaw Road and the project driveway to accommodate the southbound left-turn lane. The southbound left-turn queue will extend through and past the northernmost driveway on Junction Avenue. In addition, as previously described, the northbound left-turn queue on Junction Avenue at Brokaw Road is projected to extend south approximately 700 feet. Thus, adequate spacing will not be provided to accommodate both a 700-foot northbound left-turn pocket at Brokaw Road and 325-foot left-turn pockets at the project driveway with two 90-foot long tapers. Therefore, as previously recommended, the northernmost project driveway should be restricted

Figure 19
Gross Project Trips at Site Driveways

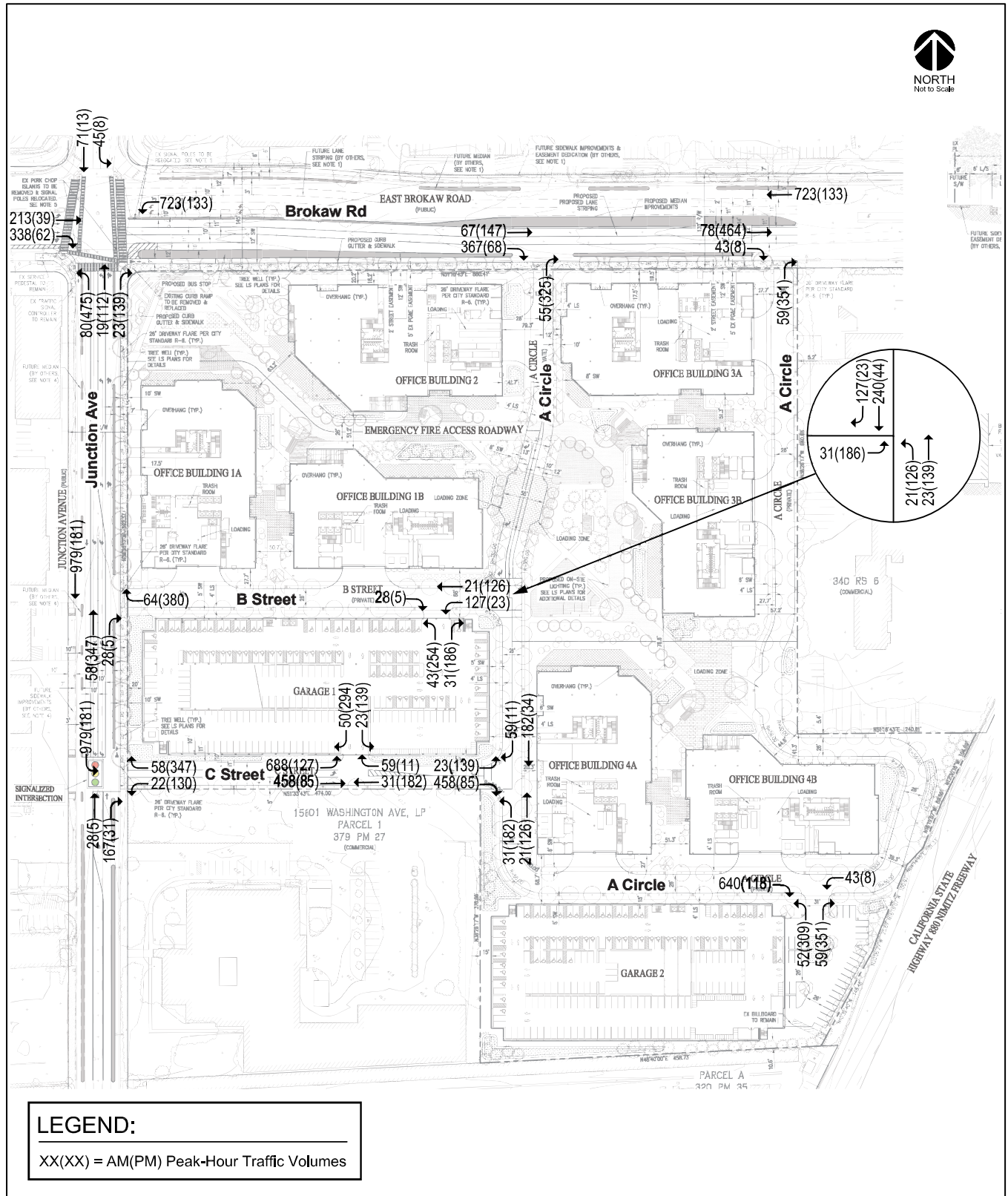
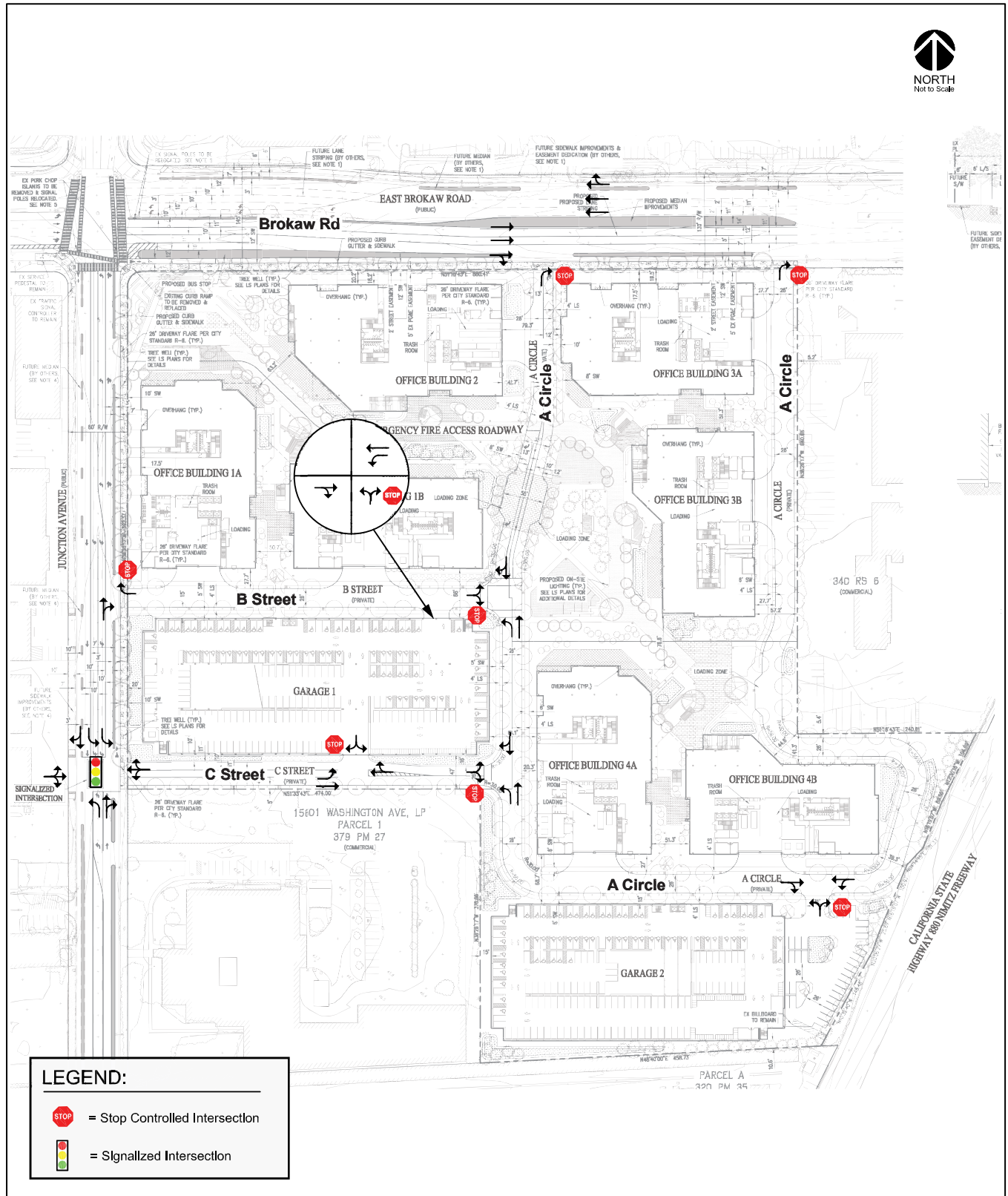


Figure 20
Recommended Intersection Controls and Lane Configurations



to right-turns in and right-turns out only and only 325-foot southbound left-turn pockets provided into the project driveway. The restriction of the northernmost project driveway can be achieved with the construction of a narrow median along Junction Avenue that extends north from the southernmost driveway approximately 500 feet that would also accommodate the southbound left-turn pockets into the southernmost driveway and northbound left-turn pocket at Brokaw Road.

The queuing analysis also indicates that the 95th percentile queues for the outbound lane at the southernmost project driveway on Junction Avenue are projected to be approximately 325 feet during the PM peak hour. The garage entrance on access roadway for the southern driveway would be located approximately 300 feet from Junction Avenue. Therefore, the projected westbound queues at the southern driveway would block the parking garage entrance. Thus, "Keep Clear" signage should be installed at the garage entrance along C Street to maintain access to the garage.

Project Driveways on Junction Avenue Recommendations:

- Due to the spacing and projected queuing at the two project driveways along Junction Avenue, it is recommended that the southernmost project driveway on Junction Avenue be signalized and the northernmost driveway be restricted to right-turns only.
- Provide a single outbound lane and two inbound left-turn lanes into the project southernmost driveway.
- The two southbound left-turn lanes at the southern project driveway Junction Avenue will require two receiving lanes on C Street. One lane along C street would need to feed a left-turn lane into the garage along Junction Avenue while the second lane would feed A Circle.
- The southbound left-turn pockets should provide a minimum of 325 feet of queue storage capacity per lane.
- Construct a median along Junction Avenue that extends north from the southernmost driveway approximately 325 feet to accommodate the southbound left-turn pockets and restrict the northernmost project driveway to right-turns only.
- "Keep Clear" signage should be installed at the garage entrance along C Street to maintain access to the garage.

Sight Distance at Unsignalized Project Driveways

Adequate sight distance (sight distance triangles) in accordance with the *American Association of State Highway Transportation Officials (AASHTO)* standards should be provided at the unsignalized site driveways (right-turn only driveways on Brokaw Road and Junction Avenue). Sight distance triangles should be measured approximately 10 feet back from the traveled way. Providing the appropriate sight distance reduces the likelihood of a collision at a driveway or intersection and provides drivers with the ability to exit a driveway and locate sufficient gaps in traffic.

The minimum acceptable sight distance is often considered the AASHTO stopping sight distance. Sight distance requirements vary depending on the roadway speeds. Junction Avenue and Brokaw Road have posted speed limits of 35 and 40 miles per hour (mph), respectively. The AASHTO stopping sight distances for facilities with posted speed limits of 35 and 40 mph are 250 and 305 feet, respectively. Thus, a driver exiting the proposed project driveways on Junction Avenue and Brokaw Road must be able to see 265 feet to the south along Junction Avenue and 305 feet to the west along Brokaw Road, respectively. Brokaw Road and Junction Avenue currently prohibit any on-street parking along the project frontages.

Recommendation: The right-turn only project driveways along Brokaw Road and Junction Avenue should be free and clear of obstructions ensuring a minimum clear sight distance of 250 feet along Junction Avenue and 305 feet along Brokaw Road.

On-Site Circulation

On-site vehicular circulation was reviewed in accordance with the City of San Jose Zoning Code and generally accepted traffic engineering standards. A two-way access road (“A” Circle) running centrally through the project site and along the southern and eastern project frontages will provide access to and from each of the Brokaw Road driveways. Two east-west roadways (“B” Street and “C” Street) will connect each of the Junction Avenue driveways to the central roadway.

To provide adequate on-site circulation for all vehicle types, including larger emergency vehicles and garbage trucks, the design of all internal roadways should adhere to the City of San Jose design standards and guidelines. The design of the site must include adequate corner radii along all internal roadways/drive aisles, as well as driveway width, drive aisle width, parking dimensions, and signage that satisfies the City of San Jose design standards. A minimum width of 26 feet is typically required for two-way roadways. A Circle is shown to be approximately 26 feet wide with the exception of the short 35-foot wide segment between the emergency fire access roadway and B Street. B Street is shown to be approximately 26 feet wide for the entire segment. C Street is shown to be approximately 32 feet wide between Junction Avenue and the garage entrance then narrowing to approximately 26 feet wide at A Circle.

All proposed buildings and parking garages can be accessed from any of the site driveways. The layout of the site plan shows the proposed parking garages to be located along the project site frontage on Junction Avenue and the southern portion of the site. The on-site parking garage located along Junction Avenue will be served by two entrances, one along both B and C Streets. Access to the parking garage located at the southern end of the site will be provided by one entrance along A Circle. The proposed site layout will reduce unnecessary circulation of traffic through the site.

The project would provide 90-degree parking stalls within the parking garages. Appropriate visible and/or audible warning signs should be provided at the parking garage access points to alert pedestrians and bicyclists of vehicles exiting the garage. As indicated in the site access analysis, vehicle queues will not inhibit ingress/egress from the garage entrances should the identified improvements at each of the driveways be implemented.

Recommendation: The design of the site must include adequate corner radii along all internal roadways/drive aisles, as well as driveway width, drive aisle width, parking dimensions, and signage that satisfies the City of San Jose design standards.

B and C Streets at A Circle

The queuing analysis indicates that the maximum 95th percentile queue for the eastbound movement on B and C Streets at A Circle is projected to be approximately five vehicles or 125 feet under project conditions and would not extend to Junction Avenue. A Circle would be uncontrolled at its intersections with B and C Streets. Therefore, queues are not projected along northbound or southbound A Circle. However, in lieu of stop-controlled approaches, traffic circles or roundabouts could be implemented at the A Circle/B Street and A Circle/C Street intersections.

Loading Zones

The site plan shows three loading zones on-site – one on each side of A Circle between B Street and the EVA roadway and a third one on A Circle along the eastern portion of the site between B and C Streets. These three loading zones would be adequate to serve all of the seven office buildings on-site.

In addition, the site plan indicates drop-off areas along A Circle approximately 100 feet north of B Street. There will be no circulation issues with the proposed drop-off locations.

Garage Gate Operations

The gates at the garage located at the southern end of the site would have the greatest inbound demand with 683 AM peak hour trips or approximately 12 vehicles per minute, on average, entering the garage.

The flow rate at which vehicles enter the garage during the peak hours will depend primarily on the processing ability, or service rate, of the entry gates. The project site plans do not specify the type of gate that the parking garage will utilize. However, based on previous parking design information, parking garage entry gates that utilize a transponder-style device are capable of servicing between 600 to 800 vehicles per hour or up to 13 vehicles per minute. Standard card readers or ticket machines have service rates of much less at approximately 4 to 6 vehicles per minute. Thus, the use of transponder devices will provide sufficient service rates to serve the projected demand at the entry gate for the southern garage. The two parking garage entrances for the garage along Junction Avenue on B and C Streets would have less inbound trips during the AM peak hour when compared to the southern garage and could implement a similar transponder-style device to avoid lengthy queues to Junction Avenue. However, the projected flow rate at each of the project entries presumes an evenly distributed arrival rate. It is unlikely that inbound project traffic would be spread out evenly throughout the peak hour. There would likely be instances where multiple vehicles (two to three vehicles for example) would arrive at the same time in which case short queues could form at the entry gates.

Truck and Emergency Vehicle Access

The site plan shows that truck loading spaces are proposed to be provided at each of the seven office buildings on site. The proposed site access points will enable larger vehicles, such as garbage trucks, emergency vehicles, and delivery trucks, to access the site from Brokaw Road and Junction Avenue. Left-turn pockets providing inbound and outbound access to/from the project site must be designed to accommodate the wider turn-radii required for larger vehicles. Each of the project access points and on-site drive aisles/roadways will provide for use by trucks and emergency vehicles. However, trucks and emergency vehicles will not enter the parking garages.

Truck Turning Templates for Loading Docks

Truck turning templates were completed for the loading docks at Buildings 1A and 2. As shown in Figures 21 and 22, WB-50 trucks would be able to pull into and out of the loading docks for Buildings 1A and 2 without any issues with the exception of the outbound direction for loading docks at Building 1A. The curb radius may need a slight adjustment to avoid trucks from running over the curb.

Loading dock operations are expected to occur during the off-peak hours to minimize the conflict with peak-hour trips entering and exiting the site.

Additional emergency vehicle access (EVA) will be provided via a 26-foot-wide roadway extending between Buildings 1 and 2 with connections at Junction Avenue and the central roadway (A Circle). Removable bollards should be installed at the EVA roadway on Junction Avenue and A circle to prevent private vehicles and trucks from attempting to enter the emergency access road.

Designated trash collection areas are located near the truck loading spaces in each of the office buildings. Trash bins can be wheeled to the truck loading spaces, where garbage trucks can pick up the trash.

Recommendation: All curb returns along the on-site roadways should be a minimum of 30-feet to accommodate service and emergency (such as a garbage truck or fire truck) vehicle circulation.

Figure 21
Truck Turning Template at Building 1A Loading Docks

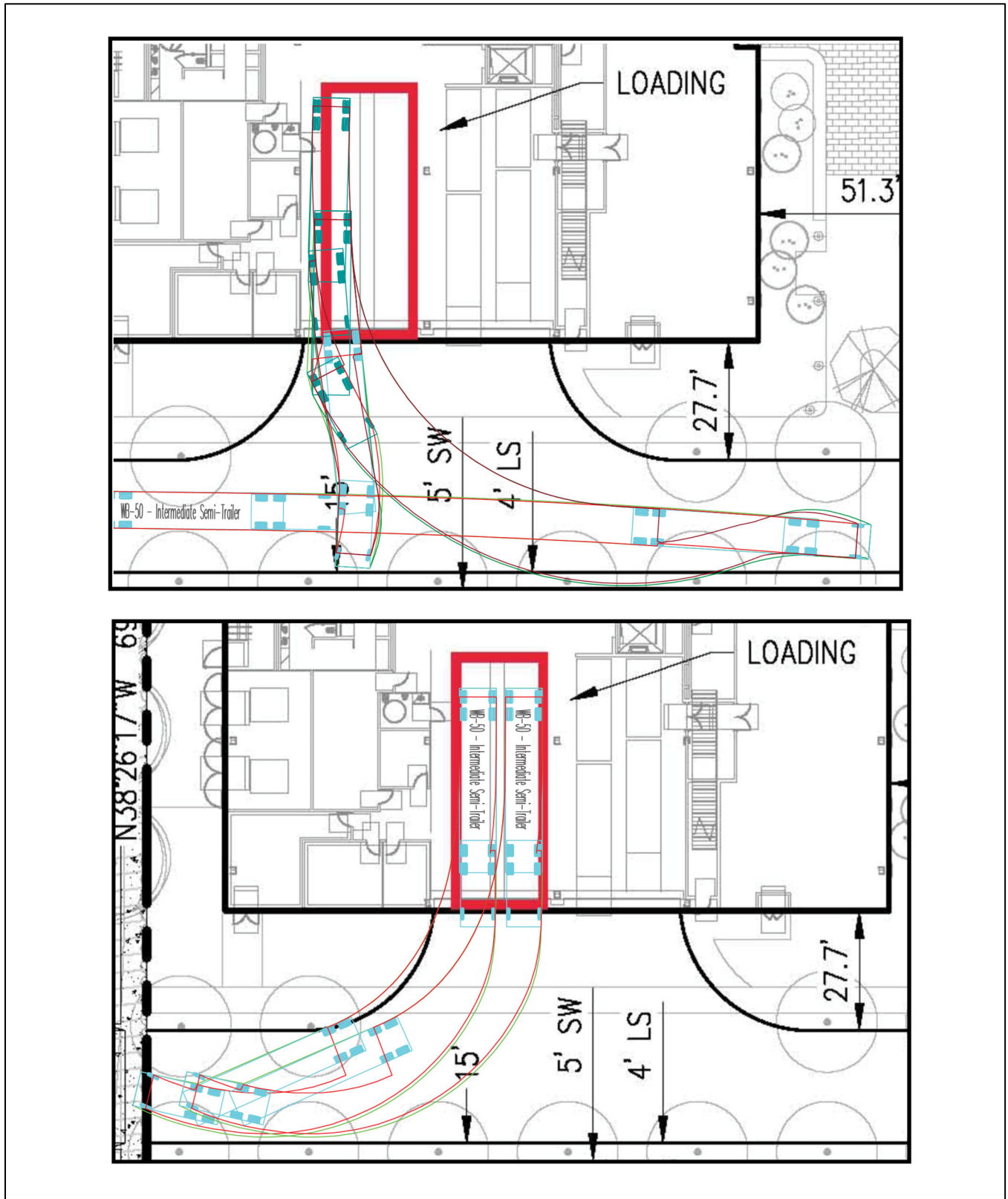
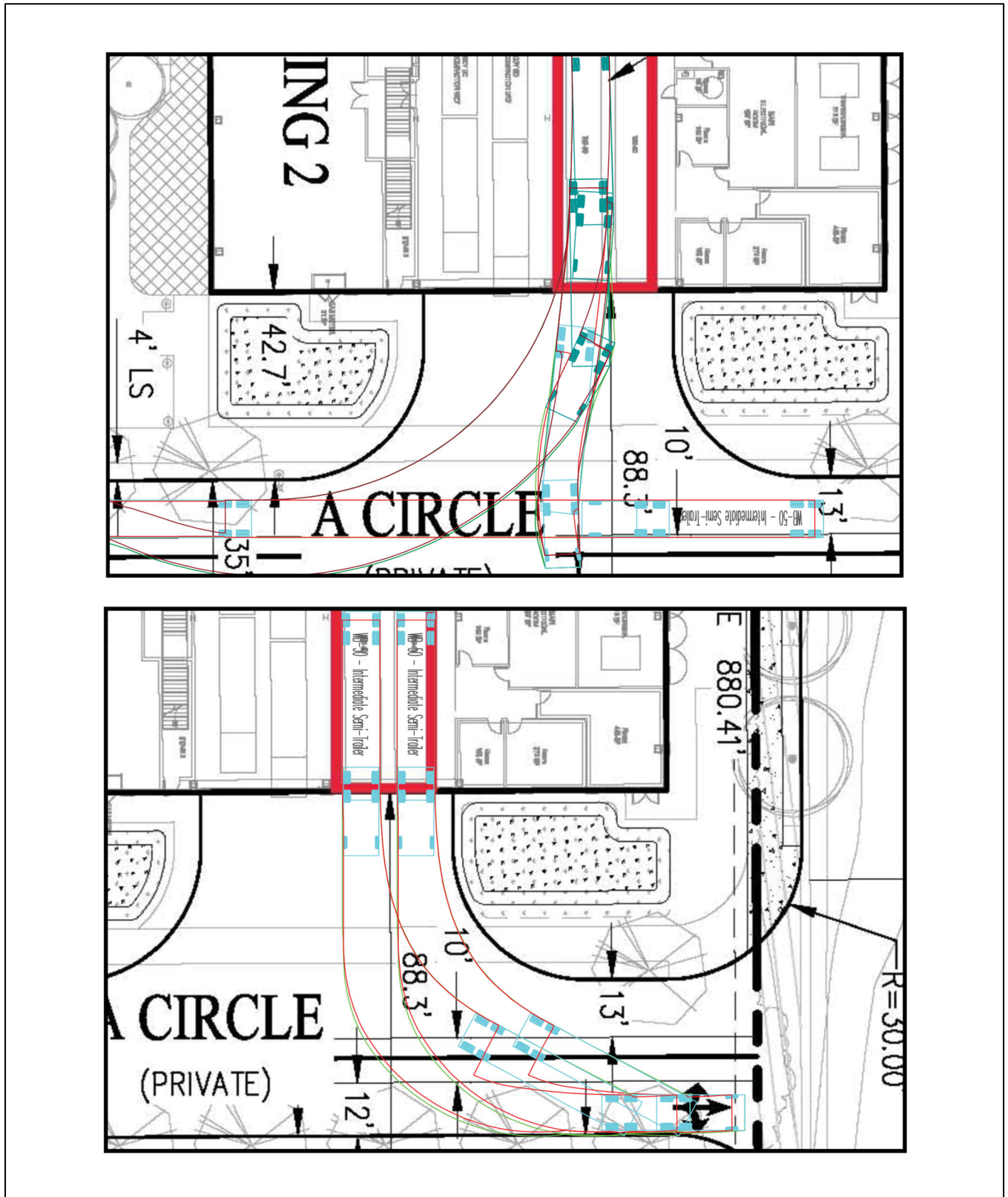


Figure 22
Truck Turning Template at Building 2 Loading Docks



Parking Supply

The City of San Jose Zoning Code (Section 20.90.060) states that office uses are required to provide one parking space per 250 square feet of floor area. The project as proposed would construct 1,924,110 gross s.f. of office space. According to the City's Zoning Code, "floor area" is defined as 85 percent of the "total gross floor area" of the building which equates to 1,635,494 sf. Based on the City's parking requirements and the current project description, the project would be required to provide 6,542 parking spaces for the proposed office space.

A 20 percent reduction in required off-street vehicle parking spaces is allowed with a development permit or a development exception if no development permit is required for developments that meet the following conditions (Section 20.90.220.A.1):

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

The project site is within the NJSADP and is proposing to provide bicycle parking spaces in conformance with the City's Zone Code requirements. Therefore, the vehicle parking requirement would be reduced to 5,234 parking spaces with a 20 percent reduction. The project is proposing to provide a total of 5,415 parking spaces on-site, which would satisfy the City's parking requirements. Per the 2016 California Building Code (CBC) Table 11B-208.2, projects providing 1,001 and over parking spaces are required to provide two percent of ADA parking spaces for the first 1,000 provided parking spaces and one percent of ADA parking spaces for the amount over 1,000 provided parking spaces. Additionally, the requirement also states that for every six or fraction of six required ADA parking spaces, at least one shall be a van-accessible parking space. Therefore, the project is required to provide 65 ADA parking spaces, including 11 ADA van accessible parking spaces to comply with ADA requirements.

Bicycle Parking

According to the City's Bicycle Parking Standards (Chapter 20.90, Table 20-210), the project is required to provide bicycle parking for the proposed office buildings at a rate of one bicycle parking space per 4,000 s.f. of the floor area of office space. According to the City's Zoning Code, "floor area" is defined as 85 percent of the "total gross floor area" of the building. This equates to a total requirement of 409 bicycle parking spaces for the proposed 1,924,110 s.f. of gross office space. Of the required bicycle parking, City standards require that 80 percent be short-term bicycle spaces with 20 percent be secured long-term bicycle spaces for office uses. Based on these requirements, the project would need to provide 328 short-term and 81 long-term bicycle parking spaces. The project is proposing to provide a total of 477 bicycle parking spaces on-site which will exceed the required bicycle parking and encourage the use of non-auto modes of travel and minimize the demand for on-site parking described above.

Motorcycle Parking

According to the City's Motorcycle Parking Standards (Chapter 20.90, Table 20-250), the project is required to provide 1 motorcycle parking space per 50 code-required vehicle spaces for the office uses. Based on the required 5,415 vehicle parking spaces as stated above, the project is required to provide 109 motorcycle parking spaces to satisfy the City's motorcycle parking requirements.

Construction Activities

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

Pedestrian, Bicycle, and Transit Analysis

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

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

- Through the entitlement process for new development, fund needed transportation improvements for all transportation modes, giving first consideration to improvement of bicycling walking, and transit facilities.
- Give priority to the funding of multimodal projects to provide the most benefit to all users of the transportation system.
- Encourage the use of non-automobile travel modes to reduce vehicle miles traveled (VMT)
- Consider the impact on the overall transportation system when evaluating the impacts of new developments.
- Increase substantially the proportion of travel modes other than single-occupant vehicles.
- Provide a continuous pedestrian and bicycle system to enhance connectivity throughout the City by completing missing segments.
- Build pedestrian and bicycle improvements at the same time as improvements for vehicular circulation.
- Give priority to pedestrian improvement projects that improve pedestrian safety, improve pedestrian access to and within the Urban Villages and other growth areas.

The City's General Plan identifies both walk and bicycle commute mode split targets as 15 percent or more by the year 2040. This level of pedestrian and bicycle mode share is a reasonable goal for the project.

Pedestrian and Bicycle Facilities

Pedestrian and bicycle facilities in the study area consist of sidewalks, crosswalks, pedestrian signals at signalized intersections, and bike lanes on Brokaw Road and Junction Avenue (see Chapter 2 for details).

The site plan shows a pedestrian walkway and open space area at the Brokaw Road and Junction Avenue intersection along with landscaped areas throughout the site. Additionally, sidewalks would continue to be provided along the project site frontage on Brokaw Road (12 feet wide) and Junction Avenue (10 feet wide), connecting the project site to existing pedestrian facilities and destinations outside of the project site, including the bus stops on Brokaw Road.

The bikeways within the vicinity of the project site would remain unchanged under project conditions. Currently, Brokaw Road has bike lanes that would provide connections to other bicycle facilities in the project vicinity. The San Jose Better Bike Plan 2025 and Envision 2040 General Plan, as described below, identify planned improvements to the bicycle network within the City and provide policies and goals that are intended to promote and encourage the use of multi-modal travel options and reduce the identified project impacts to the roadway system.

Pedestrian and Bike Improvements

The planned improvements discussed below are intended to provide for a balanced transportation system as outlined in the Envision 2040 General Plan goals and policies. The San Jose Better Bike Plan 2025 indicates that a variety of bicycle facilities are planned in the study area, some of which would benefit the project and adhere to the goals of the Envision 2040 General Plan. Of the planned facilities, the following are relevant to the project.

Class I bike trails are planned for:

- Coyote Creek Trail, between Montague Expressway and Empire Street

Class II bike lanes are planned for:

- Rogers Avenue/Queens Lane, between Junction Avenue and Old Bayshore Highway
- Ridder Park Drive, south of Brokaw Road

Class III bike routes are planned for:

- Fox Lane/Fox Drive, along its entire length
- Schallenberger Road, along its entire length

Class IV protected bike lanes are planned for:

- Brokaw Road, along its entire length
- Junction Avenue, along its entire length
- Old Bayshore Highway, along its entire length
- Charcot Avenue, between Orchard Parkway and Oakland Road

The project would not impede the implementation of the planned bicycle facilities. However, the full implementation of the above-listed improvements is beyond the means of the proposed project given that they may require right-of-way from adjacent properties and benefit multiple properties. The project will however be required to construct Class IV bike lanes (7-foot bikeways) per the Better Bike Plan 2025 along the Brokaw Road and Junction Avenue project frontages.

Additionally, the project would be required to implement the following pedestrian/bike improvements to mitigate its VMT impact:

- The project will be required to implement or provide its fair-share contribution towards the cost of implementation of the protected/buffered bicycle lanes along Brokaw Road and Junction Avenue on the opposing side of or beyond the project frontages. Additionally, the project will be required to complete protected intersection signal modifications at the Brokaw Road and Junction Avenue intersection that include striped bike lanes adjacent to all crosswalks and

installation of corner islands in addition to the removal of the pork chop islands at the intersection mentioned below.

- The project will be required to relocate the existing Route 60 stop from its current location east of Rogers Avenue to just west of Junction Avenue (on the far side of westbound Brokaw Road). This mitigation would require the construction of sidewalk for pedestrian connectivity to the Junction Avenue/Brokaw Road intersection. The removal of the pork chop island at the northwest corner of the Junction Avenue/Brokaw Road intersection will allow the westbound Route 60 bus stop to move closer to the northwest corner of the intersection. The project should work with VTA staff to identify specific placement of the re-located stop along Brokaw Road and improvement of the eastbound stop on its frontage.
- The project will be required to remove each of the pork chop islands at the Brokaw Road/Junction Avenue intersection and modify the signal phasing on Junction Avenue from permitted to protected phasing to improve pedestrian safety and access.
- The project would signalize the southern project driveway on Junction Avenue. The new signal will provide an additional crossing point along Junction Avenue south of Brokaw Road for pedestrians and bicyclists.
- The project will provide bike parking/end-of-trip bike facilities on-site.

Transit Services

The project site is served directly by VTA frequent bus line 60, which operates along Brokaw Road. A bus stop for line 60 is located along the project frontage just east of Junction Avenue and near Rogers Avenue. With the convenient location of bus stops, it can be assumed that some employees of the proposed project would utilize the existing transit services. Applying an estimated three percent transit mode share, which is a conservative estimate that could be expected for the project, equates to approximately 49 and 29 new transit riders during the AM and PM peak hours, respectively. VTA operations reports indicate that the route 60 bus line as well as several other bus routes in the area currently serve less than ideal ridership. Therefore, the new riders due to the proposed project could be accommodated by the current available capacity of the bus service in the study area and improvement of the existing transit service would not be necessary with the project.

Transit Facility Improvements

The bus stop located along the project frontage includes minimal amenities with only a sign. VTA's Better Bus Stops Program is an annual program that was implemented in 2020 to improve bus stop locations throughout its network. Improvements include the implementation of shelters, information signs, metal benches, metal trash cans, and solar lighting. The improved bus stops also aim to upgrade the boarding area with wider sidewalks to accommodate the amenities and concrete bus pads. The Better Bus Stop Program has established a list of potential locations for improvement based on ridership. The bus stop along the project frontage is included in the improvement list with the implementation of solar lighting. The project would not interfere with the planned bus stop improvements. However, it is recommended that the project work with VTA to allow for adequate space along its frontages to accommodate the future improvement of the bus stop including wider sidewalks and a bus duck out.

Recommendation: A VTA standard 8' x 40' boarding area and a VTA standard 7' x 25' shelter pad and a 13' full back ad shelter should be installed at the existing eastbound bus stop along the project frontage. The project should include in its design, a connection between the bus stop and the pedestrian pathway or the emergency vehicle access roadway into the plaza. The final design should be coordinated between the project and VTA.

In addition, the project will be required to relocate the existing Route 60 stop from its current location east of Rogers Avenue to just west of Junction Avenue (on the far side of westbound Brokaw Road). This mitigation would require the construction of a sidewalk for pedestrian connectivity to the Junction Avenue/Brokaw Road intersection. The removal of the pork chop island at the northwest corner of the Junction Avenue/Brokaw Road intersection will allow the westbound Route 60 bus stop to move closer to the northwest corner of the intersection. The project should work with VTA staff to identify the specific placement of the re-located stop along Brokaw Road and improvement of the eastbound stop on its frontage.

Freeway Segment Evaluation

The City is still required to conform to the requirements of the Valley Transit Authority (VTA) which establishes a uniform program for evaluating the transportation impacts of land use decisions on the designated CMP Roadway System. The VTA's Congestion Management Program (CMP) has yet to adopt and implement guidelines and standards for the evaluation of the CMP roadway system using VMT. Therefore, the effects of the proposed project on freeway segments in the vicinity of the project area following the current methodologies as outlined in the *VTA Transportation Impact Analysis Guidelines*, were completed. However, this analysis is presented for informational purposes only.

Freeway Segment Level of Service Methodology

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

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

Where:

D= density, in vehicles per mile per lane (vpmpl)

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

N= number of travel lanes

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

The vehicle density on a segment is correlated to level of service as shown in Table 10. The CMP specifies that a capacity of 2,300 vehicles per hour per lane (vphpl) be used for mixed-flow lane segments that are three lanes or wider in one direction, and a capacity of 2,200 vphpl be used for mixed-flow lane segments that are two lanes wide in one direction. A capacity of 1,650 vphpl was used for high occupancy vehicle (HOV) lanes. The CMP defines an acceptable level of service for freeway segments as LOS E or better.

Traffic volumes on the study freeway segments under existing plus project conditions were estimated by adding net project trips to the existing volumes obtained from the 2018 CMP Annual Monitoring Report. The results of the freeway segment analysis under existing plus project conditions are summarized in Table 11. The results show that mixed-flow lanes on 50 of the 56 directional freeway segments analyzed would operate at an unacceptable LOS F during at least one of the peak hours. In addition, the HOV lanes on 16 of the study segments also are projected to operate at LOS F during at least one of the peak hours under existing plus project conditions. The addition of traffic generated by the proposed project would not result in the degradation of levels of service of any freeway segments to unacceptable LOS F.

Table 10
Freeway Level of Service Based on Density

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

Sources: Transportation Research Board, *2000 Highway Capacity Manual. Traffic Level of Service Analysis Guidelines*, Santa Clara County Transportation Authority Congestion Management Program, June 2003.

Improvement of freeway segment operations would require freeway widening to construct additional through lanes, thereby increasing freeway capacity. The VTA's Valley Transportation Plan (VTP) 2040 identifies freeway express lane projects along US 101 between Cochrane Road and Whipple Avenue. The planned improvements consist of the conversion of the existing HOV lane to an express lane and the construction of a second express lane in each direction on US 101. VTP 2040 also identified the conversions of existing HOV lanes to express lanes on SR 87 between SR 85 and US 101 and on I-880 between US 101 and Alameda County line to allow single-occupancy vehicles to pay a fee to use the express lanes. These improvements would increase the capacity of the freeway and help to address the deficiency in freeway operations. However, it is not feasible for an individual development project to bear responsibility for implementing such extensive transportation system improvements due to constraints in the acquisition and cost of right-of-way.

Freeway Ramp Analysis

Freeway On-Ramp Queuing Analysis

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

Since the proposed project would result in the largest number of trips to freeway on-ramps during the PM peak hour, and therefore have the greatest effect on the PM peak-hour queues, only the on-ramps that are metered during the PM peak hour were evaluated. The project is expected to only add PM peak hour trips to the following freeway on-ramps in the project vicinity:

Table 11
Freeway Segment Levels of Service

#	Freeway Segment	Direction	Peak Hour	Existing Plus Project										Project Trips				
				Mixed-Flow Lane				HOV Lane				Mixed-Flow Lane		HOV Lane				
				Speed ¹ (mi/h)	# of Lanes	Capacity (pc/hr/ln)	Volume (pc/hr/ln)	Density (pc/hr/ln)	LOS	Speed ¹ (mi/h)	Capacity (vph)	Volume (pc/hr/ln)	Density (pc/hr/ln)	LOS	Volume (pc/hr/ln)	% of Capacity	Volume (pc/hr/ln)	% of Capacity
1	US 101 from I-280 to Santa Clara Street	NB	AM	12.80	3	2,300	1,128	88	F	16.87	1,650	1,630	97.0	F	41	1.8	63	3.8
		NB	PM	60.80	3	2,300	1,722	28	D	76.14	1,650	-- ²	-- ²	A	-4	-0.2	0	0.0
2	US 101 from Santa Clara Street to McKee Road	NB	AM	12.40	3	2,300	1,111	90	F	20.80	1,650	1,713	82.0	F	43	1.9	71	4.3
		NB	PM	63.40	3	2,300	1,476	23	C	74.51	1,650	211	3.0	A	-4	-0.2	-1	-0.1
3	US 101 from McKee Road to Oakland Road	NB	AM	19.20	3	2,300	1,473	77	F	28.32	1,650	1,789	63.0	F	50	2.2	65	3.9
		NB	PM	57.40	3	2,300	1,881	33	D	73.30	1,650	499	7.0	A	-4	-0.2	-1	-0.1
4	US 101 from Oakland Road to I-880	NB	AM	22.20	3	2,300	1,600	72	F	52.00	1,650	1,735	33.0	D	51	2.2	60	3.6
		NB	PM	32.60	3	2,300	1,754	54	E	74.60	1,650	186	2.0	A	-4	-0.2	0	0.0
5	US 101 from I-880 to Old Bayshore Highway	NB	AM	14.80	3	2,300	1,187	80	F	56.11	1,650	1,648	29.0	D	24	1.0	35	2.1
		NB	PM	56.80	3	2,300	1,905	34	D	73.19	1,650	522	7.0	A	-2	-0.1	-1	-0.1
6	US 101 from Old Bayshore Highway to North First Street	NB	AM	12.00	3	2,300	992	83	F	42.80	1,650	1,765	41.0	D	11	0.5	20	1.2
		NB	PM	60.00	3	2,300	1,779	30	D	74.44	1,650	230	3.0	A	-1	0.0	0	0.0
7	US 101 from North First Street to Guadalupe Parkway (SR 87)	NB	AM	9.20	3	2,300	804	87	F	10.04	1,650	1,343	134.0	F	7	0.3	12	0.7
		NB	PM	61.40	3	2,300	1,820	30	D	69.30	1,650	1,076	16.0	B	43	1.9	27	1.6
8	US 101 from Guadalupe Parkway (SR 87) to De La Cruz Boulevard	NB	AM	9.60	3	2,300	830	86	F	10.47	1,650	1,364	130.0	F	7	0.3	12	0.7
		NB	PM	62.00	3	2,300	1,773	29	D	71.28	1,650	854	12.0	B	45	1.9	23	1.4
9	US 101 from De La Cruz Boulevard to Montague Expressway/San Tomas Expressway	NB	AM	17.20	3	2,300	1,257	73	F	23.21	1,650	1,686	73.0	F	8	0.3	10	0.6
		NB	PM	58.00	3	2,300	2,009	35	D	71.10	1,650	876	12.0	B	45	2.0	21	1.3
10	US 101 from Montague Expressway/San Tomas to Bowers Avenue/Great America Parkway	NB	AM	16.00	3	2,300	1,197	75	F	23.15	1,650	1,685	73.0	F	7	0.3	10	0.6
		NB	PM	52.60	3	2,300	2,115	40	D	73.36	1,650	500	7.0	A	45	2.0	11	0.7
11	US 101 from Bowers Avenue/Great America Parkway to Lawrence Expressway	NB	AM	17.20	3	2,300	1,253	73	F	23.13	1,650	1,684	73.0	F	6	0.3	9	0.5
		NB	PM	47.60	3	2,300	2,124	45	D	75.70	1,650	-- ²	-- ²	A	45	2.0	0	0.0
12	US 101 from Lawrence Expressway to North Fair Oaks Avenue	NB	AM	18.20	3	2,300	1,298	71	F	31.72	1,650	1,750	55.0	E	6	0.3	8	0.5
		NB	PM	47.20	3	2,300	2,108	45	D	74.76	1,650	142	2.0	A	41	1.8	3	0.2
13	US 101 from North Fair Oaks Avenue to North Mathilda Avenue	NB	AM	26.00	3	2,300	1,598	61	F	37.56	1,650	1,760	47.0	E	6	0.3	6	0.4
		NB	PM	54.80	3	2,300	2,056	38	D	72.20	1,650	710	10.0	A	34	1.5	12	0.7
14	US 101 from North Mathilda Avenue to SR 237	NB	AM	25.80	3	2,300	1,590	62	F	30.64	1,650	1,743	57.0	E	5	0.2	6	0.4
		NB	PM	47.20	3	2,300	2,076	44	D	70.61	1,650	927	13.0	B	30	1.3	14	0.8
15	US 101 from SR 237 to North Mathilda Avenue	SB	AM	60.20	3	2,300	1,899	32	D	72.98	1,650	577	8.0	A	43	1.9	14	0.8
		SB	PM	16.40	3	2,300	1,189	73	F	58.33	1,650	1,564	27.0	D	-2	-0.1	-3	-0.2
16	US 101 from North Mathilda Avenue to North Fair Oaks Avenue	SB	AM	63.00	3	2,300	1,686	27	D	74.36	1,650	261	4.0	A	50	2.2	8	0.5
		SB	PM	20.60	3	2,300	1,377	67	F	55.61	1,650	1,619	29.0	D	-2	-0.1	-3	-0.2
17	US 101 from North Fair Oaks Avenue to Lawrence Expressway	SB	AM	60.00	3	2,300	1,937	32	D	72.96	1,650	584	8.0	A	52	2.2	16	1.0
		SB	PM	12.40	3	2,300	977	79	F	30.08	1,650	1,730	58.0	E	-2	-0.1	-4	-0.2
18	US 101 from Lawrence Expressway to Bowers Avenue/Great America Parkway	SB	AM	55.00	3	2,300	2,128	39	D	74.41	1,650	246	3.0	A	59	2.6	7	0.4
		SB	PM	6.40	3	2,300	576	90	F	9.96	1,650	1,322	133.0	F	-2	-0.1	-5	-0.3
19	US 101 from Bowers Avenue/Great America Parkway to Montague Expressway/San Tomas Expressway	SB	AM	59.40	3	2,300	1,993	34	D	72.81	1,650	615	8.0	A	60	2.6	20	1.2
		SB	PM	8.00	3	2,300	693	87	F	9.83	1,650	1,315	134.0	F	-2	-0.1	-5	-0.3
20	US 101 from Montague Expressway/San Tomas to De La Cruz Boulevard	SB	AM	58.20	3	2,300	2,052	35	D	71.40	1,650	842	12.0	B	62	2.7	27	1.6
		SB	PM	11.40	3	2,300	915	80	F	19.90	1,650	1,623	82.0	F	-3	-0.1	-5	-0.3
21	US 101 from De La Cruz Boulevard to Guadalupe Parkway (SR 87)	SB	AM	50.80	3	2,300	2,201	43	D	74.98	1,650	75	1.0	A	70	3.1	3	0.2
		SB	PM	17.80	3	2,300	1,253	70	F	42.15	1,650	1,743	41.0	D	-3	-0.1	-4	-0.2
22	US 101 from Guadalupe Parkway (SR 87) to North First Street	SB	AM	61.20	3	2,300	1,912	31	D	74.67	1,650	173	2.0	A	69	3.0	7	0.4
		SB	PM	14.80	3	2,300	1,106	75	F	45.42	1,650	1,729	38.0	D	-3	-0.1	-4	-0.2
23	US 101 from North First Street to Old Bayshore Highway	SB	AM	56.60	3	2,300	1,915	34	D	73.86	1,650	378	5.0	A	0	0.0	0	0.0
		SB	PM	7.40	3	2,300	657	89	F	38.60	1,650	1,754	45.0	E	0	0.0	0	0.0
24	US 101 from Old Bayshore Highway to I-880	SB	AM	60.60	3	2,300	1,746	29	D	72.58	1,650	636	9.0	A	0	0.0	0	0.0
		SB	PM	6.40	3	2,300	582	91	F	27.94	1,650	1,721	62.0	F	0	0.0	0	0.0
25	US 101 from I-880 to Oakland Road	SB	AM	55.40	3	2,300	1,976	36	D	75.73	1,650	-- ²	-- ²	A	11	0.5	0	0.0
		SB	PM	12.00	3	2,300	1,058	88	F	23.79	1,650	1,740	73.0	F	33	1.4	58	3.5
26	US 101 from Oakland Road to McKee Road	SB	AM	60.80	3	2,300	1,764	29	D	74.06	1,650	333	5.0	A	10	0.4	2	0.1
		SB	PM	23.80	3	2,300	1,618	68	F	45.20	1,650	1,778	39.0	D	38	1.6	44	2.7
27	US 101 from McKee Road to Santa Clara Street	SB	AM	66.00	3	2,300	994	15	B	72.69	1,650	622	9.0	A	9	0.4	5	0.3
		SB	PM	20.00	3	2,300	1,462	73	F	52.98	1,650	1,705	32.0	D	35	1.5	42	2.5
28	US 101 from Santa Clara Street to I-280	SB	AM	62.80	3	2,300	1,585	25	C	73.62	1,650	434	6.0	A	9	0.4	2	0.1
		SB	PM	32.20	3	2,300	1,861	58	E	56.27	1,650	1,642	29.0	D	35	1.5	32	1.9
29	I-880 from I-280 to Stevens Creek Boulevard	NB	AM	16.20	3	2,300	1,343	83	F	--	--	--	--	--	52	2.3	--	--
		NB	PM	54.80	3	2,300	1,944	35	D	--	--	--	--	--	-3	-0.1	--	--
30	I-880 from Stevens Creek Boulevard to North Bascom Avenue	NB	AM	19.00	3	2,300	1,486	78	F	--	--	--	--	--	57	2.5	--	--
		NB	PM	16.20	3	2,300	1,176	73	F	--	--	--	--	--	-3	-0.1	--	--

Table 11 (Continued)
Freeway Segment Levels of Service

#	Freeway Segment	Direction	Peak Hour	Existing Plus Project										Project Trips				
				Mixed-Flow Lane					HOV Lane					Mixed-Flow Lane		HOV Lane		
				Speed ¹ (mi/h)	# of Lanes	Capacity (pc/hr/ln)	Volume (pc/hr/ln)	Density (pc/hr/ln)	LOS	Speed ¹ (mi/h)	Capacity (vph)	Volume (pc/hr/ln)	Density (pc/hr/ln)	LOS	Volume (pc/hr/ln)	% of Capacity	Volume (pc/hr/ln)	% of Capacity
31	I-880 from North Bascom Avenue to The Alameda	NB	AM	20.40	3	2,300	1,560	76	F	--	--	--	--	62	2.7	--	--	
		NB	PM	7.40	3	2,300	646	87	F	--	--	--	--	-4	-0.2	--	--	
32	I-880 from The Alameda to Coleman Avenue	NB	AM	15.60	3	2,300	1,355	87	F	--	--	--	--	66	2.9	--	--	
		NB	PM	6.20	3	2,300	554	89	F	--	--	--	--	-4	-0.2	--	--	
33	I-880 from Coleman Avenue to North First Street	NB	AM	16.60	3	2,300	1,419	85	F	--	--	--	--	71	3.1	--	--	
		NB	PM	13.60	3	2,300	1,037	76	F	--	--	--	--	-4	-0.2	--	--	
34	I-880 from North First Street to US 101	NB	AM	17.80	3	2,300	1,476	83	F	--	--	--	--	71	3.1	--	--	
		NB	PM	27.80	3	2,300	1,624	58	E	--	--	--	--	-4	-0.2	--	--	
35	I-880 from US 101 to East Brokaw Road	NB	AM	24.00	3	2,300	1,832	76	F	--	--	--	--	107	4.6	--	--	
		NB	PM	27.20	3	2,300	1,599	59	F	--	--	--	--	-6	-0.3	--	--	
36	I-880 from East Brokaw Road to Montague Expressway	NB	AM	61.40	3	2,300	1,720	28	D	73.42	1,650	478	7.0	A	10	0.4	3	0.2
		NB	PM	60.00	3	2,300	1,925	32	D	73.10	1,650	555	8.0	A	48	2.1	14	0.8
37	I-880 from Montague Expressway to Great Mall Parkway	NB	AM	39.60	3	2,300	1,939	49	E	74.97	1,650	76	1.0	A	11	0.5	0	0.0
		NB	PM	58.60	3	2,300	1,994	34	D	73.37	1,650	499	7.0	A	48	2.1	13	0.8
38	I-880 from Great Mall Parkway to SR 237	NB	AM	62.40	3	2,300	1,629	26	D	73.22	1,650	519	7.0	A	9	0.4	3	0.2
		NB	PM	56.00	3	2,300	2,054	37	D	69.39	1,650	1,063	15.0	B	41	1.8	22	1.3
39	I-880 from SR 237 to Great Mall Parkway	SB	AM	35.40	3	2,300	2,002	57	E	71.44	1,650	836	12.0	B	58	2.5	26	1.6
		SB	PM	16.80	3	2,300	1,207	72	F	56.78	1,650	1,596	28.0	D	-3	-0.1	-4	-0.2
40	I-880 from Great Mall Parkway to Montague Expressway	SB	AM	26.80	3	2,300	1,788	67	F	71.08	1,650	889	13.0	B	61	2.6	32	1.9
		SB	PM	15.40	3	2,300	1,137	74	F	37.29	1,650	1,750	47.0	E	-3	-0.1	-4	-0.2
41	I-880 from Montague Expressway to East Brokaw Road	SB	AM	57.80	3	2,300	2,055	36	D	66.75	1,650	1,281	19.0	C	58	2.5	39	2.4
		SB	PM	14.20	3	2,300	1,075	76	F	28.51	1,650	1,720	60.0	F	-3	-0.1	-5	-0.3
42	I-880 from East Brokaw Road to US 101	SB	AM	11.20	3	2,300	951	85	F	39.02	1,650	1,780	46.0	E	13	0.6	26	1.6
		SB	PM	12.00	3	2,300	1,217	101	F	2.52	1,650	674	267.0	F	86	3.7	55	3.3
43	I-880 from US 101 to North First Street	SB	AM	11.20	3	2,300	944	84	F	--	--	--	--	11	0.5	--	--	
		SB	PM	10.40	3	2,300	1,018	98	F	--	--	--	--	52	2.3	--	--	
44	I-880 from North First Street to Coleman Avenue	SB	AM	37.60	3	2,300	1,905	51	E	--	--	--	--	11	0.5	--	--	
		SB	PM	15.80	3	2,300	1,323	84	F	--	--	--	--	52	2.3	--	--	
45	I-880 from Coleman Avenue to The Alameda	SB	AM	55.00	3	2,300	1,981	36	D	--	--	--	--	10	0.4	--	--	
		SB	PM	23.80	3	2,300	1,651	69	F	--	--	--	--	49	2.1	--	--	
46	I-880 from The Alameda to North Bascom Avenue	SB	AM	58.00	3	2,300	1,901	33	D	--	--	--	--	9	0.4	--	--	
		SB	PM	25.80	3	2,300	1,710	66	F	--	--	--	--	45	2.0	--	--	
47	I-880 from North Bascom Avenue to Stevens Creek Boulevard	SB	AM	41.20	3	2,300	1,956	47	E	--	--	--	--	9	0.4	--	--	
		SB	PM	34.60	3	2,300	1,937	56	E	--	--	--	--	42	1.8	--	--	
48	I-880 from Stevens Creek Boulevard to I-280	SB	AM	62.20	3	2,300	1,645	26	D	--	--	--	--	8	0.3	--	--	
		SB	PM	29.60	3	2,300	1,804	61	F	--	--	--	--	38	1.7	--	--	
49	SR 87 from I-280 to Julian Street	NB	AM	22.20	3	2,300	1,527	69	F	42.77	1,650	1,778	42.0	D	27	1.2	33	2.0
		NB	PM	60.60	3	2,300	1,740	29	D	67.76	1,650	1,173	17.0	B	-2	-0.1	-1	-0.1
50	SR 87 from Julian Street to Taylor Street	NB	AM	28.60	3	2,300	1,755	61	F	48.34	1,650	1,746	36.0	D	32	1.4	33	2.0
		NB	PM	57.00	3	2,300	1,898	33	D	66.75	1,650	1,241	19.0	C	-2	-0.1	-1	-0.1
51	SR 87 from Taylor Street to Skyport Drive	NB	AM	46.40	3	2,300	2,093	45	D	54.88	1,650	1,666	30.0	D	37	1.6	31	1.9
		NB	PM	61.80	3	2,300	1,650	27	D	68.89	1,650	1,083	16.0	B	-2	-0.1	-2	-0.1
52	SR 87 from Skyport Drive to US 101	NB	AM	13.00	3	2,300	1,063	82	F	24.47	1,650	1,715	70.0	F	15	0.7	25	1.5
		NB	PM	55.00	3	2,300	1,947	35	D	66.95	1,650	1,229	18.0	C	-1	0.0	-1	-0.1
53	SR 87 from US 101 to Skyport Drive	SB	AM	54.40	3	2,300	1,969	36	D	57.46	1,650	1,588	28.0	D	3	0.1	2	0.1
		SB	PM	16.20	3	2,300	1,223	75	F	60.95	1,650	1,512	25.0	D	12	0.5	15	0.9
54	SR 87 from Skyport Drive to Taylor Street	SB	AM	55.20	3	2,300	1,964	36	D	67.64	1,650	1,187	18.0	C	6	0.3	4	0.2
		SB	PM	16.20	3	2,300	1,259	78	F	61.04	1,650	1,525	25.0	D	24	1.1	31	1.9
55	SR 87 from Taylor Street to Julian Street	SB	AM	55.40	3	2,300	1,959	35	D	60.48	1,650	1,515	25.0	D	5	0.2	4	0.2
		SB	PM	25.40	3	2,300	1,630	64	F	48.76	1,650	1,734	36.0	D	23	1.0	25	1.5
56	SR 87 from Julian Street to I-280	SB	AM	52.60	3	2,300	1,995	38	D	67.40	1,650	1,202	18.0	C	5	0.2	3	0.2
		SB	PM	23.40	3	2,300	1,552	66	F	54.16	1,650	1,669	31.0	D	20	0.9	23	1.4

Notes:
¹Santa Clara Valley Transportation Authority CMP Monitoring & Conformance Report, 2018.
²Speed exceeds the bound of the equation used to derive volume and density.
 Bold indicates unacceptable LOS.

- I-880 southbound on-ramp from Brokaw Road (Active Meter – PM Peak Hour)
- I-880 northbound on-ramp from Brokaw Road (Active Meter – PM Peak Hour)
- I-880 southbound on-ramp from Old Bayshore Highway (Active Meter – PM Peak Hour)
- US 101 northbound on-ramp from Brokaw Road (Inactive Meter – PM Peak Hour)

The analysis indicates that project traffic will not lengthen the projected 15-minute interval queue lengths at either of the subject metered on-ramps under background plus project conditions. Short vehicle queues, less than 15 vehicles, currently occur at the ramps, however, the queues dissipate during the 15-minute intervals because the demand volume is less than the service rate of the freeway ramp meters. The freeway on-ramp queuing calculations are included in Appendix I.

Freeway Off-Ramp Queuing Analysis

A queuing analysis was completed for the following freeway off-ramps, where the project will result in the addition of peak hour trips. These freeway off-ramps are controlled by a traffic signal at their intersection with the cross street. Since the proposed project would result in the largest number of trips to freeway off-ramps during the AM peak hour and therefore have the greatest effect on the AM peak-hour queues, the off-ramps were only evaluated during the AM peak hour. The project is expected to only add AM peak hour trips to the following freeway off-ramps in the project vicinity:

- I-880 southbound off-ramp to Brokaw Road
- I-880 northbound off-ramp to Brokaw Road
- I-880 northbound off-ramp to Old Bayshore Highway
- US 101 southbound off-ramp to Brokaw Road
- US 101 northbound off-ramp to Brokaw Road

The results of the analysis (see Table 12) showed that the 95th percentile queue lengths at the US 101 southbound off-ramp to Brokaw Road and I-880 southbound off-ramp to Brokaw Road are projected to exceed the existing storage capacity during the AM peak hour under background plus project conditions.

The proposed project is projected to increase the maximum queue length at two freeway off-ramps that are projected to provide inadequate queue storage capacity. The proposed project should consider implementing a Travel Demand Management (TDM) plan. The TDM plan and its identified measures would reduce the amount of peak-hour traffic added to the roadway network, including freeway ramps, and reduce the project's effect on this freeway off-ramp. The freeway off-ramp queuing calculations are included in Appendix I.

Potential Trip Reduction Measures (TDM Program)

The addition of project traffic to the adjacent roadway network would result in the increase of vehicle queue lengths and wait times at locations where the existing queue storage capacities currently are at or near capacity. Due to the physical constraints at these locations, it is not feasible to provide additional queue storage capacity for the entirety of the projected vehicular queues associated with the planned and proposed project development.

Therefore, the project should consider implementing single-occupant auto trip reduction measures, via a Travel Demand Management (TDM) plan. The TDM program should encourage multimodal travel and use of the available bus services and pedestrian/bicycle facilities in the immediate project area to the greatest extent possible. An effective TDM program that includes several of the measures identified below has the potential to greatly reduce project-generated traffic and the identified operational issues.

Table 12
Freeway Off-Ramp Queuing Analysis

Scenario	I-880 southbound off-ramp to Brokaw Road	I-880 northbound off-ramp to Brokaw Road	I-880 northbound off-ramp to Old Bayshore Highway	US 101 southbound off-ramp to Brokaw Road	US 101 northbound off-ramp to Brokaw Road
Existing	2,000	1,900	525	1,275	1,100
Background	2,150	2,000	550	1,350	1,300
Background Plus Project	2,500	2,450	575	1,600	1,350
Existing Storage	2,400	2,800	1,500	1,350	2,500
Existing Storage - Project	-100	350	925	-250	1,150

Notes:
Queue lengths were calculated using Poisson Probability assuming 25 feet per vehicle.

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

- *Smart Pass or Clipper Card* for employees of the retail, hotel/office, and convalescent hospital, providing free rides on Santa Clara County's local transit agency, the Santa Clara Valley Transportation Authority (VTA)
- *Monthly Vanpool Subsidy*
- *Commuter Tax Benefits* through WageWorks offering pre-tax deduction per month for transit and pre-tax deduction per month for parking
- *Internal Carpool Matching Program* utilizing zip code matching
- *Regional Carpool Matching Program* through 511
- *Preferred parking for Carpools and Vanpools*
- *Bicycle Lockers and/or Bicycle Racks* near entrances to every building
- *Showers* for cyclists and pedestrians, offering clean towel service, complimentary toiletries, hairdryers, and ironing boards (office use only)
- *Intranet Site* featuring transit, bike, ridesharing, and telework information
- *New Hire Orientation* presentations focusing on commute alternatives from Day 1
- *Centrally-Located Kiosks* with transit schedules, bike and transit maps, and other commute alternative information
- *Periodic Events* which connect employees with local transit agencies and transportation organizations (e.g. Spare the Air Fair, Bike to Work Day)
- *Onsite amenities* which allow employees to complete errands without a car, such as bicycle repair, dry cleaning, oil changes, carwash, haircuts, dental services, cafeteria, coffee bars, fitness center, massage services, mail and shipping services, convenience store, ATM, gift store (office and residential uses only)
- *Guaranteed ride home*
- *Telecommuting (office and residential uses only)*
- *Parking management and pricing*
- *Subsidizing ridesharing*
- *Car-sharing programs*
- *On-site transportation coordinator*

- *E-bike program*

5. Conclusions

The transportation analysis of the project was evaluated following the standards and methodologies set forth in the City of San Jose's *Transportation Analysis Handbook 2018*, the Santa Clara Valley Transportation Authority (VTA) Congestion Management Program's *Transportation Impact Guidelines* (October 2014), and by the California Environmental Quality Act (CEQA). Based on the City of San Jose's Transportation Policy and *Transportation Analysis Handbook 2018*, the TA report for the project consists of a CEQA vehicle-miles-traveled (VMT) analysis and a supplemental Local Transportation Analysis (LTA).

CEQA VMT Analysis

CEQA Transportation Analysis Exemption Criteria

The City of San Jose Transportation Analysis Handbook identifies screening criteria that determine whether a CEQA transportation analysis would be required for development projects. The criteria are based on the type of project, characteristics, and/or location. If a project meets the City's screening criteria, the project is expected to result in less-than-significant VMT impacts and a detailed CEQA VMT analysis is not required.

The project site is located within a planned Growth Area (North San Jose). However, the existing VMT per employee is higher than the City's established CEQA threshold of 12.21 per employee. Therefore, the project would not meet the screening criteria for the VMT analysis exemption since it is not located within a planned growth area with low VMT. A CEQA-level transportation analysis that evaluates the project's effects on VMT is required.

Project Impacts and Mitigation Measures

Project Impact: Since the VMT generated by the project (15.00 per employee) would exceed the impact threshold of 12.21 VMT per employee, the project would result in a significant transportation impact on VMT, and mitigation measures are required to reduce the VMT impact. Per the *Transportation Analysis Handbook*, projects located in areas where the existing VMT is above the established threshold are referred to as being in "high-VMT areas", and projects in high-VMT areas are required to include a set of VMT reduction measures that would reduce the project VMT to the greatest extent possible. However, per the City's VMT tool, the maximum reduction possible for the project area is 12.30 VMT per employee. Therefore, the mitigation measures described below will only partially mitigate the project's impact on VMT.

Mitigation Measures: Based on preliminary direction from City staff, the project will be required to implement several multi-modal facility improvements as partial mitigation for its impacts. Per the four strategy tiers included in the VMT Evaluation Tool, each of the identified measures are classified as Tier 2 or 3 measures. The project will be required to implement the following mitigation measures to reduce the identified significant VMT impact.

- Expand the Reach of Bike Access with Investment in Infrastructure (Tier 2): Implement bicycle facilities that close gaps in the bicycle network and/or improve the existing bicycle network (e.g. construct barrier or buffer for an existing bike lane). Improving bike access to the project promotes biking as an alternative to driving and reduces VMT. The San Jose Better Bike Plan 2025 identifies protected bike lanes along Brokaw Road and Junction Avenue, which would improve the existing bicycle network and provide bicyclists with a safer option to travel. The project will be required to implement or provide its fair-share contribution towards the cost of implementation of the protected/buffered bicycle lanes along Brokaw Road and Junction Avenue on the opposing side of or beyond the project frontages. Additionally, the project will be required to complete protected intersection signal modifications at the Brokaw Road and Junction Avenue intersection that include striped bike lanes adjacent to all crosswalks and installation of corner islands in addition to the removal of the pork chop islands at the intersection mentioned below. **And**
- Increase Transit Accessibility to Improve Last-Mile Transit Connections (Tier 2): Improve transit accessibility for the project to shorten last-mile connections for pedestrians and bicyclists. Enhancing access to transit will facilitate the use of transit by people traveling to/from the project site, resulting in a mode shift. The project will be required to remove the pork chop island at the northwest corner of the Junction Avenue/Brokaw Road intersection to allow for the relocation of the existing Route 60 stop from its current location east of Rogers Avenue to just west of Junction Avenue (on the far side of westbound Brokaw Road). This mitigation would require the construction of a sidewalk between the relocated bus stop and the existing sidewalk on the north side of Brokaw Road for pedestrian connectivity to the Junction Avenue/Brokaw Road intersection. The project should work with VTA staff to identify the specific placement of the re-located stop along Brokaw Road and improvement of the eastbound stop on its frontage. **And**
- Provide Pedestrian Network Improvements for Active Transportation (Tier 2): Implement pedestrian improvements both on-site and in the surrounding area. Improving the pedestrian connections encourages people to walk instead of drive and reduces VMT. The project will be required to remove each of the pork chop islands at the Brokaw Road/Junction Avenue intersection and modify the signal phasing on Junction Avenue from permitted to protected phasing to improve pedestrian safety and access. **And**
- Improve Network Connectivity/Design (Tier 2): Build new street connections and/or connect cul-de-sacs to provide pedestrian and bicycle access. This measure enhances neighborhood walkability, connectivity, and accessibility. The project would signalize its southern project driveway on Junction Avenue. The new signal will provide an additional controlled crossing point along Junction Avenue south of Brokaw Road for pedestrians and bicyclists. **And**
- Provide Bike Parking/End of Trip Bike Facilities (Tier 3): Examples of end-of-trip facilities include bike parking, bicycle lockers, showers, and personal lockers. The project should provide on-site shower facilities with lockers. In addition, bicycle parking that meets or exceeds the City's requirements for both short- and long-term bicycle parking must be provided.

The implementation of Tier 2 and 3 measures described above would reduce the VMT generated by the project to 13.27 per employee.

The project's VMT could be reduced further with the implementation of one of the following Travel Demand Management (TDM) measures. It should be noted that the selected TDM measure may be incorporated within a TDM plan for the project which may include additional TDM measures. However, per the City's VMT tool, the maximum possible reduction in VMT (12.30) would be achieved with the implementation of one of the TDM measures.

- Telecommuting and Alternative Work Schedules: Encourage employees to telecommute from home when possible, or to shift work schedules such that travel occurs outside of peak congestion periods. This strategy reduces commute trips, thereby reducing VMT. At a minimum, the measure would require that 50% of employees work a 4/40 work week schedule (10-hour work days for four days a week). **Or**
- Operate a Free Direct Shuttle: Provide direct shuttle service to the project site from areas with high concentrations of employees. This strategy reduces drive-alone commute trips, thereby reducing VMT. At a minimum, the measure would require at least 20% participation by employees. **Or**
- Subsidize Vanpool: Provide subsidies for individuals forming new vanpools for their commute. This encourages the use of vanpools, reducing drive-alone trips, and thereby reducing VMT. The project would be required to subsidize 100% of the cost of the vanpool cost with at least 15% employee participation.

Overriding Consideration of Significant Unavoidable VMT Impact

As described above, the identified mitigation measures will only partially mitigate the project's impact on VMT. Therefore, the VMT impact is considered significant and unavoidable. Per City staff, the City Council may adopt an overriding consideration for the project's VMT impact. The override would be applicable to the VMT that cannot be mitigated and would include either the construction or funding of multi-modal improvements via a VMT impact fee consistent with Transportation Council Policy 5-1 which was adopted on February 27, 2018. Council Policy 5-1 identifies a fee of \$3,200 per unmitigable VMT per employee. To account for annual cost escalation, the annual fee calculation has been calculated internally by the City as \$3,507 for Commercial/Office (per unmitigated VMT) and is effective as of January 1st, 2021. Thus, in addition to the measures described above, the project also is required to pay a \$2,104,200 VMT impact fee. Further coordination with the City of San Jose will be required to identify the public improvements to be implemented with the collected VMT impact fee for the project.

Cumulative (GP Consistency) Evaluation

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

According to the *Envision San Jose 2040 General Plan*, the project site is designated for *combined industrial/commercial* uses. This land use designation is an exclusive designation intended for a wide variety of industrial users such as research and development, manufacturing, assembly, testing, office, and retail uses. Industrial uses are consistent with this designation insofar as any functional or operational characteristics of a hazardous or nuisance nature can be mitigated through design controls. Areas exclusively for industrial uses may contain a very limited amount of supportive commercial uses, in addition to industrial uses, when those uses are of a scale and design providing support only to the needs of businesses and their employees in the immediate industrial area. These commercial uses should be located within a larger industrially utilized building to protect the character of the area and maintain land use compatibility. In addition, warehouse retail uses are allowed where they are

compatible with adjacent industrial uses and will not constrain future use of the subject site for industrial purposes.

Since the *combined industrial/commercial* designation allows office uses, the proposed office project is consistent with the Envision San Jose 2040 General Plan and would not require a General Plan Amendment (GPA). The project would be considered part of the cumulative solution to meet the General Plan's long-range transportation goals and would result in a less-than-significant cumulative impact.

Local Transportation Analysis

The intersection operations analysis completed as part of the LTA is intended to quantify the operations of intersections and to identify potential negative effects due to the addition of project traffic. However, a potential adverse effect on a study intersection operation is not considered a CEQA impact metric. The LTA included the analysis of AM and PM peak-hour traffic conditions for 32 existing signalized intersections and four existing unsignalized intersections within the City of San Jose.

Trip Generation

After applying the ITE trip rates and appropriate trip reductions to the proposed project, and existing site trip credits, it is estimated that the project would generate an additional 7,288 daily vehicle trips, with 1,643 trips (1,424 inbound and 219 outbound) occurring during the AM peak hour and 959 trips (a reduction of 85 inbound and 1,044 outbound) occurring during the PM peak hour.

Future Intersection Operation Conditions

The results of the level of service analysis show that the following four intersections are projected to have an adverse operations effect under background plus project conditions. Included are descriptions of the adverse effects of intersections and potential improvement measures.

2. I-880 and Old Bayshore Highway (W)

This intersection would operate at LOS E during the PM peak hour under background conditions. The added trips as a result of the proposed project would cause the intersection's critical-movement delay to increase by four or more seconds and the demand-to-capacity ratio (V/C) to increase by 0.01 or more during the PM peak hour. Based on the City of San Jose guidelines, this constitutes an adverse effect on intersection operations.

The adverse effect on operations at this intersection could be improved by restriping the southbound through to a shared through and left-turn lane. In addition, there are Class II bike lanes along both sides of Old Bayshore Highway. However, there are no sidewalks along Old Bayshore or crosswalks at either of the I-880 and Old Bayshore Highway intersections, creating an undesirable environment for people who walk. The project applicant should work with City staff in determining an appropriate contribution towards implementation of possible pedestrian improvements at the I-880 and Old Bayshore Highway intersections that create a comfortable environment for people who walk and bike. The improvement of pedestrian and bicycle facilities at the intersections would be consistent with the multi-modal transportation goals and policies outlined in the *Envision San José 2040 General Plan* that are intended to improve multi-modal accessibility to all land uses and encourage the use of non-automobile transportation modes to minimize vehicle trip generation and reduce VMT.

The payment of the NSJADP TIF may be an appropriate contribution if the City determines that funds collected can be used to implement multi-modal improvements in the North San Jose area. The NSJADP TIF is described below.

16. Junction Avenue and Charcot Avenue

This intersection would operate at LOS F during the PM peak hour under background conditions. The added trips as a result of the proposed project would cause the intersection's critical-movement delay to decrease and the demand-to-capacity ratio (V/C) to increase by 0.01 or more during the PM peak hour. Based on the City of San Jose guidelines, this constitutes an adverse effect on intersection operations.

The NSJADP identified the additions of second eastbound and westbound left-turn lanes on Charcot Avenue and the widening of Charcot Avenue and Junction Avenue from two to four lanes to serve Phase 3 NSJADP development levels. Intersection operations also could be improved with the widening of Charcot Avenue to provide separate right-turn lanes on both the east and west approach legs. However, the widening of Charcot Avenue will lengthen the crossing distance for pedestrians and bicyclists at the intersection. The degradation of multi-modal travel through the intersection due to the implementation of roadway widening for the purpose of increasing vehicular capacity is not consistent with the City's goals to improve opportunities for multi-modal travel. Therefore, the separate right-turn lanes are not recommended. Rather, the project applicant should work with City staff in determining an appropriate contribution towards implementation of possible pedestrian improvements, such as curb ramps at the northeast, southeast, and southwest corners, at the Junction Avenue and Charcot Avenue intersection that creates a comfortable environment for people who walk and bike. The improvement of pedestrian and bicycle facilities at the intersection would be consistent with the multi-modal transportation goals and policies outlined in the *Envision San José 2040 General Plan* that are intended to improve multi-modal accessibility to all land uses and encourage the use of non-automobile transportation modes to minimize vehicle trip generation and reduce VMT.

The payment of the NSJADP TIF may be an appropriate contribution if the City determines that funds collected can be used to implement multi-modal improvements in the North San Jose area. The NSJADP TIF is described below.

28. Trade Zone Boulevard/McCandless Drive and Montague Expressway (CMP)

This intersection would operate at LOS F and E during the AM and PM peak hours under background conditions, respectively. The added trips as a result of the proposed project would cause the intersection's critical-movement delay to increase by four or more seconds and the demand-to-capacity ratio (V/C) to increase by 0.01 or more during both the AM and PM peak hours. Based on the City of San Jose guidelines, this constitutes an adverse effect on intersection operations. In addition, the intersection would not be in conformance with the CMP LOS standard.

The NSJADP identified the addition of second northbound and southbound left-turn lanes on Trade Zone Boulevard and an eastbound free right-turn lane on Montague Expressway to serve Phase 1 NSJADP development levels. The identified NSJADP improvements have since been completed. There are no further improvements feasible to improve intersection operations.

The project applicant should work with City staff in determining an appropriate contribution towards implementation of multi-modal improvements to the transportation system in the area surrounding the Trade Zone and Montague Expressway intersection. The improvement of pedestrian and bicycle facilities in the area would be consistent with the multi-modal transportation goals and policies outlined in the *Envision San José 2040 General Plan* that are intended to improve multi-modal accessibility to all land uses and encourage the use of non-automobile transportation modes to minimize vehicle trip generation and reduce VMT.

The payment of the NSJADP TIF may be an appropriate contribution if the City determines that funds collected can be used to implement multi-modal improvements in the North San Jose area. The NSJADP TIF is described below.

29. Commercial Street and Berryessa Road

This intersection would operate at LOS D during the AM peak hour under background conditions. The added trips as a result of the proposed project would cause the intersection level of service to degrade to LOS E and the intersection's critical-movement delay to increase by four or more seconds and the demand-to-capacity ratio (V/C) to increase by 0.01 or more during the AM peak hour. Based on the City of San Jose guidelines, this constitutes an adverse effect on intersection operations.

The adverse effect on operations at this intersection could be improved by providing an additional westbound to northbound right-turn lane as identified in the US-101/Oakland/Mabury TDP. This improvement would require extending the second through lane in the northwest direction on Commercial Street to Berryessa Road to receive the additional westbound right-turn lane.

However, this improvement will lengthen the crossing distance for pedestrians and bicyclists at the intersection. The degradation of multi-modal travel through the intersection due to the implementation of roadway widening for the purpose of increasing vehicular capacity is not consistent with the City's goals to improve opportunities for multi-modal travel. Therefore, the project applicant should work with City staff in determining an appropriate contribution towards the implementation of possible pedestrian improvements, such as providing the missing sidewalks and protected bike lanes on Commercial Street and Berryessa Road, that create a comfortable environment for people who walk and bike. The improvement of pedestrian and bicycle facilities at the intersection would be consistent with the multi-modal transportation goals and policies outlined in the *Envision San José 2040 General Plan* that are intended to improve multi-modal accessibility to all land uses and encourage the use of non-automobile transportation modes to minimize vehicle trip generation and reduce VMT.

The payment of the US-101/Oakland/Mabury TIF may be an appropriate contribution if the City determines that funds collected can be used to implement multi-modal improvements in the US-101/Oakland/Mabury area. The US-101/Oakland/Mabury TIF is described below.

North San Jose Area Development Policy Traffic Impact Fee

The project site is located within the North San Jose Area Development Policy (NSJADP) boundary. All new development projects located within the NSJADP boundary are required to pay the NSJADP traffic impact fee. The fee, which is calculated based on the type and size of the development, is intended to fund planned transportation improvements that are necessary to support new development in the North San Jose area.

The 2021 NSJADP traffic impact fee (TIF) for industrial/office/R&D development is \$17.55 per square foot (s.f.). Based on this fee amount, the project would be required to pay a NSJADP fee of \$29,941,949 as calculated below.

NSJADP Traffic Impact Fee: 2,000,000 s.f. (Proposed) – 293,906 s.f. (Existing) = 1,706,094 s.f. x \$17.55/s.f. = \$29,941,949

US-101/Oakland/Mabury Transportation Development Policy Traffic Impact Fee

The fee for the US 101/Oakland/Mabury TDP is based on the number of PM peak hour vehicular trips that a project would add to the interchange. The current TDP traffic impact fee (as of January 1, 2021) is \$41,499 per new PM peak hour vehicle trip that would be added to the interchange. Note that the signalized intersections of Oakland Road/US 101 (S), Oakland Road/US 101 (N), and Oakland Road/Commercial Street, Mabury Road/US 101 (E), and Mabury Road/US 101 (W) make up the "Policy Interchange Intersections".

Any project that would add traffic to the Policy Interchange Intersections is required to participate in the TDP program. For the purpose of this TDP, any trip traversing through one or more Policy Interchange Intersections during the PM peak hour is regarded as one interchange trip. A through trip is not counted more than once if traversing through more than one Policy Interchange Intersection. All trips using the Policy Interchange Intersections are treated as one interchange trip whether they access the US-101 freeway or not.

The proposed project's TIF would be \$3,153,924 based on the current fee of \$41,499 per PM peak hour trip and the 76 PM peak hour trips that are estimated to be added to the Policy Interchange Intersections by the proposed project

Recommended Site Access and On-Site Circulation Improvements

The following improvements are recommended to improve access to the project site and on-site circulation:

- The design of the site must include adequate corner radii along all internal roadways/drive aisles, as well as driveway width, drive aisle width, parking dimensions, and signage that satisfies City of San Jose design standards.
- All curb returns along the on-site roadways should be a minimum of 30-feet to accommodate service and emergency (such as a garbage truck or fire truck) vehicle circulation.
- The right-turn only project driveways along Brokaw Road and Junction Avenue should be free and clear of obstructions ensuring a minimum clear sight distance of 250 feet along Junction Avenue and 305 feet along Brokaw Road.

Project Driveways on Junction Avenue Recommendations:

- Due to the spacing and projected queuing at the two project driveways along Junction Avenue, it is recommended that the southernmost project driveway on Junction Avenue be signalized and the northernmost driveway be restricted to right-turns only.
- Provide a single outbound lane and two inbound left-turn lanes into the project southernmost driveway.
- The two southbound left-turn lanes at the southern project driveway Junction Avenue will require two receiving lanes on C Street. One lane along C street would need to feed a left-turn lane into Garage 1 while the second lane would feed A Circle.
- The southbound left-turn pockets should provide a minimum of 325 feet of queue storage capacity per lane.
- Construct a median along Junction Avenue that extends north from the southernmost driveway approximately 300 feet to accommodate the southbound left-turn pockets and restrict the northernmost project driveway to right-turns only.
- "Keep Clear" signage should be installed at the garage entrance along C Street to maintain access to the garage.

Parking Supply

Vehicular Parking

Based on the City's parking requirements and the current project description, the project would be required to provide 6,542 parking spaces for the proposed office space. However, a 20 percent reduction in required off-street vehicle parking spaces is allowed with a development permit or a development exception if no development permit is required for developments located within a growth area and bicycle parking per City requirements is provided. The project site is located within the NJSADP and is proposing to provide bicycle parking spaces in conformance with the City's Zone Code

requirements. Therefore, the vehicle parking requirement would be reduced to 5,234 parking spaces with the 20 percent reduction. The project is proposing to provide a total of 5,415 parking spaces on-site, which would satisfy the City's parking requirements.

Bicycle Parking

According to the City's Bicycle Parking Standards, the project is required to provide 409 bicycle parking spaces for the proposed office buildings. The project is proposing to provide a total of 477 bicycle parking spaces on-site which will exceed the required bicycle parking and encourage the use of non-auto modes of travel and minimize the demand for on-site parking described above.

Motorcycle Parking

According to the City's Motorcycle Parking Standards, the project is required to provide 1 motorcycle parking space per 50 code-required vehicle spaces for the office uses. Based on the required 5,415 vehicle parking spaces as stated above, the project is required to provide 109 motorcycle parking spaces to satisfy the City's motorcycle parking requirements.

Pedestrian, Bicycle, and Transit Facilities

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

Pedestrian and Bicycle Facilities

The site plan shows a pedestrian walkway and open space area at the Brokaw Road and Junction Avenue intersection along with landscaped areas throughout the site. Additionally, sidewalks would continue to be provided along the project site frontage on Brokaw Road (12 feet wide) and Junction Avenue (10 feet wide), connecting the project site to existing pedestrian facilities and destinations outside of the project site, including the bus stops on Brokaw Road.

The bikeways within the vicinity of the project site would remain unchanged under project conditions. Currently, Brokaw Road has bike lanes that would provide connections to other bicycle facilities in the project vicinity. The San Jose Better Bike Plan 2025 and Envision 2040 General Plan, as described below, identify planned improvements to the bicycle network within the City and provide policies and goals that are intended to promote and encourage the use of multi-modal travel options and reduce the identified project impacts to the roadway system.

Pedestrian and Bike Improvements

The planned improvements discussed below are intended to provide for a balanced transportation system as outlined in the Envision 2040 General Plan goals and policies. The San Jose Better Bike Plan 2025 indicates that a variety of bicycle facilities are planned in the study area, some of which would benefit the project and adhere to the goals of the Envision 2040 General Plan. Of the planned facilities, the following are relevant to the project.

Class I bike trails are planned for:

- Coyote Creek Trail, between Montague Expressway and Empire Street

Class II bike lanes are planned for:

- Rogers Avenue/Queens Lane, between Junction Avenue and Old Bayshore Highway
- Ridder Park Drive, south of Brokaw Road

Class III bike routes are planned for:

- Fox Lane/Fox Drive, along its entire length
- Schallenberger Road, along its entire length

Class IV protected bike lanes are planned for:

- Brokaw Road, along its entire length
- Junction Avenue, along its entire length
- Old Bayshore Highway, along its entire length
- Charcot Avenue, between Orchard Parkway and Oakland Road

The project would not impede the implementation of the planned bicycle facilities. However, the full implementation of the above-listed improvements is beyond the means of the proposed project given that they may require right-of-way from adjacent properties and benefit multiple properties. The project will however be required to construct Class IV bike lanes (7-foot bikeways) per the Better Bike Plan 2025 along the Brokaw Road and Junction Avenue project frontages.

Additionally, the project would be required to implement the following pedestrian/bike improvements to mitigate its VMT impact:

- The project will be required to implement or provide its fair-share contribution towards the cost of implementation of the protected/buffered bicycle lanes along Brokaw Road and Junction Avenue on the opposing side of or beyond the project frontages. Additionally, the project will be required to complete protected intersection signal modifications at the Brokaw Road and Junction Avenue intersection that include striped bike lanes adjacent to all crosswalks and installation of corner islands in addition to the removal of the pork chop islands at the intersection mentioned below.
- The project will be required to relocate the existing Route 60 stop from its current location east of Rogers Avenue to just west of Junction Avenue (on the far side of westbound Brokaw Road). This mitigation would require the construction of a sidewalk for pedestrian connectivity to the Junction Avenue/Brokaw Road intersection. The removal of the pork chop island at the northwest corner of the Junction Avenue/Brokaw Road intersection will allow the westbound Route 60 bus stop to move closer to the northwest corner of the intersection. The project should work with VTA staff to identify the specific placement of the re-located stop along Brokaw Road and improvement of the eastbound stop on its frontage.
- The project will be required to remove each of the pork chop islands at the Brokaw Road/Junction Avenue intersection and modify the signal phasing on Junction Avenue from permitted to protected phasing to improve pedestrian safety and access.
- The project would signalize the southern project driveway on Junction Avenue. The new signal will provide an additional crossing point along Junction Avenue south of Brokaw Road for pedestrians and bicyclists.
- The project will provide bike parking/end-of-trip bike facilities on-site.

Transit Facilities

The project site is served directly by VTA frequent bus line 60, which operates along Brokaw Road. A bus stop for line 60 is located along the project frontage just east of Junction Avenue and near Rogers Avenue. With the convenient location of bus stops, it can be assumed that some employees of the proposed project would utilize the existing transit services. Applying an estimated three percent transit mode share, which is a conservative estimate that could be expected for the project, equates to approximately 49 and 29 new transit riders during the AM and PM peak hours, respectively. VTA operations reports indicate that the route 60 bus line as well as several other bus routes in the area currently serve less than ideal ridership. Therefore, the new riders due to the proposed project could be accommodated by the current available capacity of the bus service in the study area and improvement of the existing transit service would not be necessary with the project.

Transit Facility Improvements

The bus stop located along the project frontage includes minimal amenities with only a sign. VTA's Better Bus Stops Program is an annual program that was implemented in 2020 to improve bus stop locations throughout its network. Improvements include the implementation of shelters, information signs, metal benches, metal trash cans, and solar lighting. The improved bus stops also aim to upgrade the boarding area with wider sidewalks to accommodate the amenities and concrete bus pads. The Better Bus Stop Program has established a list of potential locations for improvement based on ridership. The bus stop along the project frontage is included in the improvement list with implementation of solar lighting. The project would not interfere with the planned bus stop improvements. However, it is recommended that the project work with VTA to allow for adequate space along its frontages to accommodate the future improvement of the bus stop including wider sidewalks and a bus duck out.

Recommendation: A VTA standard 8' x 40' boarding area and a VTA standard 7' x 25' shelter pad and a 13' full back ad shelter should be installed at the existing eastbound bus stop along the project frontage. The project should include in its design, a connection between the bus stop and the pedestrian pathway or the emergency vehicle access roadway into the plaza. The final design should be coordinated between the project and VTA.

In addition, the project will be required to relocate the existing Route 60 stop from its current location east of Rogers Avenue to just west of Junction Avenue (on the far side of westbound Brokaw Road). This mitigation would require the construction of a sidewalk for pedestrian connectivity to the Junction Avenue/Brokaw Road intersection. The removal of the pork chop island at the northwest corner of the Junction Avenue/Brokaw Road intersection will allow the westbound Route 60 bus stop to move closer to the northwest corner of the intersection. The project should work with VTA staff to identify the specific placement of the re-located stop along Brokaw Road and improvement of the eastbound stop on its frontage.

**550 East Brokaw Road Office Development TA
Technical Appendices**

February 11, 2022

Appendix A
San Jose VMT Evaluation Tool Output Sheet

CITY OF SAN JOSE VEHICLE MILES TRAVELED EVALUATION TOOL SUMMARY REPORT

PROJECT:

Name:	550 E Brokaw Road Office Development	Tool Version:	2/29/2019
Location:	550 E Brokaw Road	Date:	12/13/2021
Parcel:	23708079	Parcel Type:	Suburb with Multifamily Housing
Proposed Parking Spaces	Vehicles: 5,415	Bicycles:	477

LAND USE:

Residential:		Percent of All Residential Units	
Single Family	0 DU	Extremely Low Income (≤ 30% MFI)	0 % Affordable
Multi Family	0 DU	Very Low Income (> 30% MFI, ≤ 50% MFI)	0 % Affordable
Subtotal	0 DU	Low Income (> 50% MFI, ≤ 80% MFI)	0 % Affordable
Office:	2000 KSF		
Retail:	0 KSF		
Industrial:	0 KSF		

VMT REDUCTION STRATEGIES

Tier 1 - Project Characteristics

Increase Residential Density		
Existing Density (DU/Residential Acres in half-mile buffer)		0
With Project Density (DU/Residential Acres in half-mile buffer)		0
Increase Development Diversity		
Existing Activity Mix Index		0.76
With Project Activity Mix Index		0.66
Integrate Affordable and Below Market Rate		
Extremely Low Income BMR units		0 %
Very Low Income BMR units		0 %
Low Income BMR units		0 %
Increase Employment Density		
Existing Density (Jobs/Commercial Acres in half-mile buffer)		19
With Project Density (Jobs/Commercial Acres in half-mile buffer)		35

Tier 2 - Multimodal Infrastructure

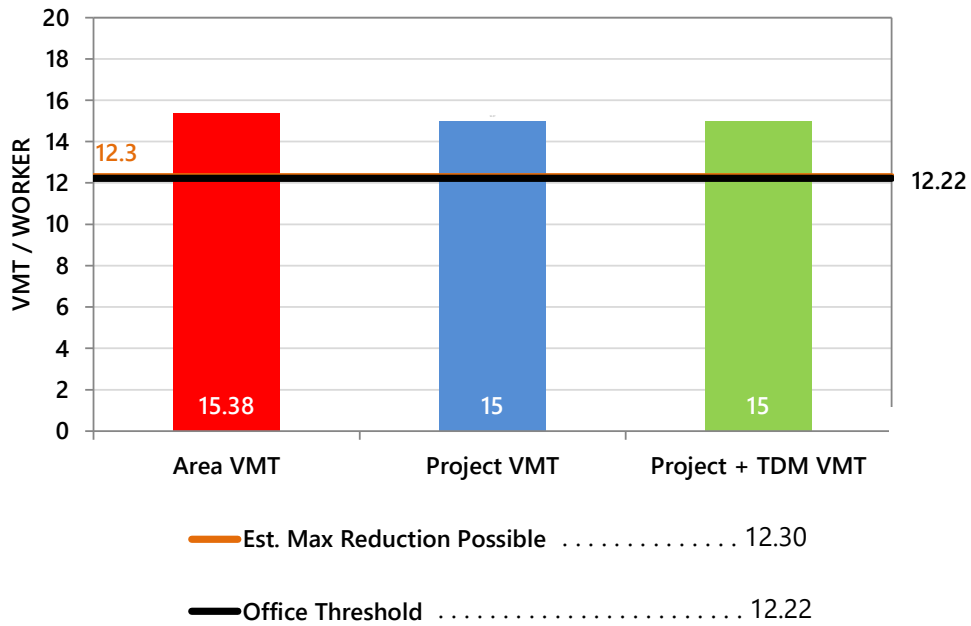
Tier 3 - Parking

Tier 4 - TDM Programs

CITY OF SAN JOSE VEHICLE MILES TRAVELED EVALUATION TOOL SUMMARY REPORT

EMPLOYMENT ONLY

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



CITY OF SAN JOSE VEHICLE MILES TRAVELED EVALUATION TOOL SUMMARY REPORT

PROJECT:

Name:	550 E Brokaw Road Office Development	Tool Version:	2/29/2019
Location:	550 E Brokaw Road	Date:	12/13/2021
Parcel:	23708079	Parcel Type:	Suburb with Multifamily Housing
Proposed Parking Spaces	Vehicles: 5,415	Bicycles:	477

LAND USE:

Residential:		Percent of All Residential Units	
Single Family	0 DU	Extremely Low Income (≤ 30% MFI)	0 % Affordable
Multi Family	0 DU	Very Low Income (> 30% MFI, ≤ 50% MFI)	0 % Affordable
Subtotal	0 DU	Low Income (> 50% MFI, ≤ 80% MFI)	0 % Affordable
Office:	2000 KSF		
Retail:	0 KSF		
Industrial:	0 KSF		

VMT REDUCTION STRATEGIES

Tier 1 - Project Characteristics

Increase Residential Density	
Existing Density (DU/Residential Acres in half-mile buffer)	0
With Project Density (DU/Residential Acres in half-mile buffer)	0
Increase Development Diversity	
Existing Activity Mix Index	0.76
With Project Activity Mix Index	0.66
Integrate Affordable and Below Market Rate	
Extremely Low Income BMR units	0 %
Very Low Income BMR units	0 %
Low Income BMR units	0 %
Increase Employment Density	
Existing Density (Jobs/Commercial Acres in half-mile buffer)	19
With Project Density (Jobs/Commercial Acres in half-mile buffer)	35

Tier 2 - Multimodal Infrastructure

Bike Access Improvements <i>(In Coordination with SJ)</i>	
Distance to Nearest Existing Bicycle Facility	300 feet
Distance to Nearest Bicycle Facility With Project	0 feet

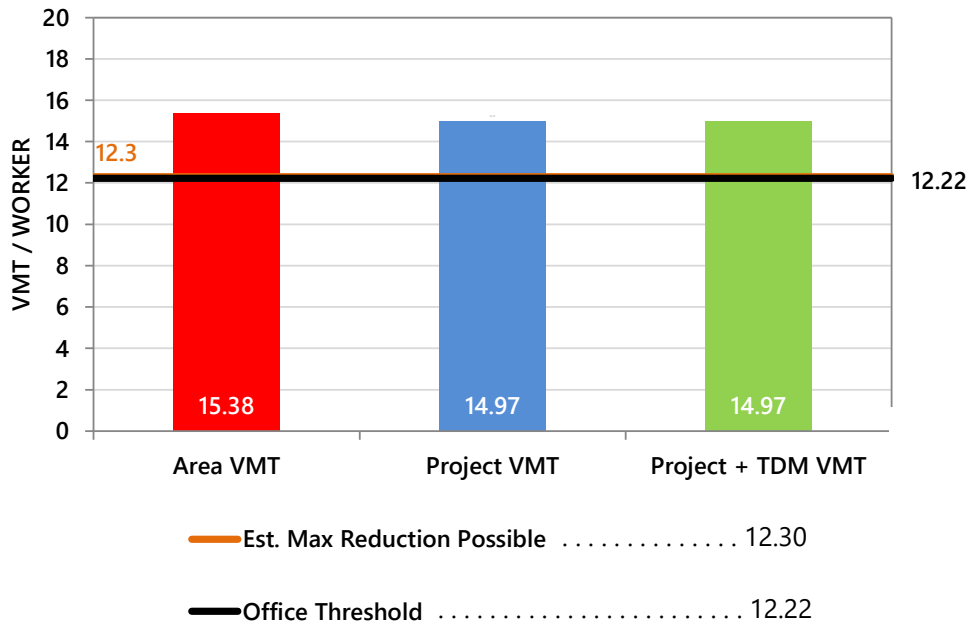
Tier 3 - Parking

Tier 4 - TDM Programs

CITY OF SAN JOSE VEHICLE MILES TRAVELED EVALUATION TOOL SUMMARY REPORT

EMPLOYMENT ONLY

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



CITY OF SAN JOSE VEHICLE MILES TRAVELED EVALUATION TOOL SUMMARY REPORT

PROJECT:

Name: 550 E Brokaw Road Office Development	Tool Version: 2/29/2019
Location: 550 E Brokaw Road	Date: 12/13/2021
Parcel: 23708079 Parcel Type: Suburb with Multifamily Housing	
Proposed Parking Spaces Vehicles: 5,415 Bicycles: 477	

LAND USE:

Residential:		Percent of All Residential Units
Single Family 0 DU		Extremely Low Income (≤ 30% MFI) 0 % Affordable
Multi Family 0 DU		Very Low Income (> 30% MFI, ≤ 50% MFI) 0 % Affordable
Subtotal 0 DU		Low Income (> 50% MFI, ≤ 80% MFI) 0 % Affordable
Office: 2000 KSF		
Retail: 0 KSF		
Industrial: 0 KSF		

VMT REDUCTION STRATEGIES

Tier 1 - Project Characteristics

Increase Residential Density	
Existing Density (DU/Residential Acres in half-mile buffer)	0
With Project Density (DU/Residential Acres in half-mile buffer)	0
Increase Development Diversity	
Existing Activity Mix Index	0.76
With Project Activity Mix Index	0.66
Integrate Affordable and Below Market Rate	
Extremely Low Income BMR units	0 %
Very Low Income BMR units	0 %
Low Income BMR units	0 %
Increase Employment Density	
Existing Density (Jobs/Commercial Acres in half-mile buffer)	19
With Project Density (Jobs/Commercial Acres in half-mile buffer)	35

Tier 2 - Multimodal Infrastructure

Increase Transit Accessibility <i>(In Coordination with SJ)</i>	
Distance to Closest Transit Stop Without Project	675 feet
Distance to Closest Transit Stop With Project	300 feet

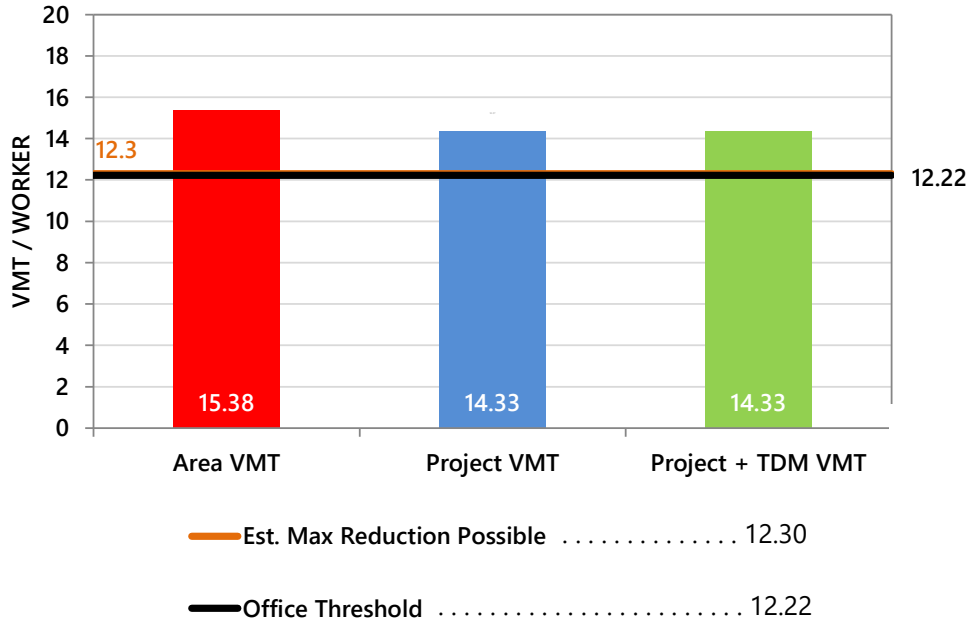
Tier 3 - Parking

Tier 4 - TDM Programs

CITY OF SAN JOSE VEHICLE MILES TRAVELED EVALUATION TOOL SUMMARY REPORT

EMPLOYMENT ONLY

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



CITY OF SAN JOSE VEHICLE MILES TRAVELED EVALUATION TOOL SUMMARY REPORT

PROJECT:

Name:	550 E Brokaw Road Office Development	Tool Version:	2/29/2019
Location:	550 E Brokaw Road	Date:	12/13/2021
Parcel:	23708079	Parcel Type:	Suburb with Multifamily Housing
Proposed Parking Spaces	Vehicles: 5,415	Bicycles:	477

LAND USE:

Residential:		Percent of All Residential Units	
Single Family	0 DU	Extremely Low Income (≤ 30% MFI)	0 % Affordable
Multi Family	0 DU	Very Low Income (> 30% MFI, ≤ 50% MFI)	0 % Affordable
Subtotal	0 DU	Low Income (> 50% MFI, ≤ 80% MFI)	0 % Affordable
Office:	2000 KSF		
Retail:	0 KSF		
Industrial:	0 KSF		

VMT REDUCTION STRATEGIES

Tier 1 - Project Characteristics

Increase Residential Density		
Existing Density (DU/Residential Acres in half-mile buffer)		0
With Project Density (DU/Residential Acres in half-mile buffer)		0
Increase Development Diversity		
Existing Activity Mix Index		0.76
With Project Activity Mix Index		0.66
Integrate Affordable and Below Market Rate		
Extremely Low Income BMR units		0 %
Very Low Income BMR units		0 %
Low Income BMR units		0 %
Increase Employment Density		
Existing Density (Jobs/Commercial Acres in half-mile buffer)		19
With Project Density (Jobs/Commercial Acres in half-mile buffer)		35

Tier 2 - Multimodal Infrastructure

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

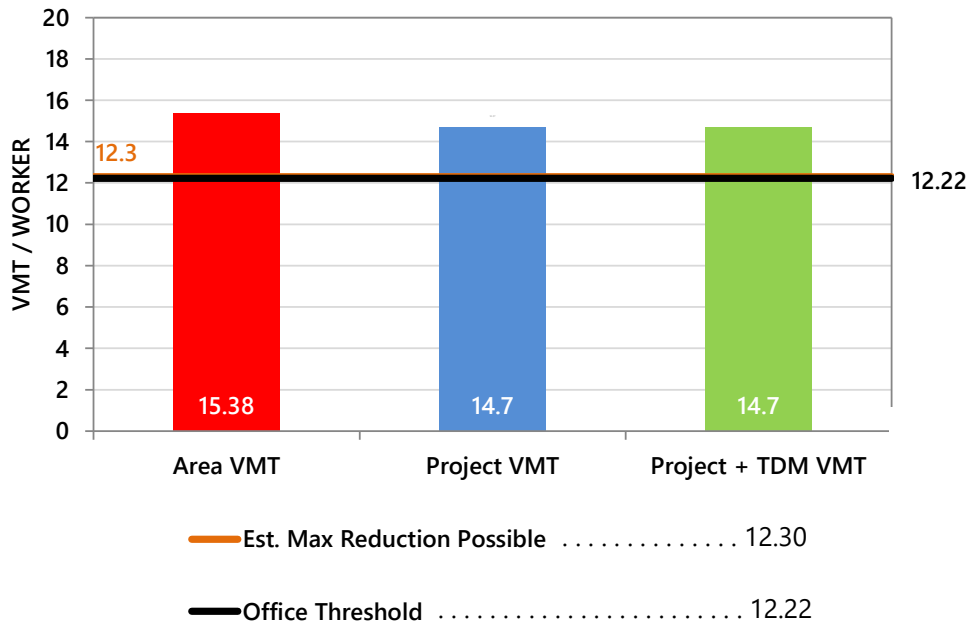
Tier 3 - Parking

Tier 4 - TDM Programs

CITY OF SAN JOSE VEHICLE MILES TRAVELED EVALUATION TOOL SUMMARY REPORT

EMPLOYMENT ONLY

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



CITY OF SAN JOSE VEHICLE MILES TRAVELED EVALUATION TOOL SUMMARY REPORT

PROJECT:

Name: 550 E Brokaw Road Office Development	Tool Version: 2/29/2019
Location: 550 E Brokaw Road	Date: 12/13/2021
Parcel: 23708079 Parcel Type: Suburb with Multifamily Housing	
Proposed Parking Spaces Vehicles: 5,415 Bicycles: 477	

LAND USE:

Residential:		Percent of All Residential Units
Single Family 0 DU		Extremely Low Income (≤ 30% MFI) 0 % Affordable
Multi Family 0 DU		Very Low Income (> 30% MFI, ≤ 50% MFI) 0 % Affordable
Subtotal 0 DU		Low Income (> 50% MFI, ≤ 80% MFI) 0 % Affordable
Office: 2000 KSF		
Retail: 0 KSF		
Industrial: 0 KSF		

VMT REDUCTION STRATEGIES

Tier 1 - Project Characteristics

Increase Residential Density	
Existing Density (DU/Residential Acres in half-mile buffer)	0
With Project Density (DU/Residential Acres in half-mile buffer)	0
Increase Development Diversity	
Existing Activity Mix Index	0.76
With Project Activity Mix Index	0.66
Integrate Affordable and Below Market Rate	
Extremely Low Income BMR units	0 %
Very Low Income BMR units	0 %
Low Income BMR units	0 %
Increase Employment Density	
Existing Density (Jobs/Commercial Acres in half-mile buffer)	19
With Project Density (Jobs/Commercial Acres in half-mile buffer)	35

Tier 2 - Multimodal Infrastructure

Increase Network Connectivity <i>(In Coordination with SJ)</i>	
Intersection Density	3 int/sqmi
Intersection Density with Project	4 int/sqmi

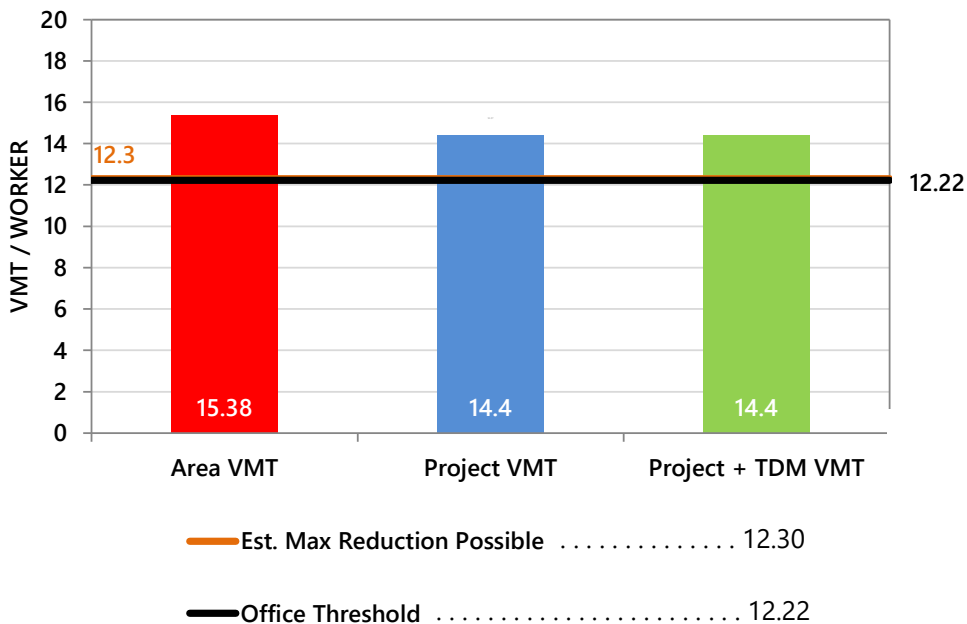
Tier 3 - Parking

Tier 4 - TDM Programs

CITY OF SAN JOSE VEHICLE MILES TRAVELED EVALUATION TOOL SUMMARY REPORT

EMPLOYMENT ONLY

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



CITY OF SAN JOSE VEHICLE MILES TRAVELED EVALUATION TOOL SUMMARY REPORT

PROJECT:

Name: 550 E Brokaw Road Office Development	Tool Version: 2/29/2019
Location: 550 E Brokaw Road	Date: 12/13/2021
Parcel: 23708079 Parcel Type: Suburb with Multifamily Housing	
Proposed Parking Spaces Vehicles: 5,415 Bicycles: 477	

LAND USE:

Residential:		Percent of All Residential Units	
Single Family	0 DU	Extremely Low Income (≤ 30% MFI)	0 % Affordable
Multi Family	0 DU	Very Low Income (> 30% MFI, ≤ 50% MFI)	0 % Affordable
Subtotal	0 DU	Low Income (> 50% MFI, ≤ 80% MFI)	0 % Affordable
Office:	2000 KSF		
Retail:	0 KSF		
Industrial:	0 KSF		

VMT REDUCTION STRATEGIES

Tier 1 - Project Characteristics

Increase Residential Density	
Existing Density (DU/Residential Acres in half-mile buffer)	0
With Project Density (DU/Residential Acres in half-mile buffer)	0
Increase Development Diversity	
Existing Activity Mix Index	0.76
With Project Activity Mix Index	0.66
Integrate Affordable and Below Market Rate	
Extremely Low Income BMR units	0 %
Very Low Income BMR units	0 %
Low Income BMR units	0 %
Increase Employment Density	
Existing Density (Jobs/Commercial Acres in half-mile buffer)	19
With Project Density (Jobs/Commercial Acres in half-mile buffer)	35

Tier 2 - Multimodal Infrastructure

Tier 3 - Parking

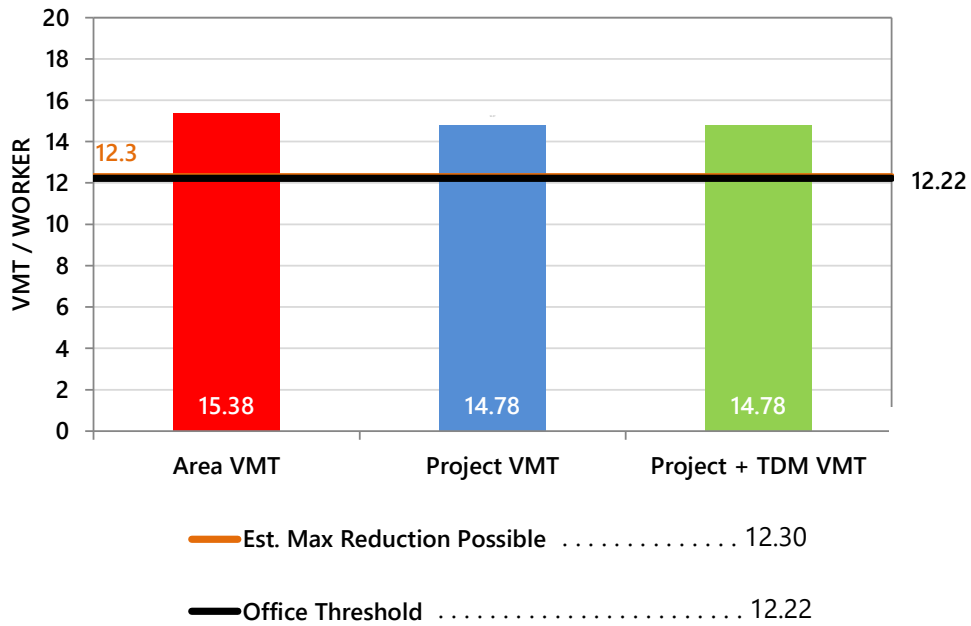
End of Trip Bike Facilities	
Bicycle Parking Spaces Provided by Project	477 spaces
Project Provides Additional End-of-Trip Facilities Beyond Parking?	Yes

Tier 4 - TDM Programs

CITY OF SAN JOSE VEHICLE MILES TRAVELED EVALUATION TOOL SUMMARY REPORT

EMPLOYMENT ONLY

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



CITY OF SAN JOSE VEHICLE MILES TRAVELED EVALUATION TOOL SUMMARY REPORT

PROJECT:

Name:	550 E Brokaw Road Office Development	Tool Version:	2/29/2019
Location:	550 E Brokaw Road	Date:	12/13/2021
Parcel:	23708079	Parcel Type:	Suburb with Multifamily Housing
Proposed Parking Spaces	Vehicles: 5,415	Bicycles:	477

LAND USE:

Residential:		Percent of All Residential Units	
Single Family	0 DU	Extremely Low Income (≤ 30% MFI)	0 % Affordable
Multi Family	0 DU	Very Low Income (> 30% MFI, ≤ 50% MFI)	0 % Affordable
Subtotal	0 DU	Low Income (> 50% MFI, ≤ 80% MFI)	0 % Affordable
Office:	2000 KSF		
Retail:	0 KSF		
Industrial:	0 KSF		

VMT REDUCTION STRATEGIES

Tier 1 - Project Characteristics

Increase Residential Density	
Existing Density (DU/Residential Acres in half-mile buffer)	0
With Project Density (DU/Residential Acres in half-mile buffer)	0
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Existing Activity Mix Index	0.76
With Project Activity Mix Index	0.66
Integrate Affordable and Below Market Rate	
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Very Low Income BMR units	0 %
Low Income BMR units	0 %
Increase Employment Density	
Existing Density (Jobs/Commercial Acres in half-mile buffer)	19
With Project Density (Jobs/Commercial Acres in half-mile buffer)	35

Tier 2 - Multimodal Infrastructure

Bike Access Improvements <i>(In Coordination with SJ)</i>	
Distance to Nearest Existing Bicycle Facility	300 feet
Distance to Nearest Bicycle Facility With Project	0 feet
Increase Network Connectivity <i>(In Coordination with SJ)</i>	
Intersection Density	3 int/sqmi
Intersection Density with Project	4 int/sqmi
Increase Transit Accessibility <i>(In Coordination with SJ)</i>	
Distance to Closest Transit Stop Without Project	675 feet
Distance to Closest Transit Stop With Project	300 feet
Pedestrian Network Improvements <i>(In Coordination with SJ)</i>	
Are pedestrian improvements provided beyond the development frontage?	Yes

CITY OF SAN JOSE VEHICLE MILES TRAVELED EVALUATION TOOL SUMMARY REPORT

Tier 3 - Parking

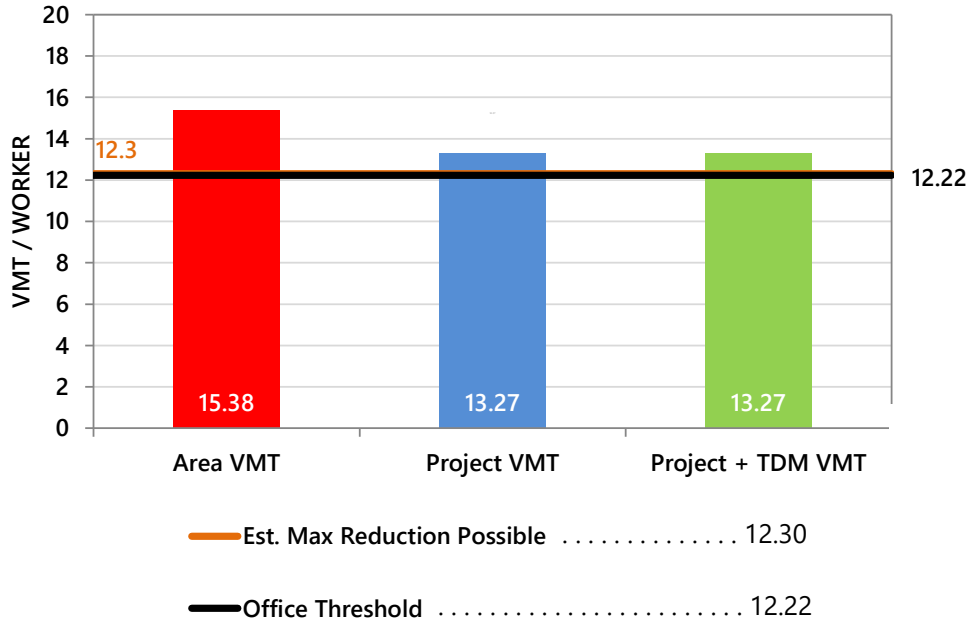
End of Trip Bike Facilities	
Bicycle Parking Spaces Provided by Project	477 spaces
Project Provides Additional End-of-Trip Facilities Beyond Parking?	Yes

Tier 4 - TDM Programs

CITY OF SAN JOSE VEHICLE MILES TRAVELED EVALUATION TOOL SUMMARY REPORT

EMPLOYMENT ONLY

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



CITY OF SAN JOSE VEHICLE MILES TRAVELED EVALUATION TOOL SUMMARY REPORT

PROJECT:

Name: 550 E Brokaw Road Office Development	Tool Version: 2/29/2019
Location: 550 E Brokaw Road	Date: 12/13/2021
Parcel: 23708079 Parcel Type: Suburb with Multifamily Housing	
Proposed Parking Spaces Vehicles: 5,415 Bicycles: 477	

LAND USE:

Residential:	Percent of All Residential Units	
Single Family 0 DU	Extremely Low Income (≤ 30% MFI)	0 % Affordable
Multi Family 0 DU	Very Low Income (> 30% MFI, ≤ 50% MFI)	0 % Affordable
Subtotal 0 DU	Low Income (> 50% MFI, ≤ 80% MFI)	0 % Affordable
Office: 2000 KSF		
Retail: 0 KSF		
Industrial: 0 KSF		

VMT REDUCTION STRATEGIES

Tier 1 - Project Characteristics

Increase Residential Density	
Existing Density (DU/Residential Acres in half-mile buffer)	0
With Project Density (DU/Residential Acres in half-mile buffer)	0
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Tier 2 - Multimodal Infrastructure

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Distance to Closest Transit Stop Without Project	675 feet
Distance to Closest Transit Stop With Project	300 feet
Pedestrian Network Improvements <i>(In Coordination with SJ)</i>	
Are pedestrian improvements provided beyond the development frontage?	Yes

CITY OF SAN JOSE VEHICLE MILES TRAVELED EVALUATION TOOL SUMMARY REPORT

Tier 3 - Parking

End of Trip Bike Facilities	
Bicycle Parking Spaces Provided by Project	477 spaces
Project Provides Additional End-of-Trip Facilities Beyond Parking?	Yes

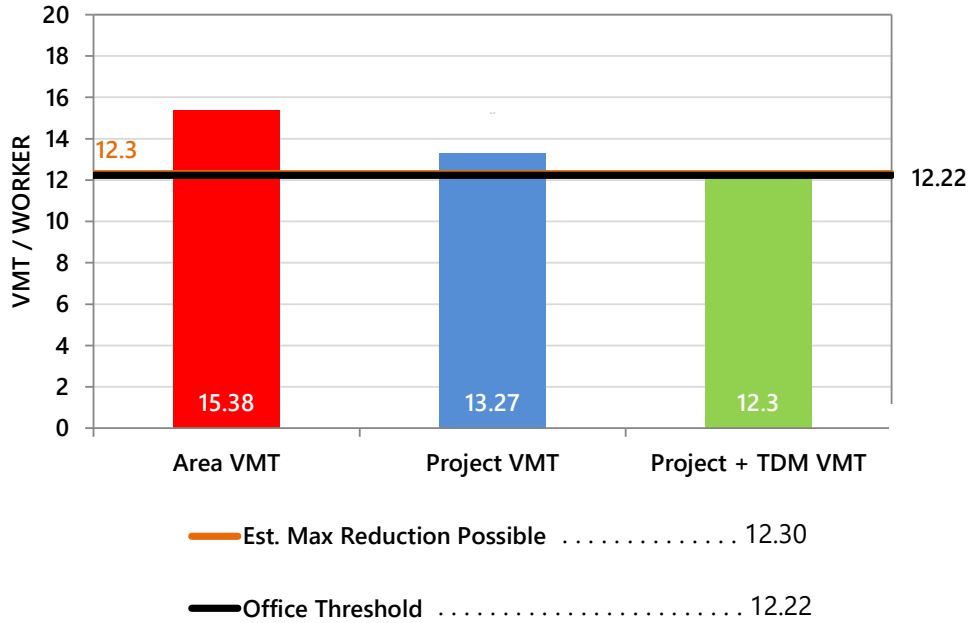
Tier 4 - TDM Programs

Telecommuting and Alternative Work Schedule Program	
Alternative Work Schedule	4/40 Schedule
Percent of Eligible Eemployees	50 %

CITY OF SAN JOSE VEHICLE MILES TRAVELED EVALUATION TOOL SUMMARY REPORT

EMPLOYMENT ONLY

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



CITY OF SAN JOSE VEHICLE MILES TRAVELED EVALUATION TOOL SUMMARY REPORT

PROJECT:

Name:	550 E Brokaw Road Office Development	Tool Version:	2/29/2019
Location:	550 E Brokaw Road	Date:	12/13/2021
Parcel:	23708079	Parcel Type:	Suburb with Multifamily Housing
Proposed Parking Spaces	Vehicles: 5,415	Bicycles:	477

LAND USE:

Residential:		Percent of All Residential Units	
Single Family	0 DU	Extremely Low Income (≤ 30% MFI)	0 % Affordable
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Subtotal	0 DU	Low Income (> 50% MFI, ≤ 80% MFI)	0 % Affordable
Office:	2000 KSF		
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VMT REDUCTION STRATEGIES

Tier 1 - Project Characteristics

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Bike Access Improvements <i>(In Coordination with SJ)</i>	
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Intersection Density with Project	4 int/sqmi
Increase Transit Accessibility <i>(In Coordination with SJ)</i>	
Distance to Closest Transit Stop Without Project	675 feet
Distance to Closest Transit Stop With Project	300 feet
Pedestrian Network Improvements <i>(In Coordination with SJ)</i>	
Are pedestrian improvements provided beyond the development frontage?	Yes

CITY OF SAN JOSE VEHICLE MILES TRAVELED EVALUATION TOOL SUMMARY REPORT

Tier 3 - Parking

End of Trip Bike Facilities	
Bicycle Parking Spaces Provided by Project	477 spaces
Project Provides Additional End-of-Trip Facilities Beyond Parking?	Yes

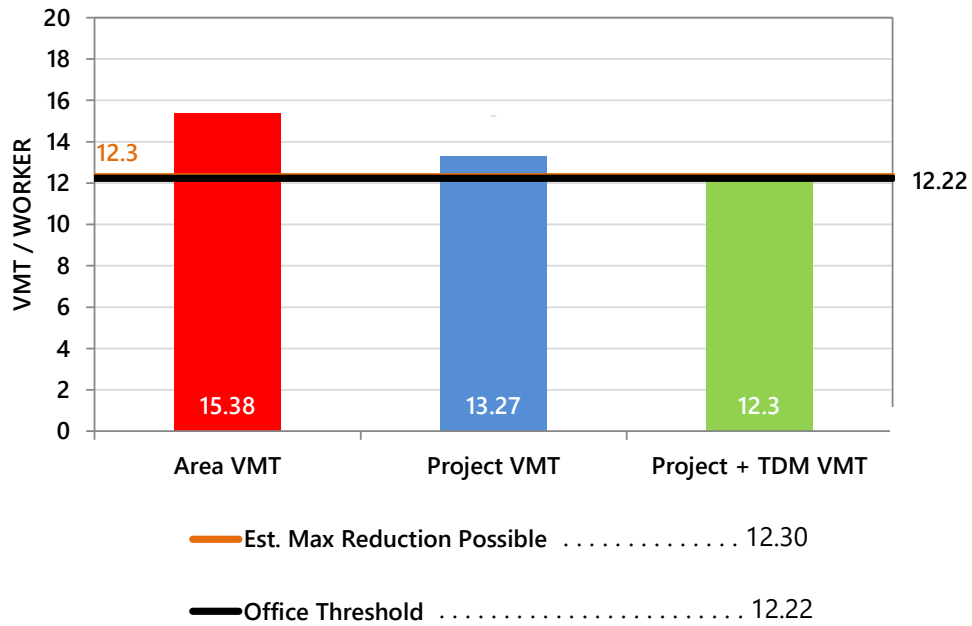
Tier 4 - TDM Programs

Operate Free Direct Shuttle Service <i>(In Coordination with SJ)</i>	
Percent of Eligible Employees	20 %

CITY OF SAN JOSE VEHICLE MILES TRAVELED EVALUATION TOOL SUMMARY REPORT

EMPLOYMENT ONLY

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CITY OF SAN JOSE VEHICLE MILES TRAVELED EVALUATION TOOL SUMMARY REPORT

PROJECT:

Name:	550 E Brokaw Road Office Development	Tool Version:	2/29/2019
Location:	550 E Brokaw Road	Date:	12/13/2021
Parcel:	23708079	Parcel Type:	Suburb with Multifamily Housing
Proposed Parking Spaces	Vehicles: 5,415	Bicycles:	477

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Subtotal	0 DU	Low Income (> 50% MFI, ≤ 80% MFI)	0 % Affordable
Office:	2000 KSF		
Retail:	0 KSF		
Industrial:	0 KSF		

VMT REDUCTION STRATEGIES

Tier 1 - Project Characteristics

Increase Residential Density	
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Are pedestrian improvements provided beyond the development frontage?	Yes

CITY OF SAN JOSE VEHICLE MILES TRAVELED EVALUATION TOOL SUMMARY REPORT

Tier 3 - Parking

End of Trip Bike Facilities	
Bicycle Parking Spaces Provided by Project	477 spaces
Project Provides Additional End-of-Trip Facilities Beyond Parking?	Yes

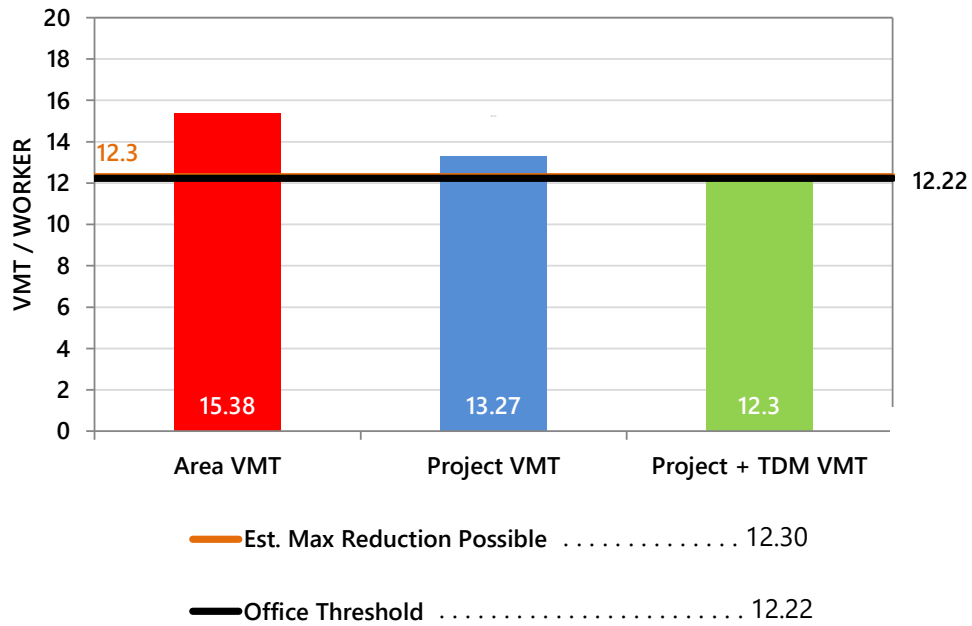
Tier 4 - TDM Programs

Subsidize Vanpools	
Percent of Vanpool Cost Subsidized by Employer	100 %
Percent of Eligible Eemployees	15 %

CITY OF SAN JOSE VEHICLE MILES TRAVELED EVALUATION TOOL SUMMARY REPORT

EMPLOYMENT ONLY

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



Appendix B

Traffic Counts

550 Browkaw Road Count Summary							
Int.	Traffic	Intersection	AM Count		PM Count		
			Date	Source ¹	Date	Source ¹	
#	Node #						
1	3289	I-880 and Old Bayshore Highway (E)	09/20/18	CSJ	09/20/18	CSJ	
2	3288	I-880 and Old Bayshore Highway (W)	05/29/14	CSJ	05/29/14	CSJ	
3	3055	First Street and I-880 (S) *	10/12/16	CSJ	12/11/18	CMP	
4	3054	First Street and I-880 (N) *	10/31/18	CSJ	12/11/18	CMP	
5	3515	First Street and Skyport Drive	09/10/19	CSJ	09/10/19	CSJ	
6	3287	First Street and Matrix Boulevard	09/10/19	CSJ	09/10/19	CSJ	
7	3222	US 101/Matrix Boulevard and Airport Parkway	10/28/15	CSJ	10/28/15	CSJ	
8	3083	First Street and Brokaw Road *	06/01/17	CSJ	11/08/18	CMP	
9	3020	US 101 and Brokaw Road *	10/12/16	CSJ	02/06/19	CMP	
10	3085	Zanker Road and Brokaw Road *	06/01/17	CSJ	12/11/18	CMP	
11	3356	Junction Avenue and Brokaw Road	10/28/15	CSJ	10/28/15	CSJ	
12	3051	I-880 and Brokaw Road (W) *	10/12/16	CSJ	12/11/18	CMP	
13	3050	I-880 and Brokaw Road (E) *	10/03/19	CSJ	12/11/18	CMP	
14	3357	Ridder Park Drive and Brokaw Road	10/28/15	CSJ	10/28/15	CSJ	
15	3084	Oakland Road and Brokaw Road/Murphy Avenue *	09/25/18	CSJ	12/11/18	CMP	
16	3394	Junction Avenue and Charcot Avenue	10/07/14	CSJ	10/07/14	CSJ	
17	3395	Zanker Road and Charcot Avenue	06/01/17	CSJ	06/01/17	CSJ	
18	3393	First Street and Charcot Avenue	06/01/17	CSJ	06/01/17	CSJ	
19	3564	Orchard Parkway/O'Neil Drive and Guadalupe Parkway/Charcot Avenue	06/01/17	CSJ	06/01/17	CSJ	
20	3096	De La Cruz Boulevard/Seaboard Avenue and Trimble Road *	10/18/16	CSJ	12/11/18	CMP	
21	3098	First Street and Trimble Road *	06/01/17	CSJ	11/08/18	CMP	
22	3119	Zanker Road and Trimble Road *	06/01/17	CSJ	11/08/18	CMP	
23	5807	First Street and Montague Expressway *	05/23/19	TMC	11/08/18	CMP	
24	5812	Zanker Road and Montague Expressway *	05/23/19	TMC	11/08/18	CMP	
25	5808	Trimble Road and Montague Expressway *	05/23/19	TMC	11/08/18	CMP	
26	5809	O'Toole Avenue/McCarthy Boulevard and Montague Expressway *	05/23/19	TMC	11/08/18	CMP	
27	5801	Oakland Road/Main Street and Montague Expressway *	11/15/16	CSJ	11/08/18	CMP	
28	5802	Trade Zone Boulevard/McCandless Drive and Montague Expressway *	09/17/19	CSJ	11/08/18	CMP	
29	3294	Commercial Street and Berreyssa Road	09/25/18	CSJ	09/25/18	CSJ	
30	3022	Oakland Road and US 101 (S) *	09/20/18	CSJ	12/11/18	CMP	
31	3021	Oakland Road and US 101 (N) *	09/20/18	CSJ	12/11/18	CMP	
32	3421	Oakland Road and Commercial Street	09/20/18	CSJ	09/20/18	CSJ	
33	9996	Junction Avenue and Hartog Drive	--	Interpolation	--	Interpolation	
34	9998	Rogers Avenue and Brokaw Road	--	Interpolation	--	Interpolation	
35	9997	Rogers Avenue and Junction Avenue	--	Interpolation	--	Interpolation	
36	9999	Queens Lane and Old Bayshore Highway	--	Interpolation	--	Interpolation	
37	9001	Main Project Driveway and Brokaw Road	--	Interpolation	--	Interpolation	
38	9002	Right-In/Right Out Project Driveway and Brokaw Road	--	Interpolation	--	Interpolation	
39	9003	Junction Avenue and Northern Project Driveway	--	Interpolation	--	Interpolation	
40	9004	Junction Avenue and Southern Project Driveway	--	Interpolation	--	Interpolation	
Notes:							
CSJ = City of San Jose; CMP = Congestion Management Program; TMC = Turning Movement Count							



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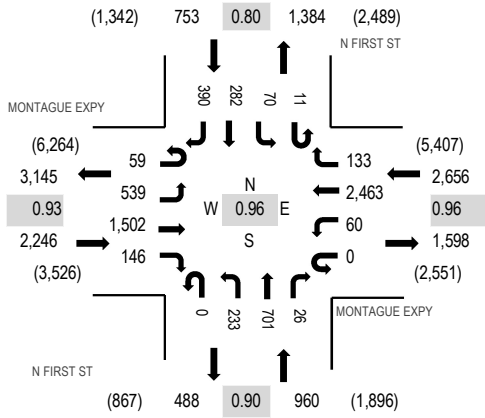
Location: 21 N FIRST ST & MONTAGUE EXPY AM

Date: Thursday, May 23, 2019

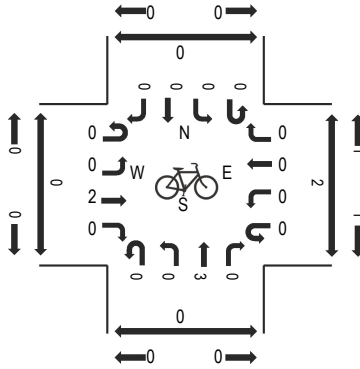
Peak Hour: 08:00 AM - 09:00 AM

Peak 15-Minutes: 08:45 AM - 09:00 AM

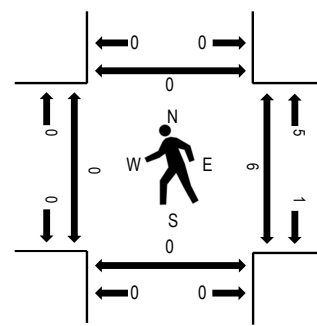
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	MONTAGUE EXPY Eastbound				MONTAGUE EXPY Westbound				N FIRST ST Northbound				N FIRST ST Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	2	37	127	12	0	11	524	31	0	51	156	4	0	7	61	66	1,089	5,556	0	0	0	0
7:15 AM	4	63	203	22	0	17	690	45	0	50	125	4	1	13	32	49	1,318	6,070	0	0	0	0
7:30 AM	19	93	246	19	0	10	635	30	0	66	194	6	1	15	71	69	1,474	6,387	0	1	0	0
7:45 AM	11	84	305	33	0	11	721	26	0	57	217	6	2	17	80	105	1,675	6,571	1	1	0	0
8:00 AM	12	115	364	45	0	10	694	29	0	63	125	2	3	18	44	79	1,603	6,615	0	1	0	0
8:15 AM	13	134	328	36	0	15	580	45	0	65	204	4	2	22	84	103	1,635		0	1	0	0
8:30 AM	15	139	410	34	0	13	610	27	0	47	191	8	2	9	59	94	1,658		0	2	0	0
8:45 AM	19	151	400	31	0	22	579	32	0	58	181	12	4	21	95	114	1,719		0	2	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	23	0	0	0	22	0	0	2	0	0	0	1	0	0	48
Lights	56	527	1,455	144	0	59	2,393	131	0	226	685	26	11	68	279	378	6,438
Mediums	3	12	24	2	0	1	48	2	0	5	16	0	0	1	3	12	129
Total	59	539	1,502	146	0	60	2,463	133	0	233	701	26	11	70	282	390	6,615



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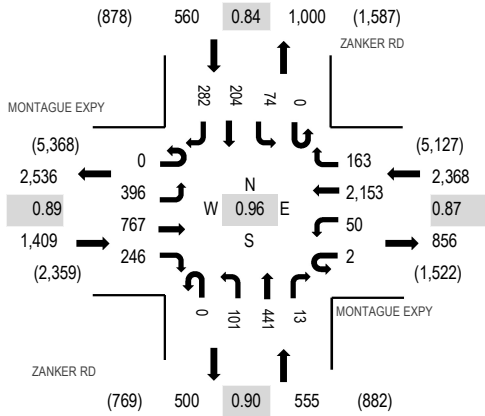
Location: 20 ZANKER RD & MONTAGUE EXPY AM

Date: Thursday, May 23, 2019

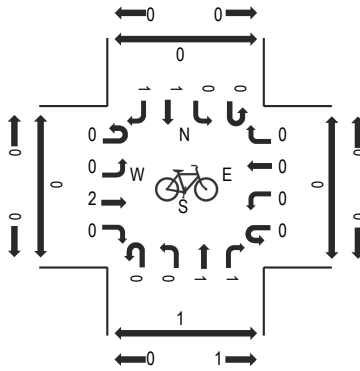
Peak Hour: 08:00 AM - 09:00 AM

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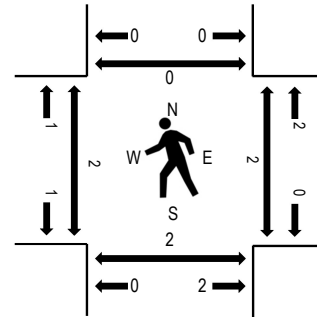
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	MONTAGUE EXPY Eastbound				MONTAGUE EXPY Westbound				ZANKER RD Northbound				ZANKER RD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	27	112	17	0	5	523	28	0	9	33	1	0	8	13	31	807	4,354	0	0	0	0
7:15 AM	0	43	135	33	0	3	682	33	0	19	67	0	0	8	25	35	1,083	4,689	0	1	0	0
7:30 AM	0	45	145	31	0	6	742	47	0	18	73	3	0	12	25	43	1,190	4,828	0	1	0	0
7:45 AM	0	76	217	69	0	7	642	41	0	30	74	0	0	25	35	58	1,274	4,886	1	1	1	2
8:00 AM	0	80	176	47	0	11	517	37	0	23	103	1	0	21	62	64	1,142	4,892	0	0	0	0
8:15 AM	0	74	198	53	1	8	568	48	0	21	123	5	0	14	38	71	1,222		0	0	0	0
8:30 AM	0	99	217	70	0	12	559	43	0	27	95	2	0	17	40	67	1,248		1	1	2	0
8:45 AM	0	143	176	76	1	19	509	35	0	30	120	5	0	22	64	80	1,280		1	1	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	3	20	1	0	1	21	0	0	0	1	0	0	1	2	1	51
Lights	0	389	736	241	2	48	2,093	160	0	98	434	13	0	73	197	275	4,759
Mediums	0	4	11	4	0	1	39	3	0	3	6	0	0	0	5	6	82
Total	0	396	767	246	2	50	2,153	163	0	101	441	13	0	74	204	282	4,892



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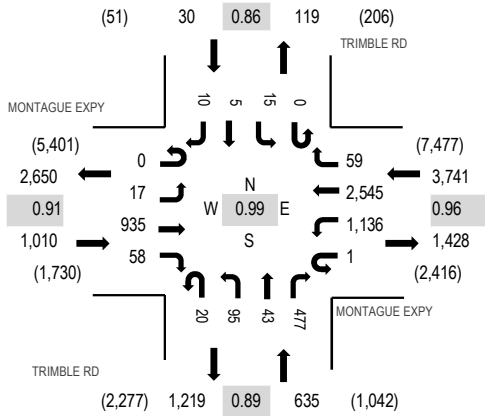
Location: 18 TRIMBLE RD & MONTAGUE EXPY AM

Date: Thursday, May 23, 2019

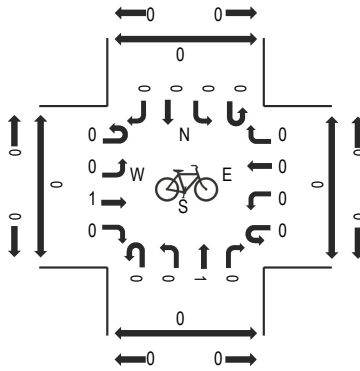
Peak Hour: 07:45 AM - 08:45 AM

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

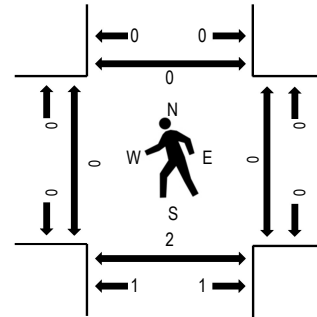
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	MONTAGUE EXPY Eastbound				MONTAGUE EXPY Westbound				TRIMBLE RD Northbound				TRIMBLE RD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	0	101	6	0	222	578	5	0	11	3	45	0	2	1	0	974	4,886	0	0	0	3
7:15 AM	0	0	165	6	0	225	735	9	1	14	7	59	0	1	0	1	1,223	5,272	0	0	0	0
7:30 AM	0	2	186	8	0	273	739	10	2	16	5	74	0	4	2	1	1,322	5,410	0	0	0	0
7:45 AM	0	2	213	12	0	297	694	13	3	15	8	102	0	4	0	4	1,367	5,416	0	0	0	0
8:00 AM	0	4	266	14	0	269	640	14	2	24	11	109	0	3	1	3	1,360	5,414	0	0	1	0
8:15 AM	0	7	244	16	1	263	629	22	6	25	14	126	0	2	3	3	1,361		0	0	0	0
8:30 AM	0	4	212	16	0	307	582	10	9	31	10	140	0	6	1	0	1,328		0	0	1	0
8:45 AM	1	7	225	13	0	292	626	22	5	26	17	122	0	4	2	3	1,365		0	0	0	1

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	15	0	0	19	18	0	0	3	0	15	0	0	0	0	70
Lights	0	17	898	57	1	1,090	2,484	59	15	86	42	403	0	15	5	10	5,182
Mediums	0	0	22	1	0	27	43	0	5	6	1	59	0	0	0	0	164
Total	0	17	935	58	1	1,136	2,545	59	20	95	43	477	0	15	5	10	5,416



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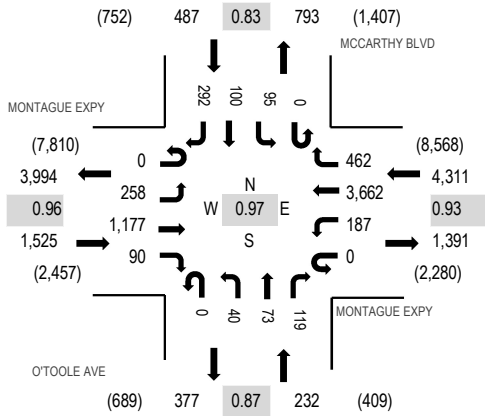
Location: 16 O'TOOLE AVE & MONTAGUE EXPY AM

Date: Thursday, May 23, 2019

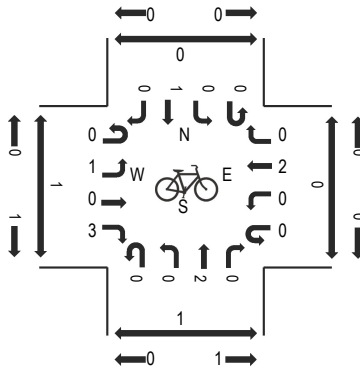
Peak Hour: 08:00 AM - 09:00 AM

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

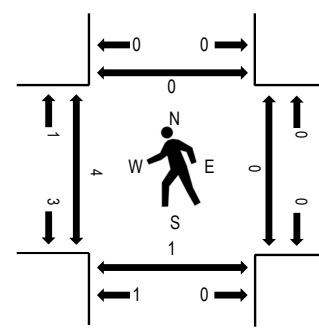
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	MONTAGUE EXPY Eastbound				MONTAGUE EXPY Westbound				O'TOOLE AVE Northbound				MCCARTHY BLVD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	29	124	5	0	50	742	101	0	12	12	23	0	0	15	23	1,136	5,631	0	0	0	0
7:15 AM	1	23	198	10	0	44	972	123	0	7	9	20	0	4	10	29	1,450	6,055	0	0	0	0
7:30 AM	2	23	199	8	0	47	1,048	95	0	12	11	11	0	21	24	31	1,532	6,300	0	0	0	0
7:45 AM	0	59	232	19	0	44	883	108	0	10	21	29	0	28	36	44	1,513	6,381	0	1	0	0
8:00 AM	0	51	315	18	0	45	867	107	0	7	22	26	0	28	23	51	1,560	6,555	2	0	0	0
8:15 AM	0	55	279	29	0	40	1,005	121	0	10	16	31	0	18	24	67	1,695		1	0	0	0
8:30 AM	0	67	292	22	0	46	892	111	0	11	16	26	0	19	22	89	1,613		1	0	1	0
8:45 AM	0	85	291	21	0	56	898	123	0	12	19	36	0	30	31	85	1,687		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	1	56	2	0	6	22	0	0	6	0	10	0	0	5	0	108
Lights	0	253	985	73	0	169	3,582	458	0	30	69	88	0	90	94	287	6,178
Mediums	0	4	136	15	0	12	58	4	0	4	4	21	0	5	1	5	269
Total	0	258	1,177	90	0	187	3,662	462	0	40	73	119	0	95	100	292	6,555

Appendix C
Approved Trips Inventory

AM PROJECT TRIPS

07/09/2020

Intersection of : E Brokaw Rd & NB 101 To Brokaw Rp

Traffic Node Number : 3020

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
H14-020 (3-04341) Office/Industrial 750 RIDDER PARK DRIVE SUPERMICRO	0	0	0	0	0	0	0	4	0	0	0	0

NSJ LEGACY NORTH SAN JOSE	97	4	48	0	0	0	1	189	0	0	106	3

PDC03-108 OFF (3-16680) Retail/Commercial BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFI BERRYESSA FLEA MKT (OFFICE)	3	8	0	0	0	0	0	0	0	0	0	0

PDC03-108 RES (3-16680) Residential BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC BERRYESSA FLEA MKT (RESIDENTIAL)	5	14	0	0	0	0	0	0	0	0	0	0

PDC03-108 RET (3-16680) Retail/Commercial BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC BERRYESSA FLEA MKT (RETAIL)	0	0	0	0	0	0	0	0	0	0	0	0

TOTAL:	105	26	48	0	0	0	1	193	0	0	106	3

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	0	106	3
SOUTH	105	26	48
WEST	1	193	0

PM PROJECT TRIPS

07/09/2020

Intersection of : E Brokaw Rd & NB 101 To Brokaw Rp

Traffic Node Number : 3020

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
H14-020 (3-04341) Office/Industrial 750 RIDDER PARK DRIVE SUPERMICRO	0	0	0	0	0	0	0	2	0	0	1	0

NSJ LEGACY NORTH SAN JOSE	53	3	23	0	0	0	7	174	0	0	209	4

PDC03-108 OFF (3-16680) Retail/Commercial BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFI BERRYESSA FLEA MKT (OFFICE)	1	1	0	0	0	0	0	0	0	0	0	0

PDC03-108 RES (3-16680) Residential BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC BERRYESSA FLEA MKT (RESIDENTIAL)	9	25	0	0	0	0	0	0	0	0	0	0

PDC03-108 RET (3-16680) Retail/Commercial BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC BERRYESSA FLEA MKT (RETAIL)	0	0	0	0	0	0	0	0	0	0	0	0

TOTAL:	63	29	23	0	0	0	7	176	0	0	210	4

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	0	210	4
SOUTH	63	29	23
WEST	7	176	0

TOTAL:	39	0	39	0	0	0	0	152	27	45	144	0
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	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	45	144	0
SOUTH	39	0	39
WEST	0	152	27

TOTAL:	9	0	20	0	0	0	0	236	63	44	178	0
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	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	44	178	0
SOUTH	9	0	20
WEST	0	236	63

TOTAL:	0	0	0	58	5	57	0	142	26	44	151	0
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	LEFT	THRU	RIGHT
NORTH	58	5	57
EAST	44	151	0
SOUTH	0	0	0
WEST	0	142	26

TOTAL:	0	0	0	94	36	24	0	238	42	51	159	9
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	LEFT	THRU	RIGHT
NORTH	94	36	24
EAST	51	159	9
SOUTH	0	0	0
WEST	0	238	42

AM PROJECT TRIPS

07/09/2020

Intersection of : N 1st St & SB 880 To 1st Rp**Traffic Node Number** : 3054

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
AIRPORT Retail/Commercial SAN JOSE INTL AIRPORT EXPANSION OF AIRPORT	0	0	0	0	0	0	0	0	0	0	0	0
DOWNTOWN LEGACY DOWNTOWN CORE DOWNTOWN STRATEGY PLAN 2000	0	26	0	0	10	0	0	0	0	4	0	3
NSJ LEGACY	0	115	15	0	177	0	0	0	0	22	0	17
NORTH SAN JOSE PDC00-09-086 (3-09456) LEGACY N 1ST ST & TAYLOR ST (NW/C) TAYLOR TOWERS	0	6	3	0	6	0	0	0	0	2	0	0
PDC03-056 (3-09158) LEGACY N 7TH ST, E/O TAYLOR ST SPRR MIXED-USE DEVELOPMENT	0	1	0	0	1	0	0	0	0	3	0	0
PDC03-108 OFF (3-16680) Retail/Commercial BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFI BERRYESSA FLEA MKT (OFFICE)	0	0	0	0	4	0	0	0	0	0	0	0
PDC03-108 RES (3-16680) Residential BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC BERRYESSA FLEA MKT (RESIDENTIAL)	0	5	0	0	7	0	0	0	0	0	0	0

AM PROJECT TRIPS

07/09/2020

Intersection of : N 1st St & SB 880 To 1st Rp**Traffic Node Number** : 3054

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC03-108 RET (3-16680) Retail/Commercial BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC BERRYESSA FLEA MKT (RETAIL)	0	0	0	0	0	0	0	0	0	0	0	0
PDC08-010 SEN (3-03021) LEGACY SW CORNER OF NORTH SEVENTH ST AND TAYLOR ST JAPANTOWN CORP YARD	0	5	0	0	2	0	0	0	2	0	0	0
PDC08-036LW (3-07703) LEGACY NW CORNER E. TENTH ST. CANNARY PARK	0	0	0	0	0	0	0	0	0	0	0	0
PDC08-036RES (3-07703) LEGACY NW CORNER E. TENTH CANNERY PARK	0	20	0	0	6	0	0	0	5	0	0	0
PDC08-036REST (3-07703) LEGACY NW CORNER OF E. TENTH CANNERY PARK	0	0	0	0	0	0	0	0	0	0	0	0
PDC08-036SEN (3-07703) LEGACY NW CORNER E. 10TH ST. CANNERY PARK	0	0	0	0	0	0	0	0	0	0	0	0
PDC15-001 (RES) (3-07703) LEGACY 725 NORTH 10TH STREET CANNERY PARK	0	6	16	0	2	0	0	0	0	0	0	0

AM PROJECT TRIPS

07/09/2020

Intersection of : N 1st St & SB 880 To 1st Rp**Traffic Node Number** : 3054

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC15-001 (RET) (3-07703) LEGACY 725 NORTH 10TH STREET CANNERY PARK	0	0	0	0	0	0	0	0	0	0	0	0
PDC84-07-059 (3-05912) Retail/Commercial PARK & WOZ (SE/C) RIVER PARK II	0	0	0	0	0	0	0	0	0	0	0	0
PP14-006 C A S (3-03021) LEGACY 696 N 6TH ST JAPANTOWN CORP YARD	0	0	0	0	0	0	0	0	0	0	0	0
PP14-006 RES (3-03021) LEGACY 696 N 6TH ST JAPANTOWN CORP YARD	0	10	26	0	5	0	0	0	0	6	0	0
PP14-006 RET (3-03021) LEGACY 696 N 6TH ST JAPANTOWN CORP YARD	0	0	0	0	0	0	0	0	0	0	0	0
RH00-05-005 (3-14920) Retail/Commercial ALMADEN BLVD/WOZ WAY (NW/C) BOSTON PROP	0	0	0	0	0	0	0	0	0	43	0	0

TOTAL: 0 194 60 0 220 0 0 0 7 80 0 20

	LEFT	THRU	RIGHT
NORTH	0	220	0
EAST	80	0	20
SOUTH	0	194	60
WEST	0	0	7

PM PROJECT TRIPS

07/09/2020

Intersection of : N 1st St & SB 880 To 1st Rp

Traffic Node Number : 3054

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
AIRPORT Retail/Commercial SAN JOSE INTL AIRPORT EXPANSION OF AIRPORT	0	0	0	0	0	0	0	0	0	0	0	0
DOWNTOWN LEGACY DOWNTOWN CORE DOWNTOWN STRATEGY PLAN 2000	0	12	0	0	44	0	0	0	0	3	0	3
NSJ LEGACY	0	45	25	0	180	0	0	0	0	54	0	55
NORTH SAN JOSE PDC00-09-086 (3-09456) LEGACY N 1ST ST & TAYLOR ST (NW/C) TAYLOR TOWERS	0	2	1	0	6	0	0	0	0	6	0	0
PDC03-056 (3-09158) LEGACY N 7TH ST, E/O TAYLOR ST SPRR MIXED-USE DEVELOPMENT	0	1	0	0	1	0	0	0	0	3	0	0
PDC03-108 OFF (3-16680) Retail/Commercial BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFI BERRYESSA FLEA MKT (OFFICE)	0	2	0	0	1	0	0	0	0	0	0	0
PDC03-108 RES (3-16680) Residential BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC BERRYESSA FLEA MKT (RESIDENTIAL)	0	3	0	0	12	0	0	0	0	0	0	0

PM PROJECT TRIPS

07/09/2020

Intersection of : N 1st St & SB 880 To 1st Rp**Traffic Node Number** : 3054

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC03-108 RET (3-16680) Retail/Commercial BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC BERRYESSA FLEA MKT (RETAIL)	0	0	0	0	0	0	0	0	0	0	0	0
PDC08-010 SEN (3-03021) LEGACY SW CORNER OF NORTH SEVENTH ST AND TAYLOR ST JAPANTOWN CORP YARD	0	3	0	0	3	0	0	0	2	0	0	0
PDC08-036LW (3-07703) LEGACY NW CORNER E. TENTH ST. CANNARY PARK	0	0	0	0	0	0	0	0	0	0	0	0
PDC08-036RES (3-07703) LEGACY NW CORNER E. TENTH CANNERY PARK	0	11	0	0	11	0	0	0	9	0	0	0
PDC08-036REST (3-07703) LEGACY NW CORNER OF E. TENTH CANNERY PARK	0	0	0	0	0	0	0	0	0	0	0	0
PDC08-036SEN (3-07703) LEGACY NW CORNER E. 10TH ST. CANNERY PARK	0	0	0	0	0	0	0	0	0	0	0	0
PDC15-001 (RES) (3-07703) LEGACY 725 NORTH 10TH STREET CANNERY PARK	0	3	8	0	6	0	0	0	0	0	0	0

PM PROJECT TRIPS

07/09/2020

Intersection of : N 1st St & SB 880 To 1st Rp**Traffic Node Number** : 3054

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC15-001 (RET) (3-07703) LEGACY 725 NORTH 10TH STREET CANNERY PARK	0	0	0	0	0	0	0	0	0	0	0	0
PDC84-07-059 (3-05912) Retail/Commercial PARK & WOZ (SE/C) RIVER PARK II	0	0	0	0	0	0	0	0	0	0	0	0
PP14-006 C A S (3-03021) LEGACY 696 N 6TH ST JAPANTOWN CORP YARD	0	0	0	0	0	0	0	0	0	0	0	0
PP14-006 RES (3-03021) LEGACY 696 N 6TH ST JAPANTOWN CORP YARD	0	5	12	0	10	0	0	0	0	11	0	0
PP14-006 RET (3-03021) LEGACY 696 N 6TH ST JAPANTOWN CORP YARD	0	0	0	0	0	0	0	0	0	0	0	0
RH00-05-005 (3-14920) Retail/Commercial ALMADEN BLVD/WOZ WAY (NW/C) BOSTON PROP	0	0	0	0	0	0	0	0	0	5	0	0

TOTAL: 0 87 46 0 274 0 0 0 11 82 0 58

	LEFT	THRU	RIGHT
NORTH	0	274	0
EAST	82	0	58
SOUTH	0	87	46
WEST	0	0	11

AM PROJECT TRIPS

07/09/2020

Intersection of : N 1st St & Burton Av / N NB 880 To 1st Rp**Traffic Node Number** : 3055

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
AIRPORT Retail/Commercial SAN JOSE INTL AIRPORT EXPANSION OF AIRPORT	0	0	0	0	0	0	0	0	0	0	0	0
DOWNTOWN LEGACY DOWNTOWN CORE DOWNTOWN STRATEGY PLAN 2000	0	18	0	1	7	0	10	0	2	0	0	0
NSJ LEGACY	0	100	0	2	22	3	52	3	10	0	0	13
NORTH SAN JOSE PDC00-09-086 (3-09456) LEGACY N 1ST ST & TAYLOR ST (NW/C) TAYLOR TOWERS	0	16	0	0	3	0	0	0	1	0	0	0
PDC03-056 (3-09158) LEGACY N 7TH ST, E/O TAYLOR ST SPRR MIXED-USE DEVELOPMENT	0	9	0	0	4	0	0	0	3	0	0	0
PDC03-108 OFF (3-16680) Retail/Commercial BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFI BERRYESSA FLEA MKT (OFFICE)	0	1	0	0	4	0	0	0	5	0	0	0
PDC03-108 RES (3-16680) Residential BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC BERRYESSA FLEA MKT (RESIDENTIAL)	0	17	0	0	7	0	0	0	6	0	0	0

AM PROJECT TRIPS

07/09/2020

Intersection of : N 1st St & Burton Av / N NB 880 To 1st Rp**Traffic Node Number** : 3055

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC03-108 RET (3-16680) Retail/Commercial BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC BERRYESSA FLEA MKT (RETAIL)	0	0	0	0	0	0	0	0	0	0	0	0
PDC08-010 SEN (3-03021) LEGACY SW CORNER OF NORTH SEVENTH ST AND TAYLOR ST JAPANTOWN CORP YARD	0	1	0	0	1	0	0	0	0	1	0	0
PDC08-036LW (3-07703) LEGACY NW CORNER E. TENTH ST. CANNARY PARK	0	0	0	0	0	0	0	0	0	0	0	0
PDC08-036RES (3-07703) LEGACY NW CORNER E. TENTH CANNERY PARK	0	6	9	0	3	0	0	0	0	3	0	0
PDC08-036REST (3-07703) LEGACY NW CORNER OF E. TENTH CANNERY PARK	0	0	0	0	0	0	0	0	0	0	0	0
PDC08-036SEN (3-07703) LEGACY NW CORNER E. 10TH ST. CANNERY PARK	0	0	0	0	0	0	0	0	0	0	0	0
PDC15-001 (RES) (3-07703) LEGACY 725 NORTH 10TH STREET CANNERY PARK	0	34	0	0	2	0	0	0	4	0	0	0

AM PROJECT TRIPS

07/09/2020

Intersection of : N 1st St & Burton Av / N NB 880 To 1st Rp**Traffic Node Number** : 3055

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC15-001 (RET) (3-07703) LEGACY 725 NORTH 10TH STREET CANNERY PARK	0	0	0	0	0	0	0	0	0	0	0	0
PDC84-07-059 (3-05912) Retail/Commercial PARK & WOZ (SE/C) RIVER PARK II	0	0	0	0	0	0	0	0	0	0	0	0
PP14-006 C A S (3-03021) LEGACY 696 N 6TH ST JAPANTOWN CORP YARD	0	0	0	0	0	0	0	0	0	0	0	0
PP14-006 RES (3-03021) LEGACY 696 N 6TH ST JAPANTOWN CORP YARD	0	55	0	0	11	0	0	0	13	0	0	0
PP14-006 RET (3-03021) LEGACY 696 N 6TH ST JAPANTOWN CORP YARD	0	0	0	0	0	0	0	0	0	0	0	0
RH00-05-005 (3-14920) Retail/Commercial ALMADEN BLVD/WOZ WAY (NW/C) BOSTON PROP	0	3	0	0	43	0	0	0	0	0	0	0

TOTAL: 0 260 9 3 107 3 62 3 44 4 0 13

	LEFT	THRU	RIGHT
NORTH	3	107	3
EAST	4	0	13
SOUTH	0	260	9
WEST	62	3	44

PM PROJECT TRIPS

07/09/2020

Intersection of : N 1st St & Burton Av / N NB 880 To 1st Rp**Traffic Node Number** : 3055

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC03-108 RET (3-16680) Retail/Commercial BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC BERRYESSA FLEA MKT (RETAIL)	0	0	0	0	0	0	0	0	0	0	0	0
PDC08-010 SEN (3-03021) LEGACY SW CORNER OF NORTH SEVENTH ST AND TAYLOR ST JAPANTOWN CORP YARD	0	1	0	0	1	0	0	0	0	2	0	0
PDC08-036LW (3-07703) LEGACY NW CORNER E. TENTH ST. CANNARY PARK	0	0	0	0	0	0	0	0	0	0	0	0
PDC08-036RES (3-07703) LEGACY NW CORNER E. TENTH CANNERY PARK	0	3	5	0	6	0	0	0	0	5	0	0
PDC08-036REST (3-07703) LEGACY NW CORNER OF E. TENTH CANNERY PARK	0	0	0	0	0	0	0	0	0	0	0	0
PDC08-036SEN (3-07703) LEGACY NW CORNER E. 10TH ST. CANNERY PARK	0	0	0	0	0	0	0	0	0	0	0	0
PDC15-001 (RES) (3-07703) LEGACY 725 NORTH 10TH STREET CANNERY PARK	0	17	0	0	6	0	0	0	15	0	0	0

PM PROJECT TRIPS

07/09/2020

Intersection of : N 1st St & Burton Av / N NB 880 To 1st Rp

Traffic Node Number : 3055

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC15-001 (RET) (3-07703) LEGACY 725 NORTH 10TH STREET CANNERY PARK	0	0	0	0	0	0	0	0	0	0	0	0
PDC84-07-059 (3-05912) Retail/Commercial PARK & WOZ (SE/C) RIVER PARK II	0	0	0	0	0	0	0	0	0	0	0	0
PP14-006 C A S (3-03021) LEGACY 696 N 6TH ST JAPANTOWN CORP YARD	0	0	0	0	0	0	0	0	0	0	0	0
PP14-006 RES (3-03021) LEGACY 696 N 6TH ST JAPANTOWN CORP YARD	0	27	0	0	21	0	0	0	25	0	0	0
PP14-006 RET (3-03021) LEGACY 696 N 6TH ST JAPANTOWN CORP YARD	0	0	0	0	0	0	0	0	0	0	0	0
RH00-05-005 (3-14920) Retail/Commercial ALMADEN BLVD/WOZ WAY (NW/C) BOSTON PROP	0	39	0	0	5	0	0	0	0	0	0	0

TOTAL: 0 180 6 17 191 17 42 17 75 7 0 23

	LEFT	THRU	RIGHT
NORTH	17	191	17
EAST	7	0	23
SOUTH	0	180	6
WEST	42	17	75

AM PROJECT TRIPS

07/09/2020

Intersection of : N 1st St & E Airport Py / E Brokaw Rd & W Airport Py**Traffic Node Number** : 3083

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
AIRPORT Retail/Commercial SAN JOSE INTL AIRPORT EXPANSION OF AIRPORT	0	0	0	0	0	3	3	11	0	0	21	0
H14-020 (3-04341) Office/Industrial 750 RIDDER PARK DRIVE SUPERMICRO	0	0	0	0	0	0	0	4	0	0	0	0
H83-01-001 (3-12093) Office/Industrial JUNCTION AV, N/O PLUMERIA ULTRATECH STEPPER - ORIGINAL APPROVED TRIPS	0	2	0	0	0	0	0	0	0	0	0	0
H89-01-008 (3-08288) LEGACY TASMAN & ZANKER (SW/C) OFC 88,433;IND 88433, WHSE	0	8	0	0	2	0	0	0	0	0	0	0
NSJ LEGACY	4	86	27	12	45	11	55	117	1	43	93	46
NORTH SAN JOSE												
PDC03-108 OFF (3-16680) Retail/Commercial BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFI BERRYESSA FLEA MKT (OFFICE)	0	0	0	0	0	0	0	3	0	0	0	0
PDC03-108 RES (3-16680) Residential BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC BERRYESSA FLEA MKT (RESIDENTIAL)	0	0	0	0	0	0	0	5	0	0	9	0

AM PROJECT TRIPS

07/09/2020

Intersection of : N 1st St & E Airport Py / E Brokaw Rd & W Airport Py

Traffic Node Number : 3083

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC03-108 RET (3-16680) Retail/Commercial BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC BERRYESSA FLEA MKT (RETAIL)	0	0	0	0	0	0	0	0	0	0	0	0
PDC17-026 (3-03628) LEGACY 350/370 W. TRIMBLE ROAD	0	13	0	2	7	3	5	0	0	0	0	5
TOTAL:	4	109	27	14	54	17	63	140	1	43	123	51

	LEFT	THRU	RIGHT
NORTH	14	54	17
EAST	43	123	51
SOUTH	4	109	27
WEST	63	140	1

PM PROJECT TRIPS

07/09/2020

Intersection of : N 1st St & E Airport Py / E Brokaw Rd & W Airport Py

Traffix Node Number : 3083

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
AIRPORT Retail/Commercial SAN JOSE INTL AIRPORT EXPANSION OF AIRPORT	0	0	0	0	0	4	3	13	0	0	26	0
H14-020 (3-04341) Office/Industrial 750 RIDDER PARK DRIVE SUPERMICRO	0	0	0	0	0	0	0	2	0	0	1	0
H83-01-001 (3-12093) Office/Industrial JUNCTION AV, N/O PLUMERIA ULTRATECH STEPPER - ORIGINAL APPROVED TRIPS	0	0	0	0	2	0	0	0	0	0	0	0
H89-01-008 (3-08288) LEGACY TASMAN & ZANKER (SW/C) OFC 88,433;IND 88433, WHSE	0	2	0	0	8	0	0	0	0	0	0	0
NSJ LEGACY	9	41	10	19	146	43	27	114	5	68	165	31
NORTH SAN JOSE												
PDC03-108 OFF (3-16680) Retail/Commercial BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFI BERRYESSA FLEA MKT (OFFICE)	0	0	0	0	0	0	0	1	0	0	3	0
PDC03-108 RES (3-16680) Residential BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC BERRYESSA FLEA MKT (RESIDENTIAL)	0	0	0	0	0	0	0	9	0	0	5	0

PM PROJECT TRIPS

07/09/2020

Intersection of : N 1st St & E Airport Py / E Brokaw Rd & W Airport Py

Traffic Node Number : 3083

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC03-108 RET (3-16680) Retail/Commercial BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC BERRYESSA FLEA MKT (RETAIL)	0	0	0	0	0	0	0	0	0	0	0	0
PDC17-026 (3-03628) LEGACY 350/370 W. TRIMBLE ROAD	0	17	0	5	14	6	7	0	0	0	0	6
TOTAL:	9	60	10	24	170	53	37	139	5	68	200	37

	LEFT	THRU	RIGHT
NORTH	24	170	53
EAST	68	200	37
SOUTH	9	60	10
WEST	37	139	5

TOTAL:	36	52	34	8	10	13	17	78	20	8	113	13
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	LEFT	THRU	RIGHT
NORTH	8	10	13
EAST	8	113	13
SOUTH	36	52	34
WEST	17	78	20

TOTAL:	19	21	17	34	49	22	22	154	22	23	111	16
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	LEFT	THRU	RIGHT
NORTH	34	49	22
EAST	23	111	16
SOUTH	19	21	17
WEST	22	154	22

AM PROJECT TRIPS

07/09/2020

Intersection of : E Brokaw Rd & Zanker Rd**Traffic Node Number** : 3085

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
C15-054 (3-14457) Office/Industrial 1657 ALVISO-MILPITAS ROAD 237 INDUSTRIAL CENTER/ CILKER	0	12	0	1	2	1	5	0	0	0	0	6
H14-011 (3-18810) Retail/Commercial NW CORNER OF SR 237 AND N. FIRST STREET HOMEWOOD SUITES HOTEL	0	4	0	0	3	0	0	0	0	0	0	0
H14-020 (3-04341) Office/Industrial 750 RIDDER PARK DRIVE SUPERMICRO	0	0	0	2	0	0	0	4	0	0	0	0
H83-01-001 (3-12093) Office/Industrial JUNCTION AV, N/O PLUMERIA ULTRATECH STEPPER - ORIGINAL APPROVED TRIPS	0	8	0	0	1	0	0	0	0	0	0	0
H89-01-008 (3-08288) LEGACY TASMAN & ZANKER (SW/C) OFC 88,433;IND 88433, WHSE	0	0	0	2	0	1	4	0	0	0	0	8
NSJ LEGACY NORTH SAN JOSE	19	228	19	48	56	16	48	142	3	7	100	39
PD13-012 (3-09684) Office/Industrial NW CORNER OF SR237 AND N. FIRST STREET SOUTH BAY	0	13	0	1	3	0	0	1	0	0	4	3

AM PROJECT TRIPS

07/09/2020

Intersection of : E Brokaw Rd & Zanker Rd**Traffic Node Number** : 3085

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PD13-039 (3-18698) Office/Industrial NW CORNER OF NORTECH PKWY AND DISK DR TRAMMEL CROW (R&D)	0	0	0	0	0	0	0	0	0	0	0	0
PD14-007 (3-18698) Office/Industrial NW CORNER OF NORTECH PKWY AND DISK DR TRAMMEL CROW (MFG.)	0	8	0	0	1	0	0	0	0	0	2	1
PDC03-108 OFF (3-16680) Retail/Commercial BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFI BERRYESSA FLEA MKT (OFFICE)	0	0	0	0	1	0	0	3	0	0	0	0
PDC03-108 RES (3-16680) Residential BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC BERRYESSA FLEA MKT (RESIDENTIAL)	0	4	0	1	2	0	0	5	0	0	9	2
PDC03-108 RET (3-16680) Retail/Commercial BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC BERRYESSA FLEA MKT (RETAIL)	0	0	0	0	0	0	0	0	0	0	0	0
PDC17-026 (3-03628) LEGACY 350/370 W. TRIMBLE ROAD	2	7	0	3	4	0	0	1	1	0	3	6

TOTAL: 21 284 19 58 73 18 57 156 4 7 118 65

	LEFT	THRU	RIGHT
NORTH	58	73	18
EAST	7	118	65
SOUTH	21	284	19
WEST	57	156	4

PM PROJECT TRIPS

07/09/2020

Intersection of : E Brokaw Rd & Zanker Rd**Traffic Node Number** : 3085

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
C15-054 (3-14457) Office/Industrial 1657 ALVISO-MILPITAS ROAD 237 INDUSTRIAL CENTER/ CILKER	0	2	0	7	13	5	1	0	0	0	0	1
H14-011 (3-18810) Retail/Commercial NW CORNER OF SR 237 AND N. FIRST STREET HOMEWOOD SUITES HOTEL	0	0	0	0	0	0	0	0	0	0	0	0
H14-020 (3-04341) Office/Industrial 750 RIDDER PARK DRIVE SUPERMICRO	0	0	0	1	0	0	0	2	0	0	1	1
H83-01-001 (3-12093) Office/Industrial JUNCTION AV, N/O PLUMERIA ULTRATECH STEPPER - ORIGINAL APPROVED TRIPS	0	1	0	0	8	0	0	0	0	0	0	0
H89-01-008 (3-08288) LEGACY TASMAN & ZANKER (SW/C) OFC 88,433;IND 88433, WHSE	0	0	0	8	0	4	1	0	0	0	0	2
NSJ LEGACY NORTH SAN JOSE	27	51	66	78	192	24	11	165	5	36	143	22
PD13-012 (3-09684) Office/Industrial NW CORNER OF SR237 AND N. FIRST STREET SOUTH BAY	0	1	0	2	12	0	0	4	0	0	0	0

PM PROJECT TRIPS

07/09/2020

Intersection of : E Brokaw Rd & Zanker Rd**Traffic Node Number** : 3085

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PD13-039 (3-18698) Office/Industrial NW CORNER OF NORTECH PKWY AND DISK DR TRAMMEL CROW (R&D)	0	0	0	0	0	0	0	0	0	0	0	0
PD14-007 (3-18698) Office/Industrial NW CORNER OF NORTECH PKWY AND DISK DR TRAMMEL CROW (MFG.)	0	1	0	1	7	0	0	0	0	0	0	0
PDC03-108 OFF (3-16680) Retail/Commercial BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFI BERRYESSA FLEA MKT (OFFICE)	0	1	0	0	0	0	0	1	0	0	3	1
PDC03-108 RES (3-16680) Residential BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC BERRYESSA FLEA MKT (RESIDENTIAL)	0	2	0	2	4	0	0	9	0	0	5	1
PDC03-108 RET (3-16680) Retail/Commercial BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC BERRYESSA FLEA MKT (RETAIL)	0	1	1	0	3	0	0	0	0	1	0	0
PDC17-026 (3-03628) LEGACY 350/370 W. TRIMBLE ROAD	2	10	0	7	8	0	0	3	2	0	4	8

TOTAL:	29	70	67	106	247	33	13	184	7	37	156	36
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	LEFT	THRU	RIGHT
NORTH	106	247	33
EAST	37	156	36
SOUTH	29	70	67
WEST	13	184	7

AM PROJECT TRIPS

07/09/2020

Intersection of : De La Cruz Bl / Seaboard Av & W Trimble Rd

Traffic Node Number : 3096

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PD14-007 (3-18698) Office/Industrial NW CORNER OF NORTECH PKWY AND DISK DR TRAMMEL CROW (MFG.)	0	0	0	0	0	1	6	28	0	1	4	0
PDC17-026 (3-03628) LEGACY 350/370 W. TRIMBLE ROAD	0	0	0	9	0	0	0	27	0	0	14	5
TOTAL:	1	2	1	24	5	45	70	306	13	5	116	44

	LEFT	THRU	RIGHT
NORTH	24	5	45
EAST	5	116	44
SOUTH	1	2	1
WEST	70	306	13

PM PROJECT TRIPS

07/09/2020

Intersection of : De La Cruz Bl / Seaboard Av & W Trimble Rd

Traffic Node Number : 3096

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PD14-007 (3-18698) Office/Industrial NW CORNER OF NORTECH PKWY AND DISK DR TRAMMEL CROW (MFG.)	0	0	0	0	0	5	1	5	0	0	24	0
PDC17-026 (3-03628) LEGACY 350/370 W. TRIMBLE ROAD	0	0	0	12	0	0	0	36	0	0	30	10
TOTAL:	11	10	5	27	4	51	30	145	7	8	383	39

	LEFT	THRU	RIGHT
NORTH	27	4	51
EAST	8	383	39
SOUTH	11	10	5
WEST	30	145	7

AM PROJECT TRIPS

07/09/2020

Intersection of : N 1st St / 1st St & E Trimble Rd & W Trimble Rd**Traffic Node Number** : 3098

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
AIRPORT Retail/Commercial SAN JOSE INTL AIRPORT EXPANSION OF AIRPORT	0	0	1	0	0	0	0	3	0	1	4	0
C15-054 (3-14457) Office/Industrial 1657 ALVISO-MILPITAS ROAD 237 INDUSTRIAL CENTER/ CILKER	0	13	4	0	2	0	0	29	0	1	5	0
H14-011 (3-18810) Retail/Commercial NW CORNER OF SR 237 AND N. FIRST STREET HOMEWOOD SUITES HOTEL	0	4	0	0	3	0	0	0	0	0	0	0
H83-01-001 (3-12093) Office/Industrial JUNCTION AV, N/O PLUMERIA ULTRATECH STEPPER - ORIGINAL APPROVED TRIPS	0	3	0	0	0	1	5	0	0	0	0	0
H89-01-008 (3-08288) LEGACY TASMAN & ZANKER (SW/C) OFC 88,433;IND 88433, WHSE	0	7	0	0	2	0	2	1	0	0	0	0
H97-03-018 (3-12093) Office/Industrial JUNCTION AV, N/O PLUMERIA ULTRATECH STEPPER	0	1	0	0	0	0	2	0	0	0	0	0
NSJ LEGACY NORTH SAN JOSE	51	105	13	21	114	13	34	112	24	23	159	7

AM PROJECT TRIPS

07/09/2020

Intersection of : N 1st St / 1st St & E Trimble Rd & W Trimble Rd

Traffic Node Number : 3098

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PD13-012 (3-09684) Office/Industrial NW CORNER OF SR237 AND N. FIRST STREET SOUTH BAY	0	18	0	0	4	11	42	0	0	0	0	0
PD13-039 (3-18698) Office/Industrial NW CORNER OF NORTECH PKWY AND DISK DR TRAMMEL CROW (R&D)	0	0	0	0	0	0	0	0	0	0	0	0
PD14-007 (3-18698) Office/Industrial NW CORNER OF NORTECH PKWY AND DISK DR TRAMMEL CROW (MFG.)	0	11	0	0	2	4	28	0	0	0	0	0
PDC17-026 (3-03628) LEGACY 350/370 W. TRIMBLE ROAD	5	0	0	0	0	18	12	25	3	0	46	0
TOTAL:	56	162	18	21	127	47	125	170	27	25	214	7

	LEFT	THRU	RIGHT
NORTH	21	127	47
EAST	25	214	7
SOUTH	56	162	18
WEST	125	170	27

PM PROJECT TRIPS

07/09/2020

Intersection of : N 1st St / 1st St & E Trimble Rd & W Trimble Rd**Traffic Node Number** : 3098

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
AIRPORT Retail/Commercial SAN JOSE INTL AIRPORT EXPANSION OF AIRPORT	0	0	2	0	0	0	0	6	1	1	4	0
C15-054 (3-14457) Office/Industrial 1657 ALVISO-MILPITAS ROAD 237 INDUSTRIAL CENTER/ CILKER	0	2	1	0	14	0	0	5	0	4	31	0
H14-011 (3-18810) Retail/Commercial NW CORNER OF SR 237 AND N. FIRST STREET HOMEWOOD SUITES HOTEL	0	5	0	0	3	0	0	0	0	0	0	0
H83-01-001 (3-12093) Office/Industrial JUNCTION AV, N/O PLUMERIA ULTRATECH STEPPER - ORIGINAL APPROVED TRIPS	0	0	0	0	3	5	1	0	0	0	0	0
H89-01-008 (3-08288) LEGACY TASMAN & ZANKER (SW/C) OFC 88,433;IND 88433, WHSE	0	2	0	0	7	2	0	0	0	0	1	0
H97-03-018 (3-12093) Office/Industrial JUNCTION AV, N/O PLUMERIA ULTRATECH STEPPER	0	0	0	0	1	2	0	0	0	0	0	0
NSJ LEGACY NORTH SAN JOSE	46	117	20	20	135	13	42	143	36	61	134	4

PM PROJECT TRIPS

07/09/2020

Intersection of : N 1st St / 1st St & E Trimble Rd & W Trimble Rd

Traffic Node Number : 3098

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PD13-012 (3-09684) Office/Industrial NW CORNER OF SR237 AND N. FIRST STREET SOUTH BAY	0	2	0	0	17	42	5	0	0	0	0	0
PD13-039 (3-18698) Office/Industrial NW CORNER OF NORTECH PKWY AND DISK DR TRAMMEL CROW (R&D)	0	0	0	0	0	0	0	0	0	0	0	0
PD14-007 (3-18698) Office/Industrial NW CORNER OF NORTECH PKWY AND DISK DR TRAMMEL CROW (MFG.)	0	2	0	0	10	24	5	0	0	0	0	0
PDC17-026 (3-03628) LEGACY 350/370 W. TRIMBLE ROAD	7	0	0	0	0	23	24	51	6	0	62	0
TOTAL:	53	130	23	20	190	111	77	205	43	66	232	4

	LEFT	THRU	RIGHT
NORTH	20	190	111
EAST	66	232	4
SOUTH	53	130	23
WEST	77	205	43

AM PROJECT TRIPS

07/09/2020

Intersection of : E Trimble Rd & Zanker Rd**Traffic Node Number** : 3119

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
C15-054 (3-14457) Office/Industrial 1657 ALVISO-MILPITAS ROAD 237 INDUSTRIAL CENTER/ CILKER	0	33	0	0	5	5	33	0	0	0	0	0
H14-011 (3-18810) Retail/Commercial NW CORNER OF SR 237 AND N. FIRST STREET HOMEWOOD SUITES HOTEL	0	4	0	0	3	0	0	0	0	0	0	0
H83-01-001 (3-12093) Office/Industrial JUNCTION AV, N/O PLUMERIA ULTRATECH STEPPER - ORIGINAL APPROVED TRIPS	0	14	0	0	2	0	0	0	0	0	0	0
H89-01-008 (3-08288) LEGACY TASMAN & ZANKER (SW/C) OFC 88,433;IND 88433, WHSE	0	12	0	0	3	0	2	0	0	0	0	0
H97-03-018 (3-12093) Office/Industrial JUNCTION AV, N/O PLUMERIA ULTRATECH STEPPER	0	7	0	0	1	0	0	0	0	0	0	0
NSJ LEGACY NORTH SAN JOSE	63	139	15	18	156	28	20	71	11	18	132	5
PD13-012 (3-09684) Office/Industrial NW CORNER OF SR237 AND N. FIRST STREET SOUTH BAY	0	0	17	0	4	0	0	0	0	0	0	0

AM PROJECT TRIPS

07/09/2020

Intersection of : E Trimble Rd & Zanker Rd

Traffic Node Number : 3119

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PD13-039 (3-18698) Office/Industrial NW CORNER OF NORTECH PKWY AND DISK DR TRAMMEL CROW (R&D)	0	0	0	0	0	0	0	0	0	0	0	0
PD14-007 (3-18698) Office/Industrial NW CORNER OF NORTECH PKWY AND DISK DR TRAMMEL CROW (MFG.)	0	11	0	0	2	0	0	0	0	0	0	0
PDC17-026 (3-03628) LEGACY 350/370 W. TRIMBLE ROAD	14	0	0	0	0	10	6	12	8	0	22	0
TOTAL:	77	220	32	18	176	43	61	83	19	18	154	5

	LEFT	THRU	RIGHT
NORTH	18	176	43
EAST	18	154	5
SOUTH	77	220	32
WEST	61	83	19

PM PROJECT TRIPS

07/09/2020

Intersection of : E Trimble Rd & Zanker Rd**Traffic Node Number** : 3119

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
C15-054 (3-14457) Office/Industrial 1657 ALVISO-MILPITAS ROAD 237 INDUSTRIAL CENTER/ CILKER	0	5	0	0	36	36	5	0	0	0	0	0
H14-011 (3-18810) Retail/Commercial NW CORNER OF SR 237 AND N. FIRST STREET HOMEWOOD SUITES HOTEL	0	4	0	0	3	0	0	0	0	0	0	0
H83-01-001 (3-12093) Office/Industrial JUNCTION AV, N/O PLUMERIA ULTRATECH STEPPER - ORIGINAL APPROVED TRIPS	0	2	0	0	14	0	0	0	0	0	0	0
H89-01-008 (3-08288) LEGACY TASMAN & ZANKER (SW/C) OFC 88,433;IND 88433, WHSE	0	3	0	0	12	2	0	0	0	0	0	0
H97-03-018 (3-12093) Office/Industrial JUNCTION AV, N/O PLUMERIA ULTRATECH STEPPER	0	1	0	0	7	0	0	0	0	0	0	0
NSJ LEGACY NORTH SAN JOSE	84	147	35	10	189	6	9	183	37	38	118	5
PD13-012 (3-09684) Office/Industrial NW CORNER OF SR237 AND N. FIRST STREET SOUTH BAY	0	2	0	0	17	0	0	0	0	0	0	0

PM PROJECT TRIPS

07/09/2020

Intersection of : E Trimble Rd & Zanker Rd

Traffic Node Number : 3119

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PD13-039 (3-18698) Office/Industrial NW CORNER OF NORTECH PKWY AND DISK DR TRAMMEL CROW (R&D)	0	0	0	0	0	0	0	0	0	0	0	0
PD14-007 (3-18698) Office/Industrial NW CORNER OF NORTECH PKWY AND DISK DR TRAMMEL CROW (MFG.)	0	2	0	0	10	0	0	0	0	0	0	0
PDC17-026 (3-03628) LEGACY 350/370 W. TRIMBLE ROAD	19	0	0	0	0	14	12	24	16	0	29	0
TOTAL:	103	166	35	10	288	58	26	207	53	38	147	5

	LEFT	THRU	RIGHT
NORTH	10	288	58
EAST	38	147	5
SOUTH	103	166	35
WEST	26	207	53

AM PROJECT TRIPS

07/09/2020

Intersection of : 1st St & E Airport Py / Airport Py & W Airport Py & Matrix Bl

Traffic Node Number : 3222

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
AIRPORT Retail/Commercial SAN JOSE INTL AIRPORT EXPANSION OF AIRPORT	0	0	0	0	1	0	0	15	10	0	23	0
H14-020 (3-04341) Office/Industrial 750 RIDDER PARK DRIVE SUPERMICRO	0	0	0	4	0	0	0	0	0	0	0	0
NSJ LEGACY	13	0	2	72	31	26	0	83	37	5	63	0
NORTH SAN JOSE												
TOTAL:	13	0	2	76	32	26	0	98	47	5	86	0

	LEFT	THRU	RIGHT
NORTH	76	32	26
EAST	5	86	0
SOUTH	13	0	2
WEST	0	98	47

PM PROJECT TRIPS

07/09/2020

Intersection of : 1st St & E Airport Py / Airport Py & W Airport Py & Matrix Bl

Traffic Node Number : 3222

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
AIRPORT Retail/Commercial SAN JOSE INTL AIRPORT EXPANSION OF AIRPORT	0	0	0	0	3	0	0	17	12	0	30	0
H14-020 (3-04341) Office/Industrial 750 RIDDER PARK DRIVE SUPERMICRO	0	0	0	2	0	0	0	0	0	0	0	0
NSJ LEGACY	26	0	3	46	65	7	0	63	60	34	79	0
NORTH SAN JOSE												
TOTAL:	26	0	3	48	68	7	0	80	72	34	109	0

	LEFT	THRU	RIGHT
NORTH	48	68	7
EAST	34	109	0
SOUTH	26	0	3
WEST	0	80	72

AM PROJECT TRIPS

07/09/2020

Intersection of : N 1st St & Matrix Bl

Traffic Node Number : 3287

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
AIRPORT Retail/Commercial SAN JOSE INTL AIRPORT EXPANSION OF AIRPORT	0	0	0	0	0	0	0	12	0	0	0	0

NSJ LEGACY NORTH SAN JOSE	8	128	3	10	33	0	4	22	25	0	0	0

PDC03-108 OFF (3-16680) Retail/Commercial BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFI BERRYESSA FLEA MKT (OFFICE)	0	0	0	0	0	0	0	4	4	0	0	0

PDC03-108 RES (3-16680) Residential BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC BERRYESSA FLEA MKT (RESIDENTIAL)	0	5	0	0	0	0	0	7	7	0	0	3

PDC03-108 RET (3-16680) Retail/Commercial BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC BERRYESSA FLEA MKT (RETAIL)	0	0	0	0	0	0	0	0	0	0	0	0

TOTAL:	8	133	3	10	33	0	4	45	36	0	0	3

	LEFT	THRU	RIGHT
NORTH	10	33	0
EAST	0	0	3
SOUTH	8	133	3
WEST	4	45	36

PM PROJECT TRIPS

07/09/2020

Intersection of : N 1st St & Matrix Bl

Traffic Node Number : 3287

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
AIRPORT Retail/Commercial SAN JOSE INTL AIRPORT EXPANSION OF AIRPORT	0	0	0	0	0	0	0	15	0	0	0	0

NSJ LEGACY NORTH SAN JOSE	5	66	27	95	103	1	2	34	10	0	0	0

PDC03-108 OFF (3-16680) Retail/Commercial BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFI BERRYESSA FLEA MKT (OFFICE)	0	2	0	0	0	0	0	1	1	0	0	1

PDC03-108 RES (3-16680) Residential BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC BERRYESSA FLEA MKT (RESIDENTIAL)	0	3	0	0	0	0	0	12	12	0	0	1

PDC03-108 RET (3-16680) Retail/Commercial BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC BERRYESSA FLEA MKT (RETAIL)	0	0	0	0	0	0	0	0	0	0	0	0

TOTAL:	5	71	27	95	103	1	2	62	23	0	0	2

	LEFT	THRU	RIGHT
NORTH	95	103	1
EAST	0	0	2
SOUTH	5	71	27
WEST	2	62	23

AM PROJECT TRIPS

07/09/2020

Intersection of : E Gish Rd & Old Bayshore Hy

Traffic Node Number : 3288

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC08-036REST (3-07703) LEGACY NW CORNER OF E. TENTH CANNERY PARK	0	0	0	0	0	0	0	0	0	0	0	0
PDC08-036SEN (3-07703) LEGACY NW CORNER E. 10TH ST. CANNERY PARK	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL:	0	0	0	32	1	11	13	19	1	0	89	7

	LEFT	THRU	RIGHT
NORTH	32	1	11
EAST	0	89	7
SOUTH	0	0	0
WEST	13	19	1

PM PROJECT TRIPS

07/09/2020

Intersection of : E Gish Rd & Old Bayshore Hy

Traffic Node Number : 3288

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC08-036REST (3-07703) LEGACY NW CORNER OF E. TENTH CANNERY PARK	0	0	0	0	0	0	0	0	0	0	0	0
PDC08-036SEN (3-07703) LEGACY NW CORNER E. 10TH ST. CANNERY PARK	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL:	0	0	0	76	0	13	35	103	1	0	34	27

	LEFT	THRU	RIGHT
NORTH	76	0	13
EAST	0	34	27
SOUTH	0	0	0
WEST	35	103	1

AM PROJECT TRIPS

07/09/2020

Intersection of : E Gish Rd / N 10th St & Old Bayshore Hy

Traffic Node Number : 3289

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC08-036RES (3-07703) LEGACY NW CORNER E. TENTH CANNERY PARK	12	14	0	0	3	0	0	0	8	0	0	0
PDC08-036REST (3-07703) LEGACY NW CORNER OF E. TENTH CANNERY PARK	0	0	0	0	0	0	0	0	0	0	0	0
PDC08-036SEN (3-07703) LEGACY NW CORNER E. 10TH ST. CANNERY PARK	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL:	175	74	2	5	3	3	0	14	14	0	20	18

	LEFT	THRU	RIGHT
NORTH	5	3	3
EAST	0	20	18
SOUTH	175	74	2
WEST	0	14	14

PM PROJECT TRIPS

07/09/2020

Intersection of : E Gish Rd / N 10th St & Old Bayshore Hy

Traffic Node Number : 3289

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC08-036RES (3-07703) LEGACY NW CORNER E. TENTH CANNERY PARK	6	7	0	0	6	0	0	0	8	0	0	0
PDC08-036REST (3-07703) LEGACY NW CORNER OF E. TENTH CANNERY PARK	0	0	0	0	0	0	0	0	0	0	0	0
PDC08-036SEN (3-07703) LEGACY NW CORNER E. 10TH ST. CANNERY PARK	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL:	59	56	11	2	6	6	0	19	16	0	15	15

	LEFT	THRU	RIGHT
NORTH	2	6	6
EAST	0	15	15
SOUTH	59	56	11
WEST	0	19	16

TOTAL:	1	3	1	17	7	9	31	130	14	13	153	52
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	LEFT	THRU	RIGHT
NORTH	17	7	9
EAST	13	153	52
SOUTH	1	3	1
WEST	31	130	14

TOTAL:	5	3	15	71	25	28	10	188	15	22	163	23
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	LEFT	THRU	RIGHT
NORTH	71	25	28
EAST	22	163	23
SOUTH	5	3	15
WEST	10	188	15

AM PROJECT TRIPS

07/09/2020

Intersection of : E Brokaw Rd & Ridder Park Dr

Traffic Node Number : 3357

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
H14-020 (3-04341) Office/Industrial 750 RIDDER PARK DRIVE SUPERMICRO	4	0	3	0	0	0	0	0	15	8	0	0

NSJ LEGACY NORTH SAN JOSE	8	3	0	0	0	0	30	57	6	1	121	1

PDC03-108 OFF (3-16680) Retail/Commercial BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFI BERRYESSA FLEA MKT (OFFICE)	0	0	0	0	0	0	0	12	0	0	2	0

PDC03-108 RES (3-16680) Residential BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC BERRYESSA FLEA MKT (RESIDENTIAL)	0	0	0	0	0	0	0	25	0	0	47	0

PDC03-108 RET (3-16680) Retail/Commercial BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC BERRYESSA FLEA MKT (RETAIL)	0	0	0	0	0	0	0	0	0	0	0	0

TOTAL:	12	3	3	0	0	0	30	94	21	9	170	1

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	9	170	1
SOUTH	12	3	3
WEST	30	94	21

PM PROJECT TRIPS

07/09/2020

Intersection of : E Brokaw Rd & Ridder Park Dr

Traffic Node Number : 3357

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
H14-020 (3-04341) Office/Industrial 750 RIDDER PARK DRIVE SUPERMICRO	9	0	5	0	0	0	0	0	8	4	0	0

NSJ LEGACY NORTH SAN JOSE	2	0	0	13	4	22	3	164	5	2	132	0

PDC03-108 OFF (3-16680) Retail/Commercial BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFI BERRYESSA FLEA MKT (OFFICE)	0	0	0	0	0	0	0	2	0	0	11	0

PDC03-108 RES (3-16680) Residential BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC BERRYESSA FLEA MKT (RESIDENTIAL)	0	0	0	0	0	0	0	45	0	0	24	0

PDC03-108 RET (3-16680) Retail/Commercial BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC BERRYESSA FLEA MKT (RETAIL)	0	0	0	0	0	0	0	0	0	0	0	0

TOTAL:	11	0	5	13	4	22	3	211	13	6	167	0

	LEFT	THRU	RIGHT
NORTH	13	4	22
EAST	6	167	0
SOUTH	11	0	5
WEST	3	211	13

AM PROJECT TRIPS

07/09/2020

Intersection of : N 1st St & Charcot Av**Traffic Node Number** : 3393

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
AIRPORT Retail/Commercial SAN JOSE INTL AIRPORT EXPANSION OF AIRPORT	0	2	0	0	1	0	0	1	0	1	0	0
C15-054 (3-14457) Office/Industrial 1657 ALVISO-MILPITAS ROAD 237 INDUSTRIAL CENTER/ CILKER	0	8	1	0	1	1	9	9	0	0	1	0
H14-011 (3-18810) Retail/Commercial NW CORNER OF SR 237 AND N. FIRST STREET HOMEWOOD SUITES HOTEL	0	4	0	0	3	0	0	0	0	0	0	0
H83-01-001 (3-12093) Office/Industrial JUNCTION AV, N/O PLUMERIA ULTRATECH STEPPER - ORIGINAL APPROVED TRIPS	0	2	0	0	0	0	1	6	0	0	1	0
H89-01-008 (3-08288) LEGACY TASMAN & ZANKER (SW/C) OFC 88,433;IND 88433, WHSE	0	8	0	0	2	0	0	0	0	0	0	0
NSJ LEGACY NORTH SAN JOSE	13	117	15	29	83	41	91	58	2	22	60	51
PD13-012 (3-09684) Office/Industrial NW CORNER OF SR237 AND N. FIRST STREET SOUTH BAY	0	10	0	0	3	2	8	2	0	0	0	0

AM PROJECT TRIPS

07/09/2020

Intersection of : N 1st St & Charcot Av

Traffic Node Number : 3393

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PD13-039 (3-18698) Office/Industrial NW CORNER OF NORTECH PKWY AND DISK DR TRAMMEL CROW (R&D)	0	0	0	0	0	0	0	0	0	0	0	0
PD14-007 (3-18698) Office/Industrial NW CORNER OF NORTECH PKWY AND DISK DR TRAMMEL CROW (MFG.)	0	6	0	0	1	1	0	0	0	0	0	0
PDC17-026 (3-03628) LEGACY 350/370 W. TRIMBLE ROAD	14	9	0	0	5	0	0	9	7	0	17	0
TOTAL:	27	166	16	29	99	45	109	85	9	23	79	51

	LEFT	THRU	RIGHT
NORTH	29	99	45
EAST	23	79	51
SOUTH	27	166	16
WEST	109	85	9

PM PROJECT TRIPS

07/09/2020

Intersection of : N 1st St & Charcot Av

Traffic Node Number : 3393

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
AIRPORT Retail/Commercial SAN JOSE INTL AIRPORT EXPANSION OF AIRPORT	0	2	0	1	2	0	0	1	0	1	0	0
C15-054 (3-14457) Office/Industrial 1657 ALVISO-MILPITAS ROAD 237 INDUSTRIAL CENTER/ CILKER	0	1	0	0	8	10	1	1	0	1	10	0
H14-011 (3-18810) Retail/Commercial NW CORNER OF SR 237 AND N. FIRST STREET HOMEWOOD SUITES HOTEL	0	5	0	0	3	0	0	0	0	0	0	0
H83-01-001 (3-12093) Office/Industrial JUNCTION AV, N/O PLUMERIA ULTRATECH STEPPER - ORIGINAL APPROVED TRIPS	0	0	0	0	2	1	0	1	0	0	6	0
H89-01-008 (3-08288) LEGACY TASMAN & ZANKER (SW/C) OFC 88,433;IND 88433, WHSE	0	2	0	0	8	0	0	0	0	0	0	0
NSJ LEGACY	38	79	26	17	111	64	69	90	15	41	70	23
NORTH SAN JOSE												
PD13-012 (3-09684) Office/Industrial NW CORNER OF SR237 AND N. FIRST STREET SOUTH BAY	0	1	0	0	10	7	1	0	0	0	2	0

PM PROJECT TRIPS

07/09/2020

Intersection of : N 1st St & Charcot Av

Traffic Node Number : 3393

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PD13-039 (3-18698) Office/Industrial NW CORNER OF NORTECH PKWY AND DISK DR TRAMMEL CROW (R&D)	0	0	0	0	0	0	0	0	0	0	0	0
PD14-007 (3-18698) Office/Industrial NW CORNER OF NORTECH PKWY AND DISK DR TRAMMEL CROW (MFG.)	0	1	0	0	6	4	1	0	0	0	1	0
PDC17-026 (3-03628) LEGACY 350/370 W. TRIMBLE ROAD	19	11	0	0	9	0	0	19	15	0	23	0
TOTAL:	57	102	26	18	159	86	72	112	30	43	112	23

	LEFT	THRU	RIGHT
NORTH	18	159	86
EAST	43	112	23
SOUTH	57	102	26
WEST	72	112	30

AM PROJECT TRIPS

07/09/2020

Intersection of : Charcot Av & Junction Av

Traffic Node Number : 3394

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
H83-01-001 (3-12093) Office/Industrial JUNCTION AV, N/O PLUMERIA ULTRATECH STEPPER - ORIGINAL APPROVED TRIPS	0	8	0	0	1	0	0	0	0	0	0	0

NSJ LEGACY	9	61	13	4	23	8	13	22	4	49	72	10
NORTH SAN JOSE												

TOTAL:	9	69	13	4	24	8	13	22	4	49	72	10

	LEFT	THRU	RIGHT
NORTH	4	24	8
EAST	49	72	10
SOUTH	9	69	13
WEST	13	22	4

PM PROJECT TRIPS

07/09/2020

Intersection of : Charcot Av & Junction Av

Traffic Node Number : 3394

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
H83-01-001 (3-12093) Office/Industrial JUNCTION AV, N/O PLUMERIA ULTRATECH STEPPER - ORIGINAL APPROVED TRIPS	0	1	0	0	8	0	0	0	0	0	0	0

NSJ LEGACY	11	33	10	17	83	14	24	107	34	23	43	8
NORTH SAN JOSE												

TOTAL:	11	34	10	17	91	14	24	107	34	23	43	8

	LEFT	THRU	RIGHT
NORTH	17	91	14
EAST	23	43	8
SOUTH	11	34	10
WEST	24	107	34

AM PROJECT TRIPS

07/09/2020

Intersection of : Charcot Av & Zanker Rd

Traffic Node Number : 3395

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PD14-007 (3-18698) Office/Industrial NW CORNER OF NORTECH PKWY AND DISK DR TRAMMEL CROW (MFG.)	0	10	0	0	1	0	1	0	0	0	0	0
PDC17-026 (3-03628) LEGACY 350/370 W. TRIMBLE ROAD	5	9	0	0	5	0	0	0	2	0	0	0
TOTAL:	23	299	17	15	82	22	62	54	10	15	101	25

	LEFT	THRU	RIGHT
NORTH	15	82	22
EAST	15	101	25
SOUTH	23	299	17
WEST	62	54	10

PM PROJECT TRIPS

07/09/2020

Intersection of : Charcot Av & Zanker Rd

Traffic Node Number : 3395

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PD14-007 (3-18698) Office/Industrial NW CORNER OF NORTECH PKWY AND DISK DR TRAMMEL CROW (MFG.)	0	2	0	0	9	1	0	0	0	0	0	0
PDC17-026 (3-03628) LEGACY 350/370 W. TRIMBLE ROAD	6	12	0	0	10	0	0	0	5	0	0	0
TOTAL:	56	189	32	17	315	62	22	96	58	19	53	6

	LEFT	THRU	RIGHT
NORTH	17	315	62
EAST	19	53	6
SOUTH	56	189	32
WEST	22	96	58

AM PROJECT TRIPS

07/09/2020

Intersection of : N 1st St & New Street St / Skyport Dr

Traffic Node Number : 3515

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
AIRPORT	0	0	0	0	0	0	0	0	0	0	0	0
Retail/Commercial SAN JOSE INTL AIRPORT EXPANSION OF AIRPORT												

NSJ LEGACY	47	113	11	28	69	9	6	18	88	62	56	31
NORTH SAN JOSE												

PD15-046 (3-02803) Retail/Commercial 1717 TECHNOLOGY DRIVE KAISER SKYPORT	87	0	0	0	0	43	12	0	23	0	0	0

TOTAL:	134	113	11	28	69	52	18	18	111	62	56	31

	LEFT	THRU	RIGHT
NORTH	28	69	52
EAST	62	56	31
SOUTH	134	113	11
WEST	18	18	111

PM PROJECT TRIPS

07/09/2020

Intersection of : N 1st St & New Street St / Skyport Dr

Traffic Node Number : 3515

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
AIRPORT	0	0	0	0	0	0	0	0	0	0	0	0
Retail/Commercial												
SAN JOSE INTL AIRPORT EXPANSION OF AIRPORT												

NSJ LEGACY	16	88	3	8	162	4	18	1	150	69	5	17
NORTH SAN JOSE												

PD15-046 (3-02803) Retail/Commercial	46	0	0	0	0	23	59	0	118	0	0	0
1717 TECHNOLOGY DRIVE KAISER SKYPORT												

TOTAL:	62	88	3	8	162	27	77	1	268	69	5	17

	LEFT	THRU	RIGHT
NORTH	8	162	27
EAST	69	5	17
SOUTH	62	88	3
WEST	77	1	268

AM PROJECT TRIPS

07/09/2020

Intersection of : Charcot Av & O Nel Dr / Orchard Py

Traffic Node Number : 3564

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
C15-054 (3-14457) Office/Industrial 1657 ALVISO-MILPITAS ROAD 237 INDUSTRIAL CENTER/ CILKER	0	0	0	0	0	0	0	18	0	0	3	0
H83-01-001 (3-12093) Office/Industrial JUNCTION AV, N/O PLUMERIA ULTRATECH STEPPER - ORIGINAL APPROVED TRIPS	0	0	0	0	0	0	0	1	0	0	1	0
NSJ LEGACY NORTH SAN JOSE	0	0	0	52	37	18	16	172	11	7	98	45
PDC17-026 (3-03628) LEGACY 350/370 W. TRIMBLE ROAD	0	9	0	17	5	0	0	0	0	0	0	31
TOTAL:	0	9	0	69	42	18	16	191	11	7	102	76

	LEFT	THRU	RIGHT
NORTH	69	42	18
EAST	7	102	76
SOUTH	0	9	0
WEST	16	191	11

PM PROJECT TRIPS

07/09/2020

Intersection of : Charcot Av & O Nel Dr / Orchard Py

Traffic Node Number : 3564

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
C15-054 (3-14457) Office/Industrial 1657 ALVISO-MILPITAS ROAD 237 INDUSTRIAL CENTER/ CILKER	0	0	0	0	0	0	0	3	0	0	20	0
H83-01-001 (3-12093) Office/Industrial JUNCTION AV, N/O PLUMERIA ULTRATECH STEPPER - ORIGINAL APPROVED TRIPS	0	22	0	0	3	0	0	0	0	0	0	0
NSJ LEGACY NORTH SAN JOSE	0	0	0	79	73	32	11	91	25	3	155	15
PDC17-026 (3-03628) LEGACY 350/370 W. TRIMBLE ROAD	0	12	0	34	10	0	0	0	0	0	0	41
TOTAL:	0	34	0	113	86	32	11	94	25	3	175	56

	LEFT	THRU	RIGHT
NORTH	113	86	32
EAST	3	175	56
SOUTH	0	34	0
WEST	11	94	25

AM PROJECT TRIPS

07/09/2020

Intersection of : S Main St & Old Oakland Rd & Montaque Ex**Traffic Node Number** : 5801

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
C15-054 (3-14457) Office/Industrial 1657 ALVISO-MILPITAS ROAD 237 INDUSTRIAL CENTER/ CILKER	0	0	0	0	0	6	1	3	0	0	18	0
H14-011 (3-18810) Retail/Commercial NW CORNER OF SR 237 AND N. FIRST STREET HOMEWOOD SUITES HOTEL	0	0	0	0	0	0	0	0	0	0	1	0
H14-020 (3-04341) Office/Industrial 750 RIDDER PARK DRIVE SUPERMICRO	0	0	1	0	0	0	0	0	0	4	0	0
NSJ LEGACY NORTH SAN JOSE	34	29	4	11	13	19	20	144	27	9	133	5
PD13-012 (3-09684) Office/Industrial NW CORNER OF SR237 AND N. FIRST STREET SOUTH BAY	0	0	0	0	0	6	2	5	0	0	19	0
PD13-039 (3-18698) Office/Industrial NW CORNER OF NORTECH PKWY AND DISK DR TRAMMEL CROW (R&D)	0	0	0	0	0	0	0	0	0	0	0	0
PD14-007 (3-18698) Office/Industrial NW CORNER OF NORTECH PKWY AND DISK DR TRAMMEL CROW (MFG.)	0	0	0	0	0	4	0	2	0	0	12	0

AM PROJECT TRIPS

07/09/2020

Intersection of : S Main St & Old Oakland Rd & Montaque Ex

Traffic Node Number : 5801

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC03-108 OFF (3-16680) Retail/Commercial BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFI BERRYESSA FLEA MKT (OFFICE)	0	1	0	2	4	0	0	1	0	0	0	0
PDC03-108 RES (3-16680) Residential BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC BERRYESSA FLEA MKT (RESIDENTIAL)	0	13	0	4	7	0	0	3	0	0	5	7
PDC03-108 RET (3-16680) Retail/Commercial BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC BERRYESSA FLEA MKT (RETAIL)	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL:	34	43	5	17	24	35	23	158	27	13	188	12

	LEFT	THRU	RIGHT
NORTH	17	24	35
EAST	13	188	12
SOUTH	34	43	5
WEST	23	158	27

PM PROJECT TRIPS

07/09/2020

Intersection of : S Main St & Old Oakland Rd & Montaque Ex**Traffic Node Number** : 5801

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
C15-054 (3-14457) Office/Industrial 1657 ALVISO-MILPITAS ROAD 237 INDUSTRIAL CENTER/ CILKER	0	0	0	0	0	1	7	20	0	0	3	0
H14-011 (3-18810) Retail/Commercial NW CORNER OF SR 237 AND N. FIRST STREET HOMEWOOD SUITES HOTEL	0	0	0	0	0	0	0	0	0	0	1	0
H14-020 (3-04341) Office/Industrial 750 RIDDER PARK DRIVE SUPERMICRO	0	0	3	0	0	0	0	0	0	2	0	0
NSJ LEGACY NORTH SAN JOSE	25	49	21	10	25	13	39	169	23	28	180	22
PD13-012 (3-09684) Office/Industrial NW CORNER OF SR237 AND N. FIRST STREET SOUTH BAY	0	0	0	0	0	1	6	19	0	0	2	0
PD13-039 (3-18698) Office/Industrial NW CORNER OF NORTECH PKWY AND DISK DR TRAMMEL CROW (R&D)	0	0	0	0	0	0	0	0	0	0	0	0
PD14-007 (3-18698) Office/Industrial NW CORNER OF NORTECH PKWY AND DISK DR TRAMMEL CROW (MFG.)	0	0	0	0	0	1	3	11	0	0	2	0

PM PROJECT TRIPS

07/09/2020

Intersection of : S Main St & Old Oakland Rd & Montaque Ex

Traffic Node Number : 5801

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC03-108 OFF (3-16680) Retail/Commercial BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFI BERRYESSA FLEA MKT (OFFICE)	0	3	0	0	1	0	0	0	0	0	1	2
PDC03-108 RES (3-16680) Residential BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC BERRYESSA FLEA MKT (RESIDENTIAL)	0	7	0	7	13	0	0	5	0	0	3	3
PDC03-108 RET (3-16680) Retail/Commercial BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC BERRYESSA FLEA MKT (RETAIL)	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL:	25	59	24	17	39	16	55	224	23	30	192	27

	LEFT	THRU	RIGHT
NORTH	17	39	16
EAST	30	192	27
SOUTH	25	59	24
WEST	55	224	23

AM PROJECT TRIPS

07/09/2020

Intersection of : McCandless Dr & Montaque Ex / Trade Zone Bl & W Montaque Ex**Traffic Node Number** : 5802

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
C15-054 (3-14457) Office/Industrial 1657 ALVISO-MILPITAS ROAD 237 INDUSTRIAL CENTER/ CILKER	6	0	0	0	0	0	0	2	1	0	12	0
H14-011 (3-18810) Retail/Commercial NW CORNER OF SR 237 AND N. FIRST STREET HOMEWOOD SUITES HOTEL	0	0	0	0	0	0	0	0	0	0	1	0
H14-020 (3-04341) Office/Industrial 750 RIDDER PARK DRIVE SUPERMICRO	0	0	0	0	0	0	0	1	0	0	4	0
NSJ LEGACY NORTH SAN JOSE	22	0	8	0	1	0	15	69	65	14	105	2
PD13-012 (3-09684) Office/Industrial NW CORNER OF SR237 AND N. FIRST STREET SOUTH BAY	6	0	0	0	0	0	0	3	2	0	13	0
PD13-039 (3-18698) Office/Industrial NW CORNER OF NORTECH PKWY AND DISK DR TRAMMEL CROW (R&D)	0	0	0	0	0	0	0	0	0	0	0	0
PD14-007 (3-18698) Office/Industrial NW CORNER OF NORTECH PKWY AND DISK DR TRAMMEL CROW (MFG.)	4	0	0	0	0	0	0	1	0	0	8	0

AM PROJECT TRIPS

07/09/2020

Intersection of : McCandless Dr & Montaque Ex / Trade Zone Bl & W Montaque Ex

Traffic Node Number : 5802

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC03-108 OFF (3-16680) Retail/Commercial BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFI BERRYESSA FLEA MKT (OFFICE)	0	0	0	0	0	0	0	0	3	0	0	0
PDC03-108 RES (3-16680) Residential BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC BERRYESSA FLEA MKT (RESIDENTIAL)	13	0	0	0	0	0	0	0	7	0	0	0
PDC03-108 RET (3-16680) Retail/Commercial BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC BERRYESSA FLEA MKT (RETAIL)	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL:	51	0	8	0	1	0	15	76	78	14	143	2

	LEFT	THRU	RIGHT
NORTH	0	1	0
EAST	14	143	2
SOUTH	51	0	8
WEST	15	76	78

PM PROJECT TRIPS

07/09/2020

Intersection of : McCandless Dr & Montaque Ex / Trade Zone Bl & W Montaque Ex**Traffic Node Number** : 5802

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
C15-054 (3-14457) Office/Industrial 1657 ALVISO-MILPITAS ROAD 237 INDUSTRIAL CENTER/ CILKER	1	0	0	0	0	0	0	13	7	0	2	0
H14-011 (3-18810) Retail/Commercial NW CORNER OF SR 237 AND N. FIRST STREET HOMEWOOD SUITES HOTEL	0	4	0	2	3	0	1	0	0	0	0	2
H14-020 (3-04341) Office/Industrial 750 RIDDER PARK DRIVE SUPERMICRO	0	0	0	0	0	0	0	3	0	0	2	0
NSJ LEGACY NORTH SAN JOSE	66	8	14	5	10	8	1	96	59	15	109	3
PD13-012 (3-09684) Office/Industrial NW CORNER OF SR237 AND N. FIRST STREET SOUTH BAY	1	0	0	0	0	0	0	12	6	0	1	0
PD13-039 (3-18698) Office/Industrial NW CORNER OF NORTECH PKWY AND DISK DR TRAMMEL CROW (R&D)	0	0	0	0	0	0	0	0	0	0	0	0
PD14-007 (3-18698) Office/Industrial NW CORNER OF NORTECH PKWY AND DISK DR TRAMMEL CROW (MFG.)	1	0	0	0	0	0	0	7	3	0	1	0

PM PROJECT TRIPS

07/09/2020

Intersection of : McCandless Dr & Montaque Ex / Trade Zone Bl & W Montaque Ex

Traffic Node Number : 5802

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC03-108 OFF (3-16680) Retail/Commercial BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFI BERRYESSA FLEA MKT (OFFICE)	3	0	0	0	0	0	0	0	1	0	0	0
PDC03-108 RES (3-16680) Residential BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC BERRYESSA FLEA MKT (RESIDENTIAL)	6	0	0	0	0	0	0	0	12	0	0	0
PDC03-108 RET (3-16680) Retail/Commercial BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC BERRYESSA FLEA MKT (RETAIL)	2	7	0	0	0	0	0	0	0	0	0	0
TOTAL:	80	19	14	7	13	8	2	131	88	15	115	5

	LEFT	THRU	RIGHT
NORTH	7	13	8
EAST	15	115	5
SOUTH	80	19	14
WEST	2	131	88

AM PROJECT TRIPS

07/09/2020

Intersection of : 1st St & N 1st St & Montaque Ex & W Montaque Ex**Traffic Node Number** : 5807

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
C15-054 (3-14457) Office/Industrial 1657 ALVISO-MILPITAS ROAD 237 INDUSTRIAL CENTER/ CILKER	0	6	7	0	1	0	0	67	0	1	11	0
H14-011 (3-18810) Retail/Commercial NW CORNER OF SR 237 AND N. FIRST STREET HOMEWOOD SUITES HOTEL	0	4	0	2	3	0	1	0	0	0	0	2
H83-01-001 (3-12093) Office/Industrial JUNCTION AV, N/O PLUMERIA ULTRATECH STEPPER - ORIGINAL APPROVED TRIPS	0	0	0	0	0	0	0	21	0	0	2	0
H89-01-008 (3-08288) LEGACY TASMAN & ZANKER (SW/C) OFC 88,433;IND 88433, WHSE	0	4	3	0	1	3	12	4	0	1	1	0
H97-03-018 (3-12093) Office/Industrial JUNCTION AV, N/O PLUMERIA ULTRATECH STEPPER	0	0	0	0	0	0	0	9	0	0	1	0
NSJ LEGACY NORTH SAN JOSE	26	112	3	23	109	53	96	297	46	6	169	13
PD13-012 (3-09684) Office/Industrial NW CORNER OF SR237 AND N. FIRST STREET SOUTH BAY	0	60	0	2	15	16	66	0	0	0	0	6

AM PROJECT TRIPS

07/09/2020

Intersection of : 1st St & N 1st St & Montaque Ex & W Montaque Ex

Traffic Node Number : 5807

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PD13-039 (3-18698) Office/Industrial NW CORNER OF NORTECH PKWY AND DISK DR TRAMMEL CROW (R&D)	0	0	0	0	0	0	0	0	0	0	0	0
PD14-007 (3-18698) Office/Industrial NW CORNER OF NORTECH PKWY AND DISK DR TRAMMEL CROW (MFG.)	0	39	0	0	6	7	43	0	0	0	0	4
PDC16-013 (3-06800) Retail/Commercial N. FIRST ST. BETWEEN GOLD STREET AND SR 237 TOP GOLF	0	8	0	2	4	3	6	0	0	0	0	5
TOTAL:	26	233	13	29	139	82	224	398	46	8	184	30

	LEFT	THRU	RIGHT
NORTH	29	139	82
EAST	8	184	30
SOUTH	26	233	13
WEST	224	398	46

PM PROJECT TRIPS

07/09/2020

Intersection of : 1st St & N 1st St & Montaque Ex & W Montaque Ex**Traffic Node Number** : 5807

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
C15-054 (3-14457) Office/Industrial 1657 ALVISO-MILPITAS ROAD 237 INDUSTRIAL CENTER/ CILKER	0	1	1	0	6	0	0	10	0	7	72	0
H14-011 (3-18810) Retail/Commercial NW CORNER OF SR 237 AND N. FIRST STREET HOMEWOOD SUITES HOTEL	0	5	0	2	3	0	1	0	0	0	0	3
H83-01-001 (3-12093) Office/Industrial JUNCTION AV, N/O PLUMERIA ULTRATECH STEPPER - ORIGINAL APPROVED TRIPS	0	0	0	0	0	0	0	2	0	0	21	0
H89-01-008 (3-08288) LEGACY TASMAN & ZANKER (SW/C) OFC 88,433;IND 88433, WHSE	0	1	1	0	4	12	3	1	0	3	4	0
H97-03-018 (3-12093) Office/Industrial JUNCTION AV, N/O PLUMERIA ULTRATECH STEPPER	0	0	0	0	0	0	0	1	0	0	9	0
NSJ LEGACY NORTH SAN JOSE	83	91	13	29	78	55	38	218	27	15	367	4
PD13-012 (3-09684) Office/Industrial NW CORNER OF SR237 AND N. FIRST STREET SOUTH BAY	0	7	0	6	59	64	7	0	0	0	0	1

PM PROJECT TRIPS

07/09/2020

Intersection of : 1st St & N 1st St & Montaque Ex & W Montaque Ex

Traffic Node Number : 5807

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PD13-039 (3-18698) Office/Industrial NW CORNER OF NORTECH PKWY AND DISK DR TRAMMEL CROW (R&D)	0	0	0	0	0	0	0	0	0	0	0	0
PD14-007 (3-18698) Office/Industrial NW CORNER OF NORTECH PKWY AND DISK DR TRAMMEL CROW (MFG.)	0	7	0	3	35	38	8	0	0	0	0	1
PDC16-013 (3-06800) Retail/Commercial N. FIRST ST. BETWEEN GOLD STREET AND SR 237 TOP GOLF	0	15	0	13	16	13	13	0	0	0	0	12
TOTAL:	83	127	15	53	201	182	70	232	27	25	473	21

	LEFT	THRU	RIGHT
NORTH	53	201	182
EAST	25	473	21
SOUTH	83	127	15
WEST	70	232	27

AM PROJECT TRIPS

07/09/2020

Intersection of : Montaque Ex & Trimble Rd / New Street & E Trimble Rd**Traffic Node Number** : 5808

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
H14-011 (3-18810) Retail/Commercial NW CORNER OF SR 237 AND N. FIRST STREET HOMEWOOD SUITES HOTEL	0	0	0	0	0	0	0	0	0	0	1	0
H14-020 (3-04341) Office/Industrial 750 RIDDER PARK DRIVE SUPERMICRO	0	0	0	0	0	0	0	4	0	0	1	0
H83-01-001 (3-12093) Office/Industrial JUNCTION AV, N/O PLUMERIA ULTRATECH STEPPER - ORIGINAL APPROVED TRIPS	0	0	0	0	0	0	0	4	0	0	29	0
H89-01-008 (3-08288) LEGACY TASMAN & ZANKER (SW/C) OFC 88,433;IND 88433, WHSE	0	0	0	0	0	0	0	5	0	0	16	0
H97-03-018 (3-12093) Office/Industrial JUNCTION AV, N/O PLUMERIA ULTRATECH STEPPER	0	0	0	0	0	0	0	1	0	0	13	0
NSJ LEGACY NORTH SAN JOSE	8	0	87	0	0	0	0	281	6	112	219	0
PD13-012 (3-09684) Office/Industrial NW CORNER OF SR237 AND N. FIRST STREET SOUTH BAY	0	0	0	0	0	0	0	3	0	0	11	0

AM PROJECT TRIPS

07/09/2020

Intersection of : Montaque Ex & Trimble Rd / New Street & E Trimble Rd

Traffic Node Number : 5808

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PD13-039 (3-18698) Office/Industrial NW CORNER OF NORTECH PKWY AND DISK DR TRAMMEL CROW (R&D)	0	0	0	0	0	0	0	0	0	0	0	0
PD14-007 (3-18698) Office/Industrial NW CORNER OF NORTECH PKWY AND DISK DR TRAMMEL CROW (MFG.)	0	0	0	0	0	0	0	1	0	0	7	0
TOTAL:	8	0	87	0	0	0	0	299	6	112	297	0

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	112	297	0
SOUTH	8	0	87
WEST	0	299	6

PM PROJECT TRIPS

07/09/2020

Intersection of : Montaque Ex & Trimble Rd / New Street & E Trimble Rd**Traffic Node Number** : 5808

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
H14-011 (3-18810) Retail/Commercial NW CORNER OF SR 237 AND N. FIRST STREET HOMEWOOD SUITES HOTEL	0	0	0	0	0	0	0	0	0	0	1	0
H14-020 (3-04341) Office/Industrial 750 RIDDER PARK DRIVE SUPERMICRO	0	0	0	0	0	0	0	2	0	0	3	0
H83-01-001 (3-12093) Office/Industrial JUNCTION AV, N/O PLUMERIA ULTRATECH STEPPER - ORIGINAL APPROVED TRIPS	0	0	0	0	0	0	0	29	0	0	4	0
H89-01-008 (3-08288) LEGACY TASMAN & ZANKER (SW/C) OFC 88,433;IND 88433, WHSE	0	0	0	0	0	0	0	16	0	0	5	0
H97-03-018 (3-12093) Office/Industrial JUNCTION AV, N/O PLUMERIA ULTRATECH STEPPER	0	0	0	0	0	0	0	13	0	0	1	0
NSJ LEGACY NORTH SAN JOSE	5	0	176	0	0	0	0	196	1	162	222	0
PD13-012 (3-09684) Office/Industrial NW CORNER OF SR237 AND N. FIRST STREET SOUTH BAY	0	2	0	0	0	0	0	6	0	0	1	0

PM PROJECT TRIPS

07/09/2020

Intersection of : Montaque Ex & Trimble Rd / New Street & E Trimble Rd

Traffic Node Number : 5808

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PD13-039 (3-18698) Office/Industrial NW CORNER OF NORTECH PKWY AND DISK DR TRAMMEL CROW (R&D)	0	0	0	0	0	0	0	0	0	0	0	0
PD14-007 (3-18698) Office/Industrial NW CORNER OF NORTECH PKWY AND DISK DR TRAMMEL CROW (MFG.)	0	2	0	0	0	0	0	6	0	0	1	0
TOTAL:	5	4	176	0	0	0	0	268	1	162	238	0

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	162	238	0
SOUTH	5	4	176
WEST	0	268	1

AM PROJECT TRIPS

07/09/2020

Intersection of : McCarthy Bl / O Toole Av & Montaque Ex & Trimble Rd**Traffic Node Number** : 5809

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
H14-011 (3-18810) Retail/Commercial NW CORNER OF SR 237 AND N. FIRST STREET HOMEWOOD SUITES HOTEL	0	0	0	0	0	0	0	0	0	0	1	0
H14-020 (3-04341) Office/Industrial 750 RIDDER PARK DRIVE SUPERMICRO	0	0	0	0	0	0	0	4	0	0	1	0
H83-01-001 (3-12093) Office/Industrial JUNCTION AV, N/O PLUMERIA ULTRATECH STEPPER - ORIGINAL APPROVED TRIPS	0	0	0	0	0	0	0	4	0	0	29	0
H89-01-008 (3-08288) LEGACY TASMAN & ZANKER (SW/C) OFC 88,433;IND 88433, WHSE	0	0	0	0	0	0	0	5	0	0	16	0
H97-03-018 (3-12093) Office/Industrial JUNCTION AV, N/O PLUMERIA ULTRATECH STEPPER	0	0	0	0	0	0	0	1	0	0	13	0
NSJ LEGACY NORTH SAN JOSE	9	14	11	11	9	15	63	234	21	16	301	39
PD13-012 (3-09684) Office/Industrial NW CORNER OF SR237 AND N. FIRST STREET SOUTH BAY	0	0	0	3	0	0	0	3	0	0	11	10

AM PROJECT TRIPS

07/09/2020

Intersection of : McCarthy Bl / O Toole Av & Montague Ex & Trimble Rd

Traffic Node Number : 5809

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PD13-039 (3-18698) Office/Industrial NW CORNER OF NORTECH PKWY AND DISK DR TRAMMEL CROW (R&D)	0	0	0	0	0	0	0	0	0	0	0	0
PD14-007 (3-18698) Office/Industrial NW CORNER OF NORTECH PKWY AND DISK DR TRAMMEL CROW (MFG.)	0	0	0	1	0	0	0	1	0	0	7	6
TOTAL:	9	14	11	15	9	15	63	252	21	16	379	55

	LEFT	THRU	RIGHT
NORTH	15	9	15
EAST	16	379	55
SOUTH	9	14	11
WEST	63	252	21

PM PROJECT TRIPS

07/09/2020

Intersection of : McCarthy Bl / O Toole Av & Montaque Ex & Trimble Rd**Traffic Node Number** : 5809

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
H14-011 (3-18810) Retail/Commercial NW CORNER OF SR 237 AND N. FIRST STREET HOMEWOOD SUITES HOTEL	2	2	0	0	1	0	0	0	1	0	1	0
H14-020 (3-04341) Office/Industrial 750 RIDDER PARK DRIVE SUPERMICRO	0	0	0	0	0	0	0	2	0	0	3	0
H83-01-001 (3-12093) Office/Industrial JUNCTION AV, N/O PLUMERIA ULTRATECH STEPPER - ORIGINAL APPROVED TRIPS	0	0	0	0	0	0	0	29	0	0	4	0
H89-01-008 (3-08288) LEGACY TASMAN & ZANKER (SW/C) OFC 88,433;IND 88433, WHSE	0	0	0	0	0	0	0	16	0	0	5	0
H97-03-018 (3-12093) Office/Industrial JUNCTION AV, N/O PLUMERIA ULTRATECH STEPPER	0	0	0	0	0	0	0	13	0	0	1	0
NSJ LEGACY NORTH SAN JOSE	9	13	49	15	6	9	15	389	7	34	310	10
PD13-012 (3-09684) Office/Industrial NW CORNER OF SR237 AND N. FIRST STREET SOUTH BAY	0	0	0	10	0	0	0	11	0	0	1	1

PM PROJECT TRIPS

07/09/2020

Intersection of : McCarthy Bl / O Toole Av & Montague Ex & Trimble Rd

Traffic Node Number : 5809

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PD13-039 (3-18698) Office/Industrial NW CORNER OF NORTECH PKWY AND DISK DR TRAMMEL CROW (R&D)	0	0	0	0	0	0	0	0	0	0	0	0
PD14-007 (3-18698) Office/Industrial NW CORNER OF NORTECH PKWY AND DISK DR TRAMMEL CROW (MFG.)	0	0	0	6	0	0	0	6	0	0	1	1
TOTAL:	11	15	49	31	7	9	15	466	8	34	326	12

	LEFT	THRU	RIGHT
NORTH	31	7	9
EAST	34	326	12
SOUTH	11	15	49
WEST	15	466	8

AM PROJECT TRIPS

07/09/2020

Intersection of : Montaque Ex & Zanker Rd**Traffic Node Number** : 5812

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
C15-054 (3-14457) Office/Industrial 1657 ALVISO-MILPITAS ROAD 237 INDUSTRIAL CENTER/ CILKER	0	66	0	0	11	12	74	0	0	0	0	0
H14-011 (3-18810) Retail/Commercial NW CORNER OF SR 237 AND N. FIRST STREET HOMEWOOD SUITES HOTEL	2	2	0	0	1	0	0	0	1	0	1	0
H83-01-001 (3-12093) Office/Industrial JUNCTION AV, N/O PLUMERIA ULTRATECH STEPPER - ORIGINAL APPROVED TRIPS	0	3	0	0	0	0	0	0	24	0	0	0
H89-01-008 (3-08288) LEGACY TASMAN & ZANKER (SW/C) OFC 88,433;IND 88433, WHSE	0	17	0	5	5	2	7	0	0	0	0	16
H97-03-018 (3-12093) Office/Industrial JUNCTION AV, N/O PLUMERIA ULTRATECH STEPPER	1	1	0	0	0	0	0	0	9	0	0	0
NSJ LEGACY NORTH SAN JOSE	15	85	0	38	118	73	67	248	51	4	139	7
PD13-012 (3-09684) Office/Industrial NW CORNER OF SR237 AND N. FIRST STREET SOUTH BAY	0	17	0	1	4	0	0	2	0	0	6	5

AM PROJECT TRIPS

07/09/2020

Intersection of : Montaque Ex & Zanker Rd

Traffic Node Number : 5812

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PD13-039 (3-18698) Office/Industrial NW CORNER OF NORTECH PKWY AND DISK DR TRAMMEL CROW (R&D)	0	0	0	0	0	0	0	0	0	0	0	0
PD14-007 (3-18698) Office/Industrial NW CORNER OF NORTECH PKWY AND DISK DR TRAMMEL CROW (MFG.)	0	11	0	0	2	0	0	0	0	0	4	3
TOTAL:	18	202	0	44	141	87	148	250	85	4	150	31

	LEFT	THRU	RIGHT
NORTH	44	141	87
EAST	4	150	31
SOUTH	18	202	0
WEST	148	250	85

PM PROJECT TRIPS

07/09/2020

Intersection of : Montaque Ex & Zanker Rd**Traffic Node Number** : 5812

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
C15-054 (3-14457) Office/Industrial 1657 ALVISO-MILPITAS ROAD 237 INDUSTRIAL CENTER/ CILKER	0	10	0	0	71	79	11	0	0	0	0	0
H14-011 (3-18810) Retail/Commercial NW CORNER OF SR 237 AND N. FIRST STREET HOMEWOOD SUITES HOTEL	0	0	0	0	0	0	0	0	0	0	0	0
H83-01-001 (3-12093) Office/Industrial JUNCTION AV, N/O PLUMERIA ULTRATECH STEPPER - ORIGINAL APPROVED TRIPS	24	0	0	0	3	0	0	0	0	0	0	0
H89-01-008 (3-08288) LEGACY TASMAN & ZANKER (SW/C) OFC 88,433;IND 88433, WHSE	0	5	0	16	17	7	2	0	0	0	0	5
H97-03-018 (3-12093) Office/Industrial JUNCTION AV, N/O PLUMERIA ULTRATECH STEPPER	9	0	0	0	1	0	0	0	1	0	0	0
NSJ LEGACY NORTH SAN JOSE	132	116	23	11	79	82	10	209	33	4	226	5
PD13-012 (3-09684) Office/Industrial NW CORNER OF SR237 AND N. FIRST STREET SOUTH BAY	0	2	0	5	17	0	0	6	0	0	1	1

PM PROJECT TRIPS

07/09/2020

Intersection of : Montaque Ex & Zanker Rd

Traffic Node Number : 5812

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PD13-039 (3-18698) Office/Industrial NW CORNER OF NORTECH PKWY AND DISK DR TRAMMEL CROW (R&D)	0	0	0	0	0	0	0	0	0	0	0	0
PD14-007 (3-18698) Office/Industrial NW CORNER OF NORTECH PKWY AND DISK DR TRAMMEL CROW (MFG.)	0	2	0	3	10	0	0	3	0	0	1	0
TOTAL:	165	135	23	35	198	168	23	218	34	4	228	11

	LEFT	THRU	RIGHT
NORTH	35	198	168
EAST	4	228	11
SOUTH	165	135	23
WEST	23	218	34

AM PROJECT TRIPS

08/21/2020

Intersection of : NB 101 From Oakland Rp & Oakland Rd**Traffic Node Number** : 3021

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
CP99-057 (3-13288) Retail/Commercial COMMERCIAL ST & OLD OAKLAND RD (SE/C) NELLA OIL	0	13	0	0	17	5	0	0	0	0	0	5
DOWNTOWN LEGACY DOWNTOWN CORE DOWNTOWN STRATEGY PLAN 2000	74	178	0	0	77	124	0	0	0	14	0	74
H14-020 (3-04341) Office/Industrial 750 RIDDER PARK DRIVE SUPERMICRO	0	4	0	0	3	0	0	0	0	0	0	4
NSJ LEGACY NORTH SAN JOSE	28	66	0	0	1	3	0	0	0	2	0	13
PDC03-056 (3-09158) LEGACY N 7TH ST, E/O TAYLOR ST SPRR MIXED-USE DEVELOPMENT	5	0	0	0	1	0	0	0	0	0	0	0
PDC03-108 OFF (3-16680) Retail/Commercial BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFI BERRYESSA FLEA MKT (OFFICE)	3	28	0	0	7	3	0	0	0	16	0	29
PDC03-108 RES (3-16680) Residential BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC BERRYESSA FLEA MKT (RESIDENTIAL)	67	60	0	0	43	67	0	0	0	16	0	28

AM PROJECT TRIPS

08/21/2020

Intersection of : NB 101 From Oakland Rp & Oakland Rd**Traffic Node Number** : 3021

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC03-108 RET (3-16680) Retail/Commercial BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC BERRYESSA FLEA MKT (RETAIL)	0	0	0	0	0	0	0	0	0	0	0	0
PDC08-010 SEN (3-03021) LEGACY SW CORNER OF NORTH SEVENTH ST AND TAYLOR ST JAPANTOWN CORP YARD	0	1	0	0	1	0	0	0	0	0	0	0
PDC08-036LW (3-07703) LEGACY NW CORNER E. TENTH ST. CANNARY PARK	0	0	0	0	0	0	0	0	0	0	0	0
PDC08-036RES (3-07703) LEGACY NW CORNER E. TENTH CANNERY PARK	10	6	0	0	3	0	0	0	0	4	0	0
PDC08-036REST (3-07703) LEGACY NW CORNER OF E. TENTH CANNERY PARK	0	0	0	0	0	0	0	0	0	0	0	0
PDC08-036SEN (3-07703) LEGACY NW CORNER E. 10TH ST. CANNERY PARK	0	0	0	0	0	0	0	0	0	0	0	0
PDC15-001 (RES) (3-07703) LEGACY 725 NORTH 10TH STREET CANNERY PARK	12	6	0	0	2	0	0	0	0	1	0	0

AM PROJECT TRIPS

08/21/2020

Intersection of : NB 101 From Oakland Rp & Oakland Rd

Traffic Node Number : 3021

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC15-001 (RET) (3-07703) LEGACY 725 NORTH 10TH STREET CANNERY PARK	0	0	0	0	0	0	0	0	0	0	0	0
PP14-006 C A S (3-03021) LEGACY 696 N 6TH ST JAPANTOWN CORP YARD	0	0	0	0	0	0	0	0	0	0	0	0
PP14-006 RES (3-03021) LEGACY 696 N 6TH ST JAPANTOWN CORP YARD	0	10	0	0	5	0	0	0	0	2	0	0
PP14-006 RET (3-03021) LEGACY 696 N 6TH ST JAPANTOWN CORP YARD	0	0	0	0	0	0	0	0	0	0	0	0
PRE05-430 COMM (3-12552) Retail/Commercial PEPPER LANE	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL:	199	372	0	0	160	202	0	0	0	55	0	153

	LEFT	THRU	RIGHT
NORTH	0	160	202
EAST	55	0	153
SOUTH	199	372	0
WEST	0	0	0

PM PROJECT TRIPS

08/21/2020

Intersection of : NB 101 From Oakland Rp & Oakland Rd

Traffix Node Number : 3021

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
CP99-057 (3-13288) Retail/Commercial COMMERCIAL ST & OLD OAKLAND RD (SE/C) NELLA OIL	0	17	0	0	19	6	0	0	0	0	0	5
DOWNTOWN LEGACY DOWNTOWN CORE DOWNTOWN STRATEGY PLAN 2000	20	65	0	0	93	42	0	0	0	11	0	27
H14-020 (3-04341) Office/Industrial 750 RIDDER PARK DRIVE SUPERMICRO	0	2	0	0	5	0	0	0	0	0	0	2
NSJ LEGACY NORTH SAN JOSE	4	12	0	0	88	40	0	0	0	3	0	7
PDC03-056 (3-09158) LEGACY N 7TH ST, E/O TAYLOR ST SPRR MIXED-USE DEVELOPMENT	4	1	0	0	0	0	0	0	0	5	0	0
PDC03-108 OFF (3-16680) Retail/Commercial BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFI BERRYESSA FLEA MKT (OFFICE)	19	8	0	0	17	19	0	0	0	3	0	5
PDC03-108 RES (3-16680) Residential BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC BERRYESSA FLEA MKT (RESIDENTIAL)	35	90	0	0	36	35	0	0	0	29	0	51

PM PROJECT TRIPS

08/21/2020

Intersection of : NB 101 From Oakland Rp & Oakland Rd

Traffix Node Number : 3021

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC03-108 RET (3-16680) Retail/Commercial BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC BERRYESSA FLEA MKT (RETAIL)	0	0	0	0	0	0	0	0	0	0	0	0
PDC08-010 SEN (3-03021) LEGACY SW CORNER OF NORTH SEVENTH ST AND TAYLOR ST JAPANTOWN CORP YARD	0	1	0	0	1	0	0	0	0	0	0	0
PDC08-036LW (3-07703) LEGACY NW CORNER E. TENTH ST. CANNARY PARK	0	0	0	0	0	0	0	0	0	0	0	0
PDC08-036RES (3-07703) LEGACY NW CORNER E. TENTH CANNERY PARK	6	3	0	0	6	0	0	0	0	8	0	0
PDC08-036REST (3-07703) LEGACY NW CORNER OF E. TENTH CANNERY PARK	0	0	0	0	0	0	0	0	0	0	0	0
PDC08-036SEN (3-07703) LEGACY NW CORNER E. 10TH ST. CANNERY PARK	0	0	0	0	0	0	0	0	0	0	0	0
PDC15-001 (RES) (3-07703) LEGACY 725 NORTH 10TH STREET CANNERY PARK	6	3	0	0	6	0	0	0	0	4	0	0

PM PROJECT TRIPS

08/21/2020

Intersection of : NB 101 From Oakland Rp & Oakland Rd

Traffic Node Number : 3021

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC15-001 (RET) (3-07703) LEGACY 725 NORTH 10TH STREET CANNERY PARK	0	0	0	0	0	0	0	0	0	0	0	0
PP14-006 C A S (3-03021) LEGACY 696 N 6TH ST JAPANTOWN CORP YARD	0	0	0	0	0	0	0	0	0	0	0	0
PP14-006 RES (3-03021) LEGACY 696 N 6TH ST JAPANTOWN CORP YARD	0	5	0	0	10	0	0	0	0	3	0	0
PP14-006 RET (3-03021) LEGACY 696 N 6TH ST JAPANTOWN CORP YARD	0	0	0	0	0	0	0	0	0	0	0	0
PRE05-430 COMM (3-12552) Retail/Commercial PEPPER LANE	0	0	0	0	0	0	0	0	0	0	0	0

TOTAL: 94 207 0 0 281 142 0 0 0 66 0 97

	LEFT	THRU	RIGHT
NORTH	0	281	142
EAST	66	0	97
SOUTH	94	207	0
WEST	0	0	0

AM PROJECT TRIPS

08/21/2020

Intersection of : Oakland Rd & SB 101 From Old Oakland Rp**Traffic Node Number** : 3022

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
CP99-057 (3-13288) Retail/Commercial COMMERCIAL ST & OLD OAKLAND RD (SE/C) NELLA OIL	0	8	0	5	12	0	5	0	0	0	0	0
DOWNTOWN LEGACY DOWNTOWN CORE DOWNTOWN STRATEGY PLAN 2000	0	40	5	8	7	0	14	0	9	0	0	0
H14-020 (3-04341) Office/Industrial 750 RIDDER PARK DRIVE SUPERMICRO	0	4	0	1	1	0	0	0	0	0	0	0
NSJ LEGACY NORTH SAN JOSE	0	84	12	2	1	0	11	0	8	0	0	0
PDC03-056 (3-09158) LEGACY N 7TH ST, E/O TAYLOR ST SPRR MIXED-USE DEVELOPMENT	0	6	6	0	6	0	6	0	4	0	0	0
PDC03-108 OFF (3-16680) Retail/Commercial BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFI BERRYESSA FLEA MKT (OFFICE)	0	3	4	3	21	0	28	0	16	0	0	0
PDC03-108 RES (3-16680) Residential BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC BERRYESSA FLEA MKT (RESIDENTIAL)	0	81	48	32	26	0	46	0	27	0	0	0

AM PROJECT TRIPS

08/21/2020

Intersection of : Oakland Rd & SB 101 From Old Oakland Rp**Traffic Node Number** : 3022

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC03-108 RET (3-16680) Retail/Commercial BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC BERRYESSA FLEA MKT (RETAIL)	0	0	0	0	0	0	0	0	0	0	0	0
PDC08-010 SEN (3-03021) LEGACY SW CORNER OF NORTH SEVENTH ST AND TAYLOR ST JAPANTOWN CORP YARD	0	1	0	0	1	0	0	0	0	0	0	0
PDC08-036LW (3-07703) LEGACY NW CORNER E. TENTH ST. CANNARY PARK	0	0	0	0	0	0	0	0	0	0	0	0
PDC08-036RES (3-07703) LEGACY NW CORNER E. TENTH CANNERY PARK	0	17	8	0	8	0	0	0	9	0	0	0
PDC08-036REST (3-07703) LEGACY NW CORNER OF E. TENTH CANNERY PARK	0	0	0	0	0	0	0	0	0	0	0	0
PDC08-036SEN (3-07703) LEGACY NW CORNER E. 10TH ST. CANNERY PARK	0	0	0	0	0	0	0	0	0	0	0	0
PDC15-001 (RES) (3-07703) LEGACY 725 NORTH 10TH STREET CANNERY PARK	0	18	4	0	3	0	0	0	3	0	0	0

AM PROJECT TRIPS

08/21/2020

Intersection of : Oakland Rd & SB 101 From Old Oakland Rp

Traffic Node Number : 3022

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC15-001 (RET) (3-07703) LEGACY 725 NORTH 10TH STREET CANNERY PARK	0	0	0	0	0	0	0	0	0	0	0	0
PP14-006 C A S (3-03021) LEGACY 696 N 6TH ST JAPANTOWN CORP YARD	0	0	0	0	0	0	0	0	0	0	0	0
PP14-006 RES (3-03021) LEGACY 696 N 6TH ST JAPANTOWN CORP YARD	0	10	3	0	7	0	0	0	0	0	0	0
PP14-006 RET (3-03021) LEGACY 696 N 6TH ST JAPANTOWN CORP YARD	0	0	0	0	0	0	0	0	0	0	0	0
PRE05-430 COMM (3-12552) Retail/Commercial PEPPER LANE	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL:	0	272	90	51	93	0	110	0	76	0	0	0

	LEFT	THRU	RIGHT
NORTH	51	93	0
EAST	0	0	0
SOUTH	0	272	90
WEST	110	0	76

PM PROJECT TRIPS

08/21/2020

Intersection of : Oakland Rd & SB 101 From Old Oakland Rp

Traffix Node Number : 3022

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
CP99-057 (3-13288) Retail/Commercial COMMERCIAL ST & OLD OAKLAND RD (SE/C) NELLA OIL	0	11	0	5	14	0	6	0	0	0	0	0
DOWNTOWN LEGACY DOWNTOWN CORE DOWNTOWN STRATEGY PLAN 2000	0	65	49	84	82	0	73	0	72	0	0	0
H14-020 (3-04341) Office/Industrial 750 RIDDER PARK DRIVE SUPERMICRO	0	2	0	3	3	0	0	0	0	0	0	0
NSJ LEGACY NORTH SAN JOSE	0	8	6	65	64	0	21	0	20	0	0	0
PDC03-056 (3-09158) LEGACY N 7TH ST, E/O TAYLOR ST SPRR MIXED-USE DEVELOPMENT	0	4	5	0	5	0	0	0	5	0	0	0
PDC03-108 OFF (3-16680) Retail/Commercial BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFI BERRYESSA FLEA MKT (OFFICE)	0	22	24	16	4	0	5	0	3	0	0	0
PDC03-108 RES (3-16680) Residential BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC BERRYESSA FLEA MKT (RESIDENTIAL)	0	42	25	17	48	0	83	0	49	0	0	0

PM PROJECT TRIPS

08/21/2020

Intersection of : Oakland Rd & SB 101 From Old Oakland Rp**Traffic Node Number** : 3022

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC03-108 RET (3-16680) Retail/Commercial BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC BERRYESSA FLEA MKT (RETAIL)	0	0	0	0	0	0	0	0	0	0	0	0
PDC08-010 SEN (3-03021) LEGACY SW CORNER OF NORTH SEVENTH ST AND TAYLOR ST JAPANTOWN CORP YARD	0	1	0	0	1	0	0	0	0	0	0	0
PDC08-036LW (3-07703) LEGACY NW CORNER E. TENTH ST. CANNARY PARK	0	0	0	0	0	0	0	0	0	0	0	0
PDC08-036RES (3-07703) LEGACY NW CORNER E. TENTH CANNERY PARK	0	9	4	0	14	0	0	0	16	0	0	0
PDC08-036REST (3-07703) LEGACY NW CORNER OF E. TENTH CANNERY PARK	0	0	0	0	0	0	0	0	0	0	0	0
PDC08-036SEN (3-07703) LEGACY NW CORNER E. 10TH ST. CANNERY PARK	0	0	0	0	0	0	0	0	0	0	0	0
PDC15-001 (RES) (3-07703) LEGACY 725 NORTH 10TH STREET CANNERY PARK	0	9	2	0	10	0	0	0	11	0	0	0

PM PROJECT TRIPS

08/21/2020

Intersection of : Oakland Rd & SB 101 From Old Oakland Rp

Traffic Node Number : 3022

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC15-001 (RET) (3-07703) LEGACY 725 NORTH 10TH STREET CANNERY PARK	0	0	0	0	0	0	0	0	0	0	0	0
PP14-006 C A S (3-03021) LEGACY 696 N 6TH ST JAPANTOWN CORP YARD	0	0	0	0	0	0	0	0	0	0	0	0
PP14-006 RES (3-03021) LEGACY 696 N 6TH ST JAPANTOWN CORP YARD	0	5	2	0	13	0	0	0	0	0	0	0
PP14-006 RET (3-03021) LEGACY 696 N 6TH ST JAPANTOWN CORP YARD	0	0	0	0	0	0	0	0	0	0	0	0
PRE05-430 COMM (3-12552) Retail/Commercial PEPPER LANE	0	0	0	0	0	0	0	0	0	0	0	0

TOTAL: 0 178 117 190 258 0 188 0 176 0 0 0

	LEFT	THRU	RIGHT
NORTH	190	258	0
EAST	0	0	0
SOUTH	0	178	117
WEST	188	0	176

TOTAL: 0 0 0 117 0 3 2 158 0 0 137 143

	LEFT	THRU	RIGHT
NORTH	117	0	3
EAST	0	137	143
SOUTH	0	0	0
WEST	2	158	0

PM PROJECT TRIPS

08/21/2020

Intersection of : Berryessa Rd & Commercial St

Traffix Node Number : 3294

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
CP99-057 (3-13288) Retail/Commercial COMMERCIAL ST & OLD OAKLAND RD (SE/C) NELLA OIL	0	0	0	3	0	1	1	3	0	0	0	7
H14-020 (3-04341) Office/Industrial 750 RIDDER PARK DRIVE SUPERMICRO	0	0	0	1	0	0	0	0	0	0	0	1
NSJ LEGACY NORTH SAN JOSE	0	0	0	26	0	2	1	26	0	0	0	0
PDC03-108 OFF (3-16680) Retail/Commercial BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFI BERRYESSA FLEA MKT (OFFICE)	0	0	0	7	0	0	0	11	0	0	51	42
PDC03-108 RES (3-16680) Residential BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC BERRYESSA FLEA MKT (RESIDENTIAL)	0	0	0	105	0	0	0	144	0	0	66	66
PDC03-108 RET (3-16680) Retail/Commercial BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC BERRYESSA FLEA MKT (RETAIL)	0	0	0	0	0	0	0	19	0	0	19	0
PRE05-430 COMM (3-12552) Retail/Commercial PEPPER LANE	9	9	0	10	0	0	0	10	0	0	0	0

TOTAL:	9	9	0	152	0	3	2	213	0	0	136	116
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	LEFT	THRU	RIGHT
NORTH	152	0	3
EAST	0	136	116
SOUTH	9	9	0
WEST	2	213	0

AM PROJECT TRIPS

08/21/2020

Intersection of : Commercial St & Old Oakland Rd**Traffic Node Number** : 3421

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
CP99-057 (3-13288) Retail/Commercial COMMERCIAL ST & OLD OAKLAND RD (SE/C) NELLA OIL	0	20	0	5	0	0	2	0	0	24	2	0
DOWNTOWN LEGACY DOWNTOWN CORE DOWNTOWN STRATEGY PLAN 2000	46	179	42	6	71	18	4	17	19	108	68	22
H08-044 (3-18357) Office/Industrial EAST SIDE OF OAKLAND ROAD, 350 FEET SOUTHERLY O ASKARI SELF-STORAGE	0	1	0	0	1	0	0	0	0	0	0	0
H14-020 (3-04341) Office/Industrial 750 RIDDER PARK DRIVE SUPERMICRO	0	8	0	0	3	0	0	0	0	0	0	2
NSJ LEGACY NORTH SAN JOSE	21	77	13	0	0	0	0	0	0	0	0	0
PDC03-108 OFF (3-16680) Retail/Commercial BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFI BERRYESSA FLEA MKT (OFFICE)	1	0	36	3	3	0	0	3	2	6	1	0
PDC03-108 RES (3-16680) Residential BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC BERRYESSA FLEA MKT (RESIDENTIAL)	16	13	46	6	6	0	0	6	4	100	17	10

AM PROJECT TRIPS

08/21/2020

Intersection of : Commercial St & Old Oakland Rd**Traffic Node Number** : 3421

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC03-108 RET (3-16680) Retail/Commercial BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC BERRYESSA FLEA MKT (RETAIL)	0	0	0	0	0	0	0	0	0	0	0	0
PDC08-036LW (3-07703) LEGACY NW CORNER E. TENTH ST. CANNARY PARK	0	0	0	0	0	0	0	0	0	0	0	0
PDC08-036RES (3-07703) LEGACY NW CORNER E. TENTH CANNERY PARK	0	6	0	0	3	0	0	0	0	0	0	0
PDC08-036REST (3-07703) LEGACY NW CORNER OF E. TENTH CANNERY PARK	0	0	0	0	0	0	0	0	0	0	0	0
PDC08-036SEN (3-07703) LEGACY NW CORNER E. 10TH ST. CANNERY PARK	0	0	0	0	0	0	0	0	0	0	0	0
PRE05-430 COMM (3-12552) Retail/Commercial PEPPER LANE	0	8	0	0	7	7	8	0	0	0	0	0

TOTAL:	84	312	137	20	94	25	14	26	25	238	88	34
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	LEFT	THRU	RIGHT
NORTH	20	94	25
EAST	238	88	34
SOUTH	84	312	137
WEST	14	26	25

PM PROJECT TRIPS

08/21/2020

Intersection of : Commercial St & Old Oakland Rd

Traffix Node Number : 3421

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
CP99-057 (3-13288) Retail/Commercial COMMERCIAL ST & OLD OAKLAND RD (SE/C) NELLA OIL	0	24	0	5	0	0	2	0	0	27	2	0
DOWNTOWN LEGACY DOWNTOWN CORE DOWNTOWN STRATEGY PLAN 2000	14	43	35	1	80	11	3	25	34	38	11	6
H08-044 (3-18357) Office/Industrial EAST SIDE OF OAKLAND ROAD, 350 FEET SOUTHERLY O ASKARI SELF-STORAGE	0	2	0	0	2	1	1	0	0	0	0	0
H14-020 (3-04341) Office/Industrial 750 RIDDER PARK DRIVE SUPERMICRO	0	4	0	1	5	0	0	0	0	0	0	1
NSJ LEGACY NORTH SAN JOSE	0	5	4	11	92	1	0	8	13	0	0	0
PDC03-108 OFF (3-16680) Retail/Commercial BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFI BERRYESSA FLEA MKT (OFFICE)	4	3	6	1	1	0	0	0	0	35	4	2
PDC03-108 RES (3-16680) Residential BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC BERRYESSA FLEA MKT (RESIDENTIAL)	8	7	83	11	11	0	0	10	7	52	9	5

TOTAL:	26	91	128	30	197	13	6	43	54	152	26	14
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	LEFT	THRU	RIGHT
NORTH	30	197	13
EAST	152	26	14
SOUTH	26	91	128
WEST	6	43	54

Appendix D
Volume Summary

Intersection Number: 1
 Traffix Node Number: 3289
 Intersection Name: I-880 and Old Bayshore Highway (E)
 Peak Hour: AM
 Count Date: 9/20/18

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Counts	340	62	32	100	485	39	44	300	512	356	132	51	2453
Existing Conditions (with 1% compound growth if older than 2 years)	340	62	32	100	485	39	44	300	512	356	132	51	2453
ATI	3	3	5	18	20	0	2	74	175	14	14	0	328
Background Conditions	343	65	37	118	505	39	46	374	687	370	146	51	2781
Net Project Trips	42	0	0	0	57	0	0	0	22	3	8	0	132
Background Plus Project Conditions	385	65	37	118	562	39	46	374	709	373	154	51	2913

Intersection Number: 2
 Traffix Node Number: 3288
 Intersection Name: I-880 and Old Bayshore Highway (W)
 Peak Hour: AM
 Count Date: 5/29/14

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Counts	144	11	149	315	1442	26	27	12	3	8	167	100	2404
Existing Conditions (with 1% compound growth if older than 2 years)	153	12	159	335	1531	28	29	13	4	9	178	107	2558
ATI	11	1	32	7	89	0	0	0	0	1	19	13	173
Background Conditions	164	13	191	342	1620	28	29	13	4	10	197	120	2731
Net Project Trips	0	0	0	0	121	0	0	0	0	0	12	7	140
Background Plus Project Conditions	164	13	191	342	1741	28	29	13	4	10	209	127	2871

Intersection Number: 3
 Traffix Node Number: 3055
 Intersection Name: First Street and I-880 (S) *
 Peak Hour: AM
 Count Date: 10/12/16

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Counts	142	632	31	241	0	0	9	1275	0	44	61	305	2740
Existing Conditions (with 1% compound growth if older than 2 years)	148	658	33	251	0	0	10	1327	0	46	64	318	2855
ATI	3	107	3	13	0	0	9	260	0	44	3	62	504
Background Conditions	151	765	36	264	0	0	19	1587	0	90	67	380	3359
Net Project Trips	0	5	0	0	0	0	0	36	0	0	0	0	41
Background Plus Project Conditions	151	770	36	264	0	0	19	1623	0	90	67	380	3400

Intersection Number: 4
 Traffix Node Number: 3054
 Intersection Name: First Street and I-880 (N) *
 Peak Hour: AM
 Count Date: 10/31/18

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Counts	0	669	0	173	6	419	422	616	0	0	0	0	2305
Existing Conditions (with 1% compound growth if older than 2 years)	0	669	0	173	6	419	422	616	0	0	0	0	2305
ATI	0	220	0	20	0	80	60	194	0	0	0	0	574
Background Conditions	0	889	0	193	6	499	482	810	0	0	0	0	2879
Net Project Trips	0	5	0	0	0	0	0	36	0	0	0	0	41
Background Plus Project Conditions	0	894	0	193	6	499	482	846	0	0	0	0	2920

Intersection Number: 5
 Traffix Node Number: 3515
 Intersection Name: First Street and Skyport Drive
 Peak Hour: AM
 Count Date: 9/10/19

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Counts	94	240	67	1	12	2	58	527	341	239	39	242	1862
Existing Conditions (with 1% compound growth if older than 2 years)	94	240	67	1	12	2	58	527	341	239	39	242	1862
ATI	52	69	28	31	56	62	11	113	134	111	18	18	703
Background Conditions	146	309	95	32	68	64	69	640	475	350	57	260	2565
Net Project Trips	11	8	0	0	0	0	0	49	0	0	0	71	139
Background Plus Project Conditions	157	317	95	32	68	64	69	689	475	350	57	331	2704

Intersection Number: 6
 Traffix Node Number: 3287
 Intersection Name: First Street and Technology Place
 Peak Hour: AM
 Count Date: 9/10/19

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Counts	9	317	196	396	32	22	119	673	34	138	199	52	2187
Existing Conditions (with 1% compound growth if older than 2 years)	9	317	196	396	32	22	119	673	34	138	199	52	2187
ATI	0	33	10	3	0	0	3	133	8	36	45	4	275
Background Conditions	9	350	206	399	32	22	122	806	42	174	244	56	2462
Net Project Trips	0	19	0	0	0	0	0	121	0	0	0	0	140
Background Plus Project Conditions	9	369	206	399	32	22	122	927	42	174	244	56	2602

Intersection Number: 7
 Traffix Node Number: 3222
 Intersection Name: US 101/Matrix Boulevard and Airport Parkway
 Peak Hour: AM
 Count Date: 10/28/15

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Counts	314	228	572	0	535	29	8	0	36	136	399	0	2257
Existing Conditions (with 1% compound growth if older than 2 years)	331	240	602	0	563	31	9	0	38	143	420	0	2377
ATI	26	32	76	0	86	5	2	0	13	47	98	0	385
Background Conditions	357	272	678	0	649	36	11	0	51	190	518	0	2762
Net Project Trips	0	0	213	0	0	0	0	0	0	0	0	0	213
Background Plus Project Conditions	357	272	891	0	649	36	11	0	51	190	518	0	2975

Intersection Number: 8
 Traffix Node Number: 3083
 Intersection Name: First Street and Brokaw Road *
 Peak Hour: AM
 Count Date: 6/1/17

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Counts	96	220	66	422	929	360	243	681	73	12	640	431	4173
Existing Conditions (with 1% compound growth if older than 2 years)	99	227	68	435	958	371	251	702	76	13	660	445	4305
ATI	17	54	14	51	123	43	27	109	4	1	140	63	646
Background Conditions	116	281	82	486	1081	414	278	811	80	14	800	508	4951
Net Project Trips	0	0	35	5	33	19	121	0	0	0	213	0	426
Background Plus Project Conditions	116	281	117	491	1114	433	399	811	80	14	1013	508	5377

Intersection Number: 9
 Traffix Node Number: 3020
 Intersection Name: US 101 and Brokaw Road *
 Peak Hour: AM
 Count Date: 10/12/16

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Counts	17	0	13	19	1348	0	286	13	391	0	1036	13	3136
Existing Conditions (with 1% compound growth if older than 2 years)	18	0	14	20	1403	0	298	14	407	0	1079	14	3267
ATI	0	0	0	3	106	0	48	26	105	0	193	1	482
Background Conditions	18	0	14	23	1509	0	346	40	512	0	1272	15	3749
Net Project Trips	0	0	0	0	57	0	53	0	0	0	370	0	480
Background Plus Project Conditions	18	0	14	23	1566	0	399	40	512	0	1642	15	4229

Intersection Number: 10
 Traffix Node Number: 3085
 Intersection Name: Zanker Road and Brokaw Road *
 Peak Hour: AM
 Count Date: 6/1/17

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Counts	73	78	71	618	1252	96	93	456	40	57	654	259	3747
Existing Conditions (with 1% compound growth if older than 2 years)	76	81	74	637	1290	99	96	470	42	59	674	267	3865
ATI	18	73	58	65	118	7	19	284	21	4	156	57	880
Background Conditions	94	154	132	702	1408	106	115	754	63	63	830	324	4745
Net Project Trips	0	0	72	11	57	0	0	0	0	0	424	0	564
Background Plus Project Conditions	94	154	204	713	1465	106	115	754	63	63	1254	324	5309

Intersection Number: 11
 Traffix Node Number: 3356
 Intersection Name: Junction Avenue and Brokaw Road
 Peak Hour: AM
 Count Date: 10/28/15

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Counts	40	23	91	712	1977	185	84	69	45	101	476	201	4004
Existing Conditions (with 1% compound growth if older than 2 years)	43	25	96	749	2078	195	89	73	48	107	501	212	4216
ATI	9	7	17	52	153	13	1	3	1	14	130	31	431
Background Conditions	52	32	113	801	2231	208	90	76	49	121	631	243	4647
Net Project Trips	0	64	41	-1	-5	681	19	17	73	304	192	0	1385
Background Plus Project Conditions	52	96	154	800	2226	889	109	93	122	425	823	243	6032

Intersection Number: 12
 Traffix Node Number: 3051
 Intersection Name: I-880 and Brokaw Road (W) *
 Peak Hour: AM
 Count Date: 10/12/16

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Counts	654	91	265	0	2163	560	0	0	0	92	568	0	4393
Existing Conditions (with 1% compound growth if older than 2 years)	681	95	276	0	2251	583	0	0	0	96	592	0	4574
ATI	57	5	58	0	151	44	0	0	0	26	142	0	483
Background Conditions	738	100	334	0	2402	627	0	0	0	122	734	0	5057
Net Project Trips	213	0	0	0	437	0	0	0	0	59	58	0	767
Background Plus Project Conditions	951	100	334	0	2839	627	0	0	0	181	792	0	5824

Intersection Number: 13
 Traffix Node Number: 3050
 Intersection Name: I-880 and Brokaw Road (E) *
 Peak Hour: AM
 Count Date: 10/3/19

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Counts	0	0	0	0	2436	317	760	0	243	135	631	0	4522
Existing Conditions (with 1% compound growth if older than 2 years)	0	0	0	0	2436	317	760	0	243	135	631	0	4522
ATI	0	0	0	0	144	45	39	0	39	27	152	0	446
Background Conditions	0	0	0	0	2580	362	799	0	282	162	783	0	4968
Net Project Trips	0	0	0	0	160	0	0	0	278	33	25	0	496
Background Plus Project Conditions	0	0	0	0	2740	362	799	0	560	195	808	0	5464

Intersection Number: 14
 Traffix Node Number: 3357
 Intersection Name: Ridder Park Drive and Brokaw Road
 Peak Hour: AM
 Count Date: 10/28/15

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Counts	247	39	38	51	2328	57	28	68	119	201	703	356	4235
Existing Conditions (with 1% compound growth if older than 2 years)	260	41	40	54	2447	60	30	72	126	212	739	375	4456
ATI	0	0	0	1	170	9	3	3	12	21	94	30	343
Background Conditions	260	41	40	55	2617	69	33	75	138	233	833	405	4799
Net Project Trips	0	0	0	0	160	0	0	0	0	0	25	0	185
Background Plus Project Conditions	260	41	40	55	2777	69	33	75	138	233	858	405	4984

Intersection Number: 15
 Traffix Node Number: 3084
 Intersection Name: Oakland Road and Brokaw Road/Murphy Avenue *
 Peak Hour: AM
 Count Date: 9/25/18

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Counts	355	446	148	107	2037	246	214	345	164	103	447	111	4723
Existing Conditions (with 1% compound growth if older than 2 years)	355	446	148	107	2037	246	214	345	164	103	447	111	4723
ATI	13	10	8	13	113	8	34	52	36	20	78	17	402
Background Conditions	368	456	156	120	2150	254	248	397	200	123	525	128	5125
Net Project Trips	31	0	0	0	71	0	0	0	57	8	11	5	183
Background Plus Project Conditions	399	456	156	120	2221	254	248	397	257	131	536	133	5308

Intersection Number: 16
 Traffix Node Number: 3394
 Intersection Name: Junction Avenue and Charcot Avenue
 Peak Hour: AM
 Count Date: 10/7/14

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Counts	71	105	12	29	103	8	190	476	72	23	194	134	1417
Existing Conditions (with 1% compound growth if older than 2 years)	76	112	13	31	110	9	202	506	77	25	206	143	1510
ATI	8	24	4	10	72	49	13	69	9	4	22	13	297
Background Conditions	84	136	17	41	182	58	215	575	86	29	228	156	1807
Net Project Trips	0	42	0	0	0	25	4	7	5	36	0	0	119
Background Plus Project Conditions	84	178	17	41	182	83	219	582	91	65	228	156	1926

Intersection Number: 17
 Trafix Node Number: 3395
 Intersection Name: Zanker Road and Charcot Avenue
 Peak Hour: AM
 Count Date: 6/1/17

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Counts	77	161	22	54	200	34	73	1006	208	34	212	205	2286
Existing Conditions (with 1% compound growth if older than 2 years)	80	166	23	56	207	36	76	1037	215	36	219	212	2363
ATI	22	82	15	25	101	15	17	299	23	10	54	62	725
Background Conditions	102	248	38	81	308	51	93	1336	238	46	273	274	3088
Net Project Trips	0	36	0	0	5	0	0	6	5	36	36	0	124
Background Plus Project Conditions	102	284	38	81	313	51	93	1342	243	82	309	274	3212

Intersection Number: 18
 Trafix Node Number: 3393
 Intersection Name: First Street and Charcot Avenue
 Peak Hour: AM
 Count Date: 6/1/17

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Counts	191	266	51	69	308	124	103	859	105	27	408	485	2996
Existing Conditions (with 1% compound growth if older than 2 years)	197	275	53	72	318	128	107	886	109	28	421	500	3094
ATI	45	99	29	51	79	23	16	166	27	9	85	109	738
Background Conditions	242	374	82	123	397	151	123	1052	136	37	506	609	3832
Net Project Trips	0	35	0	0	11	0	0	5	0	0	71	0	122
Background Plus Project Conditions	242	409	82	123	408	151	123	1057	136	37	577	609	3954

Intersection Number: 19
 Traffix Node Number: 3564
 Intersection Name: Orchard Parkway/O'Nel Drive and Guadalupe Parkway/Charcot Avenue
 Peak Hour: AM
 Count Date: 6/1/17

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Counts	145	87	51	85	418	47	4	24	13	163	959	842	2838
Existing Conditions (with 1% compound growth if older than 2 years)	150	90	53	88	431	49	5	25	14	168	989	868	2930
ATI	18	42	69	76	102	7	0	9	0	11	191	16	541
Background Conditions	168	132	122	164	533	56	5	34	14	179	1180	884	3471
Net Project Trips	0	0	0	0	11	0	0	0	0	0	71	0	82
Background Plus Project Conditions	168	132	122	164	544	56	5	34	14	179	1251	884	3553

Intersection Number: 20
 Traffix Node Number: 3096
 Intersection Name: De La Cruz Boulevard/Seaboard Avenue and Trimble Road *
 Peak Hour: AM
 Count Date: 10/18/16

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Counts	286	25	69	566	906	46	21	52	61	58	1170	786	4046
Existing Conditions (with 1% compound growth if older than 2 years)	298	27	72	589	943	48	22	55	64	61	1218	818	4215
ATI	45	5	24	44	116	5	1	2	1	13	306	70	632
Background Conditions	343	32	96	633	1059	53	23	57	65	74	1524	888	4847
Net Project Trips	0	0	14	3	3	0	0	0	0	0	14	0	34
Background Plus Project Conditions	343	32	110	636	1062	53	23	57	65	74	1538	888	4881

Intersection Number: 21
 Trafix Node Number: 3098
 Intersection Name: First Street and Trimble Road *
 Peak Hour: AM
 Count Date: 6/1/17

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Counts	26	314	30	33	962	230	138	836	227	93	596	194	3679
Existing Conditions (with 1% compound growth if older than 2 years)	27	324	31	34	992	237	143	862	234	96	615	200	3795
ATI	47	127	21	7	214	25	18	162	56	27	170	125	999
Background Conditions	74	451	52	41	1206	262	161	1024	290	123	785	325	4794
Net Project Trips	0	29	0	0	3	0	0	4	1	6	22	0	65
Background Plus Project Conditions	74	480	52	41	1209	262	161	1028	291	129	807	325	4859

Intersection Number: 22
 Trafix Node Number: 3119
 Intersection Name: Zanker Road and Trimble Road *
 Peak Hour: AM
 Count Date: 6/1/17

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Counts	67	197	21	63	971	112	90	714	246	69	502	157	3209
Existing Conditions (with 1% compound growth if older than 2 years)	70	203	22	65	1001	116	93	736	254	72	518	162	3312
ATI	43	176	18	5	154	18	32	220	77	19	83	61	906
Background Conditions	113	379	40	70	1155	134	125	956	331	91	601	223	4218
Net Project Trips	0	29	0	0	3	0	0	4	1	7	14	0	58
Background Plus Project Conditions	113	408	40	70	1158	134	125	960	332	98	615	223	4276

Intersection Number: 23
 Traffix Node Number: 5807
 Intersection Name: First Street and Montague Expressway *
 Peak Hour: AM
 Count Date: 5/23/19

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Counts	390	282	81	133	2463	60	26	701	233	146	1502	598	6615
Existing Conditions (with 1% compound growth if older than 2 years)	390	282	81	133	2463	60	26	701	233	146	1502	598	6615
ATI	82	139	29	30	184	8	13	233	26	46	398	224	1412
Background Conditions	472	421	110	163	2647	68	39	934	259	192	1900	822	8027
Net Project Trips	0	14	0	0	3	0	0	3	3	14	14	0	51
Background Plus Project Conditions	472	435	110	163	2650	68	39	937	262	206	1914	822	8078

Intersection Number: 24
 Traffix Node Number: 5812
 Intersection Name: Zanker Road and Montague Expressway *
 Peak Hour: AM
 Count Date: 5/23/19

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Counts	282	204	74	163	2153	52	13	441	101	246	767	396	4892
Existing Conditions (with 1% compound growth if older than 2 years)	282	204	74	163	2153	52	13	441	101	246	767	396	4892
ATI	87	141	44	31	150	4	0	202	18	85	250	148	1160
Background Conditions	369	345	118	194	2303	56	13	643	119	331	1017	544	6052
Net Project Trips	0	7	0	0	0	0	0	1	3	14	0	0	25
Background Plus Project Conditions	369	352	118	194	2303	56	13	644	122	345	1017	544	6077

Intersection Number: 25
 Trafix Node Number: 5808
 Intersection Name: Trimble Road and Montague Expressway *
 Peak Hour: AM
 Count Date: 5/23/19

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Counts	10	5	15	59	2545	1137	477	43	115	58	935	17	5416
Existing Conditions (with 1% compound growth if older than 2 years)	10	5	15	59	2545	1137	477	43	115	58	935	17	5416
ATI	0	0	0	0	297	112	87	0	8	6	299	0	809
Background Conditions	10	5	15	59	2842	1249	564	43	123	64	1234	17	6225
Net Project Trips	0	0	0	0	0	28	4	0	0	0	0	0	32
Background Plus Project Conditions	10	5	15	59	2842	1277	568	43	123	64	1234	17	6257

Intersection Number: 26
 Trafix Node Number: 5809
 Intersection Name: O'Toole Avenue/McCarthy Boulevard and Montague Expressway *
 Peak Hour: AM
 Count Date: 5/23/19

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Counts	292	100	95	462	3662	187	119	73	40	90	1177	258	6555
Existing Conditions (with 1% compound growth if older than 2 years)	292	100	95	462	3662	187	119	73	40	90	1177	258	6555
ATI	15	9	15	55	379	16	11	14	9	21	252	63	859
Background Conditions	307	109	110	517	4041	203	130	87	49	111	1429	321	7414
Net Project Trips	0	0	0	0	28	0	0	0	0	0	4	0	32
Background Plus Project Conditions	307	109	110	517	4069	203	130	87	49	111	1433	321	7446

Intersection Number: 27
 Trafix Node Number: 5801
 Intersection Name: Oakland Road/Main Street and Montague Expressway *
 Peak Hour: AM
 Count Date: 11/15/16

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Counts	588	258	155	71	2744	102	147	325	357	162	957	258	6124
Existing Conditions (with 1% compound growth if older than 2 years)	612	269	162	74	2856	107	153	339	372	169	996	269	6378
ATI	35	24	17	12	188	13	5	43	34	27	158	23	579
Background Conditions	647	293	179	86	3044	120	158	382	406	196	1154	292	6957
Net Project Trips	9	19	0	0	19	38	6	2	0	0	2	2	97
Background Plus Project Conditions	656	312	179	86	3063	158	164	384	406	196	1156	294	7054

Intersection Number: 28
 Trafix Node Number: 5802
 Intersection Name: Trade Zone Boulevard/McCandless Drive and Montague Expressway *
 Peak Hour: AM
 Count Date: 9/17/19

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Counts	330	67	30	25	1721	68	77	25	816	478	603	26	4266
Existing Conditions (with 1% compound growth if older than 2 years)	330	67	30	25	1721	68	77	25	816	478	603	26	4266
ATI	0	1	0	2	143	14	8	0	51	78	76	15	388
Background Conditions	330	68	30	27	1864	82	85	25	867	556	679	41	4654
Net Project Trips	0	0	0	0	36	0	0	0	22	3	5	0	66
Background Plus Project Conditions	330	68	30	27	1900	82	85	25	889	559	684	41	4720

Intersection Number: 29
 Traffix Node Number: 3294
 Intersection Name: Commercial Street and Berryessa Road
 Peak Hour: AM
 Count Date: 9/25/18

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Counts	50	0	148	1149	916	14	2	7	0	7	256	282	2831
Existing Conditions (with 1% compound growth if older than 2 years)	50	0	148	1149	916	14	2	7	0	7	256	282	2831
ATI	3	0	117	143	137	0	0	0	0	0	158	2	560
Background Conditions	53	0	265	1292	1053	14	2	7	0	7	414	284	3391
Net Project Trips	0	0	8	57	0	0	0	0	0	0	0	0	65
Background Plus Project Conditions	53	0	273	1349	1053	14	2	7	0	7	414	284	3456

Intersection Number: 30
 Traffix Node Number: 3022
 Intersection Name: Oakland Road and US 101 (S) *
 Peak Hour: AM
 Count Date: 9/20/18

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Counts	0	357	348	0	0	0	178	898	0	228	0	344	2353
Existing Conditions (with 1% compound growth if older than 2 years)	0	357	348	0	0	0	178	898	0	228	0	344	2353
ATI	0	93	51	0	0	0	90	272	0	76	0	110	692
Background Conditions	0	450	399	0	0	0	268	1170	0	304	0	454	3045
Net Project Trips	0	8	0	0	0	0	0	57	0	0	0	0	65
Background Plus Project Conditions	0	458	399	0	0	0	268	1227	0	304	0	454	3110

Intersection Number: 31
 Traffix Node Number: 3021
 Intersection Name: Oakland Road and US 101 (N) *
 Peak Hour: AM
 Count Date: 9/20/18

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Counts	831	544	0	508	3	143	0	792	486	0	0	0	3307
Existing Conditions (with 1% compound growth if older than 2 years)	831	544	0	508	3	143	0	792	486	0	0	0	3307
ATI	202	160	0	153	0	55	0	372	199	0	0	0	1141
Background Conditions	1033	704	0	661	3	198	0	1164	685	0	0	0	4448
Net Project Trips	0	8	0	0	0	0	0	57	0	0	0	0	65
Background Plus Project Conditions	1033	712	0	661	3	198	0	1221	685	0	0	0	4513

Intersection Number: 32
 Traffix Node Number: 3421
 Intersection Name: Oakland Road and Commercial Street
 Peak Hour: AM
 Count Date: 9/20/18

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Counts	48	521	92	247	384	681	215	927	215	121	53	30	3534
Existing Conditions (with 1% compound growth if older than 2 years)	48	521	92	247	384	681	215	927	215	121	53	30	3534
ATI	25	94	20	34	88	238	137	312	84	25	26	14	1097
Background Conditions	73	615	112	281	472	919	352	1239	299	146	79	44	4631
Net Project Trips	0	4	4	29	29	0	0	29	29	4	4	0	132
Background Plus Project Conditions	73	619	116	310	501	919	352	1268	328	150	83	44	4763

Intersection Number: 33
 Traffix Node Number: 9996
 Intersection Name: Junction Avenue and Hartog Drive
 Peak Hour: AM
 Count Date: 2020

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Counts	0	114	25	25	0	50	50	984	0	0	0	0	1248
Existing Conditions (with 1% compound growth if older than 2 years)	0	114	25	25	0	50	50	984	0	0	0	0	1248
ATI	0	77	0	0	0	0	0	91	0	0	0	0	168
Background Conditions	0	191	25	25	0	50	50	1075	0	0	0	0	1416
Net Project Trips	0	103	0	0	0	0	0	16	0	0	0	0	119
Background Plus Project Conditions	0	294	25	25	0	50	50	1091	0	0	0	0	1535

Intersection Number: 34
 Traffix Node Number: 9998
 Intersection Name: Rogers Avenue and Brokaw Road
 Peak Hour: AM
 Count Date: 2020

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Counts	0	0	0	0	2119	50	25	0	50	50	795	0	3089
Existing Conditions (with 1% compound growth if older than 2 years)	0	0	0	0	2119	50	25	0	50	50	795	0	3089
ATI	0	0	0	0	190	0	0	0	0	0	233	0	423
Background Conditions	0	0	0	0	2309	50	25	0	50	50	1028	0	3512
Net Project Trips	0	0	0	0	68	0	0	0	0	0	495	0	563
Background Plus Project Conditions	0	0	0	0	2377	50	25	0	50	50	1523	0	4075

Intersection Number: 35
 Traffix Node Number: 9997
 Intersection Name: Rogers Avenue and Junction Avenue
 Peak Hour: AM
 Count Date: 2020

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Counts	0	200	25	50	0	50	25	200	0	0	0	0	550
Existing Conditions (with 1% compound growth if older than 2 years)	0	200	25	50	0	50	25	200	0	0	0	0	550
ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Background Conditions	0	200	25	50	0	50	25	200	0	0	0	0	550
Net Project Trips	0	0	0	0	0	19	175	0	0	0	0	0	194
Background Plus Project Conditions	0	200	25	50	0	69	200	200	0	0	0	0	744

Intersection Number: 36
 Traffix Node Number: 9999
 Intersection Name: Queens Lane and Old Bayshore Highway
 Peak Hour: AM
 Count Date: 2020

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Counts	25	0	100	50	1638	0	0	0	0	194	50	2057	
Existing Conditions (with 1% compound growth if older than 2 years)	25	0	100	50	1638	0	0	0	0	194	50	2057	
ATI	0	0	0	0	100	0	0	0	0	33	0	133	
Background Conditions	25	0	100	50	1738	0	0	0	0	227	50	2190	
Net Project Trips	0	0	19	121	0	0	0	0	0	0	53	193	
Background Plus Project Conditions	25	0	119	171	1738	0	0	0	0	227	103	2383	

Intersection Number: 1
 Traffix Node Number: 3289
 Intersection Name: I-880 and Old Bayshore Highway (E)
 Peak Hour: PM
 Count Date: 9/20/18

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Counts	253	176	46	83	136	85	43	288	127	1421	427	195	3280
Existing Conditions (with 1% compound growth if older than 2 years)	253	176	46	83	136	85	43	288	127	1421	427	195	3280
ATI	6	6	2	15	15	0	11	56	59	16	19	0	205
Background Conditions	259	182	48	98	151	85	54	344	186	1437	446	195	3485
Net Project Trips	-2	0	0	0	-3	0	0	0	-2	16	41	0	50
Background Plus Project Conditions	257	182	48	98	148	85	54	344	184	1453	487	195	3535

Intersection Number: 2
 Traffix Node Number: 3288
 Intersection Name: I-880 and Old Bayshore Highway (W)
 Peak Hour: PM
 Count Date: 5/29/14

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Counts	50	11	405	240	226	16	82	14	2	11	1700	205	2962
Existing Conditions (with 1% compound growth if older than 2 years)	54	12	430	255	240	17	88	15	3	12	1805	218	3149
ATI	13	0	76	27	34	0	0	0	0	1	103	35	289
Background Conditions	67	12	506	282	274	17	88	15	3	13	1908	253	3438
Net Project Trips	0	0	0	0	-7	0	0	0	0	0	57	31	81
Background Plus Project Conditions	67	12	506	282	267	17	88	15	3	13	1965	284	3519

Intersection Number: 3
 Trafix Node Number: 3055
 Intersection Name: First Street and I-880 (S) *
 Peak Hour: PM
 Count Date: 12/11/18

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Counts	552	1069	59	215	0	0	17	985	0	31	29	121	3078
Existing Conditions (with 1% compound growth if older than 2 years)	552	1069	59	215	0	0	17	985	0	31	29	121	3078
ATI	17	191	17	23	0	0	6	180	0	75	17	42	568
Background Conditions	569	1260	76	238	0	0	23	1165	0	106	46	163	3646
Net Project Trips	0	26	0	0	0	0	0	-2	0	0	0	0	24
Background Plus Project Conditions	569	1286	76	238	0	0	23	1163	0	106	46	163	3670

Intersection Number: 4
 Trafix Node Number: 3054
 Intersection Name: First Street and I-880 (N) *
 Peak Hour: PM
 Count Date: 12/11/18

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Counts	0	1733	0	169	0	600	128	375	0	0	0	0	3005
Existing Conditions (with 1% compound growth if older than 2 years)	0	1733	0	169	0	600	128	375	0	0	0	0	3005
ATI	0	274	0	58	0	82	46	87	0	0	0	0	547
Background Conditions	0	2007	0	227	0	682	174	462	0	0	0	0	3552
Net Project Trips	0	26	0	0	0	0	0	-2	0	0	0	0	24
Background Plus Project Conditions	0	2033	0	227	0	682	174	460	0	0	0	0	3576

Intersection Number: 5
 Traffix Node Number: 3515
 Intersection Name: First Street and Skyport Drive
 Peak Hour: PM
 Count Date: 9/10/19

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Counts	123	910	15	12	28	55	3	221	166	605	5	152	2295
Existing Conditions (with 1% compound growth if older than 2 years)	123	910	15	12	28	55	3	221	166	605	5	152	2295
ATI	27	162	8	17	5	69	3	88	62	268	1	77	787
Background Conditions	150	1072	23	29	33	124	6	309	228	873	6	229	3082
Net Project Trips	53	37	0	0	0	0	0	-3	0	0	0	-4	83
Background Plus Project Conditions	203	1109	23	29	33	124	6	306	228	873	6	225	3165

Intersection Number: 6
 Traffix Node Number: 3287
 Intersection Name: First Street and Technology Place
 Peak Hour: PM
 Count Date: 9/10/19

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Counts	8	753	691	102	4	8	303	345	36	210	711	24	3195
Existing Conditions (with 1% compound growth if older than 2 years)	8	753	691	102	4	8	303	345	36	210	711	24	3195
ATI	1	103	95	2	0	0	27	71	5	23	62	2	391
Background Conditions	9	856	786	104	4	8	330	416	41	233	773	26	3586
Net Project Trips	0	88	0	0	0	0	0	-7	0	0	0	0	81
Background Plus Project Conditions	9	944	786	104	4	8	330	409	41	233	773	26	3667

Intersection Number: 7
 Traffix Node Number: 3222
 Intersection Name: US 101/Matrix Boulevard and Airport Parkway
 Peak Hour: PM
 Count Date: 10/28/15

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Counts	92	523	261	0	713	147	8	0	30	266	538	0	2578
Existing Conditions (with 1% compound growth if older than 2 years)	97	550	275	0	750	155	9	0	32	280	566	0	2714
ATI	7	68	48	0	109	34	3	0	26	72	80	0	447
Background Conditions	104	618	323	0	859	189	12	0	58	352	646	0	3161
Net Project Trips	0	0	-13	0	0	0	0	0	0	0	0	0	-13
Background Plus Project Conditions	104	618	310	0	859	189	12	0	58	352	646	0	3148

Intersection Number: 8
 Traffix Node Number: 3083
 Intersection Name: First Street and Brokaw Road *
 Peak Hour: PM
 Count Date: 11/8/18

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Counts	450	900	111	94	1063	527	143	128	22	28	442	233	4141
Existing Conditions (with 1% compound growth if older than 2 years)	450	900	111	94	1063	527	143	128	22	28	442	233	4141
ATI	53	170	24	37	200	68	10	60	9	5	139	37	812
Background Conditions	503	1070	135	131	1263	595	153	188	31	33	581	270	4953
Net Project Trips	0	0	-2	26	157	88	-7	0	0	0	-13	0	249
Background Plus Project Conditions	503	1070	133	157	1420	683	146	188	31	33	568	270	5202

Intersection Number: 9
 Traffix Node Number: 3020
 Intersection Name: US 101 and Brokaw Road *
 Peak Hour: PM
 Count Date: 11/30/16

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Counts	30	0	30	8	1407	0	164	8	207	0	822	5	2681
Existing Conditions (with 1% compound growth if older than 2 years)	32	0	32	9	1465	0	171	9	216	0	856	6	2796
ATI	0	0	0	4	210	0	23	29	63	0	176	7	512
Background Conditions	32	0	32	13	1675	0	194	38	279	0	1032	13	3308
Net Project Trips	0	0	0	0	271	0	-3	0	0	0	-22	0	246
Background Plus Project Conditions	32	0	32	13	1946	0	191	38	279	0	1010	13	3554

Intersection Number: 10
 Traffix Node Number: 3085
 Intersection Name: Zanker Road and Brokaw Road *
 Peak Hour: PM
 Count Date: 12/11/18

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Counts	301	992	498	86	889	138	113	50	48	41	681	96	3933
Existing Conditions (with 1% compound growth if older than 2 years)	301	992	498	86	889	138	113	50	48	41	681	96	3933
ATI	33	247	106	36	156	37	67	70	29	7	184	13	985
Background Conditions	334	1239	604	122	1045	175	180	120	77	48	865	109	4918
Net Project Trips	0	0	-4	52	271	0	0	0	0	0	-25	0	294
Background Plus Project Conditions	334	1239	600	174	1316	175	180	120	77	48	840	109	5212

Intersection Number: 11
 Traffix Node Number: 3356
 Intersection Name: Junction Avenue and Brokaw Road
 Peak Hour: PM
 Count Date: 10/28/15

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Counts	262	146	518	142	899	137	266	32	118	74	1533	47	4174
Existing Conditions (with 1% compound growth if older than 2 years)	276	154	545	150	945	144	280	34	125	78	1612	50	4393
ATI	28	25	71	23	163	22	15	3	5	15	188	10	568
Background Conditions	304	179	616	173	1108	166	295	37	130	93	1800	60	4961
Net Project Trips	0	-4	-3	-14	-59	34	95	90	382	-19	-12	0	490
Background Plus Project Conditions	304	175	613	159	1049	200	390	127	512	74	1788	60	5451

Intersection Number: 12
 Traffix Node Number: 3051
 Intersection Name: I-880 and Brokaw Road (W) *
 Peak Hour: PM
 Count Date: 12/11/18

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Counts	277	159	484	0	761	511	0	0	0	226	1748	0	4166
Existing Conditions (with 1% compound growth if older than 2 years)	277	159	484	0	761	511	0	0	0	226	1748	0	4166
ATI	24	36	94	0	159	51	0	0	0	42	238	0	644
Background Conditions	301	195	578	0	920	562	0	0	0	268	1986	0	4810
Net Project Trips	-13	0	0	0	-26	0	0	0	0	282	274	0	517
Background Plus Project Conditions	288	195	578	0	894	562	0	0	0	550	2260	0	5327

Intersection Number: 13
 Traffix Node Number: 3050
 Intersection Name: I-880 and Brokaw Road (E) *
 Peak Hour: PM
 Count Date: 12/11/18

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Counts	0	0	0	0	1221	174	455	0	84	432	1792	0	4158
Existing Conditions (with 1% compound growth if older than 2 years)	0	0	0	0	1221	174	455	0	84	432	1792	0	4158
ATI	0	0	0	0	178	44	20	0	9	63	236	0	550
Background Conditions	0	0	0	0	1399	218	475	0	93	495	2028	0	4708
Net Project Trips	0	0	0	0	-9	0	0	0	-17	157	117	0	248
Background Plus Project Conditions	0	0	0	0	1390	218	475	0	76	652	2145	0	4956

Intersection Number: 14
 Traffix Node Number: 3357
 Intersection Name: Ridder Park Drive and Brokaw Road
 Peak Hour: PM
 Count Date: 10/28/15

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Counts	276	21	49	18	1106	52	45	21	61	189	1896	95	3829
Existing Conditions (with 1% compound growth if older than 2 years)	291	23	52	19	1163	55	48	23	65	199	1993	100	4031
ATI	22	4	13	0	167	6	5	0	11	13	211	3	455
Background Conditions	313	27	65	19	1330	61	53	23	76	212	2204	103	4486
Net Project Trips	0	0	0	0	-9	0	0	0	0	0	117	0	108
Background Plus Project Conditions	313	27	65	19	1321	61	53	23	76	212	2321	103	4594

Intersection Number: 15
 Traffix Node Number: 3084
 Intersection Name: Oakland Road and Brokaw Road/Murphy Avenue *
 Peak Hour: PM
 Count Date: 12/11/18

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Counts	346	647	434	112	636	296	462	438	124	85	1664	198	5442
Existing Conditions (with 1% compound growth if older than 2 years)	346	647	434	112	636	296	462	438	124	85	1664	198	5442
ATI	22	49	34	16	111	23	17	21	19	22	154	22	510
Background Conditions	368	696	468	128	747	319	479	459	143	107	1818	220	5952
Net Project Trips	-2	0	0	0	-4	0	0	0	-3	41	53	23	108
Background Plus Project Conditions	366	696	468	128	743	319	479	459	140	148	1871	243	6060

Intersection Number: 16
 Traffix Node Number: 3394
 Intersection Name: Junction Avenue and Charcot Avenue
 Peak Hour: PM
 Count Date: 10/7/14

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Counts	175	651	136	61	171	75	71	155	23	86	384	96	2084
Existing Conditions (with 1% compound growth if older than 2 years)	186	692	145	65	182	80	76	165	25	92	408	102	2218
ATI	14	91	17	8	43	23	10	34	11	34	107	24	416
Background Conditions	200	783	162	73	225	103	86	199	36	126	515	126	2634
Net Project Trips	0	-2	0	0	0	-2	19	31	26	-2	0	0	70
Background Plus Project Conditions	200	781	162	73	225	101	105	230	62	124	515	126	2704

Intersection Number: 17
 Traffix Node Number: 3395
 Intersection Name: Zanker Road and Charcot Avenue
 Peak Hour: PM
 Count Date: 6/1/17

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Counts	184	1306	85	24	303	116	48	167	36	250	321	90	2930
Existing Conditions (with 1% compound growth if older than 2 years)	190	1346	88	25	313	120	50	173	38	258	331	93	3025
ATI	62	315	17	6	53	19	32	189	56	58	96	22	925
Background Conditions	252	1661	105	31	366	139	82	362	94	316	427	115	3950
Net Project Trips	0	-3	0	0	26	0	0	27	26	-2	-2	0	72
Background Plus Project Conditions	252	1658	105	31	392	139	82	389	120	314	425	115	4022

Intersection Number: 18
 Traffix Node Number: 3393
 Intersection Name: First Street and Charcot Avenue
 Peak Hour: PM
 Count Date: 6/1/17

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Counts	311	790	169	56	351	154	93	225	62	74	456	201	2942
Existing Conditions (with 1% compound growth if older than 2 years)	321	814	175	58	362	159	96	232	64	77	470	208	3036
ATI	86	159	18	23	112	43	26	102	57	30	112	72	840
Background Conditions	407	973	193	81	474	202	122	334	121	107	582	280	3876
Net Project Trips	0	-2	0	0	53	0	0	26	0	0	-4	0	73
Background Plus Project Conditions	407	971	193	81	527	202	122	360	121	107	578	280	3949

Intersection Number: 19
 Trafix Node Number: 3564
 Intersection Name: Orchard Parkway/O'Nel Drive and Guadalupe Parkway/Charcot Avenue
 Peak Hour: PM
 Count Date: 6/1/17

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Counts	515	235	219	65	650	38	102	109	146	20	345	84	2528
Existing Conditions (with 1% compound growth if older than 2 years)	531	243	226	67	670	40	106	113	151	21	356	87	2611
ATI	32	86	113	56	175	3	0	34	0	25	94	11	629
Background Conditions	563	329	339	123	845	43	106	147	151	46	450	98	3240
Net Project Trips	0	0	0	0	53	0	0	0	0	0	-4	0	49
Background Plus Project Conditions	563	329	339	123	898	43	106	147	151	46	446	98	3289

Intersection Number: 20
 Trafix Node Number: 3096
 Intersection Name: De La Cruz Boulevard/Seaboard Avenue and Trimble Road *
 Peak Hour: PM
 Count Date: 12/11/18

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Counts	793	63	406	122	1504	44	63	24	75	52	1189	280	4615
Existing Conditions (with 1% compound growth if older than 2 years)	793	63	406	122	1504	44	63	24	75	52	1189	280	4615
ATI	51	4	27	39	383	8	5	10	11	7	145	30	720
Background Conditions	844	67	433	161	1887	52	68	34	86	59	1334	310	5335
Net Project Trips	0	0	-1	10	10	0	0	0	0	0	-1	0	18
Background Plus Project Conditions	844	67	432	171	1897	52	68	34	86	59	1333	310	5353

Intersection Number: 21
 Traffix Node Number: 3098
 Intersection Name: First Street and Trimble Road *
 Peak Hour: PM
 Count Date: 11/8/18

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Counts	134	693	152	22	879	269	193	387	241	109	1254	59	4392
Existing Conditions (with 1% compound growth if older than 2 years)	134	693	152	22	879	269	193	387	241	109	1254	59	4392
ATI	111	190	20	4	232	66	23	130	53	43	205	77	1154
Background Conditions	245	883	172	26	1111	335	216	517	294	152	1459	136	5546
Net Project Trips	0	-2	0	0	16	0	0	21	5	-1	-2	0	37
Background Plus Project Conditions	245	881	172	26	1127	335	216	538	299	151	1457	136	5583

Intersection Number: 22
 Traffix Node Number: 3119
 Intersection Name: Zanker Road and Trimble Road *
 Peak Hour: PM
 Count Date: 11/8/18

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Counts	156	1018	160	13	699	139	118	169	113	321	1277	71	4254
Existing Conditions (with 1% compound growth if older than 2 years)	156	1018	160	13	699	139	118	169	113	321	1277	71	4254
ATI	58	288	10	5	147	38	35	166	103	53	207	26	1136
Background Conditions	214	1306	170	18	846	177	153	335	216	374	1484	97	5390
Net Project Trips	0	-2	0	0	10	0	0	21	5	0	-1	0	33
Background Plus Project Conditions	214	1304	170	18	856	177	153	356	221	374	1483	97	5423

Intersection Number: 23
 Traffix Node Number: 5807
 Intersection Name: First Street and Montague Expressway *
 Peak Hour: PM
 Count Date: 11/8/18

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Counts	614	548	168	65	2125	57	38	426	360	255	2831	533	8020
Existing Conditions (with 1% compound growth if older than 2 years)	614	548	168	65	2125	57	38	426	360	255	2831	533	8020
ATI	182	201	53	21	473	25	15	127	83	27	232	70	1509
Background Conditions	796	749	221	86	2598	82	53	553	443	282	3063	603	9529
Net Project Trips	0	-1	0	0	10	0	0	10	10	-1	-1	0	27
Background Plus Project Conditions	796	748	221	86	2608	82	53	563	453	281	3062	603	9556

Intersection Number: 24
 Traffix Node Number: 5812
 Intersection Name: Zanker Road and Montague Expressway *
 Peak Hour: PM
 Count Date: 11/8/18

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Counts	675	648	69	77	1575	69	15	300	162	640	1922	480	6632
Existing Conditions (with 1% compound growth if older than 2 years)	675	648	69	77	1575	69	15	300	162	640	1922	480	6632
ATI	168	198	35	11	228	4	23	135	165	34	218	23	1242
Background Conditions	843	846	104	88	1803	73	38	435	327	674	2140	503	7874
Net Project Trips	0	-1	0	0	0	0	0	6	10	-1	0	0	14
Background Plus Project Conditions	843	845	104	88	1803	73	38	441	337	673	2140	503	7888

Intersection Number: 25
 Traffix Node Number: 5808
 Intersection Name: Trimble Road and Montague Expressway *
 Peak Hour: PM
 Count Date: 11/8/18

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Counts	31	117	188	15	1258	671	983	32	60	73	1652	4	5084
Existing Conditions (with 1% compound growth if older than 2 years)	31	117	188	15	1258	671	983	32	60	73	1652	4	5084
ATI	0	0	0	0	238	162	176	4	5	1	268	0	854
Background Conditions	31	117	188	15	1496	833	1159	36	65	74	1920	4	5938
Net Project Trips	0	0	0	0	0	-1	20	0	0	0	0	0	19
Background Plus Project Conditions	31	117	188	15	1496	832	1179	36	65	74	1920	4	5957

Intersection Number: 26
 Traffix Node Number: 5809
 Intersection Name: O'Toole Avenue/McCarthy Boulevard and Montague Expressway *
 Peak Hour: PM
 Count Date: 11/8/18

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Counts	462	324	523	120	1453	161	384	66	68	55	2886	105	6607
Existing Conditions (with 1% compound growth if older than 2 years)	462	324	523	120	1453	161	384	66	68	55	2886	105	6607
ATI	9	7	31	12	326	34	49	15	11	8	466	15	983
Background Conditions	471	331	554	132	1779	195	433	81	79	63	3352	120	7590
Net Project Trips	0	0	0	0	-1	0	0	0	0	0	20	0	19
Background Plus Project Conditions	471	331	554	132	1778	195	433	81	79	63	3372	120	7609

Intersection Number: 27
 Traffix Node Number: 5801
 Intersection Name: Oakland Road/Main Street and Montague Expressway *
 Peak Hour: PM
 Count Date: 11/8/18

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Counts	252	508	204	145	1011	239	253	298	213	479	2586	281	6469
Existing Conditions (with 1% compound growth if older than 2 years)	252	508	204	145	1011	239	253	298	213	479	2586	281	6469
ATI	16	39	17	27	192	30	24	59	25	23	224	55	731
Background Conditions	268	547	221	172	1203	269	277	357	238	502	2810	336	7200
Net Project Trips	0	-1	0	0	-1	-2	28	14	0	0	14	7	59
Background Plus Project Conditions	268	546	221	172	1202	267	305	371	238	502	2824	343	7259

Intersection Number: 28
 Traffix Node Number: 5802
 Intersection Name: Trade Zone Boulevard/McCandless Drive and Montague Expressway *
 Peak Hour: PM
 Count Date: 11/8/18

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Counts	78	124	31	71	828	202	165	71	528	1216	1715	82	5111
Existing Conditions (with 1% compound growth if older than 2 years)	78	124	31	71	828	202	165	71	528	1216	1715	82	5111
ATI	8	13	7	5	115	15	14	19	80	88	131	2	497
Background Conditions	86	137	38	76	943	217	179	90	608	1304	1846	84	5608
Net Project Trips	0	0	0	0	-2	0	0	0	-2	16	26	0	38
Background Plus Project Conditions	86	137	38	76	941	217	179	90	606	1320	1872	84	5646

Intersection Number: 29
 Traffix Node Number: 3294
 Intersection Name: Commercial Street and Berryessa Road
 Peak Hour: PM
 Count Date: 9/25/18

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Counts	110	0	730	261	440	3	11	4	16	6	758	38	2377
Existing Conditions (with 1% compound growth if older than 2 years)	110	0	730	261	440	3	11	4	16	6	758	38	2377
ATI	3	0	152	116	136	0	0	9	9	0	213	2	640
Background Conditions	113	0	882	377	576	3	11	13	25	6	971	40	3017
Net Project Trips	0	0	41	-3	0	0	0	0	0	0	0	0	38
Background Plus Project Conditions	113	0	923	374	576	3	11	13	25	6	971	40	3055

Intersection Number: 30
 Traffix Node Number: 3022
 Intersection Name: Oakland Road and US 101 (S) *
 Peak Hour: PM
 Count Date: 12/11/18

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Counts	0	544	822	0	0	0	566	389	0	174	24	311	2830
Existing Conditions (with 1% compound growth if older than 2 years)	0	544	822	0	0	0	566	389	0	174	24	311	2830
ATI	0	258	190	0	0	0	117	178	0	176	0	188	1107
Background Conditions	0	802	1012	0	0	0	683	567	0	350	24	499	3937
Net Project Trips	0	41	0	0	0	0	0	-3	0	0	0	0	38
Background Plus Project Conditions	0	843	1012	0	0	0	683	564	0	350	24	499	3975

Intersection Number: 31
 Traffix Node Number: 3021
 Intersection Name: Oakland Road and US 101 (N) *
 Peak Hour: PM
 Count Date: 12/11/18

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Counts	389	1183	0	422	1	176	0	544	159	0	0	0	2874
Existing Conditions (with 1% compound growth if older than 2 years)	389	1183	0	422	1	176	0	544	159	0	0	0	2874
ATI	142	281	0	97	0	66	0	207	94	0	0	0	887
Background Conditions	531	1464	0	519	1	242	0	751	253	0	0	0	3761
Net Project Trips	0	41	0	0	0	0	0	-3	0	0	0	0	38
Background Plus Project Conditions	531	1505	0	519	1	242	0	748	253	0	0	0	3799

Intersection Number: 32
 Traffix Node Number: 3421
 Intersection Name: Oakland Road and Commercial Street
 Peak Hour: PM
 Count Date: 9/20/18

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Counts	25	1012	292	115	105	328	381	510	125	275	259	21	3448
Existing Conditions (with 1% compound growth if older than 2 years)	25	1012	292	115	105	328	381	510	125	275	259	21	3448
ATI	13	197	30	14	26	152	128	91	26	54	43	6	780
Background Conditions	38	1209	322	129	131	480	509	601	151	329	302	27	4228
Net Project Trips	0	21	21	-2	-2	0	0	-2	-2	21	21	0	76
Background Plus Project Conditions	38	1230	343	127	129	480	509	599	149	350	323	27	4304

Intersection Number: 33
 Traffix Node Number: 9996
 Intersection Name: Junction Avenue and Hartog Drive
 Peak Hour: PM
 Count Date: 2020

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Counts	0	925	25	25	0	50	50	184	0	0	0	0	1259
Existing Conditions (with 1% compound growth if older than 2 years)	0	925	25	25	0	50	50	184	0	0	0	0	1259
ATI	0	148	0	0	0	0	0	55	0	0	0	0	203
Background Conditions	0	1073	25	25	0	50	50	239	0	0	0	0	1462
Net Project Trips	0	-6	0	0	0	0	0	75	0	0	0	0	69
Background Plus Project Conditions	0	1067	25	25	0	50	50	314	0	0	0	0	1531

Intersection Number: 34
 Traffix Node Number: 9998
 Intersection Name: Rogers Avenue and Brokaw Road
 Peak Hour: PM
 Count Date: 2020

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Counts	0	0	0	0	1296	50	25	0	50	50	1715	0	3186
Existing Conditions (with 1% compound growth if older than 2 years)	0	0	0	0	1296	50	25	0	50	50	1715	0	3186
ATI	0	0	0	0	229	0	0	0	0	0	357	0	586
Background Conditions	0	0	0	0	1525	50	25	0	50	50	2072	0	3772
Net Project Trips	0	0	0	0	323	0	0	0	0	0	-30	0	293
Background Plus Project Conditions	0	0	0	0	1848	50	25	0	50	50	2042	0	4065

Intersection Number: 35
 Traffix Node Number: 9997
 Intersection Name: Rogers Avenue and Junction Avenue
 Peak Hour: PM
 Count Date: 2020

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Counts	0	200	25	50	0	50	25	200	0	0	0	0	550
Existing Conditions (with 1% compound growth if older than 2 years)	0	200	25	50	0	50	25	200	0	0	0	0	550
ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Background Conditions	0	200	25	50	0	50	25	200	0	0	0	0	550
Net Project Trips	0	0	0	0	0	88	-10	0	0	0	0	0	78
Background Plus Project Conditions	0	200	25	50	0	138	15	200	0	0	0	0	628

Intersection Number: 36
 Traffix Node Number: 9999
 Intersection Name: Queens Lane and Old Bayshore Highway
 Peak Hour: PM
 Count Date: 2020

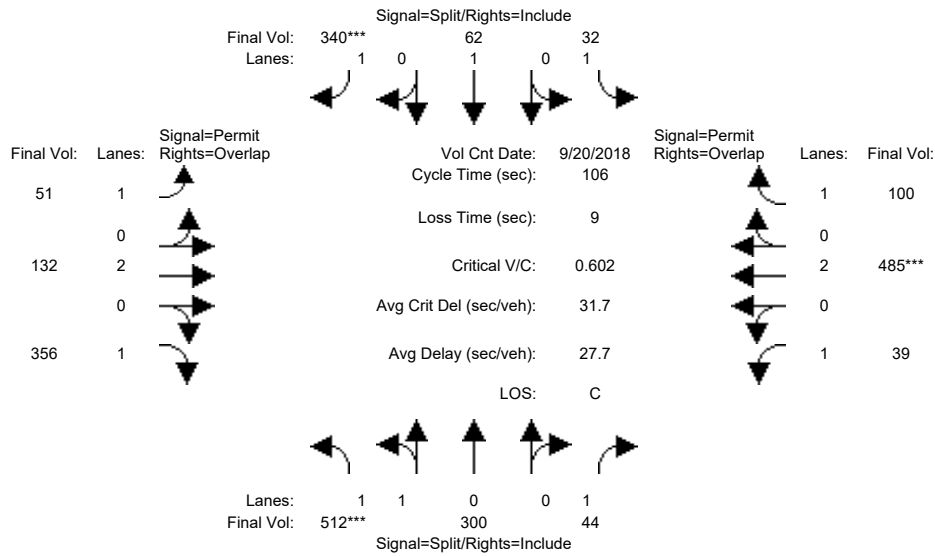
Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Counts	25	0	100	50	247	0	0	0	0	0	1935	50	2407
Existing Conditions (with 1% compound growth if older than 2 years)	25	0	100	50	247	0	0	0	0	0	1935	50	2407
ATI	0	0	0	0	47	0	0	0	0	0	139	0	186
Background Conditions	25	0	100	50	294	0	0	0	0	0	2074	50	2593
Net Project Trips	0	0	88	-7	0	0	0	0	0	0	0	-3	78
Background Plus Project Conditions	25	0	188	43	294	0	0	0	0	0	2074	47	2671

Appendix E
Intersection Level of Service Calculations

550 East Brokaw Road Office Development TA

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

Intersection #3289: 880/BAYSHORE (E)



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 20 Sep 2018 <<

Base Vol:	512	300	44	32	62	340	51	132	356	39	485	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:	512	300	44	32	62	340	51	132	356	39	485	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:	512	300	44	32	62	340	51	132	356	39	485	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:	512	300	44	32	62	340	51	132	356	39	485	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	512	300	44	32	62	340	51	132	356	39	485	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:	512	300	44	32	62	340	51	132	356	39	485	100

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.27	0.73	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2238	1311	1750	1750	1900	1750	1750	3800	1750	1750	3800	1750

Capacity Analysis Module:

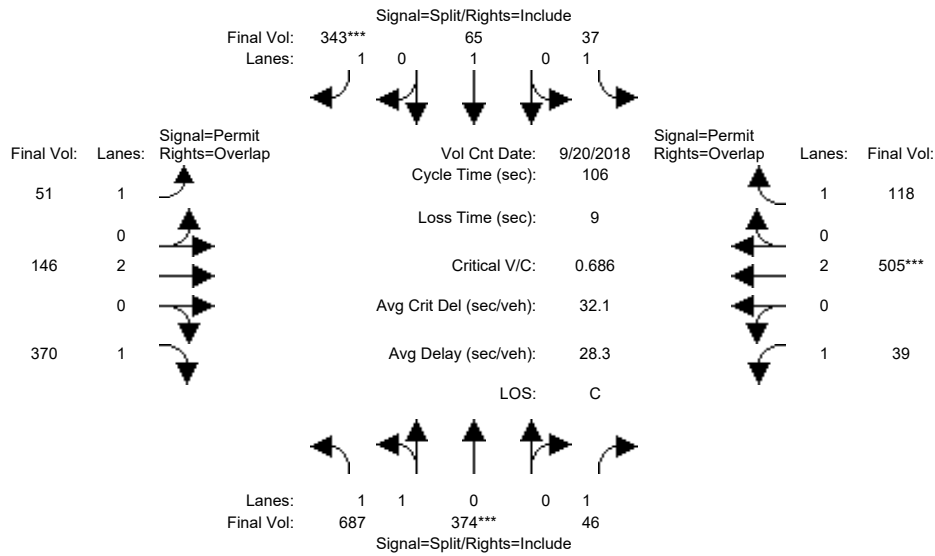
Vol/Sat:	0.23	0.23	0.03	0.02	0.03	0.19	0.03	0.03	0.20	0.02	0.13	0.06
Crit Moves:	****					****					****	
Green Time:	40.3	40.3	40.3	34.2	34.2	34.2	22.5	22.5	62.8	22.5	22.5	56.7
Volume/Cap:	0.60	0.60	0.07	0.06	0.10	0.60	0.14	0.16	0.34	0.11	0.60	0.11
Delay/Veh:	27.2	27.2	20.9	24.8	25.2	32.0	34.1	34.2	11.3	33.8	39.0	12.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.2	27.2	20.9	24.8	25.2	32.0	34.1	34.2	11.3	33.8	39.0	12.2
LOS by Move:	C	C	C	C	C	C	C	C	B	C	D	B
HCM2k95thQ:	20	20	2	2	3	19	3	4	12	2	13	3

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

550 East Brokaw Road Office Development TA

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

Intersection #3289: 880/BAYSHORE (E)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count Date: 20 Sep 2018 <<											
Base Vol:	512	300	44	32	62	340	51	132	356	39	485	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:	512	300	44	32	62	340	51	132	356	39	485	100
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	175	74	2	5	3	3	0	14	14	0	20	18
Initial Fut:	687	374	46	37	65	343	51	146	370	39	505	118
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	687	374	46	37	65	343	51	146	370	39	505	118
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	687	374	46	37	65	343	51	146	370	39	505	118
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	687	374	46	37	65	343	51	146	370	39	505	118

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.30	0.70	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2298	1251	1750	1750	1900	1750	1750	3800	1750	1750	3800	1750

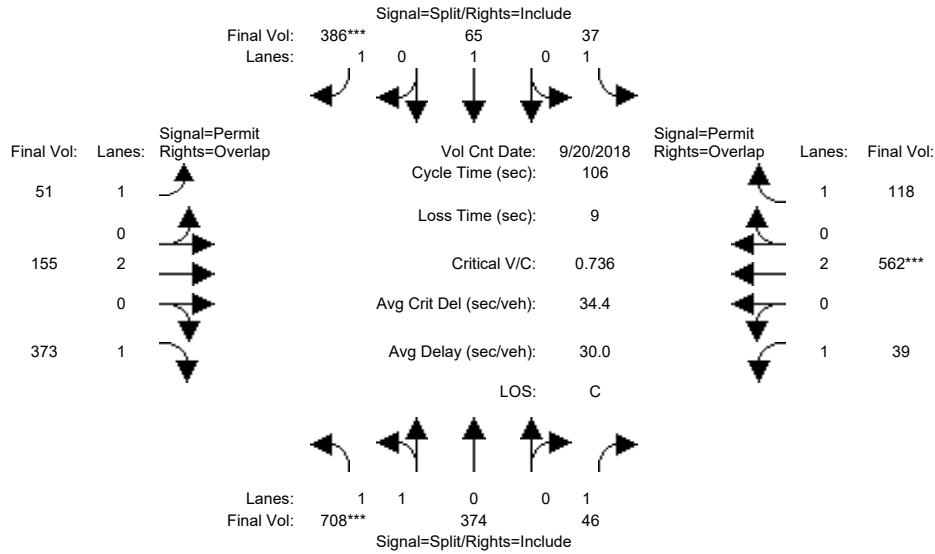
Capacity Analysis Module:												
Vol/Sat:	0.30	0.30	0.03	0.02	0.03	0.20	0.03	0.04	0.21	0.02	0.13	0.07
Crit Moves:	****			****			****			****		
Green Time:	46.2	46.2	46.2	30.3	30.3	30.3	20.5	20.5	66.7	20.5	20.5	50.8
Volume/Cap:	0.69	0.69	0.06	0.07	0.12	0.69	0.15	0.20	0.34	0.12	0.69	0.14
Delay/Veh:	25.4	25.4	17.4	27.7	28.1	37.6	35.7	36.0	9.4	35.4	42.5	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:	25.4	25.4	17.4	27.7	28.1	37.6	35.7	36.0	9.4	35.4	42.5	15.5
LOS by Move:	C	C	B	C	C	D	D	D	A	D	D	B
HCM2k95thQ:	26	26	2	2	3	21	3	4	12	2	14	4

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

550 East Brokaw Road Office Development TA

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

Intersection #3289: 880/BAYSHORE (E)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count Date: 20 Sep 2018 <<											
Base Vol:	512	300	44	32	62	340	51	132	356	39	485	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:	512	300	44	32	62	340	51	132	356	39	485	100
Added Vol:	21	0	0	0	0	43	0	9	3	0	57	0
PasserByVol:	175	74	2	5	3	3	0	14	14	0	20	18
Initial Fut:	708	374	46	37	65	386	51	155	373	39	562	118
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	708	374	46	37	65	386	51	155	373	39	562	118
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	708	374	46	37	65	386	51	155	373	39	562	118
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	708	374	46	37	65	386	51	155	373	39	562	118

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.32	0.68	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2323	1227	1750	1750	1900	1750	1750	3800	1750	1750	3800	1750

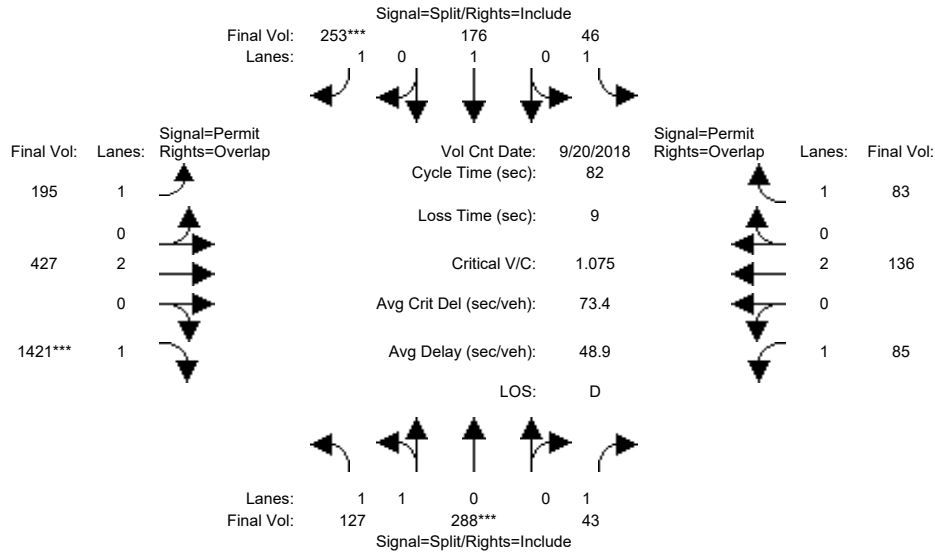
Capacity Analysis Module:												
Vol/Sat:	0.30	0.30	0.03	0.02	0.03	0.22	0.03	0.04	0.21	0.02	0.15	0.07
Crit Moves:	****					****					****	
Green Time:	43.9	43.9	43.9	31.8	31.8	31.8	21.3	21.3	65.2	21.3	21.3	53.1
Volume/Cap:	0.74	0.74	0.06	0.07	0.11	0.74	0.14	0.20	0.35	0.11	0.74	0.13
Delay/Veh:	28.1	28.1	18.7	26.6	27.0	38.7	35.0	35.4	10.2	34.7	43.5	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:	28.1	28.1	18.7	26.6	27.0	38.7	35.0	35.4	10.2	34.7	43.5	14.2
LOS by Move:	C	C	B	C	C	D	D	D	B	C	D	B
HCM2k95thQ:	28	28	2	2	3	24	3	4	12	2	16	4

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

550 East Brokaw Road Office Development TA

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

Intersection #3289: 880/BAYSHORE (E)



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count Date: 20 Sep 2018 <<											
Base Vol:	127	288	43	46	176	253	195	427	1421	85	136	83
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	127	288	43	46	176	253	195	427	1421	85	136	83
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	127	288	43	46	176	253	195	427	1421	85	136	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:	127	288	43	46	176	253	195	427	1421	85	136	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	127	288	43	46	176	253	195	427	1421	85	136	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:	127	288	43	46	176	253	195	427	1421	85	136	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	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	3800	1750	1750	3800	1750

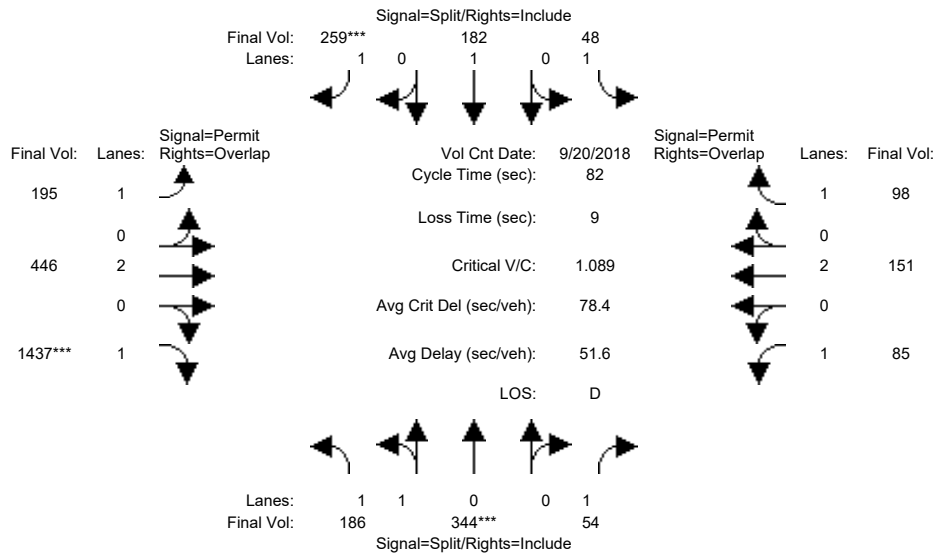
Capacity Analysis Module:												
Vol/Sat:	0.07	0.15	0.02	0.03	0.09	0.14	0.11	0.11	0.81	0.05	0.04	0.05
Crit Moves:	****			****			****			****		
Green Time:	11.6	11.6	11.6	11.0	11.0	11.0	50.4	50.4	62.0	50.4	50.4	61.4
Volume/Cap:	0.51	1.07	0.17	0.20	0.69	1.07	0.18	0.18	1.07	0.08	0.06	0.06
Delay/Veh:	33.2	102	31.3	31.9	41.5	115.3	6.9	6.9	57.4	6.4	6.3	2.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.2	102	31.3	31.9	41.5	115.3	6.9	6.9	57.4	6.4	6.3	2.7
LOS by Move:	C	F	C	C	D	F	A	A	E	A	A	A
HCM2k95thQ:	6	20	2	3	11	24	5	5	87	2	1	1

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

550 East Brokaw Road Office Development TA

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

Intersection #3289: 880/BAYSHORE (E)



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	20 Sep 2018	<<							
Base Vol:	127	288	43	46	176	253	195	427	1421	85	136	83
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	127	288	43	46	176	253	195	427	1421	85	136	83
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	59	56	11	2	6	6	0	19	16	0	15	15
Initial Fut:	186	344	54	48	182	259	195	446	1437	85	151	98
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	186	344	54	48	182	259	195	446	1437	85	151	98
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	186	344	54	48	182	259	195	446	1437	85	151	98
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	186	344	54	48	182	259	195	446	1437	85	151	98

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	3800	1750	1750	3800	1750

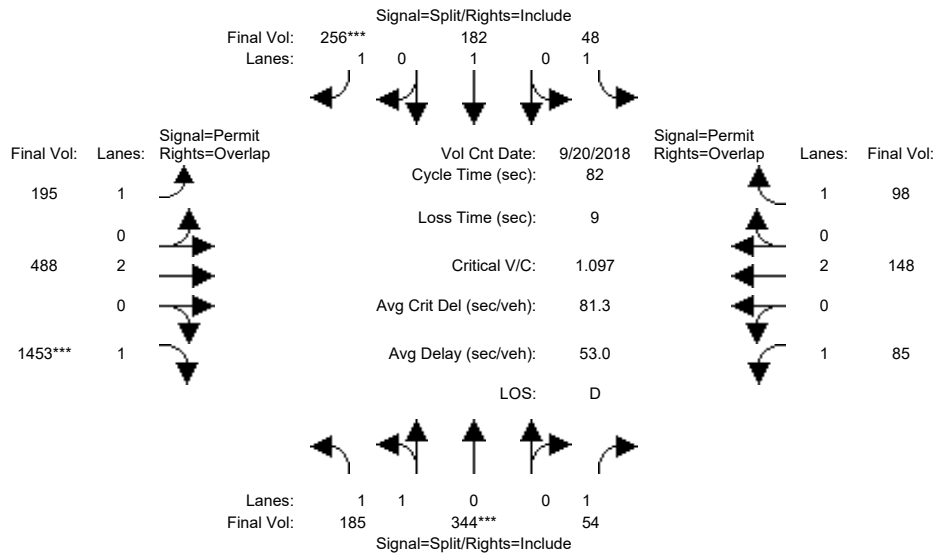
Capacity Analysis Module:												
Vol/Sat:	0.11	0.18	0.03	0.03	0.10	0.15	0.11	0.12	0.82	0.05	0.04	0.06
Crit Moves:	****			****			****			****		
Green Time:	13.6	13.6	13.6	11.1	11.1	11.1	48.2	48.2	61.9	48.2	48.2	59.4
Volume/Cap:	0.64	1.09	0.19	0.20	0.70	1.09	0.19	0.20	1.09	0.08	0.07	0.08
Delay/Veh:	33.6	101	29.7	31.9	42.4	119.4	7.9	7.9	62.7	7.4	7.3	3.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.6	101	29.7	31.9	42.4	119.4	7.9	7.9	62.7	7.4	7.3	3.3
LOS by Move:	C	F	C	C	D	F	A	A	E	A	A	A
HCM2k95thQ:	9	24	2	3	11	25	5	5	91	2	2	2

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

550 East Brokaw Road Office Development TA

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

Intersection #3289: 880/BAYSHORE (E)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	20 Sep 2018	<<							
Base Vol:	127	288	43	46	176	253	195	427	1421	85	136	83
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	127	288	43	46	176	253	195	427	1421	85	136	83
Added Vol:	-1	0	0	0	0	-3	0	42	16	0	-3	0
PasserByVol:	59	56	11	2	6	6	0	19	16	0	15	15
Initial Fut:	185	344	54	48	182	256	195	488	1453	85	148	98
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	185	344	54	48	182	256	195	488	1453	85	148	98
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	185	344	54	48	182	256	195	488	1453	85	148	98
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	185	344	54	48	182	256	195	488	1453	85	148	98

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	3800	1750	1750	3800	1750

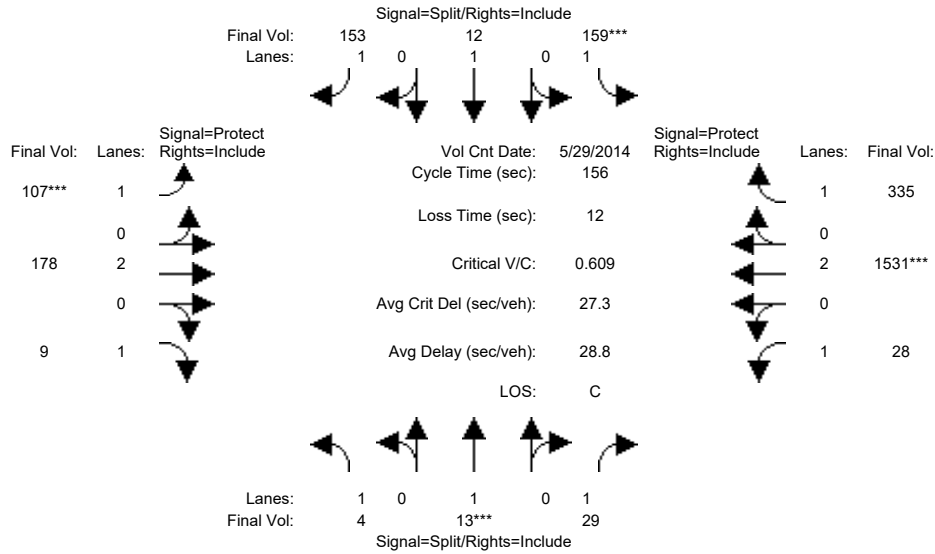
Capacity Analysis Module:												
Vol/Sat:	0.11	0.18	0.03	0.03	0.10	0.15	0.11	0.13	0.83	0.05	0.04	0.06
Crit Moves:	****			****			****			****		
Green Time:	13.5	13.5	13.5	10.9	10.9	10.9	48.5	48.5	62.1	48.5	48.5	59.5
Volume/Cap:	0.64	1.10	0.19	0.21	0.72	1.10	0.19	0.22	1.10	0.08	0.07	0.08
Delay/Veh:	33.7	104	29.8	32.1	43.6	122.8	7.8	7.9	65.7	7.2	7.1	3.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.7	104	29.8	32.1	43.6	122.8	7.8	7.9	65.7	7.2	7.1	3.3
LOS by Move:	C	F	C	C	D	F	A	A	E	A	A	A
HCM2k95thQ:	9	24	2	3	12	25	5	6	93	2	2	2

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

550 East Brokaw Road Office Development TA

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

Intersection #3288: 880/BAYSHORE (W)



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count Date: 29 May 2014 <<											
Base Vol:	4	13	29	159	12	153	107	178	9	28	1531	335
Growth Adj:	1.00	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	13	29	159	12	153	107	178	9	28	1531	335
Added Vol:	0	0	0	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	13	29	159	12	153	107	178	9	28	1531	335
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	13	29	159	12	153	107	178	9	28	1531	335
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	13	29	159	12	153	107	178	9	28	1531	335
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	13	29	159	12	153	107	178	9	28	1531	335

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	3800	1750	1750	3800	1750

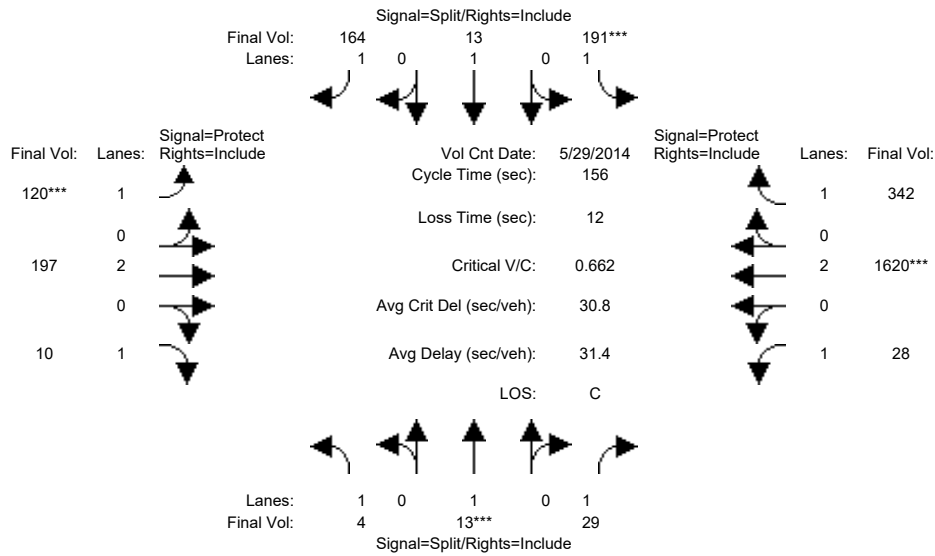
Capacity Analysis Module:												
Vol/Sat:	0.00	0.01	0.02	0.09	0.01	0.09	0.06	0.05	0.01	0.02	0.40	0.19
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	10.0	10.0	10.0	21.9	21.9	21.9	14.8	65.9	65.9	46.1	97.3	97.3
Volume/Cap:	0.04	0.11	0.26	0.65	0.04	0.62	0.65	0.11	0.01	0.05	0.65	0.31
Delay/Veh:	68.6	69.2	70.7	69.2	58.0	68.0	76.6	27.3	26.2	39.4	19.1	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:	68.6	69.2	70.7	69.2	58.0	68.0	76.6	27.3	26.2	39.4	19.1	13.8
LOS by Move:	E	E	E	E	E	E	E	C	C	D	B	B
HCM2k95thQ:	0	1	3	16	1	16	12	5	1	2	38	15

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

550 East Brokaw Road Office Development TA

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

Intersection #3288: 880/BAYSHORE (W)



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 29 May 2014 <<

Base Vol:	4	13	29	159	12	153	107	178	9	28	1531	335
Growth Adj:	1.00	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	13	29	159	12	153	107	178	9	28	1531	335
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	32	1	11	13	19	1	0	89	7
Initial Fut:	4	13	29	191	13	164	120	197	10	28	1620	342
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	13	29	191	13	164	120	197	10	28	1620	342
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	13	29	191	13	164	120	197	10	28	1620	342
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	4	13	29	191	13	164	120	197	10	28	1620	342

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	3800	1750	1750	3800	1750

Capacity Analysis Module:

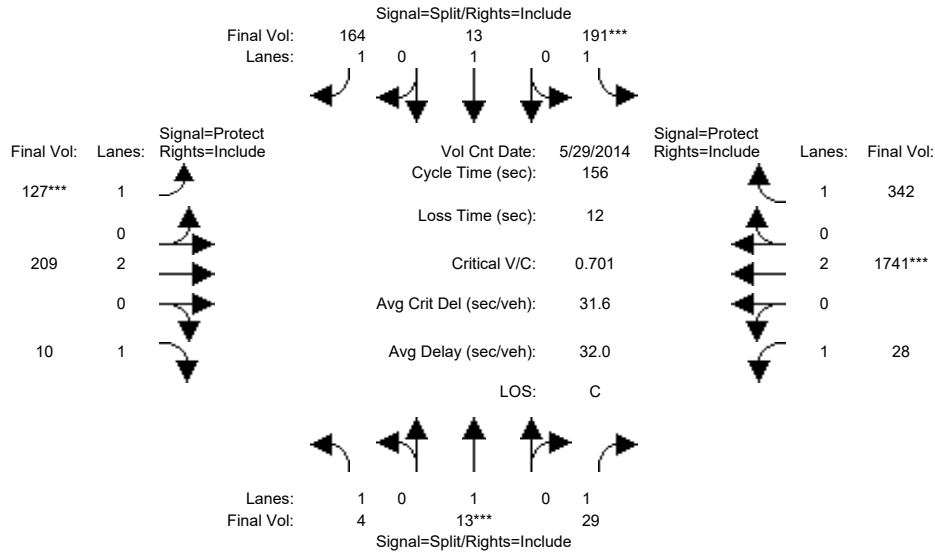
Vol/Sat:	0.00	0.01	0.02	0.11	0.01	0.09	0.07	0.05	0.01	0.02	0.43	0.20
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	10.0	10.0	10.0	24.2	24.2	24.2	15.2	64.6	64.6	45.2	94.6	94.6
Volume/Cap:	0.04	0.11	0.26	0.70	0.04	0.60	0.70	0.13	0.01	0.06	0.70	0.32
Delay/Veh:	68.6	69.2	70.7	70.5	56.1	65.2	80.7	28.3	26.9	40.0	22.1	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:	68.6	69.2	70.7	70.5	56.1	65.2	80.7	28.3	26.9	40.0	22.1	15.2
LOS by Move:	E	E	E	E	E	E	F	C	C	D	C	B
HCM2k95thQ:	0	1	3	19	1	16	14	6	1	2	43	16

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

550 East Brokaw Road Office Development TA

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

Intersection #3288: 880/BAYSHORE (W)



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 29 May 2014 <<

Base Vol:	4	13	29	159	12	153	107	178	9	28	1531	335
Growth Adj:	1.00	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	13	29	159	12	153	107	178	9	28	1531	335
Added Vol:	0	0	0	0	0	0	7	12	0	0	121	0
PasserByVol:	0	0	0	32	1	11	13	19	1	0	89	7
Initial Fut:	4	13	29	191	13	164	127	209	10	28	1741	342
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	13	29	191	13	164	127	209	10	28	1741	342
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	13	29	191	13	164	127	209	10	28	1741	342
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	13	29	191	13	164	127	209	10	28	1741	342

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	3800	1750	1750	3800	1750

Capacity Analysis Module:

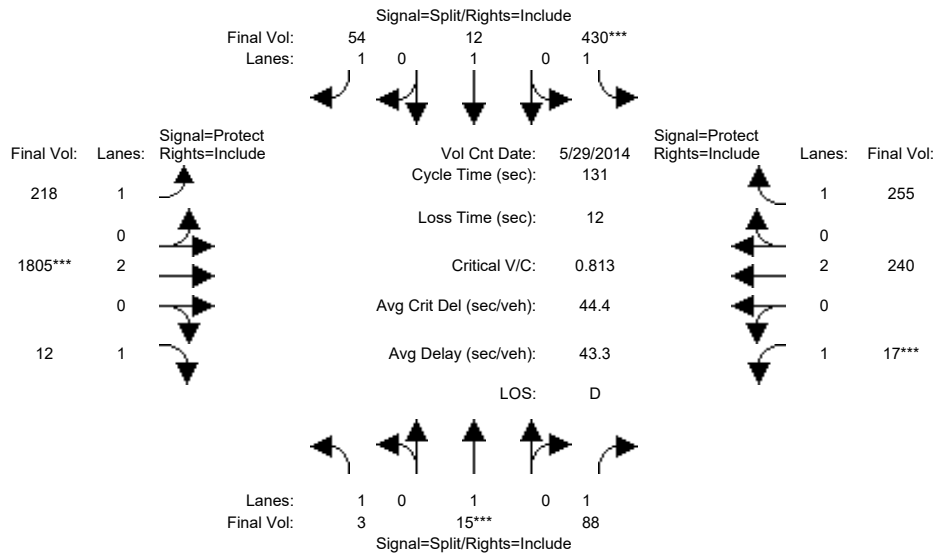
Vol/Sat:	0.00	0.01	0.02	0.11	0.01	0.09	0.07	0.06	0.01	0.02	0.46	0.20
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	10.0	10.0	10.0	22.9	22.9	22.9	15.2	65.4	65.4	45.8	95.9	95.9
Volume/Cap:	0.04	0.11	0.26	0.74	0.05	0.64	0.74	0.13	0.01	0.05	0.74	0.32
Delay/Veh:	68.6	69.2	70.7	75.0	57.3	68.0	84.8	27.9	26.5	39.6	22.7	14.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	68.6	69.2	70.7	75.0	57.3	68.0	84.8	27.9	26.5	39.6	22.7	14.5
LOS by Move:	E	E	E	E	E	E	F	C	C	D	C	B
HCM2k95thQ:	0	1	3	20	1	17	15	6	1	2	48	15

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

550 East Brokaw Road Office Development TA

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

Intersection #3288: 880/BAYSHORE (W)



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count Date: 29 May 2014 <<											
Base Vol:	3	15	88	430	12	54	218	1805	12	17	240	255
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	15	88	430	12	54	218	1805	12	17	240	255
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	15	88	430	12	54	218	1805	12	17	240	255
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	3	15	88	430	12	54	218	1805	12	17	240	255
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	15	88	430	12	54	218	1805	12	17	240	255
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	3	15	88	430	12	54	218	1805	12	17	240	255

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	3800	1750	1750	3800	1750

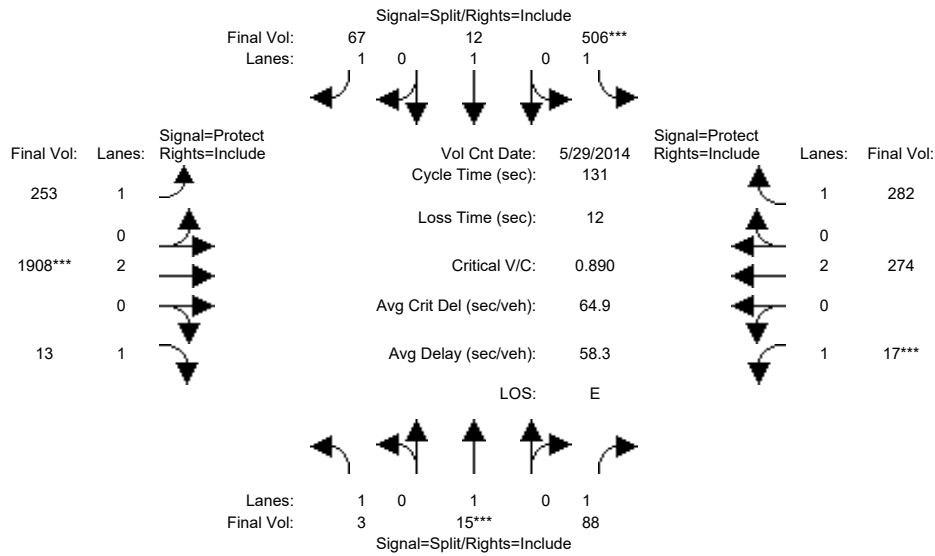
Capacity Analysis Module:												
Vol/Sat:	0.00	0.01	0.05	0.25	0.01	0.03	0.12	0.48	0.01	0.01	0.06	0.15
Crit Moves:	****			****			****		****			
Green Time:	10.0	10.0	10.0	34.8	34.8	34.8	34.2	67.2	67.2	7.0	40.0	40.0
Volume/Cap:	0.02	0.10	0.66	0.93	0.02	0.12	0.48	0.93	0.01	0.18	0.21	0.48
Delay/Veh:	56.0	56.6	70.3	71.4	35.6	36.6	41.6	37.7	15.6	60.2	33.8	37.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.0	56.6	70.3	71.4	35.6	36.6	41.6	37.7	15.6	60.2	33.8	37.7
LOS by Move:	E	E	E	E	D	D	D	D	B	E	C	D
HCM2k95thQ:	0	1	10	37	1	4	15	59	1	2	7	17

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

550 East Brokaw Road Office Development TA

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

Intersection #3288: 880/BAYSHORE (W)



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count Date: 29 May 2014 <<											
Base Vol:	3	15	88	430	12	54	218	1805	12	17	240	255
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	15	88	430	12	54	218	1805	12	17	240	255
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	76	0	13	35	103	1	0	34	27
Initial Fut:	3	15	88	506	12	67	253	1908	13	17	274	282
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	3	15	88	506	12	67	253	1908	13	17	274	282
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	15	88	506	12	67	253	1908	13	17	274	282
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	3	15	88	506	12	67	253	1908	13	17	274	282

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	3800	1750	1750	3800	1750

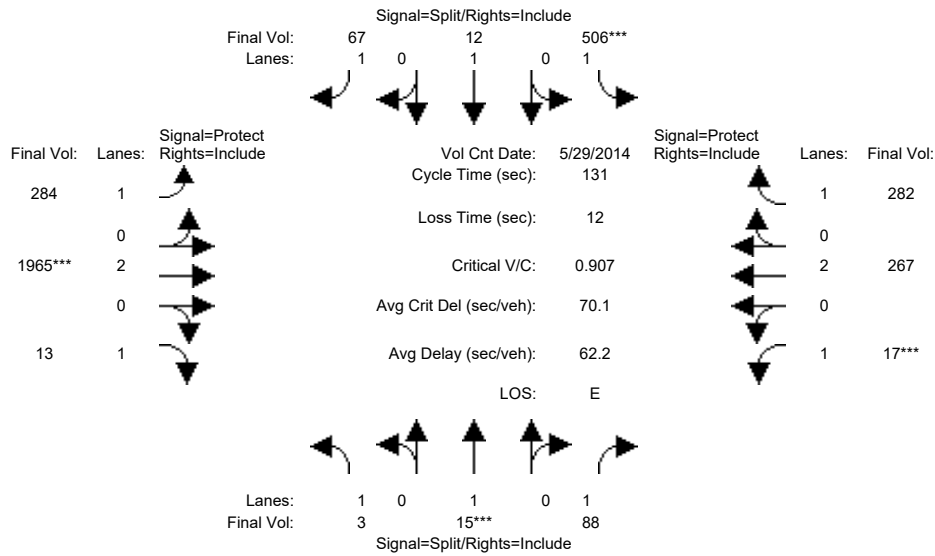
Capacity Analysis Module:												
Vol/Sat:	0.00	0.01	0.05	0.29	0.01	0.04	0.14	0.50	0.01	0.01	0.07	0.16
Crit Moves:	****			****			****			****		
Green Time:	10.0	10.0	10.0	37.3	37.3	37.3	33.9	64.7	64.7	7.0	37.8	37.8
Volume/Cap:	0.02	0.10	0.66	1.02	0.02	0.13	0.56	1.02	0.02	0.18	0.25	0.56
Delay/Veh:	56.0	56.6	70.3	91.3	33.8	35.0	43.6	58.0	16.9	60.2	35.8	40.9
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	56.6	70.3	91.3	33.8	35.0	43.6	58.0	16.9	60.2	35.8	40.9
LOS by Move:	E	E	E	F	C	C	D	E	B	E	D	D
HCM2k95thQ:	0	1	10	47	1	4	18	72	1	2	8	20

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

550 East Brokaw Road Office Development TA

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

Intersection #3288: 880/BAYSHORE (W)



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count Date: 29 May 2014 <<											
Base Vol:	3	15	88	430	12	54	218	1805	12	17	240	255
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	15	88	430	12	54	218	1805	12	17	240	255
Added Vol:	0	0	0	0	0	0	31	57	0	0	-7	0
PasserByVol:	0	0	0	76	0	13	35	103	1	0	34	27
Initial Fut:	3	15	88	506	12	67	284	1965	13	17	267	282
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	3	15	88	506	12	67	284	1965	13	17	267	282
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	15	88	506	12	67	284	1965	13	17	267	282
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	3	15	88	506	12	67	284	1965	13	17	267	282

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	3800	1750	1750	3800	1750

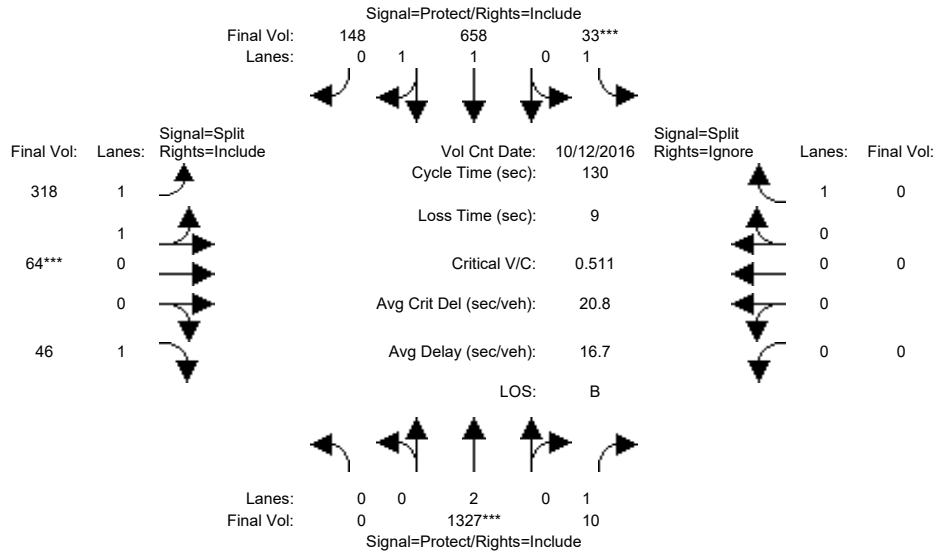
Capacity Analysis Module:												
Vol/Sat:	0.00	0.01	0.05	0.29	0.01	0.04	0.16	0.52	0.01	0.01	0.07	0.16
Crit Moves:	****			****			****			****		
Green Time:	10.0	10.0	10.0	36.6	36.6	36.6	36.3	65.4	65.4	7.0	36.1	36.1
Volume/Cap:	0.02	0.10	0.66	1.04	0.02	0.14	0.59	1.04	0.01	0.18	0.26	0.59
Delay/Veh:	56.0	56.6	70.3	97.4	34.3	35.5	42.7	63.3	16.5	60.2	37.1	42.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.0	56.6	70.3	97.4	34.3	35.5	42.7	63.3	16.5	60.2	37.1	42.8
LOS by Move:	E	E	E	F	C	D	D	E	B	E	D	D
HCM2k95thQ:	0	1	10	48	1	4	20	76	1	2	8	20

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

550 East Brokaw Road Office Development TA

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

Intersection #3055: 880/FIRST (S)



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	10	10	10	10	0	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	12 Oct 2016	<<											
Base Vol:	0	1327	10	33	658	148	318	64	46	0	0	251				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	0	1327	10	33	658	148	318	64	46	0	0	251				
Added Vol:	0	0	0	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	1327	10	33	658	148	318	64	46	0	0	251				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00				
PHF Volume:	0	1327	10	33	658	148	318	64	46	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	1327	10	33	658	148	318	64	46	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	0.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00				
FinalVolume:	0	1327	10	33	658	148	318	64	46	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	0.98	0.95	0.93	0.95	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	1.62	0.38	1.67	0.33	1.00	0.00	0.00	1.00
Final Sat.:	0	3800	1750	1750	3020	679	2955	595	1750	0	0	1750

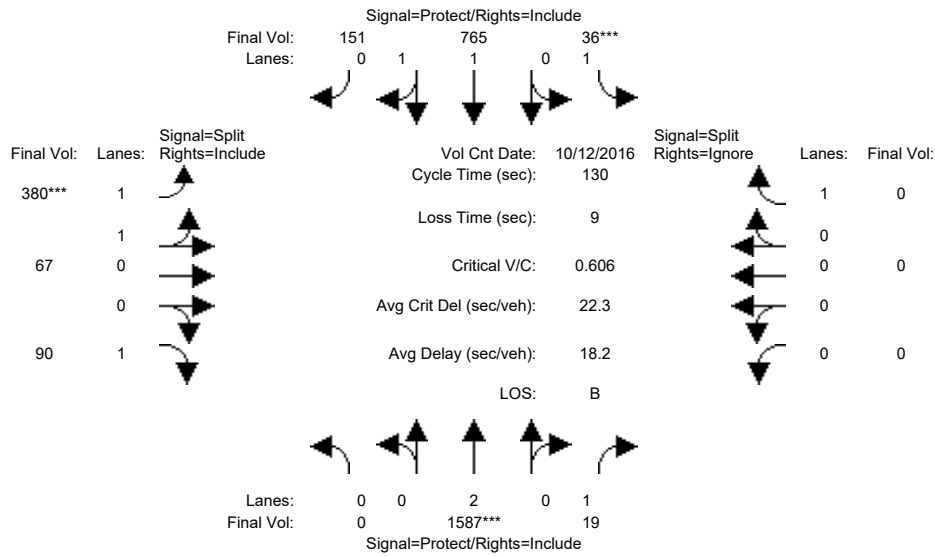
Capacity Analysis Module:												
Vol/Sat:	0.00	0.35	0.01	0.02	0.22	0.22	0.11	0.11	0.03	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green Time:	0.0	87.1	87.1	7.0	94.1	94.1	26.9	26.9	26.9	0.0	0.0	0.0
Volume/Cap:	0.00	0.52	0.01	0.35	0.30	0.30	0.52	0.52	0.13	0.00	0.00	0.00
Delay/Veh:	0.0	11.6	7.1	69.3	6.6	6.6	48.5	48.5	42.7	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	11.6	7.1	69.3	6.6	6.6	48.5	48.5	42.7	0.0	0.0	0.0
LOS by Move:	A	B	A	E	A	A	D	D	D	A	A	A
HCM2k95thQ:	0	23	0	3	11	11	14	14	4	0	0	0

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

550 East Brokaw Road Office Development TA

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

Intersection #3055: 880/FIRST (S)



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	10	10	10	10	0	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	12 Oct 2016	<<							
Base Vol:	0	1327	10	33	658	148	318	64	46	0	0	251
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1327	10	33	658	148	318	64	46	0	0	251
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	260	9	3	107	3	62	3	44	0	0	13
Initial Fut:	0	1587	19	36	765	151	380	67	90	0	0	264
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	1587	19	36	765	151	380	67	90	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1587	19	36	765	151	380	67	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	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	0	1587	19	36	765	151	380	67	90	0	0	0

Saturation Flow Module:	Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.93	0.95	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	1.66	0.34	1.70	0.30	1.00	0.00	0.00	1.00
Final Sat.:	0	3800	1750	1750	3090	610	3018	532	1750	0	0	1750

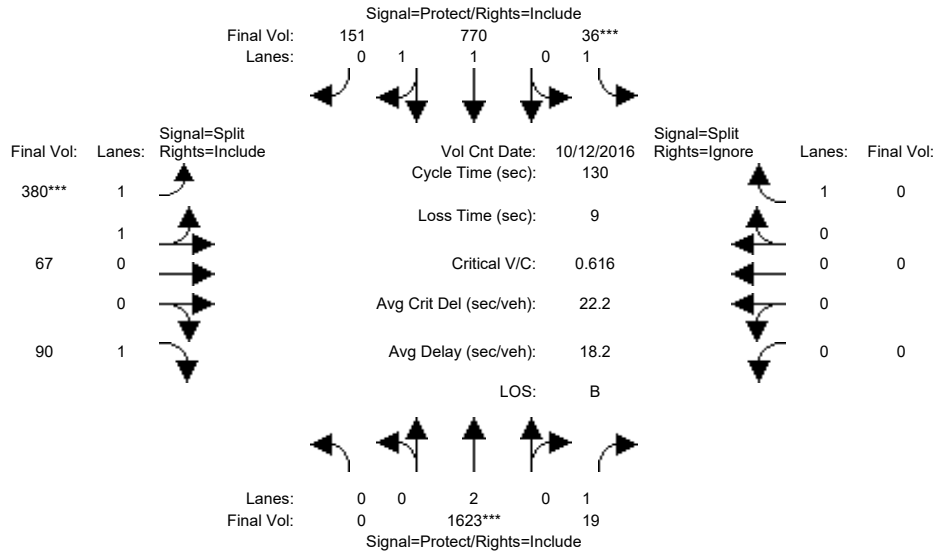
Capacity Analysis Module:	Vol/Sat:	0.00	0.42	0.01	0.02	0.25	0.25	0.13	0.13	0.05	0.00	0.00	0.00
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	0.0	87.6	87.6	7.0	94.6	94.6	26.4	26.4	26.4	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.62	0.02	0.38	0.34	0.34	0.62	0.62	0.25	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	13.0	7.0	70.8	6.8	6.8	51.2	51.2	45.2	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	1.00
AdjDel/Veh:	0.0	13.0	7.0	70.8	6.8	6.8	51.2	51.2	45.2	0.0	0.0	0.0	0.0
LOS by Move:	A	B	A	E	A	A	D	D	D	A	A	A	A
HCM2k95thQ:	0	29	1	4	13	13	16	16	7	0	0	0	0

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

550 East Brokaw Road Office Development TA

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

Intersection #3055: 880/FIRST (S)



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	10	10	10	10	0	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count Date: 12 Oct 2016 <<											
Base Vol:	0	1327	10	33	658	148	318	64	46	0	0	251
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1327	10	33	658	148	318	64	46	0	0	251
Added Vol:	0	36	0	0	5	0	0	0	0	0	0	0
PasserByVol:	0	260	9	3	107	3	62	3	44	0	0	13
Initial Fut:	0	1623	19	36	770	151	380	67	90	0	0	264
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	1623	19	36	770	151	380	67	90	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1623	19	36	770	151	380	67	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	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	1623	19	36	770	151	380	67	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	0.98	0.95	0.93	0.95	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	1.66	0.34	1.70	0.30	1.00	0.00	0.00	1.00
Final Sat.:	0	3800	1750	1750	3093	607	3018	532	1750	0	0	1750

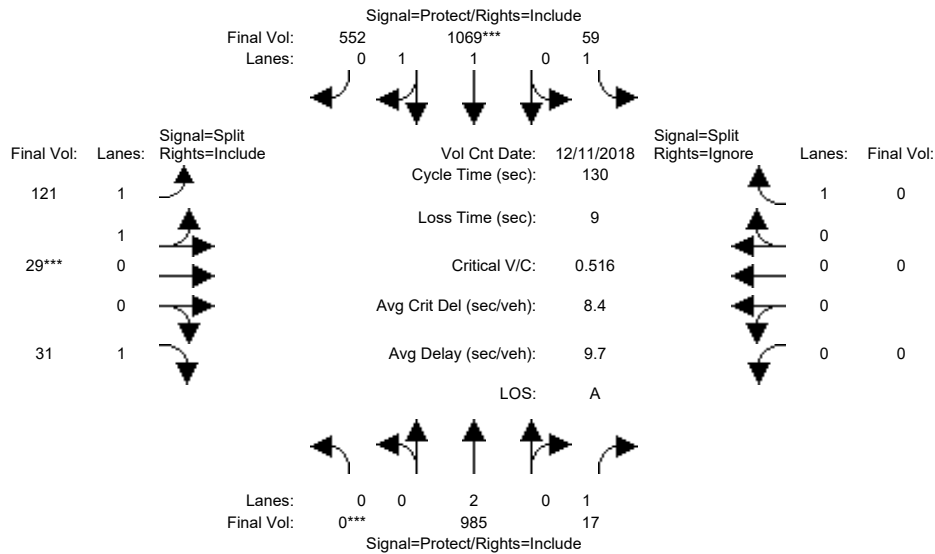
Capacity Analysis Module:												
Vol/Sat:	0.00	0.43	0.01	0.02	0.25	0.25	0.13	0.13	0.05	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green Time:	0.0	88.0	88.0	7.0	95.0	95.0	26.0	26.0	26.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.63	0.02	0.38	0.34	0.34	0.63	0.63	0.26	0.00	0.00	0.00
Delay/Veh:	0.0	13.0	6.9	70.8	6.6	6.6	51.9	51.9	45.7	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	13.0	6.9	70.8	6.6	6.6	51.9	51.9	45.7	0.0	0.0	0.0
LOS by Move:	A	B	A	E	A	A	D	D	D	A	A	A
HCM2k95thQ:	0	30	1	4	13	13	17	17	7	0	0	0

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

550 East Brokaw Road Office Development TA

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

Intersection #3055: 880/FIRST (S)



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	10	10	10	10	0	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	11 Dec 2018	<<	5:00 - 6:00 PM						
Base Vol:	0	985	17	59	1069	552	121	29	31	0	0	215
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	985	17	59	1069	552	121	29	31	0	0	215
Added Vol:	0	0	0	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	985	17	59	1069	552	121	29	31	0	0	215
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	985	17	59	1069	552	121	29	31	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	985	17	59	1069	552	121	29	31	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	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	985	17	59	1069	552	121	29	31	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	0.95	0.93	0.95	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	1.30	0.70	1.62	0.38	1.00	0.00	0.00	1.00
Final Sat.:	0	3800	1750	1750	2439	1259	2864	686	1750	0	0	1750

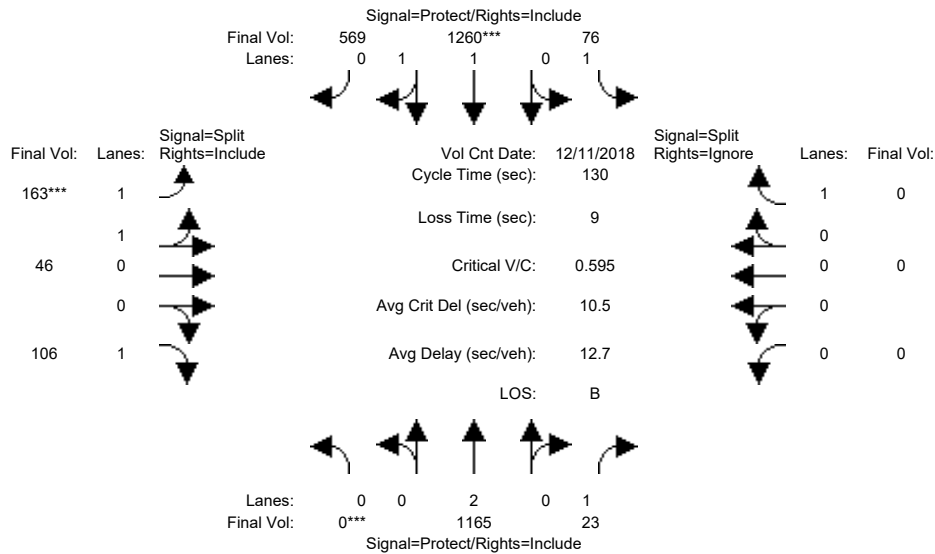
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.01	0.03	0.44	0.44	0.04	0.04	0.02	0.00	0.00	0.00
Crit Moves:	****				****			****				
Green Time:	0.0	91.4	91.4	19.0	110	110.4	10.6	10.6	10.6	0.0	0.0	0.0
Volume/Cap:	0.00	0.37	0.01	0.23	0.52	0.52	0.52	0.52	0.22	0.00	0.00	0.00
Delay/Veh:	0.0	8.1	5.8	51.2	3.3	3.3	63.6	63.6	59.2	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	8.1	5.8	51.2	3.3	3.3	63.6	63.6	59.2	0.0	0.0	0.0
LOS by Move:	A	A	A	D	A	A	E	E	E	A	A	A
HCM2k95thQ:	0	14	1	5	17	17	8	8	3	0	0	0

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

550 East Brokaw Road Office Development TA

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

Intersection #3055: 880/FIRST (S)



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	10	10	10	10	0	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	11 Dec 2018	<<	5:00 - 6:00 PM						
Base Vol:	0	985	17	59	1069	552	121	29	31	0	0	215
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	985	17	59	1069	552	121	29	31	0	0	215
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	180	6	17	191	17	42	17	75	0	0	23
Initial Fut:	0	1165	23	76	1260	569	163	46	106	0	0	238
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	1165	23	76	1260	569	163	46	106	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1165	23	76	1260	569	163	46	106	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	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	1165	23	76	1260	569	163	46	106	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	0.95	0.93	0.95	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	1.36	0.64	1.57	0.43	1.00	0.00	0.00	1.00
Final Sat.:	0	3800	1750	1750	2548	1151	2769	781	1750	0	0	1750

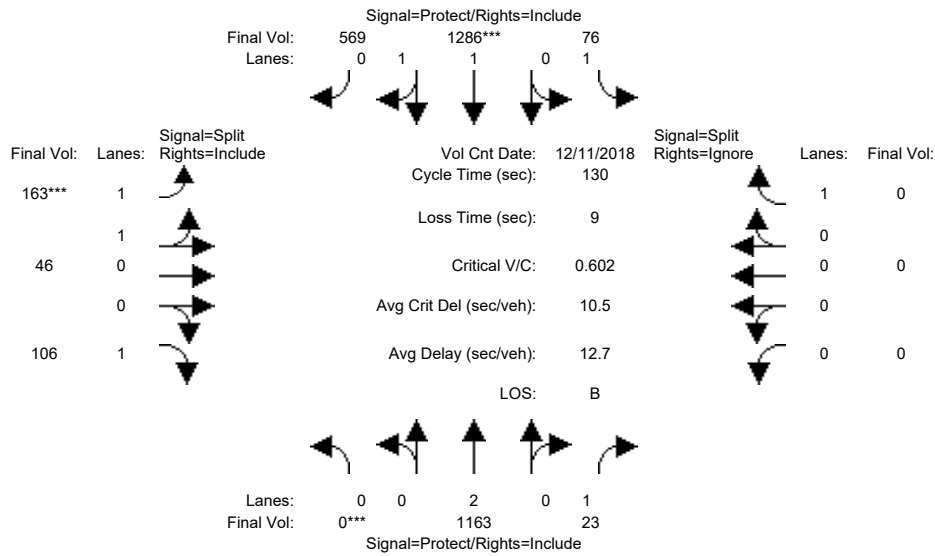
Capacity Analysis Module:												
Vol/Sat:	0.00	0.31	0.01	0.04	0.49	0.49	0.06	0.06	0.06	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	0.0	91.7	91.7	16.1	108	107.8	13.2	13.2	13.2	0.0	0.0	0.0
Volume/Cap:	0.00	0.43	0.02	0.35	0.60	0.60	0.58	0.58	0.60	0.00	0.00	0.00
Delay/Veh:	0.0	8.7	5.7	56.6	4.6	4.6	62.4	62.4	69.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	8.7	5.7	56.6	4.6	4.6	62.4	62.4	69.7	0.0	0.0	0.0
LOS by Move:	A	A	A	E	A	A	E	E	E	A	A	A
HCM2k95thQ:	0	17	1	6	22	22	10	10	10	0	0	0

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

550 East Brokaw Road Office Development TA

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

Intersection #3055: 880/FIRST (S)



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	10	10	10	10	0	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	11 Dec 2018	<<	5:00 - 6:00 PM
Base Vol:	0	985	17	59	1069	552
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	985	17	59	1069	552
Added Vol:	0	-2	0	0	26	0
PasserByVol:	0	180	6	17	191	17
Initial Fut:	0	1163	23	76	1286	569
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1163	23	76	1286	569
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	0	1163	23	76	1286	569
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1163	23	76	1286	569

Saturation Flow Module:	Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.99	0.95	0.93	0.95	0.92	0.92	1.00
Lanes:	0.00	2.00	1.00	1.00	1.37	0.63	1.57	0.43	1.00	0.00	0.00
Final Sat.:	0	3800	1750	1750	2564	1135	2769	781	1750	0	0

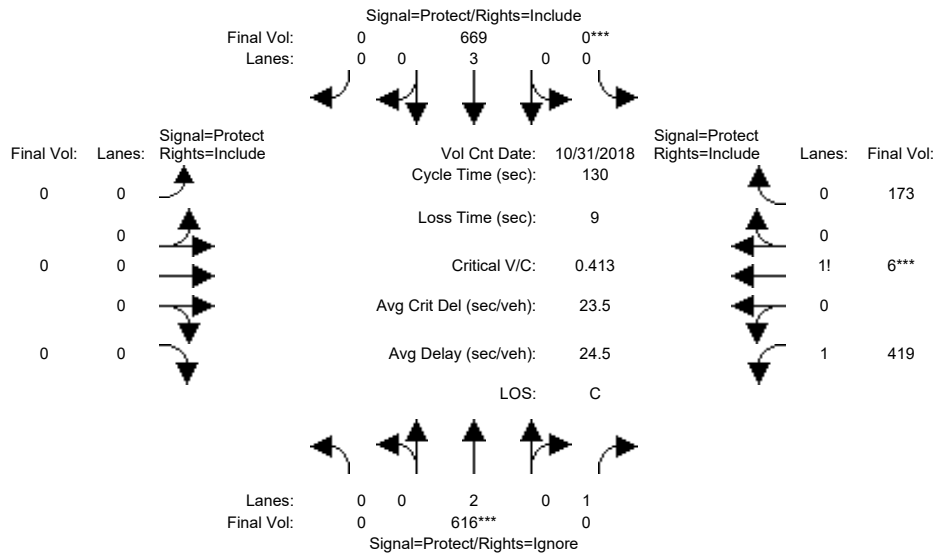
Capacity Analysis Module:	Vol/Sat:	0.00	0.31	0.01	0.04	0.50	0.50	0.06	0.06	0.06	0.00	0.00	0.00
Crit Moves:	****				****		****						
Green Time:	0.0	91.8	91.8	16.2	108	108.0	13.0	13.0	13.0	0.0	0.0	0.0	
Volume/Cap:	0.00	0.43	0.02	0.35	0.60	0.60	0.59	0.59	0.60	0.00	0.00	0.00	
Delay/Veh:	0.0	8.6	5.7	56.5	4.6	4.6	62.8	62.8	70.5	0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	0.0	8.6	5.7	56.5	4.6	4.6	62.8	62.8	70.5	0.0	0.0	0.0	
LOS by Move:	A	A	A	E	A	A	E	E	E	A	A	A	
HCM2k95thQ:	0	17	1	6	23	23	10	10	10	0	0	0	

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

550 East Brokaw Road Office Development TA

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

Intersection #3054: 880/FIRST (N)



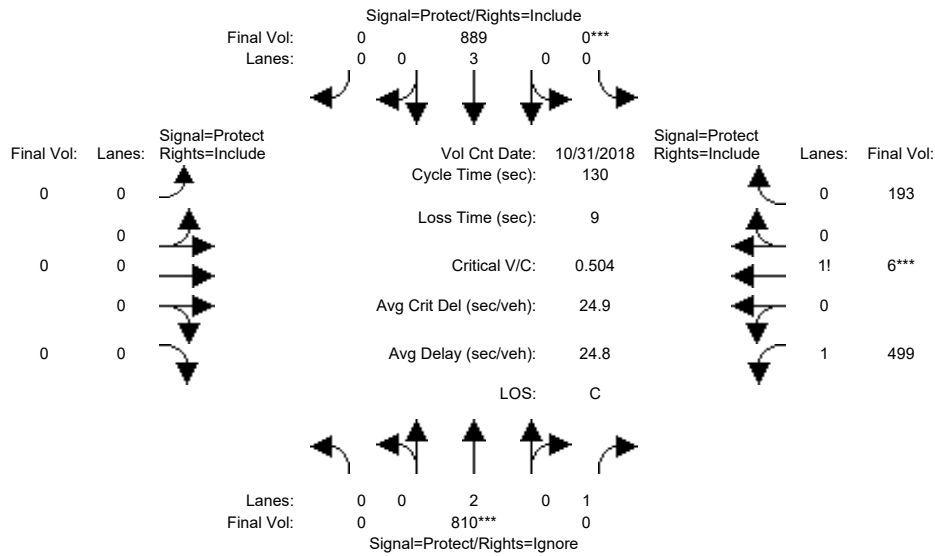
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 31 Oct 2018 <<												
Base Vol:	0	616	422	0	669	0	0	0	0	419	6	173
Growth Adj:	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	616	422	0	669	0	0	0	0	419	6	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	616	422	0	669	0	0	0	0	419	6	173
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	616	0	0	669	0	0	0	0	419	6	173
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	616	0	0	669	0	0	0	0	419	6	173
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	616	0	0	669	0	0	0	0	419	6	173
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	0.00	2.00	1.00	0.00	3.00	0.00	0.00	0.00	0.00	1.54	0.02	0.44
Final Sat.:	0	3800	1750	0	5700	0	0	0	0	2694	27	779
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.00	0.00	0.12	0.00	0.00	0.00	0.00	0.16	0.22	0.22
Crit Moves:	****			****						****		
Green Time:	0.0	51.1	0.0	0.0	51.1	0.0	0.0	0.0	0.0	69.9	69.9	69.9
Volume/Cap:	0.00	0.41	0.00	0.00	0.30	0.00	0.00	0.00	0.00	0.29	0.41	0.41
Delay/Veh:	0.0	28.8	0.0	0.0	27.2	0.0	0.0	0.0	0.0	16.5	18.0	18.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	28.8	0.0	0.0	27.2	0.0	0.0	0.0	0.0	16.5	18.0	18.0
LOS by Move:	A	C	A	A	C	A	A	A	A	B	B	B
HCM2k95thQ:	0	16	0	0	11	0	0	0	0	12	18	18

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

550 East Brokaw Road Office Development TA

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

Intersection #3054: 880/FIRST (N)



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	0	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: 31 Oct 2018 <<

Base Vol:	0	616	422	0	669	0	0	0	0	419	6	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	616	422	0	669	0	0	0	0	419	6	173
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	194	60	0	220	0	0	0	0	80	0	20
Initial Fut:	0	810	482	0	889	0	0	0	0	499	6	193
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	810	0	0	889	0	0	0	0	499	6	193
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	810	0	0	889	0	0	0	0	499	6	193
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	810	0	0	889	0	0	0	0	499	6	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	0.92	0.92
Lanes:	0.00	2.00	1.00	0.00	3.00	0.00	0.00	0.00	0.00	1.56	0.01	0.43
Final Sat.:	0	3800	1750	0	5700	0	0	0	0	2724	23	753

Capacity Analysis Module:

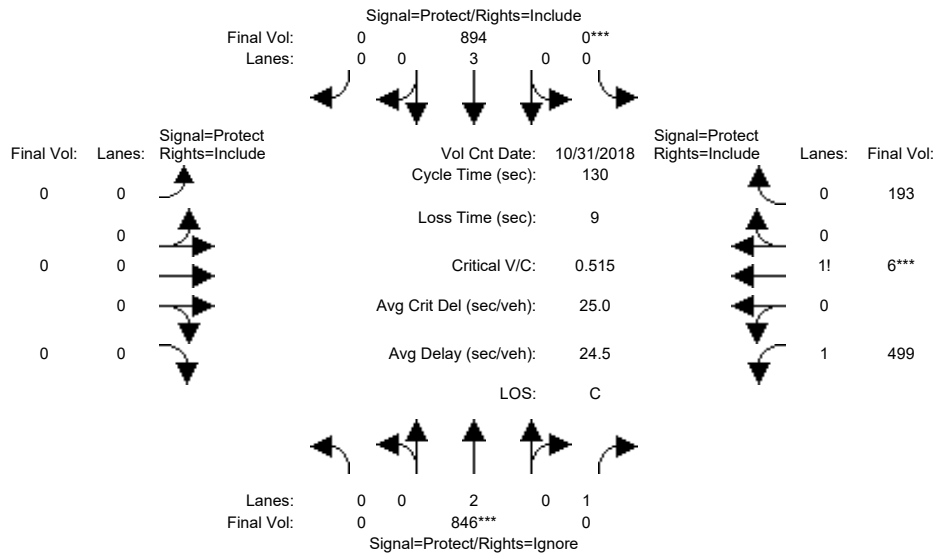
Vol/Sat:	0.00	0.21	0.00	0.00	0.16	0.00	0.00	0.00	0.00	0.18	0.26	0.26
Crit Moves:	****			****						****		
Green Time:	0.0	54.9	0.0	0.0	54.9	0.0	0.0	0.0	0.0	66.1	66.1	66.1
Volume/Cap:	0.00	0.50	0.00	0.00	0.37	0.00	0.00	0.00	0.00	0.36	0.50	0.50
Delay/Veh:	0.0	27.8	0.0	0.0	25.8	0.0	0.0	0.0	0.0	19.4	21.4	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:	0.0	27.8	0.0	0.0	25.8	0.0	0.0	0.0	0.0	19.4	21.4	21.4
LOS by Move:	A	C	A	A	C	A	A	A	A	B	C	C
HCM2k95thQ:	0	21	0	0	15	0	0	0	0	15	23	23

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

550 East Brokaw Road Office Development TA

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

Intersection #3054: 880/FIRST (N)



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	0	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: 31 Oct 2018 <<											
Base Vol:	0	616	422	0	669	0	0	0	0	419	6	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	616	422	0	669	0	0	0	0	419	6	173
Added Vol:	0	36	0	0	5	0	0	0	0	0	0	0
PasserByVol:	0	194	60	0	220	0	0	0	0	80	0	20
Initial Fut:	0	846	482	0	894	0	0	0	0	499	6	193
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	846	0	0	894	0	0	0	0	499	6	193
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	846	0	0	894	0	0	0	0	499	6	193
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	846	0	0	894	0	0	0	0	499	6	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	0.92	0.92
Lanes:	0.00	2.00	1.00	0.00	3.00	0.00	0.00	0.00	0.00	1.56	0.01	0.43
Final Sat.:	0	3800	1750	0	5700	0	0	0	0	2724	23	753

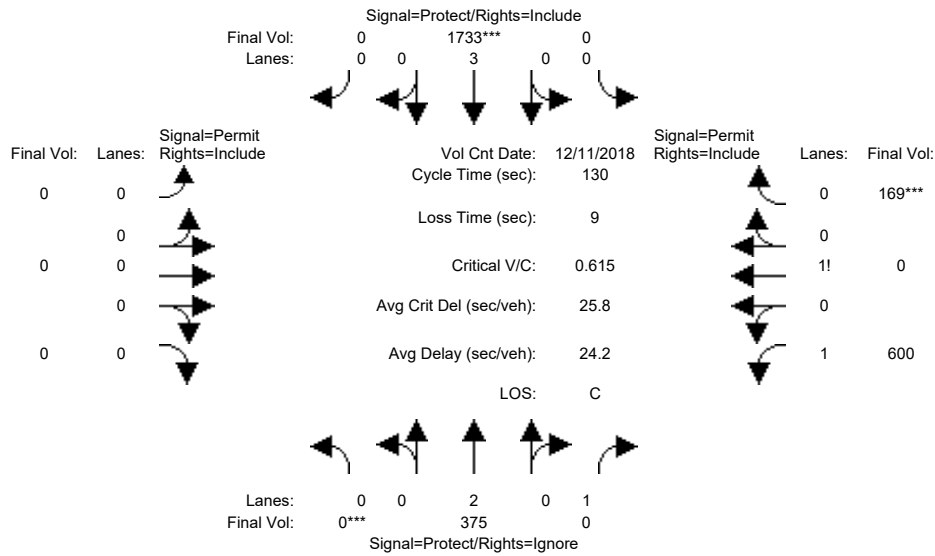
Capacity Analysis Module:												
Vol/Sat:	0.00	0.22	0.00	0.00	0.16	0.00	0.00	0.00	0.00	0.18	0.26	0.26
Crit Moves:	****			****						****		
Green Time:	0.0	56.2	0.0	0.0	56.2	0.0	0.0	0.0	0.0	64.8	64.8	64.8
Volume/Cap:	0.00	0.51	0.00	0.00	0.36	0.00	0.00	0.00	0.00	0.37	0.51	0.51
Delay/Veh:	0.0	27.2	0.0	0.0	24.9	0.0	0.0	0.0	0.0	20.2	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:	0.0	27.2	0.0	0.0	24.9	0.0	0.0	0.0	0.0	20.2	22.4	22.4
LOS by Move:	A	C	A	A	C	A	A	A	A	C	C	C
HCM2k95thQ:	0	21	0	0	15	0	0	0	0	16	23	23

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

550 East Brokaw Road Office Development TA

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

Intersection #3054: 880/FIRST (N)



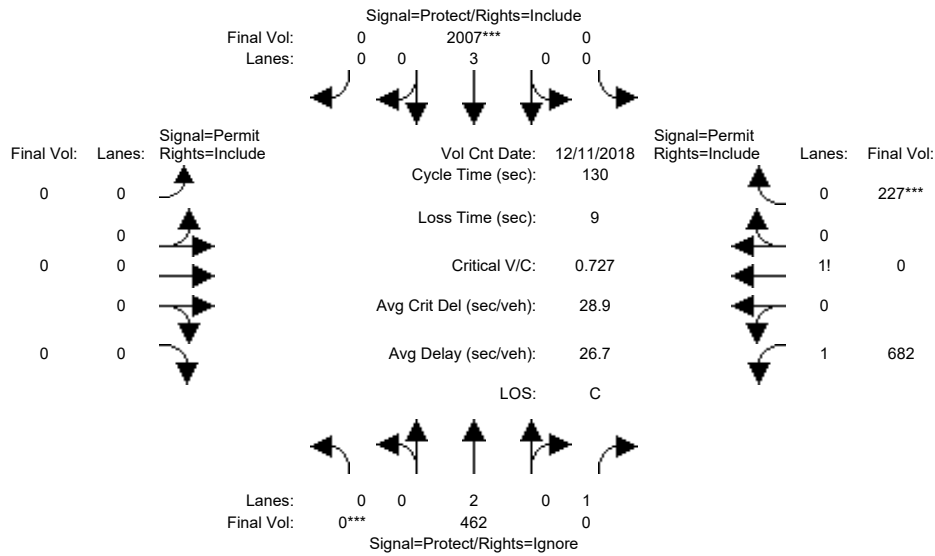
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	11 Dec 2018 << 5:00 - 6:00 PM											
Base Vol:	0	375	128	0	1733	0	0	0	0	600	0	169
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	375	128	0	1733	0	0	0	0	600	0	169
Added Vol:	0	0	0	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	375	128	0	1733	0	0	0	0	600	0	169
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	375	0	0	1733	0	0	0	0	600	0	169
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	375	0	0	1733	0	0	0	0	600	0	169
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	375	0	0	1733	0	0	0	0	600	0	169
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	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	0.00	3.00	0.00	0.00	0.00	0.00	1.64	0.00	0.36
Final Sat.:	0	3800	1750	0	5700	0	0	0	0	2869	0	631
Capacity Analysis Module:												
Vol/Sat:	0.00	0.10	0.00	0.00	0.30	0.00	0.00	0.00	0.00	0.21	0.00	0.27
Crit Moves:	****				****							****
Green Time:	0.0	64.3	0.0	0.0	64.3	0.0	0.0	0.0	0.0	56.7	0.0	56.7
Volume/Cap:	0.00	0.20	0.00	0.00	0.61	0.00	0.00	0.00	0.00	0.48	0.00	0.61
Delay/Veh:	0.0	18.5	0.0	0.0	24.3	0.0	0.0	0.0	0.0	26.4	0.0	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:	0.0	18.5	0.0	0.0	24.3	0.0	0.0	0.0	0.0	26.4	0.0	29.2
LOS by Move:	A	B	A	A	C	A	A	A	A	C	A	C
HCM2k95thQ:	0	8	0	0	29	0	0	0	0	20	0	27

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

550 East Brokaw Road Office Development TA

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

Intersection #3054: 880/FIRST (N)



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	0	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: 11 Dec 2018 << 5:00 - 6:00 PM											
Base Vol:	0	375	128	0	1733	0	0	0	0	600	0	169
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	375	128	0	1733	0	0	0	0	600	0	169
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	87	46	0	274	0	0	0	0	82	0	58
Initial Fut:	0	462	174	0	2007	0	0	0	0	682	0	227
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	462	0	0	2007	0	0	0	0	682	0	227
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	462	0	0	2007	0	0	0	0	682	0	227
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	462	0	0	2007	0	0	0	0	682	0	227

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	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	0.00	3.00	0.00	0.00	0.00	0.00	1.60	0.00	0.40
Final Sat.:	0	3800	1750	0	5700	0	0	0	0	2801	0	699

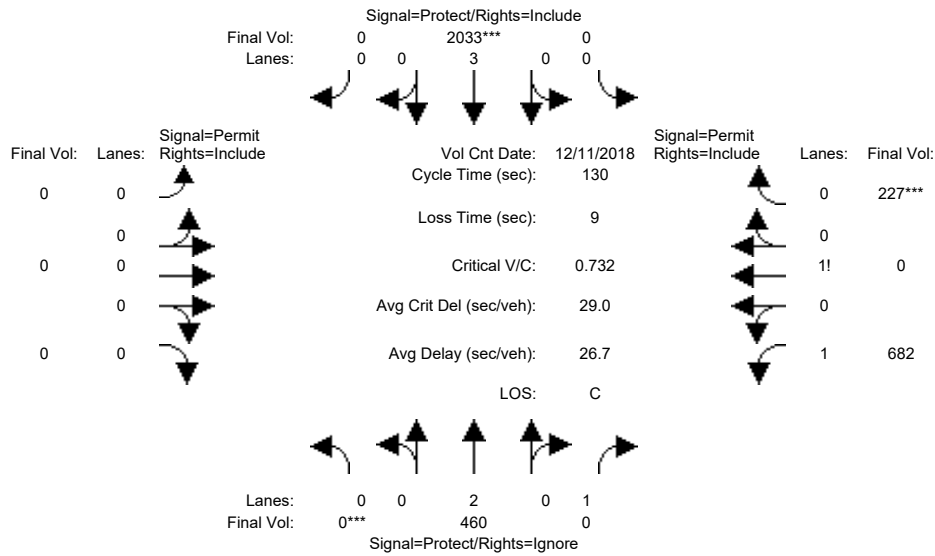
Capacity Analysis Module:												
Vol/Sat:	0.00	0.12	0.00	0.00	0.35	0.00	0.00	0.00	0.00	0.24	0.00	0.32
Crit Moves:	****				****							****
Green Time:	0.0	63.0	0.0	0.0	63.0	0.0	0.0	0.0	0.0	58.0	0.0	58.0
Volume/Cap:	0.00	0.25	0.00	0.00	0.73	0.00	0.00	0.00	0.00	0.55	0.00	0.73
Delay/Veh:	0.0	19.7	0.0	0.0	27.7	0.0	0.0	0.0	0.0	26.7	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	19.7	0.0	0.0	27.7	0.0	0.0	0.0	0.0	26.7	0.0	31.7
LOS by Move:	A	B	A	A	C	A	A	A	A	C	A	C
HCM2k95thQ:	0	10	0	0	36	0	0	0	0	24	0	35

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

550 East Brokaw Road Office Development TA

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

Intersection #3054: 880/FIRST (N)



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	0	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:	11 Dec 2018	<<	5:00 - 6:00 PM
Base Vol:	0	375	128	0	1733	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	375	128	0	1733	0
Added Vol:	0	-2	0	0	26	0
PasserByVol:	0	87	46	0	274	0
Initial Fut:	0	460	174	0	2033	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	460	0	0	2033	0
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	0	460	0	0	2033	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	460	0	0	2033	0

Saturation Flow Module:	Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	0.00	3.00	0.00	0.00	0.00	0.00	1.60	0.00
Final Sat.:	0	3800	1750	0	5700	0	0	0	0	2801	0

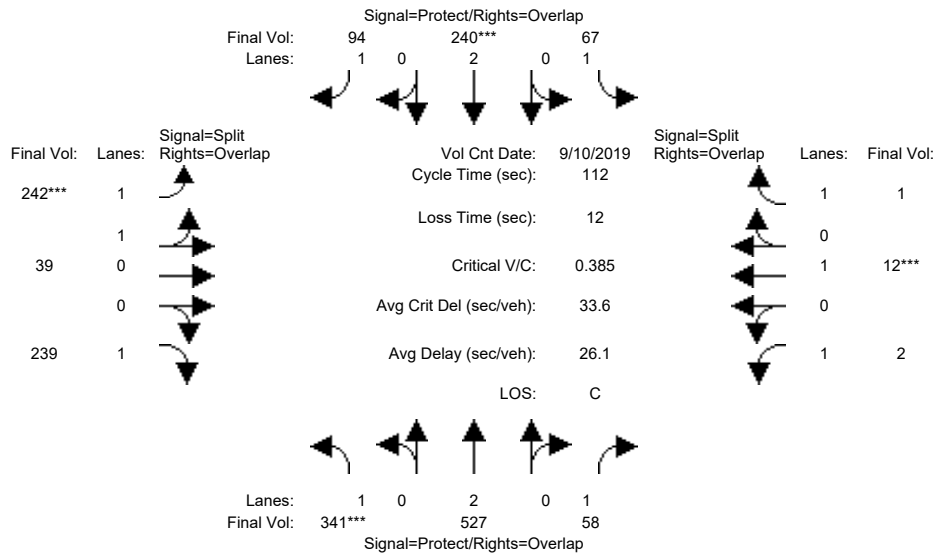
Capacity Analysis Module:	Vol/Sat:	0.00	0.12	0.00	0.00	0.36	0.00	0.00	0.00	0.00	0.24	0.00
Crit Moves:	****				****							****
Green Time:	0.0	63.4	0.0	0.0	63.4	0.0	0.0	0.0	0.0	57.6	0.0	57.6
Volume/Cap:	0.00	0.25	0.00	0.00	0.73	0.00	0.00	0.00	0.00	0.55	0.00	0.73
Delay/Veh:	0.0	19.5	0.0	0.0	27.6	0.0	0.0	0.0	0.0	27.0	0.0	32.1
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	19.5	0.0	0.0	27.6	0.0	0.0	0.0	0.0	27.0	0.0	32.1
LOS by Move:	A	B	A	A	C	A	A	A	A	C	A	C
HCM2k95thQ:	0	10	0	0	36	0	0	0	0	24	0	35

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

550 East Brokaw Road Office Development TA

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

Intersection #3515: FIRST/SKYPORT [Updated 8/14/2019]



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count Date: 10 Sep 2019 <<											
Base Vol:	341	527	58	67	240	94	242	39	239	2	12	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:	341	527	58	67	240	94	242	39	239	2	12	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:	341	527	58	67	240	94	242	39	239	2	12	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:	341	527	58	67	240	94	242	39	239	2	12	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	341	527	58	67	240	94	242	39	239	2	12	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:	341	527	58	67	240	94	242	39	239	2	12	1

Saturation Flow Module:												
Sat/Lane:	1900	1900	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	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.73	0.27	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3057	493	1750	1750	1900	1750

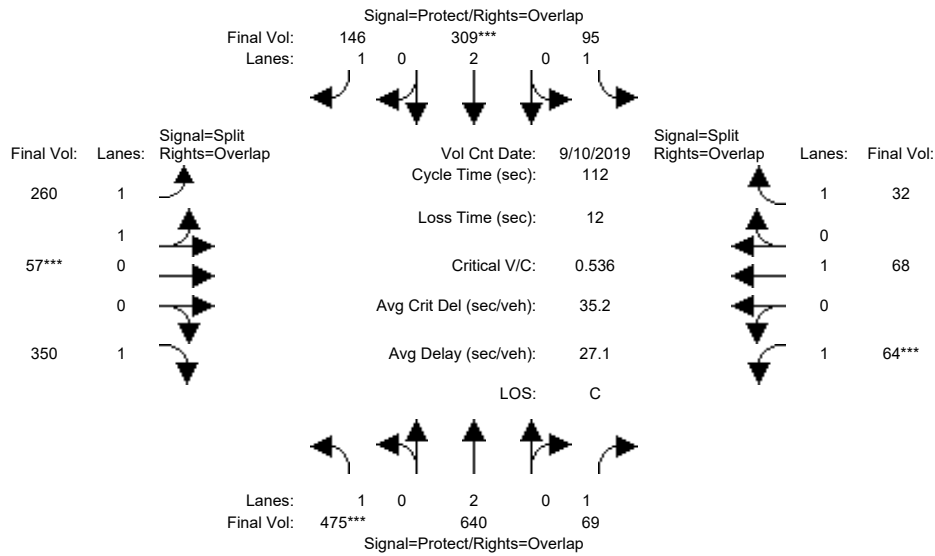
Capacity Analysis Module:												
Vol/Sat:	0.19	0.14	0.03	0.04	0.06	0.05	0.08	0.08	0.14	0.00	0.01	0.00
Crit Moves:	****				****		****				****	
Green Time:	52.0	47.5	57.5	21.4	16.9	38.0	21.1	21.1	73.1	10.0	10.0	31.4
Volume/Cap:	0.42	0.33	0.06	0.20	0.42	0.16	0.42	0.42	0.21	0.01	0.07	0.00
Delay/Veh:	20.3	21.7	13.8	38.4	43.6	26.0	40.5	40.5	7.9	46.5	46.9	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:	20.3	21.7	13.8	38.4	43.6	26.0	40.5	40.5	7.9	46.5	46.9	29.0
LOS by Move:	C	C	B	D	D	C	D	D	A	D	D	C
HCM2k95thQ:	15	11	2	4	7	5	9	9	7	0	1	0

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

550 East Brokaw Road Office Development TA

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

Intersection #3515: FIRST/SKYPORT [Updated 8/14/2019]



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count Date: 10 Sep 2019 <<											
Base Vol:	341	527	58	67	240	94	242	39	239	2	12	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:	341	527	58	67	240	94	242	39	239	2	12	1
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	134	113	11	28	69	52	18	18	111	62	56	31
Initial Fut:	475	640	69	95	309	146	260	57	350	64	68	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	475	640	69	95	309	146	260	57	350	64	68	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	475	640	69	95	309	146	260	57	350	64	68	32
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	475	640	69	95	309	146	260	57	350	64	68	32

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.93	0.95	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.65	0.35	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	2912	638	1750	1750	1900	1750

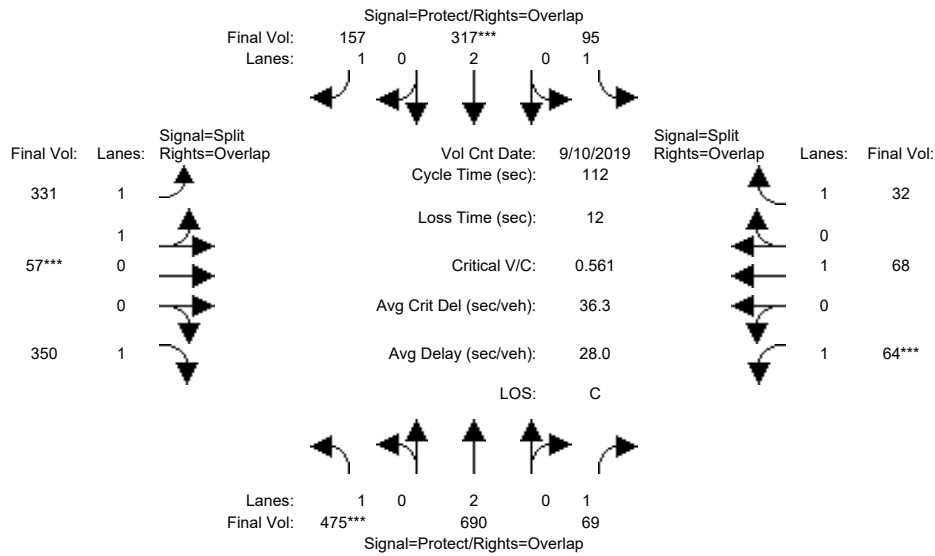
Capacity Analysis Module:												
Vol/Sat:	0.27	0.17	0.04	0.05	0.08	0.08	0.09	0.09	0.20	0.04	0.04	0.02
Crit Moves:	****			****			****			****		
Green Time:	55.3	52.4	62.4	19.4	16.6	34.7	18.2	18.2	73.4	10.0	10.0	29.4
Volume/Cap:	0.55	0.36	0.07	0.31	0.55	0.27	0.55	0.55	0.30	0.41	0.40	0.07
Delay/Veh:	20.5	19.2	11.5	41.0	45.4	29.3	44.3	44.3	8.4	50.0	49.7	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:	20.5	19.2	11.5	41.0	45.4	29.3	44.3	44.3	8.4	50.0	49.7	31.1
LOS by Move:	C	B	B	D	D	C	D	D	A	D	D	C
HCM2k95thQ:	22	13	2	6	10	8	10	10	11	5	5	2

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

550 East Brokaw Road Office Development TA

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

Intersection #3515: FIRST/SKYPORT [Updated 8/14/2019]



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count Date: 10 Sep 2019 <<											
Base Vol:	341	527	58	67	240	94	242	39	239	2	12	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:	341	527	58	67	240	94	242	39	239	2	12	1
Added Vol:	0	50	0	0	8	11	71	0	0	0	0	0
PasserByVol:	134	113	11	28	69	52	18	18	111	62	56	31
Initial Fut:	475	690	69	95	317	157	331	57	350	64	68	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	475	690	69	95	317	157	331	57	350	64	68	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	475	690	69	95	317	157	331	57	350	64	68	32
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	475	690	69	95	317	157	331	57	350	64	68	32

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.93	0.95	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.71	0.29	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3028	522	1750	1750	1900	1750

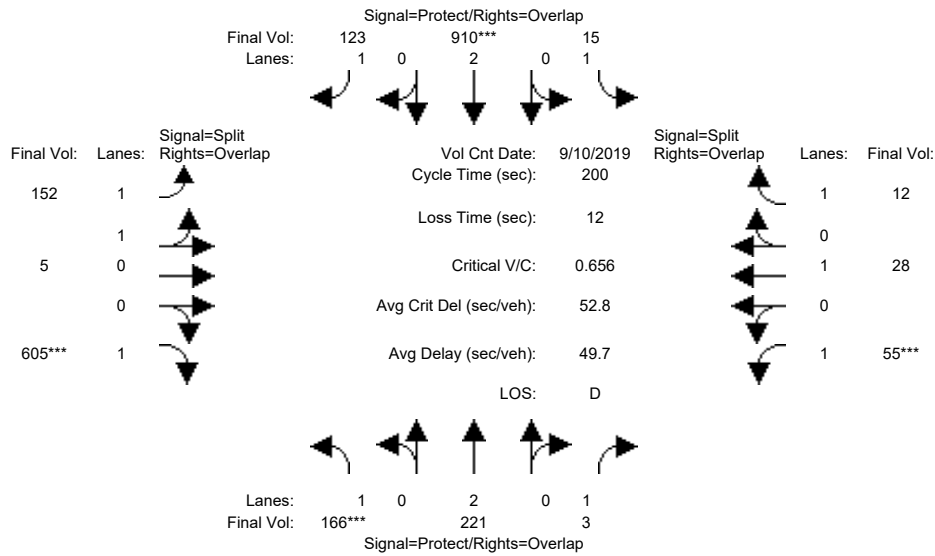
Capacity Analysis Module:												
Vol/Sat:	0.27	0.18	0.04	0.05	0.08	0.09	0.11	0.11	0.20	0.04	0.04	0.02
Crit Moves:	****				****			****			****	
Green Time:	52.6	51.2	61.2	17.6	16.2	37.4	21.2	21.2	73.8	10.0	10.0	27.6
Volume/Cap:	0.58	0.40	0.07	0.35	0.58	0.27	0.58	0.58	0.30	0.41	0.40	0.07
Delay/Veh:	22.6	20.3	12.0	42.8	46.3	27.6	42.6	42.6	8.3	50.0	49.7	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:	22.6	20.3	12.0	42.8	46.3	27.6	42.6	42.6	8.3	50.0	49.7	32.5
LOS by Move:	C	C	B	D	D	C	D	D	A	D	D	C
HCM2k95thQ:	23	14	2	6	10	8	12	12	11	5	5	2

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

550 East Brokaw Road Office Development TA

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

Intersection #3515: FIRST/SKYPORT [Updated 8/14/2019]



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 10 Sep 2019 <<

Base Vol:	166	221	3	15	910	123	152	5	605	55	28	12
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	166	221	3	15	910	123	152	5	605	55	28	12
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	166	221	3	15	910	123	152	5	605	55	28	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	166	221	3	15	910	123	152	5	605	55	28	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	166	221	3	15	910	123	152	5	605	55	28	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	166	221	3	15	910	123	152	5	605	55	28	12

Saturation Flow Module:

Sat/Lane:	1900	1900	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	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.94	0.06	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3437	113	1750	1750	1900	1750

Capacity Analysis Module:

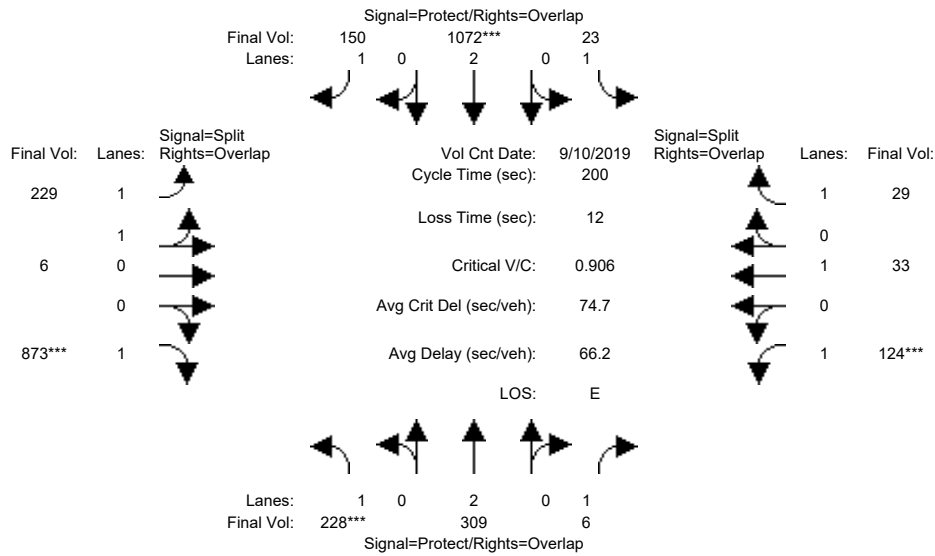
Vol/Sat:	0.09	0.06	0.00	0.01	0.24	0.07	0.04	0.04	0.35	0.03	0.01	0.01
Crit Moves:	****				****				****	****		
Green Time:	28.9	63.5	73.5	38.2	72.8	149.1	76.3	76.3	105.2	10.0	10.0	48.2
Volume/Cap:	0.66	0.18	0.00	0.04	0.66	0.09	0.12	0.12	0.66	0.63	0.29	0.03
Delay/Veh:	87.1	49.5	40.1	66.1	54.3	7.0	40.1	40.1	36.1	106.9	93.3	58.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	87.1	49.5	40.1	66.1	54.3	7.0	40.1	40.1	36.1	106.9	93.3	58.0
LOS by Move:	F	D	D	E	D	A	D	D	D	F	F	E
HCM2k95thQ:	19	9	0	2	38	4	6	6	46	9	4	1

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

550 East Brokaw Road Office Development TA

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

Intersection #3515: FIRST/SKYPORT [Updated 8/14/2019]



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count Date: 10 Sep 2019 <<											
Base Vol:	166	221	3	15	910	123	152	5	605	55	28	12
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	166	221	3	15	910	123	152	5	605	55	28	12
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	62	88	3	8	162	27	77	1	268	69	5	17
Initial Fut:	228	309	6	23	1072	150	229	6	873	124	33	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	228	309	6	23	1072	150	229	6	873	124	33	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	228	309	6	23	1072	150	229	6	873	124	33	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	228	309	6	23	1072	150	229	6	873	124	33	29

Saturation Flow Module:												
Sat/Lane:	1900	1900	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	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.95	0.05	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3459	91	1750	1750	1900	1750

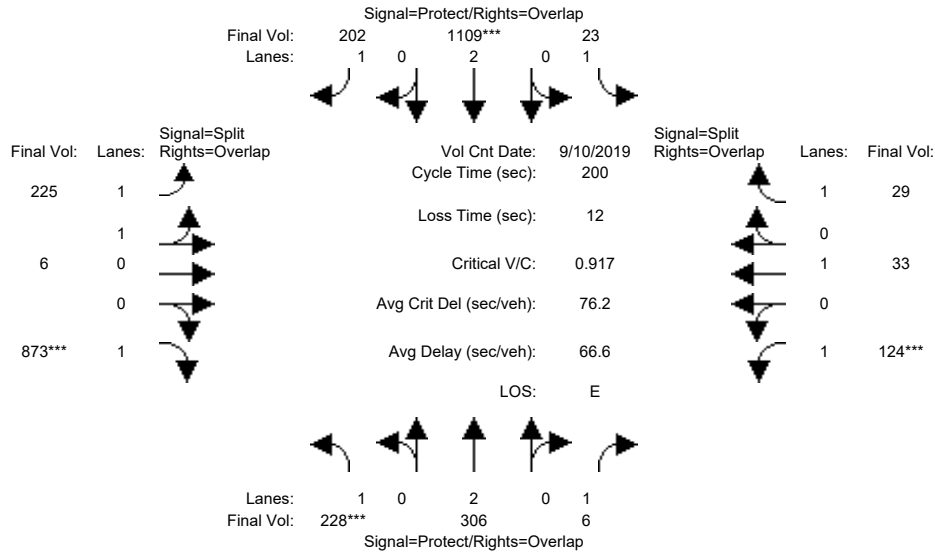
Capacity Analysis Module:												
Vol/Sat:	0.13	0.08	0.00	0.01	0.28	0.09	0.07	0.07	0.50	0.07	0.02	0.02
Crit Moves:	****				****				****	****		
Green Time:	28.8	63.6	79.3	27.4	62.3	143.6	81.3	81.3	110.1	15.6	15.6	43.0
Volume/Cap:	0.91	0.26	0.01	0.10	0.91	0.12	0.16	0.16	0.91	0.91	0.22	0.08
Delay/Veh:	117.3	50.7	36.6	75.7	76.2	8.7	37.7	37.7	52.3	141.1	87.2	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:	117.3	50.7	36.6	75.7	76.2	8.7	37.7	37.7	52.3	141.1	87.2	62.7
LOS by Move:	F	D	D	E	E	A	D	D	D	F	F	E
HCM2k95thQ:	28	13	0	3	53	6	9	9	83	20	4	3

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

550 East Brokaw Road Office Development TA

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

Intersection #3515: FIRST/SKYPORT [Updated 8/14/2019]



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count Date: 10 Sep 2019 <<											
Base Vol:	166	221	3	15	910	123	152	5	605	55	28	12
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	166	221	3	15	910	123	152	5	605	55	28	12
Added Vol:	0	-3	0	0	37	52	-4	0	0	0	0	0
PasserByVol:	62	88	3	8	162	27	77	1	268	69	5	17
Initial Fut:	228	306	6	23	1109	202	225	6	873	124	33	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	228	306	6	23	1109	202	225	6	873	124	33	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	228	306	6	23	1109	202	225	6	873	124	33	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	228	306	6	23	1109	202	225	6	873	124	33	29

Saturation Flow Module:												
Sat/Lane:	1900	1900	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	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.95	0.05	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3458	92	1750	1750	1900	1750

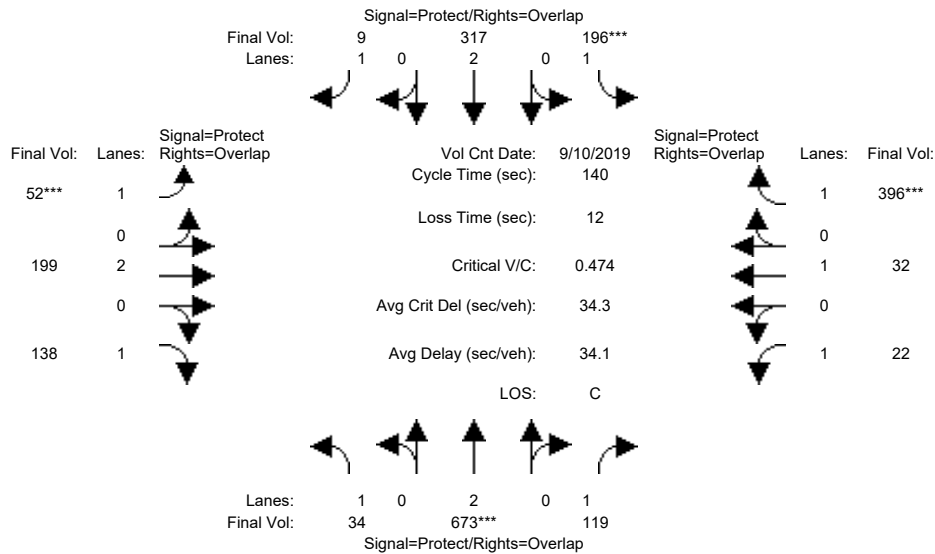
Capacity Analysis Module:												
Vol/Sat:	0.13	0.08	0.00	0.01	0.29	0.12	0.07	0.07	0.50	0.07	0.02	0.02
Crit Moves:	****				****				****	****		
Green Time:	28.4	64.2	79.7	27.9	63.7	144.1	80.4	80.4	108.9	15.5	15.5	43.4
Volume/Cap:	0.92	0.25	0.01	0.09	0.92	0.16	0.16	0.16	0.92	0.92	0.22	0.08
Delay/Veh:	120.0	50.2	36.3	75.2	76.6	8.9	38.3	38.3	54.7	144.3	87.4	62.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	120.0	50.2	36.3	75.2	76.6	8.9	38.3	38.3	54.7	144.3	87.4	62.5
LOS by Move:	F	D	D	E	E	A	D	D	D	F	F	E
HCM2k95thQ:	28	13	0	3	55	8	9	9	84	20	4	3

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

550 East Brokaw Road Office Development TA

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

Intersection #3287: BAYSHORE/FIRST [Updated 8/14/2019]



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count Date: 10 Sep 2019 <<											
Base Vol:	34	673	119	196	317	9	52	199	138	22	32	396
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	34	673	119	196	317	9	52	199	138	22	32	396
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	34	673	119	196	317	9	52	199	138	22	32	396
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	34	673	119	196	317	9	52	199	138	22	32	396
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	673	119	196	317	9	52	199	138	22	32	396
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	34	673	119	196	317	9	52	199	138	22	32	396

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	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	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3800	1750	1750	1900	1750

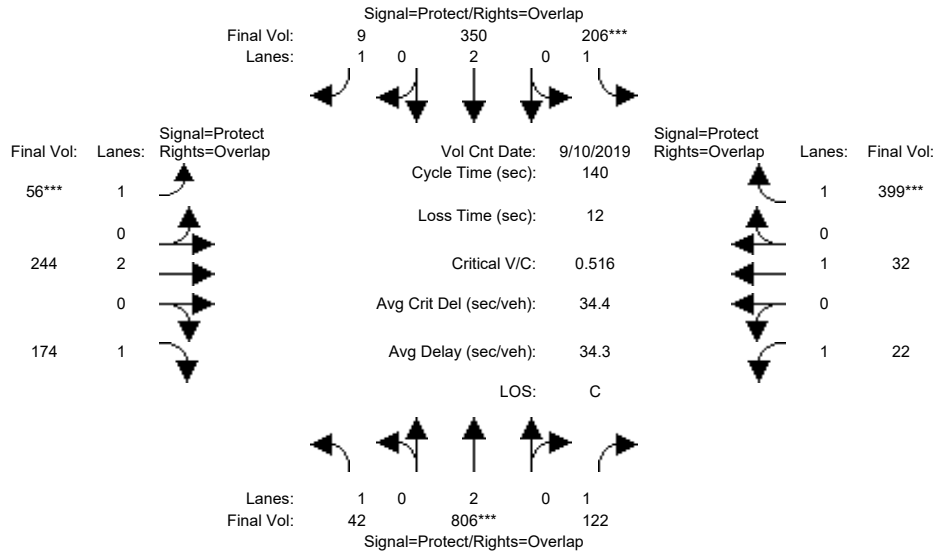
Capacity Analysis Module:												
Vol/Sat:	0.02	0.18	0.07	0.11	0.08	0.01	0.03	0.05	0.08	0.01	0.02	0.23
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	32.0	52.3	69.9	33.1	53.4	62.2	8.8	25.0	57.1	17.5	33.8	66.9
Volume/Cap:	0.08	0.47	0.14	0.47	0.22	0.01	0.47	0.29	0.19	0.10	0.07	0.47
Delay/Veh:	42.6	33.6	18.9	46.8	29.3	21.7	66.6	50.1	26.8	54.5	41.1	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:	42.6	33.6	18.9	46.8	29.3	21.7	66.6	50.1	26.8	54.5	41.1	25.1
LOS by Move:	D	C	B	D	C	C	E	D	C	D	D	C
HCM2k95thQ:	2	19	6	14	9	0	5	7	8	2	2	22

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

550 East Brokaw Road Office Development TA

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

Intersection #3287: BAYSHORE/FIRST [Updated 8/14/2019]



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 10 Sep 2019 <<

Base Vol:	34	673	119	196	317	9	52	199	138	22	32	396
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	34	673	119	196	317	9	52	199	138	22	32	396
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	8	133	3	10	33	0	4	45	36	0	0	3
Initial Fut:	42	806	122	206	350	9	56	244	174	22	32	399
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	42	806	122	206	350	9	56	244	174	22	32	399
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	806	122	206	350	9	56	244	174	22	32	399
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	42	806	122	206	350	9	56	244	174	22	32	399

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	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	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3800	1750	1750	1900	1750

Capacity Analysis Module:

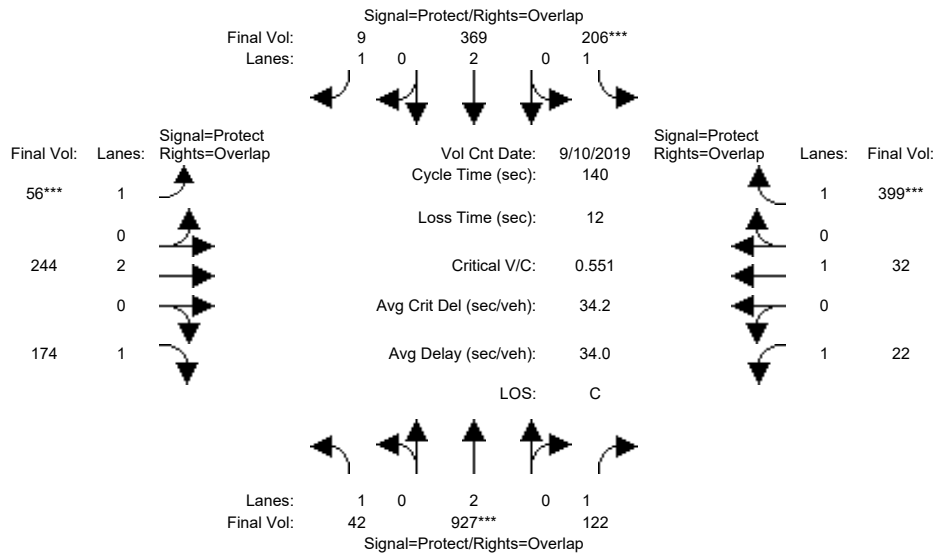
Vol/Sat:	0.02	0.21	0.07	0.12	0.09	0.01	0.03	0.06	0.10	0.01	0.02	0.23
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	31.5	57.5	72.9	31.9	58.0	66.6	8.7	23.2	54.7	15.4	29.9	61.8
Volume/Cap:	0.11	0.52	0.13	0.52	0.22	0.01	0.52	0.39	0.25	0.11	0.08	0.52
Delay/Veh:	43.2	31.1	17.4	48.5	26.5	19.3	67.9	52.5	29.1	56.4	44.1	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:	43.2	31.1	17.4	48.5	26.5	19.3	67.9	52.5	29.1	56.4	44.1	28.9
LOS by Move:	D	C	B	D	C	B	E	D	C	E	D	C
HCM2k95thQ:	3	23	6	15	9	0	5	9	10	2	2	24

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

550 East Brokaw Road Office Development TA

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

Intersection #3287: BAYSHORE/FIRST [Updated 8/14/2019]



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 10 Sep 2019 <<

Base Vol:	34	673	119	196	317	9	52	199	138	22	32	396
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	34	673	119	196	317	9	52	199	138	22	32	396
Added Vol:	0	121	0	0	19	0	0	0	0	0	0	0
PasserByVol:	8	133	3	10	33	0	4	45	36	0	0	3
Initial Fut:	42	927	122	206	369	9	56	244	174	22	32	399
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	42	927	122	206	369	9	56	244	174	22	32	399
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	927	122	206	369	9	56	244	174	22	32	399
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	42	927	122	206	369	9	56	244	174	22	32	399

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	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	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3800	1750	1750	1900	1750

Capacity Analysis Module:

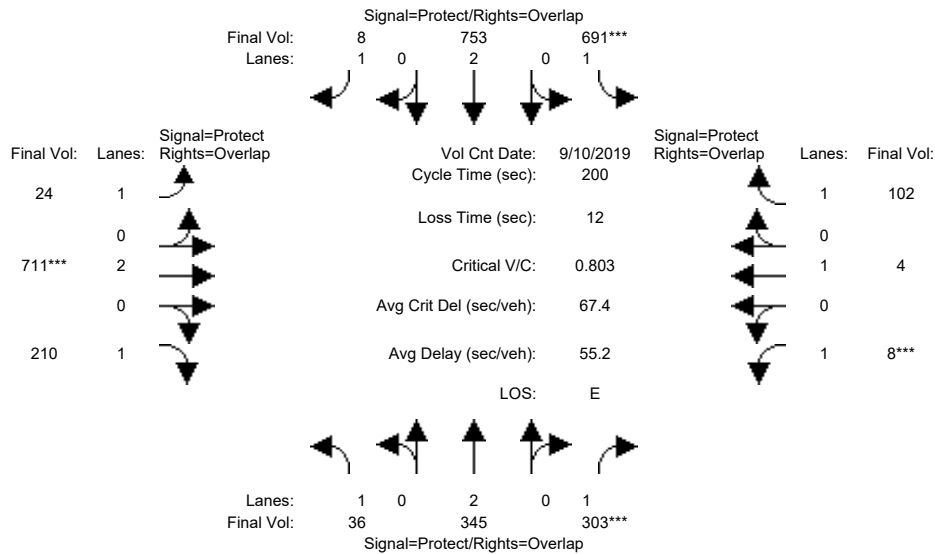
Vol/Sat:	0.02	0.24	0.07	0.12	0.10	0.01	0.03	0.06	0.10	0.01	0.02	0.23
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	31.2	62.0	76.4	29.9	60.6	68.8	8.1	21.7	53.0	14.4	28.0	57.9
Volume/Cap:	0.11	0.55	0.13	0.55	0.22	0.01	0.55	0.41	0.26	0.12	0.08	0.55
Delay/Veh:	43.4	29.2	15.6	50.8	25.0	18.2	70.5	53.9	30.3	57.4	45.7	32.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.4	29.2	15.6	50.8	25.0	18.2	70.5	53.9	30.3	57.4	45.7	32.1
LOS by Move:	D	C	B	D	C	B	E	D	C	E	D	C
HCM2k95thQ:	3	25	5	16	9	0	5	9	10	2	2	25

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

550 East Brokaw Road Office Development TA

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

Intersection #3287: BAYSHORE/FIRST [Updated 8/14/2019]



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count Date: 10 Sep 2019 <<											
Base Vol:	36	345	303	691	753	8	24	711	210	8	4	102
Growth Adj:	1.00	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	345	303	691	753	8	24	711	210	8	4	102
Added Vol:	0	0	0	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	345	303	691	753	8	24	711	210	8	4	102
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	36	345	303	691	753	8	24	711	210	8	4	102
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	345	303	691	753	8	24	711	210	8	4	102
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	36	345	303	691	753	8	24	711	210	8	4	102

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	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	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3800	1750	1750	1900	1750

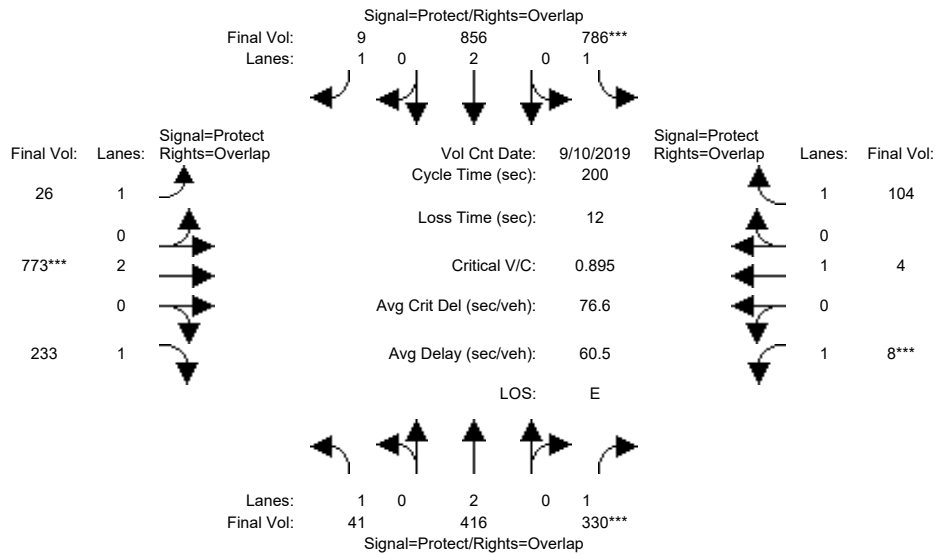
Capacity Analysis Module:												
Vol/Sat:	0.02	0.09	0.17	0.39	0.20	0.00	0.01	0.19	0.12	0.00	0.00	0.06
Crit Moves:			****	****				****		****		
Green Time:	20.1	34.7	41.7	99.2	114	136.1	22.2	47.0	67.1	7.0	31.8	131.0
Volume/Cap:	0.20	0.52	0.83	0.80	0.35	0.01	0.12	0.80	0.36	0.13	0.01	0.09
Delay/Veh:	83.2	75.9	90.4	47.1	23.2	10.3	80.4	77.0	50.5	94.5	70.9	12.7
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:	83.2	75.9	90.4	47.1	23.2	10.3	80.4	77.0	50.5	94.5	70.9	12.7
LOS by Move:	F	E	F	D	C	B	F	E	D	F	E	B
HCM2k95thQ:	4	17	34	58	21	0	3	35	18	1	0	5

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

550 East Brokaw Road Office Development TA

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

Intersection #3287: BAYSHORE/FIRST [Updated 8/14/2019]



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 10 Sep 2019 <<

Base Vol:	36	345	303	691	753	8	24	711	210	8	4	102
Growth Adj:	1.00	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	345	303	691	753	8	24	711	210	8	4	102
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	5	71	27	95	103	1	2	62	23	0	0	2
Initial Fut:	41	416	330	786	856	9	26	773	233	8	4	104
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	41	416	330	786	856	9	26	773	233	8	4	104
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	416	330	786	856	9	26	773	233	8	4	104
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	41	416	330	786	856	9	26	773	233	8	4	104

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	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	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3800	1750	1750	1900	1750

Capacity Analysis Module:

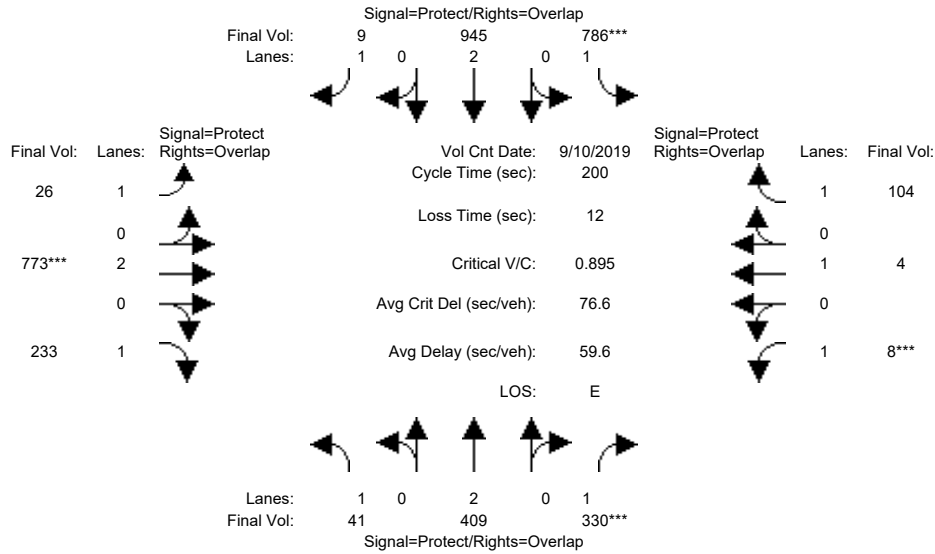
Vol/Sat:	0.02	0.11	0.19	0.45	0.23	0.01	0.01	0.20	0.13	0.00	0.00	0.06
Crit Moves:			****	****				****		****		
Green Time:	18.2	34.5	41.5	100.8	117	138.8	21.7	45.7	63.9	7.0	31.0	131.8
Volume/Cap:	0.26	0.63	0.91	0.89	0.38	0.01	0.14	0.89	0.42	0.13	0.01	0.09
Delay/Veh:	85.5	79.0	103.4	55.8	22.3	9.4	81.0	86.1	53.9	94.5	71.6	12.4
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:	85.5	79.0	103.4	55.8	22.3	9.4	81.0	86.1	53.9	94.5	71.6	12.4
LOS by Move:	F	E	F	E	C	A	F	F	D	F	E	B
HCM2k95thQ:	5	21	38	68	23	0	3	40	21	1	0	5

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

550 East Brokaw Road Office Development TA

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

Intersection #3287: BAYSHORE/FIRST [Updated 8/14/2019]



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 10 Sep 2019 <<

Base Vol:	36	345	303	691	753	8	24	711	210	8	4	102
Growth Adj:	1.00	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	345	303	691	753	8	24	711	210	8	4	102
Added Vol:	0	-7	0	0	89	0	0	0	0	0	0	0
PasserByVol:	5	71	27	95	103	1	2	62	23	0	0	2
Initial Fut:	41	409	330	786	945	9	26	773	233	8	4	104
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	41	409	330	786	945	9	26	773	233	8	4	104
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	409	330	786	945	9	26	773	233	8	4	104
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	41	409	330	786	945	9	26	773	233	8	4	104

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	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	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3800	1750	1750	1900	1750

Capacity Analysis Module:

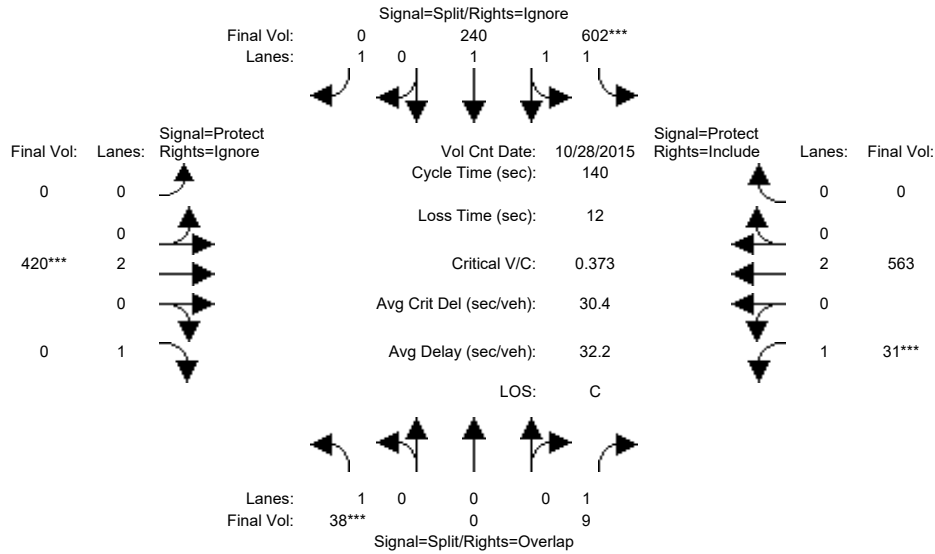
Vol/Sat:	0.02	0.11	0.19	0.45	0.25	0.01	0.01	0.20	0.13	0.00	0.00	0.06
Crit Moves:			****	****				****		****		
Green Time:	16.7	34.5	41.5	100.8	119	140.3	21.7	45.7	62.4	7.0	31.0	131.8
Volume/Cap:	0.28	0.62	0.91	0.89	0.42	0.01	0.14	0.89	0.43	0.13	0.01	0.09
Delay/Veh:	87.1	78.6	103.4	55.8	22.2	9.0	81.0	86.1	55.2	94.5	71.6	12.4
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:	87.1	78.6	103.4	55.8	22.2	9.0	81.0	86.1	55.2	94.5	71.6	12.4
LOS by Move:	F	E	F	E	C	A	F	F	E	F	E	B
HCM2k95thQ:	5	21	38	67	25	0	3	40	21	1	0	5

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

550 East Brokaw Road Office Development TA

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

Intersection #3222: AIRPORT/BAYSHORE [Updated 8/14/2019]



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	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: 28 Oct 2015 <<

Base Vol:	38	0	9	602	240	331	0	420	143	31	563	0
Growth Adj:	1.00	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	0	9	602	240	331	0	420	143	31	563	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:	38	0	9	602	240	331	0	420	143	31	563	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	38	0	9	602	240	0	0	420	0	31	563	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	0	9	602	240	0	0	420	0	31	563	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	38	0	9	602	240	0	0	420	0	31	563	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	2.00	1.00	1.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1750	0	1750	3150	1900	1750	0	3800	1750	1750	3800	0

Capacity Analysis Module:

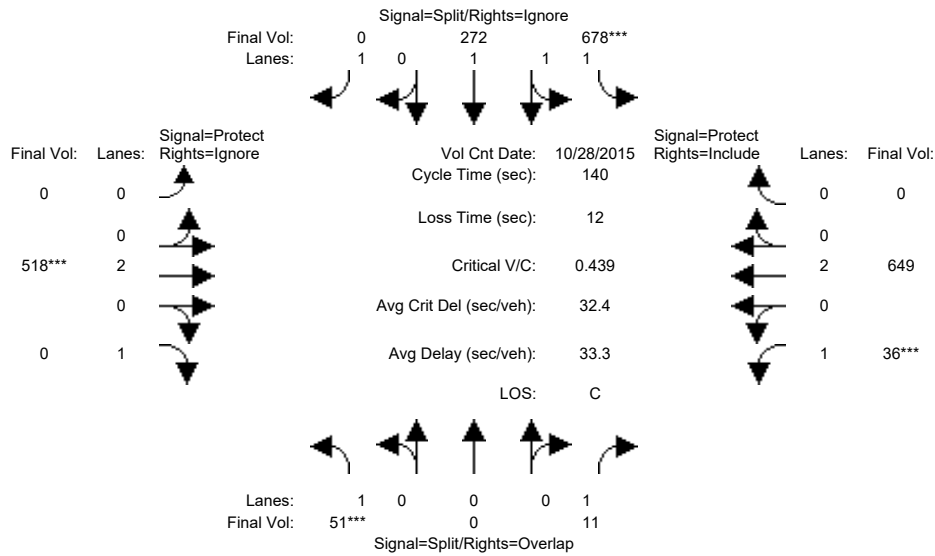
Vol/Sat:	0.02	0.00	0.01	0.19	0.13	0.00	0.00	0.11	0.00	0.02	0.15	0.00
Crit Moves:	****			****			****			****		
Green Time:	10.0	0.0	17.0	70.3	70.3	0.0	0.0	40.7	0.0	7.0	47.7	0.0
Volume/Cap:	0.30	0.00	0.04	0.38	0.25	0.00	0.00	0.38	0.00	0.35	0.44	0.00
Delay/Veh:	67.9	0.0	54.7	21.9	20.0	0.0	0.0	40.6	0.0	75.2	36.8	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:	67.9	0.0	54.7	21.9	20.0	0.0	0.0	40.6	0.0	75.2	36.8	0.0
LOS by Move:	E	A	D	C	C	A	A	D	A	E	D	A
HCM2k95thQ:	4	0	1	16	11	0	0	13	0	4	16	0

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

550 East Brokaw Road Office Development TA

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

Intersection #3222: AIRPORT/BAYSHORE [Updated 8/14/2019]



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	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: 28 Oct 2015 <<

Base Vol:	38	0	9	602	240	331	0	420	143	31	563	0
Growth Adj:	1.00	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	0	9	602	240	331	0	420	143	31	563	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	13	0	2	76	32	26	0	98	47	5	86	0
Initial Fut:	51	0	11	678	272	357	0	518	190	36	649	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	51	0	11	678	272	0	0	518	0	36	649	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	0	11	678	272	0	0	518	0	36	649	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	51	0	11	678	272	0	0	518	0	36	649	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	2.00	1.00	1.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1750	0	1750	3150	1900	1750	0	3800	1750	1750	3800	0

Capacity Analysis Module:

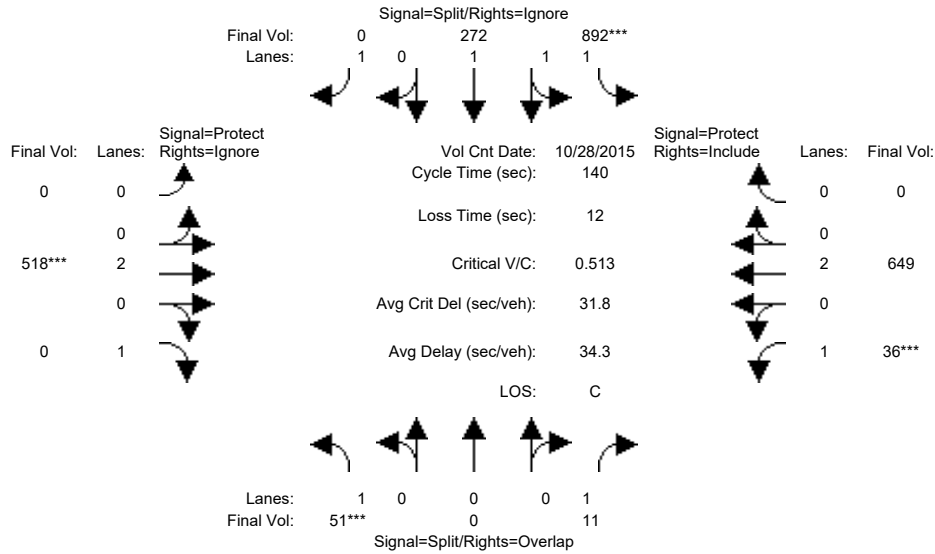
Vol/Sat:	0.03	0.00	0.01	0.22	0.14	0.00	0.00	0.14	0.00	0.02	0.17	0.00
Crit Moves:	****			****				****		****		
Green Time:	10.0	0.0	17.0	68.0	68.0	0.0	0.0	43.0	0.0	7.0	50.0	0.0
Volume/Cap:	0.41	0.00	0.05	0.44	0.29	0.00	0.00	0.44	0.00	0.41	0.48	0.00
Delay/Veh:	71.7	0.0	54.8	24.3	21.9	0.0	0.0	40.1	0.0	78.2	36.1	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:	71.7	0.0	54.8	24.3	21.9	0.0	0.0	40.1	0.0	78.2	36.1	0.0
LOS by Move:	E	A	D	C	C	A	A	D	A	E	D	A
HCM2k95thQ:	5	0	1	19	13	0	0	16	0	5	18	0

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

550 East Brokaw Road Office Development TA

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

Intersection #3222: AIRPORT/BAYSHORE [Updated 8/14/2019]



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	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: 28 Oct 2015 <<

Base Vol:	38	0	9	602	240	331	0	420	143	31	563	0
Growth Adj:	1.00	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	0	9	602	240	331	0	420	143	31	563	0
Added Vol:	0	0	0	214	0	0	0	0	0	0	0	0
PasserByVol:	13	0	2	76	32	26	0	98	47	5	86	0
Initial Fut:	51	0	11	892	272	357	0	518	190	36	649	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	51	0	11	892	272	0	0	518	0	36	649	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	0	11	892	272	0	0	518	0	36	649	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	51	0	11	892	272	0	0	518	0	36	649	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	2.00	1.00	1.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1750	0	1750	3150	1900	1750	0	3800	1750	1750	3800	0

Capacity Analysis Module:

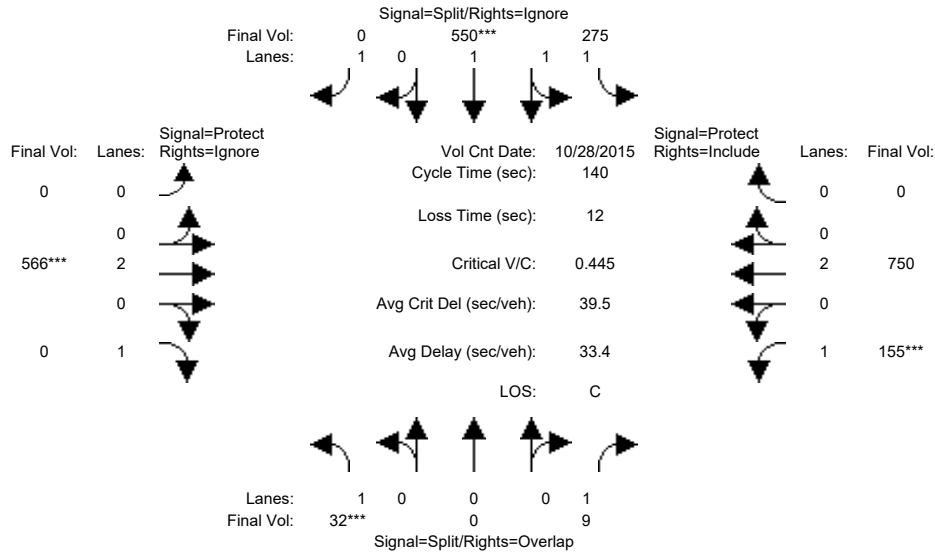
Vol/Sat:	0.03	0.00	0.01	0.28	0.14	0.00	0.00	0.14	0.00	0.02	0.17	0.00
Crit Moves:	****			****				****		****		
Green Time:	10.0	0.0	17.0	74.9	74.9	0.0	0.0	36.1	0.0	7.0	43.1	0.0
Volume/Cap:	0.41	0.00	0.05	0.53	0.27	0.00	0.00	0.53	0.00	0.41	0.56	0.00
Delay/Veh:	71.7	0.0	54.8	22.0	17.8	0.0	0.0	46.7	0.0	78.2	42.4	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:	71.7	0.0	54.8	22.0	17.8	0.0	0.0	46.7	0.0	78.2	42.4	0.0
LOS by Move:	E	A	D	C	B	A	A	D	A	E	D	A
HCM2k95thQ:	5	0	1	24	12	0	0	17	0	5	20	0

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

550 East Brokaw Road Office Development TA

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

Intersection #3222: AIRPORT/BAYSHORE [Updated 8/14/2019]



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	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:	28 Oct 2015	<<							
Base Vol:	32	0	9	275	550	97	0	566	280	155	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:	32	0	9	275	550	97	0	566	280	155	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:	32	0	9	275	550	97	0	566	280	155	750	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	32	0	9	275	550	0	0	566	0	155	750	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	0	9	275	550	0	0	566	0	155	750	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	32	0	9	275	550	0	0	566	0	155	750	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	0.97	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	1.04	1.96	1.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1750	0	1750	1815	3631	1750	0	3800	1750	1750	3800	0

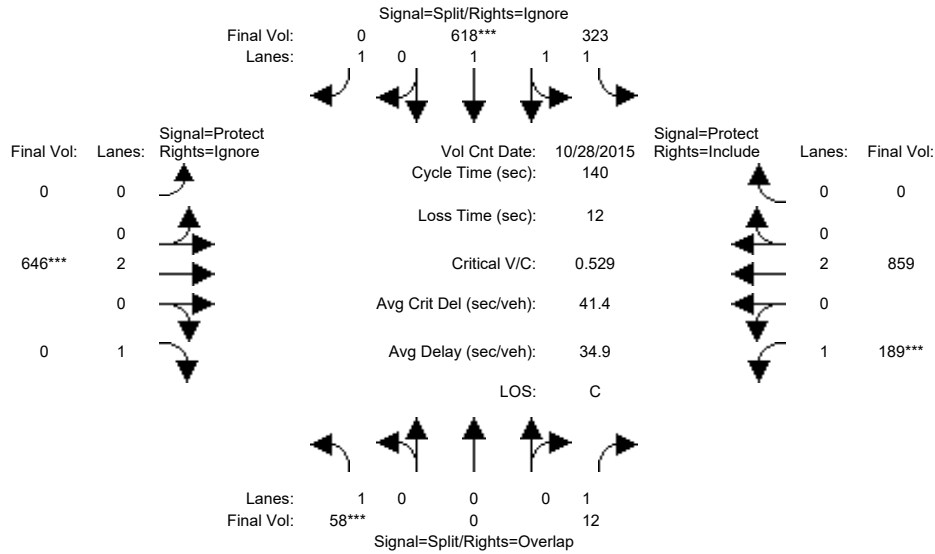
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.01	0.15	0.15	0.00	0.00	0.15	0.00	0.09	0.20	0.00
Crit Moves:	****			****			****			****		
Green Time:	10.0	0.0	36.9	46.0	46.0	0.0	0.0	45.2	0.0	26.9	72.0	0.0
Volume/Cap:	0.26	0.00	0.02	0.46	0.46	0.00	0.00	0.46	0.00	0.46	0.38	0.00
Delay/Veh:	62.6	0.0	38.2	37.4	37.4	0.0	0.0	38.0	0.0	51.2	20.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	62.6	0.0	38.2	37.4	37.4	0.0	0.0	38.0	0.0	51.2	20.7	0.0
LOS by Move:	E	A	D	D	D	A	A	D	A	D	C	A
HCM2k95thQ:	3	0	1	18	18	0	0	18	0	13	18	0

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

550 East Brokaw Road Office Development TA

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

Intersection #3222: AIRPORT/BAYSHORE [Updated 8/14/2019]



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	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: 28 Oct 2015 <<

Base Vol:	32	0	9	275	550	97	0	566	280	155	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:	32	0	9	275	550	97	0	566	280	155	750	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	26	0	3	48	68	7	0	80	72	34	109	0
Initial Fut:	58	0	12	323	618	104	0	646	352	189	859	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	58	0	12	323	618	0	0	646	0	189	859	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	0	12	323	618	0	0	646	0	189	859	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	58	0	12	323	618	0	0	646	0	189	859	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	0.97	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	1.07	1.93	1.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1750	0	1750	1869	3577	1750	0	3800	1750	1750	3800	0

Capacity Analysis Module:

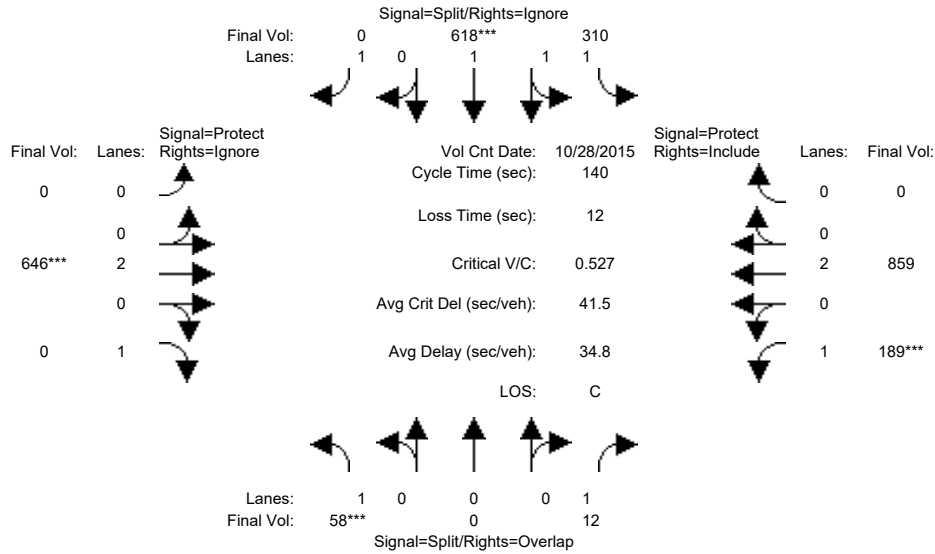
Vol/Sat:	0.03	0.00	0.01	0.17	0.17	0.00	0.00	0.17	0.00	0.11	0.23	0.00
Crit Moves:	****			****			****			****		
Green Time:	10.0	0.0	38.3	45.2	45.2	0.0	0.0	44.5	0.0	28.3	72.8	0.0
Volume/Cap:	0.46	0.00	0.03	0.53	0.53	0.00	0.00	0.53	0.00	0.53	0.43	0.00
Delay/Veh:	65.1	0.0	37.2	39.1	39.1	0.0	0.0	39.7	0.0	51.6	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:	65.1	0.0	37.2	39.1	39.1	0.0	0.0	39.7	0.0	51.6	21.0	0.0
LOS by Move:	E	A	D	D	D	A	A	D	A	D	C	A
HCM2k95thQ:	5	0	1	21	21	0	0	21	0	15	20	0

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

550 East Brokaw Road Office Development TA

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

Intersection #3222: AIRPORT/BAYSHORE [Updated 8/14/2019]



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	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: 28 Oct 2015 <<

Base Vol:	32	0	9	275	550	97	0	566	280	155	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:	32	0	9	275	550	97	0	566	280	155	750	0
Added Vol:	0	0	0	-13	0	0	0	0	0	0	0	0
PasserByVol:	26	0	3	48	68	7	0	80	72	34	109	0
Initial Fut:	58	0	12	310	618	104	0	646	352	189	859	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	58	0	12	310	618	0	0	646	0	189	859	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	0	12	310	618	0	0	646	0	189	859	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	58	0	12	310	618	0	0	646	0	189	859	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	0.97	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	1.04	1.96	1.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1750	0	1750	1819	3627	1750	0	3800	1750	1750	3800	0

Capacity Analysis Module:

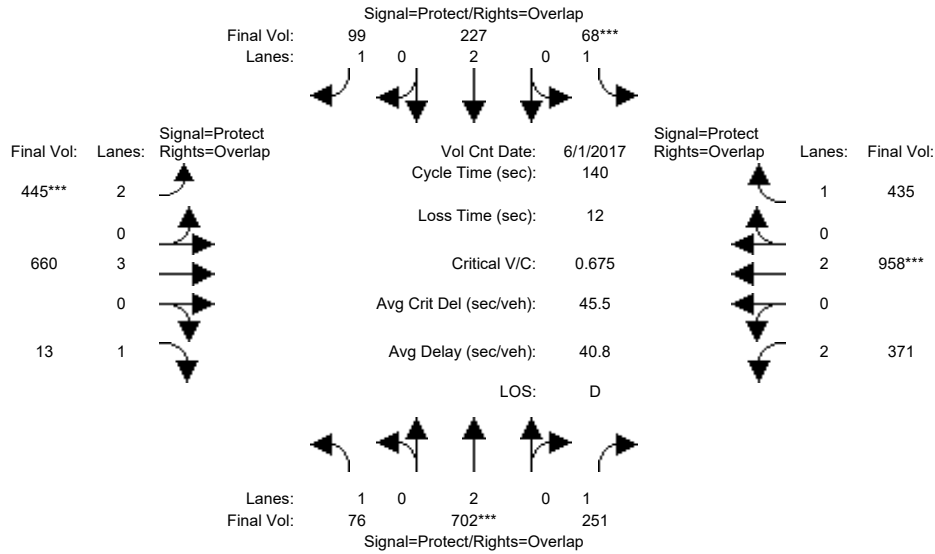
Vol/Sat:	0.03	0.00	0.01	0.17	0.17	0.00	0.00	0.17	0.00	0.11	0.23	0.00
Crit Moves:	****			****			****			****		
Green Time:	10.0	0.0	38.4	44.8	44.8	0.0	0.0	44.7	0.0	28.4	73.2	0.0
Volume/Cap:	0.46	0.00	0.02	0.53	0.53	0.00	0.00	0.53	0.00	0.53	0.43	0.00
Delay/Veh:	65.1	0.0	37.1	39.3	39.3	0.0	0.0	39.5	0.0	51.4	20.8	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:	65.1	0.0	37.1	39.3	39.3	0.0	0.0	39.5	0.0	51.4	20.8	0.0
LOS by Move:	E	A	D	D	D	A	A	D	A	D	C	A
HCM2k95thQ:	5	0	1	21	21	0	0	21	0	15	20	0

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

550 East Brokaw Road Office Development TA

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

Intersection #3083: BROKAW/FIRST



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count Date: 1 Jun 2017 <<											
Base Vol:	76	702	251	68	227	99	445	660	13	371	958	435
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	76	702	251	68	227	99	445	660	13	371	958	435
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	76	702	251	68	227	99	445	660	13	371	958	435
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	76	702	251	68	227	99	445	660	13	371	958	435
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	702	251	68	227	99	445	660	13	371	958	435
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	76	702	251	68	227	99	445	660	13	371	958	435

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	5700	1750	3150	3800	1750

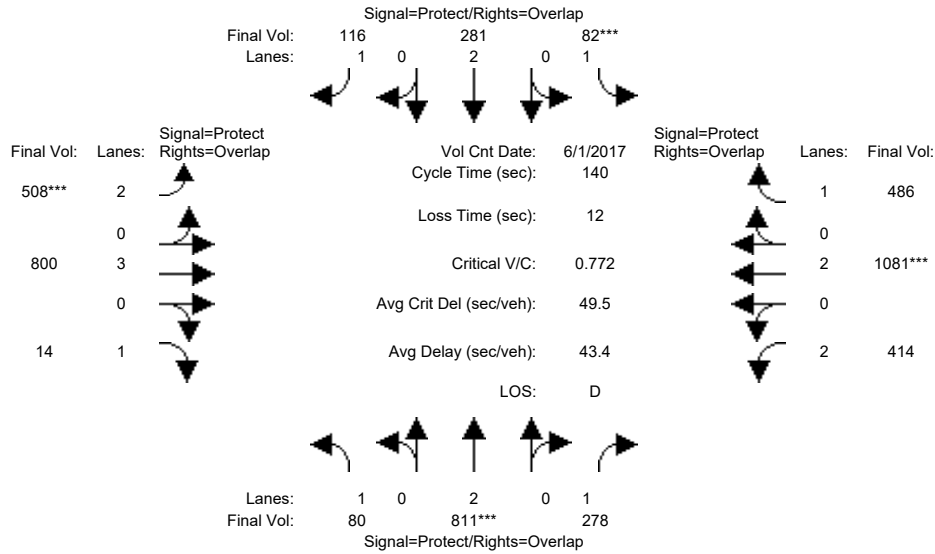
Capacity Analysis Module:												
Vol/Sat:	0.04	0.18	0.14	0.04	0.06	0.06	0.14	0.12	0.01	0.12	0.25	0.25
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	19.1	38.3	79.5	8.1	27.3	56.6	29.3	40.5	59.6	41.2	52.3	60.4
Volume/Cap:	0.32	0.67	0.25	0.67	0.31	0.14	0.67	0.40	0.02	0.40	0.67	0.58
Delay/Veh:	55.3	47.1	15.4	81.3	48.5	26.4	53.7	40.2	23.3	39.8	38.0	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:	55.3	47.1	15.4	81.3	48.5	26.4	53.7	40.2	23.3	39.8	38.0	31.2
LOS by Move:	E	D	B	F	D	C	D	D	C	D	D	C
HCM2k95thQ:	6	24	11	7	8	6	21	14	1	14	29	26

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

550 East Brokaw Road Office Development TA

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

Intersection #3083: BROKAW/FIRST



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count Date: 1 Jun 2017 <<											
Base Vol:	76	702	251	68	227	99	445	660	13	371	958	435
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	76	702	251	68	227	99	445	660	13	371	958	435
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	4	109	27	14	54	17	63	140	1	43	123	51
Initial Fut:	80	811	278	82	281	116	508	800	14	414	1081	486
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	811	278	82	281	116	508	800	14	414	1081	486
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	811	278	82	281	116	508	800	14	414	1081	486
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	80	811	278	82	281	116	508	800	14	414	1081	486

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	5700	1750	3150	3800	1750

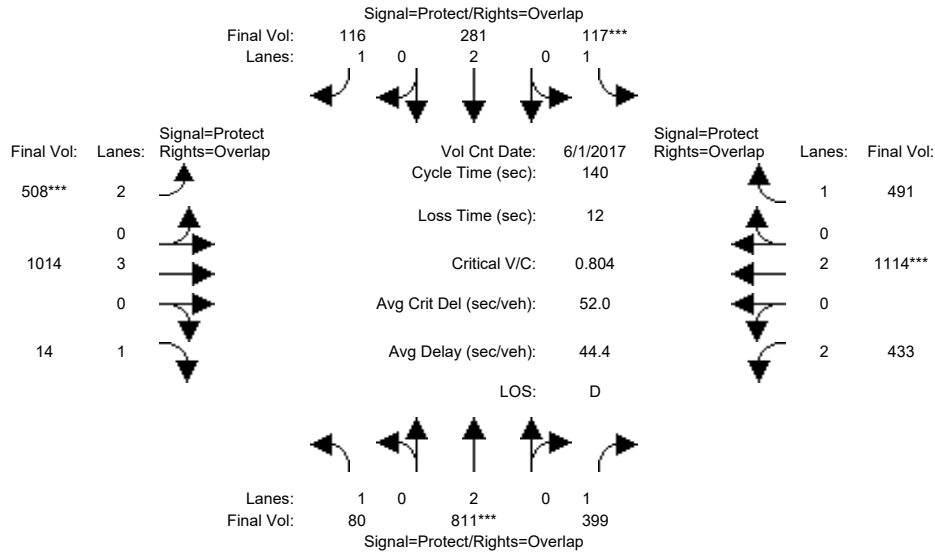
Capacity Analysis Module:												
Vol/Sat:	0.05	0.21	0.16	0.05	0.07	0.07	0.16	0.14	0.01	0.13	0.28	0.28
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	19.0	38.7	77.8	8.5	28.2	57.4	29.2	41.7	60.8	39.1	51.6	60.1
Volume/Cap:	0.34	0.77	0.29	0.77	0.37	0.16	0.77	0.47	0.02	0.47	0.77	0.65
Delay/Veh:	55.6	50.2	16.6	93.6	48.5	26.2	57.9	40.3	22.6	42.3	41.7	33.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.6	50.2	16.6	93.6	48.5	26.2	57.9	40.3	22.6	42.3	41.7	33.6
LOS by Move:	E	D	B	F	D	C	E	D	C	D	D	C
HCM2k95thQ:	6	28	12	8	10	6	25	17	1	16	34	30

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

550 East Brokaw Road Office Development TA

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

Intersection #3083: BROKAW/FIRST



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count Date: 1 Jun 2017 <<											
Base Vol:	76	702	251	68	227	99	445	660	13	371	958	435
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	76	702	251	68	227	99	445	660	13	371	958	435
Added Vol:	0	0	121	35	0	0	0	214	0	19	33	5
PasserByVol:	4	109	27	14	54	17	63	140	1	43	123	51
Initial Fut:	80	811	399	117	281	116	508	1014	14	433	1114	491
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	811	399	117	281	116	508	1014	14	433	1114	491
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	811	399	117	281	116	508	1014	14	433	1114	491
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	80	811	399	117	281	116	508	1014	14	433	1114	491

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	5700	1750	3150	3800	1750

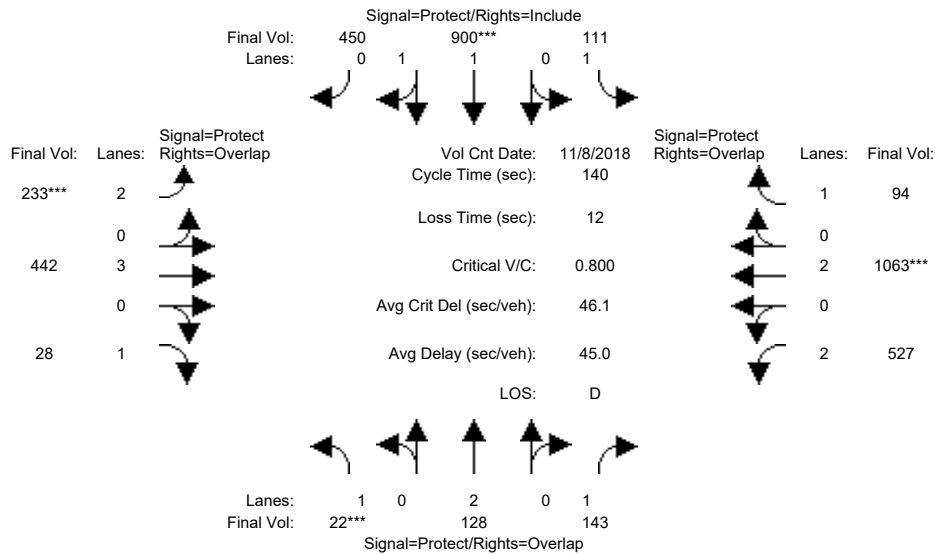
Capacity Analysis Module:												
Vol/Sat:	0.05	0.21	0.23	0.07	0.07	0.07	0.16	0.18	0.01	0.14	0.29	0.28
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	19.7	37.2	71.7	11.6	29.1	57.2	28.1	44.7	64.4	34.5	51.1	62.7
Volume/Cap:	0.32	0.80	0.45	0.80	0.36	0.16	0.80	0.56	0.02	0.56	0.80	0.63
Delay/Veh:	54.9	52.7	21.9	89.7	47.7	26.3	60.7	39.9	20.6	47.0	43.5	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:	54.9	52.7	21.9	89.7	47.7	26.3	60.7	39.9	20.6	47.0	43.5	31.3
LOS by Move:	D	D	C	F	D	C	E	D	C	D	D	C
HCM2k95thQ:	6	29	20	11	10	6	26	22	1	17	36	29

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

550 East Brokaw Road Office Development TA

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

Intersection #3083: BROKAW/FIRST



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count Date: 8 Nov 2018 << 4:30 - 5:30 PM											
Base Vol:	22	128	143	111	900	450	233	442	28	527	1063	94
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	128	143	111	900	450	233	442	28	527	1063	94
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	128	143	111	900	450	233	442	28	527	1063	94
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	22	128	143	111	900	450	233	442	28	527	1063	94
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	128	143	111	900	450	233	442	28	527	1063	94
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	22	128	143	111	900	450	233	442	28	527	1063	94

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.32	0.68	2.00	3.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	2466	1233	3150	5700	1750	3150	3800	1750

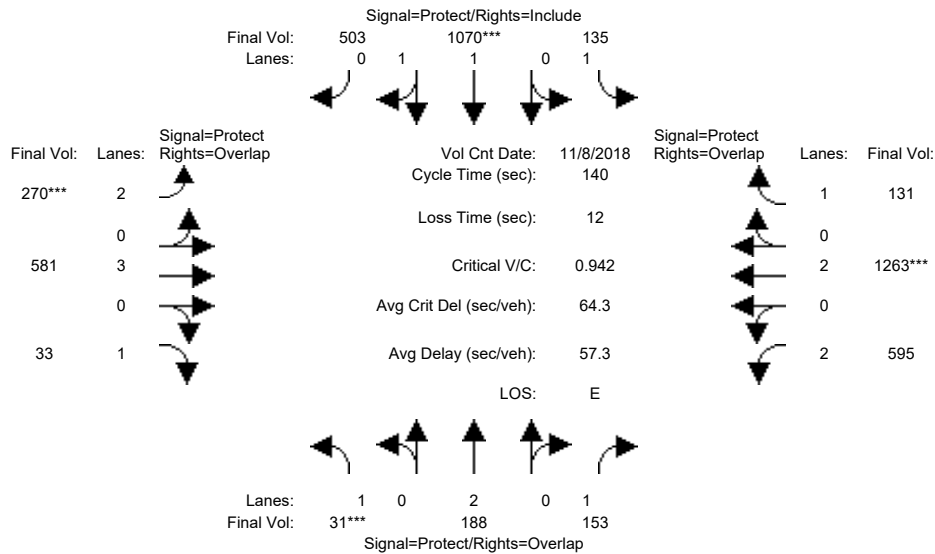
Capacity Analysis Module:												
Vol/Sat:	0.01	0.03	0.08	0.06	0.37	0.37	0.07	0.08	0.02	0.17	0.28	0.05
Crit Moves:	****				****		****				****	
Green Time:	7.0	36.3	76.9	32.2	61.5	61.5	12.5	18.9	25.9	40.7	47.1	79.3
Volume/Cap:	0.25	0.13	0.15	0.28	0.83	0.83	0.83	0.58	0.09	0.58	0.83	0.09
Delay/Veh:	65.5	39.8	15.5	44.7	38.5	38.5	81.3	57.9	47.4	43.2	47.6	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:	65.5	39.8	15.5	44.7	38.5	38.5	81.3	57.9	47.4	43.2	47.6	14.0
LOS by Move:	E	D	B	D	D	D	F	E	D	D	D	B
HCM2k95thQ:	2	4	6	8	44	44	15	13	2	21	36	4

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

550 East Brokaw Road Office Development TA

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

Intersection #3083: BROKAW/FIRST



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	8 Nov 2018	<<	4:30 - 5:30 PM						
Base Vol:	22	128	143	111	900	450	233	442	28	527	1063	94
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	128	143	111	900	450	233	442	28	527	1063	94
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	9	60	10	24	170	53	37	139	5	68	200	37
Initial Fut:	31	188	153	135	1070	503	270	581	33	595	1263	131
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	31	188	153	135	1070	503	270	581	33	595	1263	131
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	188	153	135	1070	503	270	581	33	595	1263	131
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	31	188	153	135	1070	503	270	581	33	595	1263	131

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.34	0.66	2.00	3.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	2516	1183	3150	5700	1750	3150	3800	1750

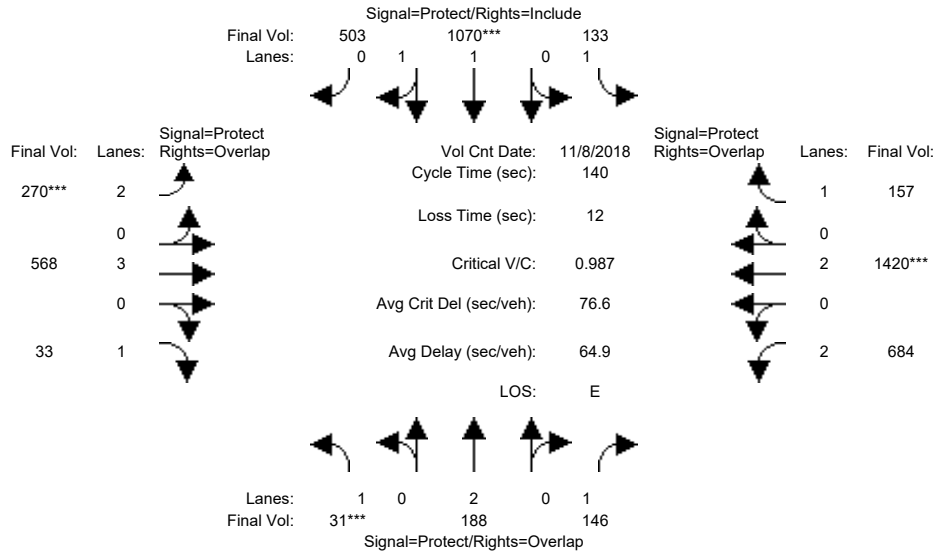
Capacity Analysis Module:												
Vol/Sat:	0.02	0.05	0.09	0.08	0.43	0.43	0.09	0.10	0.02	0.19	0.33	0.07
Crit Moves:	****				****		****			****		
Green Time:	7.0	32.7	71.7	35.3	61.0	61.0	12.3	21.0	28.0	39.0	47.7	83.0
Volume/Cap:	0.35	0.21	0.17	0.31	0.98	0.98	0.98	0.68	0.09	0.68	0.98	0.13
Delay/Veh:	66.8	43.4	18.4	42.8	55.7	55.7	110.9	58.5	45.8	47.1	65.0	12.6
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:	66.8	43.4	18.4	42.8	55.7	55.7	110.9	58.5	45.8	47.1	65.0	12.6
LOS by Move:	E	D	B	D	E	E	F	E	D	D	E	B
HCM2k95thQ:	3	6	7	10	61	61	19	17	3	24	49	5

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

550 East Brokaw Road Office Development TA

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

Intersection #3083: BROKAW/FIRST



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	8 Nov 2018	<<	4:30 - 5:30 PM						
Base Vol:	22	128	143	111	900	450	233	442	28	527	1063	94
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	128	143	111	900	450	233	442	28	527	1063	94
Added Vol:	0	0	-7	-2	0	0	0	-13	0	89	157	26
PasserByVol:	9	60	10	24	170	53	37	139	5	68	200	37
Initial Fut:	31	188	146	133	1070	503	270	568	33	684	1420	157
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	31	188	146	133	1070	503	270	568	33	684	1420	157
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	188	146	133	1070	503	270	568	33	684	1420	157
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	31	188	146	133	1070	503	270	568	33	684	1420	157

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.34	0.66	2.00	3.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	2516	1183	3150	5700	1750	3150	3800	1750

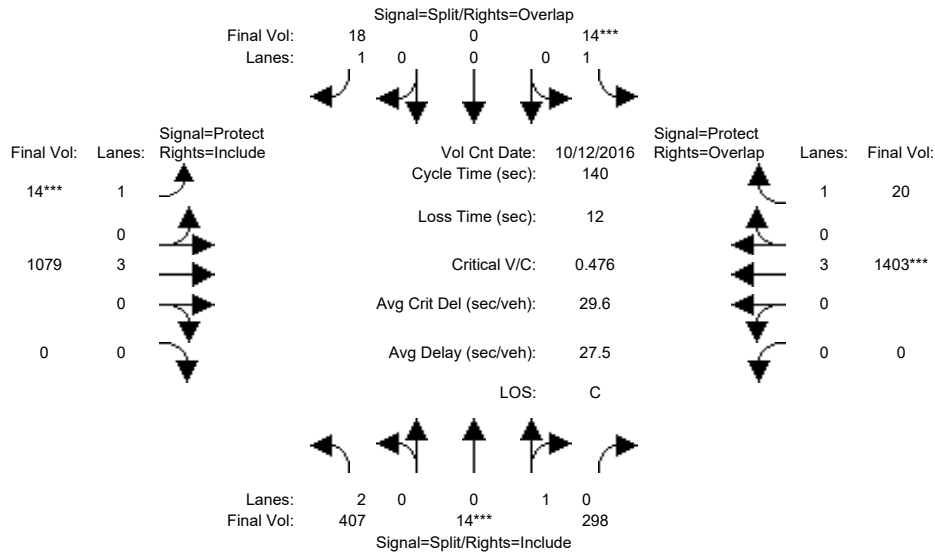
Capacity Analysis Module:												
Vol/Sat:	0.02	0.05	0.08	0.08	0.43	0.43	0.09	0.10	0.02	0.22	0.37	0.09
Crit Moves:	****				****		****			****		
Green Time:	7.0	31.6	74.6	33.6	58.2	58.2	11.7	19.8	26.8	43.1	51.1	84.7
Volume/Cap:	0.35	0.22	0.16	0.32	1.02	1.02	1.02	0.71	0.10	0.71	1.02	0.15
Delay/Veh:	66.8	44.3	16.7	44.2	70.1	70.1	125.8	60.2	46.8	45.3	74.8	12.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	66.8	44.3	16.7	44.2	70.1	70.1	125.8	60.2	46.8	45.3	74.8	12.1
LOS by Move:	E	D	B	D	E	E	F	E	D	D	E	B
HCM2k95thQ:	3	6	7	10	65	65	20	17	3	27	57	6

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

550 East Brokaw Road Office Development TA

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

Intersection #3020: 101/BROKAW



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	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:	12 Oct 2016	<<							
Base Vol:	407	14	298	14	0	18	14	1079	0	0	1403	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:	407	14	298	14	0	18	14	1079	0	0	1403	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:	407	14	298	14	0	18	14	1079	0	0	1403	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:	407	14	298	14	0	18	14	1079	0	0	1403	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	407	14	298	14	0	18	14	1079	0	0	1403	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	407	14	298	14	0	18	14	1079	0	0	1403	20

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.04	0.96	1.00	0.00	1.00	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	3150	81	1719	1750	0	1750	1750	5700	0	0	5700	1750

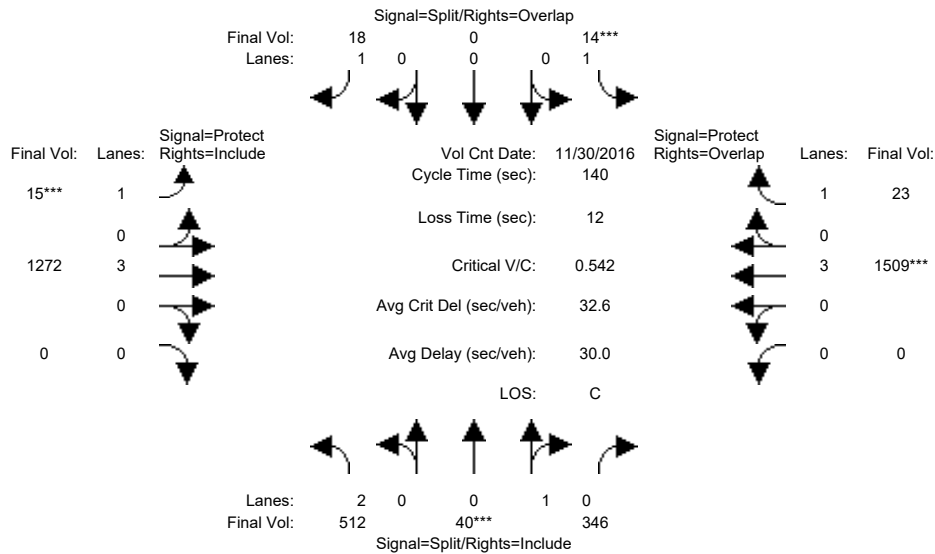
Capacity Analysis Module:												
Vol/Sat:	0.13	0.17	0.17	0.01	0.00	0.01	0.01	0.19	0.00	0.00	0.25	0.01
Crit Moves:	****			****			****			****		
Green Time:	45.9	45.9	45.9	10.0	0.0	17.0	7.0	72.1	0.0	0.0	65.1	75.1
Volume/Cap:	0.39	0.53	0.53	0.11	0.00	0.08	0.16	0.37	0.00	0.00	0.53	0.02
Delay/Veh:	36.6	39.2	39.2	61.2	0.0	54.8	64.5	20.4	0.0	0.0	26.8	15.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.6	39.2	39.2	61.2	0.0	54.8	64.5	20.4	0.0	0.0	26.8	15.2
LOS by Move:	D	D	D	E	A	D	E	C	A	A	C	B
HCM2k95thQ:	15	21	21	1	0	2	1	16	0	0	24	1

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

550 East Brokaw Road Office Development TA

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

Intersection #3020: 101/BROKAW



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	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: 30 Nov 2016 <<

Base Vol:	407	14	298	14	0	18	14	1079	0	0	1403	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:	407	14	298	14	0	18	14	1079	0	0	1403	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	105	26	48	0	0	0	1	193	0	0	106	3
Initial Fut:	512	40	346	14	0	18	15	1272	0	0	1509	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:	512	40	346	14	0	18	15	1272	0	0	1509	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	512	40	346	14	0	18	15	1272	0	0	1509	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:	512	40	346	14	0	18	15	1272	0	0	1509	23

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.10	0.90	1.00	0.00	1.00	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	3150	187	1613	1750	0	1750	1750	5700	0	0	5700	1750

Capacity Analysis Module:

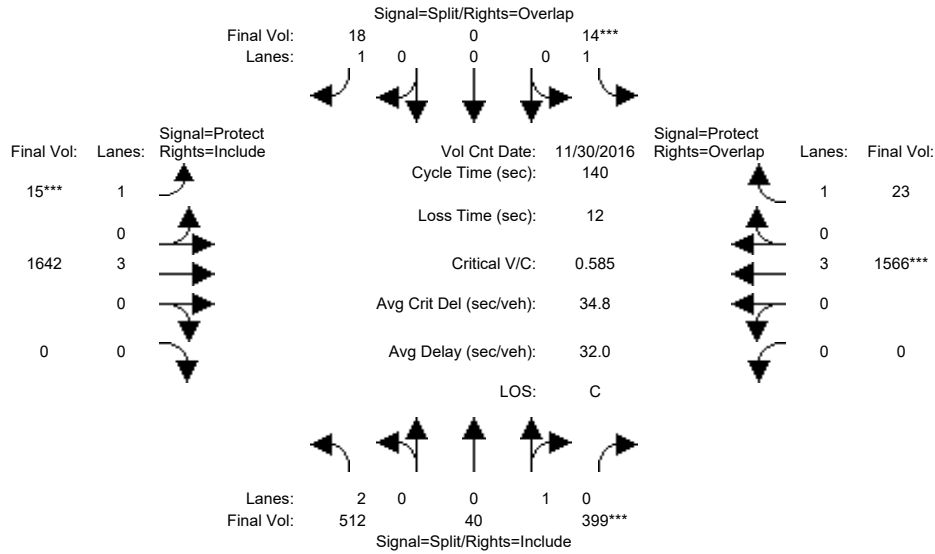
Vol/Sat:	0.16	0.21	0.21	0.01	0.00	0.01	0.01	0.22	0.00	0.00	0.26	0.01
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	49.7	49.7	49.7	10.0	0.0	17.0	7.0	68.3	0.0	0.0	61.3	71.3
Volume/Cap:	0.46	0.60	0.60	0.11	0.00	0.08	0.17	0.46	0.00	0.00	0.60	0.03
Delay/Veh:	35.1	38.7	38.7	61.2	0.0	54.8	64.7	23.7	0.0	0.0	30.5	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:	35.1	38.7	38.7	61.2	0.0	54.8	64.7	23.7	0.0	0.0	30.5	17.1
LOS by Move:	D	D	D	E	A	D	E	C	A	A	C	B
HCM2k95thQ:	19	26	26	1	0	2	1	21	0	0	28	1

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

550 East Brokaw Road Office Development TA

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

Intersection #3020: 101/BROKAW



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	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: 30 Nov 2016 <<											
Base Vol:	407	14	298	14	0	18	14	1079	0	0	1403	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:	407	14	298	14	0	18	14	1079	0	0	1403	20
Added Vol:	0	0	53	0	0	0	0	370	0	0	57	0
PasserByVol:	105	26	48	0	0	0	1	193	0	0	106	3
Initial Fut:	512	40	399	14	0	18	15	1642	0	0	1566	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:	512	40	399	14	0	18	15	1642	0	0	1566	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	512	40	399	14	0	18	15	1642	0	0	1566	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:	512	40	399	14	0	18	15	1642	0	0	1566	23

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.09	0.91	1.00	0.00	1.00	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	3150	164	1636	1750	0	1750	1750	5700	0	0	5700	1750

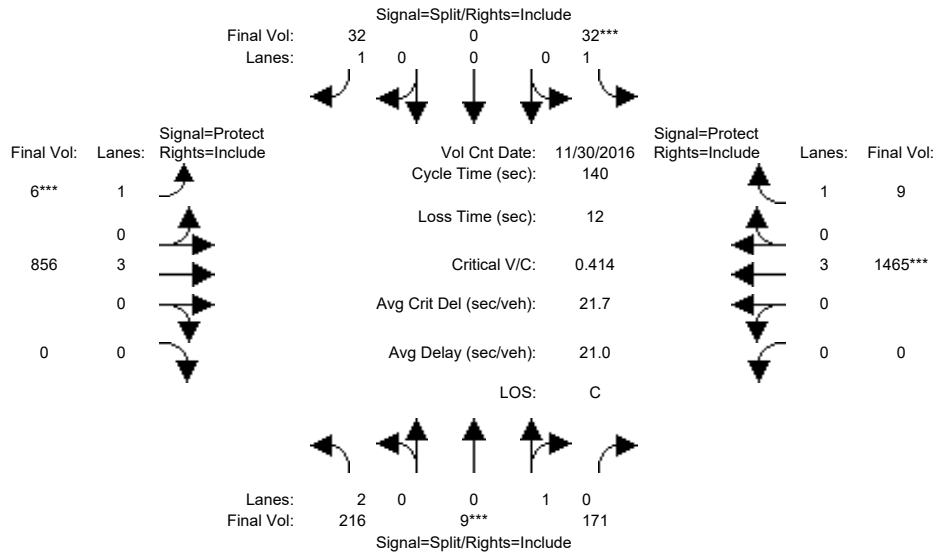
Capacity Analysis Module:												
Vol/Sat:	0.16	0.24	0.24	0.01	0.00	0.01	0.01	0.29	0.00	0.00	0.27	0.01
Crit Moves:			****	****			****				****	
Green Time:	52.2	52.2	52.2	10.0	0.0	17.0	7.0	65.8	0.0	0.0	58.8	68.8
Volume/Cap:	0.44	0.65	0.65	0.11	0.00	0.08	0.17	0.61	0.00	0.00	0.65	0.03
Delay/Veh:	33.1	38.7	38.7	61.2	0.0	54.8	64.7	28.0	0.0	0.0	33.1	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:	33.1	38.7	38.7	61.2	0.0	54.8	64.7	28.0	0.0	0.0	33.1	18.4
LOS by Move:	C	D	D	E	A	D	E	C	A	A	C	B
HCM2k95thQ:	18	29	29	1	0	2	1	29	0	0	30	1

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

550 East Brokaw Road Office Development TA

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

Intersection #3020: 101/BROKAW



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	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:	30 Nov 2016	<<												
Base Vol:	216	9	171	32	0	32	6	856	0	0	1465	9					
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Initial Bse:	216	9	171	32	0	32	6	856	0	0	1465	9					
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0					
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0					
Initial Fut:	216	9	171	32	0	32	6	856	0	0	1465	9					
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Volume:	216	9	171	32	0	32	6	856	0	0	1465	9					
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0					
Reduced Vol:	216	9	171	32	0	32	6	856	0	0	1465	9					
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Final Volume:	216	9	171	32	0	32	6	856	0	0	1465	9					

Saturation Flow Module:															
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900			
Adjustment:	0.83	0.95	0.95	0.92	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	0.05	0.95	1.00	0.00	1.00	1.00	3.00	0.00	0.00	3.00	1.00			
Final Sat.:	3150	90	1710	1750	0	1750	1750	5700	0	0	5700	1750			

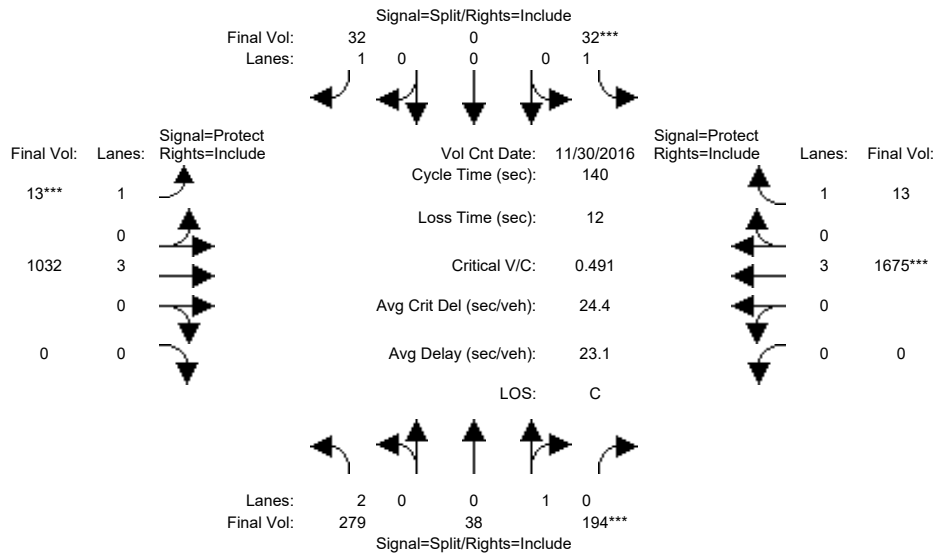
Capacity Analysis Module:															
Vol/Sat:	0.07	0.10	0.10	0.02	0.00	0.02	0.00	0.15	0.00	0.00	0.26	0.01			
Crit Moves:	****			****			****			****					
Green Time:	31.1	31.1	31.1	10.0	0.0	10.0	7.0	86.9	0.0	0.0	79.9	79.9			
Volume/Cap:	0.31	0.45	0.45	0.26	0.00	0.26	0.07	0.24	0.00	0.00	0.45	0.01			
Delay/Veh:	45.7	47.9	47.9	62.6	0.0	62.6	63.7	11.9	0.0	0.0	17.5	13.0			
User DelAdj:	1.00	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	47.9	47.9	62.6	0.0	62.6	63.7	11.9	0.0	0.0	17.5	13.0			
LOS by Move:	D	D	D	E	A	E	E	B	A	A	B	B			
HCM2k95thQ:	9	14	14	3	0	3	1	10	0	0	21	0			

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

550 East Brokaw Road Office Development TA

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

Intersection #3020: 101/BROKAW



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	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: 30 Nov 2016 <<											
Base Vol:	216	9	171	32	0	32	6	856	0	0	1465	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	216	9	171	32	0	32	6	856	0	0	1465	9
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	63	29	23	0	0	0	7	176	0	0	210	4
Initial Fut:	279	38	194	32	0	32	13	1032	0	0	1675	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	279	38	194	32	0	32	13	1032	0	0	1675	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	279	38	194	32	0	32	13	1032	0	0	1675	13
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	279	38	194	32	0	32	13	1032	0	0	1675	13

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.16	0.84	1.00	0.00	1.00	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	3150	295	1505	1750	0	1750	1750	5700	0	0	5700	1750

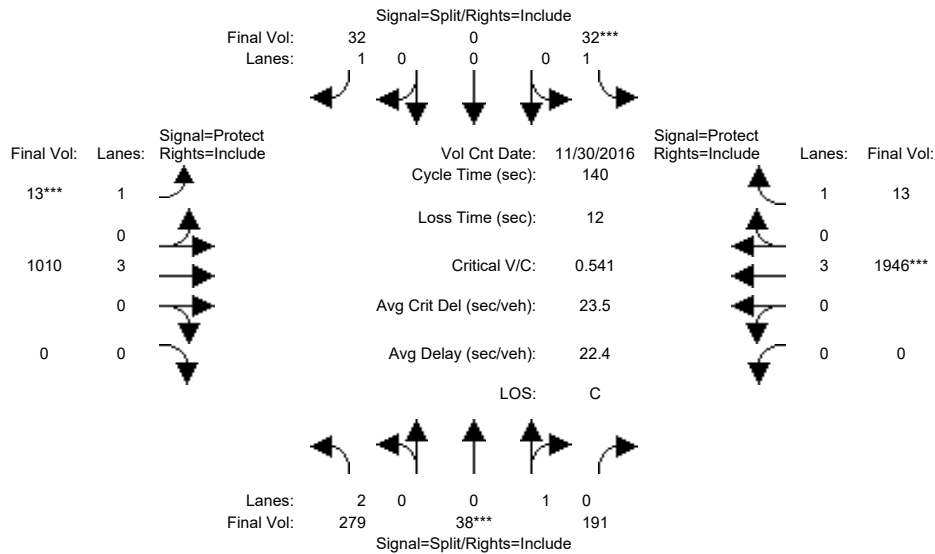
Capacity Analysis Module:												
Vol/Sat:	0.09	0.13	0.13	0.02	0.00	0.02	0.01	0.18	0.00	0.00	0.29	0.01
Crit Moves:			****	****			****				****	
Green Time:	33.8	33.8	33.8	10.0	0.0	10.0	7.0	84.2	0.0	0.0	77.2	77.2
Volume/Cap:	0.37	0.53	0.53	0.26	0.00	0.26	0.15	0.30	0.00	0.00	0.53	0.01
Delay/Veh:	44.5	47.5	47.5	62.6	0.0	62.6	64.4	13.6	0.0	0.0	20.2	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:	44.5	47.5	47.5	62.6	0.0	62.6	64.4	13.6	0.0	0.0	20.2	14.2
LOS by Move:	D	D	D	E	A	E	E	B	A	A	C	B
HCM2k95thQ:	12	17	17	3	0	3	1	13	0	0	26	1

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

550 East Brokaw Road Office Development TA

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

Intersection #3020: 101/BROKAW



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	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: 30 Nov 2016 <<											
Base Vol:	216	9	171	32	0	32	6	856	0	0	1465	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	216	9	171	32	0	32	6	856	0	0	1465	9
Added Vol:	0	0	-3	0	0	0	0	-22	0	0	271	0
PasserByVol:	63	29	23	0	0	0	7	176	0	0	210	4
Initial Fut:	279	38	191	32	0	32	13	1010	0	0	1946	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	279	38	191	32	0	32	13	1010	0	0	1946	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	279	38	191	32	0	32	13	1010	0	0	1946	13
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	279	38	191	32	0	32	13	1010	0	0	1946	13

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.17	0.83	1.00	0.00	1.00	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	3150	299	1501	1750	0	1750	1750	5700	0	0	5700	1750

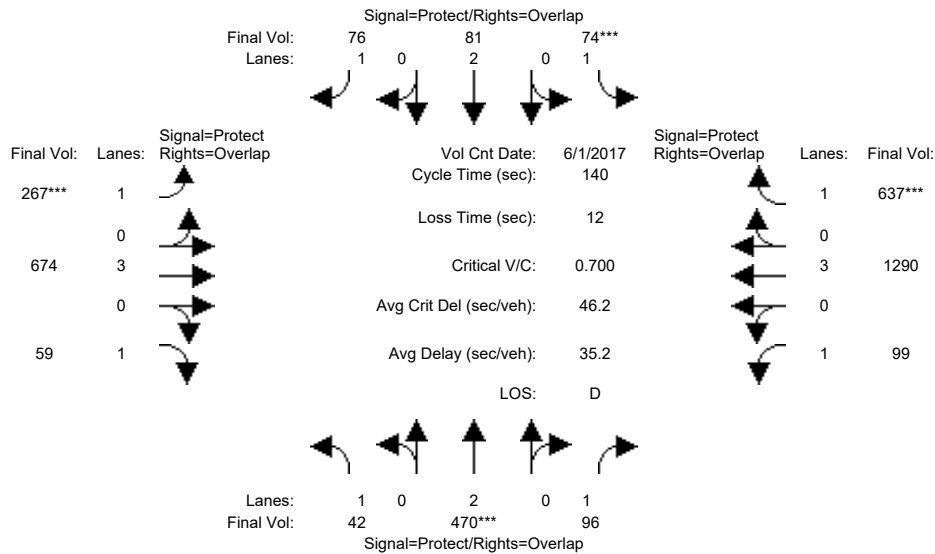
Capacity Analysis Module:												
Vol/Sat:	0.09	0.13	0.13	0.02	0.00	0.02	0.01	0.18	0.00	0.00	0.34	0.01
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	30.1	30.1	30.1	10.0	0.0	10.0	7.0	87.9	0.0	0.0	80.9	80.9
Volume/Cap:	0.41	0.59	0.59	0.26	0.00	0.26	0.15	0.28	0.00	0.00	0.59	0.01
Delay/Veh:	47.7	51.8	51.8	62.6	0.0	62.6	64.4	11.8	0.0	0.0	19.3	12.6
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:	47.7	51.8	51.8	62.6	0.0	62.6	64.4	11.8	0.0	0.0	19.3	12.6
LOS by Move:	D	D	D	E	A	E	E	B	A	A	B	B
HCM2k95thQ:	12	18	18	3	0	3	1	12	0	0	30	1

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

550 East Brokaw Road Office Development TA

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

Intersection #3085: BROKAW/ZANKER



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count Date: 1 Jun 2017 <<											
Base Vol:	42	470	96	74	81	76	267	674	59	99	1290	637
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	42	470	96	74	81	76	267	674	59	99	1290	637
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	42	470	96	74	81	76	267	674	59	99	1290	637
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	42	470	96	74	81	76	267	674	59	99	1290	637
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	470	96	74	81	76	267	674	59	99	1290	637
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	42	470	96	74	81	76	267	674	59	99	1290	637

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	5700	1750	1750	5700	1750

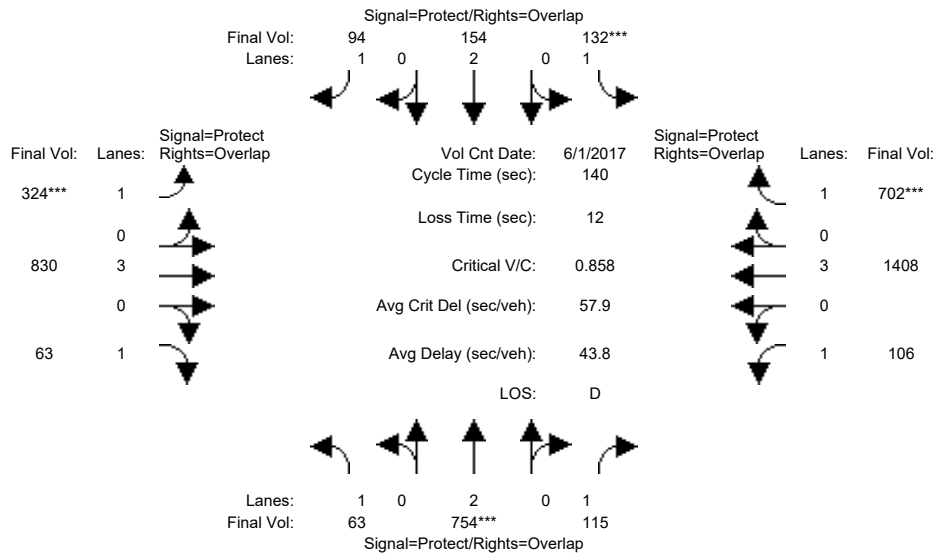
Capacity Analysis Module:												
Vol/Sat:	0.02	0.12	0.05	0.04	0.02	0.04	0.15	0.12	0.03	0.06	0.23	0.36
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	13.7	24.7	54.9	8.5	19.5	50.0	30.5	63.1	76.8	30.2	62.8	71.2
Volume/Cap:	0.25	0.70	0.14	0.70	0.15	0.12	0.70	0.26	0.06	0.26	0.50	0.72
Delay/Veh:	59.2	57.5	27.5	83.4	53.1	30.3	56.2	24.0	14.8	46.0	27.7	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:	59.2	57.5	27.5	83.4	53.1	30.3	56.2	24.0	14.8	46.0	27.7	29.4
LOS by Move:	E	E	C	F	D	C	E	C	B	D	C	C
HCM2k95thQ:	4	19	6	7	3	5	21	11	3	8	23	39

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

550 East Brokaw Road Office Development TA

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

Intersection #3085: BROKAW/ZANKER



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count Date: 1 Jun 2017 <<											
Base Vol:	42	470	96	74	81	76	267	674	59	99	1290	637
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	42	470	96	74	81	76	267	674	59	99	1290	637
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	21	284	19	58	73	18	57	156	4	7	118	65
Initial Fut:	63	754	115	132	154	94	324	830	63	106	1408	702
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	754	115	132	154	94	324	830	63	106	1408	702
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	754	115	132	154	94	324	830	63	106	1408	702
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	63	754	115	132	154	94	324	830	63	106	1408	702

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	5700	1750	1750	5700	1750

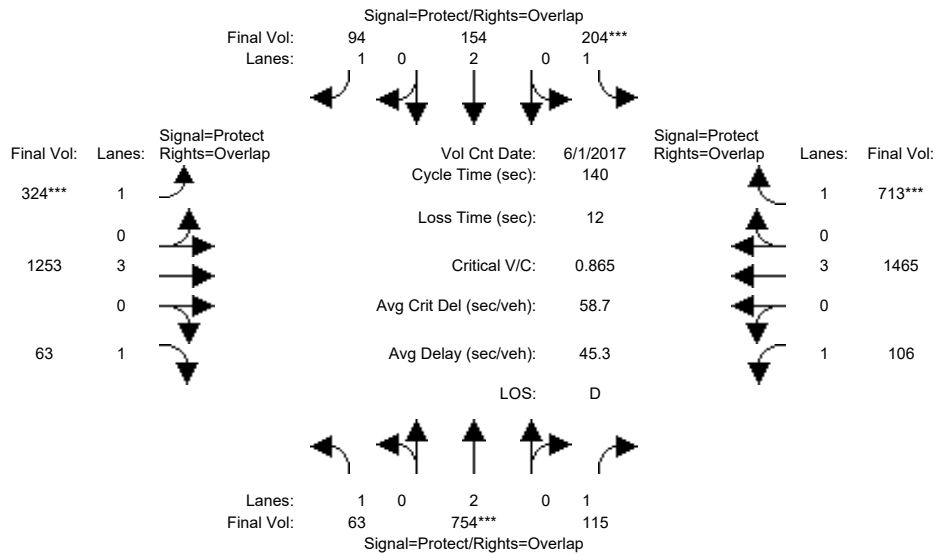
Capacity Analysis Module:												
Vol/Sat:	0.04	0.20	0.07	0.08	0.04	0.05	0.19	0.15	0.04	0.06	0.25	0.40
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	18.4	32.4	56.8	12.3	26.3	56.5	30.2	58.9	77.2	24.5	53.1	65.4
Volume/Cap:	0.27	0.86	0.16	0.86	0.22	0.13	0.86	0.35	0.07	0.35	0.65	0.86
Delay/Veh:	55.4	60.1	26.5	98.3	48.3	26.4	70.4	27.6	14.6	51.4	36.5	42.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.4	60.1	26.5	98.3	48.3	26.4	70.4	27.6	14.6	51.4	36.5	42.2
LOS by Move:	E	E	C	F	D	C	E	C	B	D	D	D
HCM2k95thQ:	6	31	7	13	5	5	27	15	3	9	29	50

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

550 East Brokaw Road Office Development TA

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

Intersection #3085: BROKAW/ZANKER



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	1 Jun 2017	<<											
Base Vol:	42	470	96	74	81	76	267	674	59	99	1290	637				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	42	470	96	74	81	76	267	674	59	99	1290	637				
Added Vol:	0	0	0	72	0	0	0	423	0	0	57	11				
PasserByVol:	21	284	19	58	73	18	57	156	4	7	118	65				
Initial Fut:	63	754	115	204	154	94	324	1253	63	106	1465	713				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	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	754	115	204	154	94	324	1253	63	106	1465	713				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	63	754	115	204	154	94	324	1253	63	106	1465	713				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	63	754	115	204	154	94	324	1253	63	106	1465	713				

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	5700	1750	1750	5700	1750

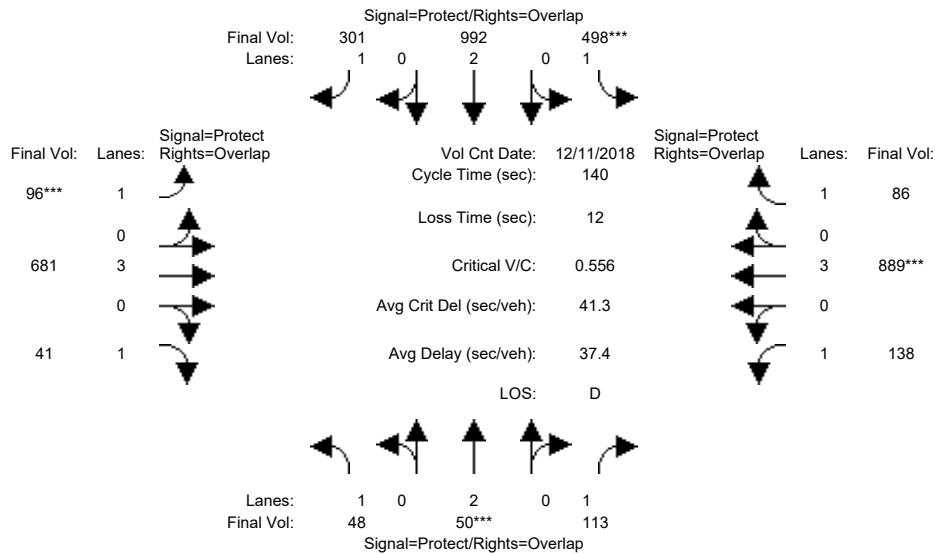
Capacity Analysis Module:												
Vol/Sat:	0.04	0.20	0.07	0.12	0.04	0.05	0.19	0.22	0.04	0.06	0.26	0.41
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	21.0	32.1	48.7	18.9	30.0	59.9	30.0	60.4	81.4	16.6	47.1	65.9
Volume/Cap:	0.24	0.87	0.19	0.87	0.19	0.13	0.87	0.51	0.06	0.51	0.76	0.87
Delay/Veh:	52.9	60.9	32.0	86.0	45.2	24.3	71.6	29.2	12.8	60.0	43.4	42.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.9	60.9	32.0	86.0	45.2	24.3	71.6	29.2	12.8	60.0	43.4	42.6
LOS by Move:	D	E	C	F	D	C	E	C	B	E	D	D
HCM2k95thQ:	5	31	7	19	5	5	27	23	3	10	34	51

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

550 East Brokaw Road Office Development TA

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

Intersection #3085: BROKAW/ZANKER



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	11 Dec 2018	<<	4:30 - 5:30 PM																
Base Vol:	48	50	113	498	992	301	96	681	41	138	889	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	48	50	113	498	992	301	96	681	41	138	889	86										
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	48	50	113	498	992	301	96	681	41	138	889	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	48	50	113	498	992	301	96	681	41	138	889	86										
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	50	113	498	992	301	96	681	41	138	889	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	48	50	113	498	992	301	96	681	41	138	889	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	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	5700	1750	1750	5700	1750

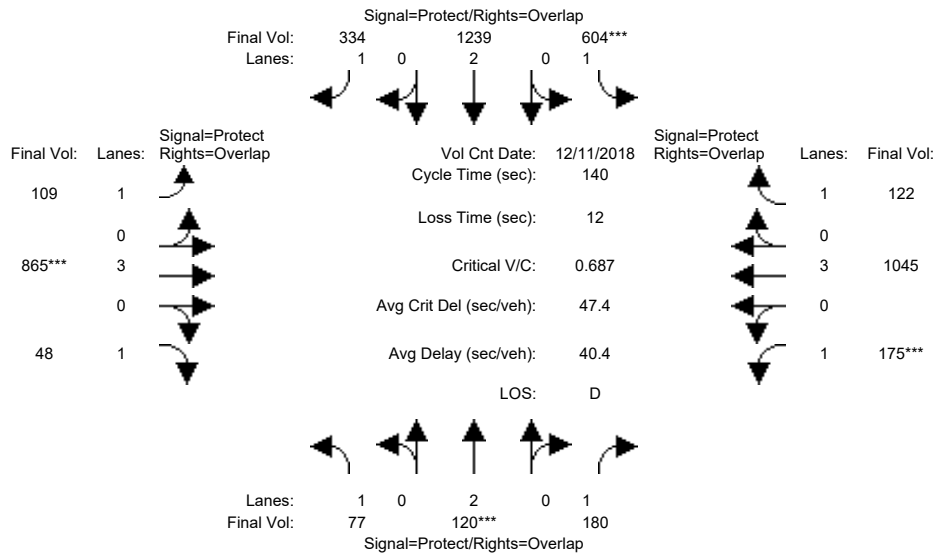
Capacity Analysis Module:												
Vol/Sat:	0.03	0.01	0.06	0.28	0.26	0.17	0.05	0.12	0.02	0.08	0.16	0.05
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	12.5	10.0	30.0	67.8	65.3	78.3	13.1	30.3	42.8	20.0	37.1	104.9
Volume/Cap:	0.31	0.18	0.30	0.59	0.56	0.31	0.59	0.55	0.08	0.55	0.59	0.07
Delay/Veh:	60.8	61.5	46.7	27.1	27.4	16.6	66.4	49.4	34.6	58.5	45.4	4.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.8	61.5	46.7	27.1	27.4	16.6	66.4	49.4	34.6	58.5	45.4	4.6
LOS by Move:	E	E	D	C	C	B	E	D	C	E	D	A
HCM2k95thQ:	5	2	9	28	26	13	8	16	3	13	21	2

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

550 East Brokaw Road Office Development TA

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

Intersection #3085: BROKAW/ZANKER



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count Date: 11 Dec 2018 << 4:30 - 5:30 PM											
Base Vol:	48	50	113	498	992	301	96	681	41	138	889	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:	48	50	113	498	992	301	96	681	41	138	889	86
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	29	70	67	106	247	33	13	184	7	37	156	36
Initial Fut:	77	120	180	604	1239	334	109	865	48	175	1045	122
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	77	120	180	604	1239	334	109	865	48	175	1045	122
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	120	180	604	1239	334	109	865	48	175	1045	122
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	77	120	180	604	1239	334	109	865	48	175	1045	122

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	5700	1750	1750	5700	1750

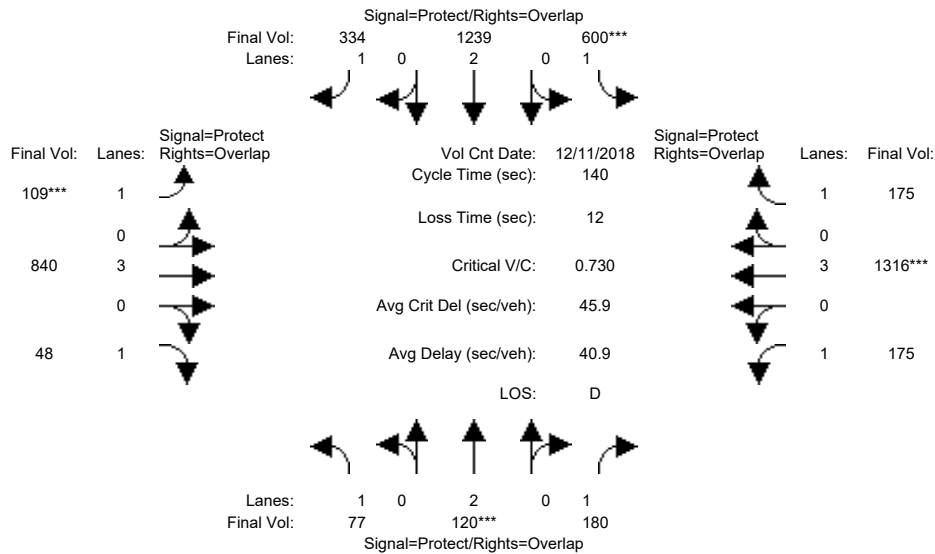
Capacity Analysis Module:												
Vol/Sat:	0.04	0.03	0.10	0.35	0.33	0.19	0.06	0.15	0.03	0.10	0.18	0.07
Crit Moves:	****			****			****			****		
Green Time:	10.4	10.0	29.8	68.2	67.8	80.5	12.6	30.0	40.4	19.8	37.1	105.4
Volume/Cap:	0.59	0.44	0.48	0.71	0.67	0.33	0.69	0.71	0.10	0.71	0.69	0.09
Delay/Veh:	69.9	63.5	49.4	30.9	28.6	15.8	74.1	52.9	36.5	66.5	47.6	4.6
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:	69.9	63.5	49.4	30.9	28.6	15.8	74.1	52.9	36.5	66.5	47.6	4.6
LOS by Move:	E	E	D	C	C	B	E	D	D	E	D	A
HCM2k95thQ:	9	6	14	35	33	14	10	21	3	17	25	3

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

550 East Brokaw Road Office Development TA

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

Intersection #3085: BROKAW/ZANKER



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	11 Dec 2018	<<	4:30 - 5:30 PM						
Base Vol:	48	50	113	498	992	301	96	681	41	138	889	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:	48	50	113	498	992	301	96	681	41	138	889	86
Added Vol:	0	0	0	-4	0	0	0	-25	0	0	271	53
PasserByVol:	29	70	67	106	247	33	13	184	7	37	156	36
Initial Fut:	77	120	180	600	1239	334	109	840	48	175	1316	175
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	77	120	180	600	1239	334	109	840	48	175	1316	175
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	120	180	600	1239	334	109	840	48	175	1316	175
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	77	120	180	600	1239	334	109	840	48	175	1316	175

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	5700	1750	1750	5700	1750

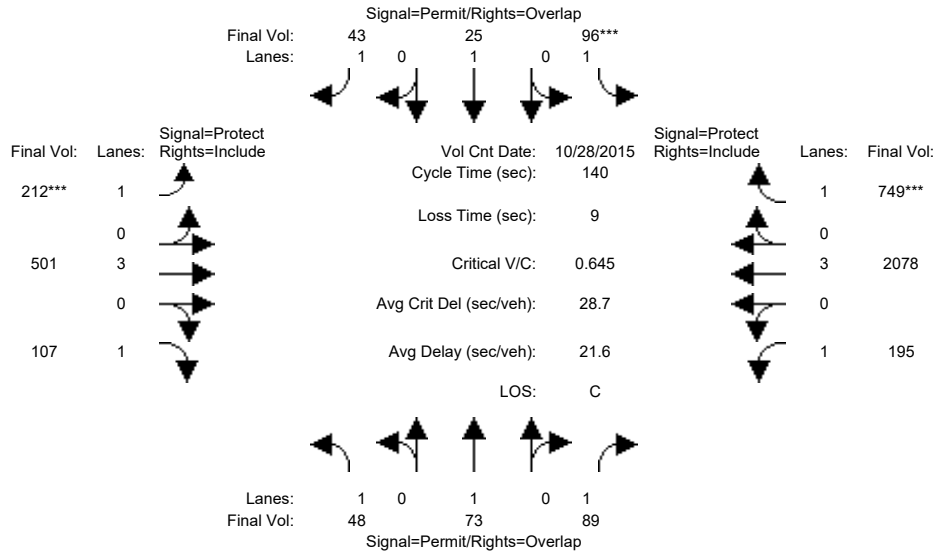
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.04	0.03	0.10	0.34	0.33	0.19	0.06	0.15	0.03	0.10	0.23	0.10
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	9.8	10.0	32.0	63.6	63.8	75.4	11.6	32.4	42.2	22.0	42.8	106.4
Volume/Cap:	0.63	0.44	0.45	0.75	0.72	0.35	0.75	0.64	0.09	0.64	0.75	0.13
Delay/Veh:	73.4	63.5	47.3	35.9	32.2	18.7	82.8	49.5	35.2	60.2	45.8	4.5
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:	73.4	63.5	47.3	35.9	32.2	18.7	82.8	49.5	35.2	60.2	45.8	4.5
LOS by Move:	E	E	D	D	C	B	F	D	D	E	D	A
HCM2k95thQ:	9	6	14	37	34	15	10	20	3	16	31	4

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

550 East Brokaw Road Office Development TA

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

Intersection #3356: BROKAW/JUNCTION



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 28 Oct 2015 <<

Base Vol:	48	73	89	96	25	43	212	501	107	195	2078	749
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	48	73	89	96	25	43	212	501	107	195	2078	749
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	48	73	89	96	25	43	212	501	107	195	2078	749
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	48	73	89	96	25	43	212	501	107	195	2078	749
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	73	89	96	25	43	212	501	107	195	2078	749
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	48	73	89	96	25	43	212	501	107	195	2078	749

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	5700	1750	1750	5700	1750

Capacity Analysis Module:

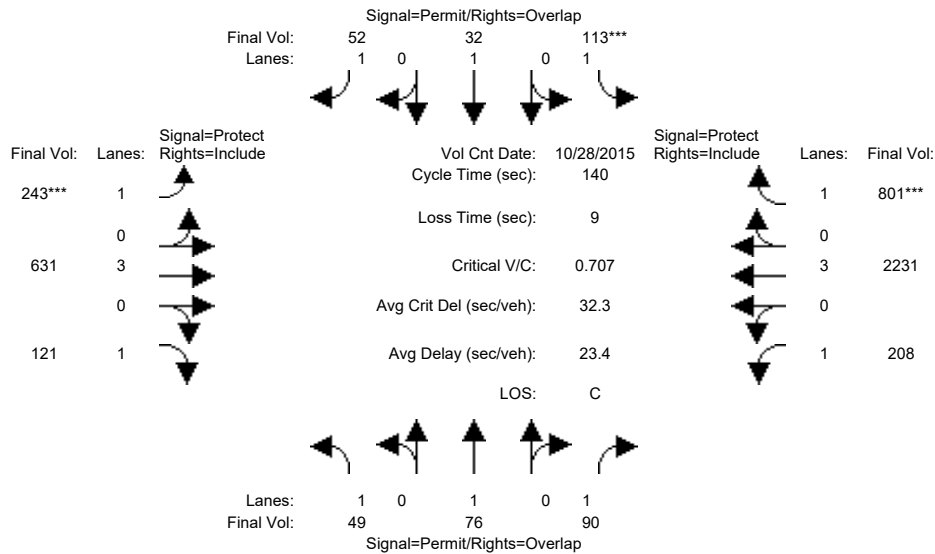
Vol/Sat:	0.03	0.04	0.05	0.05	0.01	0.02	0.12	0.09	0.06	0.11	0.36	0.43
Crit Moves:				****			****					****
Green Time:	11.9	11.9	78.5	11.9	11.9	38.2	26.3	52.5	52.5	66.6	92.8	92.8
Volume/Cap:	0.32	0.45	0.09	0.65	0.15	0.09	0.65	0.23	0.16	0.23	0.55	0.65
Delay/Veh:	61.5	63.0	14.3	71.4	59.8	38.0	57.0	30.0	29.2	21.8	12.7	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:	61.5	63.0	14.3	71.4	59.8	38.0	57.0	30.0	29.2	21.8	12.7	15.2
LOS by Move:	E	E	B	E	E	D	E	C	C	C	B	B
HCM2k95thQ:	5	7	4	11	2	3	18	9	6	10	27	35

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

550 East Brokaw Road Office Development TA

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

Intersection #3356: BROKAW/JUNCTION



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count Date: 28 Oct 2015 <<											
Base Vol:	48	73	89	96	25	43	212	501	107	195	2078	749
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	48	73	89	96	25	43	212	501	107	195	2078	749
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	1	3	1	17	7	9	31	130	14	13	153	52
Initial Fut:	49	76	90	113	32	52	243	631	121	208	2231	801
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	49	76	90	113	32	52	243	631	121	208	2231	801
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	76	90	113	32	52	243	631	121	208	2231	801
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	49	76	90	113	32	52	243	631	121	208	2231	801

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	5700	1750	1750	5700	1750

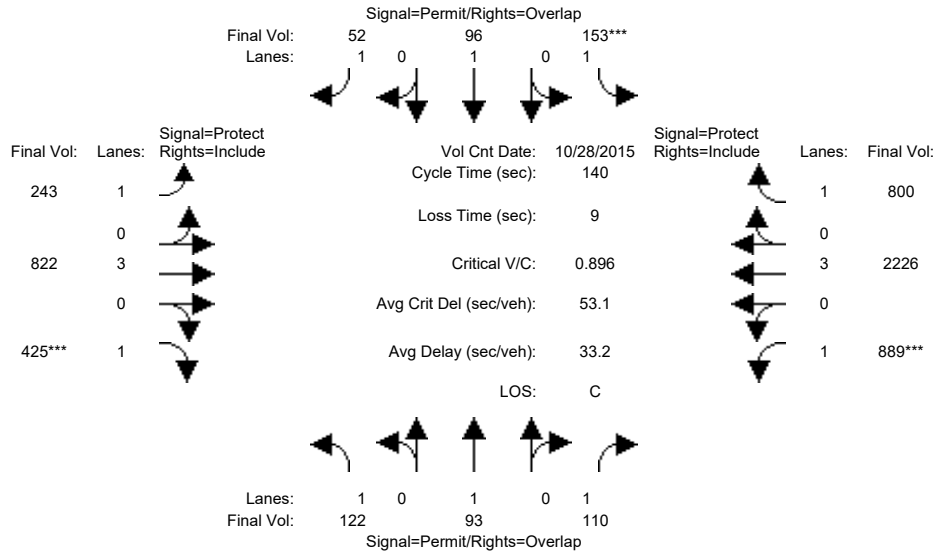
Capacity Analysis Module:												
Vol/Sat:	0.03	0.04	0.05	0.06	0.02	0.03	0.14	0.11	0.07	0.12	0.39	0.46
Crit Moves:				****			****					****
Green Time:	12.8	12.8	74.0	12.8	12.8	40.3	27.5	57.0	57.0	61.2	90.7	90.7
Volume/Cap:	0.31	0.44	0.10	0.71	0.18	0.10	0.71	0.27	0.17	0.27	0.60	0.71
Delay/Veh:	60.5	62.0	16.4	75.3	59.3	36.7	59.1	27.7	26.5	25.4	14.6	18.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.5	62.0	16.4	75.3	59.3	36.7	59.1	27.7	26.5	25.4	14.6	18.1
LOS by Move:	E	E	B	E	E	D	E	C	C	C	B	B
HCM2k95thQ:	5	7	4	12	3	4	21	11	7	12	31	40

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

550 East Brokaw Road Office Development TA

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

Intersection #3356: BROKAW/JUNCTION



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 28 Oct 2015 <<

Base Vol:	48	73	89	96	25	43	212	501	107	195	2078	749
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	48	73	89	96	25	43	212	501	107	195	2078	749
Added Vol:	73	17	20	40	64	0	0	191	304	681	-5	-1
PasserByVol:	1	3	1	17	7	9	31	130	14	13	153	52
Initial Fut:	122	93	110	153	96	52	243	822	425	889	2226	800
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	122	93	110	153	96	52	243	822	425	889	2226	800
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	122	93	110	153	96	52	243	822	425	889	2226	800
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	122	93	110	153	96	52	243	822	425	889	2226	800

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	5700	1750	1750	5700	1750

Capacity Analysis Module:

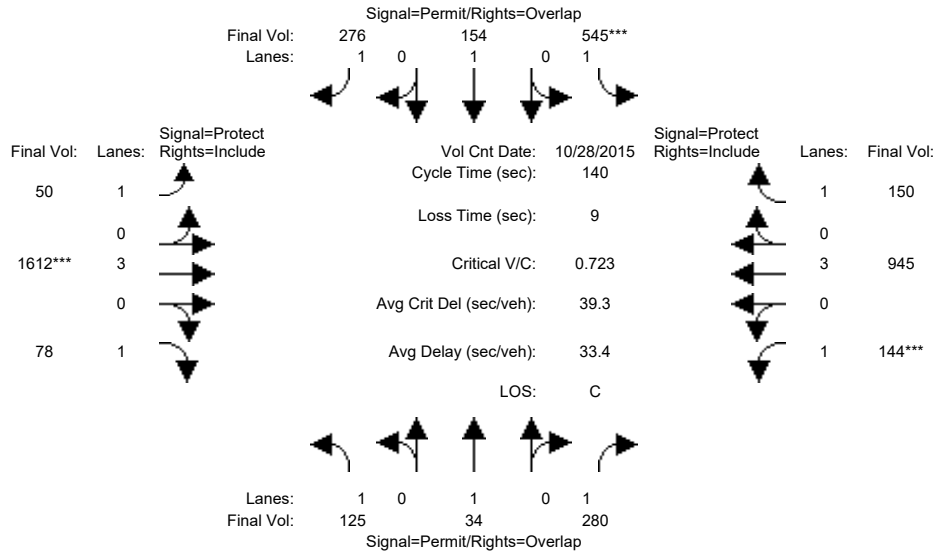
Vol/Sat:	0.07	0.05	0.06	0.09	0.05	0.03	0.14	0.14	0.24	0.51	0.39	0.46
Crit Moves:				****					****	****		
Green Time:	13.7	13.7	93.0	13.7	13.7	41.0	27.3	38.0	38.0	79.4	90.0	90.0
Volume/Cap:	0.71	0.50	0.09	0.90	0.52	0.10	0.71	0.53	0.90	0.90	0.61	0.71
Delay/Veh:	74.6	62.1	8.4	103.0	62.6	36.2	59.5	43.8	68.4	37.3	14.9	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:	74.6	62.1	8.4	103.0	62.6	36.2	59.5	43.8	68.4	37.3	14.9	18.6
LOS by Move:	E	E	A	F	E	D	E	D	E	D	B	B
HCM2k95thQ:	13	9	4	18	9	4	21	19	37	61	32	41

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

550 East Brokaw Road Office Development TA

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

Intersection #3356: BROKAW/JUNCTION



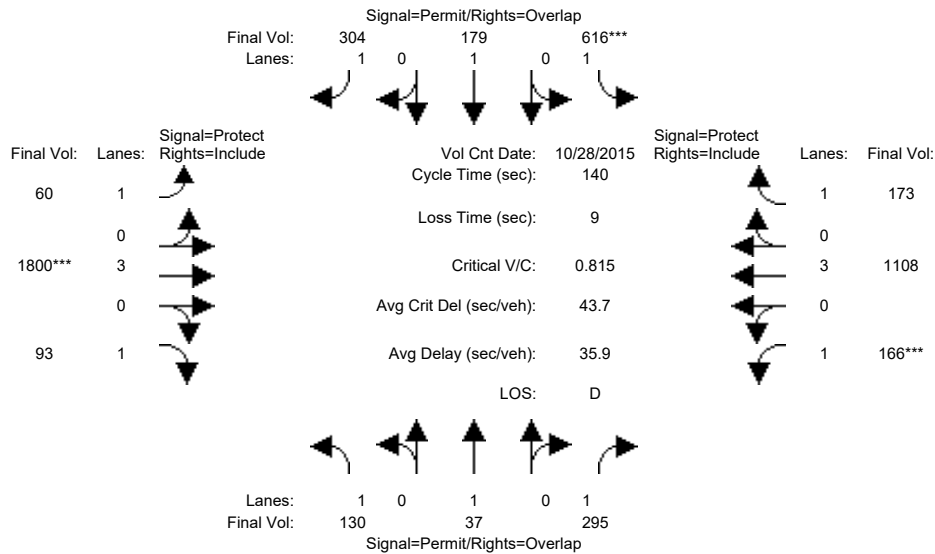
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Volume Module: >> Count Date: 28 Oct 2015 <<													
Base Vol:	125	34	280	545	154	276	50	1612	78	144	945	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:	125	34	280	545	154	276	50	1612	78	144	945	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:	125	34	280	545	154	276	50	1612	78	144	945	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:	125	34	280	545	154	276	50	1612	78	144	945	150	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	125	34	280	545	154	276	50	1612	78	144	945	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:	125	34	280	545	154	276	50	1612	78	144	945	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	1.00	1.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00	
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	5700	1750	1750	5700	1750	
Capacity Analysis Module:													
Vol/Sat:	0.07	0.02	0.16	0.31	0.08	0.16	0.03	0.28	0.04	0.08	0.17	0.09	
Crit Moves:				****				****			****		
Green Time:	60.3	60.3	76.2	60.3	60.3	76.7	16.4	54.8	54.8	15.9	54.3	54.3	
Volume/Cap:	0.17	0.04	0.29	0.72	0.19	0.29	0.24	0.72	0.11	0.72	0.43	0.22	
Delay/Veh:	24.5	23.1	17.5	36.4	24.8	17.2	56.8	37.4	27.2	72.2	31.6	28.8	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	24.5	23.1	17.5	36.4	24.8	17.2	56.8	37.4	27.2	72.2	31.6	28.8	
LOS by Move:	C	C	B	D	C	B	E	D	C	E	C	C	
HCM2k95thQ:	7	2	13	36	8	13	5	34	5	15	18	9	

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

550 East Brokaw Road Office Development TA

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

Intersection #3356: BROKAW/JUNCTION



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count Date: 28 Oct 2015 <<											
Base Vol:	125	34	280	545	154	276	50	1612	78	144	945	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:	125	34	280	545	154	276	50	1612	78	144	945	150
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	5	3	15	71	25	28	10	188	15	22	163	23
Initial Fut:	130	37	295	616	179	304	60	1800	93	166	1108	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:	130	37	295	616	179	304	60	1800	93	166	1108	173
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	37	295	616	179	304	60	1800	93	166	1108	173
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	130	37	295	616	179	304	60	1800	93	166	1108	173

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	5700	1750	1750	5700	1750

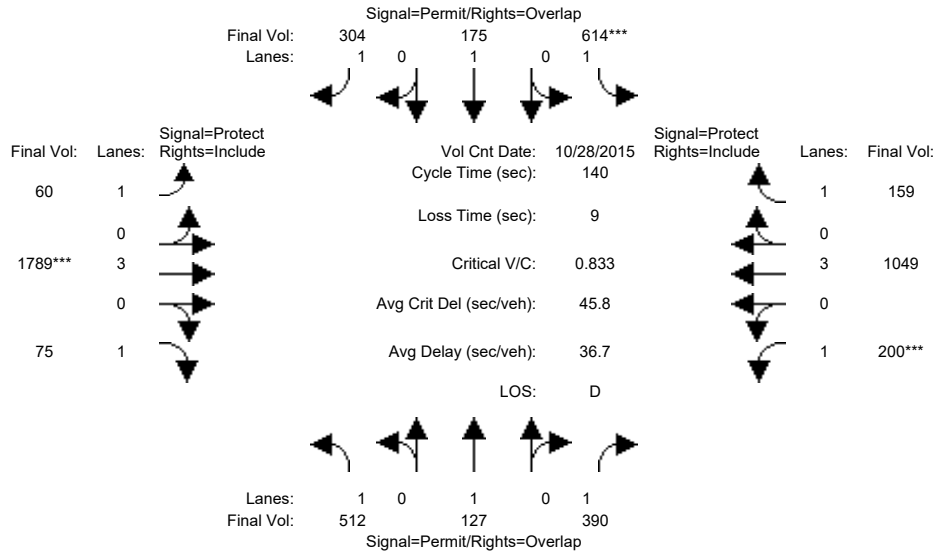
Capacity Analysis Module:												
Vol/Sat:	0.07	0.02	0.17	0.35	0.09	0.17	0.03	0.32	0.05	0.09	0.19	0.10
Crit Moves:				****				****		****		
Green Time:	60.5	60.5	76.8	60.5	60.5	74.9	14.4	54.2	54.2	16.3	56.1	56.1
Volume/Cap:	0.17	0.05	0.31	0.82	0.22	0.32	0.33	0.82	0.14	0.82	0.49	0.25
Delay/Veh:	24.5	23.1	17.4	41.7	25.1	18.5	59.4	40.8	27.8	82.1	31.4	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:	24.5	23.1	17.4	41.7	25.1	18.5	59.4	40.8	27.8	82.1	31.4	28.1
LOS by Move:	C	C	B	D	C	B	E	D	C	F	C	C
HCM2k95thQ:	7	2	14	43	9	15	6	41	5	18	21	10

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

550 East Brokaw Road Office Development TA

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

Intersection #3356: BROKAW/JUNCTION



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count Date: 28 Oct 2015 <<											
Base Vol:	125	34	280	545	154	276	50	1612	78	144	945	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:	125	34	280	545	154	276	50	1612	78	144	945	150
Added Vol:	382	90	95	-2	-4	0	0	-11	-18	34	-59	-14
PasserByVol:	5	3	15	71	25	28	10	188	15	22	163	23
Initial Fut:	512	127	390	614	175	304	60	1789	75	200	1049	159
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	512	127	390	614	175	304	60	1789	75	200	1049	159
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	512	127	390	614	175	304	60	1789	75	200	1049	159
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	512	127	390	614	175	304	60	1789	75	200	1049	159

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	5700	1750	1750	5700	1750

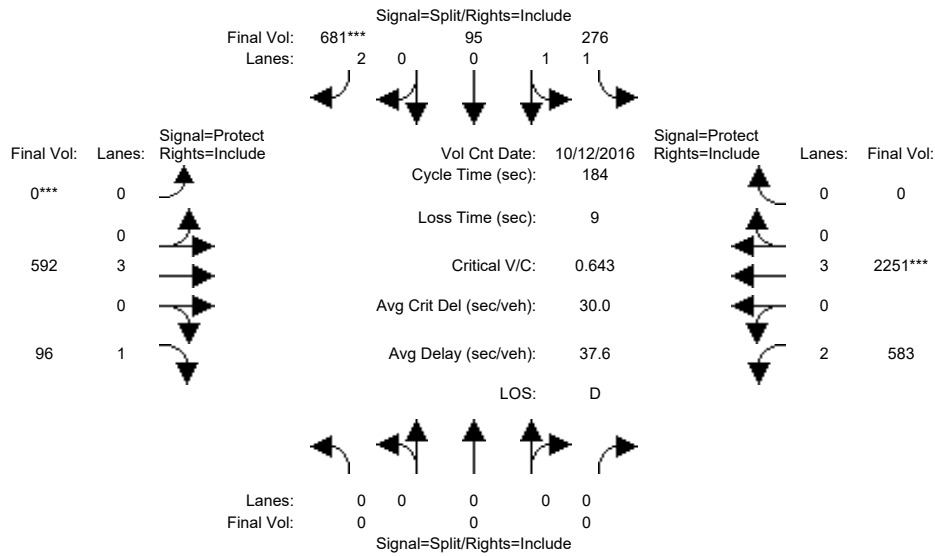
Capacity Analysis Module:												
Vol/Sat:	0.29	0.07	0.22	0.35	0.09	0.17	0.03	0.31	0.04	0.11	0.18	0.09
Crit Moves:				****				****		****		
Green Time:	59.0	59.0	78.2	59.0	59.0	74.4	15.4	52.8	52.8	19.2	56.6	56.6
Volume/Cap:	0.69	0.16	0.40	0.83	0.22	0.33	0.31	0.83	0.11	0.83	0.46	0.22
Delay/Veh:	36.0	25.2	17.8	44.1	25.9	18.8	58.4	42.5	28.5	80.1	30.6	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:	36.0	25.2	17.8	44.1	25.9	18.8	58.4	42.5	28.5	80.1	30.6	27.5
LOS by Move:	D	C	B	D	C	B	E	D	C	F	C	C
HCM2k95thQ:	34	7	18	44	9	15	6	41	4	21	20	9

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

550 East Brokaw Road Office Development TA

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

Intersection #3051: 880/BROKAW (W)



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	12 Oct 2016	<<							
Base Vol:	0	0	0	276	95	681	0	592	96	583	2251	0
Growth Adj:	1.00	1.00	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	276	95	681	0	592	96	583	2251	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	276	95	681	0	592	96	583	2251	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	276	95	681	0	592	96	583	2251	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	276	95	681	0	592	96	583	2251	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	276	95	681	0	592	96	583	2251	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.93	0.95	0.83	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	0.00	0.00	1.50	0.50	2.00	0.00	3.00	1.00	2.00	3.00	0.00
Final Sat.:	0	0	0	2641	909	3150	0	5700	1750	3150	5700	0

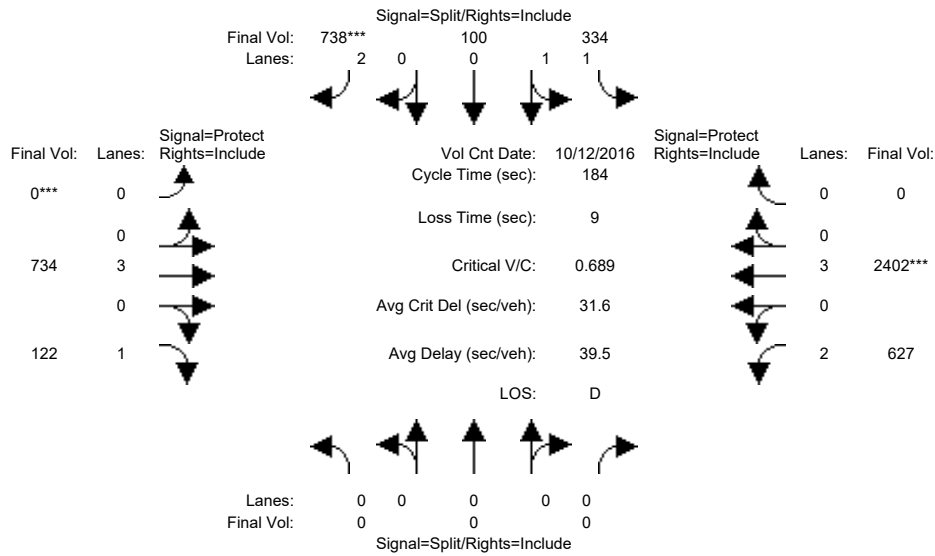
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.10	0.10	0.22	0.00	0.10	0.05	0.19	0.39	0.00
Crit Moves:							****	****		****		
Green Time:	0.0	0.0	0.0	61.9	61.9	61.9	0.0	40.7	40.7	72.4	113	0.0
Volume/Cap:	0.00	0.00	0.00	0.31	0.31	0.64	0.00	0.47	0.25	0.47	0.64	0.00
Delay/Veh:	0.0	0.0	0.0	45.4	45.4	53.0	0.0	62.6	59.4	41.8	23.0	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	45.4	45.4	53.0	0.0	62.6	59.4	41.8	23.0	0.0
LOS by Move:	A	A	A	D	D	D	A	E	E	D	C	A
HCM2k95thQ:	0	0	0	15	15	33	0	18	9	25	42	0

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

550 East Brokaw Road Office Development TA

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

Intersection #3051: 880/BROKAW (W)



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count Date: 12 Oct 2016 <<											
Base Vol:	0	0	0	276	95	681	0	592	96	583	2251	0
Growth Adj:	1.00	1.00	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	276	95	681	0	592	96	583	2251	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	58	5	57	0	142	26	44	151	0
Initial Fut:	0	0	0	334	100	738	0	734	122	627	2402	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	334	100	738	0	734	122	627	2402	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	334	100	738	0	734	122	627	2402	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	334	100	738	0	734	122	627	2402	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.93	0.95	0.83	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	0.00	0.00	1.55	0.45	2.00	0.00	3.00	1.00	2.00	3.00	0.00
Final Sat.:	0	0	0	2732	818	3150	0	5700	1750	3150	5700	0

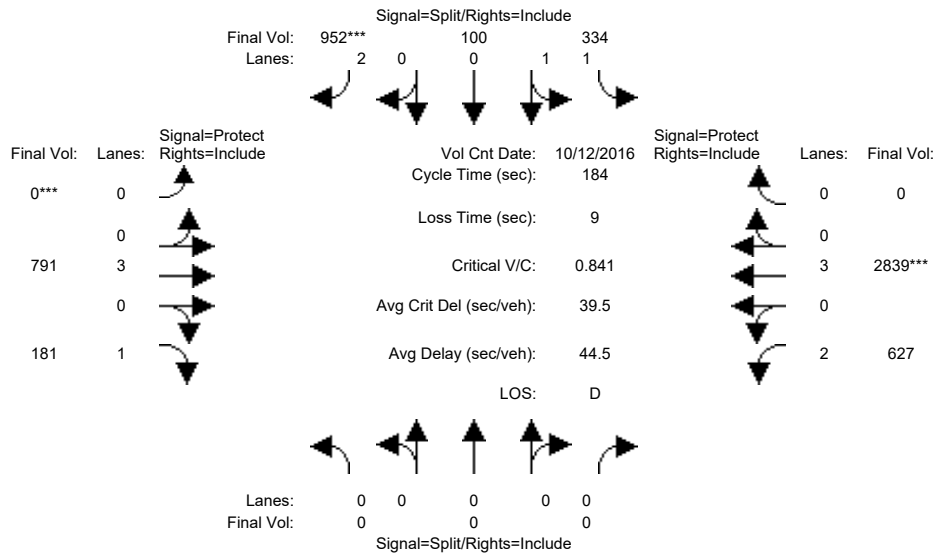
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.12	0.12	0.23	0.00	0.13	0.07	0.20	0.42	0.00
Crit Moves:				****	****	****	****	****	****	****	****	****
Green Time:	0.0	0.0	0.0	62.5	62.5	62.5	0.0	44.2	44.2	68.3	112	0.0
Volume/Cap:	0.00	0.00	0.00	0.36	0.36	0.69	0.00	0.54	0.29	0.54	0.69	0.00
Delay/Veh:	0.0	0.0	0.0	45.9	45.9	54.3	0.0	61.4	57.5	45.9	24.6	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	45.9	45.9	54.3	0.0	61.4	57.5	45.9	24.6	0.0
LOS by Move:	A	A	A	D	D	D	A	E	E	D	C	A
HCM2k95thQ:	0	0	0	18	18	36	0	22	11	27	47	0

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

550 East Brokaw Road Office Development TA

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

Intersection #3051: 880/BROKAW (W)



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count Date: 12 Oct 2016 <<											
Base Vol:	0	0	0	276	95	681	0	592	96	583	2251	0
Growth Adj:	1.00	1.00	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	276	95	681	0	592	96	583	2251	0
Added Vol:	0	0	0	0	0	214	0	57	59	0	437	0
PasserByVol:	0	0	0	58	5	57	0	142	26	44	151	0
Initial Fut:	0	0	0	334	100	952	0	791	181	627	2839	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	334	100	952	0	791	181	627	2839	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	334	100	952	0	791	181	627	2839	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	334	100	952	0	791	181	627	2839	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.93	0.95	0.83	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	0.00	0.00	1.55	0.45	2.00	0.00	3.00	1.00	2.00	3.00	0.00
Final Sat.:	0	0	0	2732	818	3150	0	5700	1750	3150	5700	0

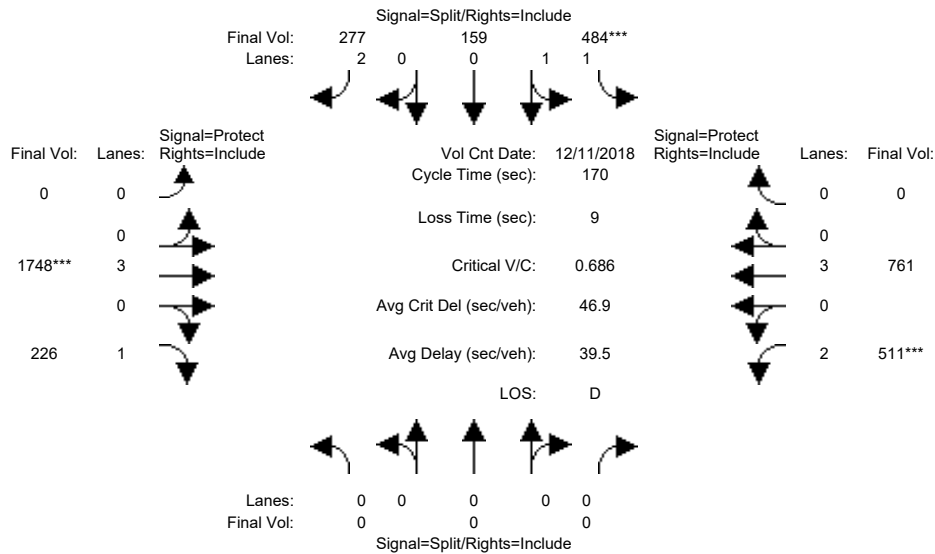
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.12	0.12	0.30	0.00	0.14	0.10	0.20	0.50	0.00
Crit Moves:							****				****	
Green Time:	0.0	0.0	0.0	66.1	66.1	66.1	0.0	44.7	44.7	64.2	109	0.0
Volume/Cap:	0.00	0.00	0.00	0.34	0.34	0.84	0.00	0.57	0.43	0.57	0.84	0.00
Delay/Veh:	0.0	0.0	0.0	43.2	43.2	60.0	0.0	61.8	59.5	49.4	32.6	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	43.2	43.2	60.0	0.0	61.8	59.5	49.4	32.6	0.0
LOS by Move:	A	A	A	D	D	E	A	E	E	D	C	A
HCM2k95thQ:	0	0	0	17	17	50	0	23	17	28	63	0

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

550 East Brokaw Road Office Development TA

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

Intersection #3051: 880/BROKAW (W)



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count Date: 11 Dec 2018 << 4:30 - 5:30 PM											
Base Vol:	0	0	0	484	159	277	0	1748	226	511	761	0
Growth Adj:	1.00	1.00	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	484	159	277	0	1748	226	511	761	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	484	159	277	0	1748	226	511	761	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	484	159	277	0	1748	226	511	761	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	484	159	277	0	1748	226	511	761	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	484	159	277	0	1748	226	511	761	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.93	0.95	0.83	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	0.00	0.00	1.51	0.49	2.00	0.00	3.00	1.00	2.00	3.00	0.00
Final Sat.:	0	0	0	2672	878	3150	0	5700	1750	3150	5700	0

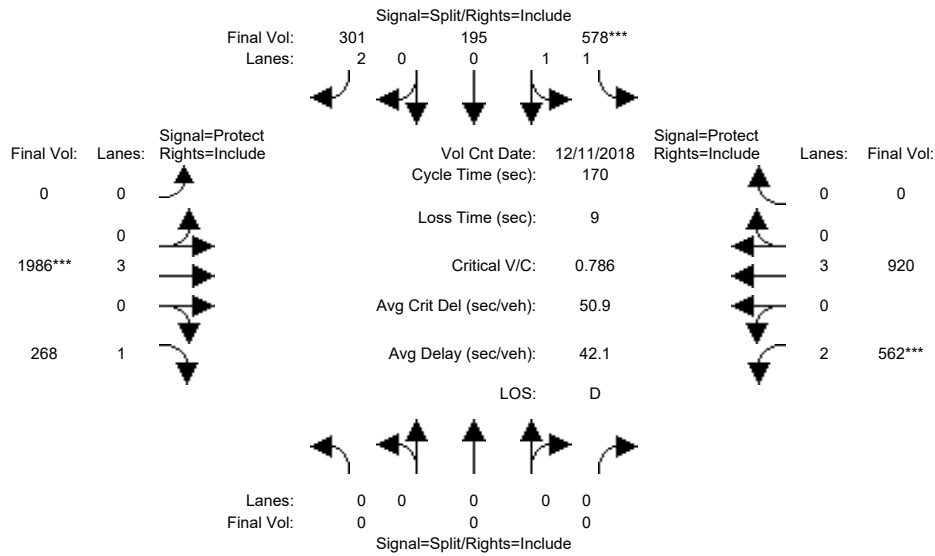
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.18	0.18	0.09	0.00	0.31	0.13	0.16	0.13	0.00
Crit Moves:				****				****		****		
Green Time:	0.0	0.0	0.0	44.9	44.9	44.9	0.0	76.0	76.0	40.2	116	0.0
Volume/Cap:	0.00	0.00	0.00	0.69	0.69	0.33	0.00	0.69	0.29	0.69	0.20	0.00
Delay/Veh:	0.0	0.0	0.0	58.4	58.4	50.7	0.0	38.3	30.1	61.9	9.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	58.4	58.4	50.7	0.0	38.3	30.1	61.9	9.9	0.0
LOS by Move:	A	A	A	E	E	D	A	D	C	E	A	A
HCM2k95thQ:	0	0	0	29	29	13	0	40	15	26	9	0

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

550 East Brokaw Road Office Development TA

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

Intersection #3051: 880/BROKAW (W)



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	11 Dec 2018	<<	4:30 - 5:30 PM						
Base Vol:	0	0	0	484	159	277	0	1748	226	511	761	0
Growth Adj:	1.00	1.00	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	484	159	277	0	1748	226	511	761	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	94	36	24	0	238	42	51	159	0
Initial Fut:	0	0	0	578	195	301	0	1986	268	562	920	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	578	195	301	0	1986	268	562	920	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	578	195	301	0	1986	268	562	920	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	578	195	301	0	1986	268	562	920	0

Saturation Flow Module:	Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.93	0.95	0.83	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	0.00	0.00	1.50	0.50	2.00	0.00	3.00	1.00	2.00	3.00	0.00
Final Sat.:	0	0	0	2654	895	3150	0	5700	1750	3150	5700	0

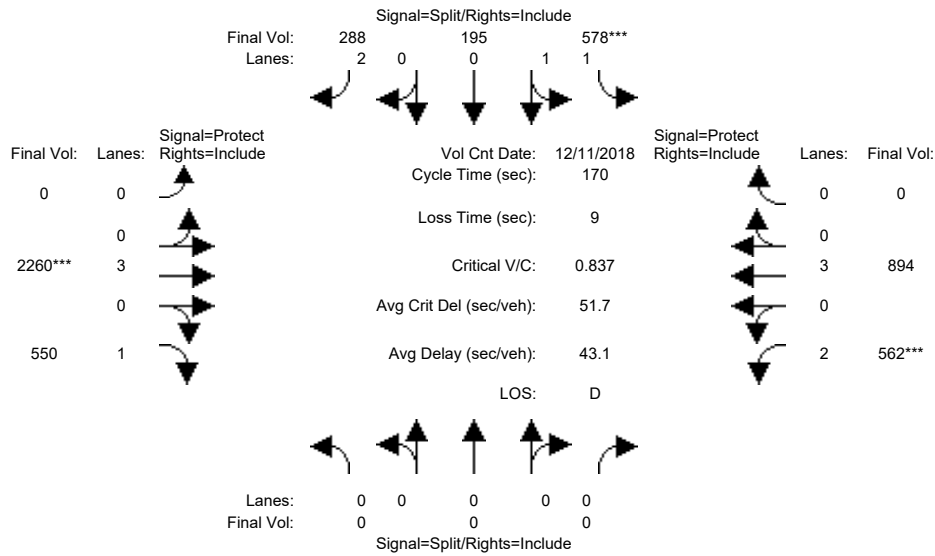
Capacity Analysis Module:	Vol/Sat:	0.00	0.00	0.00	0.22	0.22	0.10	0.00	0.35	0.15	0.18	0.16	0.00
Crit Moves:					****				****		****		
Green Time:	0.0	0.0	0.0	47.1	47.1	47.1	0.0	75.3	75.3	38.6	114	0.0	
Volume/Cap:	0.00	0.00	0.00	0.79	0.79	0.35	0.00	0.79	0.35	0.79	0.24	0.00	
Delay/Veh:	0.0	0.0	0.0	61.1	61.1	49.4	0.0	42.2	31.4	67.6	11.1	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	61.1	61.1	49.4	0.0	42.2	31.4	67.6	11.1	0.0	
LOS by Move:	A	A	A	E	E	D	A	D	C	E	B	A	
HCM2k95thQ:	0	0	0	36	36	14	0	48	18	29	12	0	

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

550 East Brokaw Road Office Development TA

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

Intersection #3051: 880/BROKAW (W)



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count Date: 11 Dec 2018 << 4:30 - 5:30 PM											
Base Vol:	0	0	0	484	159	277	0	1748	226	511	761	0
Growth Adj:	1.00	1.00	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	484	159	277	0	1748	226	511	761	0
Added Vol:	0	0	0	0	0	-13	0	274	282	0	-26	0
PasserByVol:	0	0	0	94	36	24	0	238	42	51	159	0
Initial Fut:	0	0	0	578	195	288	0	2260	550	562	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:	0	0	0	578	195	288	0	2260	550	562	894	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	578	195	288	0	2260	550	562	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:	0	0	0	578	195	288	0	2260	550	562	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	0.93	0.95	0.83	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	0.00	0.00	1.50	0.50	2.00	0.00	3.00	1.00	2.00	3.00	0.00
Final Sat.:	0	0	0	2654	895	3150	0	5700	1750	3150	5700	0

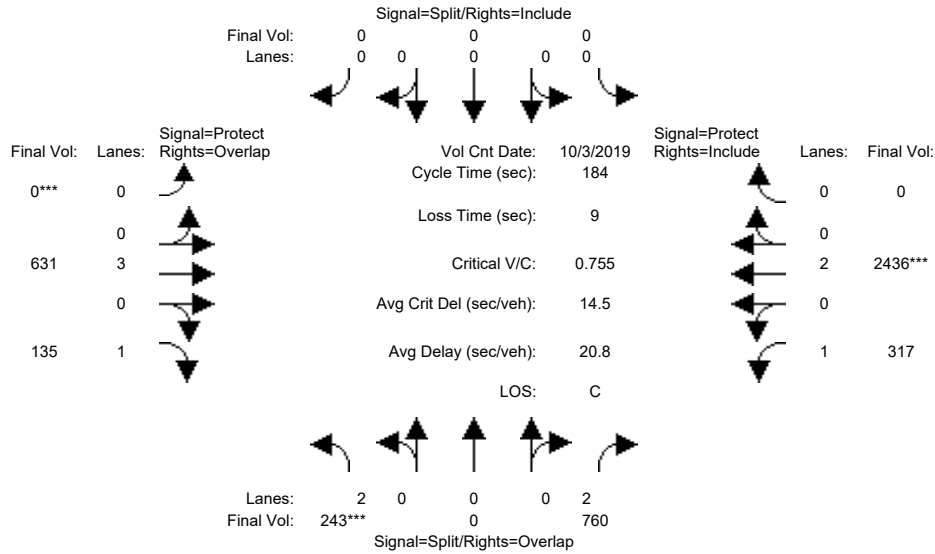
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.22	0.22	0.09	0.00	0.40	0.31	0.18	0.16	0.00
Crit Moves:				****				****		****		
Green Time:	0.0	0.0	0.0	44.2	44.2	44.2	0.0	80.5	80.5	36.2	117	0.0
Volume/Cap:	0.00	0.00	0.00	0.84	0.84	0.35	0.00	0.84	0.66	0.84	0.23	0.00
Delay/Veh:	0.0	0.0	0.0	66.2	66.2	51.5	0.0	41.5	36.4	73.1	9.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	66.2	66.2	51.5	0.0	41.5	36.4	73.1	9.9	0.0
LOS by Move:	A	A	A	E	E	D	A	D	D	E	A	A
HCM2k95thQ:	0	0	0	37	37	14	0	56	39	30	11	0

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

550 East Brokaw Road Office Development TA

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

Intersection #3050: 880/BROKAW (E)



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	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: 3 Oct 2019 <<											
Base Vol:	243	0	760	0	0	0	0	631	135	317	2436	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	243	0	760	0	0	0	0	631	135	317	2436	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:	243	0	760	0	0	0	0	631	135	317	2436	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:	243	0	760	0	0	0	0	631	135	317	2436	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	243	0	760	0	0	0	0	631	135	317	2436	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:	243	0	760	0	0	0	0	631	135	317	2436	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	2.00	0.00	0.00	0.00	0.00	3.00	1.00	1.00	2.00	0.00
Final Sat.:	3150	0	3150	0	0	0	0	5700	1750	1750	3800	0

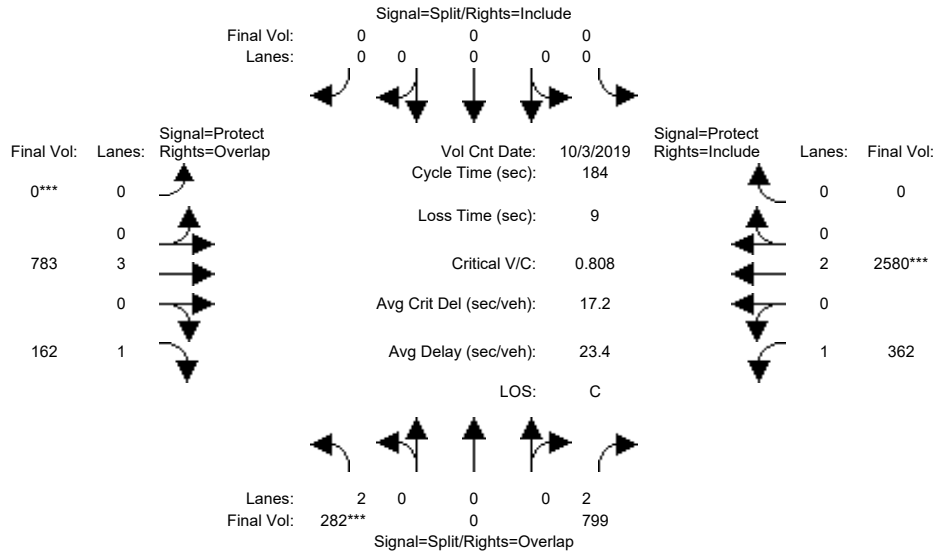
Capacity Analysis Module:												
Vol/Sat:	0.08	0.00	0.24	0.00	0.00	0.00	0.00	0.11	0.08	0.18	0.64	0.00
Crit Moves:	****							****			****	
Green Time:	18.8	0.0	115.7	0.0	0.0	0.0	0.0	59.3	78.0	97.0	156	0.0
Volume/Cap:	0.76	0.00	0.38	0.00	0.00	0.00	0.00	0.34	0.18	0.34	0.76	0.00
Delay/Veh:	90.1	0.0	16.8	0.0	0.0	0.0	0.0	47.7	33.2	25.4	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:	90.1	0.0	16.8	0.0	0.0	0.0	0.0	47.7	33.2	25.4	6.9	0.0
LOS by Move:	F	A	B	A	A	A	A	D	C	C	A	A
HCM2k95thQ:	18	0	22	0	0	0	0	16	10	19	46	0

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

550 East Brokaw Road Office Development TA

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

Intersection #3050: 880/BROKAW (E)



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	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: 3 Oct 2019 <<											
Base Vol:	243	0	760	0	0	0	0	631	135	317	2436	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	243	0	760	0	0	0	0	631	135	317	2436	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	39	0	39	0	0	0	0	152	27	45	144	0
Initial Fut:	282	0	799	0	0	0	0	783	162	362	2580	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:	282	0	799	0	0	0	0	783	162	362	2580	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	282	0	799	0	0	0	0	783	162	362	2580	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:	282	0	799	0	0	0	0	783	162	362	2580	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	2.00	0.00	0.00	0.00	0.00	3.00	1.00	1.00	2.00	0.00
Final Sat.:	3150	0	3150	0	0	0	0	5700	1750	1750	3800	0

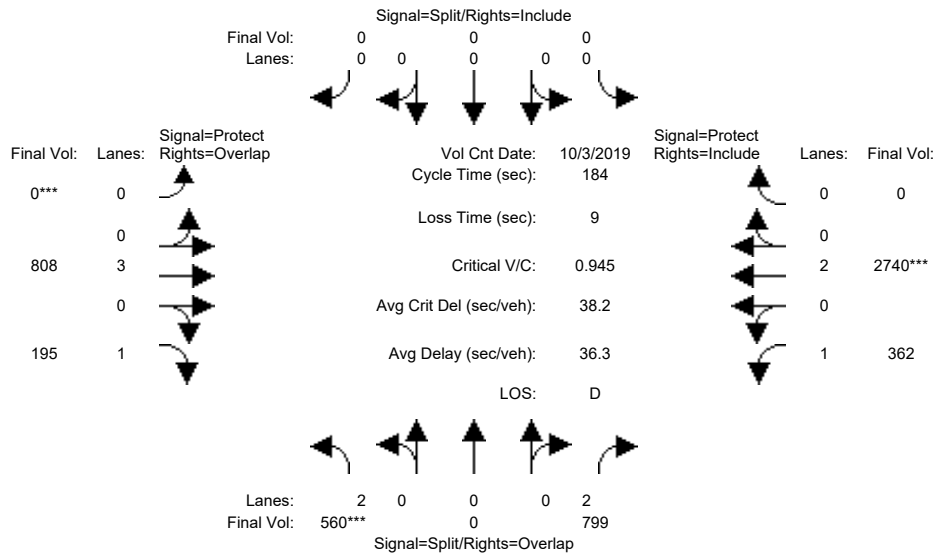
Capacity Analysis Module:												
Vol/Sat:	0.09	0.00	0.25	0.00	0.00	0.00	0.00	0.14	0.09	0.21	0.68	0.00
Crit Moves:	****							****			****	
Green Time:	20.4	0.0	113.3	0.0	0.0	0.0	0.0	61.7	82.1	92.9	155	0.0
Volume/Cap:	0.81	0.00	0.41	0.00	0.00	0.00	0.00	0.41	0.21	0.41	0.81	0.00
Delay/Veh:	93.0	0.0	18.3	0.0	0.0	0.0	0.0	47.3	31.2	28.7	8.9	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:	93.0	0.0	18.3	0.0	0.0	0.0	0.0	47.3	31.2	28.7	8.9	0.0
LOS by Move:	F	A	B	A	A	A	A	D	C	C	A	A
HCM2k95thQ:	20	0	24	0	0	0	0	20	11	23	55	0

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

550 East Brokaw Road Office Development TA

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

Intersection #3050: 880/BROKAW (E)



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	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: 3 Oct 2019 <<											
Base Vol:	243	0	760	0	0	0	0	631	135	317	2436	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	243	0	760	0	0	0	0	631	135	317	2436	0
Added Vol:	278	0	0	0	0	0	0	25	33	0	160	0
PasserByVol:	39	0	39	0	0	0	0	152	27	45	144	0
Initial Fut:	560	0	799	0	0	0	0	808	195	362	2740	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:	560	0	799	0	0	0	0	808	195	362	2740	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	560	0	799	0	0	0	0	808	195	362	2740	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:	560	0	799	0	0	0	0	808	195	362	2740	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	2.00	0.00	0.00	0.00	0.00	3.00	1.00	1.00	2.00	0.00
Final Sat.:	3150	0	3150	0	0	0	0	5700	1750	1750	3800	0

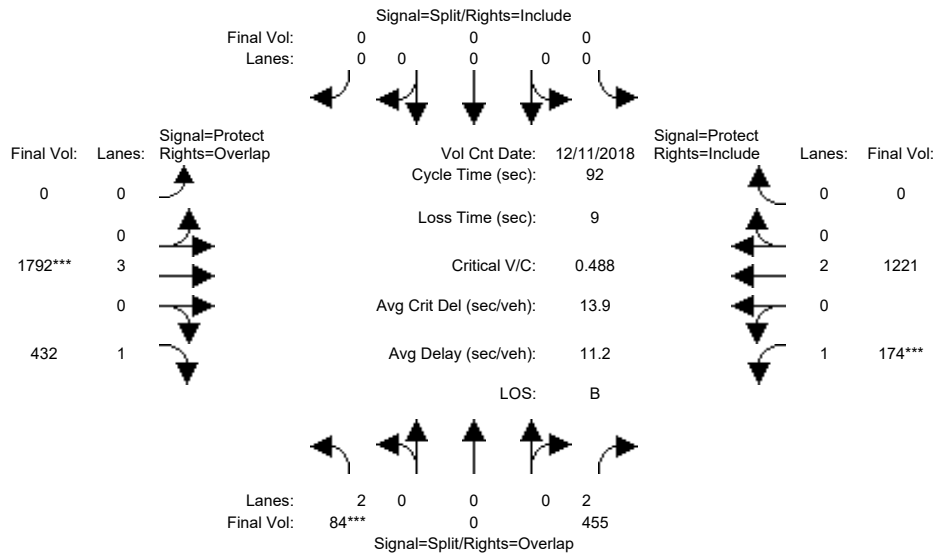
Capacity Analysis Module:												
Vol/Sat:	0.18	0.00	0.25	0.00	0.00	0.00	0.00	0.14	0.11	0.21	0.72	0.00
Crit Moves:	****							****			****	
Green Time:	34.6	0.0	117.9	0.0	0.0	0.0	0.0	57.1	91.7	83.3	140	0.0
Volume/Cap:	0.95	0.00	0.40	0.00	0.00	0.00	0.00	0.46	0.22	0.46	0.95	0.00
Delay/Veh:	97.9	0.0	16.0	0.0	0.0	0.0	0.0	51.2	26.2	35.2	26.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	97.9	0.0	16.0	0.0	0.0	0.0	0.0	51.2	26.2	35.2	26.0	0.0
LOS by Move:	F	A	B	A	A	A	A	D	C	D	C	A
HCM2k95thQ:	38	0	23	0	0	0	0	21	12	25	97	0

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

550 East Brokaw Road Office Development TA

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

Intersection #3050: 880/BROKAW (E)



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	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:	11 Dec 2018	<<	4:30 - 5:30 PM						
Base Vol:	84	0	455	0	0	0	0	1792	432	174	1221	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	84	0	455	0	0	0	0	1792	432	174	1221	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:	84	0	455	0	0	0	0	1792	432	174	1221	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:	84	0	455	0	0	0	0	1792	432	174	1221	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	0	455	0	0	0	0	1792	432	174	1221	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:	84	0	455	0	0	0	0	1792	432	174	1221	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	2.00	0.00	0.00	0.00	0.00	3.00	1.00	1.00	2.00	0.00
Final Sat.:	3150	0	3150	0	0	0	0	5700	1750	1750	3800	0

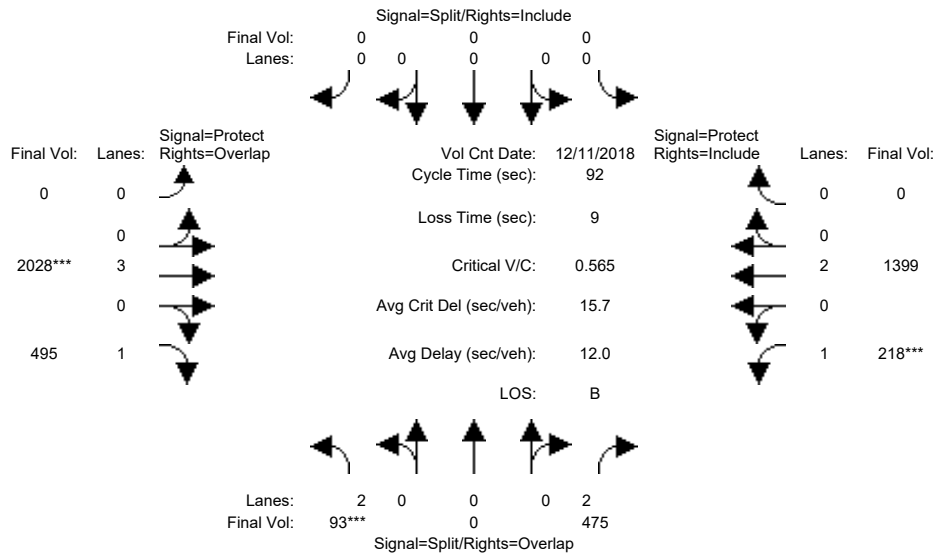
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.14	0.00	0.00	0.00	0.00	0.31	0.25	0.10	0.32	0.00
Crit Moves:	****							****		****		
Green Time:	10.0	0.0	27.5	0.0	0.0	0.0	0.0	55.5	65.5	17.5	73.0	0.0
Volume/Cap:	0.25	0.00	0.48	0.00	0.00	0.00	0.00	0.52	0.35	0.52	0.40	0.00
Delay/Veh:	37.9	0.0	26.8	0.0	0.0	0.0	0.0	10.7	5.3	34.9	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:	37.9	0.0	26.8	0.0	0.0	0.0	0.0	10.7	5.3	34.9	3.0	0.0
LOS by Move:	D	A	C	A	A	A	A	B	A	C	A	A
HCM2k95thQ:	3	0	13	0	0	0	0	17	10	9	10	0

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

550 East Brokaw Road Office Development TA

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

Intersection #3050: 880/BROKAW (E)



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	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:	11 Dec 2018	<<	4:30 - 5:30 PM
Base Vol:	84	0	455	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	84	0	455	0	0	0
Added Vol:	0	0	0	0	0	0
PasserByVol:	9	0	20	0	0	0
Initial Fut:	93	0	475	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	93	0	475	0	0	0
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	93	0	475	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	93	0	475	0	0	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	2.00	0.00	0.00	0.00	0.00	3.00	1.00	1.00	2.00	0.00
Final Sat.:	3150	0	3150	0	0	0	0	5700	1750	1750	3800	0

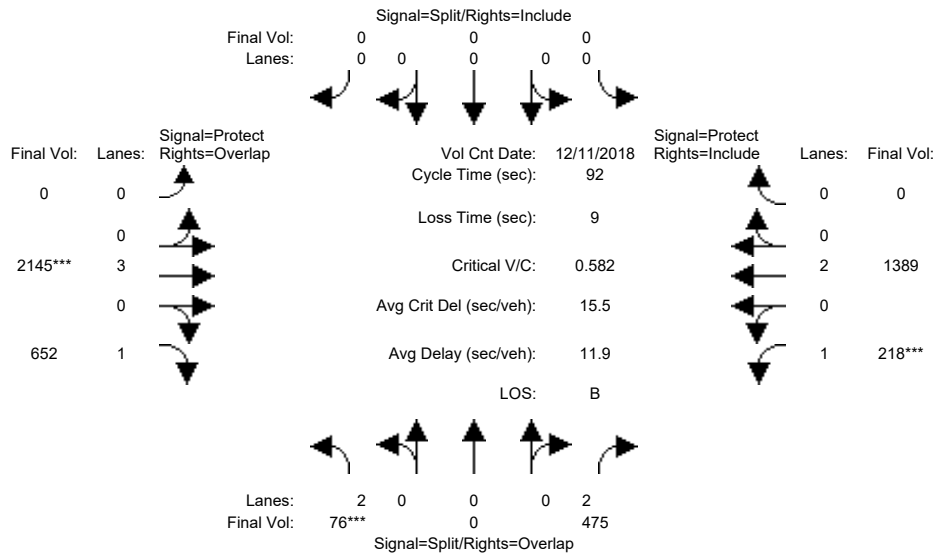
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.15	0.00	0.00	0.00	0.00	0.36	0.28	0.12	0.37	0.00
Crit Moves:	****							****		****		
Green Time:	10.0	0.0	28.9	0.0	0.0	0.0	0.0	54.1	64.1	18.9	73.0	0.0
Volume/Cap:	0.27	0.00	0.48	0.00	0.00	0.00	0.00	0.61	0.41	0.61	0.46	0.00
Delay/Veh:	38.1	0.0	25.8	0.0	0.0	0.0	0.0	12.5	6.1	36.1	3.2	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:	38.1	0.0	25.8	0.0	0.0	0.0	0.0	12.5	6.1	36.1	3.2	0.0
LOS by Move:	D	A	C	A	A	A	A	B	A	D	A	A
HCM2k95thQ:	3	0	13	0	0	0	0	21	12	12	13	0

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

550 East Brokaw Road Office Development TA

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

Intersection #3050: 880/BROKAW (E)



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	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:	11 Dec 2018	<<	4:30 - 5:30 PM						
Base Vol:	84	0	455	0	0	0	0	1792	432	174	1221	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	84	0	455	0	0	0	0	1792	432	174	1221	0
Added Vol:	-17	0	0	0	0	0	0	117	157	0	-10	0
PasserByVol:	9	0	20	0	0	0	0	236	63	44	178	0
Initial Fut:	76	0	475	0	0	0	0	2145	652	218	1389	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:	76	0	475	0	0	0	0	2145	652	218	1389	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	0	475	0	0	0	0	2145	652	218	1389	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:	76	0	475	0	0	0	0	2145	652	218	1389	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	2.00	0.00	0.00	0.00	0.00	3.00	1.00	1.00	2.00	0.00
Final Sat.:	3150	0	3150	0	0	0	0	5700	1750	1750	3800	0

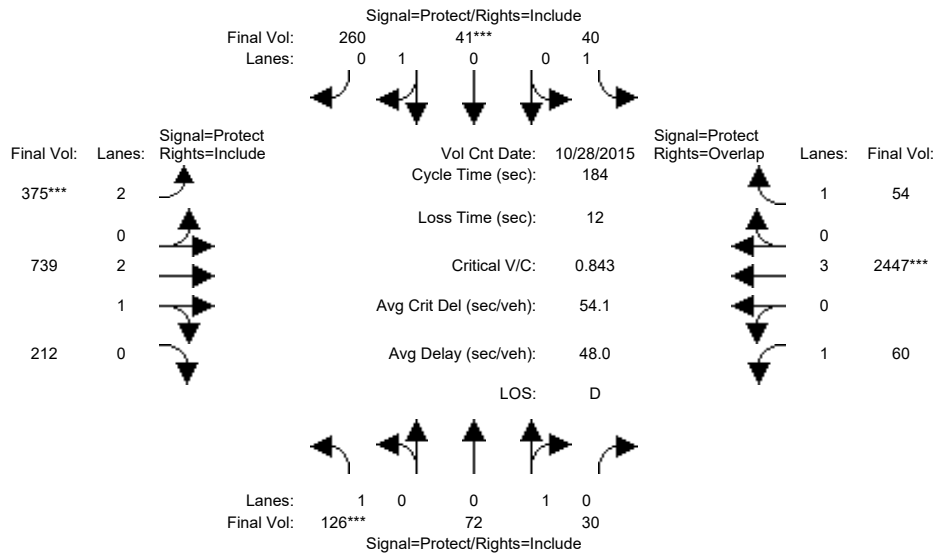
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.15	0.00	0.00	0.00	0.00	0.38	0.37	0.12	0.37	0.00
Crit Moves:	****							****		****		
Green Time:	10.0	0.0	28.2	0.0	0.0	0.0	0.0	54.8	64.8	18.2	73.0	0.0
Volume/Cap:	0.22	0.00	0.49	0.00	0.00	0.00	0.00	0.63	0.53	0.63	0.46	0.00
Delay/Veh:	37.8	0.0	26.5	0.0	0.0	0.0	0.0	12.4	6.8	37.6	3.2	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:	37.8	0.0	26.5	0.0	0.0	0.0	0.0	12.4	6.8	37.6	3.2	0.0
LOS by Move:	D	A	C	A	A	A	A	B	A	D	A	A
HCM2k95thQ:	3	0	13	0	0	0	0	22	17	12	12	0

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

550 East Brokaw Road Office Development TA

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

Intersection #3357: BROKAW/RIDDER PARK



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 28 Oct 2015 <<

Base Vol:	126	72	30	40	41	260	375	739	212	60	2447	54
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	126	72	30	40	41	260	375	739	212	60	2447	54
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	126	72	30	40	41	260	375	739	212	60	2447	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	126	72	30	40	41	260	375	739	212	60	2447	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	126	72	30	40	41	260	375	739	212	60	2447	54
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	126	72	30	40	41	260	375	739	212	60	2447	54

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.83	0.99	0.95	0.92	1.00	0.92
Lanes:	1.00	0.71	0.29	1.00	0.14	0.86	2.00	2.31	0.69	1.00	3.00	1.00
Final Sat.:	1750	1271	529	1750	245	1555	3150	4350	1248	1750	5700	1750

Capacity Analysis Module:

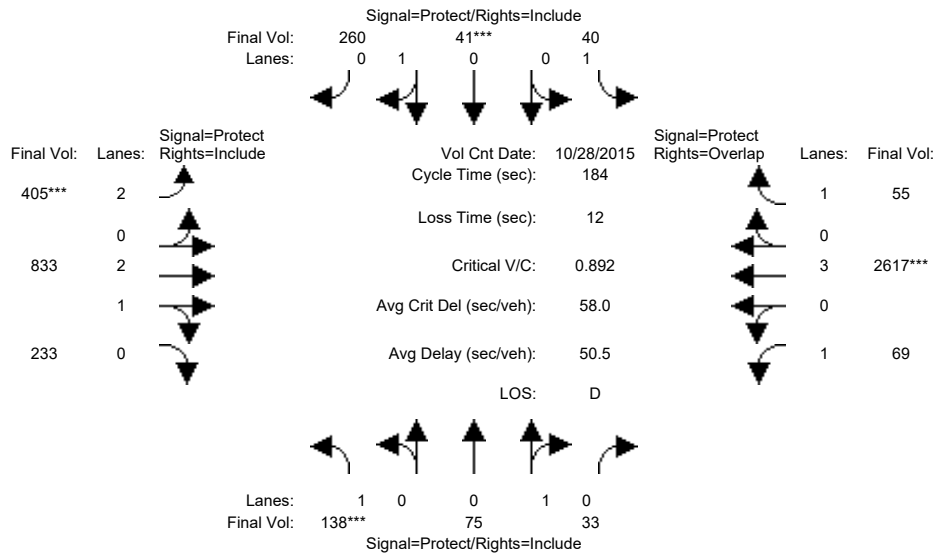
Vol/Sat:	0.07	0.06	0.06	0.02	0.17	0.17	0.12	0.17	0.17	0.03	0.43	0.03
Crit Moves:	****			****			****			****		
Green Time:	15.7	31.3	31.3	21.0	36.5	36.5	26.0	97.8	97.8	21.9	93.8	114.7
Volume/Cap:	0.84	0.33	0.33	0.20	0.84	0.84	0.84	0.32	0.32	0.29	0.84	0.05
Delay/Veh:	115.8	67.9	67.9	74.4	87.3	87.3	90.6	24.4	24.4	74.7	41.2	13.5
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:	115.8	67.9	67.9	74.4	87.3	87.3	90.6	24.4	24.4	74.7	41.2	13.5
LOS by Move:	F	E	E	E	F	F	F	C	C	E	D	B
HCM2k95thQ:	18	10	10	5	33	33	23	18	18	6	61	2

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

550 East Brokaw Road Office Development TA

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

Intersection #3357: BROKAW/RIDDER PARK



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count Date: 28 Oct 2015 <<											
Base Vol:	126	72	30	40	41	260	375	739	212	60	2447	54
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	126	72	30	40	41	260	375	739	212	60	2447	54
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	12	3	3	0	0	0	30	94	21	9	170	1
Initial Fut:	138	75	33	40	41	260	405	833	233	69	2617	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	138	75	33	40	41	260	405	833	233	69	2617	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	138	75	33	40	41	260	405	833	233	69	2617	55
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	138	75	33	40	41	260	405	833	233	69	2617	55

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.83	0.99	0.95	0.92	1.00	0.92
Lanes:	1.00	0.69	0.31	1.00	0.14	0.86	2.00	2.32	0.68	1.00	3.00	1.00
Final Sat.:	1750	1250	550	1750	245	1555	3150	4374	1224	1750	5700	1750

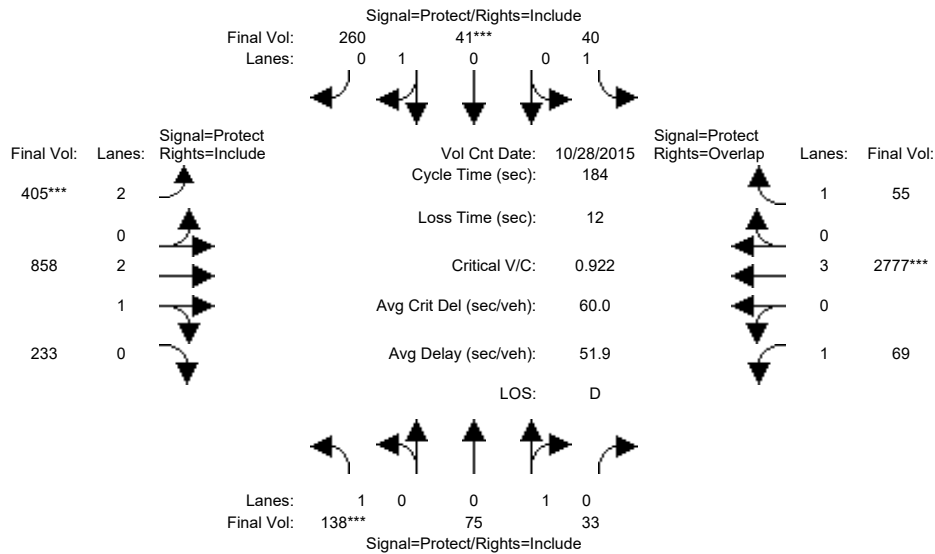
Capacity Analysis Module:												
Vol/Sat:	0.08	0.06	0.06	0.02	0.17	0.17	0.13	0.19	0.19	0.04	0.46	0.03
Crit Moves:	****				****		****				****	
Green Time:	16.3	31.1	31.1	19.7	34.5	34.5	26.5	100	100.4	20.8	94.7	114.4
Volume/Cap:	0.89	0.36	0.36	0.21	0.89	0.89	0.89	0.35	0.35	0.35	0.89	0.05
Delay/Veh:	125.4	68.3	68.3	75.6	97.2	97.2	96.7	23.5	23.5	76.4	43.9	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:	125.4	68.3	68.3	75.6	97.2	97.2	96.7	23.5	23.5	76.4	43.9	13.6
LOS by Move:	F	E	E	E	F	F	F	C	C	E	D	B
HCM2k95thQ:	20	11	11	5	34	34	26	20	20	7	69	3

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

550 East Brokaw Road Office Development TA

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

Intersection #3357: BROKAW/RIDDER PARK



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count Date: 28 Oct 2015 <<											
Base Vol:	126	72	30	40	41	260	375	739	212	60	2447	54
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	126	72	30	40	41	260	375	739	212	60	2447	54
Added Vol:	0	0	0	0	0	0	0	25	0	0	160	0
PasserByVol:	12	3	3	0	0	0	30	94	21	9	170	1
Initial Fut:	138	75	33	40	41	260	405	858	233	69	2777	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	138	75	33	40	41	260	405	858	233	69	2777	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	138	75	33	40	41	260	405	858	233	69	2777	55
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	138	75	33	40	41	260	405	858	233	69	2777	55

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.83	0.99	0.95	0.92	1.00	0.92
Lanes:	1.00	0.69	0.31	1.00	0.14	0.86	2.00	2.34	0.66	1.00	3.00	1.00
Final Sat.:	1750	1250	550	1750	245	1555	3150	4402	1196	1750	5700	1750

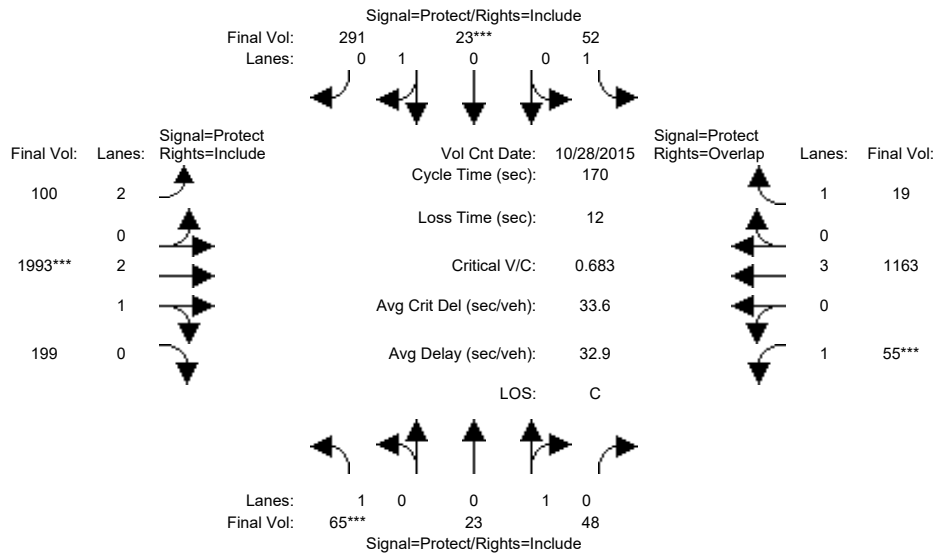
Capacity Analysis Module:												
Vol/Sat:	0.08	0.06	0.06	0.02	0.17	0.17	0.13	0.19	0.19	0.04	0.49	0.03
Crit Moves:	****				****		****				****	
Green Time:	15.7	30.1	30.1	19.1	33.4	33.4	25.7	102	102.2	20.7	97.2	116.3
Volume/Cap:	0.92	0.37	0.37	0.22	0.92	0.92	0.92	0.35	0.35	0.35	0.92	0.05
Delay/Veh:	134.3	69.3	69.3	76.3	105	104.5	103.0	22.6	22.6	76.5	45.3	12.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	134.3	69.3	69.3	76.3	105	104.5	103.0	22.6	22.6	76.5	45.3	12.9
LOS by Move:	F	E	E	E	F	F	F	C	C	E	D	B
HCM2k95thQ:	20	11	11	5	35	35	26	20	20	7	75	2

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

550 East Brokaw Road Office Development TA

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

Intersection #3357: BROKAW/RIDDER PARK



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 28 Oct 2015 <<

Base Vol:	65	23	48	52	23	291	100	1993	199	55	1163	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	65	23	48	52	23	291	100	1993	199	55	1163	19
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	65	23	48	52	23	291	100	1993	199	55	1163	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	65	23	48	52	23	291	100	1993	199	55	1163	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	23	48	52	23	291	100	1993	199	55	1163	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	65	23	48	52	23	291	100	1993	199	55	1163	19

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.83	0.99	0.95	0.92	1.00	0.92
Lanes:	1.00	0.32	0.68	1.00	0.07	0.93	2.00	2.72	0.28	1.00	3.00	1.00
Final Sat.:	1750	583	1217	1750	132	1668	3150	5091	508	1750	5700	1750

Capacity Analysis Module:

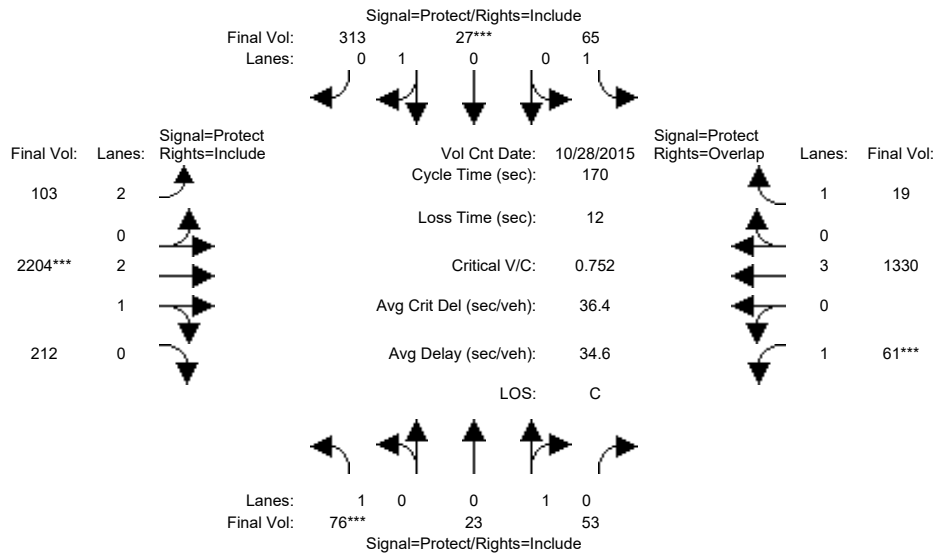
Vol/Sat:	0.04	0.04	0.04	0.03	0.17	0.17	0.03	0.39	0.39	0.03	0.20	0.01
Crit Moves:	****			****			****			****		
Green Time:	9.2	31.0	31.0	21.7	43.4	43.4	17.7	97.5	97.5	7.8	87.6	109.3
Volume/Cap:	0.68	0.22	0.22	0.23	0.68	0.68	0.31	0.68	0.68	0.68	0.40	0.02
Delay/Veh:	97.4	59.5	59.5	67.2	61.3	61.3	71.0	26.0	26.0	101.3	25.2	11.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	97.4	59.5	59.5	67.2	61.3	61.3	71.0	26.0	26.0	101.3	25.2	11.0
LOS by Move:	F	E	E	E	E	E	E	C	C	F	C	B
HCM2k95thQ:	9	7	7	5	28	28	6	43	43	6	21	1

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

550 East Brokaw Road Office Development TA

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

Intersection #3357: BROKAW/RIDDER PARK



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 28 Oct 2015 <<

Base Vol:	65	23	48	52	23	291	100	1993	199	55	1163	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	65	23	48	52	23	291	100	1993	199	55	1163	19
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	11	0	5	13	4	22	3	211	13	6	167	0
Initial Fut:	76	23	53	65	27	313	103	2204	212	61	1330	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	76	23	53	65	27	313	103	2204	212	61	1330	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	23	53	65	27	313	103	2204	212	61	1330	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	76	23	53	65	27	313	103	2204	212	61	1330	19

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.83	0.99	0.95	0.92	1.00	0.92
Lanes:	1.00	0.30	0.70	1.00	0.08	0.92	2.00	2.73	0.27	1.00	3.00	1.00
Final Sat.:	1750	545	1255	1750	143	1657	3150	5108	491	1750	5700	1750

Capacity Analysis Module:

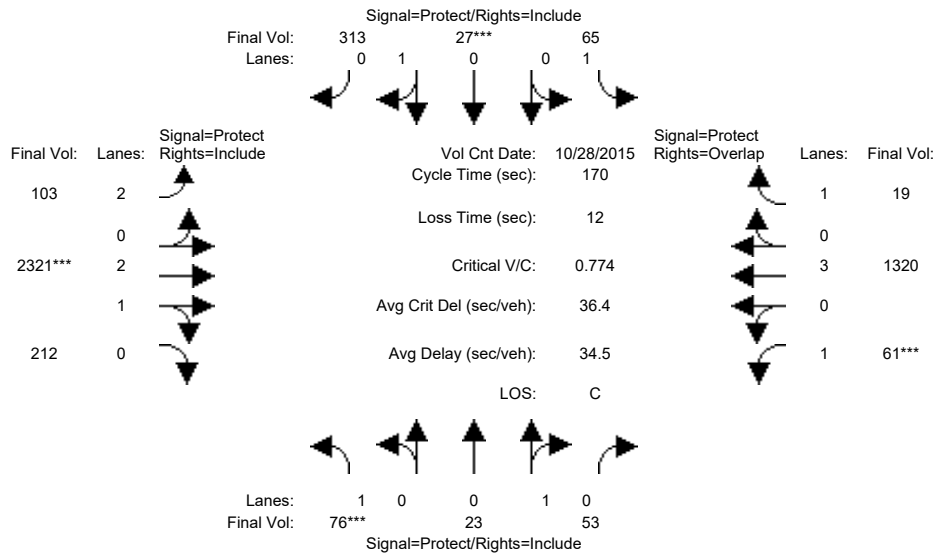
Vol/Sat:	0.04	0.04	0.04	0.04	0.19	0.19	0.03	0.43	0.43	0.03	0.23	0.01
Crit Moves:	****			****			****			****		
Green Time:	9.8	30.9	30.9	21.6	42.7	42.7	15.8	97.6	97.6	7.9	89.6	111.3
Volume/Cap:	0.75	0.23	0.23	0.29	0.75	0.75	0.35	0.75	0.75	0.75	0.44	0.02
Delay/Veh:	105.5	59.8	59.8	68.0	65.7	65.7	73.0	28.2	28.2	112.1	24.9	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:	105.5	59.8	59.8	68.0	65.7	65.7	73.0	28.2	28.2	112.1	24.9	10.3
LOS by Move:	F	E	E	E	E	E	E	C	C	F	C	B
HCM2k95thQ:	11	7	7	7	31	31	6	50	50	7	24	1

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

550 East Brokaw Road Office Development TA

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

Intersection #3357: BROKAW/RIDDER PARK



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 28 Oct 2015 <<

Base Vol:	65	23	48	52	23	291	100	1993	199	55	1163	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	65	23	48	52	23	291	100	1993	199	55	1163	19
Added Vol:	0	0	0	0	0	0	0	117	0	0	-10	0
PasserByVol:	11	0	5	13	4	22	3	211	13	6	167	0
Initial Fut:	76	23	53	65	27	313	103	2321	212	61	1320	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	76	23	53	65	27	313	103	2321	212	61	1320	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	23	53	65	27	313	103	2321	212	61	1320	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	76	23	53	65	27	313	103	2321	212	61	1320	19

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.83	0.99	0.95	0.92	1.00	0.92
Lanes:	1.00	0.30	0.70	1.00	0.08	0.92	2.00	2.74	0.26	1.00	3.00	1.00
Final Sat.:	1750	545	1255	1750	143	1657	3150	5131	469	1750	5700	1750

Capacity Analysis Module:

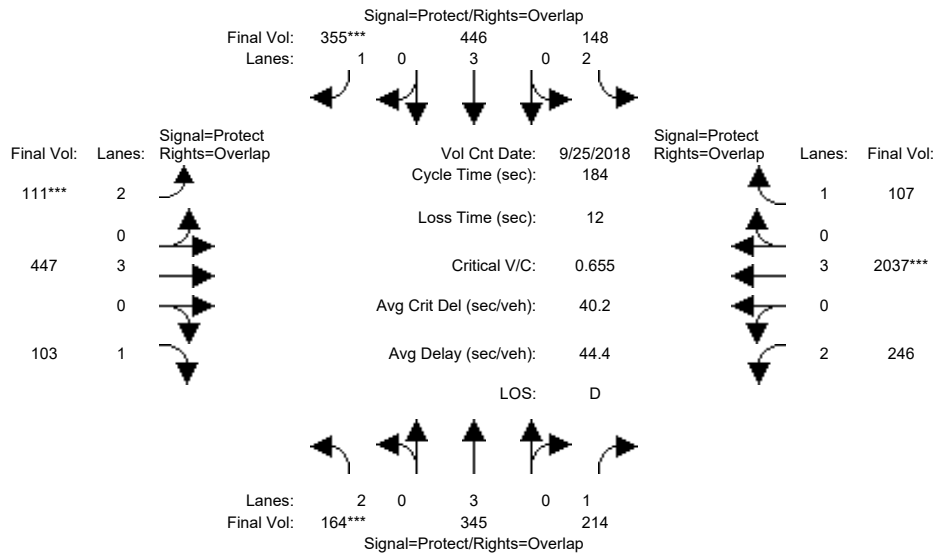
Vol/Sat:	0.04	0.04	0.04	0.04	0.19	0.19	0.03	0.45	0.45	0.03	0.23	0.01
Crit Moves:	****			****			****			****		
Green Time:	9.5	30.0	30.0	21.0	41.5	41.5	16.2	99.3	99.3	7.7	90.8	111.8
Volume/Cap:	0.77	0.24	0.24	0.30	0.77	0.77	0.34	0.77	0.77	0.77	0.43	0.02
Delay/Veh:	110.2	60.6	60.6	68.6	68.3	68.3	72.7	28.0	28.0	117.3	24.1	10.1
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:	110.2	60.6	60.6	68.6	68.3	68.3	72.7	28.0	28.0	117.3	24.1	10.1
LOS by Move:	F	E	E	E	E	E	E	C	C	F	C	B
HCM2k95thQ:	11	7	7	7	32	32	6	53	53	7	24	1

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

550 East Brokaw Road Office Development TA

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

Intersection #3084: BROKAW/OAKLAND



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count Date: 25 Sep 2018 <<											
Base Vol:	164	345	214	148	446	355	111	447	103	246	2037	107
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	164	345	214	148	446	355	111	447	103	246	2037	107
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	164	345	214	148	446	355	111	447	103	246	2037	107
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	164	345	214	148	446	355	111	447	103	246	2037	107
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	164	345	214	148	446	355	111	447	103	246	2037	107
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	164	345	214	148	446	355	111	447	103	246	2037	107

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	5700	1750	3150	5700	1750

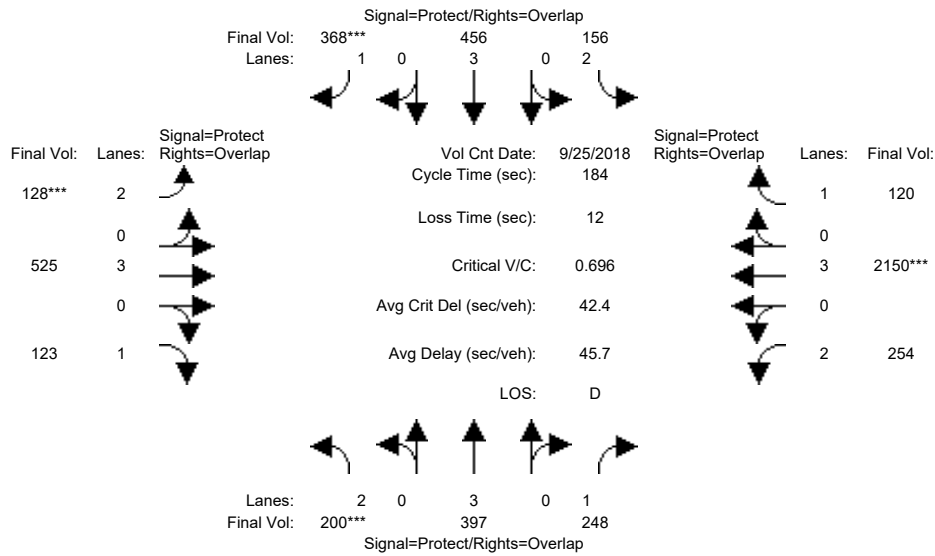
Capacity Analysis Module:												
Vol/Sat:	0.05	0.06	0.12	0.05	0.08	0.20	0.04	0.08	0.06	0.08	0.36	0.06
Crit Moves:	****			****			****			****		
Green Time:	14.6	34.3	89.3	26.6	46.3	56.2	9.9	55.3	69.9	55.0	100	127.0
Volume/Cap:	0.66	0.32	0.25	0.32	0.31	0.66	0.66	0.26	0.15	0.26	0.66	0.09
Delay/Veh:	88.4	65.0	27.9	71.0	56.0	58.8	94.3	49.0	37.7	49.2	30.1	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:	88.4	65.0	27.9	71.0	56.0	58.8	94.3	49.0	37.7	49.2	30.1	9.4
LOS by Move:	F	E	C	E	E	E	F	D	D	D	C	A
HCM2k95thQ:	11	10	14	9	12	32	8	12	8	12	43	4

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

550 East Brokaw Road Office Development TA

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

Intersection #3084: BROKAW/OAKLAND



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 25 Sep 2018 <<

Base Vol:	164	345	214	148	446	355	111	447	103	246	2037	107
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	164	345	214	148	446	355	111	447	103	246	2037	107
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	36	52	34	8	10	13	17	78	20	8	113	13
Initial Fut:	200	397	248	156	456	368	128	525	123	254	2150	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:	200	397	248	156	456	368	128	525	123	254	2150	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	200	397	248	156	456	368	128	525	123	254	2150	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:	200	397	248	156	456	368	128	525	123	254	2150	120

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	5700	1750	3150	5700	1750

Capacity Analysis Module:

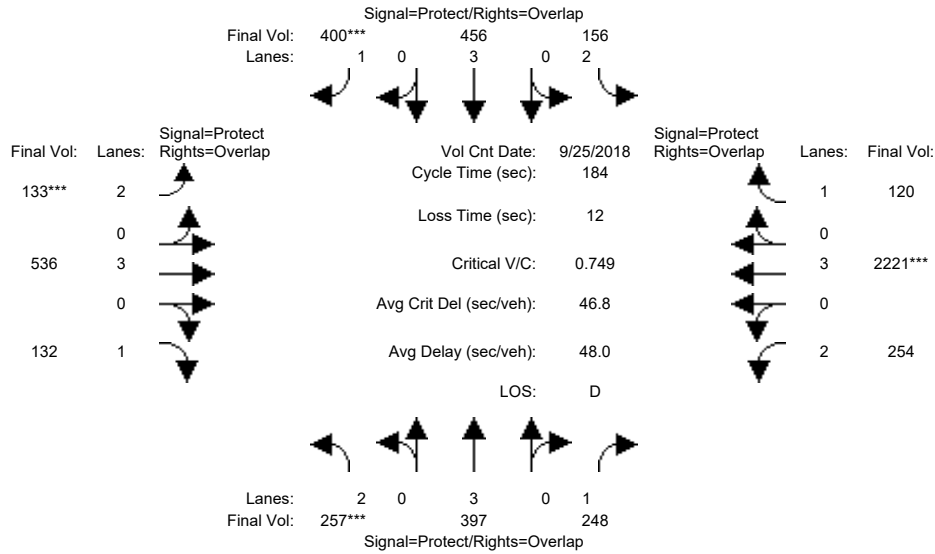
Vol/Sat:	0.06	0.07	0.14	0.05	0.08	0.21	0.04	0.09	0.07	0.08	0.38	0.07
Crit Moves:	****					****	****				****	
Green Time:	16.8	36.0	87.5	25.6	44.8	55.6	10.7	58.9	75.6	51.5	99.7	125.3
Volume/Cap:	0.70	0.36	0.30	0.36	0.33	0.70	0.70	0.29	0.17	0.29	0.70	0.10
Delay/Veh:	88.4	64.2	29.7	72.2	57.4	60.8	96.1	47.0	34.4	52.0	31.7	10.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	88.4	64.2	29.7	72.2	57.4	60.8	96.1	47.0	34.4	52.0	31.7	10.1
LOS by Move:	F	E	C	E	E	E	F	D	C	D	C	B
HCM2k95thQ:	13	12	16	9	13	33	9	13	9	12	47	5

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

550 East Brokaw Road Office Development TA

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

Intersection #3084: BROKAW/OAKLAND



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 25 Sep 2018 <<

Base Vol:	164	345	214	148	446	355	111	447	103	246	2037	107
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	164	345	214	148	446	355	111	447	103	246	2037	107
Added Vol:	57	0	0	0	0	32	5	11	9	0	71	0
PasserByVol:	36	52	34	8	10	13	17	78	20	8	113	13
Initial Fut:	257	397	248	156	456	400	133	536	132	254	2221	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:	257	397	248	156	456	400	133	536	132	254	2221	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	257	397	248	156	456	400	133	536	132	254	2221	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:	257	397	248	156	456	400	133	536	132	254	2221	120

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	5700	1750	3150	5700	1750

Capacity Analysis Module:

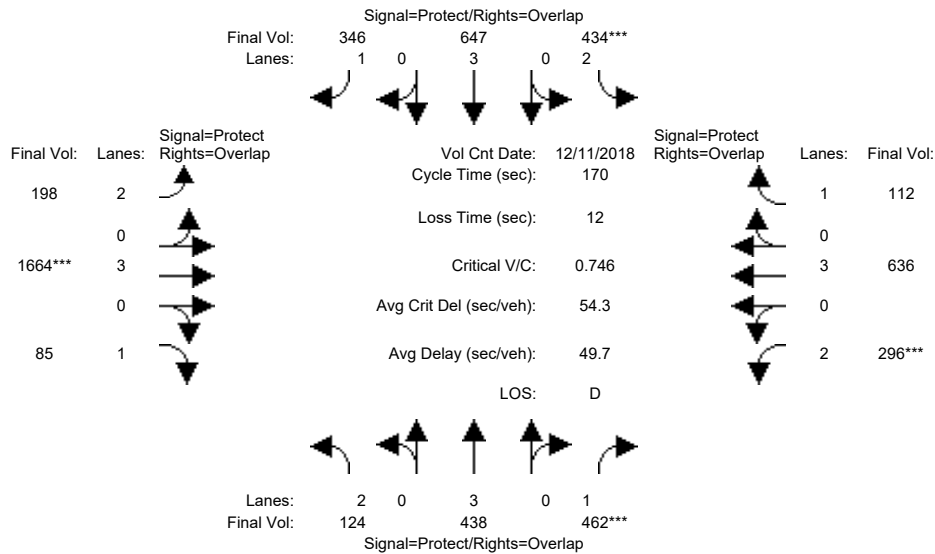
Vol/Sat:	0.08	0.07	0.14	0.05	0.08	0.23	0.04	0.09	0.08	0.08	0.39	0.07
Crit Moves:	****					****	****				****	
Green Time:	20.1	38.5	87.5	27.4	45.8	56.2	10.4	57.1	77.2	49.0	95.8	123.1
Volume/Cap:	0.75	0.33	0.30	0.33	0.32	0.75	0.75	0.30	0.18	0.30	0.75	0.10
Delay/Veh:	88.3	62.0	29.7	70.6	56.5	63.4	101.6	48.4	33.6	54.1	35.7	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:	88.3	62.0	29.7	70.6	56.5	63.4	101.6	48.4	33.6	54.1	35.7	10.8
LOS by Move:	F	E	C	E	E	E	F	D	C	D	D	B
HCM2k95thQ:	16	12	16	9	13	37	9	14	9	12	51	5

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

550 East Brokaw Road Office Development TA

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

Intersection #3084: BROKAW/OAKLAND



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	11 Dec 2018	<<	4:30 - 5:30 PM						
Base Vol:	124	438	462	434	647	346	198	1664	85	296	636	112
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	124	438	462	434	647	346	198	1664	85	296	636	112
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	124	438	462	434	647	346	198	1664	85	296	636	112
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	124	438	462	434	647	346	198	1664	85	296	636	112
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	124	438	462	434	647	346	198	1664	85	296	636	112
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	124	438	462	434	647	346	198	1664	85	296	636	112

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	5700	1750	3150	5700	1750

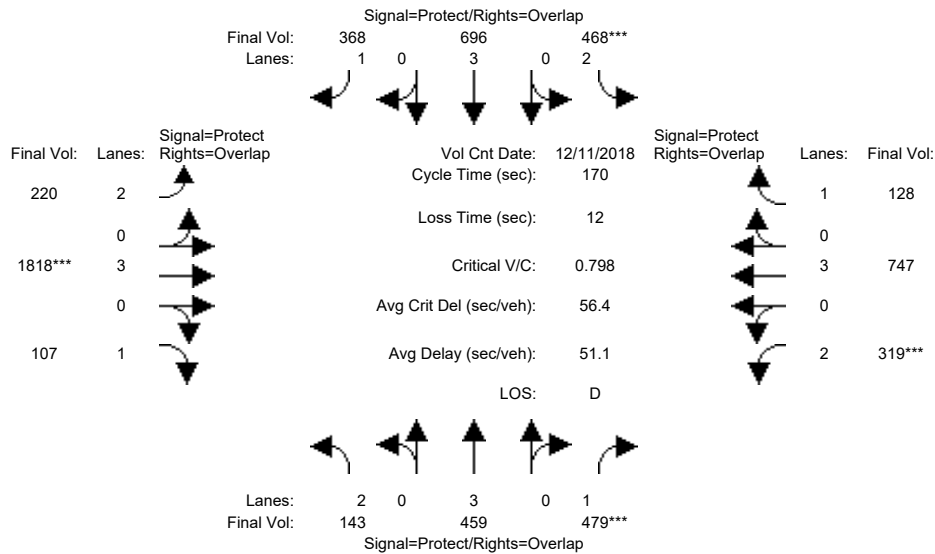
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.04	0.08	0.26	0.14	0.11	0.20	0.06	0.29	0.05	0.09	0.11	0.06
Crit Moves:			****	****				****		****		
Green Time:	16.4	38.7	60.1	31.4	53.7	85.4	31.7	66.5	82.9	21.4	56.2	87.6
Volume/Cap:	0.41	0.34	0.75	0.75	0.36	0.39	0.34	0.75	0.10	0.75	0.34	0.12
Delay/Veh:	73.1	55.1	53.2	70.8	45.0	26.5	60.4	45.9	23.5	79.3	43.0	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:	73.1	55.1	53.2	70.8	45.0	26.5	60.4	45.9	23.5	79.3	43.0	21.4
LOS by Move:	E	E	D	E	D	C	E	D	C	E	D	C
HCM2k95thQ:	7	12	38	23	16	21	10	40	5	17	15	6

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

550 East Brokaw Road Office Development TA

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

Intersection #3084: BROKAW/OAKLAND



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	11 Dec 2018	<<	4:30 - 5:30 PM						
Base Vol:	124	438	462	434	647	346	198	1664	85	296	636	112
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	124	438	462	434	647	346	198	1664	85	296	636	112
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	19	21	17	34	49	22	22	154	22	23	111	16
Initial Fut:	143	459	479	468	696	368	220	1818	107	319	747	128
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	143	459	479	468	696	368	220	1818	107	319	747	128
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	143	459	479	468	696	368	220	1818	107	319	747	128
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	143	459	479	468	696	368	220	1818	107	319	747	128

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	5700	1750	3150	5700	1750

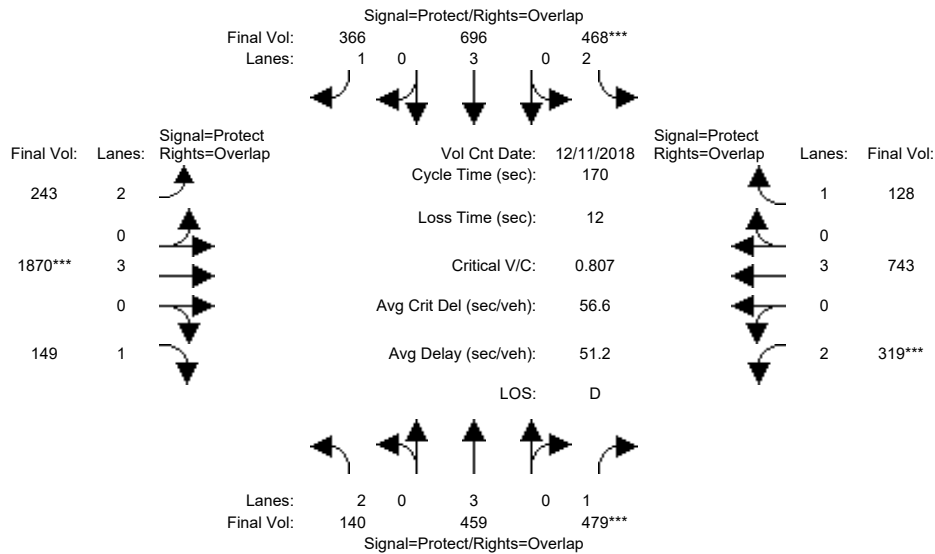
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.05	0.08	0.27	0.15	0.12	0.21	0.07	0.32	0.06	0.10	0.13	0.07
Crit Moves:			****	****				****		****		
Green Time:	16.7	36.8	58.3	31.7	51.7	82.9	31.1	68.0	84.7	21.6	58.4	90.1
Volume/Cap:	0.46	0.37	0.80	0.80	0.40	0.43	0.38	0.80	0.12	0.80	0.38	0.14
Delay/Veh:	73.5	57.0	57.9	73.7	47.0	28.6	61.4	47.0	22.9	82.8	42.3	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:	73.5	57.0	57.9	73.7	47.0	28.6	61.4	47.0	22.9	82.8	42.3	20.3
LOS by Move:	E	E	E	E	D	C	E	D	C	F	D	C
HCM2k95thQ:	8	12	41	26	17	23	11	44	6	18	17	7

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

550 East Brokaw Road Office Development TA

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

Intersection #3084: BROKAW/OAKLAND



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	11 Dec 2018	<<	4:30 - 5:30 PM						
Base Vol:	124	438	462	434	647	346	198	1664	85	296	636	112
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	124	438	462	434	647	346	198	1664	85	296	636	112
Added Vol:	-3	0	0	0	0	-2	23	52	42	0	-4	0
PasserByVol:	19	21	17	34	49	22	22	154	22	23	111	16
Initial Fut:	140	459	479	468	696	366	243	1870	149	319	743	128
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	140	459	479	468	696	366	243	1870	149	319	743	128
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	459	479	468	696	366	243	1870	149	319	743	128
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	140	459	479	468	696	366	243	1870	149	319	743	128

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	5700	1750	3150	5700	1750

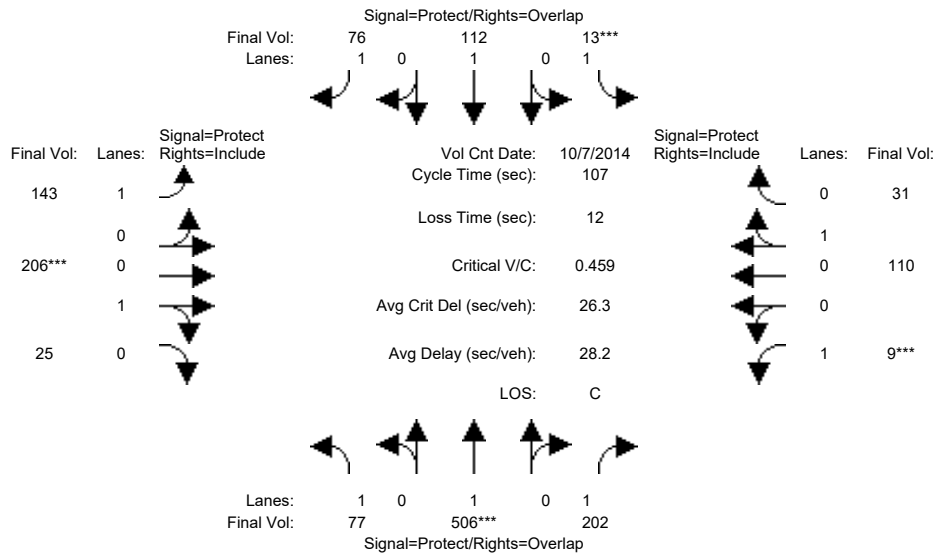
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.04	0.08	0.27	0.15	0.12	0.21	0.08	0.33	0.09	0.10	0.13	0.07
Crit Moves:			****	****				****		****		
Green Time:	17.0	36.3	57.6	31.3	50.6	84.2	33.6	69.1	86.1	21.3	56.8	88.1
Volume/Cap:	0.44	0.38	0.81	0.81	0.41	0.42	0.39	0.81	0.17	0.81	0.39	0.14
Delay/Veh:	73.0	57.4	59.2	74.7	48.0	27.7	59.7	46.8	22.7	84.0	43.5	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:	73.0	57.4	59.2	74.7	48.0	27.7	59.7	46.8	22.7	84.0	43.5	21.4
LOS by Move:	E	E	E	E	D	C	E	D	C	F	D	C
HCM2k95thQ:	8	12	41	26	17	23	12	45	8	18	17	7

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

550 East Brokaw Road Office Development TA

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

Intersection #3394: CHARCOT/JUNCTION



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	7 Oct 2014	<<											
Base Vol:	77	506	202	13	112	76	143	206	25	9	110	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:	77	506	202	13	112	76	143	206	25	9	110	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:	77	506	202	13	112	76	143	206	25	9	110	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:	77	506	202	13	112	76	143	206	25	9	110	31				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	77	506	202	13	112	76	143	206	25	9	110	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:	77	506	202	13	112	76	143	206	25	9	110	31				

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.89	0.11	1.00	0.78	0.22
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	1605	195	1750	1404	396

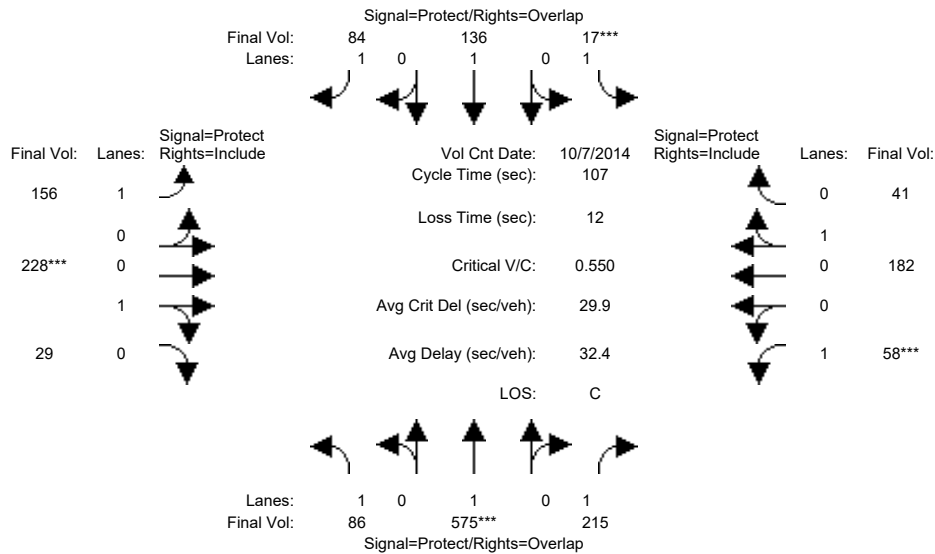
Capacity Analysis Module:												
Vol/Sat:	0.04	0.27	0.12	0.01	0.06	0.04	0.08	0.13	0.13	0.01	0.08	0.08
Crit Moves:	****			****			****			****		
Green Time:	25.4	54.7	61.7	7.0	36.3	51.8	15.6	26.3	26.3	7.0	17.8	17.8
Volume/Cap:	0.19	0.52	0.20	0.11	0.17	0.09	0.56	0.52	0.52	0.08	0.47	0.47
Delay/Veh:	33.5	19.4	11.3	49.1	25.4	15.1	51.3	39.2	39.2	48.3	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:	33.5	19.4	11.3	49.1	25.4	15.1	51.3	39.2	39.2	48.3	45.6	45.6
LOS by Move:	C	B	B	D	C	B	D	D	D	D	D	D
HCM2k95thQ:	5	19	7	1	6	3	10	13	13	1	10	10

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

550 East Brokaw Road Office Development TA

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

Intersection #3394: CHARCOT/JUNCTION



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count Date: 7 Oct 2014 <<											
Base Vol:	77	506	202	13	112	76	143	206	25	9	110	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:	77	506	202	13	112	76	143	206	25	9	110	31
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	9	69	13	4	24	8	13	22	4	49	72	10
Initial Fut:	86	575	215	17	136	84	156	228	29	58	182	41
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	86	575	215	17	136	84	156	228	29	58	182	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	86	575	215	17	136	84	156	228	29	58	182	41
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	86	575	215	17	136	84	156	228	29	58	182	41

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	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	0.95	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.89	0.11	1.00	0.82	0.18
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	1597	203	1750	1469	331

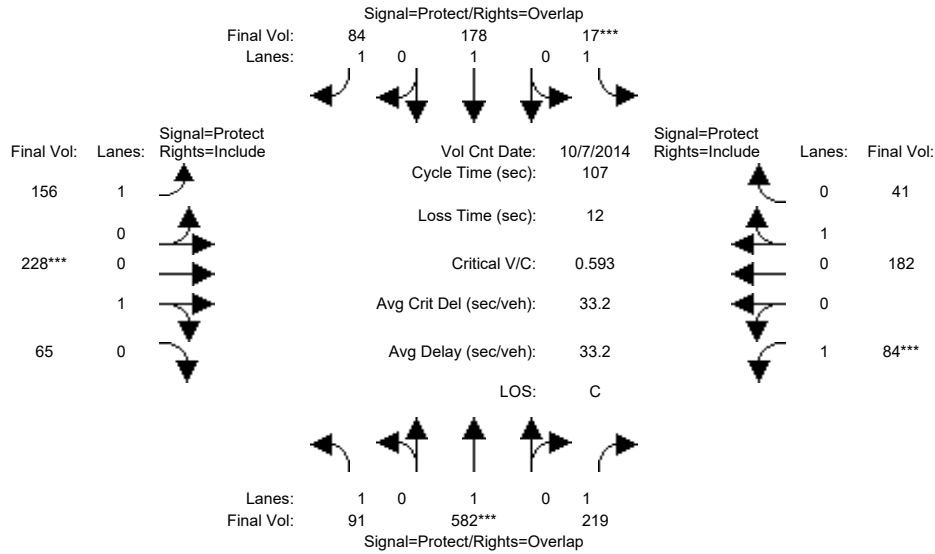
Capacity Analysis Module:												
Vol/Sat:	0.05	0.30	0.12	0.01	0.07	0.05	0.09	0.14	0.14	0.03	0.12	0.12
Crit Moves:	****			****			****			****		
Green Time:	25.5	55.0	62.0	7.0	36.5	50.3	13.8	26.0	26.0	7.0	19.2	19.2
Volume/Cap:	0.21	0.59	0.21	0.15	0.21	0.10	0.69	0.59	0.59	0.51	0.69	0.69
Delay/Veh:	33.7	20.7	11.2	49.9	25.8	16.0	60.6	41.5	41.5	63.4	52.7	52.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.7	20.7	11.2	49.9	25.8	16.0	60.6	41.5	41.5	63.4	52.7	52.7
LOS by Move:	C	C	B	D	C	B	E	D	D	E	D	D
HCM2k95thQ:	5	22	7	1	7	4	11	14	14	6	15	15

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

550 East Brokaw Road Office Development TA

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

Intersection #3394: CHARCOT/JUNCTION



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count Date: 7 Oct 2014 <<											
Base Vol:	77	506	202	13	112	76	143	206	25	9	110	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:	77	506	202	13	112	76	143	206	25	9	110	31
Added Vol:	5	7	4	0	42	0	0	0	36	26	0	0
PasserByVol:	9	69	13	4	24	8	13	22	4	49	72	10
Initial Fut:	91	582	219	17	178	84	156	228	65	84	182	41
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	91	582	219	17	178	84	156	228	65	84	182	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	91	582	219	17	178	84	156	228	65	84	182	41
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	91	582	219	17	178	84	156	228	65	84	182	41

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	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	0.95	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.78	0.22	1.00	0.82	0.18
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	1401	399	1750	1469	331

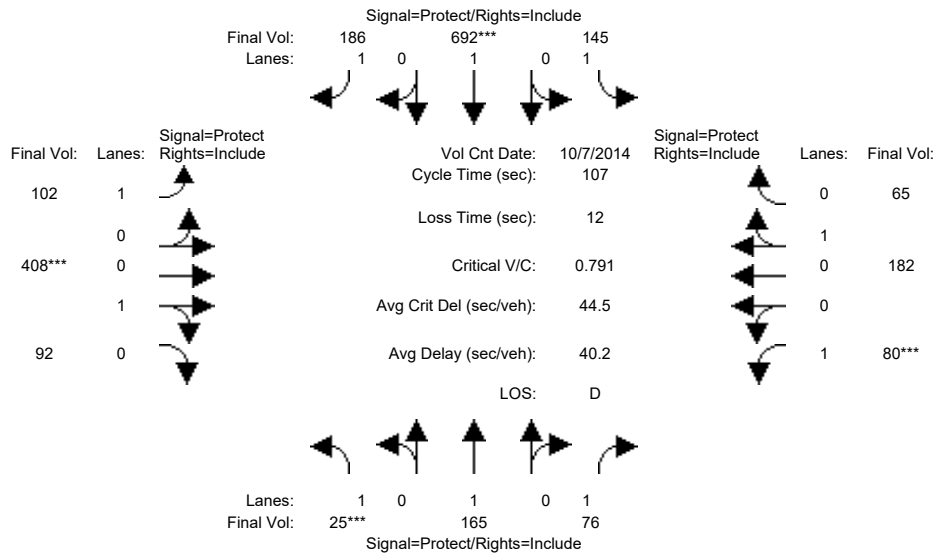
Capacity Analysis Module:												
Vol/Sat:	0.05	0.31	0.13	0.01	0.09	0.05	0.09	0.16	0.16	0.05	0.12	0.12
Crit Moves:	****			****			****			****		
Green Time:	24.3	52.1	60.3	7.0	34.8	49.8	15.0	27.7	27.7	8.2	20.9	20.9
Volume/Cap:	0.23	0.63	0.22	0.15	0.29	0.10	0.64	0.63	0.63	0.63	0.64	0.64
Delay/Veh:	35.0	23.5	12.2	49.9	28.0	16.3	55.3	41.4	41.4	68.3	48.1	48.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.0	23.5	12.2	49.9	28.0	16.3	55.3	41.4	41.4	68.3	48.1	48.1
LOS by Move:	D	C	B	D	C	B	E	D	D	E	D	D
HCM2k95thQ:	6	24	8	1	9	4	11	16	16	8	14	14

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

550 East Brokaw Road Office Development TA

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

Intersection #3394: CHARCOT/JUNCTION



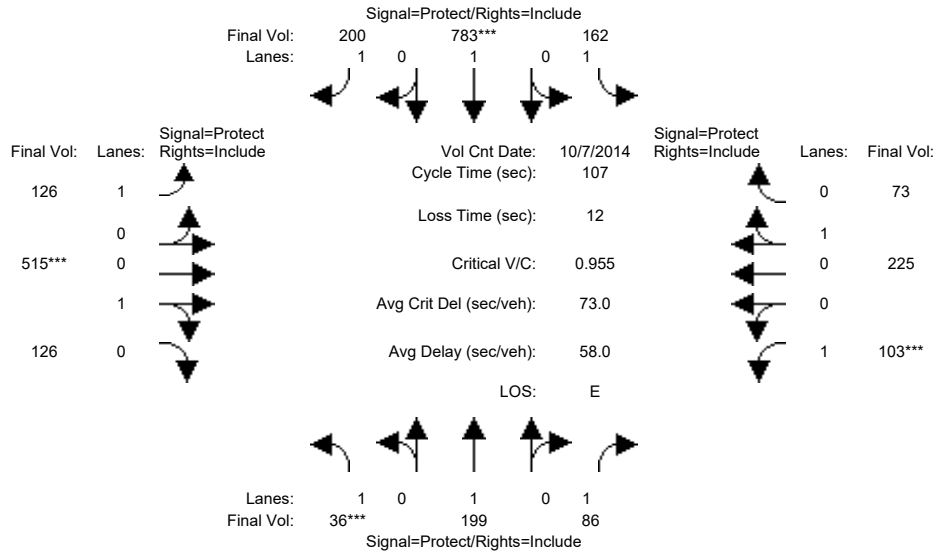
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Oct 2014 <<												
Base Vol:	25	165	76	145	692	186	102	408	92	80	182	65
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	165	76	145	692	186	102	408	92	80	182	65
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	165	76	145	692	186	102	408	92	80	182	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:	25	165	76	145	692	186	102	408	92	80	182	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	165	76	145	692	186	102	408	92	80	182	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
Final Volume:	25	165	76	145	692	186	102	408	92	80	182	65
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	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	0.95	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.82	0.18	1.00	0.74	0.26
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	1469	331	1750	1326	474
Capacity Analysis Module:												
Vol/Sat:	0.01	0.09	0.04	0.08	0.36	0.11	0.06	0.28	0.28	0.05	0.14	0.14
Crit Moves:	****				****			****		****		
Green Time:	7.0	28.1	28.1	24.9	46.0	46.0	13.6	35.0	35.0	7.0	28.5	28.5
Volume/Cap:	0.22	0.33	0.17	0.36	0.85	0.25	0.46	0.85	0.85	0.70	0.52	0.52
Delay/Veh:	51.7	33.7	31.2	36.8	38.0	20.3	50.0	47.6	47.6	78.9	37.3	37.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.7	33.7	31.2	36.8	38.0	20.3	50.0	47.6	47.6	78.9	37.3	37.3
LOS by Move:	D	C	C	D	D	C	D	D	D	E	D	D
HCM2k95thQ:	3	9	5	9	35	8	7	28	28	9	14	14

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

550 East Brokaw Road Office Development TA

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

Intersection #3394: CHARCOT/JUNCTION



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	7 Oct 2014	<<							
Base Vol:	25	165	76	145	692	186	102	408	92	80	182	65
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	165	76	145	692	186	102	408	92	80	182	65
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	11	34	10	17	91	14	24	107	34	23	43	8
Initial Fut:	36	199	86	162	783	200	126	515	126	103	225	73
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	36	199	86	162	783	200	126	515	126	103	225	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	199	86	162	783	200	126	515	126	103	225	73
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	36	199	86	162	783	200	126	515	126	103	225	73

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	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	0.95	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.80	0.20	1.00	0.76	0.24
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	1446	354	1750	1359	441

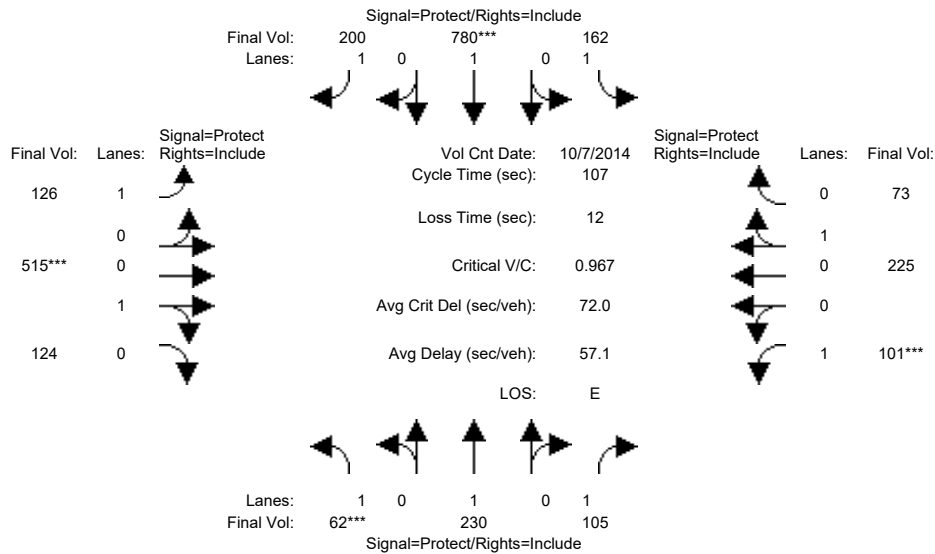
Capacity Analysis Module:												
Vol/Sat:	0.02	0.10	0.05	0.09	0.41	0.11	0.07	0.36	0.36	0.06	0.17	0.17
Crit Moves:	****				****			****		****		
Green Time:	7.0	26.8	26.8	23.7	43.5	43.5	13.5	37.5	37.5	7.0	31.0	31.0
Volume/Cap:	0.31	0.42	0.20	0.42	1.01	0.28	0.57	1.01	1.01	0.90	0.57	0.57
Delay/Veh:	54.8	36.3	32.6	39.1	67.9	22.3	54.3	74.3	74.3	110.0	36.8	36.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.8	36.3	32.6	39.1	67.9	22.3	54.3	74.3	74.3	110.0	36.8	36.8
LOS by Move:	D	D	C	D	E	C	D	E	E	F	D	D
HCM2k95thQ:	4	11	5	9	46	9	8	42	42	12	16	16

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

550 East Brokaw Road Office Development TA

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

Intersection #3394: CHARCOT/JUNCTION



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count Date: 7 Oct 2014 <<											
Base Vol:	25	165	76	145	692	186	102	408	92	80	182	65
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	165	76	145	692	186	102	408	92	80	182	65
Added Vol:	26	31	19	0	-3	0	0	0	-2	-2	0	0
PasserByVol:	11	34	10	17	91	14	24	107	34	23	43	8
Initial Fut:	62	230	105	162	780	200	126	515	124	101	225	73
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	62	230	105	162	780	200	126	515	124	101	225	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	62	230	105	162	780	200	126	515	124	101	225	73
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	62	230	105	162	780	200	126	515	124	101	225	73

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	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	0.95	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.81	0.19	1.00	0.76	0.24
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	1451	349	1750	1359	441

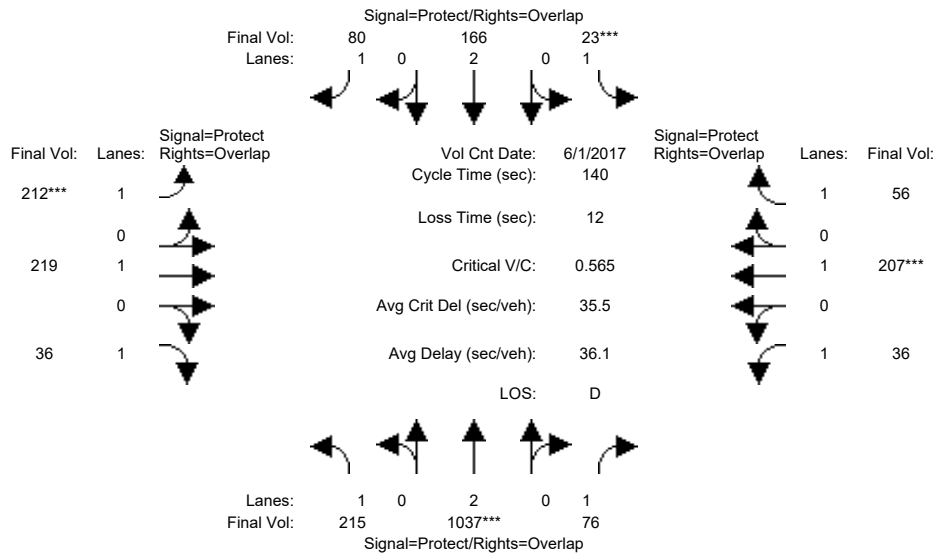
Capacity Analysis Module:												
Vol/Sat:	0.04	0.12	0.06	0.09	0.41	0.11	0.07	0.36	0.36	0.06	0.17	0.17
Crit Moves:	****				****			****		****		
Green Time:	7.0	28.6	28.6	21.9	43.4	43.4	13.5	37.6	37.6	7.0	31.1	31.1
Volume/Cap:	0.54	0.45	0.22	0.45	1.01	0.28	0.57	1.01	1.01	0.88	0.57	0.57
Delay/Veh:	65.6	35.6	31.7	41.4	67.0	22.3	54.3	73.3	73.3	106.4	36.8	36.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.6	35.6	31.7	41.4	67.0	22.3	54.3	73.3	73.3	106.4	36.8	36.8
LOS by Move:	E	D	C	D	E	C	D	E	E	F	D	D
HCM2k95thQ:	6	12	6	9	46	9	8	42	42	12	16	16

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

550 East Brokaw Road Office Development TA

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

Intersection #3395: CHARCOT/ZANKER



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count Date: 1 Jun 2017 <<											
Base Vol:	215	1037	76	23	166	80	212	219	36	36	207	56
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	215	1037	76	23	166	80	212	219	36	36	207	56
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	215	1037	76	23	166	80	212	219	36	36	207	56
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	215	1037	76	23	166	80	212	219	36	36	207	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	215	1037	76	23	166	80	212	219	36	36	207	56
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	215	1037	76	23	166	80	212	219	36	36	207	56

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	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	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1900	1750

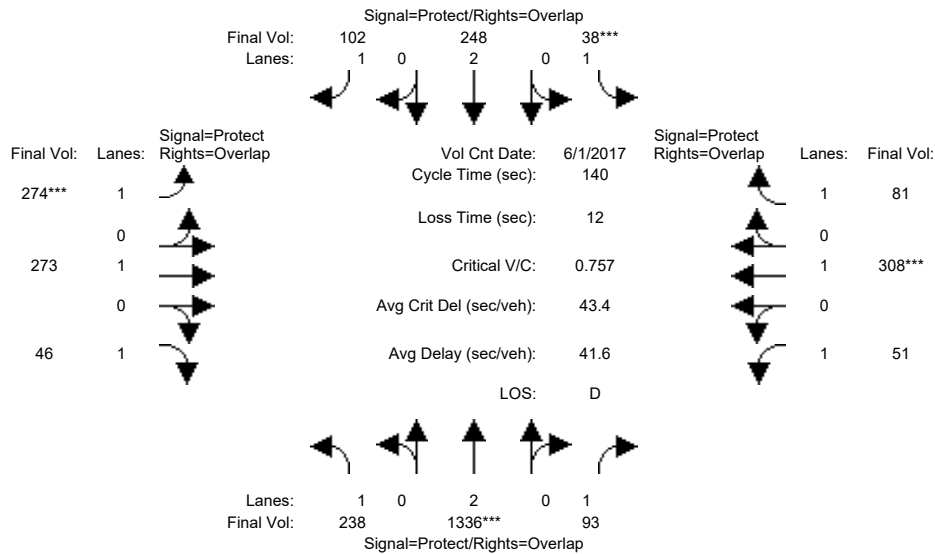
Capacity Analysis Module:												
Vol/Sat:	0.12	0.27	0.04	0.01	0.04	0.05	0.12	0.12	0.02	0.02	0.11	0.03
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	45.9	65.6	82.4	7.0	26.7	55.9	29.1	38.6	84.5	16.7	26.2	33.2
Volume/Cap:	0.37	0.58	0.07	0.26	0.23	0.11	0.58	0.42	0.03	0.17	0.58	0.13
Delay/Veh:	36.4	27.6	12.4	65.6	48.1	26.6	52.3	42.0	11.2	55.8	54.3	42.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.4	27.6	12.4	65.6	48.1	26.6	52.3	42.0	11.2	55.8	54.3	42.2
LOS by Move:	D	C	B	E	D	C	D	D	B	E	D	D
HCM2k95thQ:	14	27	3	2	6	5	16	14	1	3	15	4

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

550 East Brokaw Road Office Development TA

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

Intersection #3395: CHARCOT/ZANKER



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count Date: 1 Jun 2017 <<											
Base Vol:	215	1037	76	23	166	80	212	219	36	36	207	56
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	215	1037	76	23	166	80	212	219	36	36	207	56
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	23	299	17	15	82	22	62	54	10	15	101	25
Initial Fut:	238	1336	93	38	248	102	274	273	46	51	308	81
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	238	1336	93	38	248	102	274	273	46	51	308	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	238	1336	93	38	248	102	274	273	46	51	308	81
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	238	1336	93	38	248	102	274	273	46	51	308	81

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	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	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1900	1750

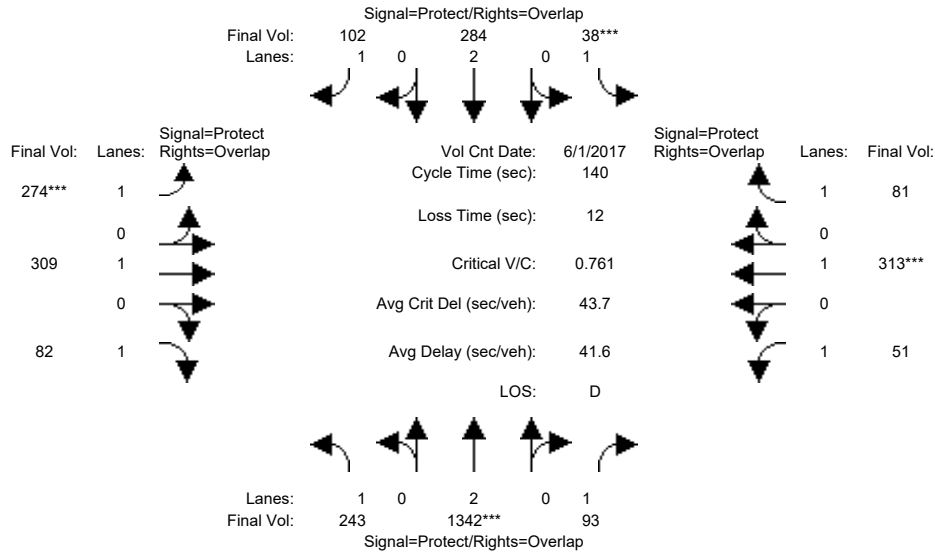
Capacity Analysis Module:												
Vol/Sat:	0.14	0.35	0.05	0.02	0.07	0.06	0.16	0.14	0.03	0.03	0.16	0.05
Crit Moves:	****			****			****			****		
Green Time:	46.2	63.5	78.3	7.0	24.3	52.5	28.3	42.7	88.9	14.9	29.3	36.3
Volume/Cap:	0.41	0.78	0.09	0.43	0.38	0.16	0.78	0.47	0.04	0.27	0.78	0.18
Delay/Veh:	36.8	34.5	14.4	68.0	51.5	29.1	63.2	40.1	9.6	58.4	61.5	40.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.8	34.5	14.4	68.0	51.5	29.1	63.2	40.1	9.6	58.4	61.5	40.5
LOS by Move:	D	C	B	E	D	C	E	D	A	E	E	D
HCM2k95thQ:	15	38	4	3	9	6	22	17	2	4	22	6

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

550 East Brokaw Road Office Development TA

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

Intersection #3395: CHARCOT/ZANKER



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	1 Jun 2017	<<							
Base Vol:	215	1037	76	23	166	80	212	219	36	36	207	56
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	215	1037	76	23	166	80	212	219	36	36	207	56
Added Vol:	5	6	0	0	36	0	0	36	36	0	5	0
PasserByVol:	23	299	17	15	82	22	62	54	10	15	101	25
Initial Fut:	243	1342	93	38	284	102	274	309	82	51	313	81
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	243	1342	93	38	284	102	274	309	82	51	313	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	243	1342	93	38	284	102	274	309	82	51	313	81
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	243	1342	93	38	284	102	274	309	82	51	313	81

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	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	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1900	1750

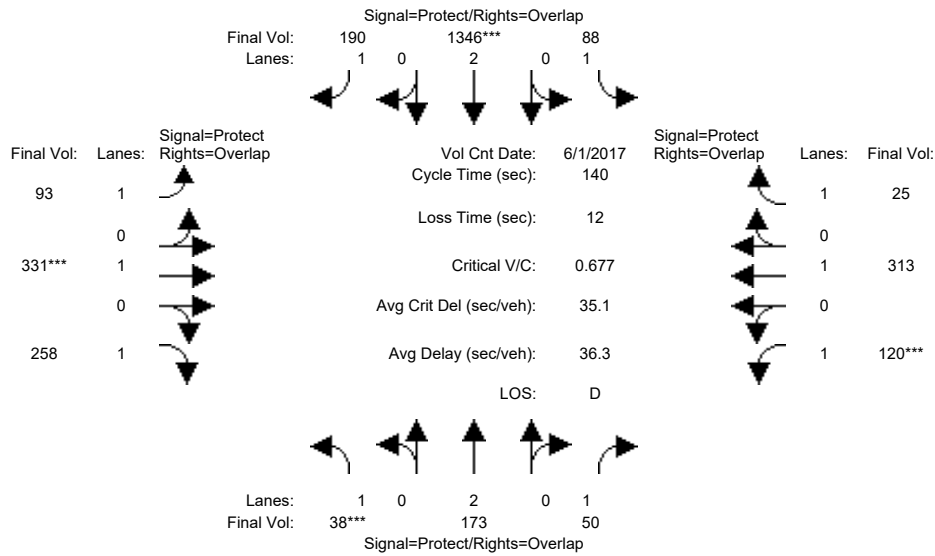
Capacity Analysis Module:												
Vol/Sat:	0.14	0.35	0.05	0.02	0.07	0.06	0.16	0.16	0.05	0.03	0.16	0.05
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	45.7	63.4	76.9	7.0	24.6	52.7	28.1	44.1	89.8	13.6	29.6	36.6
Volume/Cap:	0.43	0.78	0.10	0.43	0.43	0.15	0.78	0.52	0.07	0.30	0.78	0.18
Delay/Veh:	37.4	34.8	15.1	68.0	51.8	29.0	63.8	40.0	9.5	59.8	61.7	40.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.4	34.8	15.1	68.0	51.8	29.0	63.8	40.0	9.5	59.8	61.7	40.3
LOS by Move:	D	C	B	E	D	C	E	D	A	E	E	D
HCM2k95thQ:	15	39	4	3	10	6	22	19	3	4	23	6

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

550 East Brokaw Road Office Development TA

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

Intersection #3395: CHARCOT/ZANKER



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 1 Jun 2017 <<

Base Vol:	38	173	50	88	1346	190	93	331	258	120	313	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	38	173	50	88	1346	190	93	331	258	120	313	25
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	38	173	50	88	1346	190	93	331	258	120	313	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	38	173	50	88	1346	190	93	331	258	120	313	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	173	50	88	1346	190	93	331	258	120	313	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	38	173	50	88	1346	190	93	331	258	120	313	25

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	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	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1900	1750

Capacity Analysis Module:

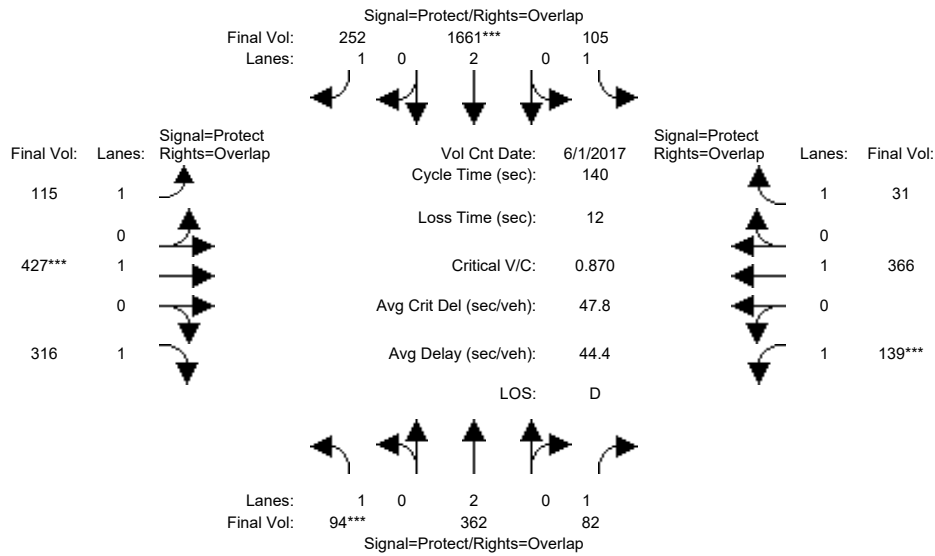
Vol/Sat:	0.02	0.05	0.03	0.05	0.35	0.11	0.05	0.17	0.15	0.07	0.16	0.01
Crit Moves:	****				****			****		****		
Green Time:	7.0	46.2	60.1	32.6	71.8	83.8	12.0	35.3	42.3	13.9	37.2	69.8
Volume/Cap:	0.43	0.14	0.07	0.22	0.69	0.18	0.62	0.69	0.49	0.69	0.62	0.03
Delay/Veh:	68.0	32.9	23.5	43.7	26.8	12.7	69.5	51.7	40.7	72.2	47.5	17.9
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:	68.0	32.9	23.5	43.7	26.8	12.7	69.5	51.7	40.7	72.2	47.5	17.9
LOS by Move:	E	C	C	D	C	B	E	D	D	E	D	B
HCM2k95thQ:	4	5	3	6	36	7	8	23	18	11	21	1

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

550 East Brokaw Road Office Development TA

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

Intersection #3395: CHARCOT/ZANKER



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 1 Jun 2017 <<

Base Vol:	38	173	50	88	1346	190	93	331	258	120	313	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	38	173	50	88	1346	190	93	331	258	120	313	25
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	56	189	32	17	315	62	22	96	58	19	53	6
Initial Fut:	94	362	82	105	1661	252	115	427	316	139	366	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:	94	362	82	105	1661	252	115	427	316	139	366	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	94	362	82	105	1661	252	115	427	316	139	366	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:	94	362	82	105	1661	252	115	427	316	139	366	31

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	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	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1900	1750

Capacity Analysis Module:

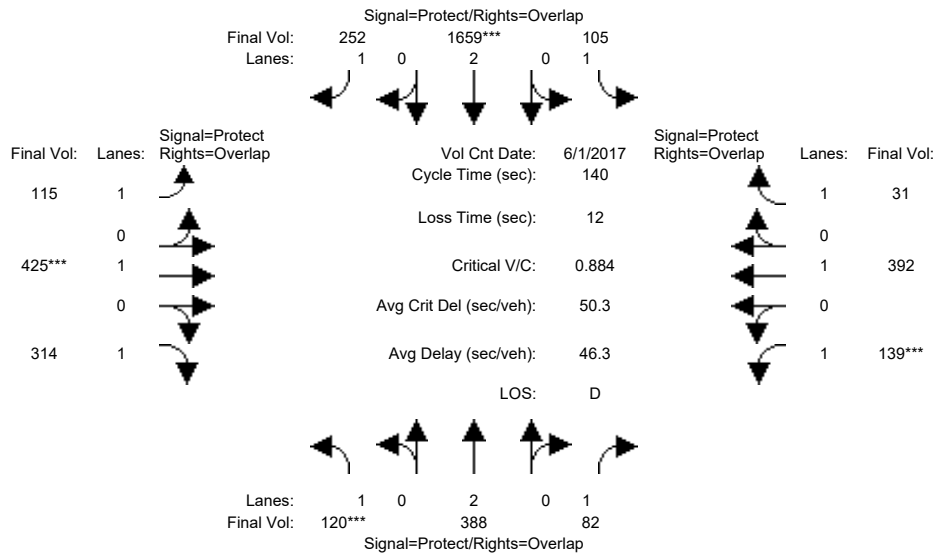
Vol/Sat:	0.05	0.10	0.05	0.06	0.44	0.14	0.07	0.22	0.18	0.08	0.19	0.02
Crit Moves:	****			****			****			****		
Green Time:	8.6	48.5	61.3	30.5	70.4	82.8	12.5	36.2	44.8	12.8	36.5	67.1
Volume/Cap:	0.87	0.28	0.11	0.28	0.87	0.24	0.74	0.87	0.56	0.87	0.74	0.04
Delay/Veh:	113.3	33.2	23.3	45.9	35.4	13.8	79.1	65.0	40.8	99.4	53.2	19.4
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:	113.3	33.2	23.3	45.9	35.4	13.8	79.1	65.0	40.8	99.4	53.2	19.4
LOS by Move:	F	C	C	D	D	B	E	E	D	F	D	B
HCM2k95thQ:	10	10	4	8	50	10	10	31	21	13	25	1

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

550 East Brokaw Road Office Development TA

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

Intersection #3395: CHARCOT/ZANKER



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	1 Jun 2017	<<							
Base Vol:	38	173	50	88	1346	190	93	331	258	120	313	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	38	173	50	88	1346	190	93	331	258	120	313	25
Added Vol:	26	26	0	0	-2	0	0	-2	-2	0	26	0
PasserByVol:	56	189	32	17	315	62	22	96	58	19	53	6
Initial Fut:	120	388	82	105	1659	252	115	425	314	139	392	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:	120	388	82	105	1659	252	115	425	314	139	392	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	388	82	105	1659	252	115	425	314	139	392	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:	120	388	82	105	1659	252	115	425	314	139	392	31

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	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	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1900	1750

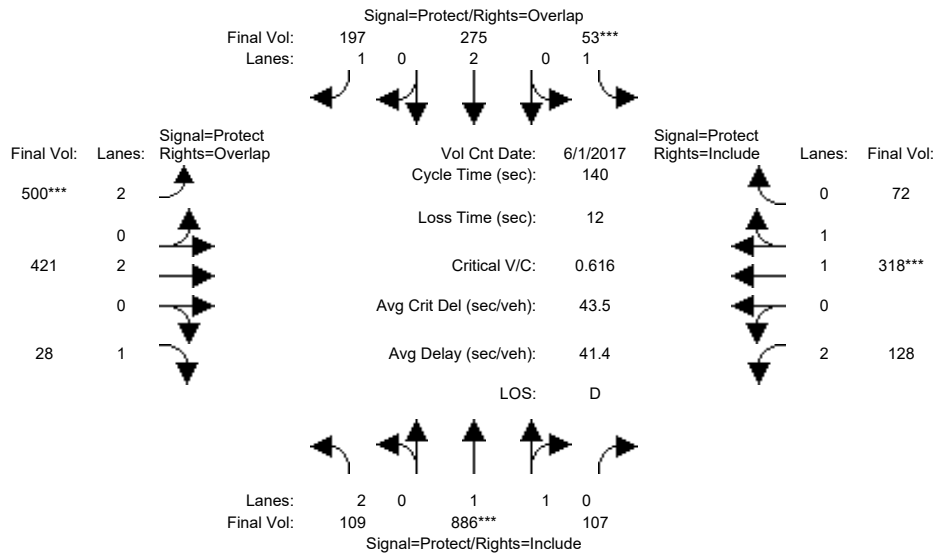
Capacity Analysis Module:												
Vol/Sat:	0.07	0.10	0.05	0.06	0.44	0.14	0.07	0.22	0.18	0.08	0.21	0.02
Crit Moves:	****				****			****			****	
Green Time:	10.9	50.4	63.0	29.6	69.1	80.7	11.6	35.4	46.3	12.6	36.4	66.0
Volume/Cap:	0.88	0.28	0.10	0.28	0.88	0.25	0.79	0.88	0.54	0.88	0.79	0.04
Delay/Veh:	108.4	32.1	22.3	46.7	37.2	14.8	88.2	67.7	39.3	103.2	56.9	19.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	108.4	32.1	22.3	46.7	37.2	14.8	88.2	67.7	39.3	103.2	56.9	19.9
LOS by Move:	F	C	C	D	D	B	F	E	D	F	E	B
HCM2k95thQ:	12	11	4	8	51	11	11	32	21	13	28	2

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

550 East Brokaw Road Office Development TA

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

Intersection #3393: CHARCOT/FIRST



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count Date: 1 Jun 2017 <<											
Base Vol:	109	886	107	53	275	197	500	421	28	128	318	72
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	109	886	107	53	275	197	500	421	28	128	318	72
Added Vol:	0	0	0	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	886	107	53	275	197	500	421	28	128	318	72
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	109	886	107	53	275	197	500	421	28	128	318	72
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	109	886	107	53	275	197	500	421	28	128	318	72
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	109	886	107	53	275	197	500	421	28	128	318	72

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	0.83	1.00	0.92	0.83	0.98	0.95
Lanes:	2.00	1.78	0.22	1.00	2.00	1.00	2.00	2.00	1.00	2.00	1.62	0.38
Final Sat.:	3150	3301	399	1750	3800	1750	3150	3800	1750	3150	3016	683

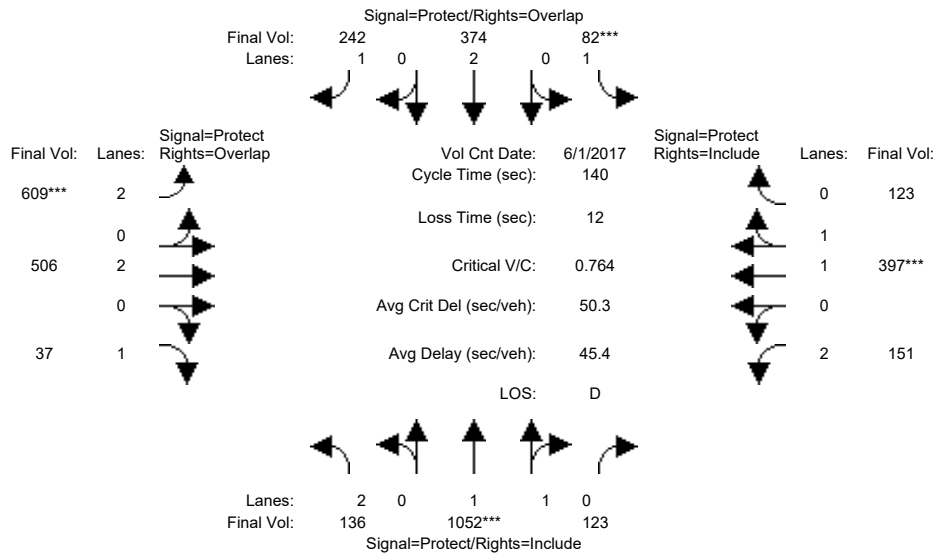
Capacity Analysis Module:												
Vol/Sat:	0.03	0.27	0.27	0.03	0.07	0.11	0.16	0.11	0.02	0.04	0.11	0.11
Crit Moves:	****			****			****			****		
Green Time:	27.8	61.0	61.0	7.0	40.2	76.3	36.1	41.4	69.1	18.7	24.0	24.0
Volume/Cap:	0.17	0.62	0.62	0.61	0.25	0.21	0.62	0.38	0.03	0.30	0.62	0.62
Delay/Veh:	47.2	32.3	32.3	92.5	38.9	16.8	49.4	40.0	18.3	56.7	58.2	58.2
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	32.3	32.3	92.5	38.9	16.8	49.4	40.0	18.3	56.7	58.2	58.2
LOS by Move:	D	C	C	F	D	B	D	D	B	E	E	E
HCM2k95thQ:	5	28	28	6	9	9	19	13	2	6	15	15

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

550 East Brokaw Road Office Development TA

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

Intersection #3393: CHARCOT/FIRST



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count Date: 1 Jun 2017 <<											
Base Vol:	109	886	107	53	275	197	500	421	28	128	318	72
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	109	886	107	53	275	197	500	421	28	128	318	72
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	27	166	16	29	99	45	109	85	9	23	79	51
Initial Fut:	136	1052	123	82	374	242	609	506	37	151	397	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:	136	1052	123	82	374	242	609	506	37	151	397	123
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	136	1052	123	82	374	242	609	506	37	151	397	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
Final Volume:	136	1052	123	82	374	242	609	506	37	151	397	123

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	0.83	1.00	0.92	0.83	0.98	0.95
Lanes:	2.00	1.78	0.22	1.00	2.00	1.00	2.00	2.00	1.00	2.00	1.51	0.49
Final Sat.:	3150	3312	387	1750	3800	1750	3150	3800	1750	3150	2824	875

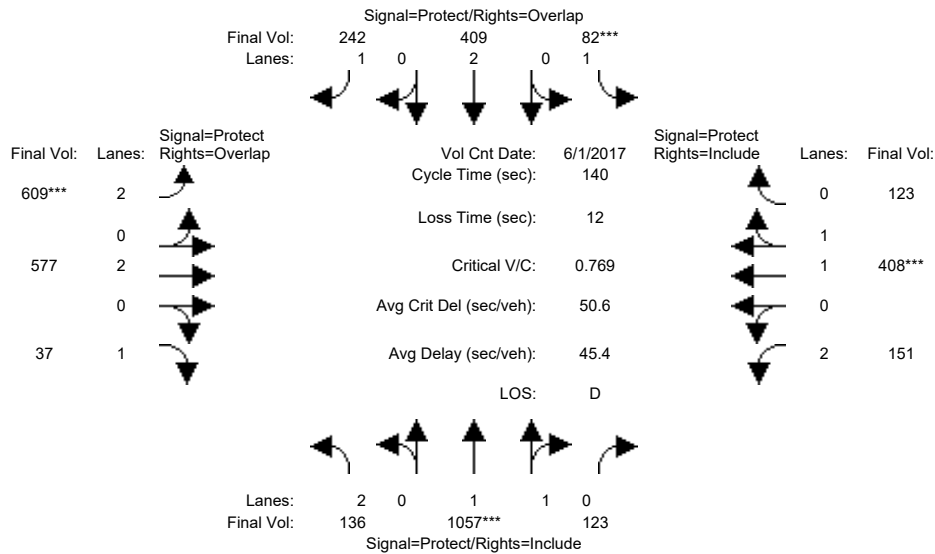
Capacity Analysis Module:												
Vol/Sat:	0.04	0.32	0.32	0.05	0.10	0.14	0.19	0.13	0.02	0.05	0.14	0.14
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	22.5	58.2	58.2	8.6	44.3	79.7	35.4	44.5	67.0	16.7	25.8	25.8
Volume/Cap:	0.27	0.76	0.76	0.76	0.31	0.24	0.76	0.42	0.04	0.40	0.76	0.76
Delay/Veh:	52.8	38.7	38.7	104.2	37.0	15.6	55.3	38.7	19.5	60.2	62.2	62.2
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:	52.8	38.7	38.7	104.2	37.0	15.6	55.3	38.7	19.5	60.2	62.2	62.2
LOS by Move:	D	D	D	F	D	B	E	D	B	E	E	E
HCM2k95thQ:	6	38	38	9	11	11	25	15	2	7	19	19

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

550 East Brokaw Road Office Development TA

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

Intersection #3393: CHARCOT/FIRST



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count Date: 1 Jun 2017 <<											
Base Vol:	109	886	107	53	275	197	500	421	28	128	318	72
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	109	886	107	53	275	197	500	421	28	128	318	72
Added Vol:	0	5	0	0	35	0	0	71	0	0	11	0
PasserByVol:	27	166	16	29	99	45	109	85	9	23	79	51
Initial Fut:	136	1057	123	82	409	242	609	577	37	151	408	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:	136	1057	123	82	409	242	609	577	37	151	408	123
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	136	1057	123	82	409	242	609	577	37	151	408	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
Final Volume:	136	1057	123	82	409	242	609	577	37	151	408	123

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	0.83	1.00	0.92	0.83	0.98	0.95
Lanes:	2.00	1.79	0.21	1.00	2.00	1.00	2.00	2.00	1.00	2.00	1.52	0.48
Final Sat.:	3150	3314	386	1750	3800	1750	3150	3800	1750	3150	2842	857

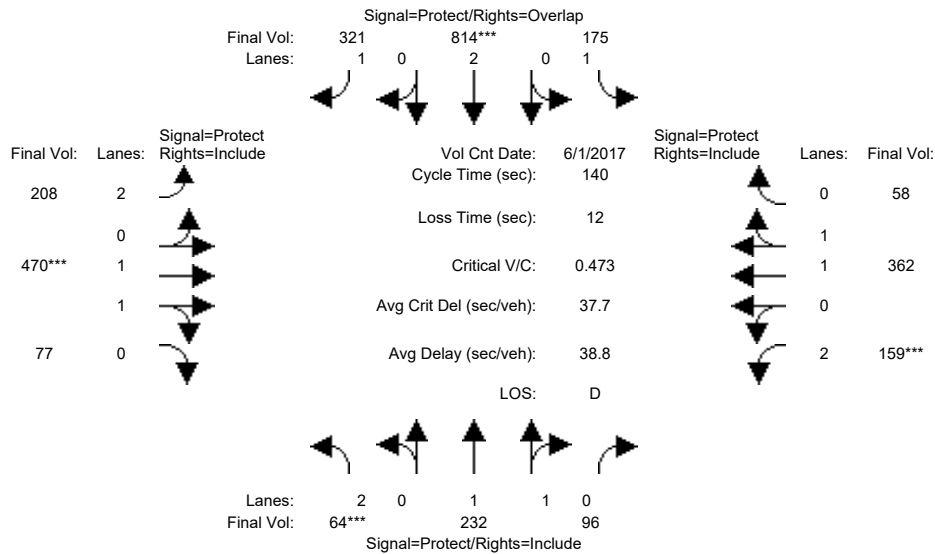
Capacity Analysis Module:												
Vol/Sat:	0.04	0.32	0.32	0.05	0.11	0.14	0.19	0.15	0.02	0.05	0.14	0.14
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	21.1	58.1	58.1	8.5	45.5	80.7	35.2	46.2	67.3	15.2	26.1	26.1
Volume/Cap:	0.29	0.77	0.77	0.77	0.33	0.24	0.77	0.46	0.04	0.44	0.77	0.77
Delay/Veh:	54.2	38.9	38.9	105.1	36.5	15.1	55.7	38.3	19.4	62.5	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:	54.2	38.9	38.9	105.1	36.5	15.1	55.7	38.3	19.4	62.5	62.1	62.1
LOS by Move:	D	D	D	F	D	B	E	D	B	E	E	E
HCM2k95thQ:	7	38	38	9	12	11	25	17	2	7	19	19

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

550 East Brokaw Road Office Development TA

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

Intersection #3393: CHARCOT/FIRST



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count Date: 1 Jun 2017 <<											
Base Vol:	64	232	96	175	814	321	208	470	77	159	362	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:	64	232	96	175	814	321	208	470	77	159	362	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:	64	232	96	175	814	321	208	470	77	159	362	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:	64	232	96	175	814	321	208	470	77	159	362	58
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	232	96	175	814	321	208	470	77	159	362	58
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	64	232	96	175	814	321	208	470	77	159	362	58

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	0.83	0.98	0.95	0.83	0.98	0.95
Lanes:	2.00	1.40	0.60	1.00	2.00	1.00	2.00	1.71	0.29	2.00	1.72	0.28
Final Sat.:	3150	2616	1083	1750	3800	1750	3150	3179	521	3150	3189	511

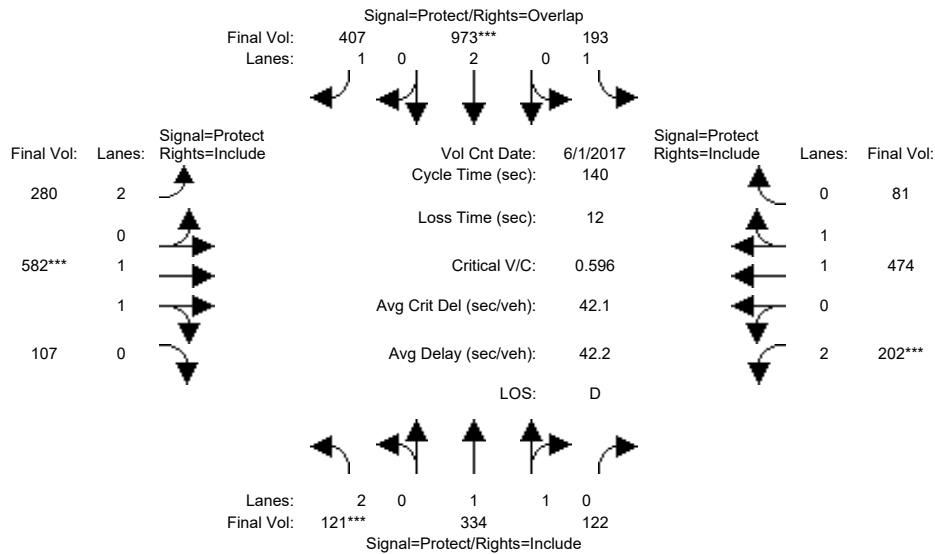
Capacity Analysis Module:												
Vol/Sat:	0.02	0.09	0.09	0.10	0.21	0.18	0.07	0.15	0.15	0.05	0.11	0.11
Crit Moves:	****				****			****			****	
Green Time:	7.0	32.8	32.8	37.0	62.8	84.2	21.4	43.4	43.4	14.8	36.8	36.8
Volume/Cap:	0.41	0.38	0.38	0.38	0.48	0.30	0.43	0.48	0.48	0.48	0.43	0.43
Delay/Veh:	72.1	46.3	46.3	44.4	28.0	14.4	56.6	40.6	40.6	63.8	44.3	44.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	72.1	46.3	46.3	44.4	28.0	14.4	56.6	40.6	40.6	63.8	44.3	44.3
LOS by Move:	E	D	D	D	C	B	E	D	D	E	D	D
HCM2k95thQ:	4	11	11	12	21	13	10	17	17	8	14	14

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

550 East Brokaw Road Office Development TA

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

Intersection #3393: CHARCOT/FIRST



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	1 Jun 2017	<<							
Base Vol:	64	232	96	175	814	321	208	470	77	159	362	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:	64	232	96	175	814	321	208	470	77	159	362	58
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	57	102	26	18	159	86	72	112	30	43	112	23
Initial Fut:	121	334	122	193	973	407	280	582	107	202	474	81
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	121	334	122	193	973	407	280	582	107	202	474	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	121	334	122	193	973	407	280	582	107	202	474	81
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	121	334	122	193	973	407	280	582	107	202	474	81

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	0.83	0.98	0.95	0.83	0.98	0.95
Lanes:	2.00	1.45	0.55	1.00	2.00	1.00	2.00	1.68	0.32	2.00	1.70	0.30
Final Sat.:	3150	2709	990	1750	3800	1750	3150	3125	575	3150	3160	540

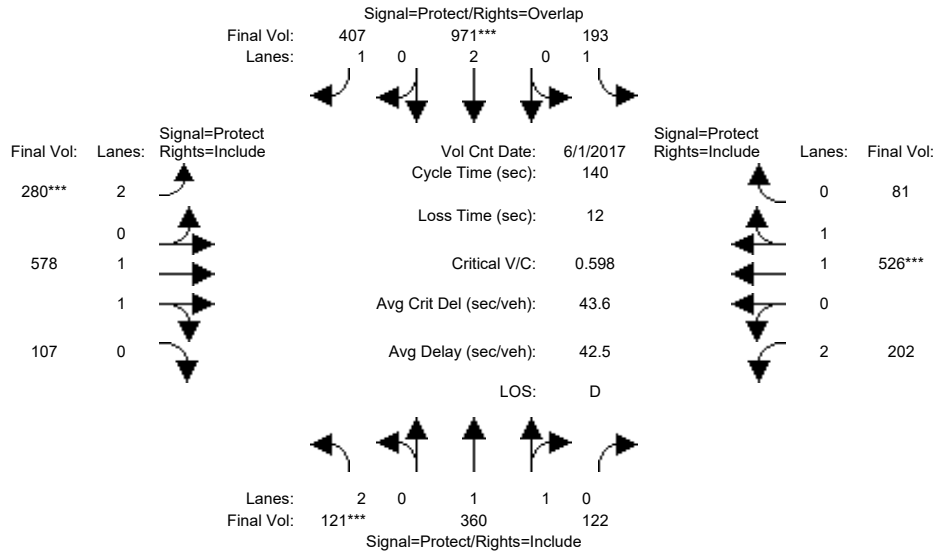
Capacity Analysis Module:												
Vol/Sat:	0.04	0.12	0.12	0.11	0.26	0.23	0.09	0.19	0.19	0.06	0.15	0.15
Crit Moves:	****			****			****			****		
Green Time:	9.0	36.5	36.5	32.7	60.2	82.0	21.9	43.8	43.8	15.1	36.9	36.9
Volume/Cap:	0.60	0.47	0.47	0.47	0.60	0.40	0.57	0.60	0.60	0.60	0.57	0.57
Delay/Veh:	76.0	45.3	45.3	50.1	32.2	16.8	59.4	42.9	42.9	67.1	47.0	47.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	76.0	45.3	45.3	50.1	32.2	16.8	59.4	42.9	42.9	67.1	47.0	47.0
LOS by Move:	E	D	D	D	C	B	E	D	D	E	D	D
HCM2k95thQ:	7	15	15	14	27	18	13	21	21	10	18	18

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

550 East Brokaw Road Office Development TA

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

Intersection #3393: CHARCOT/FIRST



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count Date: 1 Jun 2017 <<											
Base Vol:	64	232	96	175	814	321	208	470	77	159	362	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:	64	232	96	175	814	321	208	470	77	159	362	58
Added Vol:	0	26	0	0	-2	0	0	-4	0	0	52	0
PasserByVol:	57	102	26	18	159	86	72	112	30	43	112	23
Initial Fut:	121	360	122	193	971	407	280	578	107	202	526	81
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	121	360	122	193	971	407	280	578	107	202	526	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	121	360	122	193	971	407	280	578	107	202	526	81
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	121	360	122	193	971	407	280	578	107	202	526	81

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	0.83	0.98	0.95	0.83	0.98	0.95
Lanes:	2.00	1.48	0.52	1.00	2.00	1.00	2.00	1.68	0.32	2.00	1.73	0.27
Final Sat.:	3150	2763	936	1750	3800	1750	3150	3122	578	3150	3206	494

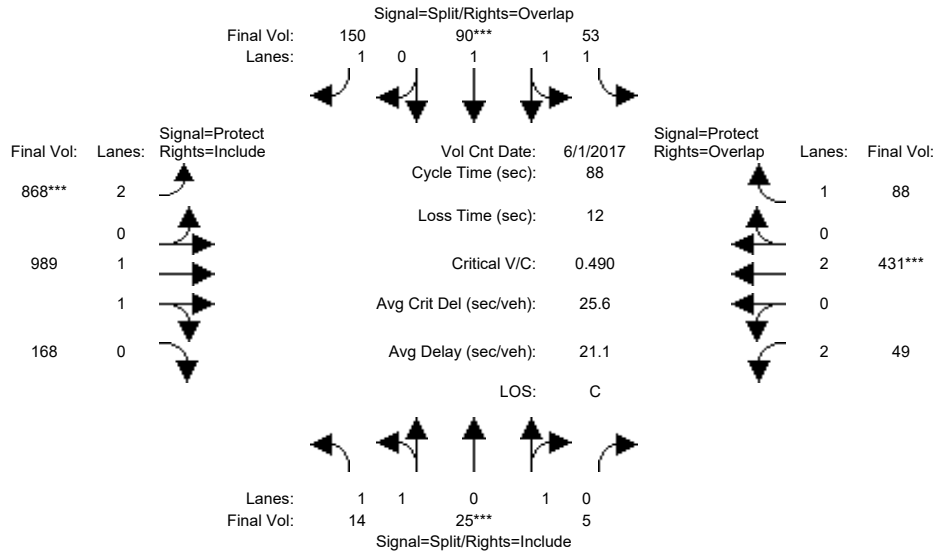
Capacity Analysis Module:												
Vol/Sat:	0.04	0.13	0.13	0.11	0.26	0.23	0.09	0.19	0.19	0.06	0.16	0.16
Crit Moves:	****				****		****				****	
Green Time:	9.0	37.3	37.3	31.5	59.8	80.6	20.8	44.0	44.0	15.2	38.4	38.4
Volume/Cap:	0.60	0.49	0.49	0.49	0.60	0.40	0.60	0.59	0.59	0.59	0.60	0.60
Delay/Veh:	76.1	45.1	45.1	51.5	32.5	17.6	61.2	42.6	42.6	66.7	46.7	46.7
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:	76.1	45.1	45.1	51.5	32.5	17.6	61.2	42.6	42.6	66.7	46.7	46.7
LOS by Move:	E	D	D	D	C	B	E	D	D	E	D	D
HCM2k95thQ:	7	16	16	14	27	18	13	21	21	10	19	19

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

550 East Brokaw Road Office Development TA

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

Intersection #3564: GUADALUPE/ORCHARD



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	1 Jun 2017	<<												
Base Vol:	14	25	5	53	90	150	868	989	168	49	431	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:	14	25	5	53	90	150	868	989	168	49	431	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:	14	25	5	53	90	150	868	989	168	49	431	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:	14	25	5	53	90	150	868	989	168	49	431	88					
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0					
Reduced Vol:	14	25	5	53	90	150	868	989	168	49	431	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:	14	25	5	53	90	150	868	989	168	49	431	88					

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	0.92	0.83	0.98	0.95	0.83	1.00	0.92
Lanes:	1.00	1.66	0.34	1.15	1.85	1.00	2.00	1.70	0.30	2.00	2.00	1.00
Final Sat.:	1750	3083	617	2019	3428	1750	3150	3162	537	3150	3800	1750

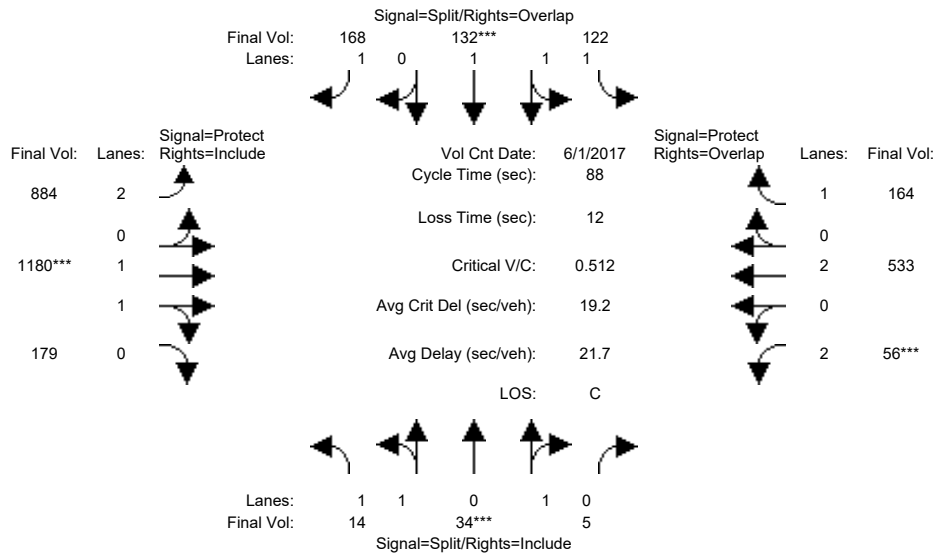
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.03	0.03	0.09	0.28	0.31	0.31	0.02	0.11	0.05
Crit Moves:	****			****			****			****		
Green Time:	10.0	10.0	10.0	10.0	10.0	49.7	39.7	44.6	44.6	11.4	16.3	26.3
Volume/Cap:	0.07	0.07	0.07	0.23	0.23	0.15	0.61	0.62	0.62	0.12	0.61	0.17
Delay/Veh:	34.9	34.9	34.9	35.7	35.7	9.2	19.1	16.2	16.2	34.0	34.5	22.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.9	34.9	34.9	35.7	35.7	9.2	19.1	16.2	16.2	34.0	34.5	22.9
LOS by Move:	C	C	C	D	D	A	B	B	B	C	C	C
HCM2k95thQ:	1	1	1	3	3	4	20	22	22	1	10	4

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

550 East Brokaw Road Office Development TA

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

Intersection #3564: GUADALUPE/ORCHARD



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	1 Jun 2017	<<							
Base Vol:	14	25	5	53	90	150	868	989	168	49	431	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:	14	25	5	53	90	150	868	989	168	49	431	88
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	9	0	69	42	18	16	191	11	7	102	76
Initial Fut:	14	34	5	122	132	168	884	1180	179	56	533	164
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	14	34	5	122	132	168	884	1180	179	56	533	164
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	34	5	122	132	168	884	1180	179	56	533	164
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	14	34	5	122	132	168	884	1180	179	56	533	164

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.93	0.98	0.92	0.83	0.98	0.95	0.83	1.00	0.92
Lanes:	1.00	1.74	0.26	1.48	1.52	1.00	2.00	1.73	0.27	2.00	2.00	1.00
Final Sat.:	1750	3225	474	2616	2830	1750	3150	3212	487	3150	3800	1750

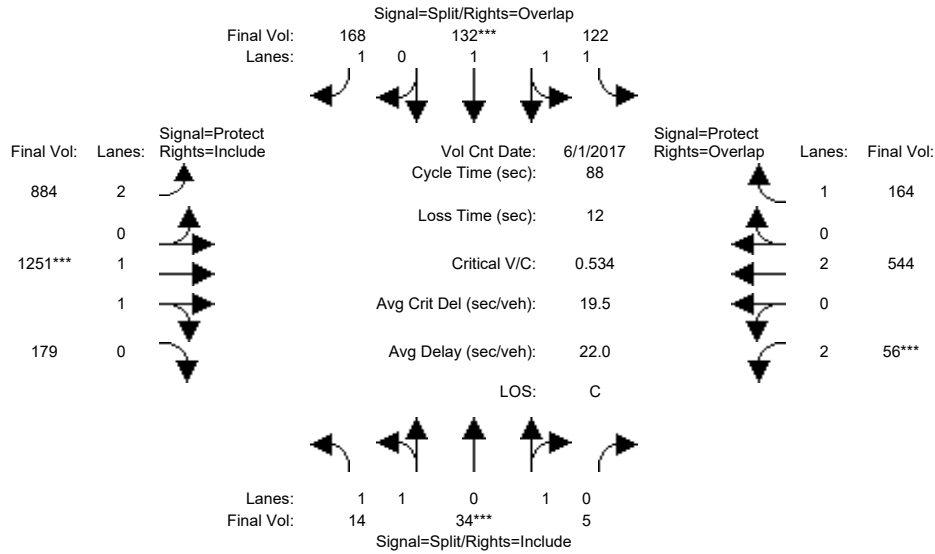
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.05	0.05	0.10	0.28	0.37	0.37	0.02	0.14	0.09
Crit Moves:	****			****			****			****		
Green Time:	10.0	10.0	10.0	10.0	10.0	47.3	37.3	49.0	49.0	7.0	18.7	28.7
Volume/Cap:	0.07	0.09	0.09	0.41	0.41	0.18	0.66	0.66	0.66	0.22	0.66	0.29
Delay/Veh:	34.9	35.0	35.0	36.7	36.7	10.5	21.5	14.5	14.5	38.4	33.8	22.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.9	35.0	35.0	36.7	36.7	10.5	21.5	14.5	14.5	38.4	33.8	22.4
LOS by Move:	C	D	D	D	D	B	C	B	B	D	C	C
HCM2k95thQ:	1	1	1	5	5	5	22	25	25	2	12	7

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

550 East Brokaw Road Office Development TA

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

Intersection #3564: GUADALUPE/ORCHARD



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	1 Jun 2017	<<											
Base Vol:	14	25	5	53	90	150	868	989	168	49	431	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:	14	25	5	53	90	150	868	989	168	49	431	88				
Added Vol:	0	0	0	0	0	0	0	71	0	0	11	0				
PasserByVol:	0	9	0	69	42	18	16	191	11	7	102	76				
Initial Fut:	14	34	5	122	132	168	884	1251	179	56	544	164				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	14	34	5	122	132	168	884	1251	179	56	544	164				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	14	34	5	122	132	168	884	1251	179	56	544	164				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Volume:	14	34	5	122	132	168	884	1251	179	56	544	164				

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.93	0.98	0.92	0.83	0.98	0.95	0.83	1.00	0.92
Lanes:	1.00	1.74	0.26	1.48	1.52	1.00	2.00	1.74	0.26	2.00	2.00	1.00
Final Sat.:	1750	3225	474	2616	2830	1750	3150	3237	463	3150	3800	1750

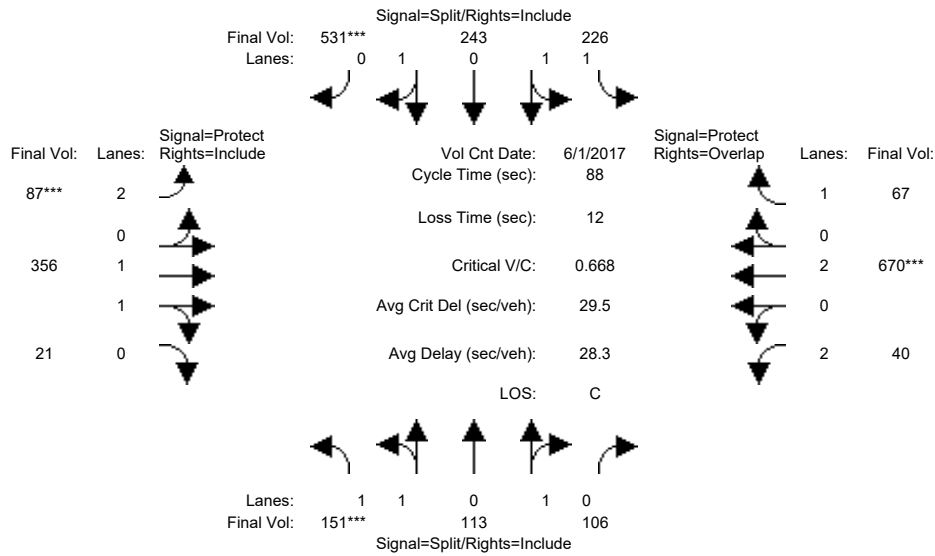
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.05	0.05	0.10	0.28	0.39	0.39	0.02	0.14	0.09
Crit Moves:	****			****			****			****		
Green Time:	10.0	10.0	10.0	10.0	10.0	47.1	37.1	49.0	49.0	7.0	18.9	28.9
Volume/Cap:	0.07	0.09	0.09	0.41	0.41	0.18	0.67	0.69	0.69	0.22	0.67	0.29
Delay/Veh:	34.9	35.0	35.0	36.7	36.7	10.6	21.8	15.1	15.1	38.4	33.8	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:	34.9	35.0	35.0	36.7	36.7	10.6	21.8	15.1	15.1	38.4	33.8	22.2
LOS by Move:	C	D	D	D	D	B	C	B	B	D	C	C
HCM2k95thQ:	1	1	1	5	5	5	22	27	27	2	12	7

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

550 East Brokaw Road Office Development TA

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

Intersection #3564: GUADALUPE/ORCHARD



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 1 Jun 2017 <<

Base Vol:	151	113	106	226	243	531	87	356	21	40	670	67
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	151	113	106	226	243	531	87	356	21	40	670	67
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	151	113	106	226	243	531	87	356	21	40	670	67
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	151	113	106	226	243	531	87	356	21	40	670	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	151	113	106	226	243	531	87	356	21	40	670	67
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	151	113	106	226	243	531	87	356	21	40	670	67

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.95	0.92	1.00	0.92	0.83	0.98	0.95	0.83	1.00	0.92
Lanes:	1.24	0.91	0.85	1.00	1.00	1.00	2.00	1.89	0.11	2.00	2.00	1.00
Final Sat.:	2183	1634	1533	1758	1891	1750	3150	3494	206	3150	3800	1750

Capacity Analysis Module:

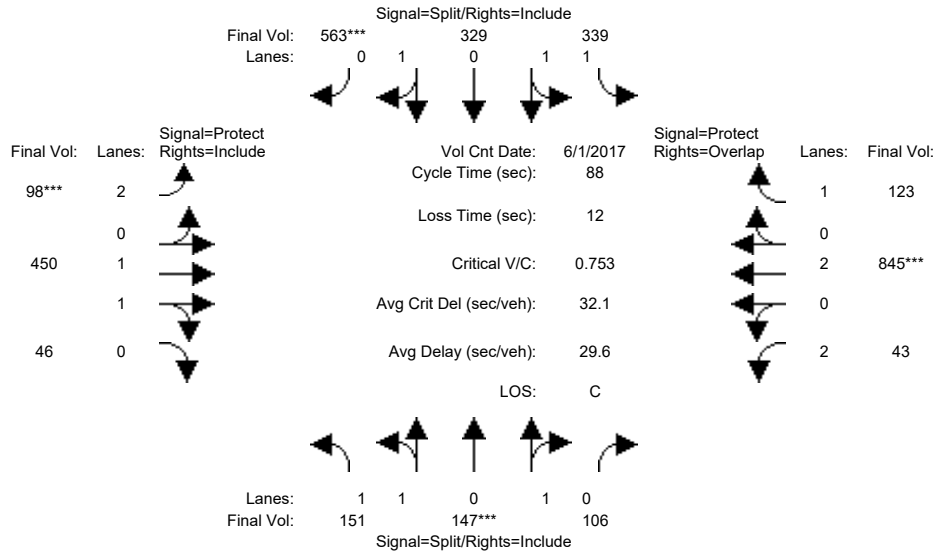
Vol/Sat:	0.07	0.07	0.07	0.13	0.13	0.30	0.03	0.10	0.10	0.01	0.18	0.04
Crit Moves:	****					****	****				****	
Green Time:	10.0	10.0	10.0	37.3	37.3	37.3	7.0	16.9	16.9	11.8	21.7	59.0
Volume/Cap:	0.61	0.61	0.61	0.30	0.30	0.72	0.35	0.53	0.53	0.09	0.72	0.06
Delay/Veh:	38.9	38.9	38.9	16.8	16.8	22.7	39.2	32.8	32.8	33.5	33.0	5.0
User DelAdj:	1.00	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	38.9	38.9	16.8	16.8	22.7	39.2	32.8	32.8	33.5	33.0	5.0
LOS by Move:	D	D	D	B	B	C	D	C	C	C	C	A
HCM2k95thQ:	9	9	9	9	9	25	4	10	10	1	16	1

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

550 East Brokaw Road Office Development TA

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

Intersection #3564: GUADALUPE/ORCHARD



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 1 Jun 2017 <<

Base Vol:	151	113	106	226	243	531	87	356	21	40	670	67
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	151	113	106	226	243	531	87	356	21	40	670	67
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	34	0	113	86	32	11	94	25	3	175	56
Initial Fut:	151	147	106	339	329	563	98	450	46	43	845	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:	151	147	106	339	329	563	98	450	46	43	845	123
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	151	147	106	339	329	563	98	450	46	43	845	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:	151	147	106	339	329	563	98	450	46	43	845	123

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	0.83	0.98	0.95	0.83	1.00	0.92
Lanes:	1.14	1.08	0.78	1.06	0.94	1.00	2.00	1.81	0.19	2.00	2.00	1.00
Final Sat.:	1999	1946	1404	1848	1794	1750	3150	3357	343	3150	3800	1750

Capacity Analysis Module:

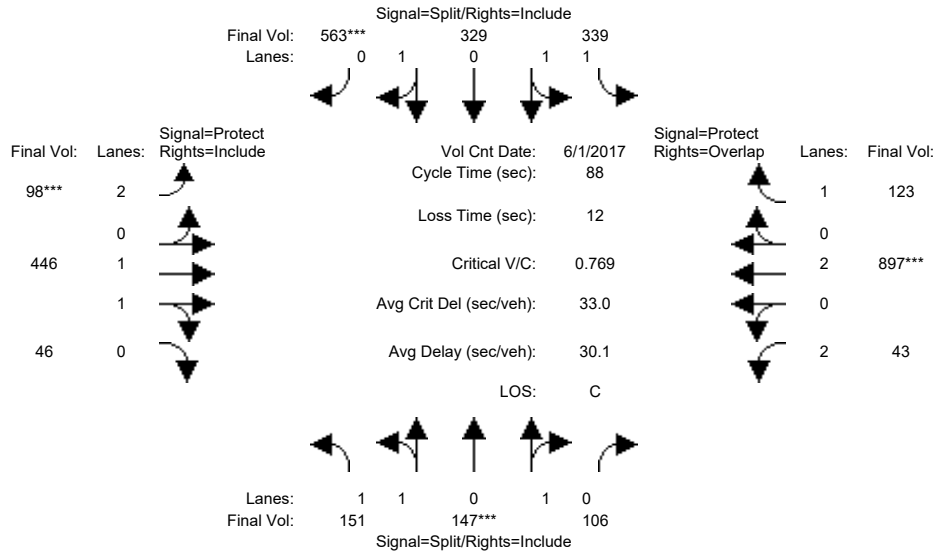
Vol/Sat:	0.08	0.08	0.08	0.18	0.18	0.32	0.03	0.13	0.13	0.01	0.22	0.07
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	10.0	10.0	10.0	34.9	34.9	34.9	7.0	19.5	19.5	11.6	24.1	59.0
Volume/Cap:	0.66	0.66	0.66	0.46	0.46	0.81	0.39	0.60	0.60	0.10	0.81	0.10
Delay/Veh:	40.2	40.2	40.2	19.8	19.8	27.1	39.5	32.0	32.0	33.7	34.7	5.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.2	40.2	40.2	19.8	19.8	27.1	39.5	32.0	32.0	33.7	34.7	5.2
LOS by Move:	D	D	D	B	B	C	D	C	C	C	C	A
HCM2k95thQ:	10	10	10	14	14	29	4	13	13	1	20	3

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

550 East Brokaw Road Office Development TA

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

Intersection #3564: GUADALUPE/ORCHARD



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count Date: 1 Jun 2017 <<											
Base Vol:	151	113	106	226	243	531	87	356	21	40	670	67
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	151	113	106	226	243	531	87	356	21	40	670	67
Added Vol:	0	0	0	0	0	0	0	-4	0	0	52	0
PasserByVol:	0	34	0	113	86	32	11	94	25	3	175	56
Initial Fut:	151	147	106	339	329	563	98	446	46	43	897	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:	151	147	106	339	329	563	98	446	46	43	897	123
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	151	147	106	339	329	563	98	446	46	43	897	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:	151	147	106	339	329	563	98	446	46	43	897	123

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	0.83	0.98	0.95	0.83	1.00	0.92
Lanes:	1.14	1.08	0.78	1.06	0.94	1.00	2.00	1.81	0.19	2.00	2.00	1.00
Final Sat.:	1999	1946	1404	1848	1794	1750	3150	3354	346	3150	3800	1750

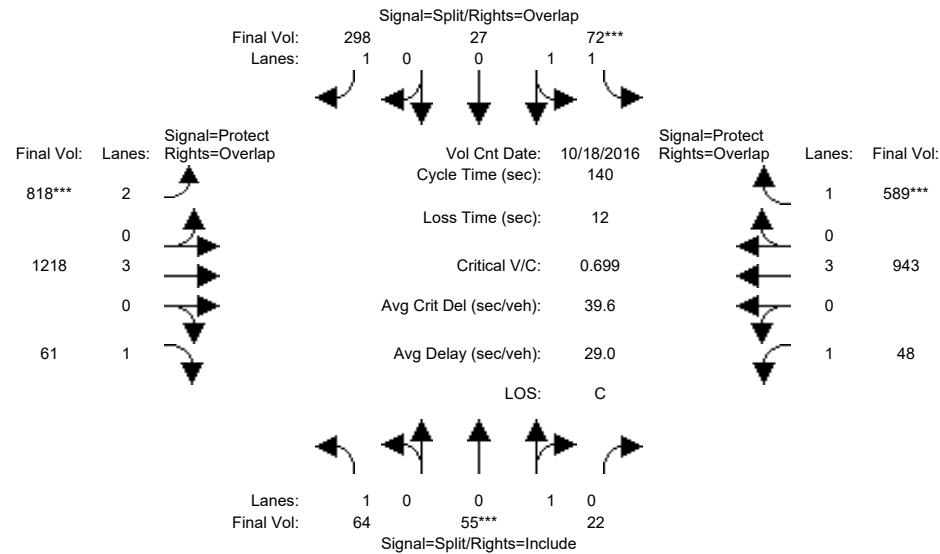
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.08	0.18	0.18	0.32	0.03	0.13	0.13	0.01	0.24	0.07
Crit Moves:		****				****	****			****		
Green Time:	10.0	10.0	10.0	34.0	34.0	34.0	7.0	20.0	20.0	12.0	25.0	59.0
Volume/Cap:	0.66	0.66	0.66	0.47	0.47	0.83	0.39	0.59	0.59	0.10	0.83	0.10
Delay/Veh:	40.2	40.2	40.2	20.4	20.4	28.6	39.5	31.4	31.4	33.4	35.2	5.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.2	40.2	40.2	20.4	20.4	28.6	39.5	31.4	31.4	33.4	35.2	5.2
LOS by Move:	D	D	D	C	C	C	D	C	C	C	D	A
HCM2k95thQ:	10	10	10	14	14	30	4	13	13	1	21	3

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

550 East Brokaw Road Office Development TA

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

Intersection #3096: DE LA CRUZ/TRIMBLE



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count Date: 18 Oct 2016 <<											
Base Vol:	64	55	22	72	27	298	818	1218	61	48	943	589
Growth Adj:	1.00	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	55	22	72	27	298	818	1218	61	48	943	589
Added Vol:	0	0	0	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	55	22	72	27	298	818	1218	61	48	943	589
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	64	55	22	72	27	298	818	1218	61	48	943	589
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	55	22	72	27	298	818	1218	61	48	943	589
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	64	55	22	72	27	298	818	1218	61	48	943	589

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.93	0.95	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.71	0.29	1.46	0.54	1.00	2.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	1286	514	2582	968	1750	3150	5700	1750	1750	5700	1750

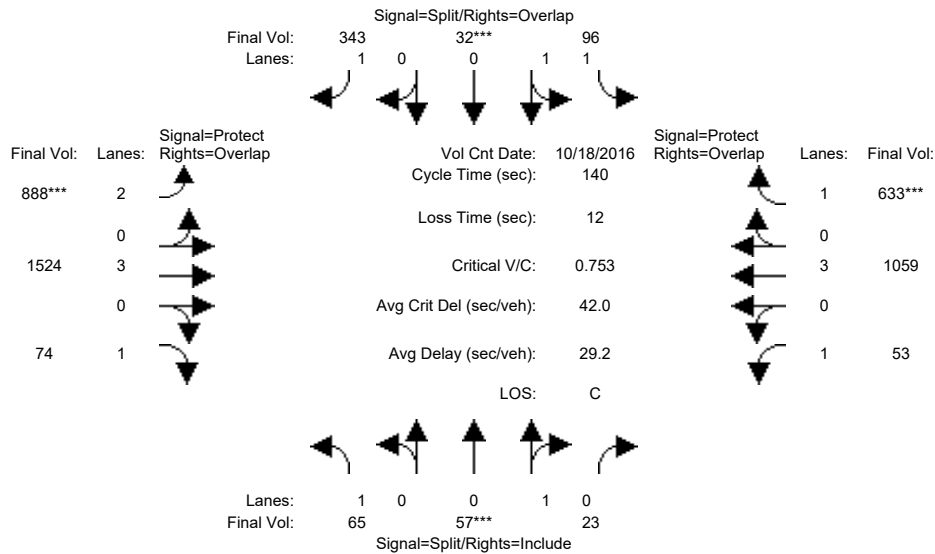
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.03	0.03	0.17	0.26	0.21	0.03	0.03	0.17	0.34
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	10.0	10.0	10.0	10.0	10.0	63.4	53.4	87.5	97.5	20.5	54.6	64.6
Volume/Cap:	0.51	0.60	0.60	0.39	0.39	0.38	0.68	0.34	0.05	0.19	0.42	0.73
Delay/Veh:	66.2	70.6	70.6	63.1	63.1	25.5	37.7	12.6	6.7	52.8	31.4	34.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	66.2	70.6	70.6	63.1	63.1	25.5	37.7	12.6	6.7	52.8	31.4	34.0
LOS by Move:	E	E	E	E	E	C	D	B	A	D	C	C
HCM2k95thQ:	7	9	9	4	4	16	31	15	2	4	17	37

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

550 East Brokaw Road Office Development TA

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

Intersection #3096: DE LA CRUZ/TRIMBLE



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 18 Oct 2016 <<

Base Vol:	64	55	22	72	27	298	818	1218	61	48	943	589
Growth Adj:	1.00	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	55	22	72	27	298	818	1218	61	48	943	589
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	1	2	1	24	5	45	70	306	13	5	116	44
Initial Fut:	65	57	23	96	32	343	888	1524	74	53	1059	633
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	65	57	23	96	32	343	888	1524	74	53	1059	633
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	57	23	96	32	343	888	1524	74	53	1059	633
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	65	57	23	96	32	343	888	1524	74	53	1059	633

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.93	0.95	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.71	0.29	1.51	0.49	1.00	2.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	1282	517	2662	887	1750	3150	5700	1750	1750	5700	1750

Capacity Analysis Module:

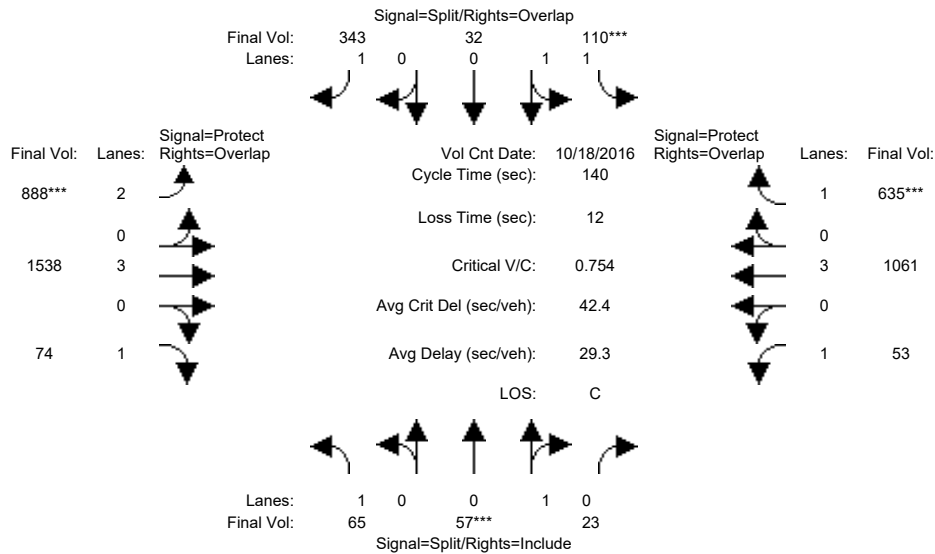
Vol/Sat:	0.04	0.04	0.04	0.04	0.04	0.20	0.28	0.27	0.04	0.03	0.19	0.36
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	10.0	10.0	10.0	10.0	10.0	63.2	53.2	91.0	101.0	17.0	54.8	64.8
Volume/Cap:	0.52	0.62	0.62	0.50	0.50	0.43	0.74	0.41	0.06	0.25	0.47	0.78
Delay/Veh:	66.5	72.3	72.3	64.3	64.3	26.6	40.0	11.8	5.7	56.3	32.0	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:	66.5	72.3	72.3	64.3	64.3	26.6	40.0	11.8	5.7	56.3	32.0	36.6
LOS by Move:	E	E	E	E	E	C	D	B	A	E	C	D
HCM2k95thQ:	7	9	9	5	5	18	35	19	2	4	20	40

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

550 East Brokaw Road Office Development TA

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

Intersection #3096: DE LA CRUZ/TRIMBLE



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 18 Oct 2016 <<

Base Vol:	64	55	22	72	27	298	818	1218	61	48	943	589
Growth Adj:	1.00	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	55	22	72	27	298	818	1218	61	48	943	589
Added Vol:	0	0	0	14	0	0	0	14	0	0	2	2
PasserByVol:	1	2	1	24	5	45	70	306	13	5	116	44
Initial Fut:	65	57	23	110	32	343	888	1538	74	53	1061	635
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	65	57	23	110	32	343	888	1538	74	53	1061	635
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	57	23	110	32	343	888	1538	74	53	1061	635
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	65	57	23	110	32	343	888	1538	74	53	1061	635

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.93	0.95	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.71	0.29	1.56	0.44	1.00	2.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	1282	517	2750	800	1750	3150	5700	1750	1750	5700	1750

Capacity Analysis Module:

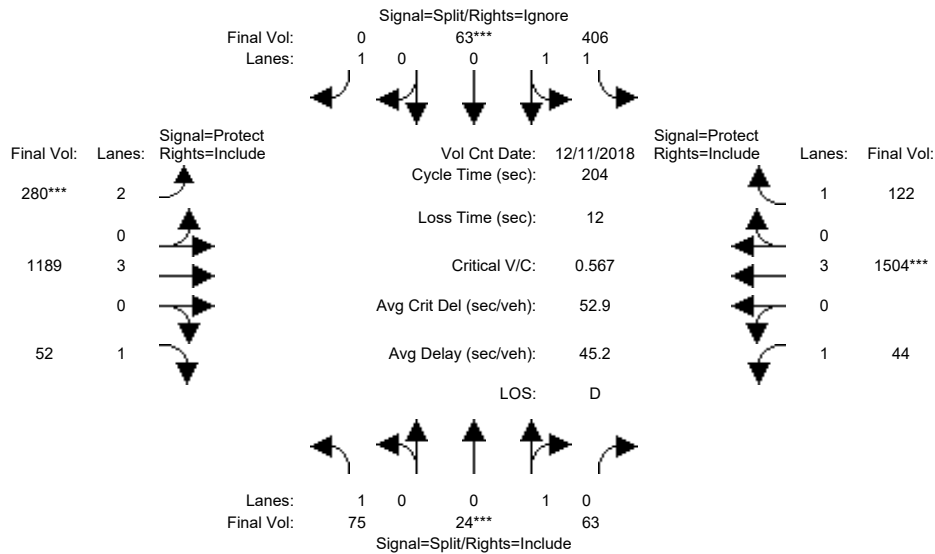
Vol/Sat:	0.04	0.04	0.04	0.04	0.04	0.20	0.28	0.27	0.04	0.03	0.19	0.36
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	10.0	10.0	10.0	10.0	10.0	63.1	53.1	91.1	101.1	16.9	54.9	64.9
Volume/Cap:	0.52	0.62	0.62	0.56	0.56	0.43	0.74	0.41	0.06	0.25	0.47	0.78
Delay/Veh:	66.5	72.3	72.3	65.7	65.7	26.7	40.1	11.8	5.7	56.5	31.9	36.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	66.5	72.3	72.3	65.7	65.7	26.7	40.1	11.8	5.7	56.5	31.9	36.6
LOS by Move:	E	E	E	E	E	C	D	B	A	E	C	D
HCM2k95thQ:	7	9	9	6	6	18	35	19	2	4	20	40

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

550 East Brokaw Road Office Development TA

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

Intersection #3096: DE LA CRUZ/TRIMBLE



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	11 Dec 2018	<<	4:30 - 5:30 PM											
Base Vol:	75	24	63	406	63	793	280	1189	52	44	1504	122					
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
Initial Bse:	75	24	63	406	63	793	280	1189	52	44	1504	122					
Added Vol:	0	0	0	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	24	63	406	63	793	280	1189	52	44	1504	122					
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:	75	24	63	406	63	0	280	1189	52	44	1504	122					
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0					
Reduced Vol:	75	24	63	406	63	0	280	1189	52	44	1504	122					
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00					
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00					
Final Volume:	75	24	63	406	63	0	280	1189	52	44	1504	122					

Saturation Flow Module:															
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900			
Adjustment:	0.92	0.95	0.95	0.93	0.95	0.92	0.83	1.00	0.92	0.92	1.00	0.92			
Lanes:	1.00	0.28	0.72	1.74	0.26	1.00	2.00	3.00	1.00	1.00	3.00	1.00			
Final Sat.:	1750	497	1303	3073	477	1750	3150	5700	1750	1750	5700	1750			

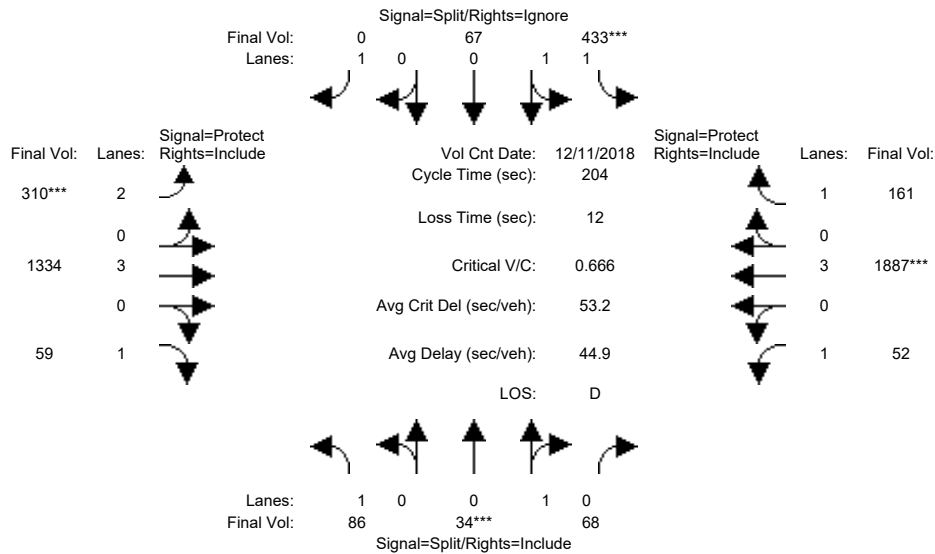
Capacity Analysis Module:															
Vol/Sat:	0.04	0.05	0.05	0.13	0.13	0.00	0.09	0.21	0.03	0.03	0.26	0.07			
Crit Moves:	****			****			****				****				
Green Time:	17.4	17.4	17.4	47.6	47.6	0.0	32.0	109	109.1	17.9	95.0	95.0			
Volume/Cap:	0.50	0.57	0.57	0.57	0.57	0.00	0.57	0.39	0.06	0.29	0.57	0.15			
Delay/Veh:	91.8	94.6	94.6	70.0	70.0	0.0	81.1	28.0	22.8	88.1	39.8	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:	91.8	94.6	94.6	70.0	70.0	0.0	81.1	28.0	22.8	88.1	39.8	31.4			
LOS by Move:	F	F	F	E	E	A	F	C	C	F	D	C			
HCM2k95thQ:	10	12	12	24	24	0	19	25	3	5	36	9			

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

550 East Brokaw Road Office Development TA

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

Intersection #3096: DE LA CRUZ/TRIMBLE



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	11 Dec 2018	<<	4:30 - 5:30 PM						
Base Vol:	75	24	63	406	63	793	280	1189	52	44	1504	122
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	75	24	63	406	63	793	280	1189	52	44	1504	122
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	11	10	5	27	4	51	30	145	7	8	383	39
Initial Fut:	86	34	68	433	67	844	310	1334	59	52	1887	161
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:	86	34	68	433	67	0	310	1334	59	52	1887	161
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	86	34	68	433	67	0	310	1334	59	52	1887	161
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:	86	34	68	433	67	0	310	1334	59	52	1887	161

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.93	0.95	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.33	0.67	1.74	0.26	1.00	2.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	600	1200	3074	476	1750	3150	5700	1750	1750	5700	1750

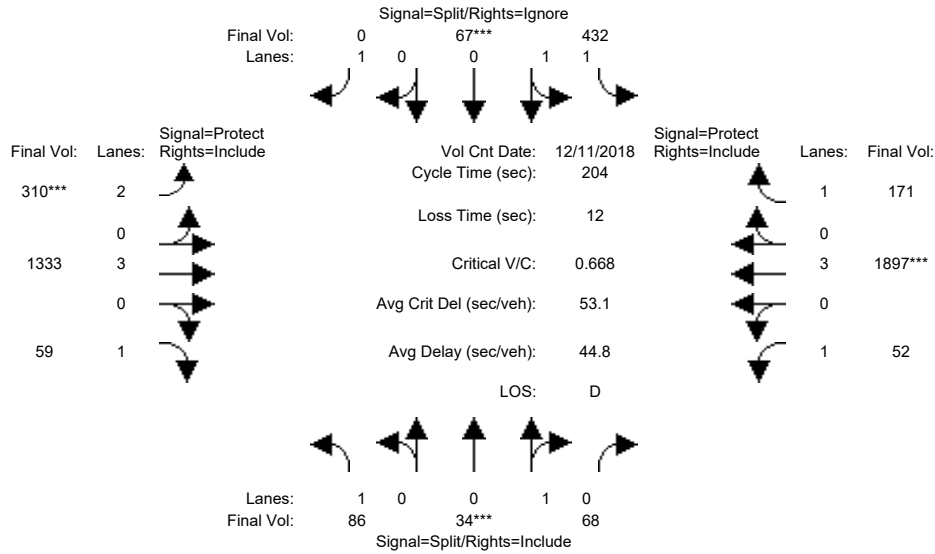
Capacity Analysis Module:												
Vol/Sat:	0.05	0.06	0.06	0.14	0.14	0.00	0.10	0.23	0.03	0.03	0.33	0.09
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	17.4	17.4	17.4	43.1	43.1	0.0	30.1	115	114.7	16.8	101	101.4
Volume/Cap:	0.58	0.67	0.67	0.67	0.67	0.00	0.67	0.42	0.06	0.36	0.67	0.19
Delay/Veh:	95.3	101	101.2	76.1	76.1	0.0	85.8	25.6	20.3	90.0	39.2	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:	95.3	101	101.2	76.1	76.1	0.0	85.8	25.6	20.3	90.0	39.2	28.5
LOS by Move:	F	F	F	E	E	A	F	C	C	F	D	C
HCM2k95thQ:	12	14	14	25	25	0	21	27	3	6	46	11

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

550 East Brokaw Road Office Development TA

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

Intersection #3096: DE LA CRUZ/TRIMBLE



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	11 Dec 2018	<<	4:30 - 5:30 PM						
Base Vol:	75	24	63	406	63	793	280	1189	52	44	1504	122
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	75	24	63	406	63	793	280	1189	52	44	1504	122
Added Vol:	0	0	0	-1	0	0	0	-1	0	0	10	10
PasserByVol:	11	10	5	27	4	51	30	145	7	8	383	39
Initial Fut:	86	34	68	432	67	844	310	1333	59	52	1897	171
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:	86	34	68	432	67	0	310	1333	59	52	1897	171
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	86	34	68	432	67	0	310	1333	59	52	1897	171
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:	86	34	68	432	67	0	310	1333	59	52	1897	171

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.93	0.95	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.33	0.67	1.74	0.26	1.00	2.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	600	1200	3073	477	1750	3150	5700	1750	1750	5700	1750

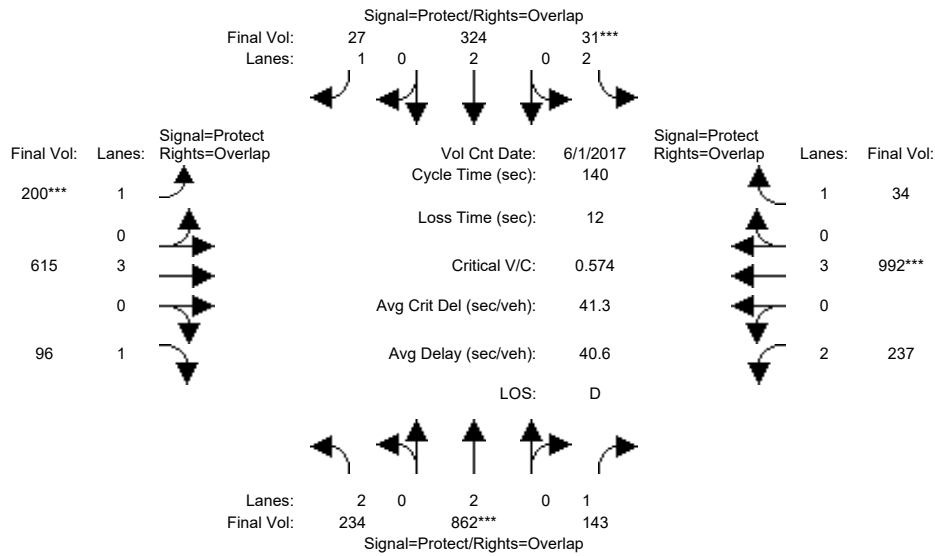
Capacity Analysis Module:												
Vol/Sat:	0.05	0.06	0.06	0.14	0.14	0.00	0.10	0.23	0.03	0.03	0.33	0.10
Crit Moves:	****			****			****				****	
Green Time:	17.3	17.3	17.3	42.9	42.9	0.0	30.1	115	114.9	16.9	102	101.7
Volume/Cap:	0.58	0.67	0.67	0.67	0.67	0.00	0.67	0.42	0.06	0.36	0.67	0.20
Delay/Veh:	95.4	101	101.3	76.3	76.3	0.0	86.0	25.5	20.2	90.0	39.1	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:	95.4	101	101.3	76.3	76.3	0.0	86.0	25.5	20.2	90.0	39.1	28.6
LOS by Move:	F	F	F	E	E	A	F	C	C	F	D	C
HCM2k95thQ:	12	14	14	25	25	0	21	27	3	6	46	12

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

550 East Brokaw Road Office Development TA

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

Intersection #3098: FIRST/TRIMBLE



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 1 Jun 2017 <<

Base Vol:	234	862	143	31	324	27	200	615	96	237	992	34
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	234	862	143	31	324	27	200	615	96	237	992	34
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	234	862	143	31	324	27	200	615	96	237	992	34
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	234	862	143	31	324	27	200	615	96	237	992	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	234	862	143	31	324	27	200	615	96	237	992	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	234	862	143	31	324	27	200	615	96	237	992	34

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	1750	5700	1750	3150	5700	1750

Capacity Analysis Module:

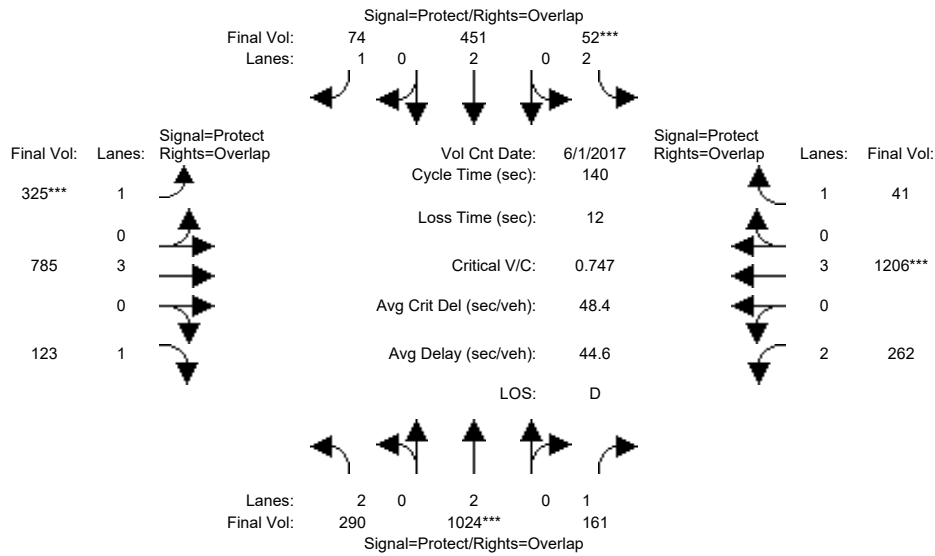
Vol/Sat:	0.07	0.23	0.08	0.01	0.09	0.02	0.11	0.11	0.05	0.08	0.17	0.02
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	28.1	53.3	81.1	7.0	32.2	59.1	26.8	39.9	68.0	27.8	40.9	47.9
Volume/Cap:	0.37	0.60	0.14	0.20	0.37	0.04	0.60	0.38	0.11	0.38	0.60	0.06
Delay/Veh:	48.7	35.4	13.6	64.4	45.6	23.8	54.5	40.3	19.7	49.0	43.1	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:	48.7	35.4	13.6	64.4	45.6	23.8	54.5	40.3	19.7	49.0	43.1	30.9
LOS by Move:	D	D	B	E	D	C	D	D	B	D	D	C
HCM2k95thQ:	10	25	6	2	11	1	16	13	5	10	21	2

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

550 East Brokaw Road Office Development TA

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

Intersection #3098: FIRST/TRIMBLE



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 1 Jun 2017 <<

Base Vol:	234	862	143	31	324	27	200	615	96	237	992	34
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	234	862	143	31	324	27	200	615	96	237	992	34
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	56	162	18	21	127	47	125	170	27	25	214	7
Initial Fut:	290	1024	161	52	451	74	325	785	123	262	1206	41
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	290	1024	161	52	451	74	325	785	123	262	1206	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	290	1024	161	52	451	74	325	785	123	262	1206	41
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	290	1024	161	52	451	74	325	785	123	262	1206	41

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	1750	5700	1750	3150	5700	1750

Capacity Analysis Module:

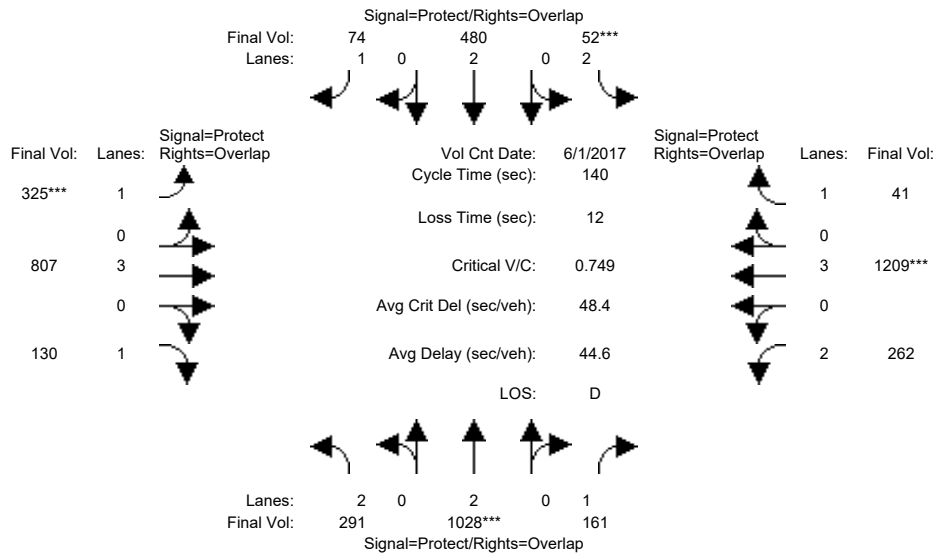
Vol/Sat:	0.09	0.27	0.09	0.02	0.12	0.04	0.19	0.14	0.07	0.08	0.21	0.02
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	24.4	48.9	76.0	7.0	31.5	65.2	33.7	45.0	69.4	27.1	38.4	45.4
Volume/Cap:	0.53	0.77	0.17	0.33	0.53	0.09	0.77	0.43	0.14	0.43	0.77	0.07
Delay/Veh:	53.5	43.4	16.2	65.5	48.3	20.9	58.1	37.6	19.2	50.1	49.2	32.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.5	43.4	16.2	65.5	48.3	20.9	58.1	37.6	19.2	50.1	49.2	32.8
LOS by Move:	D	D	B	E	D	C	E	D	B	D	D	C
HCM2k95thQ:	13	33	7	3	16	4	25	16	6	11	27	3

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

550 East Brokaw Road Office Development TA

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

Intersection #3098: FIRST/TRIMBLE



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	1 Jun 2017	<<											
Base Vol:	234	862	143	31	324	27	200	615	96	237	992	34				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	234	862	143	31	324	27	200	615	96	237	992	34				
Added Vol:	1	4	0	0	29	0	0	22	7	0	3	0				
PasserByVol:	56	162	18	21	127	47	125	170	27	25	214	7				
Initial Fut:	291	1028	161	52	480	74	325	807	130	262	1209	41				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	291	1028	161	52	480	74	325	807	130	262	1209	41				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	291	1028	161	52	480	74	325	807	130	262	1209	41				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Volume:	291	1028	161	52	480	74	325	807	130	262	1209	41				

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	1750	5700	1750	3150	5700	1750

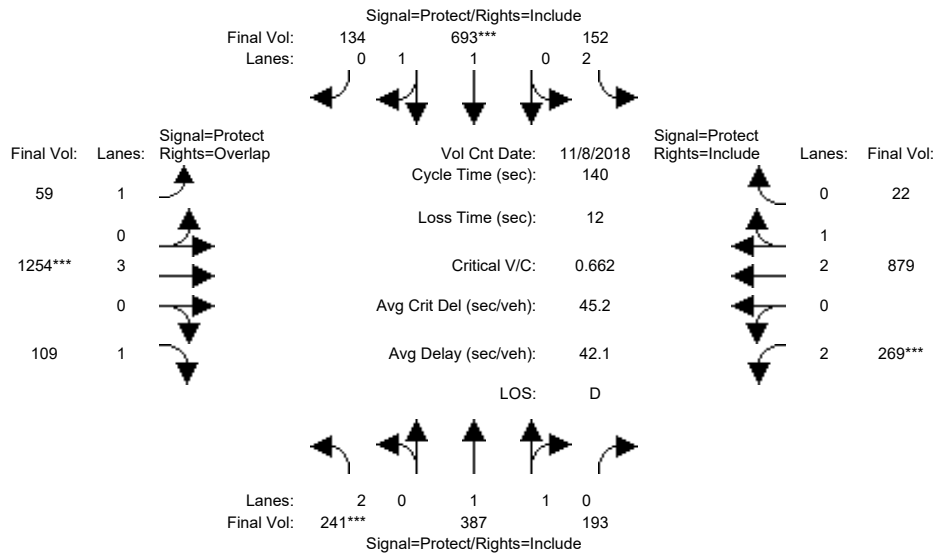
Capacity Analysis Module:												
Vol/Sat:	0.09	0.27	0.09	0.02	0.13	0.04	0.19	0.14	0.07	0.08	0.21	0.02
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	23.6	49.0	75.6	7.0	32.3	66.0	33.6	45.4	69.0	26.7	38.4	45.4
Volume/Cap:	0.55	0.77	0.17	0.33	0.55	0.09	0.77	0.44	0.15	0.44	0.77	0.07
Delay/Veh:	54.5	43.4	16.4	65.5	48.1	20.5	58.3	37.4	19.5	50.6	49.3	32.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.5	43.4	16.4	65.5	48.1	20.5	58.3	37.4	19.5	50.6	49.3	32.8
LOS by Move:	D	D	B	E	D	C	E	D	B	D	D	C
HCM2k95thQ:	13	34	7	3	17	4	25	16	6	11	28	3

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

550 East Brokaw Road Office Development TA

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

Intersection #3098: FIRST/TRIMBLE



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count Date: 8 Nov 2018 << 4:30 - 5:30 PM											
Base Vol:	241	387	193	152	693	134	59	1254	109	269	879	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:	241	387	193	152	693	134	59	1254	109	269	879	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:	241	387	193	152	693	134	59	1254	109	269	879	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:	241	387	193	152	693	134	59	1254	109	269	879	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	241	387	193	152	693	134	59	1254	109	269	879	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:	241	387	193	152	693	134	59	1254	109	269	879	22

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	0.98	0.95	0.92	1.00	0.92	0.83	0.98	0.95
Lanes:	2.00	1.32	0.68	2.00	1.67	0.33	1.00	3.00	1.00	2.00	2.92	0.08
Final Sat.:	3150	2468	1231	3150	3100	599	1750	5700	1750	3150	5463	137

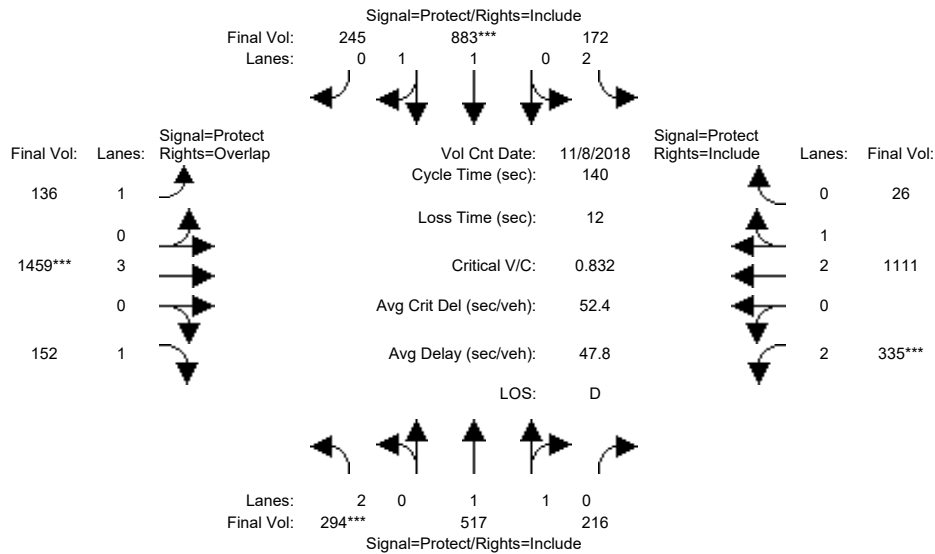
Capacity Analysis Module:												
Vol/Sat:	0.08	0.16	0.16	0.05	0.22	0.22	0.03	0.22	0.06	0.09	0.16	0.16
Crit Moves:	****			****			****			****		
Green Time:	16.2	48.1	48.1	15.3	47.3	47.3	15.3	46.5	62.7	18.1	49.3	49.3
Volume/Cap:	0.66	0.46	0.46	0.44	0.66	0.66	0.31	0.66	0.14	0.66	0.46	0.46
Delay/Veh:	63.8	36.0	36.0	59.2	40.9	40.9	58.4	40.9	22.8	62.1	35.2	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:	63.8	36.0	36.0	59.2	40.9	40.9	58.4	40.9	22.8	62.1	35.2	35.2
LOS by Move:	E	D	D	E	D	D	E	D	C	E	D	D
HCM2k95thQ:	12	18	18	7	27	27	5	26	6	13	18	18

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

550 East Brokaw Road Office Development TA

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

Intersection #3098: FIRST/TRIMBLE



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count Date: 8 Nov 2018 << 4:30 - 5:30 PM											
Base Vol:	241	387	193	152	693	134	59	1254	109	269	879	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:	241	387	193	152	693	134	59	1254	109	269	879	22
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	53	130	23	20	190	111	77	205	43	66	232	4
Initial Fut:	294	517	216	172	883	245	136	1459	152	335	1111	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:	294	517	216	172	883	245	136	1459	152	335	1111	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	294	517	216	172	883	245	136	1459	152	335	1111	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:	294	517	216	172	883	245	136	1459	152	335	1111	26

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	0.98	0.95	0.92	1.00	0.92	0.83	0.98	0.95
Lanes:	2.00	1.39	0.61	2.00	1.55	0.45	1.00	3.00	1.00	2.00	2.93	0.07
Final Sat.:	3150	2609	1090	3150	2896	803	1750	5700	1750	3150	5472	128

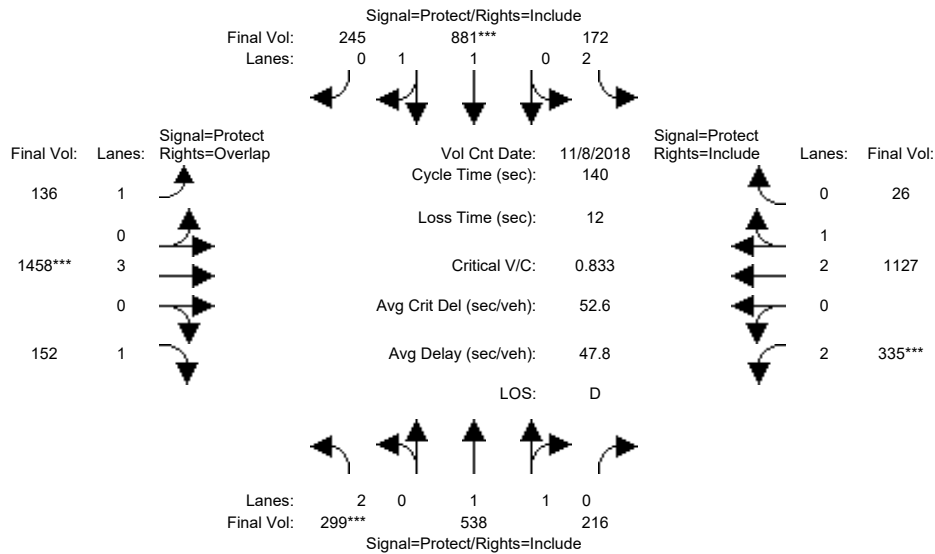
Capacity Analysis Module:												
Vol/Sat:	0.09	0.20	0.20	0.05	0.30	0.30	0.08	0.26	0.09	0.11	0.20	0.20
Crit Moves:	****			****			****			****		
Green Time:	15.7	52.5	52.5	14.5	51.3	51.3	16.9	43.1	58.8	17.9	44.1	44.1
Volume/Cap:	0.83	0.53	0.53	0.53	0.83	0.83	0.64	0.83	0.21	0.83	0.64	0.64
Delay/Veh:	76.2	34.4	34.4	61.1	44.9	44.9	65.4	48.6	25.9	73.3	42.0	42.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	76.2	34.4	34.4	61.1	44.9	44.9	65.4	48.6	25.9	73.3	42.0	42.0
LOS by Move:	E	C	C	E	D	D	E	D	C	E	D	D
HCM2k95thQ:	15	22	22	8	39	39	11	33	8	17	25	25

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

550 East Brokaw Road Office Development TA

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

Intersection #3098: FIRST/TRIMBLE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count Date: 8 Nov 2018 << 4:30 - 5:30 PM											
Base Vol:	241	387	193	152	693	134	59	1254	109	269	879	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:	241	387	193	152	693	134	59	1254	109	269	879	22
Added Vol:	5	21	0	0	-2	0	0	-1	0	0	16	0
PasserByVol:	53	130	23	20	190	111	77	205	43	66	232	4
Initial Fut:	299	538	216	172	881	245	136	1458	152	335	1127	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:	299	538	216	172	881	245	136	1458	152	335	1127	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	299	538	216	172	881	245	136	1458	152	335	1127	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:	299	538	216	172	881	245	136	1458	152	335	1127	26

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	0.98	0.95	0.92	1.00	0.92	0.83	0.98	0.95
Lanes:	2.00	1.41	0.59	2.00	1.55	0.45	1.00	3.00	1.00	2.00	2.93	0.07
Final Sat.:	3150	2639	1060	3150	2894	805	1750	5700	1750	3150	5474	126

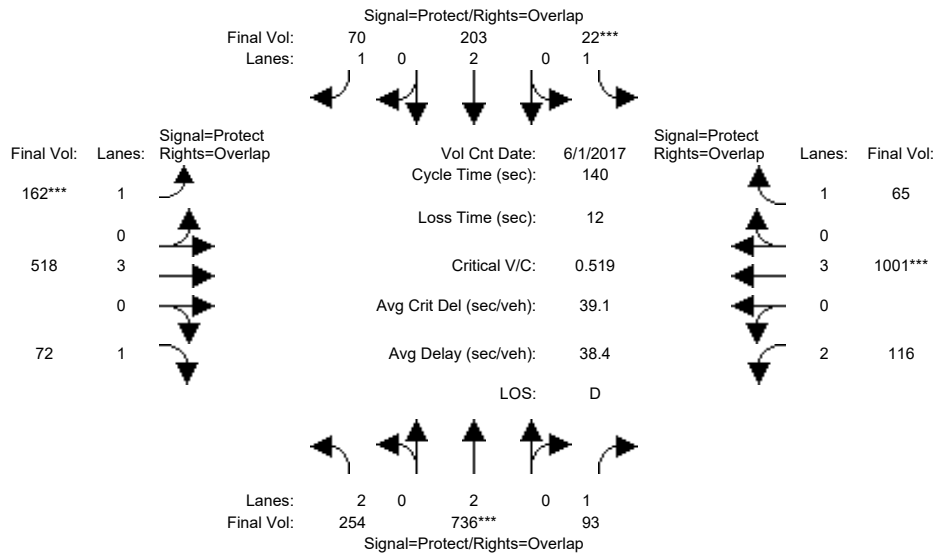
Capacity Analysis Module:												
Vol/Sat:	0.09	0.20	0.20	0.05	0.30	0.30	0.08	0.26	0.09	0.11	0.21	0.21
Crit Moves:	****			****			****			****		
Green Time:	16.0	52.9	52.9	14.2	51.2	51.2	16.7	43.0	59.0	17.9	44.2	44.2
Volume/Cap:	0.83	0.54	0.54	0.54	0.83	0.83	0.65	0.83	0.21	0.83	0.65	0.65
Delay/Veh:	75.9	34.4	34.4	61.6	45.1	45.1	66.1	48.7	25.8	73.4	42.2	42.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	75.9	34.4	34.4	61.6	45.1	45.1	66.1	48.7	25.8	73.4	42.2	42.2
LOS by Move:	E	C	C	E	D	D	E	D	C	E	D	D
HCM2k95thQ:	15	23	23	8	39	39	12	33	8	17	25	25

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

550 East Brokaw Road Office Development TA

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

Intersection #3119: TRIMBLE/ZANKER



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count Date: 1 Jun 2017 <<											
Base Vol:	254	736	93	22	203	70	162	518	72	116	1001	65
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	254	736	93	22	203	70	162	518	72	116	1001	65
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	254	736	93	22	203	70	162	518	72	116	1001	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:	254	736	93	22	203	70	162	518	72	116	1001	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	254	736	93	22	203	70	162	518	72	116	1001	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:	254	736	93	22	203	70	162	518	72	116	1001	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	0.92	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	2.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	1750	3800	1750	1750	5700	1750	3150	5700	1750

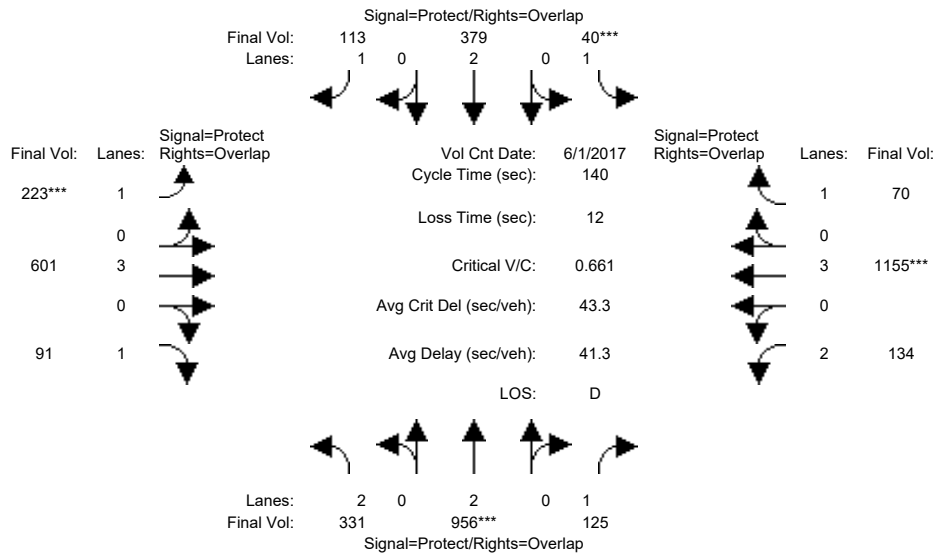
Capacity Analysis Module:												
Vol/Sat:	0.08	0.19	0.05	0.01	0.05	0.04	0.09	0.09	0.04	0.04	0.18	0.04
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	30.6	50.7	75.7	7.0	27.1	51.4	24.3	45.3	75.9	24.9	46.0	53.0
Volume/Cap:	0.37	0.53	0.10	0.25	0.28	0.11	0.53	0.28	0.08	0.21	0.53	0.10
Delay/Veh:	46.8	35.7	15.7	65.5	48.3	29.3	54.6	35.3	15.3	49.3	38.6	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:	46.8	35.7	15.7	65.5	48.3	29.3	54.6	35.3	15.3	49.3	38.6	28.1
LOS by Move:	D	D	B	E	D	C	D	D	B	D	D	C
HCM2k95thQ:	10	22	4	2	7	4	13	10	3	5	21	4

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

550 East Brokaw Road Office Development TA

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

Intersection #3119: TRIMBLE/ZANKER



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count Date: 1 Jun 2017 <<											
Base Vol:	254	736	93	22	203	70	162	518	72	116	1001	65
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	254	736	93	22	203	70	162	518	72	116	1001	65
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	77	220	32	18	176	43	61	83	19	18	154	5
Initial Fut:	331	956	125	40	379	113	223	601	91	134	1155	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:	331	956	125	40	379	113	223	601	91	134	1155	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	331	956	125	40	379	113	223	601	91	134	1155	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:	331	956	125	40	379	113	223	601	91	134	1155	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	0.92	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	2.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	1750	3800	1750	1750	5700	1750	3150	5700	1750

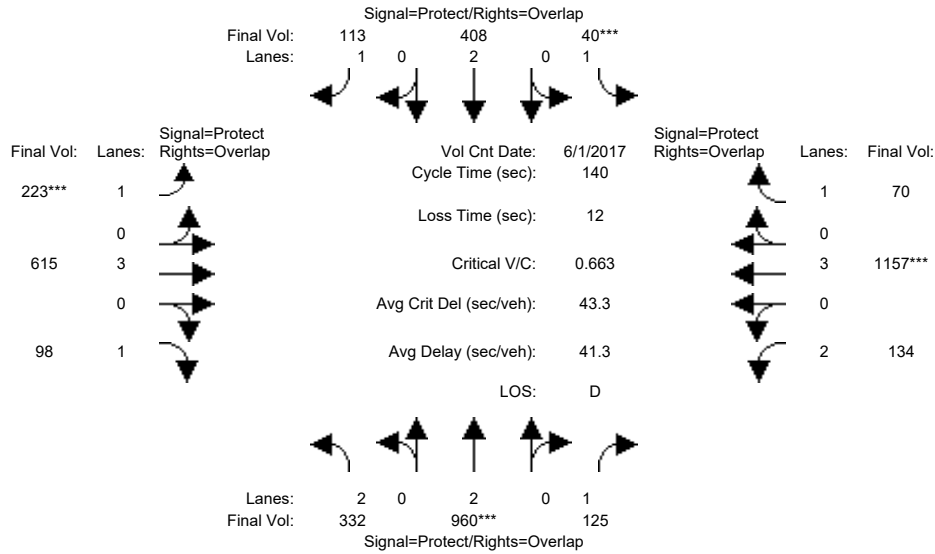
Capacity Analysis Module:												
Vol/Sat:	0.11	0.25	0.07	0.02	0.10	0.06	0.13	0.11	0.05	0.04	0.20	0.04
Crit Moves:	****			****			****			****		
Green Time:	30.4	52.3	74.4	7.0	28.9	55.4	26.5	46.6	77.0	22.1	42.2	49.2
Volume/Cap:	0.48	0.67	0.13	0.46	0.48	0.16	0.67	0.32	0.09	0.27	0.67	0.11
Delay/Veh:	48.4	38.0	16.6	68.4	49.4	27.4	58.1	34.9	15.0	52.2	43.9	30.8
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:	48.4	38.0	16.6	68.4	49.4	27.4	58.1	34.9	15.0	52.2	43.9	30.8
LOS by Move:	D	D	B	E	D	C	E	C	B	D	D	C
HCM2k95thQ:	13	28	6	4	13	6	18	12	4	6	25	4

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

550 East Brokaw Road Office Development TA

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

Intersection #3119: TRIMBLE/ZANKER



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count Date: 1 Jun 2017 <<											
Base Vol:	254	736	93	22	203	70	162	518	72	116	1001	65
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	254	736	93	22	203	70	162	518	72	116	1001	65
Added Vol:	1	4	0	0	29	0	0	14	7	0	2	0
PasserByVol:	77	220	32	18	176	43	61	83	19	18	154	5
Initial Fut:	332	960	125	40	408	113	223	615	98	134	1157	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:	332	960	125	40	408	113	223	615	98	134	1157	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	332	960	125	40	408	113	223	615	98	134	1157	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:	332	960	125	40	408	113	223	615	98	134	1157	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	0.92	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	2.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	1750	3800	1750	1750	5700	1750	3150	5700	1750

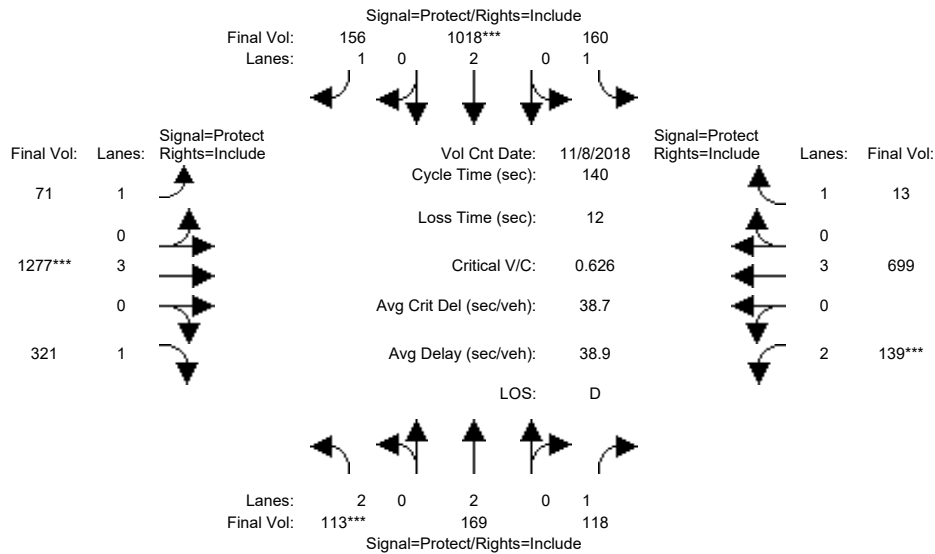
Capacity Analysis Module:												
Vol/Sat:	0.11	0.25	0.07	0.02	0.11	0.06	0.13	0.11	0.06	0.04	0.20	0.04
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	29.4	52.4	74.1	7.0	30.0	56.4	26.4	46.9	76.3	21.7	42.1	49.1
Volume/Cap:	0.50	0.67	0.13	0.46	0.50	0.16	0.67	0.32	0.10	0.27	0.67	0.11
Delay/Veh:	49.4	37.9	16.7	68.4	48.9	26.8	58.2	34.8	15.4	52.5	44.0	30.8
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:	49.4	37.9	16.7	68.4	48.9	26.8	58.2	34.8	15.4	52.5	44.0	30.8
LOS by Move:	D	D	B	E	D	C	E	C	B	D	D	C
HCM2k95thQ:	14	29	6	4	14	6	18	12	4	6	25	4

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

550 East Brokaw Road Office Development TA

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

Intersection #3119: TRIMBLE/ZANKER



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count Date: 8 Nov 2018 << 4:30 - 5:30 PM											
Base Vol:	113	169	118	160	1018	156	71	1277	321	139	699	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	113	169	118	160	1018	156	71	1277	321	139	699	13
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	113	169	118	160	1018	156	71	1277	321	139	699	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	113	169	118	160	1018	156	71	1277	321	139	699	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	113	169	118	160	1018	156	71	1277	321	139	699	13
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	113	169	118	160	1018	156	71	1277	321	139	699	13

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	2.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	1750	3800	1750	1750	5700	1750	3150	5700	1750

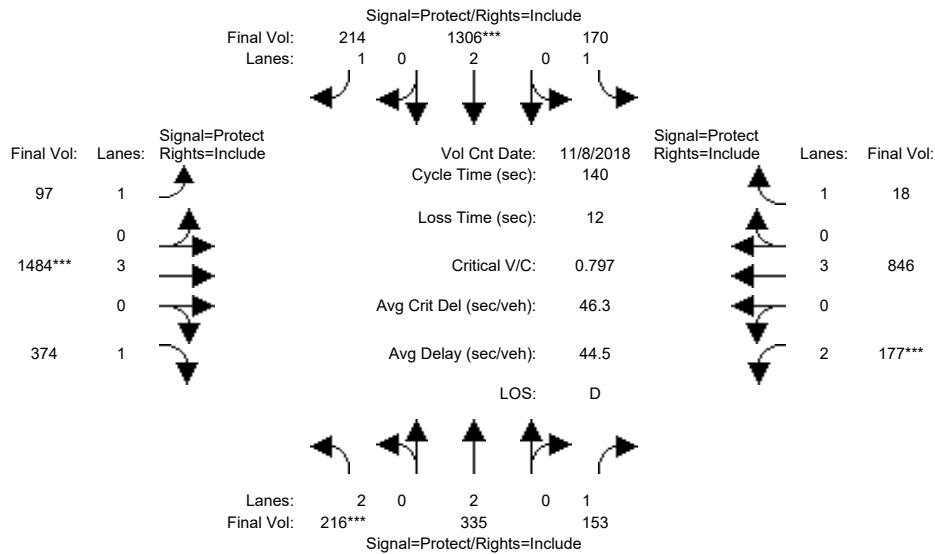
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.07	0.09	0.27	0.09	0.04	0.22	0.18	0.04	0.12	0.01
Crit Moves:	****				****			****		****		
Green Time:	8.0	29.8	29.8	38.2	60.0	60.0	17.4	50.1	50.1	9.9	42.6	42.6
Volume/Cap:	0.63	0.21	0.32	0.34	0.63	0.21	0.33	0.63	0.51	0.63	0.40	0.02
Delay/Veh:	71.3	45.5	47.0	41.2	32.0	25.3	56.8	37.8	36.0	68.8	38.7	34.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	71.3	45.5	47.0	41.2	32.0	25.3	56.8	37.8	36.0	68.8	38.7	34.1
LOS by Move:	E	D	D	D	C	C	E	D	D	E	D	C
HCM2k95thQ:	6	6	9	11	29	9	6	26	20	7	14	1

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

550 East Brokaw Road Office Development TA

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

Intersection #3119: TRIMBLE/ZANKER



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 8 Nov 2018 << 4:30 - 5:30 PM

Base Vol:	113	169	118	160	1018	156	71	1277	321	139	699	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	113	169	118	160	1018	156	71	1277	321	139	699	13
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	103	166	35	10	288	58	26	207	53	38	147	5
Initial Fut:	216	335	153	170	1306	214	97	1484	374	177	846	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	216	335	153	170	1306	214	97	1484	374	177	846	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	216	335	153	170	1306	214	97	1484	374	177	846	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	216	335	153	170	1306	214	97	1484	374	177	846	18

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	2.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	1750	3800	1750	1750	5700	1750	3150	5700	1750

Capacity Analysis Module:

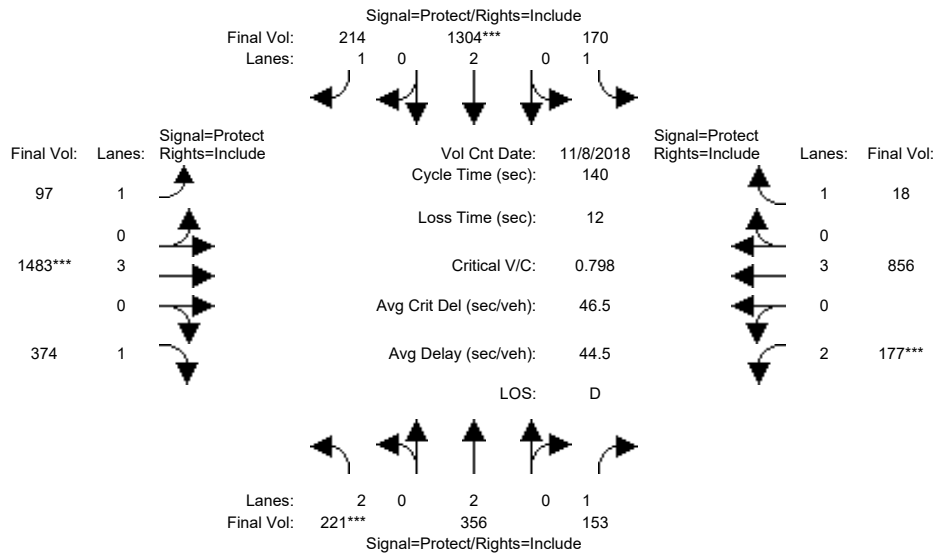
Vol/Sat:	0.07	0.09	0.09	0.10	0.34	0.12	0.06	0.26	0.21	0.06	0.15	0.01
Crit Moves:	****				****			****			****	
Green Time:	12.0	34.4	34.4	38.0	60.4	60.4	15.1	45.7	45.7	9.9	40.5	40.5
Volume/Cap:	0.80	0.36	0.36	0.36	0.80	0.28	0.51	0.80	0.65	0.80	0.51	0.04
Delay/Veh:	77.9	43.9	44.1	41.7	37.3	26.0	61.4	45.4	43.1	82.1	41.8	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:	77.9	43.9	44.1	41.7	37.3	26.0	61.4	45.4	43.1	82.1	41.8	35.8
LOS by Move:	E	D	D	D	D	C	E	D	D	F	D	D
HCM2k95thQ:	11	11	11	12	41	12	8	32	25	9	18	1

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

550 East Brokaw Road Office Development TA

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

Intersection #3119: TRIMBLE/ZANKER



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	8 Nov 2018	<<	4:30 - 5:30 PM
Base Vol:	113	169	118	160	1018	156
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	113	169	118	160	1018	156
Added Vol:	5	21	0	0	-2	0
PasserByVol:	103	166	35	10	288	58
Initial Fut:	221	356	153	170	1304	214
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	221	356	153	170	1304	214
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	221	356	153	170	1304	214
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	221	356	153	170	1304	214

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	2.00	3.00	
Final Sat.:	3150	3800	1750	1750	3800	1750	1750	5700	1750	3150	5700	

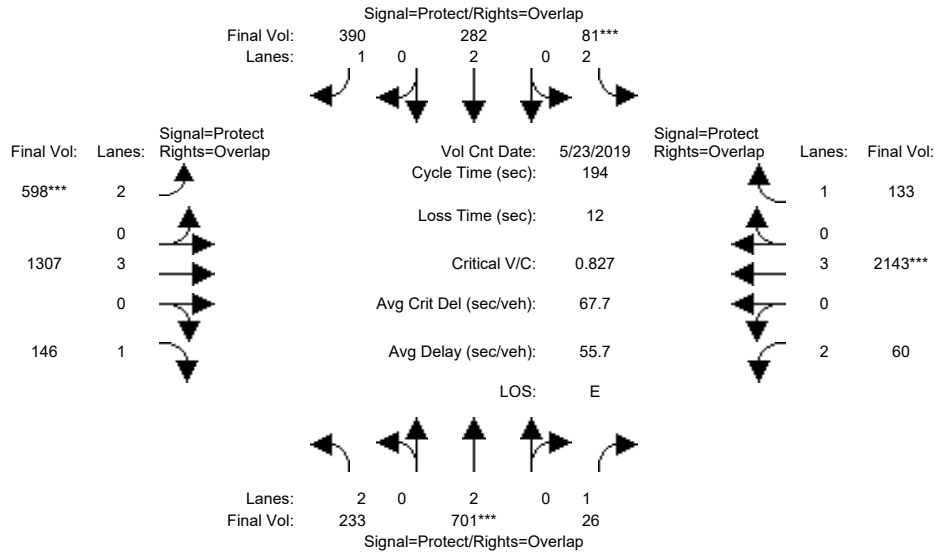
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.07	0.09	0.09	0.10	0.34	0.12	0.06	0.26	0.21	0.06	0.15	
Crit Moves:	****			****			****			****		
Green Time:	12.3	35.6	35.6	36.9	60.2	60.2	15.0	45.6	45.6	9.9	40.5	
Volume/Cap:	0.80	0.37	0.34	0.37	0.80	0.28	0.52	0.80	0.66	0.80	0.52	
Delay/Veh:	77.6	43.2	43.1	42.5	37.5	26.1	61.7	45.5	43.2	82.2	41.9	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	77.6	43.2	43.1	42.5	37.5	26.1	61.7	45.5	43.2	82.2	41.9	
LOS by Move:	E	D	D	D	D	C	E	D	D	F	D	
HCM2k95thQ:	12	12	11	12	41	12	8	32	25	9	18	

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

550 East Brokaw Road Office Development TA

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

Intersection #5807: MONTAGUE EXPWY/FIRST STREET



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	20	44	44	16	40	40	35	100	100	13	78	78
Y+R:	6.2	5.8	5.8	6.2	5.8	5.8	5.9	5.8	5.8	5.9	5.8	5.8

Volume Module: >> Count Date: 23 May 2019 <<

Base Vol:	233	701	26	81	282	390	598	1502	146	60	2463	133
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	233	701	26	81	282	390	598	1502	146	60	2463	133
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	233	701	26	81	282	390	598	1502	146	60	2463	133
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.87	1.00	1.00	0.87	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	233	701	26	81	282	390	598	1307	146	60	2143	133
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	233	701	26	81	282	390	598	1307	146	60	2143	133
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	233	701	26	81	282	390	598	1307	146	60	2143	133

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750

Capacity Analysis Module:

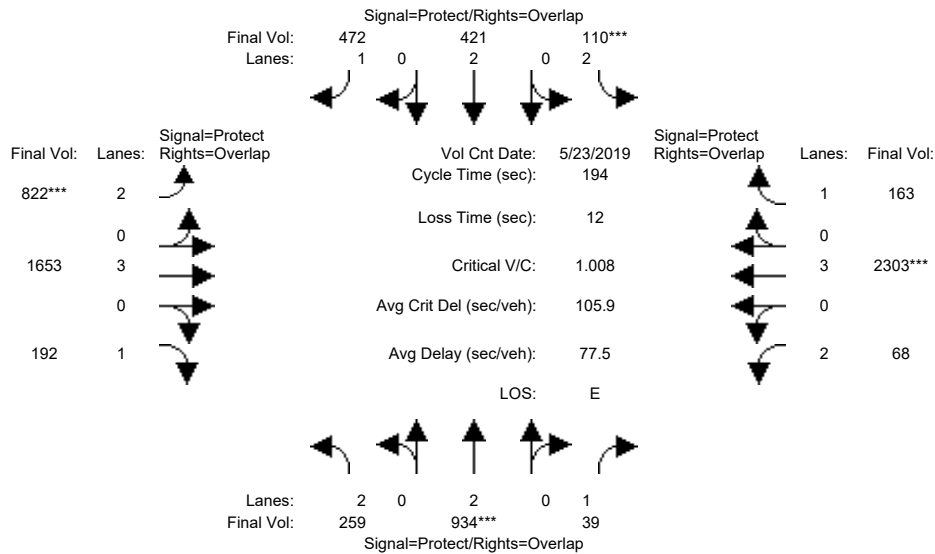
Vol/Sat:	0.07	0.18	0.01	0.03	0.07	0.22	0.19	0.23	0.08	0.02	0.38	0.08
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	20.0	44.0	58.0	16.0	40.0	80.9	40.9	108	128.0	14.0	81.1	97.1
Volume/Cap:	0.72	0.81	0.05	0.31	0.36	0.53	0.90	0.41	0.13	0.26	0.90	0.15
Delay/Veh:	91.8	77.1	48.4	84.5	66.3	43.2	89.8	24.8	12.3	85.7	57.8	26.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	91.8	77.1	48.4	84.5	66.3	43.2	89.8	24.8	12.3	85.7	57.8	26.3
LOS by Move:	F	E	D	F	E	D	F	C	B	F	E	C
HCM2k95thQ:	15	34	2	6	13	31	37	25	7	4	62	9

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

550 East Brokaw Road Office Development TA

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

Intersection #5807: MONTAGUE EXPWY/FIRST STREET



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	20	44	44	16	40	40	35	100	100	13	78	78
Y+R:	6.2	5.8	5.8	6.2	5.8	5.8	5.9	5.8	5.8	5.9	5.8	5.8

Volume Module: >> Count Date: 23 May 2019 <<

Base Vol:	233	701	26	81	282	390	598	1502	146	60	2463	133
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	233	701	26	81	282	390	598	1502	146	60	2463	133
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	26	233	13	29	139	82	224	398	46	8	184	30
Initial Fut:	259	934	39	110	421	472	822	1900	192	68	2647	163
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.87	1.00	1.00	0.87	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	259	934	39	110	421	472	822	1653	192	68	2303	163
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	259	934	39	110	421	472	822	1653	192	68	2303	163
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	259	934	39	110	421	472	822	1653	192	68	2303	163

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750

Capacity Analysis Module:

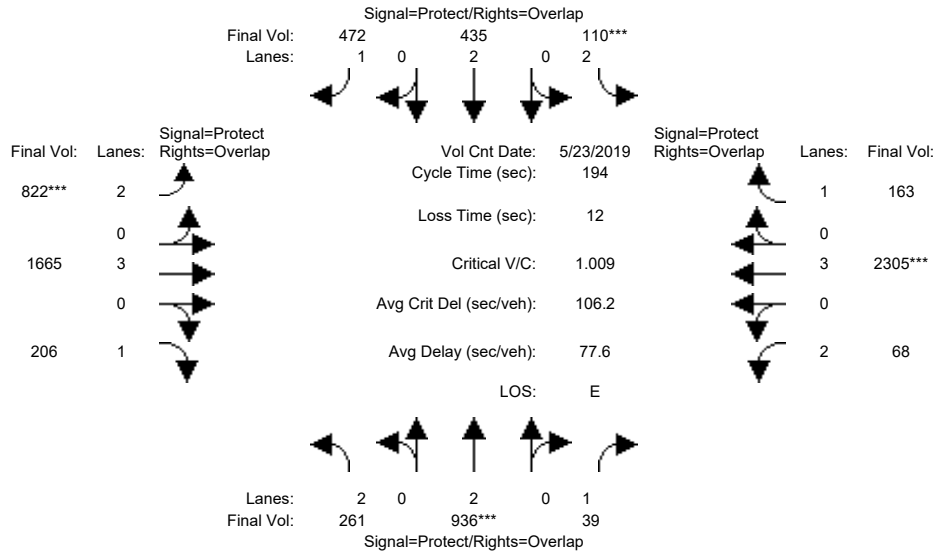
Vol/Sat:	0.08	0.25	0.02	0.03	0.11	0.27	0.26	0.29	0.11	0.02	0.40	0.09
Crit Moves:		****		****			****				****	
Green Time:	20.0	44.0	58.0	16.0	40.0	84.0	44.0	108	128.0	14.0	78.0	94.0
Volume/Cap:	0.80	1.08	0.07	0.42	0.54	0.62	1.15	0.52	0.17	0.30	1.00	0.19
Delay/Veh:	98.0	131	48.8	85.7	69.5	44.3	158.4	27.0	12.7	86.1	78.0	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:	98.0	131	48.8	85.7	69.5	44.3	158.4	27.0	12.7	86.1	78.0	28.5
LOS by Move:	F	F	D	F	E	D	F	C	B	F	E	C
HCM2k95thQ:	18	54	3	8	20	38	58	33	9	4	75	11

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

550 East Brokaw Road Office Development TA

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

Intersection #5807: MONTAGUE EXPWY/FIRST STREET



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	20	44	44	16	40	40	35	100	100	13	78	78
Y+R:	6.2	5.8	5.8	6.2	5.8	5.8	5.9	5.8	5.8	5.9	5.8	5.8

Volume Module: >> Count Date: 23 May 2019 <<

Base Vol:	233	701	26	81	282	390	598	1502	146	60	2463	133
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	233	701	26	81	282	390	598	1502	146	60	2463	133
Added Vol:	2	2	0	0	14	0	0	14	14	0	2	0
PasserByVol:	26	233	13	29	139	82	224	398	46	8	184	30
Initial Fut:	261	936	39	110	435	472	822	1914	206	68	2649	163
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.87	1.00	1.00	0.87	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	261	936	39	110	435	472	822	1665	206	68	2305	163
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	261	936	39	110	435	472	822	1665	206	68	2305	163
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	261	936	39	110	435	472	822	1665	206	68	2305	163

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750

Capacity Analysis Module:

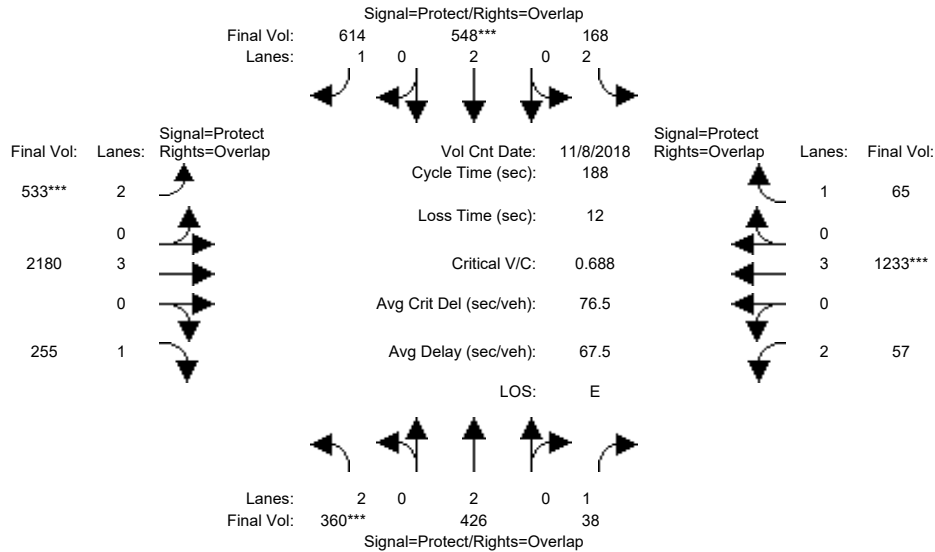
Vol/Sat:	0.08	0.25	0.02	0.03	0.11	0.27	0.26	0.29	0.12	0.02	0.40	0.09
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	20.0	44.0	58.0	16.0	40.0	84.0	44.0	108	128.0	14.0	78.0	94.0
Volume/Cap:	0.80	1.09	0.07	0.42	0.56	0.62	1.15	0.52	0.18	0.30	1.01	0.19
Delay/Veh:	98.6	132	48.8	85.7	69.9	44.3	158.4	27.1	12.8	86.1	78.2	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:	98.6	132	48.8	85.7	69.9	44.3	158.4	27.1	12.8	86.1	78.2	28.5
LOS by Move:	F	F	D	F	E	D	F	C	B	F	E	C
HCM2k95thQ:	18	54	3	8	21	38	58	33	9	4	75	11

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

550 East Brokaw Road Office Development TA

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

Intersection #5807: MONTAGUE EXPWY/FIRST STREET



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	22	38	38	32	48	48	29	84	84	10	65	65
Y+R:	6.2	5.8	5.8	6.2	5.8	5.8	5.9	5.8	5.8	5.9	5.8	5.8

Volume Module: >> Count Date: 8 Nov 2018 <<

Base Vol:	360	426	38	168	548	614	533	2831	255	57	2125	65
Growth Adj:	1.00	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	426	38	168	548	614	533	2831	255	57	2125	65
Added Vol:	0	0	0	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	426	38	168	548	614	533	2831	255	57	2125	65
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.77	1.00	1.00	0.58	1.00
PHF Adj:	1.00	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	426	38	168	548	614	533	2180	255	57	1233	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	360	426	38	168	548	614	533	2180	255	57	1233	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:	360	426	38	168	548	614	533	2180	255	57	1233	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	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750

Capacity Analysis Module:

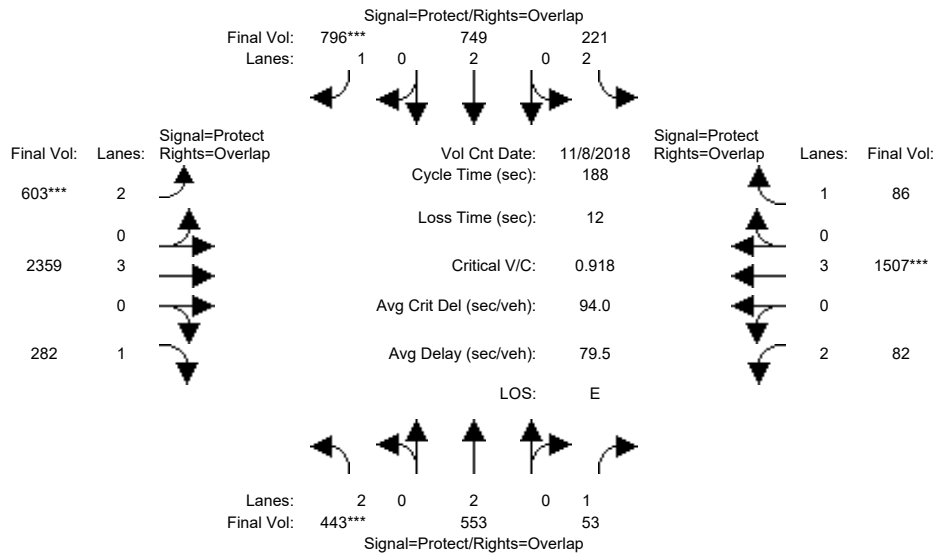
Vol/Sat:	0.11	0.11	0.02	0.05	0.14	0.35	0.17	0.38	0.15	0.02	0.22	0.04
Crit Moves:	****			****			****			****		
Green Time:	25.4	39.8	50.8	33.6	48.0	85.6	37.6	91.7	117.1	10.9	65.0	98.6
Volume/Cap:	0.85	0.53	0.08	0.30	0.56	0.77	0.85	0.78	0.23	0.31	0.63	0.07
Delay/Veh:	93.9	66.4	51.3	67.3	61.7	47.6	94.8	66.8	33.0	89.4	70.1	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:	93.9	66.4	51.3	67.3	61.7	47.6	94.8	66.8	33.0	89.4	70.1	38.4
LOS by Move:	F	E	D	E	E	D	F	E	C	F	E	D
HCM2k95thQ:	23	19	3	10	24	52	30	59	22	4	36	6

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

550 East Brokaw Road Office Development TA

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

Intersection #5807: MONTAGUE EXPWY/FIRST STREET



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	22	38	38	32	48	48	29	84	84	10	65	65
Y+R:	6.2	5.8	5.8	6.2	5.8	5.8	5.9	5.8	5.8	5.9	5.8	5.8

Volume Module:	>> Count Date: 8 Nov 2018 << 4:45 - 5:45 PM											
Base Vol:	360	426	38	168	548	614	533	2831	255	57	2125	65
Growth Adj:	1.00	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	426	38	168	548	614	533	2831	255	57	2125	65
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	83	127	15	53	201	182	70	232	27	25	473	21
Initial Fut:	443	553	53	221	749	796	603	3063	282	82	2598	86
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.77	1.00	1.00	0.58	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	443	553	53	221	749	796	603	2359	282	82	1507	86
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	443	553	53	221	749	796	603	2359	282	82	1507	86
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	443	553	53	221	749	796	603	2359	282	82	1507	86

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750

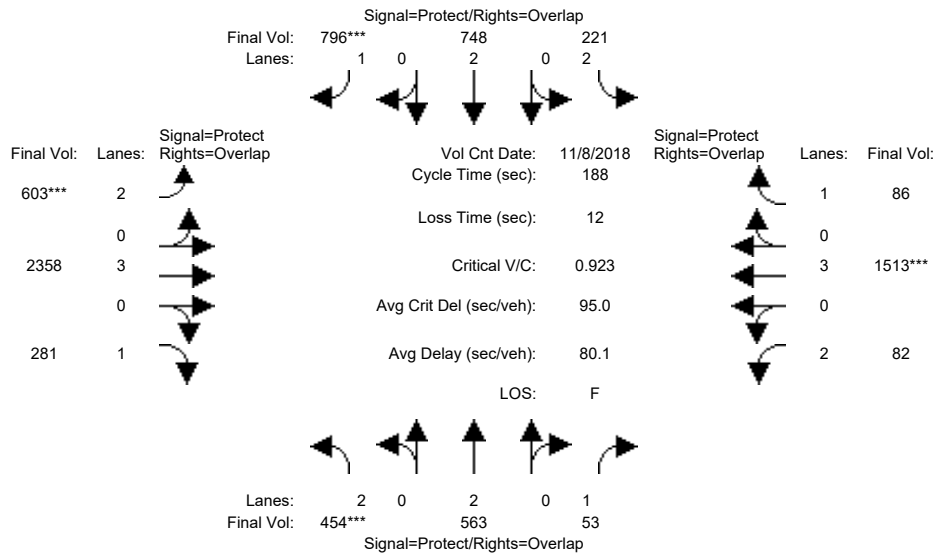
Capacity Analysis Module:												
Vol/Sat:	0.14	0.15	0.03	0.07	0.20	0.45	0.19	0.41	0.16	0.03	0.26	0.05
Crit Moves:	****					****	****			****		
Green Time:	26.2	40.9	51.6	34.4	49.1	84.8	35.7	90.0	116.2	10.7	65.0	99.4
Volume/Cap:	1.01	0.67	0.11	0.38	0.75	1.01	1.01	0.86	0.26	0.46	0.76	0.09
Delay/Veh:	126.0	69.5	51.1	67.9	67.2	85.8	127.0	73.4	34.1	91.1	75.8	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:	126.0	69.5	51.1	67.9	67.2	85.8	127.0	73.4	34.1	91.1	75.8	38.4
LOS by Move:	F	E	D	E	E	F	F	E	C	F	E	D
HCM2k95thQ:	31	25	5	13	35	85	35	63	24	6	45	8

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

550 East Brokaw Road Office Development TA

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

Intersection #5807: MONTAGUE EXPWY/FIRST STREET



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	22	38	38	32	48	48	29	84	84	10	65	65
Y+R:	6.2	5.8	5.8	6.2	5.8	5.8	5.9	5.8	5.8	5.9	5.8	5.8

Volume Module: >> Count Date: 8 Nov 2018 << 4:45 - 5:45 PM

Base Vol:	360	426	38	168	548	614	533	2831	255	57	2125	65
Growth Adj:	1.00	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	426	38	168	548	614	533	2831	255	57	2125	65
Added Vol:	11	10	0	0	-1	0	0	-1	-1	0	11	0
PasserByVol:	83	127	15	53	201	182	70	232	27	25	473	21
Initial Fut:	454	563	53	221	748	796	603	3062	281	82	2609	86
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.77	1.00	1.00	0.58	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	454	563	53	221	748	796	603	2358	281	82	1513	86
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	454	563	53	221	748	796	603	2358	281	82	1513	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:	454	563	53	221	748	796	603	2358	281	82	1513	86

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750

Capacity Analysis Module:

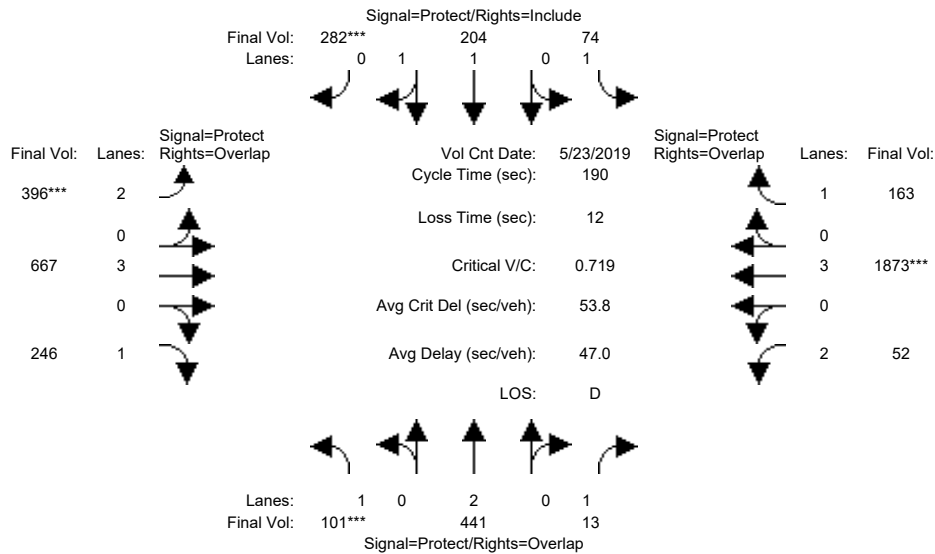
Vol/Sat:	0.14	0.15	0.03	0.07	0.20	0.45	0.19	0.41	0.16	0.03	0.27	0.05
Crit Moves:	****					****	****				****	
Green Time:	26.7	41.0	51.7	34.5	48.8	84.3	35.5	89.8	116.5	10.7	65.0	99.5
Volume/Cap:	1.01	0.68	0.11	0.38	0.76	1.01	1.01	0.87	0.26	0.46	0.77	0.09
Delay/Veh:	126.9	69.8	51.1	67.8	67.6	87.6	128.7	73.6	33.9	91.2	76.0	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:	126.9	69.8	51.1	67.8	67.6	87.6	128.7	73.6	33.9	91.2	76.0	38.4
LOS by Move:	F	E	D	E	E	F	F	E	C	F	E	D
HCM2k95thQ:	32	26	5	13	35	86	35	63	24	6	45	8

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

550 East Brokaw Road Office Development TA

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

Intersection #5812: MONTAGUE EXPWY/ZANKER ROAD



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	15	37	37	13	35	35	30	108	108	12	90	90
Y+R:	5.2	5.8	5.8	5.2	5.8	5.8	5.2	5.8	5.8	5.2	5.8	5.8

Volume Module: >> Count Date: 23 May 2019 <<

Base Vol:	101	441	13	74	204	282	396	767	246	52	2153	163
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	101	441	13	74	204	282	396	767	246	52	2153	163
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	101	441	13	74	204	282	396	767	246	52	2153	163
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.87	1.00	1.00	0.87	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	101	441	13	74	204	282	396	667	246	52	1873	163
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	101	441	13	74	204	282	396	667	246	52	1873	163
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	101	441	13	74	204	282	396	667	246	52	1873	163

Saturation Flow Module:

Sat/Lane:	1900	1900	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	1.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	1900	1750	3150	5700	1750	3150	5700	1750

Capacity Analysis Module:

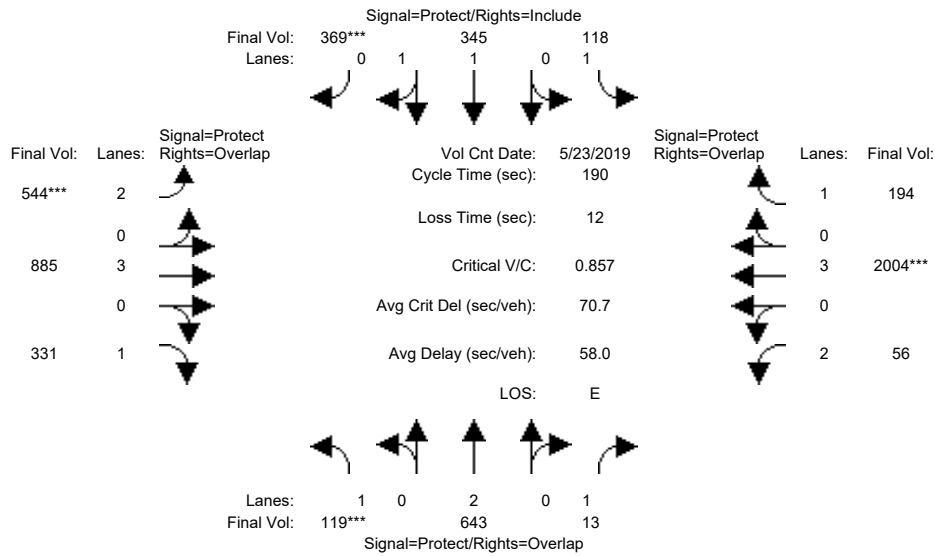
Vol/Sat:	0.06	0.12	0.01	0.04	0.11	0.16	0.13	0.12	0.14	0.02	0.33	0.09
Crit Moves:	****					****	****				****	
Green Time:	15.0	41.4	53.6	14.6	41.0	41.0	32.0	110	124.8	12.2	90.0	104.6
Volume/Cap:	0.73	0.53	0.03	0.55	0.50	0.75	0.75	0.20	0.21	0.26	0.69	0.17
Delay/Veh:	103.5	66.4	49.3	89.5	65.8	74.4	80.9	19.2	13.1	85.3	40.0	21.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	103.5	66.4	49.3	89.5	65.8	74.4	80.9	19.2	13.1	85.3	40.0	21.3
LOS by Move:	F	E	D	F	E	E	F	B	B	F	D	C
HCM2k95thQ:	12	20	1	10	19	30	24	11	11	4	45	9

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

550 East Brokaw Road Office Development TA

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

Intersection #5812: MONTAGUE EXPWY/ZANKER ROAD



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	15	37	37	13	35	35	30	108	108	12	90	90
Y+R:	5.2	5.8	5.8	5.2	5.8	5.8	5.2	5.8	5.8	5.2	5.8	5.8

Volume Module: >> Count Date: 23 May 2019 <<

Base Vol:	101	441	13	74	204	282	396	767	246	52	2153	163
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	101	441	13	74	204	282	396	767	246	52	2153	163
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	18	202	0	44	141	87	148	250	85	4	150	31
Initial Fut:	119	643	13	118	345	369	544	1017	331	56	2303	194
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.87	1.00	1.00	0.87	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	119	643	13	118	345	369	544	885	331	56	2004	194
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	119	643	13	118	345	369	544	885	331	56	2004	194
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	119	643	13	118	345	369	544	885	331	56	2004	194

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	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	1.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	1900	1750	3150	5700	1750	3150	5700	1750

Capacity Analysis Module:

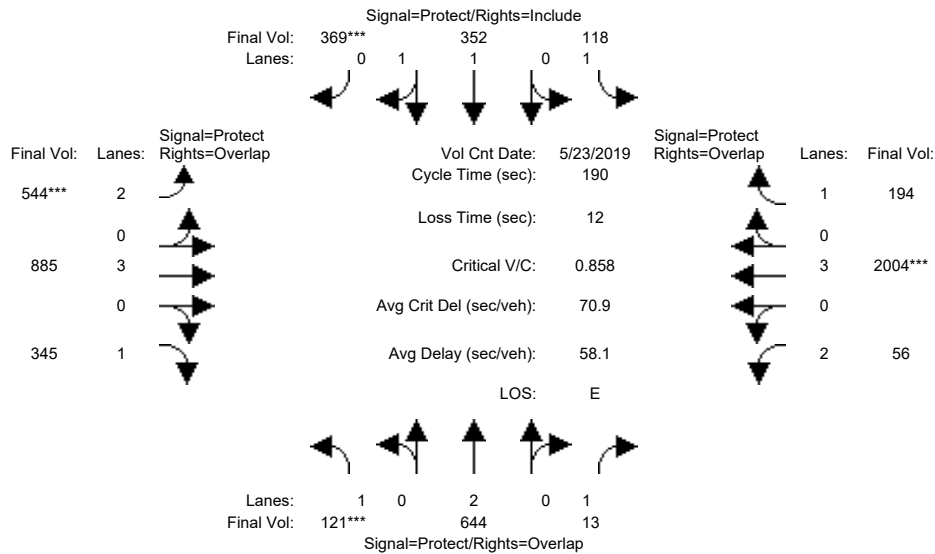
Vol/Sat:	0.07	0.17	0.01	0.07	0.18	0.21	0.17	0.16	0.19	0.02	0.35	0.11
Crit Moves:	****					****	****				****	
Green Time:	15.0	40.8	53.1	14.3	40.1	40.1	32.9	111	125.6	12.3	90.0	104.3
Volume/Cap:	0.86	0.79	0.03	0.89	0.86	1.00	1.00	0.27	0.29	0.27	0.74	0.20
Delay/Veh:	125.3	75.7	49.7	134.7	81.2	108.1	116.6	19.7	13.6	85.4	41.7	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:	125.3	75.7	49.7	134.7	81.2	108.1	116.6	19.7	13.6	85.4	41.7	21.8
LOS by Move:	F	E	D	F	F	F	F	B	B	F	D	C
HCM2k95thQ:	15	31	1	18	36	46	36	15	16	4	50	11

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

550 East Brokaw Road Office Development TA

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

Intersection #5812: MONTAGUE EXPWY/ZANKER ROAD



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	15	37	37	13	35	35	30	108	108	12	90	90
Y+R:	5.2	5.8	5.8	5.2	5.8	5.8	5.2	5.8	5.8	5.2	5.8	5.8

Volume Module: >> Count Date: 23 May 2019 <<

Base Vol:	101	441	13	74	204	282	396	767	246	52	2153	163
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	101	441	13	74	204	282	396	767	246	52	2153	163
Added Vol:	2	1	0	0	7	0	0	0	14	0	0	0
PasserByVol:	18	202	0	44	141	87	148	250	85	4	150	31
Initial Fut:	121	644	13	118	352	369	544	1017	345	56	2303	194
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.87	1.00	1.00	0.87	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	121	644	13	118	352	369	544	885	345	56	2004	194
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	121	644	13	118	352	369	544	885	345	56	2004	194
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	121	644	13	118	352	369	544	885	345	56	2004	194

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	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	1.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	1900	1750	3150	5700	1750	3150	5700	1750

Capacity Analysis Module:

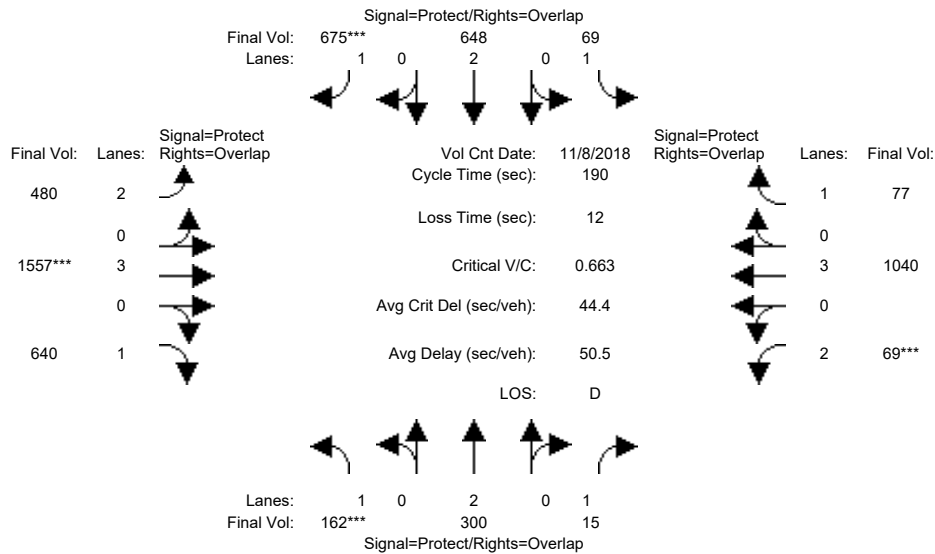
Vol/Sat:	0.07	0.17	0.01	0.07	0.19	0.21	0.17	0.16	0.20	0.02	0.35	0.11
Crit Moves:	****					****	****				****	
Green Time:	15.0	40.8	53.1	14.3	40.1	40.1	32.9	111	125.6	12.3	90.0	104.3
Volume/Cap:	0.88	0.79	0.03	0.89	0.88	1.00	1.00	0.27	0.30	0.27	0.74	0.20
Delay/Veh:	128.6	75.7	49.7	134.7	83.1	107.9	116.6	19.7	13.7	85.4	41.7	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:	128.6	75.7	49.7	134.7	83.1	107.9	116.6	19.7	13.7	85.4	41.7	21.8
LOS by Move:	F	E	D	F	F	F	F	B	B	F	D	C
HCM2k95thQ:	16	31	1	18	37	46	36	15	16	4	50	11

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

550 East Brokaw Road Office Development TA

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

Intersection #5812: MONTAGUE EXPWY/ZANKER ROAD



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	20	48	48	13	41	41	29	96	96	11	78	78
Y+R:	5.2	5.8	5.8	5.2	5.8	5.8	5.2	5.8	5.8	5.2	5.8	5.8

Volume Module:	>> Count Date: 8 Nov 2018 << 4:30 - 5:30 PM											
Base Vol:	162	300	15	69	648	675	480	1922	640	69	1575	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:	162	300	15	69	648	675	480	1922	640	69	1575	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:	162	300	15	69	648	675	480	1922	640	69	1575	77
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.81	1.00	1.00	0.66	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	162	300	15	69	648	675	480	1557	640	69	1040	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	162	300	15	69	648	675	480	1557	640	69	1040	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:	162	300	15	69	648	675	480	1557	640	69	1040	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	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	5700	1750	3150	5700	1750

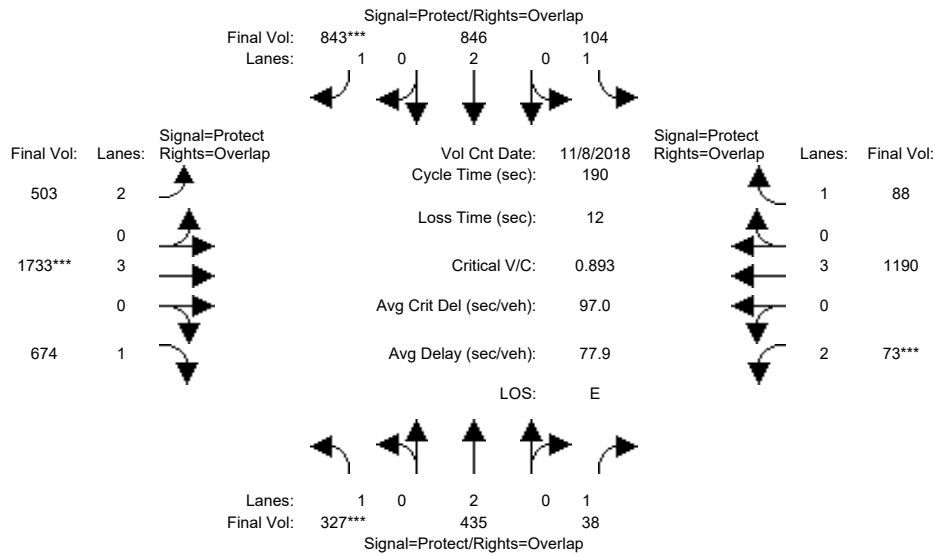
Capacity Analysis Module:												
Vol/Sat:	0.09	0.08	0.01	0.04	0.17	0.39	0.15	0.27	0.37	0.02	0.18	0.04
Crit Moves:	****					****		****		****		
Green Time:	20.2	55.9	66.9	15.1	50.8	79.8	29.0	96.0	116.2	11.0	78.0	93.1
Volume/Cap:	0.87	0.27	0.02	0.50	0.64	0.92	1.00	0.54	0.60	0.38	0.44	0.09
Delay/Veh:	116.8	51.5	40.3	86.5	62.8	68.5	121.1	24.5	13.3	87.5	46.4	31.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	116.8	51.5	40.3	86.5	62.8	68.5	121.1	24.5	13.3	87.5	46.4	31.8
LOS by Move:	F	D	D	F	E	E	F	C	B	F	D	C
HCM2k95thQ:	20	12	1	9	29	67	32	26	25	5	28	6

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

550 East Brokaw Road Office Development TA

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

Intersection #5812: MONTAGUE EXPWY/ZANKER ROAD



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	20	48	48	13	41	41	29	96	96	11	78	78
Y+R:	5.2	5.8	5.8	5.2	5.8	5.8	5.2	5.8	5.8	5.2	5.8	5.8

Volume Module:	>>	Count	Date:	8 Nov 2018	<<	4:30 - 5:30 PM						
Base Vol:	162	300	15	69	648	675	480	1922	640	69	1575	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:	162	300	15	69	648	675	480	1922	640	69	1575	77
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	165	135	23	35	198	168	23	218	34	4	228	11
Initial Fut:	327	435	38	104	846	843	503	2140	674	73	1803	88
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.81	1.00	1.00	0.66	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	327	435	38	104	846	843	503	1733	674	73	1190	88
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	327	435	38	104	846	843	503	1733	674	73	1190	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:	327	435	38	104	846	843	503	1733	674	73	1190	88

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	5700	1750	3150	5700	1750

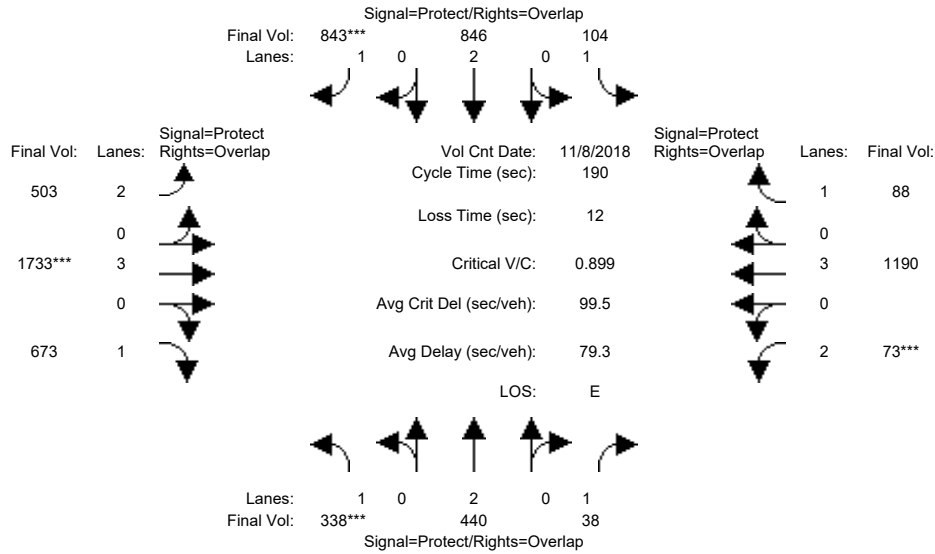
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.19	0.11	0.02	0.06	0.22	0.48	0.16	0.30	0.39	0.02	0.21	0.05
Crit Moves:	****					****		****		****		
Green Time:	26.1	55.9	66.9	15.1	44.9	73.9	29.0	96.0	122.1	11.0	78.0	93.1
Volume/Cap:	1.36	0.39	0.06	0.75	0.94	1.24	1.05	0.60	0.60	0.40	0.51	0.10
Delay/Veh:	269.3	53.7	40.8	105.2	88.8	177.5	134.1	25.7	10.0	87.8	48.0	32.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	269.3	53.7	40.8	105.2	88.8	177.5	134.1	25.7	10.0	87.8	48.0	32.0
LOS by Move:	F	D	D	F	F	F	F	C	B	F	D	C
HCM2k95thQ:	51	18	3	15	45	113	34	30	22	6	32	7

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

550 East Brokaw Road Office Development TA

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

Intersection #5812: MONTAGUE EXPWY/ZANKER ROAD



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	20	48	48	13	41	41	29	96	96	11	78	78
Y+R:	5.2	5.8	5.8	5.2	5.8	5.8	5.2	5.8	5.8	5.2	5.8	5.8

Volume Module: >> Count Date: 8 Nov 2018 << 4:30 - 5:30 PM

Base Vol:	162	300	15	69	648	675	480	1922	640	69	1575	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:	162	300	15	69	648	675	480	1922	640	69	1575	77
Added Vol:	11	5	0	0	0	0	0	0	-1	0	0	0
PasserByVol:	165	135	23	35	198	168	23	218	34	4	228	11
Initial Fut:	338	440	38	104	846	843	503	2140	673	73	1803	88
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.81	1.00	1.00	0.66	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	338	440	38	104	846	843	503	1733	673	73	1190	88
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	338	440	38	104	846	843	503	1733	673	73	1190	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:	338	440	38	104	846	843	503	1733	673	73	1190	88

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	5700	1750	3150	5700	1750

Capacity Analysis Module:

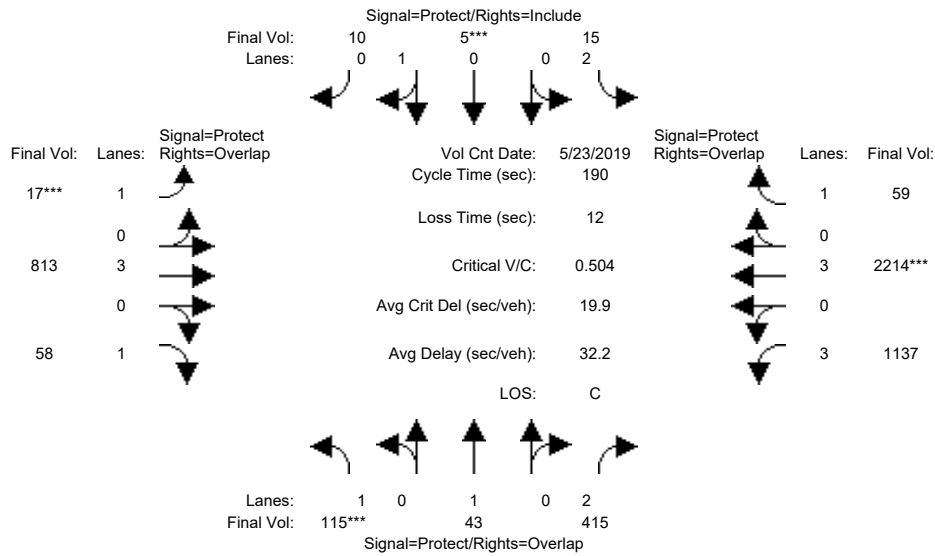
Vol/Sat:	0.19	0.12	0.02	0.06	0.22	0.48	0.16	0.30	0.38	0.02	0.21	0.05
Crit Moves:	****					****		****		****		
Green Time:	26.6	55.9	66.9	15.1	44.4	73.4	29.0	96.0	122.6	11.0	78.0	93.1
Volume/Cap:	1.38	0.39	0.06	0.75	0.95	1.25	1.05	0.60	0.60	0.40	0.51	0.10
Delay/Veh:	275.6	53.8	40.8	105.2	91.5	181.7	134.1	25.7	9.7	87.8	48.0	32.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	275.6	53.8	40.8	105.2	91.5	181.7	134.1	25.7	9.7	87.8	48.0	32.0
LOS by Move:	F	D	D	F	F	F	F	C	A	F	D	C
HCM2k95thQ:	53	18	3	15	46	114	34	30	21	6	32	7

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

550 East Brokaw Road Office Development TA

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

Intersection #5808: MONTAGUE EXPWY/TRIMBLE RD



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	20	22	22	11	14	14	12	67	67	67	123	123
Y+R:	5.8	6.4	6.4	6.5	6.6	6.6	5.9	5.8	5.8	6.0	5.8	5.8

Volume Module: >> Count Date: 23 May 2019 <<

Base Vol:	115	43	477	15	5	10	17	935	58	1137	2545	59
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	115	43	477	15	5	10	17	935	58	1137	2545	59
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	115	43	477	15	5	10	17	935	58	1137	2545	59
User Adj:	1.00	1.00	0.87	1.00	1.00	1.00	1.00	0.87	1.00	1.00	0.87	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	115	43	415	15	5	10	17	813	58	1137	2214	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	43	415	15	5	10	17	813	58	1137	2214	59
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	115	43	415	15	5	10	17	813	58	1137	2214	59

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.83	0.95	0.95	0.92	1.00	0.92	0.80	1.00	0.92
Lanes:	1.00	1.00	2.00	2.00	0.33	0.67	1.00	3.00	1.00	3.00	3.00	1.00
Final Sat.:	1750	1900	3150	3150	600	1200	1750	5700	1750	4551	5700	1750

Capacity Analysis Module:

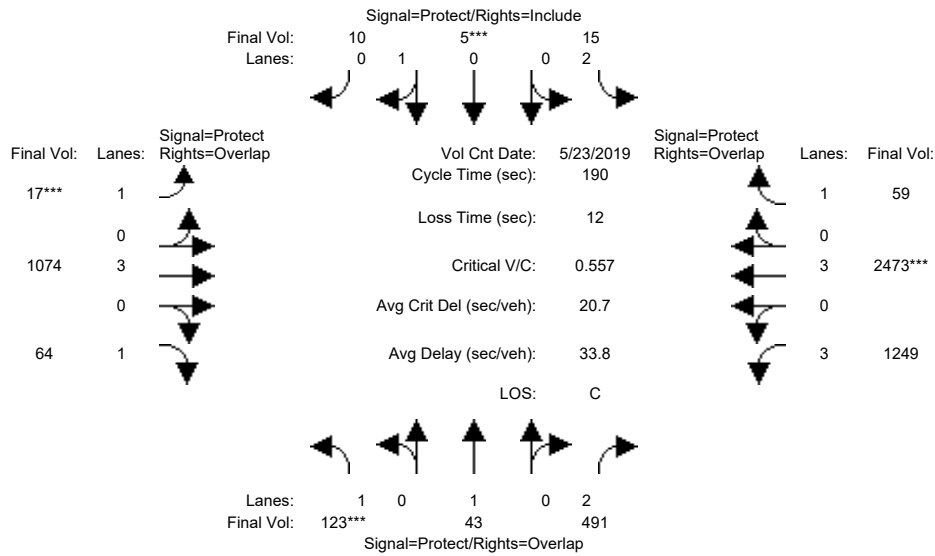
Vol/Sat:	0.07	0.02	0.13	0.00	0.01	0.01	0.01	0.14	0.03	0.25	0.39	0.03
Crit Moves:	****				****		****				****	
Green Time:	22.0	24.0	95.0	12.0	14.0	14.0	12.0	71.0	93.0	71.0	130	142.0
Volume/Cap:	0.57	0.18	0.26	0.08	0.11	0.11	0.15	0.38	0.07	0.67	0.57	0.05
Delay/Veh:	83.3	74.6	27.4	83.9	82.6	82.6	84.8	43.6	25.6	50.7	15.7	6.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	83.3	74.6	27.4	83.9	82.6	82.6	84.8	43.6	25.6	50.7	15.7	6.3
LOS by Move:	F	E	C	F	F	F	F	D	C	D	B	A
HCM2k95thQ:	13	5	21	1	2	2	2	20	4	37	35	2

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

550 East Brokaw Road Office Development TA

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

Intersection #5808: MONTAGUE EXPWY/TRIMBLE RD



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	20	22	22	11	14	14	12	67	67	67	123	123
Y+R:	5.8	6.4	6.4	6.5	6.6	6.6	5.9	5.8	5.8	6.0	5.8	5.8

Volume Module:	>> Count Date: 23 May 2019 <<											
Base Vol:	115	43	477	15	5	10	17	935	58	1137	2545	59
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	115	43	477	15	5	10	17	935	58	1137	2545	59
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	8	0	87	0	0	0	0	299	6	112	297	0
Initial Fut:	123	43	564	15	5	10	17	1234	64	1249	2842	59
User Adj:	1.00	1.00	0.87	1.00	1.00	1.00	1.00	0.87	1.00	1.00	0.87	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	123	43	491	15	5	10	17	1074	64	1249	2473	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	123	43	491	15	5	10	17	1074	64	1249	2473	59
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	123	43	491	15	5	10	17	1074	64	1249	2473	59

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.83	0.95	0.95	0.92	1.00	0.92	0.80	1.00	0.92
Lanes:	1.00	1.00	2.00	2.00	0.33	0.67	1.00	3.00	1.00	3.00	3.00	1.00
Final Sat.:	1750	1900	3150	3150	600	1200	1750	5700	1750	4551	5700	1750

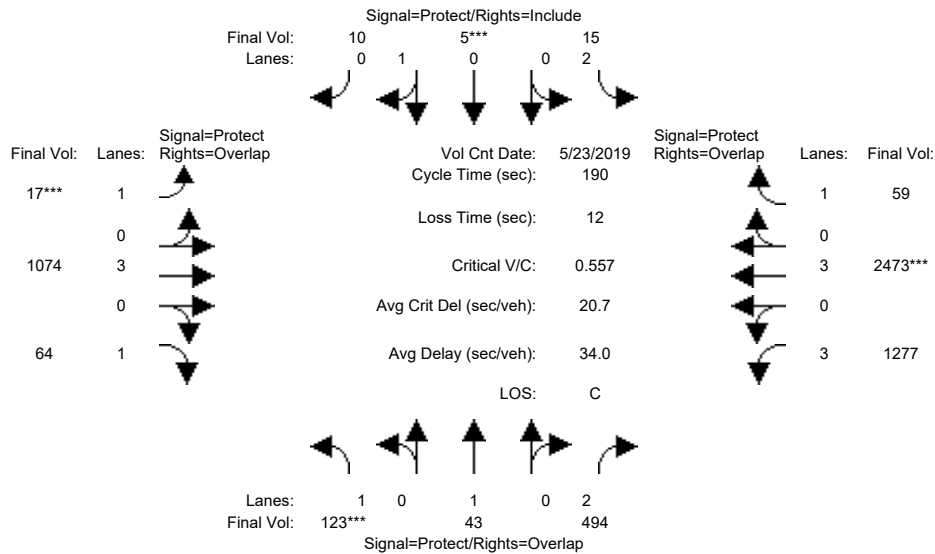
Capacity Analysis Module:												
Vol/Sat:	0.07	0.02	0.16	0.00	0.01	0.01	0.01	0.19	0.04	0.27	0.43	0.03
Crit Moves:	****				****		****			****		
Green Time:	21.2	23.5	94.9	11.7	14.0	14.0	12.0	71.4	92.6	71.4	131	142.5
Volume/Cap:	0.63	0.18	0.31	0.08	0.11	0.11	0.15	0.50	0.08	0.73	0.63	0.04
Delay/Veh:	87.1	75.1	28.3	84.2	82.6	82.6	84.8	45.8	26.0	52.7	16.6	6.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	87.1	75.1	28.3	84.2	82.6	82.6	84.8	45.8	26.0	52.7	16.6	6.1
LOS by Move:	F	E	C	F	F	F	F	D	C	D	B	A
HCM2k95thQ:	14	5	25	1	2	2	2	27	4	41	41	2

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

550 East Brokaw Road Office Development TA

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

Intersection #5808: MONTAGUE EXPWY/TRIMBLE RD



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	20	22	22	11	14	14	12	67	67	67	123	123
Y+R:	5.8	6.4	6.4	6.5	6.6	6.6	5.9	5.8	5.8	6.0	5.8	5.8

Volume Module: >> Count Date: 23 May 2019 <<

Base Vol:	115	43	477	15	5	10	17	935	58	1137	2545	59
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	115	43	477	15	5	10	17	935	58	1137	2545	59
Added Vol:	0	0	4	0	0	0	0	0	0	28	0	0
PasserByVol:	8	0	87	0	0	0	0	299	6	112	297	0
Initial Fut:	123	43	568	15	5	10	17	1234	64	1277	2842	59
User Adj:	1.00	1.00	0.87	1.00	1.00	1.00	1.00	0.87	1.00	1.00	0.87	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	123	43	494	15	5	10	17	1074	64	1277	2473	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	123	43	494	15	5	10	17	1074	64	1277	2473	59
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	123	43	494	15	5	10	17	1074	64	1277	2473	59

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.83	0.95	0.95	0.92	1.00	0.92	0.80	1.00	0.92
Lanes:	1.00	1.00	2.00	2.00	0.33	0.67	1.00	3.00	1.00	3.00	3.00	1.00
Final Sat.:	1750	1900	3150	3150	600	1200	1750	5700	1750	4551	5700	1750

Capacity Analysis Module:

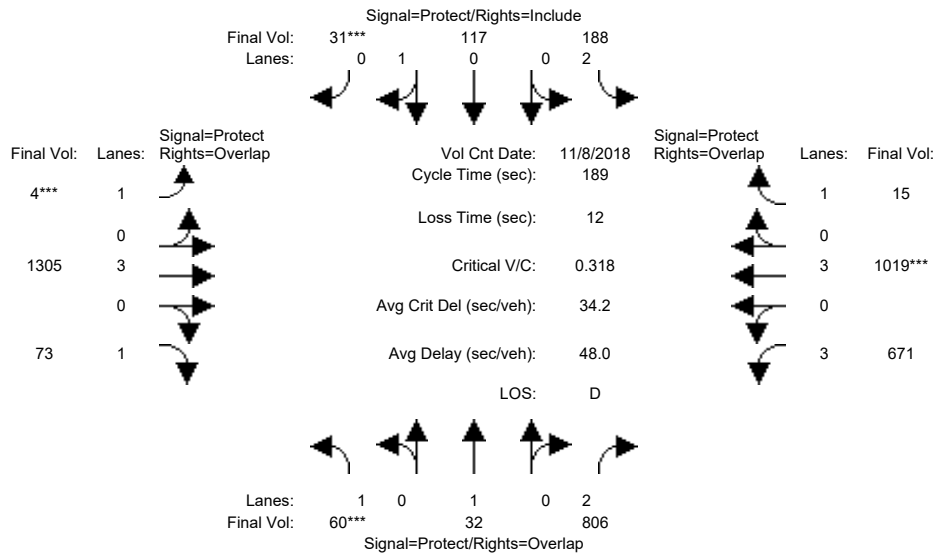
Vol/Sat:	0.07	0.02	0.16	0.00	0.01	0.01	0.01	0.19	0.04	0.28	0.43	0.03
Crit Moves:	****				****		****				****	
Green Time:	21.2	23.5	94.9	11.7	14.0	14.0	12.0	71.4	92.6	71.4	131	142.5
Volume/Cap:	0.63	0.18	0.31	0.08	0.11	0.11	0.15	0.50	0.08	0.75	0.63	0.04
Delay/Veh:	87.1	75.1	28.4	84.2	82.6	82.6	84.8	45.8	26.0	53.3	16.6	6.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	87.1	75.1	28.4	84.2	82.6	82.6	84.8	45.8	26.0	53.3	16.6	6.1
LOS by Move:	F	E	C	F	F	F	F	D	C	D	B	A
HCM2k95thQ:	14	5	25	1	2	2	2	27	4	42	41	2

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

550 East Brokaw Road Office Development TA

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

Intersection #5808: MONTAGUE EXPWY/TRIMBLE RD



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	11	22	22	25	35	35	7	77	77	40	111	111
Y+R:	5.9	6.4	6.4	6.5	6.6	6.6	5.9	5.8	5.8	6.0	5.8	5.8

Volume Module: >> Count Date: 8 Nov 2018 << 4:30 - 5:30 PM

Base Vol:	60	32	983	188	117	31	4	1652	73	671	1258	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:	60	32	983	188	117	31	4	1652	73	671	1258	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:	60	32	983	188	117	31	4	1652	73	671	1258	15
User Adj:	1.00	1.00	0.82	1.00	1.00	1.00	1.00	0.79	1.00	1.00	0.81	1.00
PHF Adj:	1.00	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	32	806	188	117	31	4	1305	73	671	1019	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	32	806	188	117	31	4	1305	73	671	1019	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:	60	32	806	188	117	31	4	1305	73	671	1019	15

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.83	0.95	0.95	0.92	1.00	0.92	0.80	1.00	0.92
Lanes:	1.00	1.00	2.00	2.00	0.79	0.21	1.00	3.00	1.00	3.00	3.00	1.00
Final Sat.:	1750	1900	3150	3150	1423	377	1750	5700	1750	4551	5700	1750

Capacity Analysis Module:

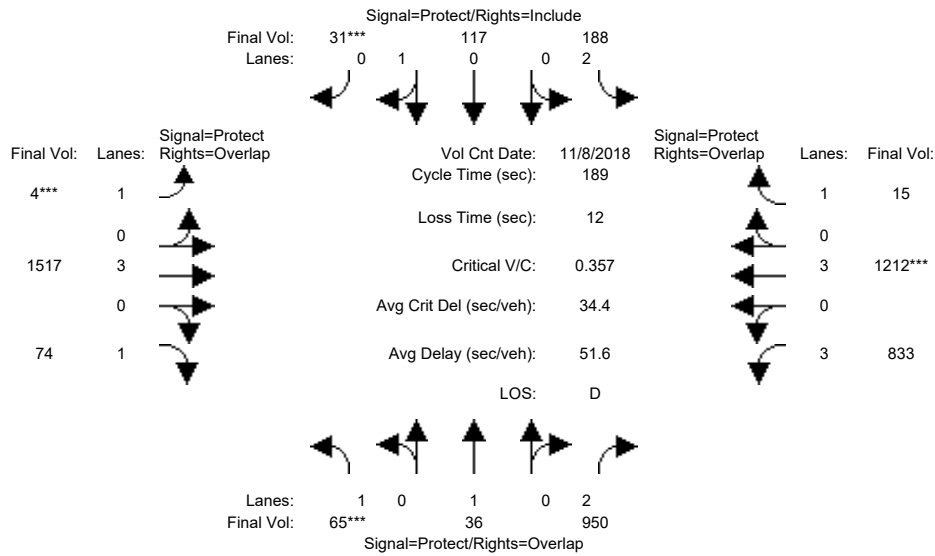
Vol/Sat:	0.03	0.02	0.26	0.06	0.08	0.08	0.00	0.23	0.04	0.15	0.18	0.01
Crit Moves:	****					****	****				****	
Green Time:	17.4	27.6	68.0	31.4	41.6	41.6	7.0	77.7	95.0	40.3	111	142.4
Volume/Cap:	0.37	0.12	0.71	0.36	0.37	0.37	0.06	0.56	0.08	0.69	0.30	0.01
Delay/Veh:	82.2	70.3	54.2	70.3	63.2	63.2	88.2	42.8	24.4	71.7	26.9	10.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	82.2	70.3	54.2	70.3	63.2	63.2	88.2	42.8	24.4	71.7	26.9	10.9
LOS by Move:	F	E	D	E	E	E	F	D	C	E	C	B
HCM2k95thQ:	7	3	40	11	14	14	1	32	5	27	23	1

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

550 East Brokaw Road Office Development TA

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

Intersection #5808: MONTAGUE EXPWY/TRIMBLE RD



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	11	22	22	25	35	35	7	77	77	40	111	111
Y+R:	5.9	6.4	6.4	6.5	6.6	6.6	5.9	5.8	5.8	6.0	5.8	5.8

Volume Module: >> Count Date: 8 Nov 2018 << 4:30 - 5:30 PM

Base Vol:	60	32	983	188	117	31	4	1652	73	671	1258	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:	60	32	983	188	117	31	4	1652	73	671	1258	15
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	5	4	176	0	0	0	0	268	1	162	238	0
Initial Fut:	65	36	1159	188	117	31	4	1920	74	833	1496	15
User Adj:	1.00	1.00	0.82	1.00	1.00	1.00	1.00	0.79	1.00	1.00	0.81	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	65	36	950	188	117	31	4	1517	74	833	1212	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	36	950	188	117	31	4	1517	74	833	1212	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	65	36	950	188	117	31	4	1517	74	833	1212	15

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.83	0.95	0.95	0.92	1.00	0.92	0.80	1.00	0.92
Lanes:	1.00	1.00	2.00	2.00	0.79	0.21	1.00	3.00	1.00	3.00	3.00	1.00
Final Sat.:	1750	1900	3150	3150	1423	377	1750	5700	1750	4551	5700	1750

Capacity Analysis Module:

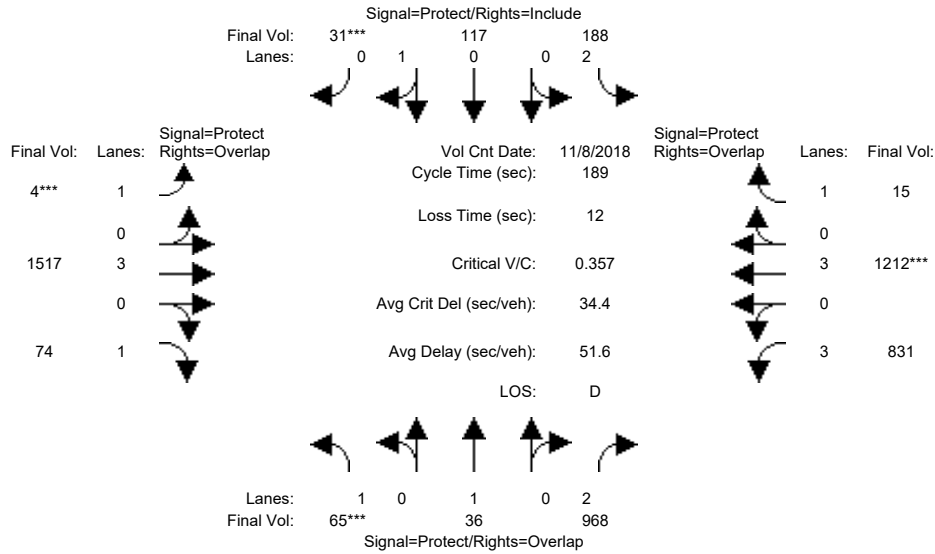
Vol/Sat:	0.04	0.02	0.30	0.06	0.08	0.08	0.00	0.27	0.04	0.18	0.21	0.01
Crit Moves:	****					****	****				****	
Green Time:	18.4	27.9	68.2	31.1	40.6	40.6	7.0	77.7	96.0	40.3	111	142.1
Volume/Cap:	0.38	0.13	0.84	0.36	0.38	0.38	0.06	0.65	0.08	0.86	0.36	0.01
Delay/Veh:	81.4	70.2	60.8	70.6	64.1	64.1	88.2	45.3	23.9	80.3	28.1	11.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	81.4	70.2	60.8	70.6	64.1	64.1	88.2	45.3	23.9	80.3	28.1	11.0
LOS by Move:	F	E	E	E	E	E	F	D	C	F	C	B
HCM2k95thQ:	7	4	50	11	14	14	1	38	5	34	27	1

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

550 East Brokaw Road Office Development TA

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

Intersection #5808: MONTAGUE EXPWY/TRIMBLE RD



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	11	22	22	25	35	35	7	77	77	40	111	111
Y+R:	5.9	6.4	6.4	6.5	6.6	6.6	5.9	5.8	5.8	6.0	5.8	5.8

Volume Module: >> Count Date: 8 Nov 2018 << 4:30 - 5:30 PM

Base Vol:	60	32	983	188	117	31	4	1652	73	671	1258	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:	60	32	983	188	117	31	4	1652	73	671	1258	15
Added Vol:	0	0	21	0	0	0	0	0	0	-2	0	0
PasserByVol:	5	4	176	0	0	0	0	268	1	162	238	0
Initial Fut:	65	36	1180	188	117	31	4	1920	74	831	1496	15
User Adj:	1.00	1.00	0.82	1.00	1.00	1.00	1.00	0.79	1.00	1.00	0.81	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	65	36	968	188	117	31	4	1517	74	831	1212	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	36	968	188	117	31	4	1517	74	831	1212	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	65	36	968	188	117	31	4	1517	74	831	1212	15

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.83	0.95	0.95	0.92	1.00	0.92	0.80	1.00	0.92
Lanes:	1.00	1.00	2.00	2.00	0.79	0.21	1.00	3.00	1.00	3.00	3.00	1.00
Final Sat.:	1750	1900	3150	3150	1423	377	1750	5700	1750	4551	5700	1750

Capacity Analysis Module:

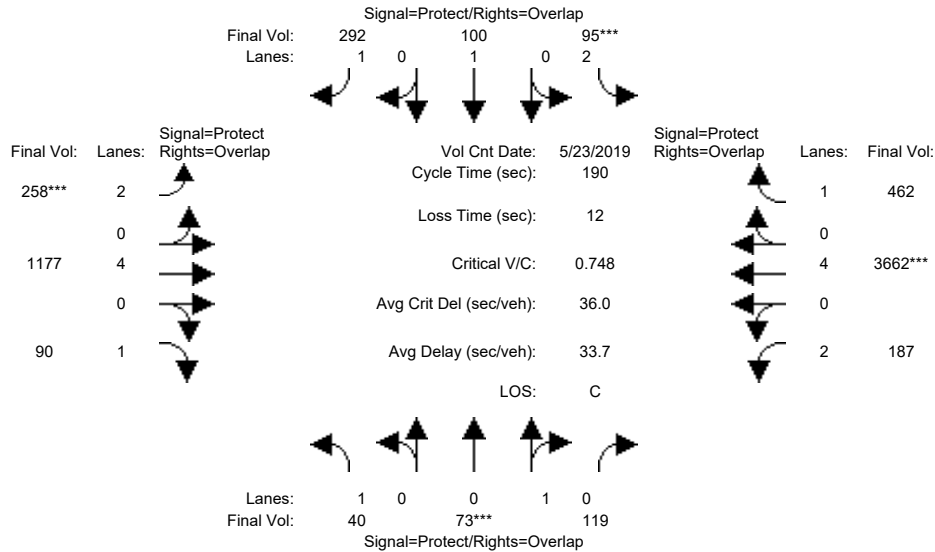
Vol/Sat:	0.04	0.02	0.31	0.06	0.08	0.08	0.00	0.27	0.04	0.18	0.21	0.01
Crit Moves:	****					****	****				****	
Green Time:	18.4	28.6	69.0	30.4	40.6	40.6	7.0	77.7	96.0	40.3	111	141.4
Volume/Cap:	0.38	0.13	0.84	0.37	0.38	0.38	0.06	0.65	0.08	0.86	0.36	0.01
Delay/Veh:	81.4	69.6	60.8	71.2	64.1	64.1	88.2	45.3	23.9	80.1	28.1	11.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	81.4	69.6	60.8	71.2	64.1	64.1	88.2	45.3	23.9	80.1	28.1	11.2
LOS by Move:	F	E	E	E	E	E	F	D	C	F	C	B
HCM2k95thQ:	7	3	51	11	14	14	1	38	5	34	27	1

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

550 East Brokaw Road Office Development TA

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

Intersection #5809: MONTAGUE EXPWY/McCARTHY-O'TOOL



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	12	28	28	13	29	29	20	109	109	20	109	109
Y+R:	5.2	5.5	5.5	5.5	5.5	5.5	5.6	5.8	5.8	5.9	5.8	5.8

Volume Module: >> Count Date: 23 May 2019 <<

Base Vol:	40	73	119	95	100	292	258	1177	90	187	3662	462
Growth Adj:	1.00	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	73	119	95	100	292	258	1177	90	187	3662	462
Added Vol:	0	0	0	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	73	119	95	100	292	258	1177	90	187	3662	462
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	73	119	95	100	292	258	1177	90	187	3662	462
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	73	119	95	100	292	258	1177	90	187	3662	462
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	73	119	95	100	292	258	1177	90	187	3662	462

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	0.38	0.62	2.00	1.00	1.00	2.00	4.00	1.00	2.00	4.00	1.00
Final Sat.:	1750	684	1116	3150	1900	1750	3150	7600	1750	3150	7600	1750

Capacity Analysis Module:

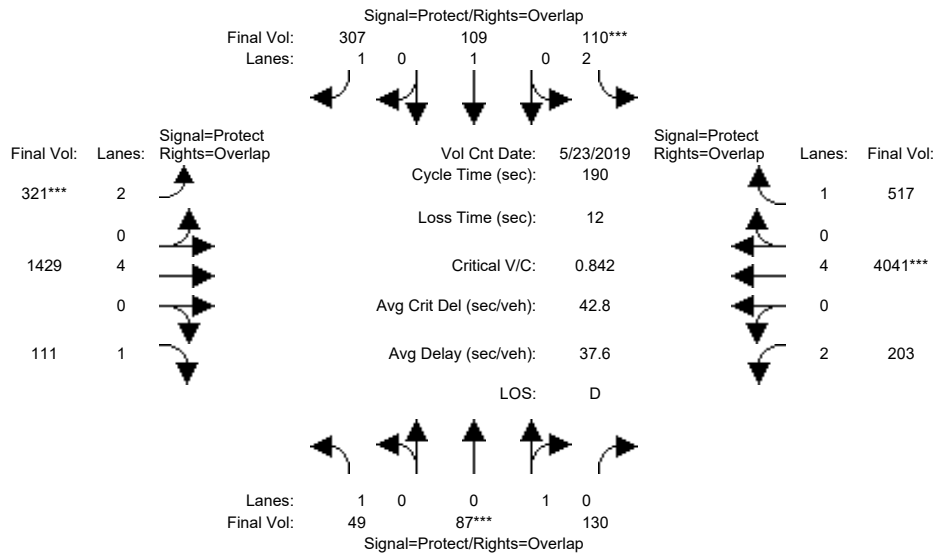
Vol/Sat:	0.02	0.11	0.11	0.03	0.05	0.17	0.08	0.15	0.05	0.06	0.48	0.26
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	12.0	28.0	49.2	13.0	29.0	49.0	20.0	116	127.8	21.2	117	130.0
Volume/Cap:	0.36	0.72	0.41	0.44	0.34	0.65	0.78	0.25	0.08	0.53	0.78	0.39
Delay/Veh:	87.3	86.8	59.0	86.4	72.7	66.1	94.0	17.2	10.8	81.2	28.0	13.1
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:	87.3	86.8	59.0	86.4	72.7	66.1	94.0	17.2	10.8	81.2	28.0	13.1
LOS by Move:	F	F	E	F	E	E	F	B	B	F	C	B
HCM2k95thQ:	6	22	18	7	10	29	17	14	4	11	59	21

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

550 East Brokaw Road Office Development TA

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

Intersection #5809: MONTAGUE EXPWY/McCARTHY-O'TOOL



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	12	28	28	13	29	29	20	109	109	20	109	109
Y+R:	5.2	5.5	5.5	5.5	5.5	5.5	5.6	5.8	5.8	5.9	5.8	5.8

Volume Module:	>> Count Date: 23 May 2019 <<											
Base Vol:	40	73	119	95	100	292	258	1177	90	187	3662	462
Growth Adj:	1.00	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	73	119	95	100	292	258	1177	90	187	3662	462
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	9	14	11	15	9	15	63	252	21	16	379	55
Initial Fut:	49	87	130	110	109	307	321	1429	111	203	4041	517
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	49	87	130	110	109	307	321	1429	111	203	4041	517
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	87	130	110	109	307	321	1429	111	203	4041	517
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	49	87	130	110	109	307	321	1429	111	203	4041	517

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	0.40	0.60	2.00	1.00	1.00	2.00	4.00	1.00	2.00	4.00	1.00
Final Sat.:	1750	722	1078	3150	1900	1750	3150	7600	1750	3150	7600	1750

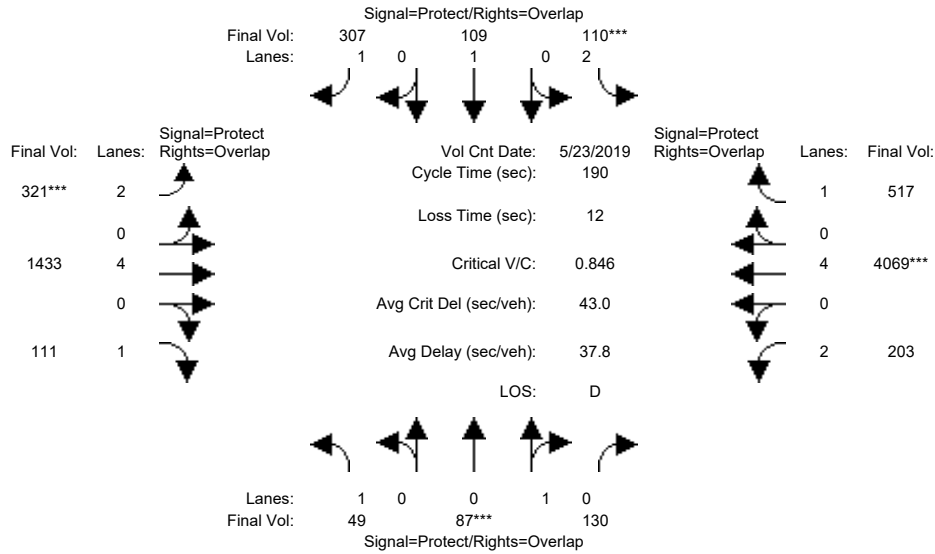
Capacity Analysis Module:												
Vol/Sat:	0.03	0.12	0.12	0.03	0.06	0.18	0.10	0.19	0.06	0.06	0.53	0.30
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	12.0	28.0	49.2	13.0	29.0	51.0	22.0	116	127.8	21.2	115	128.0
Volume/Cap:	0.44	0.82	0.47	0.51	0.38	0.65	0.88	0.31	0.09	0.58	0.88	0.44
Delay/Veh:	88.6	96.3	60.0	87.5	73.2	64.9	103.5	17.9	10.9	82.5	33.8	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:	88.6	96.3	60.0	87.5	73.2	64.9	103.5	17.9	10.9	82.5	33.8	14.6
LOS by Move:	F	F	E	F	E	E	F	B	B	F	C	B
HCM2k95thQ:	7	26	20	9	11	30	21	18	5	12	72	25

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

550 East Brokaw Road Office Development TA

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

Intersection #5809: MONTAGUE EXPWY/McCARTHY-O'TOOL



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	12	28	28	13	29	29	20	109	109	20	109	109
Y+R:	5.2	5.5	5.5	5.5	5.5	5.5	5.6	5.8	5.8	5.9	5.8	5.8

Volume Module: >> Count Date: 23 May 2019 <<

Base Vol:	40	73	119	95	100	292	258	1177	90	187	3662	462
Growth Adj:	1.00	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	73	119	95	100	292	258	1177	90	187	3662	462
Added Vol:	0	0	0	0	0	0	0	4	0	0	28	0
PasserByVol:	9	14	11	15	9	15	63	252	21	16	379	55
Initial Fut:	49	87	130	110	109	307	321	1433	111	203	4069	517
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	49	87	130	110	109	307	321	1433	111	203	4069	517
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	87	130	110	109	307	321	1433	111	203	4069	517
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	49	87	130	110	109	307	321	1433	111	203	4069	517

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	0.40	0.60	2.00	1.00	1.00	2.00	4.00	1.00	2.00	4.00	1.00
Final Sat.:	1750	722	1078	3150	1900	1750	3150	7600	1750	3150	7600	1750

Capacity Analysis Module:

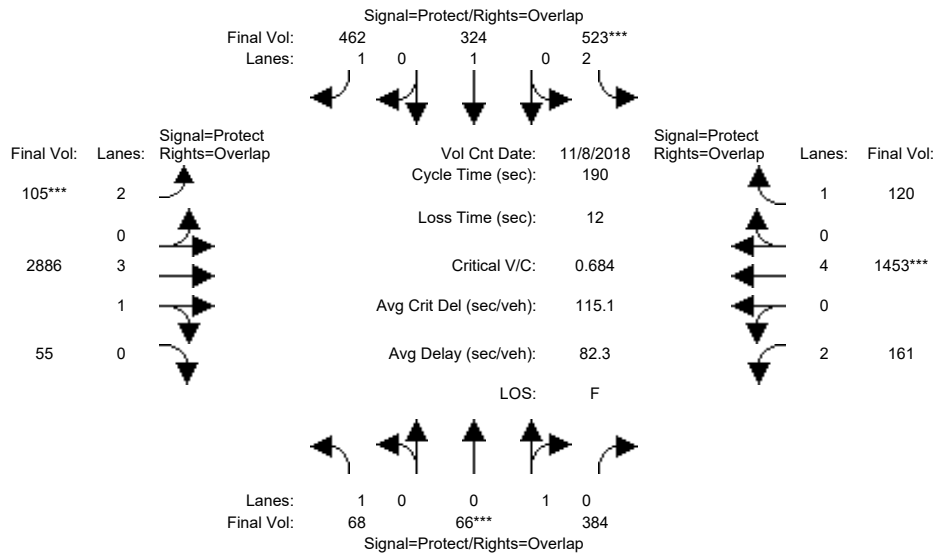
Vol/Sat:	0.03	0.12	0.12	0.03	0.06	0.18	0.10	0.19	0.06	0.06	0.54	0.30
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	12.0	28.0	49.2	13.0	29.0	50.9	21.9	116	127.8	21.2	115	128.1
Volume/Cap:	0.44	0.82	0.47	0.51	0.38	0.65	0.88	0.31	0.09	0.58	0.88	0.44
Delay/Veh:	88.6	96.3	60.0	87.5	73.2	65.1	104.5	17.9	10.9	82.5	34.1	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:	88.6	96.3	60.0	87.5	73.2	65.1	104.5	17.9	10.9	82.5	34.1	14.6
LOS by Move:	F	F	E	F	E	E	F	B	B	F	C	B
HCM2k95thQ:	7	26	20	9	11	30	21	18	5	12	73	25

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

550 East Brokaw Road Office Development TA

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

Intersection #5809: MONTAGUE EXPWY/McCARTHY-O'TOOL



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	11	23	23	28	40	40	15	103	103	14	102	102
Y+R:	5.2	5.5	5.5	5.5	5.5	5.5	5.6	5.8	5.8	5.9	5.8	5.8

Volume Module: >> Count Date: 8 Nov 2018 << 4:30-5:30 PM

Base Vol:	68	66	384	523	324	462	105	2886	55	161	1453	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:	68	66	384	523	324	462	105	2886	55	161	1453	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:	68	66	384	523	324	462	105	2886	55	161	1453	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:	68	66	384	523	324	462	105	2886	55	161	1453	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	66	384	523	324	462	105	2886	55	161	1453	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:	68	66	384	523	324	462	105	2886	55	161	1453	120

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.83	1.00	0.92	0.83	0.74	0.95	0.83	1.00	0.92
Lanes:	1.00	0.15	0.85	2.00	1.00	1.00	2.00	3.94	0.06	2.00	4.00	1.00
Final Sat.:	1750	264	1536	3150	1900	1750	3150	5547	106	3150	7600	1750

Capacity Analysis Module:

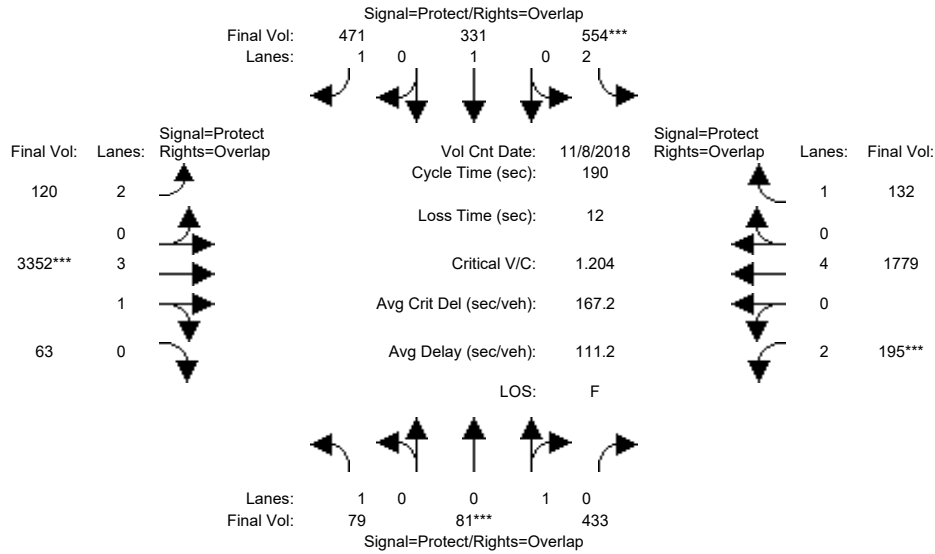
Vol/Sat:	0.04	0.25	0.25	0.17	0.17	0.26	0.03	0.52	0.52	0.05	0.19	0.07
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	12.2	33.0	47.0	28.0	48.8	63.8	15.0	103	115.2	14.0	102	130.0
Volume/Cap:	0.60	1.44	1.01	1.13	0.66	0.79	0.42	0.96	0.86	0.69	0.36	0.10
Delay/Veh:	95.4	294	116.8	162.2	66.7	63.9	89.3	83.1	64.5	99.2	44.7	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:	95.4	294	116.8	162.2	66.7	63.9	89.3	83.1	64.5	99.2	44.7	24.9
LOS by Move:	F	F	F	F	E	E	F	F	E	F	D	C
HCM2k95thQ:	10	71	53	42	30	44	7	70	84	11	30	11

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

550 East Brokaw Road Office Development TA

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

Intersection #5809: MONTAGUE EXPWY/McCARTHY-O'TOOL



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	11	23	23	28	40	40	15	103	103	14	102	102
Y+R:	5.2	5.5	5.5	5.5	5.5	5.5	5.6	5.8	5.8	5.9	5.8	5.8

Volume Module: >> Count Date: 8 Nov 2018 << 4:30-5:30 PM

Base Vol:	68	66	384	523	324	462	105	2886	55	161	1453	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:	68	66	384	523	324	462	105	2886	55	161	1453	120
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	11	15	49	31	7	9	15	466	8	34	326	12
Initial Fut:	79	81	433	554	331	471	120	3352	63	195	1779	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:	79	81	433	554	331	471	120	3352	63	195	1779	132
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	79	81	433	554	331	471	120	3352	63	195	1779	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:	79	81	433	554	331	471	120	3352	63	195	1779	132

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.83	1.00	0.92	0.83	0.74	0.95	0.83	1.00	0.92
Lanes:	1.00	0.16	0.84	2.00	1.00	1.00	2.00	3.94	0.06	2.00	4.00	1.00
Final Sat.:	1750	284	1516	3150	1900	1750	3150	5548	104	3150	7600	1750

Capacity Analysis Module:

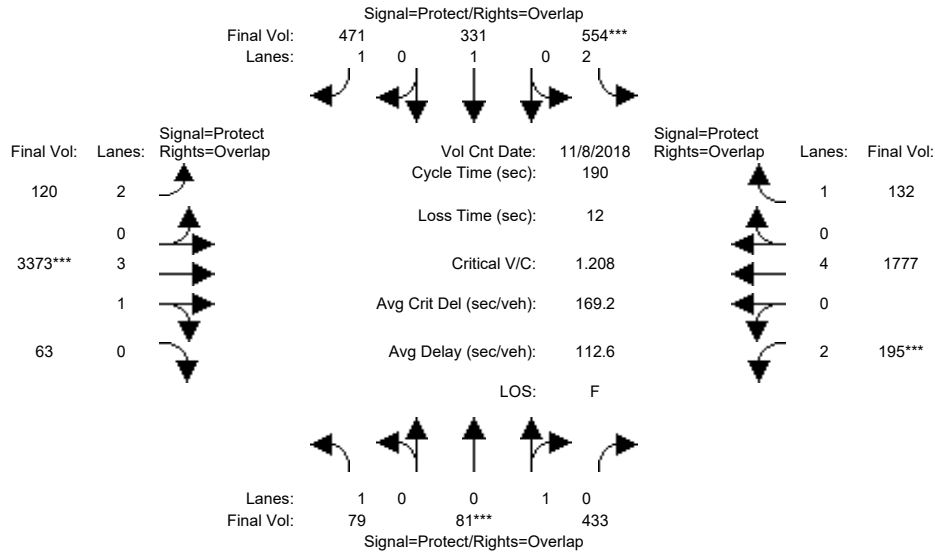
Vol/Sat:	0.05	0.29	0.29	0.18	0.17	0.27	0.04	0.60	0.60	0.06	0.23	0.08
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	12.2	33.0	47.0	28.0	48.8	63.8	15.0	103	115.2	14.0	102	130.0
Volume/Cap:	0.70	1.64	1.15	1.19	0.68	0.80	0.48	1.11	1.00	0.84	0.44	0.11
Delay/Veh:	105.1	382	163.7	187.6	67.4	65.2	90.0	135	89.9	114.5	47.2	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:	105.1	382	163.7	187.6	67.4	65.2	90.0	135	89.9	114.5	47.2	25.1
LOS by Move:	F	F	F	F	E	E	F	F	F	F	D	C
HCM2k95thQ:	12	88	66	46	30	45	8	93	108	14	36	12

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

550 East Brokaw Road Office Development TA

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

Intersection #5809: MONTAGUE EXPWY/McCARTHY-O'TOOL



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	11	23	23	28	40	40	15	103	103	14	102	102
Y+R:	5.2	5.5	5.5	5.5	5.5	5.5	5.6	5.8	5.8	5.9	5.8	5.8

Volume Module: >> Count Date: 8 Nov 2018 << 4:30-5:30 PM

Base Vol:	68	66	384	523	324	462	105	2886	55	161	1453	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:	68	66	384	523	324	462	105	2886	55	161	1453	120
Added Vol:	0	0	0	0	0	0	0	21	0	0	-2	0
PasserByVol:	11	15	49	31	7	9	15	466	8	34	326	12
Initial Fut:	79	81	433	554	331	471	120	3373	63	195	1777	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:	79	81	433	554	331	471	120	3373	63	195	1777	132
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	79	81	433	554	331	471	120	3373	63	195	1777	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:	79	81	433	554	331	471	120	3373	63	195	1777	132

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.83	1.00	0.92	0.83	0.74	0.95	0.83	1.00	0.92
Lanes:	1.00	0.16	0.84	2.00	1.00	1.00	2.00	3.94	0.06	2.00	4.00	1.00
Final Sat.:	1750	284	1516	3150	1900	1750	3150	5548	104	3150	7600	1750

Capacity Analysis Module:

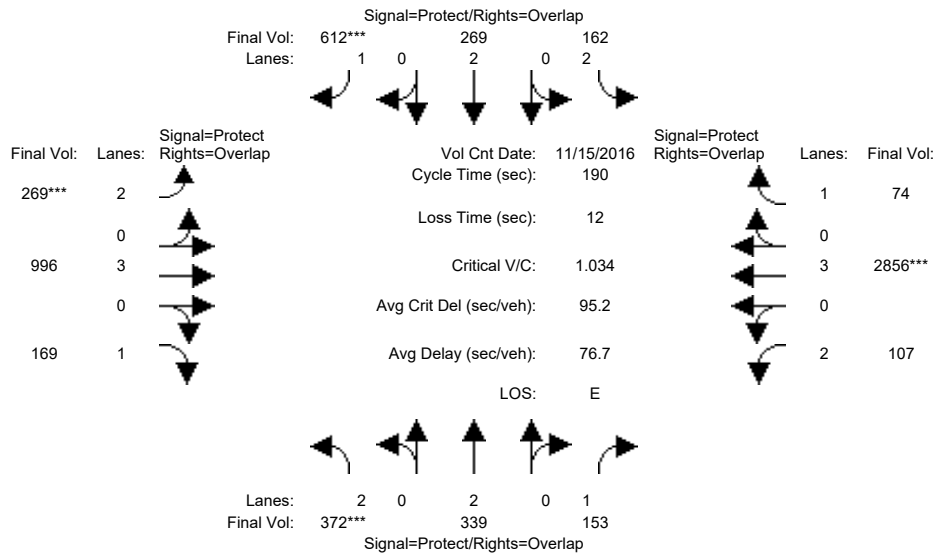
Vol/Sat:	0.05	0.29	0.29	0.18	0.17	0.27	0.04	0.61	0.61	0.06	0.23	0.08
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	12.2	33.0	47.0	28.0	48.8	63.8	15.0	103	115.2	14.0	102	130.0
Volume/Cap:	0.70	1.64	1.15	1.19	0.68	0.80	0.48	1.12	1.00	0.84	0.44	0.11
Delay/Veh:	105.1	382	163.7	187.6	67.4	65.2	90.0	137	91.8	114.5	47.2	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:	105.1	382	163.7	187.6	67.4	65.2	90.0	137	91.8	114.5	47.2	25.1
LOS by Move:	F	F	F	F	E	E	F	F	F	F	D	C
HCM2k95thQ:	12	88	66	46	30	45	8	94	109	14	36	12

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

550 East Brokaw Road Office Development TA

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

Intersection #5801: MONTAGUE EXPWY/MAIN ST



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	21	35	35	15	29	29	12	102	102	18	108	108
Y+R:	5.6	5.8	5.8	5.2	5.8	5.8	5.2	5.8	5.8	5.2	5.8	5.8

Volume Module:	>> Count Date: 15 Nov 2016 <<											
Base Vol:	372	339	153	162	269	612	269	996	169	107	2856	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:	372	339	153	162	269	612	269	996	169	107	2856	74
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	372	339	153	162	269	612	269	996	169	107	2856	74
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	372	339	153	162	269	612	269	996	169	107	2856	74
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	372	339	153	162	269	612	269	996	169	107	2856	74
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	372	339	153	162	269	612	269	996	169	107	2856	74

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750

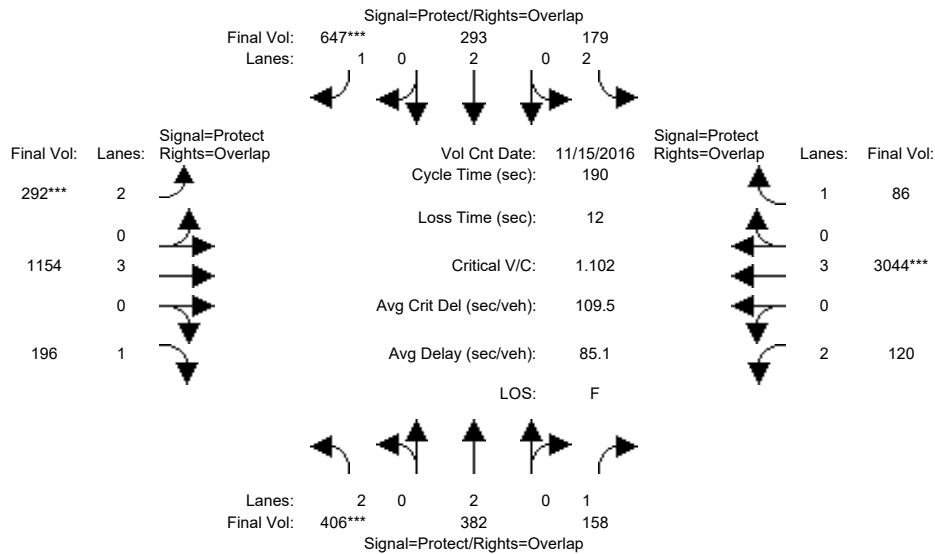
Capacity Analysis Module:												
Vol/Sat:	0.12	0.09	0.09	0.05	0.07	0.35	0.09	0.17	0.10	0.03	0.50	0.04
Crit Moves:	****					****	****			****		
Green Time:	21.0	40.6	58.6	17.4	37.0	49.0	12.0	102	123.0	18.0	108	125.4
Volume/Cap:	1.07	0.42	0.28	0.56	0.36	1.36	1.35	0.33	0.15	0.36	0.88	0.06
Delay/Veh:	152.1	64.8	50.1	85.2	66.6	244.7	276.8	24.8	13.1	81.3	38.6	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:	152.1	64.8	50.1	85.2	66.6	244.7	276.8	24.8	13.1	81.3	38.6	11.5
LOS by Move:	F	E	D	F	E	F	F	C	B	F	D	B
HCM2k95thQ:	28	15	13	12	13	92	26	19	8	7	75	3

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

550 East Brokaw Road Office Development TA

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

Intersection #5801: MONTAGUE EXPWY/MAIN ST



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	21	35	35	15	29	29	12	102	102	18	108	108
Y+R:	5.6	5.8	5.8	5.2	5.8	5.8	5.2	5.8	5.8	5.2	5.8	5.8

Volume Module: >> Count Date: 15 Nov 2016 <<

Base Vol:	372	339	153	162	269	612	269	996	169	107	2856	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:	372	339	153	162	269	612	269	996	169	107	2856	74
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	34	43	5	17	24	35	23	158	27	13	188	12
Initial Fut:	406	382	158	179	293	647	292	1154	196	120	3044	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:	406	382	158	179	293	647	292	1154	196	120	3044	86
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	406	382	158	179	293	647	292	1154	196	120	3044	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:	406	382	158	179	293	647	292	1154	196	120	3044	86

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750

Capacity Analysis Module:

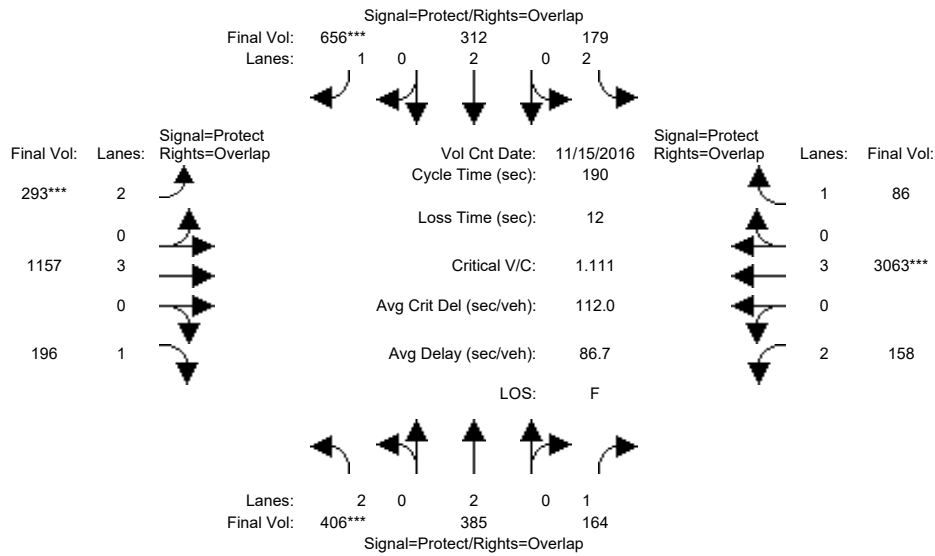
Vol/Sat:	0.13	0.10	0.09	0.06	0.08	0.37	0.09	0.20	0.11	0.04	0.53	0.05
Crit Moves:	****					****	****				****	
Green Time:	21.0	40.4	58.4	17.3	36.7	49.0	12.3	102	123.2	18.0	108	125.3
Volume/Cap:	1.17	0.47	0.29	0.62	0.40	1.43	1.43	0.38	0.17	0.40	0.94	0.07
Delay/Veh:	186.0	65.9	50.4	87.4	67.4	278.0	309.8	25.5	13.3	81.8	44.3	11.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	186.0	65.9	50.4	87.4	67.4	278.0	309.8	25.5	13.3	81.8	44.3	11.6
LOS by Move:	F	E	D	F	E	F	F	C	B	F	D	B
HCM2k95thQ:	33	17	14	13	14	101	29	22	9	8	87	4

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

550 East Brokaw Road Office Development TA

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

Intersection #5801: MONTAGUE EXPWY/MAIN ST



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	21	35	35	15	29	29	12	102	102	18	108	108
Y+R:	5.6	5.8	5.8	5.2	5.8	5.8	5.2	5.8	5.8	5.2	5.8	5.8

Volume Module: >> Count Date: 15 Nov 2016 <<

Base Vol:	372	339	153	162	269	612	269	996	169	107	2856	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:	372	339	153	162	269	612	269	996	169	107	2856	74
Added Vol:	0	3	6	0	19	9	1	3	0	38	19	0
PasserByVol:	34	43	5	17	24	35	23	158	27	13	188	12
Initial Fut:	406	385	164	179	312	656	293	1157	196	158	3063	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:	406	385	164	179	312	656	293	1157	196	158	3063	86
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	406	385	164	179	312	656	293	1157	196	158	3063	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:	406	385	164	179	312	656	293	1157	196	158	3063	86

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750

Capacity Analysis Module:

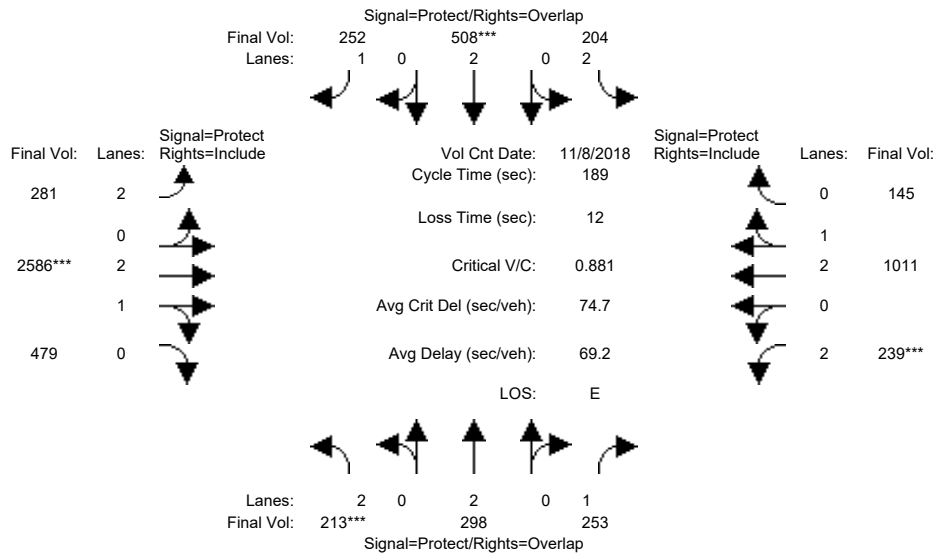
Vol/Sat:	0.13	0.10	0.09	0.06	0.08	0.37	0.09	0.20	0.11	0.05	0.54	0.05
Crit Moves:	****					****	****				****	
Green Time:	21.0	40.5	58.5	17.4	36.8	49.0	12.2	102	123.1	18.0	108	125.4
Volume/Cap:	1.17	0.48	0.30	0.62	0.42	1.45	1.45	0.38	0.17	0.53	0.95	0.07
Delay/Veh:	186.0	65.9	50.5	87.3	67.6	286.7	318.5	25.6	13.3	83.7	45.1	11.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	186.0	65.9	50.5	87.3	67.6	286.7	318.5	25.6	13.3	83.7	45.1	11.6
LOS by Move:	F	E	D	F	E	F	F	C	B	F	D	B
HCM2k95thQ:	33	18	14	13	15	103	30	22	9	10	88	4

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

550 East Brokaw Road Office Development TA

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

Intersection #5801: MONTAGUE EXPWY/MAIN ST



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	13	24	24	16	28	28	23	113	113	12	102	102
Y+R:	6.0	5.7	5.7	6.2	5.5	5.5	5.6	5.8	5.8	6.0	5.8	5.8

Volume Module:	>>	Count	Date:	8 Nov 2018	<<	5:15 - 6:15 PM						
Base Vol:	213	298	253	204	508	252	281	2586	479	239	1011	145
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	213	298	253	204	508	252	281	2586	479	239	1011	145
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	213	298	253	204	508	252	281	2586	479	239	1011	145
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	213	298	253	204	508	252	281	2586	479	239	1011	145
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	213	298	253	204	508	252	281	2586	479	239	1011	145
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	213	298	253	204	508	252	281	2586	479	239	1011	145

Saturation Flow Module:	Sat/Lane:	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	0.99	0.95	0.83	0.99	0.95
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.51	0.49	2.00	2.61	0.39
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	4724	875	3150	4897	702

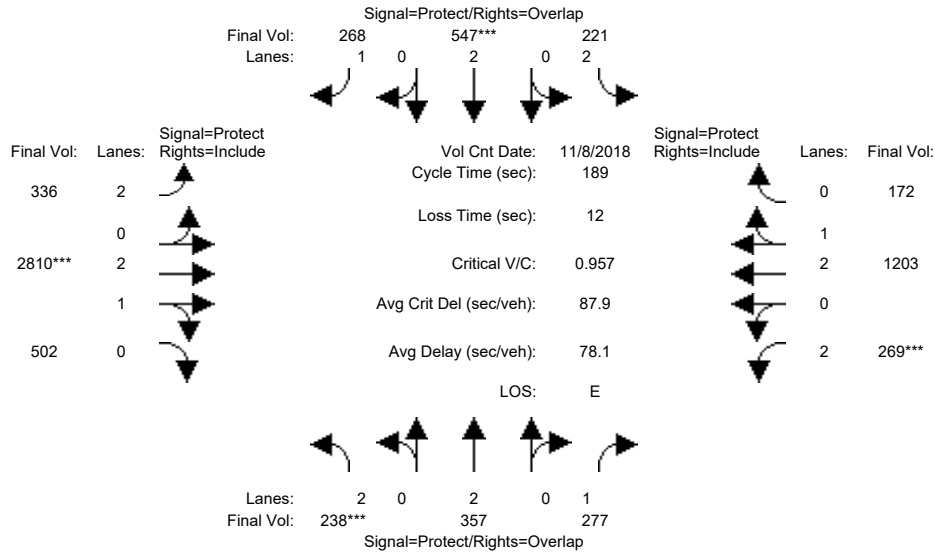
Capacity Analysis Module:	Vol/Sat:	0.07	0.08	0.14	0.06	0.13	0.14	0.09	0.55	0.55	0.08	0.21	0.21
Crit Moves:	****			****			****				****		
Green Time:	14.5	25.9	42.2	17.3	28.7	53.3	24.6	118	117.5	16.3	109	109.2	
Volume/Cap:	0.88	0.57	0.65	0.71	0.88	0.51	0.68	0.88	0.88	0.88	0.36	0.36	
Delay/Veh:	115.2	77.9	70.4	91.3	93.1	57.8	91.1	65.5	65.5	117.3	40.7	40.7	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	115.2	77.9	70.4	91.3	93.1	57.8	91.1	65.5	65.5	117.3	40.7	40.7	
LOS by Move:	F	E	E	F	F	E	F	E	E	F	D	D	
HCM2k95thQ:	15	15	25	15	29	23	17	83	83	17	32	32	

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

550 East Brokaw Road Office Development TA

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

Intersection #5801: MONTAGUE EXPWY/MAIN ST



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	13	24	24	16	28	28	23	113	113	12	102	102
Y+R:	6.0	5.7	5.7	6.2	5.5	5.5	5.6	5.8	5.8	6.0	5.8	5.8

Volume Module:	>> Count Date: 8 Nov 2018 << 5:15 - 6:15 PM											
Base Vol:	213	298	253	204	508	252	281	2586	479	239	1011	145
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	213	298	253	204	508	252	281	2586	479	239	1011	145
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	25	59	24	17	39	16	55	224	23	30	192	27
Initial Fut:	238	357	277	221	547	268	336	2810	502	269	1203	172
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	238	357	277	221	547	268	336	2810	502	269	1203	172
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	238	357	277	221	547	268	336	2810	502	269	1203	172
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	238	357	277	221	547	268	336	2810	502	269	1203	172

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.99	0.95	0.83	0.99	0.95
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.53	0.47	2.00	2.61	0.39
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	4750	849	3150	4899	700

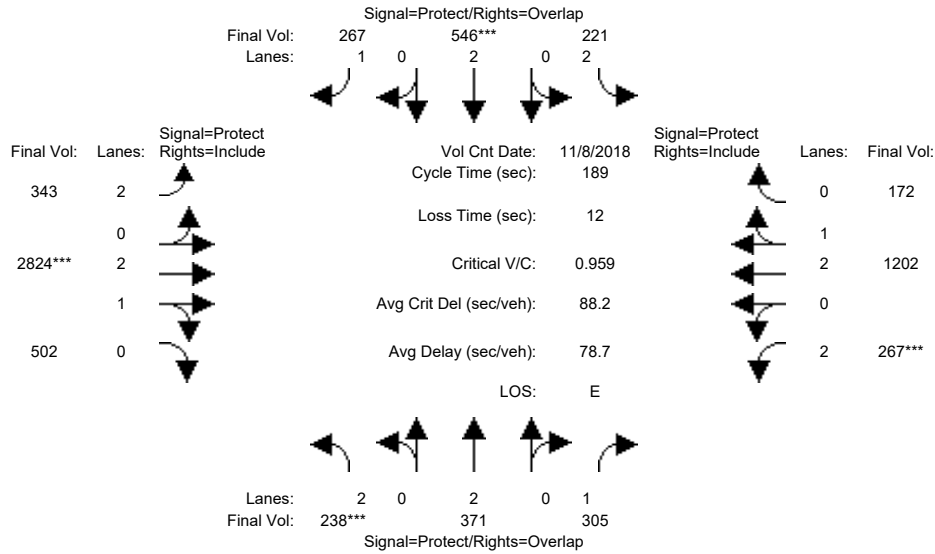
Capacity Analysis Module:												
Vol/Sat:	0.08	0.09	0.16	0.07	0.14	0.15	0.11	0.59	0.59	0.09	0.25	0.25
Crit Moves:	****			****			****			****		
Green Time:	14.9	26.0	42.9	17.3	28.4	53.0	24.6	117	116.8	16.9	109	109.1
Volume/Cap:	0.96	0.68	0.70	0.76	0.96	0.55	0.82	0.96	0.96	0.96	0.43	0.43
Delay/Veh:	131.9	81.3	72.5	95.4	107	59.1	100.4	77.9	77.9	133.3	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:	131.9	81.3	72.5	95.4	107	59.1	100.4	77.9	77.9	133.3	42.9	42.9
LOS by Move:	F	F	E	F	F	E	F	E	E	F	D	D
HCM2k95thQ:	18	18	28	17	33	25	20	92	92	20	37	37

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

550 East Brokaw Road Office Development TA

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

Intersection #5801: MONTAGUE EXPWY/MAIN ST



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	13	24	24	16	28	28	23	113	113	12	102	102
Y+R:	6.0	5.7	5.7	6.2	5.5	5.5	5.6	5.8	5.8	6.0	5.8	5.8

Volume Module: >> Count Date: 8 Nov 2018 << 5:15 - 6:15 PM

Base Vol:	213	298	253	204	508	252	281	2586	479	239	1011	145
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	213	298	253	204	508	252	281	2586	479	239	1011	145
Added Vol:	0	14	28	0	-1	-1	7	14	0	-2	-1	0
PasserByVol:	25	59	24	17	39	16	55	224	23	30	192	27
Initial Fut:	238	371	305	221	546	267	343	2824	502	267	1202	172
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	238	371	305	221	546	267	343	2824	502	267	1202	172
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	238	371	305	221	546	267	343	2824	502	267	1202	172
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	238	371	305	221	546	267	343	2824	502	267	1202	172

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.99	0.95	0.83	0.99	0.95
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.53	0.47	2.00	2.61	0.39
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	4754	845	3150	4898	701

Capacity Analysis Module:

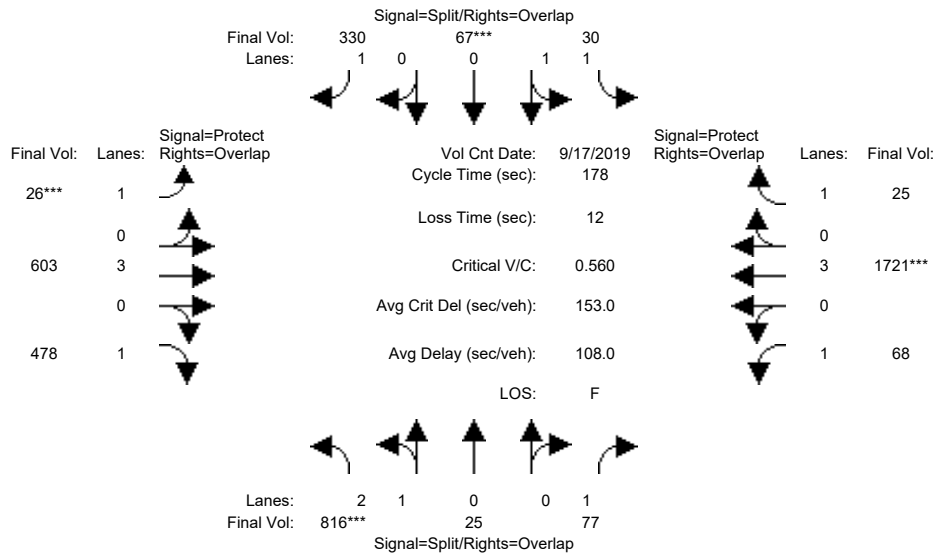
Vol/Sat:	0.08	0.10	0.17	0.07	0.14	0.15	0.11	0.59	0.59	0.08	0.25	0.25
Crit Moves:	****			****			****			****		
Green Time:	14.9	25.9	42.6	17.3	28.3	52.9	24.6	117	117.1	16.7	109	109.2
Volume/Cap:	0.96	0.71	0.77	0.77	0.96	0.54	0.84	0.96	0.96	0.96	0.42	0.42
Delay/Veh:	132.4	82.5	77.8	95.6	107	59.1	102.1	78.2	78.2	134.0	42.8	42.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	132.4	82.5	77.8	95.6	107	59.1	102.1	78.2	78.2	134.0	42.8	42.8
LOS by Move:	F	F	E	F	F	E	F	E	E	F	D	D
HCM2k95thQ:	18	19	31	17	33	25	20	92	92	20	37	37

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

550 East Brokaw Road Office Development TA

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

Intersection #5802: MONTAGUE EXPWY/TRADE ZONE BLVD



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	13	13	13	35	35	35	13	99	99	13	99	99
Y+R:	5.4	5.4	5.4	5.3	5.3	5.3	4.9	5.8	5.8	4.6	5.8	5.8

Volume Module:	>> Count Date: 17 Sep 2019 <<											
Base Vol:	816	25	77	30	67	330	26	603	478	68	1721	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	816	25	77	30	67	330	26	603	478	68	1721	25
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	816	25	77	30	67	330	26	603	478	68	1721	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	816	25	77	30	67	330	26	603	478	68	1721	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	816	25	77	30	67	330	26	603	478	68	1721	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	816	25	77	30	67	330	26	603	478	68	1721	25

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.87	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.92	0.08	1.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	4802	147	1750	1750	1900	1750	1750	5700	1750	1750	5700	1750

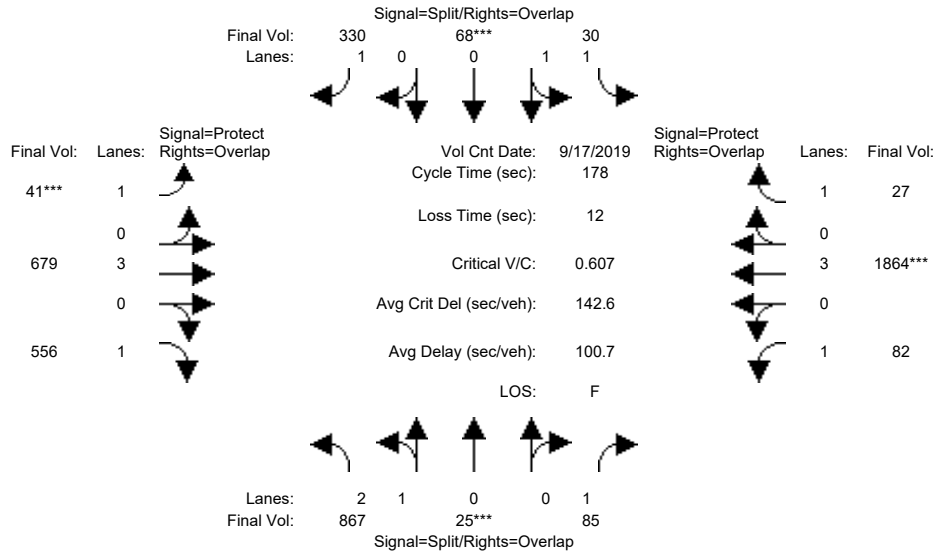
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.04	0.02	0.04	0.19	0.01	0.11	0.27	0.04	0.30	0.01
Crit Moves:	****				****		****				****	
Green Time:	17.3	17.3	30.3	36.7	36.7	49.7	13.0	99.0	116.3	13.0	99.0	135.7
Volume/Cap:	1.75	1.75	0.26	0.08	0.17	0.67	0.20	0.19	0.42	0.53	0.54	0.02
Delay/Veh:	427.7	428	64.6	57.1	58.2	60.7	78.4	19.6	15.0	83.8	25.3	5.1
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:	427.7	428	64.6	57.1	58.2	60.7	78.4	19.6	15.0	83.8	25.3	5.1
LOS by Move:	F	F	E	E	E	E	E	B	B	F	C	A
HCM2k95thQ:	56	56	8	3	6	30	3	10	23	8	32	1

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

550 East Brokaw Road Office Development TA

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

Intersection #5802: MONTAGUE EXPWY/TRADE ZONE BLVD



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	13	13	13	35	35	35	13	99	99	13	99	99
Y+R:	5.4	5.4	5.4	5.3	5.3	5.3	4.9	5.8	5.8	4.6	5.8	5.8

Volume Module:	>> Count Date: 17 Sep 2019 <<											
Base Vol:	816	25	77	30	67	330	26	603	478	68	1721	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	816	25	77	30	67	330	26	603	478	68	1721	25
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	51	0	8	0	1	0	15	76	78	14	143	2
Initial Fut:	867	25	85	30	68	330	41	679	556	82	1864	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	867	25	85	30	68	330	41	679	556	82	1864	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	867	25	85	30	68	330	41	679	556	82	1864	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	867	25	85	30	68	330	41	679	556	82	1864	27

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.87	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.92	0.08	1.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	4810	139	1750	1750	1900	1750	1750	5700	1750	1750	5700	1750

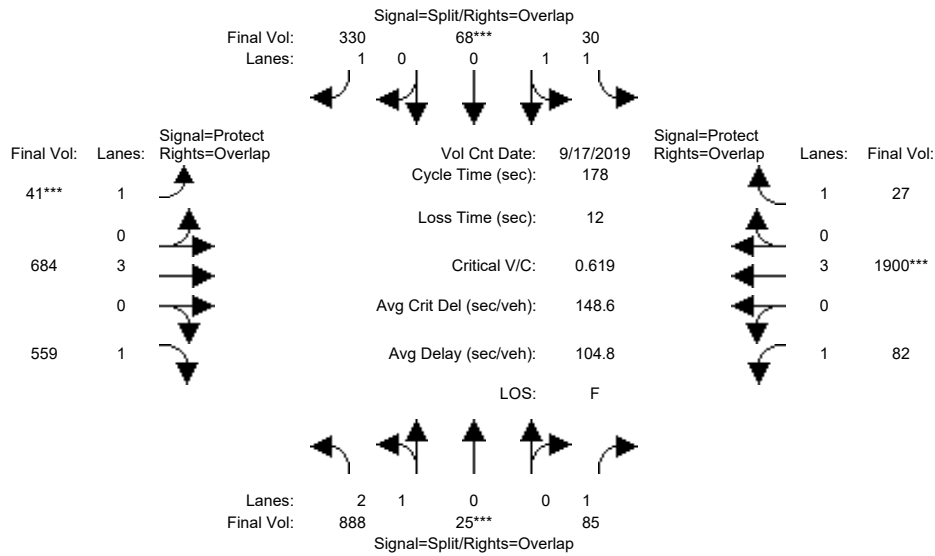
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.05	0.02	0.04	0.19	0.02	0.12	0.32	0.05	0.33	0.02
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	19.0	19.0	32.0	35.0	35.0	48.0	13.0	99.0	118.0	13.0	99.0	134.0
Volume/Cap:	1.69	1.69	0.27	0.09	0.18	0.70	0.32	0.21	0.48	0.64	0.59	0.02
Delay/Veh:	397.5	398	63.4	58.5	59.7	63.1	79.8	19.9	15.1	90.8	26.3	5.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	397.5	398	63.4	58.5	59.7	63.1	79.8	19.9	15.1	90.8	26.3	5.5
LOS by Move:	F	F	E	E	E	E	E	B	B	F	C	A
HCM2k95thQ:	58	58	8	3	6	31	5	11	28	9	36	1

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

550 East Brokaw Road Office Development TA

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

Intersection #5802: MONTAGUE EXPWY/TRADE ZONE BLVD



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	13	13	13	35	35	35	13	99	99	13	99	99
Y+R:	5.4	5.4	5.4	5.3	5.3	5.3	4.9	5.8	5.8	4.6	5.8	5.8

Volume Module:	>>	Count	Date:	17 Sep 2019	<<							
Base Vol:	816	25	77	30	67	330	26	603	478	68	1721	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	816	25	77	30	67	330	26	603	478	68	1721	25
Added Vol:	21	0	0	0	0	0	0	5	3	0	36	0
PasserByVol:	51	0	8	0	1	0	15	76	78	14	143	2
Initial Fut:	888	25	85	30	68	330	41	684	559	82	1900	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	888	25	85	30	68	330	41	684	559	82	1900	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	888	25	85	30	68	330	41	684	559	82	1900	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	888	25	85	30	68	330	41	684	559	82	1900	27

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.87	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.92	0.08	1.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	4813	136	1750	1750	1900	1750	1750	5700	1750	1750	5700	1750

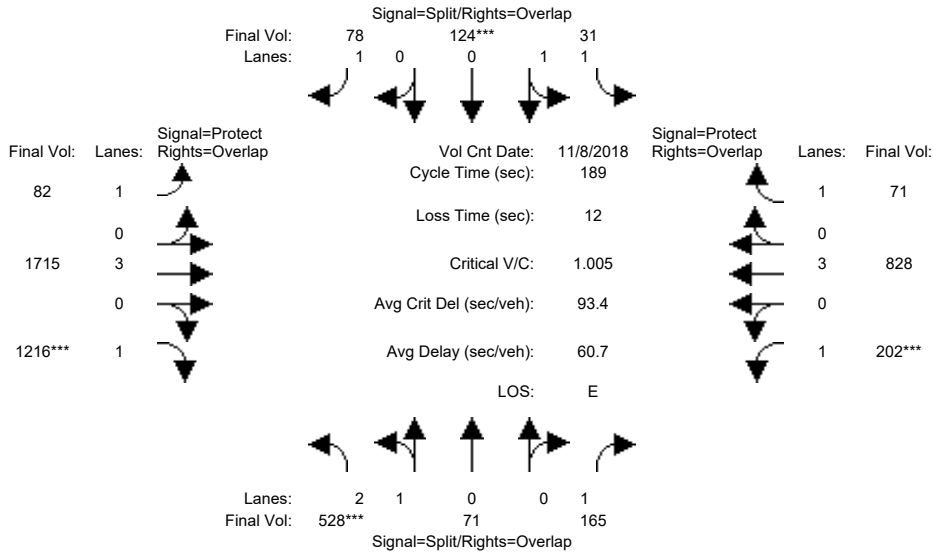
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.05	0.02	0.04	0.19	0.02	0.12	0.32	0.05	0.33	0.02
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	19.0	19.0	32.0	35.0	35.0	48.0	13.0	99.0	118.0	13.0	99.0	134.0
Volume/Cap:	1.73	1.73	0.27	0.09	0.18	0.70	0.32	0.22	0.48	0.64	0.60	0.02
Delay/Veh:	415.1	415	63.4	58.5	59.7	63.1	79.8	20.0	15.2	90.8	26.6	5.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	415.1	415	63.4	58.5	59.7	63.1	79.8	20.0	15.2	90.8	26.6	5.5
LOS by Move:	F	F	E	E	E	E	E	B	B	F	C	A
HCM2k95thQ:	60	60	8	3	6	31	5	12	28	9	36	1

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

550 East Brokaw Road Office Development TA

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

Intersection #5802: MONTAGUE EXPWY/TRADE ZONE BLVD



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	30	30	30	14	14	14	15	101	101	23	109	109
Y+R:	5.3	5.3	5.3	5.4	5.4	5.4	4.9	5.8	5.8	4.6	5.8	5.8

Volume Module:	>>	Count	Date:	8 Nov 2018	<<	5:00 - 6:00 PM						
Base Vol:	528	71	165	31	124	78	82	1715	1216	202	828	71
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	528	71	165	31	124	78	82	1715	1216	202	828	71
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	528	71	165	31	124	78	82	1715	1216	202	828	71
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	528	71	165	31	124	78	82	1715	1216	202	828	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	528	71	165	31	124	78	82	1715	1216	202	828	71
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	528	71	165	31	124	78	82	1715	1216	202	828	71

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.67	0.95	0.92	1.38	0.50	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.74	0.26	1.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3483	468	1750	2625	950	1750	1750	5700	1750	1750	5700	1750

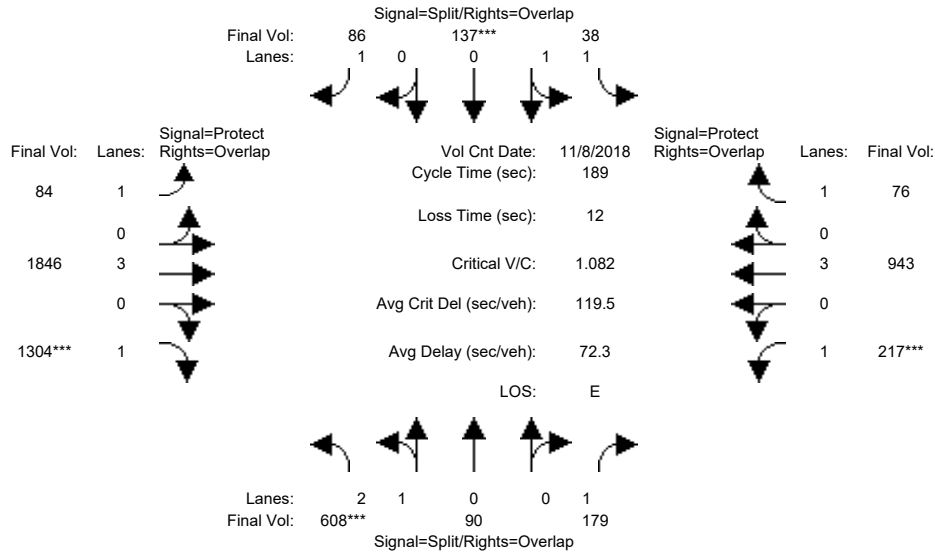
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.15	0.15	0.09	0.01	0.13	0.04	0.05	0.30	0.69	0.12	0.15	0.04
Crit Moves:	****				****				****	****		
Green Time:	30.0	30.0	53.0	24.3	24.3	39.1	14.8	101	131.0	23.0	108	132.2
Volume/Cap:	0.96	0.96	0.34	0.09	1.02	0.22	0.60	0.56	1.00	0.95	0.25	0.06
Delay/Veh:	104.0	104	54.4	72.7	160	62.5	91.2	37.9	73.7	129.5	27.4	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:	104.0	104	54.4	72.7	160	62.5	91.2	37.9	73.7	129.5	27.4	14.7
LOS by Move:	F	F	D	E	F	E	F	D	E	F	C	B
HCM2k95thQ:	29	34	15	3	19	8	9	41	118	25	19	5

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

550 East Brokaw Road Office Development TA

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

Intersection #5802: MONTAGUE EXPWY/TRADE ZONE BLVD



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	30	30	30	14	14	14	15	101	101	23	109	109
Y+R:	5.3	5.3	5.3	5.4	5.4	5.4	4.9	5.8	5.8	4.6	5.8	5.8

Volume Module: >> Count Date: 8 Nov 2018 << 5:00 - 6:00 PM

Base Vol:	528	71	165	31	124	78	82	1715	1216	202	828	71
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	528	71	165	31	124	78	82	1715	1216	202	828	71
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	80	19	14	7	13	8	2	131	88	15	115	5
Initial Fut:	608	90	179	38	137	86	84	1846	1304	217	943	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:	608	90	179	38	137	86	84	1846	1304	217	943	76
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	608	90	179	38	137	86	84	1846	1304	217	943	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:	608	90	179	38	137	86	84	1846	1304	217	943	76

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.67	0.95	0.92	1.38	0.50	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.72	0.28	1.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3449	511	1750	2625	950	1750	1750	5700	1750	1750	5700	1750

Capacity Analysis Module:

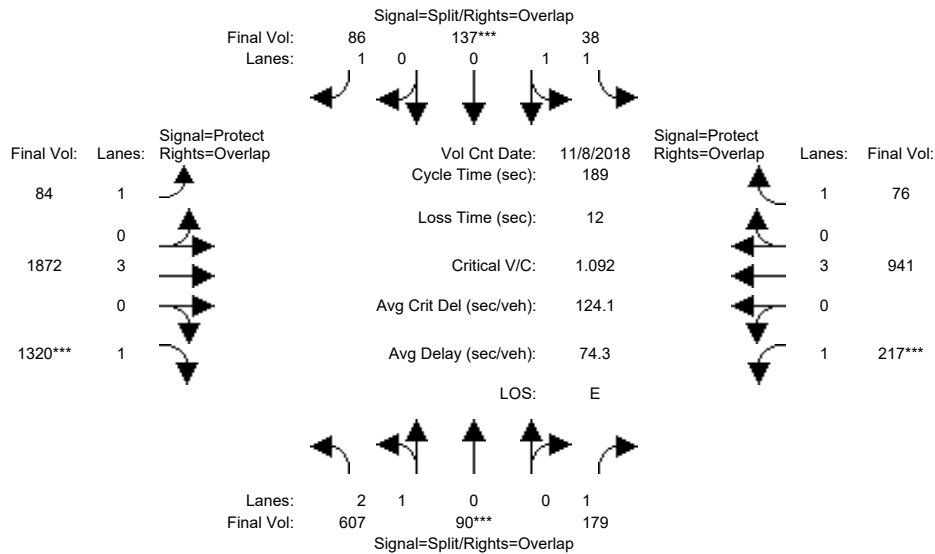
Vol/Sat:	0.18	0.18	0.10	0.01	0.14	0.05	0.05	0.32	0.75	0.12	0.17	0.04
Crit Moves:	****				****				****	****		
Green Time:	30.5	30.5	53.5	25.0	25.0	39.7	14.7	101	131.5	23.0	107	131.8
Volume/Cap:	1.09	1.09	0.36	0.11	1.09	0.23	0.62	0.61	1.07	1.02	0.29	0.06
Delay/Veh:	142.3	142	54.5	72.3	180	62.4	92.7	39.3	94.1	149.7	28.6	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:	142.3	142	54.5	72.3	180	62.4	92.7	39.3	94.1	149.7	28.6	14.9
LOS by Move:	F	F	D	E	F	E	F	D	F	F	C	B
HCM2k95thQ:	35	43	16	4	22	9	9	44	134	28	22	5

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

550 East Brokaw Road Office Development TA

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

Intersection #5802: MONTAGUE EXPWY/TRADE ZONE BLVD



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	30	30	30	14	14	14	15	101	101	23	109	109
Y+R:	5.3	5.3	5.3	5.4	5.4	5.4	4.9	5.8	5.8	4.6	5.8	5.8

Volume Module:	>> Count Date: 8 Nov 2018 << 5:00 - 6:00 PM											
Base Vol:	528	71	165	31	124	78	82	1715	1216	202	828	71
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	528	71	165	31	124	78	82	1715	1216	202	828	71
Added Vol:	-1	0	0	0	0	0	0	26	16	0	-2	0
PasserByVol:	80	19	14	7	13	8	2	131	88	15	115	5
Initial Fut:	607	90	179	38	137	86	84	1872	1320	217	941	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:	607	90	179	38	137	86	84	1872	1320	217	941	76
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	607	90	179	38	137	86	84	1872	1320	217	941	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:	607	90	179	38	137	86	84	1872	1320	217	941	76

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.67	0.95	0.92	1.38	0.50	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.72	0.28	1.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3448	511	1750	2625	950	1750	1750	5700	1750	1750	5700	1750

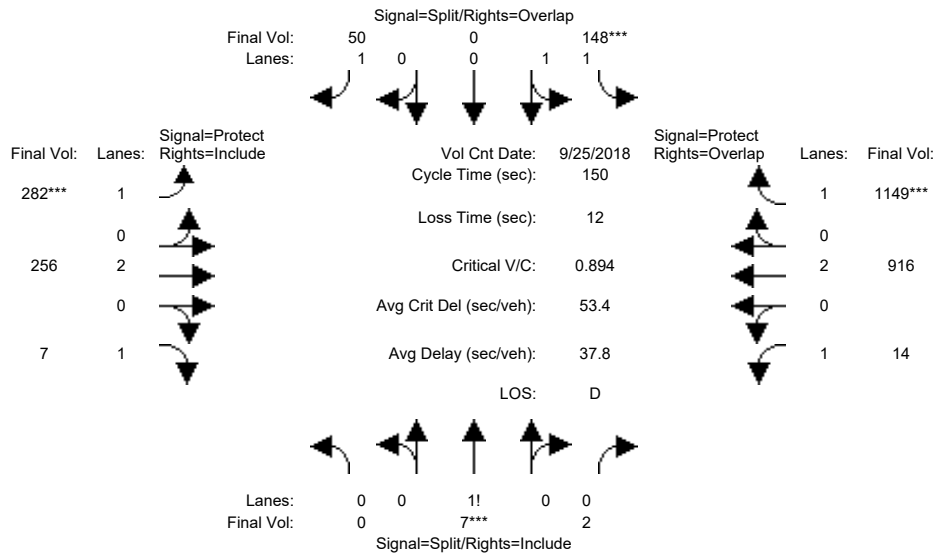
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.10	0.01	0.14	0.05	0.05	0.33	0.75	0.12	0.17	0.04
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	30.2	30.2	53.2	24.7	24.7	39.5	14.8	101	131.2	23.0	107	132.1
Volume/Cap:	1.10	1.10	0.36	0.11	1.10	0.24	0.61	0.61	1.09	1.02	0.29	0.06
Delay/Veh:	146.6	147	54.8	72.5	184	62.5	92.4	39.6	100.0	149.7	28.3	14.8
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:	146.6	147	54.8	72.5	184	62.5	92.4	39.6	100.0	149.7	28.3	14.8
LOS by Move:	F	F	D	E	F	E	F	D	F	F	C	B
HCM2k95thQ:	36	43	16	4	22	9	9	45	138	28	22	5

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

550 East Brokaw Road Office Development TA

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

Intersection #3294: BERRYESSA/COMMERCIAL



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	25 Sep 2018	<<	7:55-8:55AM						
Base Vol:	0	7	2	148	0	50	282	256	7	14	916	1149
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	7	2	148	0	50	282	256	7	14	916	1149
Added Vol:	0	0	0	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	7	2	148	0	50	282	256	7	14	916	1149
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	7	2	148	0	50	282	256	7	14	916	1149
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	7	2	148	0	50	282	256	7	14	916	1149
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	7	2	148	0	50	282	256	7	14	916	1149

Saturation Flow Module:	Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.93	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.78	0.22	2.00	0.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	0	1400	400	3550	0	1750	1750	3800	1750	1750	3800	1750

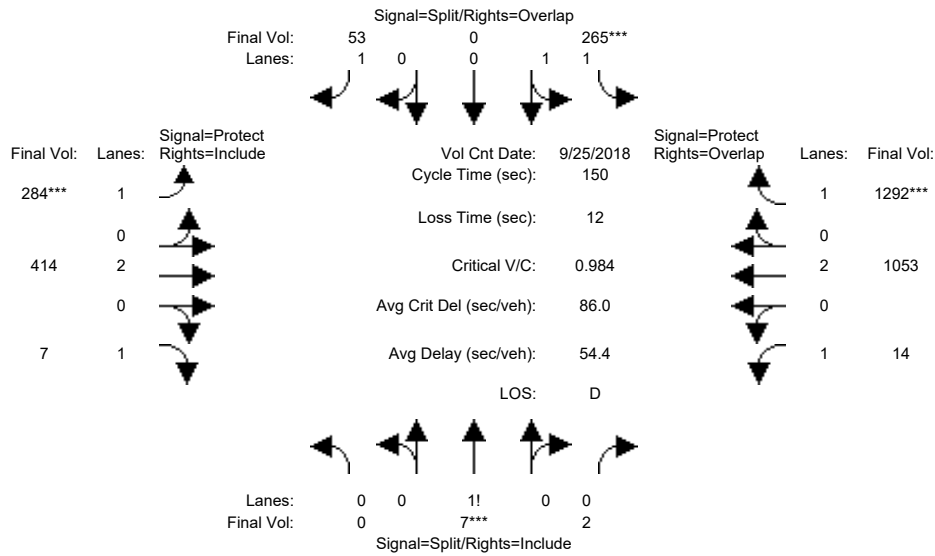
Capacity Analysis Module:	Vol/Sat:	0.00	0.01	0.01	0.04	0.00	0.03	0.16	0.07	0.00	0.01	0.24	0.66
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	0.0	10.0	10.0	10.0	0.0	35.3	25.3	69.7	69.7	48.3	92.7	102.7	
Volume/Cap:	0.00	0.08	0.08	0.63	0.00	0.12	0.95	0.14	0.01	0.02	0.39	0.96	
Delay/Veh:	0.0	65.9	65.9	73.4	0.0	45.3	101.9	23.1	21.6	34.8	14.5	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:	0.0	65.9	65.9	73.4	0.0	45.3	101.9	23.1	21.6	34.8	14.5	38.8	
LOS by Move:	A	E	E	E	A	D	F	C	C	C	B	D	
HCM2k95thQ:	0	1	1	9	0	4	31	6	0	1	19	87	

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

550 East Brokaw Road Office Development TA

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

Intersection #3294: BERRYESSA/COMMERCIAL



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count Date: 25 Sep 2018 << 7:55-8:55AM											
Base Vol:	0	7	2	148	0	50	282	256	7	14	916	1149
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	7	2	148	0	50	282	256	7	14	916	1149
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	117	0	3	2	158	0	0	137	143
Initial Fut:	0	7	2	265	0	53	284	414	7	14	1053	1292
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	7	2	265	0	53	284	414	7	14	1053	1292
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	7	2	265	0	53	284	414	7	14	1053	1292
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	7	2	265	0	53	284	414	7	14	1053	1292

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.93	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.78	0.22	2.00	0.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	0	1400	400	3550	0	1750	1750	3800	1750	1750	3800	1750

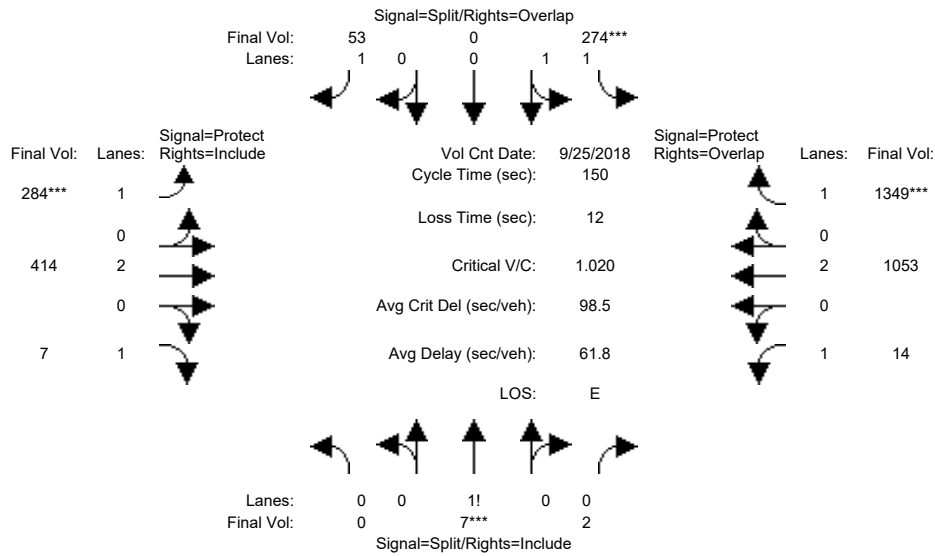
Capacity Analysis Module:												
Vol/Sat:	0.00	0.01	0.01	0.07	0.00	0.03	0.16	0.11	0.00	0.01	0.28	0.74
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	0.0	10.0	10.0	10.6	0.0	33.7	23.1	82.2	82.2	35.2	94.3	104.9
Volume/Cap:	0.00	0.08	0.08	1.06	0.00	0.13	1.06	0.20	0.01	0.03	0.44	1.06
Delay/Veh:	0.0	65.9	65.9	141.8	0.0	46.7	133.6	17.3	15.4	44.3	14.4	64.2
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	65.9	65.9	141.8	0.0	46.7	133.6	17.3	15.4	44.3	14.4	64.2
LOS by Move:	A	E	E	F	A	D	F	B	B	D	B	E
HCM2k95thQ:	0	1	1	19	0	4	34	9	0	1	22	116

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

550 East Brokaw Road Office Development TA

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

Intersection #3294: BERRYESSA/COMMERCIAL



Approach:	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:	25 Sep 2018	<<	7:55-8:55AM						
Base Vol:	0	7	2	148	0	50	282	256	7	14	916	1149
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	7	2	148	0	50	282	256	7	14	916	1149
Added Vol:	0	0	0	9	0	0	0	0	0	0	0	57
PasserByVol:	0	0	0	117	0	3	2	158	0	0	137	143
Initial Fut:	0	7	2	274	0	53	284	414	7	14	1053	1349
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	7	2	274	0	53	284	414	7	14	1053	1349
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	7	2	274	0	53	284	414	7	14	1053	1349
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	7	2	274	0	53	284	414	7	14	1053	1349

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.93	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.78	0.22	2.00	0.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	0	1400	400	3550	0	1750	1750	3800	1750	1750	3800	1750

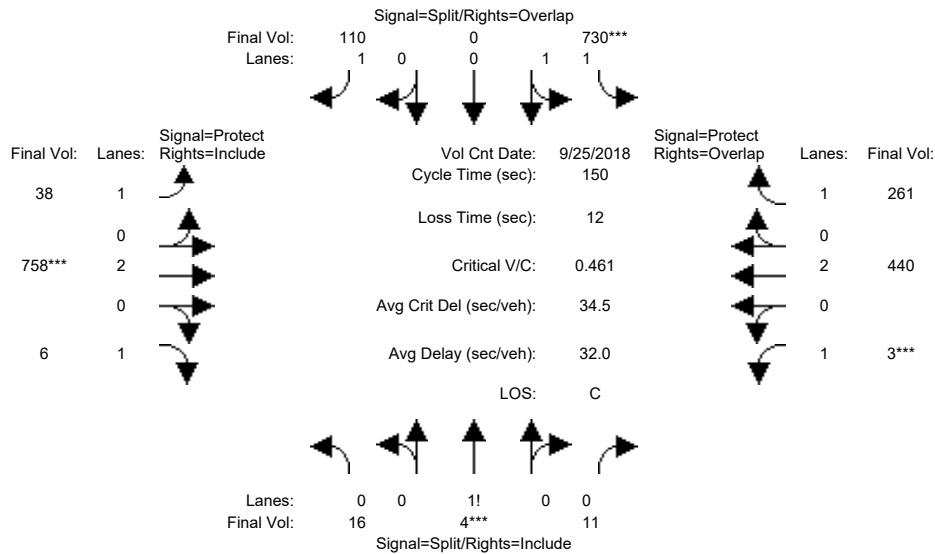
Capacity Analysis Module:												
Vol/Sat:	0.00	0.01	0.01	0.08	0.00	0.03	0.16	0.11	0.00	0.01	0.28	0.77
Crit Moves:	****			****			****			****		
Green Time:	0.0	10.0	10.0	10.6	0.0	32.8	22.3	82.2	82.2	35.2	95.2	105.7
Volume/Cap:	0.00	0.08	0.08	1.09	0.00	0.14	1.09	0.20	0.01	0.03	0.44	1.09
Delay/Veh:	0.0	65.9	65.9	153.8	0.0	47.3	147.0	17.2	15.4	44.3	14.0	77.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	65.9	65.9	153.8	0.0	47.3	147.0	17.2	15.4	44.3	14.0	77.2
LOS by Move:	A	E	E	F	A	D	F	B	B	D	B	E
HCM2k95thQ:	0	1	1	20	0	4	35	9	0	1	21	127

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

550 East Brokaw Road Office Development TA

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

Intersection #3294: BERRYESSA/COMMERCIAL



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count Date: 25 Sep 2018 << 4:55-5:55PM											
Base Vol:	16	4	11	730	0	110	38	758	6	3	440	261
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	4	11	730	0	110	38	758	6	3	440	261
Added Vol:	0	0	0	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	4	11	730	0	110	38	758	6	3	440	261
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	4	11	730	0	110	38	758	6	3	440	261
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	4	11	730	0	110	38	758	6	3	440	261
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	16	4	11	730	0	110	38	758	6	3	440	261

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.93	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.52	0.13	0.35	2.00	0.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	903	226	621	3550	0	1750	1750	3800	1750	1750	3800	1750

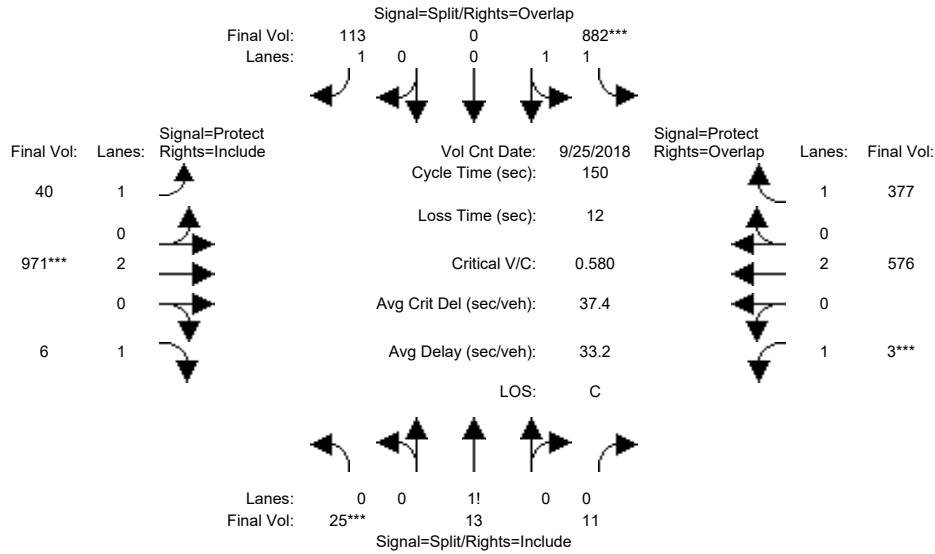
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.21	0.00	0.06	0.02	0.20	0.00	0.00	0.12	0.15
Crit Moves:	****			****			****			****		
Green Time:	10.0	10.0	10.0	61.4	0.0	80.5	19.1	59.6	59.6	7.0	47.5	108.9
Volume/Cap:	0.27	0.27	0.27	0.50	0.00	0.12	0.17	0.50	0.01	0.04	0.37	0.21
Delay/Veh:	67.7	67.7	67.7	33.2	0.0	17.2	58.7	34.3	27.4	68.5	39.8	6.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	67.7	67.7	67.7	33.2	0.0	17.2	58.7	34.3	27.4	68.5	39.8	6.7
LOS by Move:	E	E	E	C	A	B	E	C	C	E	D	A
HCM2k95thQ:	3	3	3	23	0	5	4	23	0	0	14	8

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

550 East Brokaw Road Office Development TA

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

Intersection #3294: BERRYESSA/COMMERCIAL



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 25 Sep 2018 << 4:55-5:55PM

Base Vol:	16	4	11	730	0	110	38	758	6	3	440	261
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	4	11	730	0	110	38	758	6	3	440	261
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	9	9	0	152	0	3	2	213	0	0	136	116
Initial Fut:	25	13	11	882	0	113	40	971	6	3	576	377
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	13	11	882	0	113	40	971	6	3	576	377
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	13	11	882	0	113	40	971	6	3	576	377
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	25	13	11	882	0	113	40	971	6	3	576	377

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.93	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.51	0.27	0.22	2.00	0.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	893	464	393	3550	0	1750	1750	3800	1750	1750	3800	1750

Capacity Analysis Module:

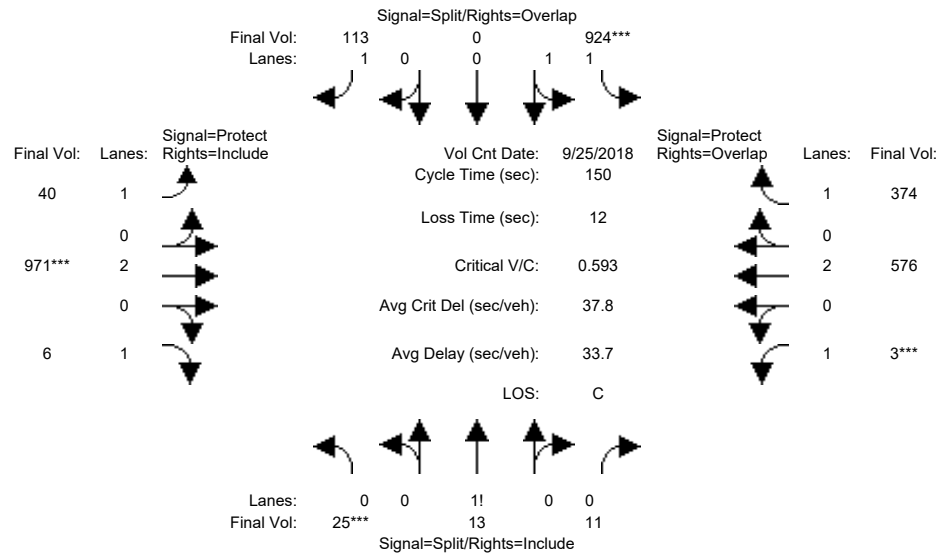
Vol/Sat:	0.03	0.03	0.03	0.25	0.00	0.06	0.02	0.26	0.00	0.00	0.15	0.22
Crit Moves:	****			****				****			****	
Green Time:	10.0	10.0	10.0	59.7	0.0	75.7	16.1	61.3	61.3	7.0	52.3	111.9
Volume/Cap:	0.42	0.42	0.42	0.62	0.00	0.13	0.21	0.62	0.01	0.04	0.44	0.29
Delay/Veh:	69.7	69.7	69.7	37.1	0.0	19.7	61.7	36.0	26.3	68.5	37.8	6.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	69.7	69.7	69.7	37.1	0.0	19.7	61.7	36.0	26.3	68.5	37.8	6.3
LOS by Move:	E	E	E	D	A	B	E	D	C	E	D	A
HCM2k95thQ:	6	6	6	30	0	6	4	30	0	0	18	11

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

550 East Brokaw Road Office Development TA

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

Intersection #3294: BERRYESSA/COMMERCIAL



Approach:	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: 25 Sep 2018 << 4:55-5:55PM											
Base Vol:	16	4	11	730	0	110	38	758	6	3	440	261
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	4	11	730	0	110	38	758	6	3	440	261
Added Vol:	0	0	0	42	0	0	0	0	0	0	0	-3
PasserByVol:	9	9	0	152	0	3	2	213	0	0	136	116
Initial Fut:	25	13	11	924	0	113	40	971	6	3	576	374
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	13	11	924	0	113	40	971	6	3	576	374
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	13	11	924	0	113	40	971	6	3	576	374
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	25	13	11	924	0	113	40	971	6	3	576	374

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.93	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.51	0.27	0.22	2.00	0.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	893	464	393	3550	0	1750	1750	3800	1750	1750	3800	1750

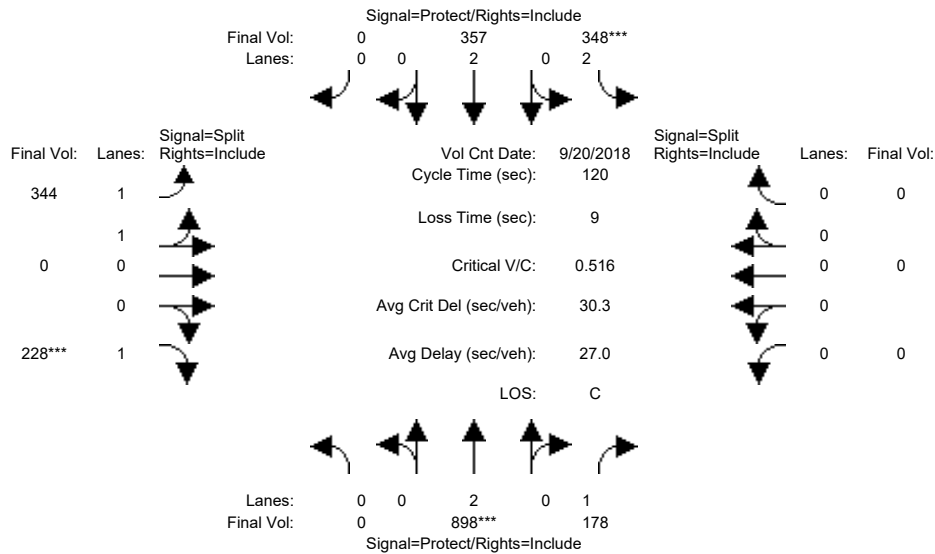
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.26	0.00	0.06	0.02	0.26	0.00	0.00	0.15	0.21
Crit Moves:	****			****			****			****		
Green Time:	10.0	10.0	10.0	61.1	0.0	76.8	15.8	59.9	59.9	7.0	51.2	112.2
Volume/Cap:	0.42	0.42	0.42	0.64	0.00	0.13	0.22	0.64	0.01	0.04	0.44	0.29
Delay/Veh:	69.7	69.7	69.7	36.6	0.0	19.1	62.1	37.2	27.1	68.5	38.6	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:	69.7	69.7	69.7	36.6	0.0	19.1	62.1	37.2	27.1	68.5	38.6	6.2
LOS by Move:	E	E	E	D	A	B	E	D	C	E	D	A
HCM2k95thQ:	6	6	6	31	0	6	4	31	0	0	18	11

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

550 East Brokaw Road Office Development TA

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

Intersection #3022: 101/OAKLAND (S)



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	20 Sep 2018	<<	7:40-8:40AM						
Base Vol:	0	898	178	348	357	0	344	0	228	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	898	178	348	357	0	344	0	228	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	898	178	348	357	0	344	0	228	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	898	178	348	357	0	344	0	228	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	898	178	348	357	0	344	0	228	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	898	178	348	357	0	344	0	228	0	0	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.93	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	1750	3150	3800	0	3550	0	1750	0	0	0

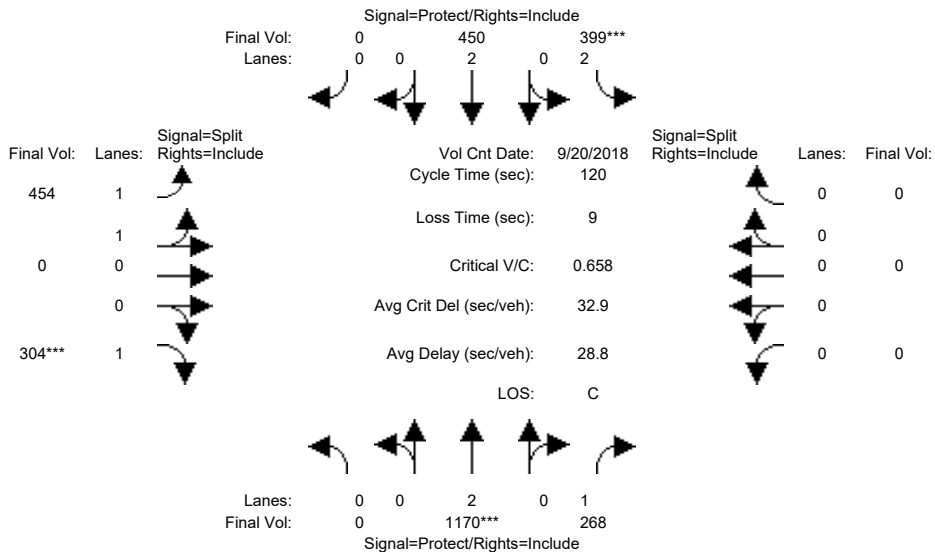
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.10	0.11	0.09	0.00	0.10	0.00	0.13	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green Time:	0.0	55.0	55.0	25.7	80.7	0.0	30.3	0.0	30.3	0.0	0.0	0.0
Volume/Cap:	0.00	0.52	0.22	0.52	0.14	0.00	0.38	0.00	0.52	0.00	0.00	0.00
Delay/Veh:	0.0	23.3	19.7	42.3	7.1	0.0	37.4	0.0	39.6	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	23.3	19.7	42.3	7.1	0.0	37.4	0.0	39.6	0.0	0.0	0.0
LOS by Move:	A	C	B	D	A	A	D	A	D	A	A	A
HCM2k95thQ:	0	20	8	12	5	0	11	0	15	0	0	0

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

550 East Brokaw Road Office Development TA

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

Intersection #3022: 101/OAKLAND (S)



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 20 Sep 2018 << 7:40-8:40AM

Base Vol:	0	898	178	348	357	0	344	0	228	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	898	178	348	357	0	344	0	228	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	272	90	51	93	0	110	0	76	0	0	0
Initial Fut:	0	1170	268	399	450	0	454	0	304	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	1170	268	399	450	0	454	0	304	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1170	268	399	450	0	454	0	304	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1170	268	399	450	0	454	0	304	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.93	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	1750	3150	3800	0	3550	0	1750	0	0	0

Capacity Analysis Module:

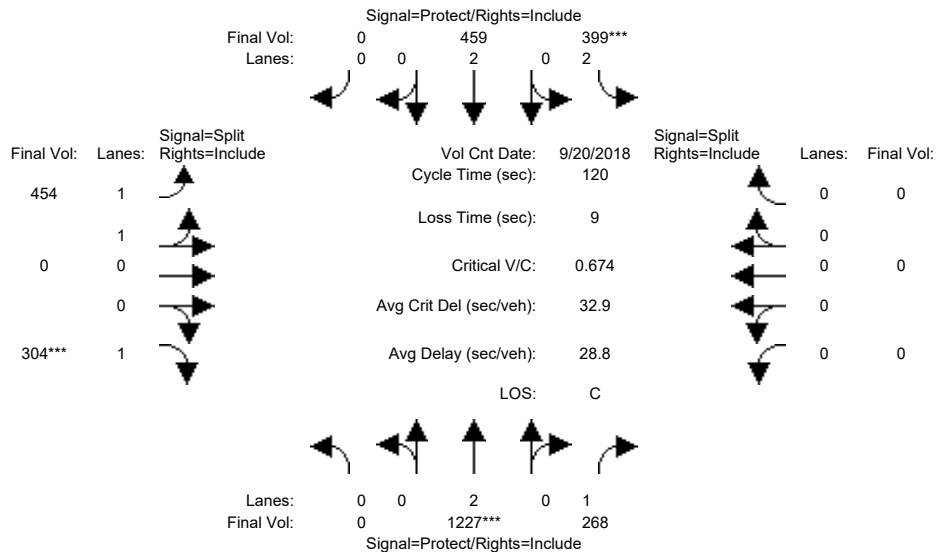
Vol/Sat:	0.00	0.31	0.15	0.13	0.12	0.00	0.13	0.00	0.17	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green Time:	0.0	56.2	56.2	23.1	79.3	0.0	31.7	0.0	31.7	0.0	0.0	0.0
Volume/Cap:	0.00	0.66	0.33	0.66	0.18	0.00	0.48	0.00	0.66	0.00	0.00	0.00
Delay/Veh:	0.0	25.4	20.3	47.4	7.9	0.0	37.6	0.0	42.8	0.0	0.0	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	25.4	20.3	47.4	7.9	0.0	37.6	0.0	42.8	0.0	0.0	0.0
LOS by Move:	A	C	C	D	A	A	D	A	D	A	A	A
HCM2k95thQ:	0	27	12	14	6	0	15	0	21	0	0	0

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

550 East Brokaw Road Office Development TA

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

Intersection #3022: 101/OAKLAND (S)



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count Date: 20 Sep 2018 << 7:40-8:40AM											
Base Vol:	0	898	178	348	357	0	344	0	228	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	898	178	348	357	0	344	0	228	0	0	0
Added Vol:	0	57	0	0	9	0	0	0	0	0	0	0
PasserByVol:	0	272	90	51	93	0	110	0	76	0	0	0
Initial Fut:	0	1227	268	399	459	0	454	0	304	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	1227	268	399	459	0	454	0	304	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1227	268	399	459	0	454	0	304	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	1227	268	399	459	0	454	0	304	0	0	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.93	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	1750	3150	3800	0	3550	0	1750	0	0	0

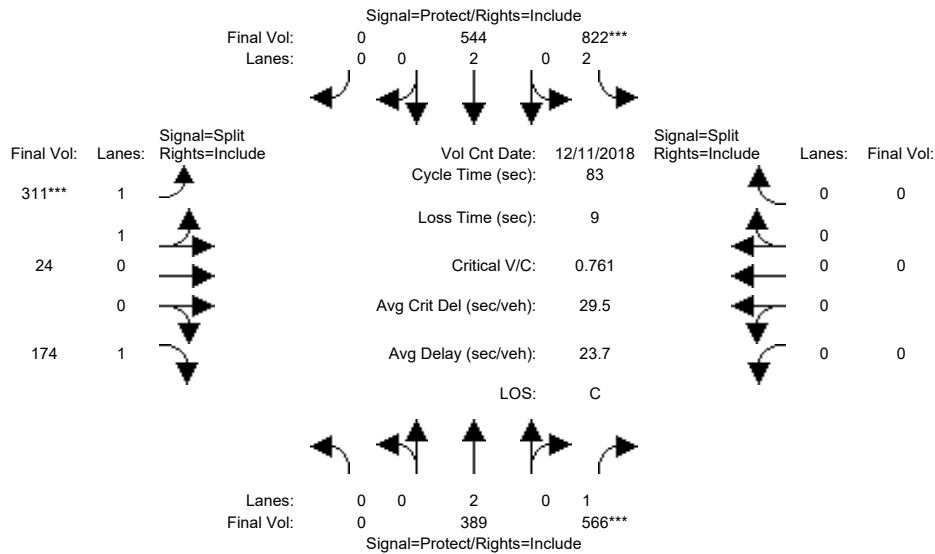
Capacity Analysis Module:												
Vol/Sat:	0.00	0.32	0.15	0.13	0.12	0.00	0.13	0.00	0.17	0.00	0.00	0.00
Crit Moves:	****			****			****			****		
Green Time:	0.0	57.5	57.5	22.6	80.1	0.0	30.9	0.0	30.9	0.0	0.0	0.0
Volume/Cap:	0.00	0.67	0.32	0.67	0.18	0.00	0.50	0.00	0.67	0.00	0.00	0.00
Delay/Veh:	0.0	25.0	19.4	48.4	7.6	0.0	38.3	0.0	44.0	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	25.0	19.4	48.4	7.6	0.0	38.3	0.0	44.0	0.0	0.0	0.0
LOS by Move:	A	C	B	D	A	A	D	A	D	A	A	A
HCM2k95thQ:	0	29	12	14	6	0	15	0	21	0	0	0

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

550 East Brokaw Road Office Development TA

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

Intersection #3022: 101/OAKLAND (S)



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	11 Dec 2018	<<	4:30-5:30PM						
Base Vol:	0	389	566	822	544	0	311	24	174	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	389	566	822	544	0	311	24	174	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	389	566	822	544	0	311	24	174	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	389	566	822	544	0	311	24	174	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	389	566	822	544	0	311	24	174	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	389	566	822	544	0	311	24	174	0	0	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.93	0.95	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	1.86	0.14	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	1750	3150	3800	0	3296	254	1750	0	0	0

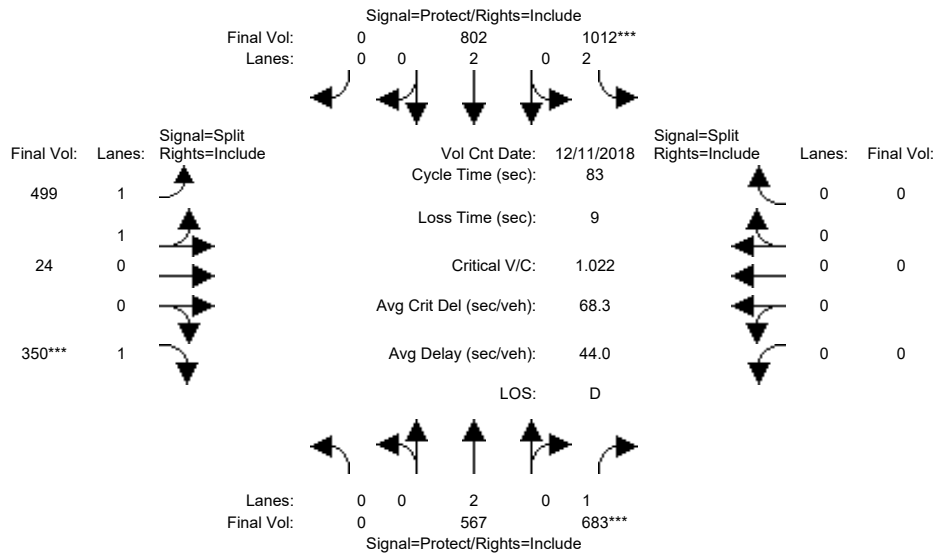
Capacity Analysis Module:												
Vol/Sat:	0.00	0.10	0.32	0.26	0.14	0.00	0.09	0.09	0.10	0.00	0.00	0.00
Crit Moves:			****	****			****					
Green Time:	0.0	35.0	35.0	28.2	63.2	0.0	10.8	10.8	10.8	0.0	0.0	0.0
Volume/Cap:	0.00	0.24	0.77	0.77	0.19	0.00	0.73	0.73	0.77	0.00	0.00	0.00
Delay/Veh:	0.0	15.5	25.4	27.8	2.8	0.0	40.5	40.5	49.4	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	15.5	25.4	27.8	2.8	0.0	40.5	40.5	49.4	0.0	0.0	0.0
LOS by Move:	A	B	C	C	A	A	D	D	D	A	A	A
HCM2k95thQ:	0	6	24	20	4	0	12	12	13	0	0	0

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

550 East Brokaw Road Office Development TA

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

Intersection #3022: 101/OAKLAND (S)



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count Date: 11 Dec 2018 << 4:30-5:30PM											
Base Vol:	0	389	566	822	544	0	311	24	174	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	389	566	822	544	0	311	24	174	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	178	117	190	258	0	188	0	176	0	0	0
Initial Fut:	0	567	683	1012	802	0	499	24	350	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	567	683	1012	802	0	499	24	350	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	567	683	1012	802	0	499	24	350	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	567	683	1012	802	0	499	24	350	0	0	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.93	0.95	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	1.91	0.09	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	1750	3150	3800	0	3387	163	1750	0	0	0

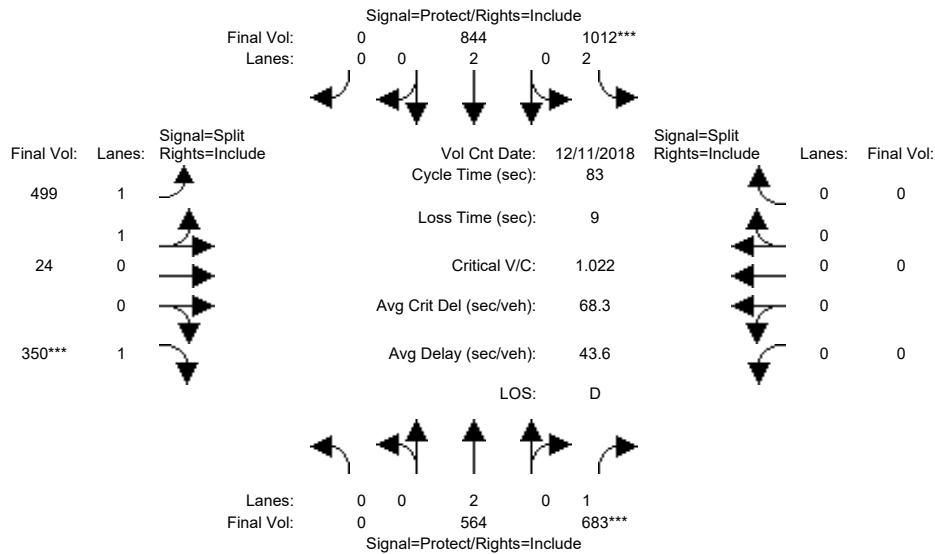
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.39	0.32	0.21	0.00	0.15	0.15	0.20	0.00	0.00	0.00
Crit Moves:			****	****					****			
Green Time:	0.0	31.7	31.7	26.1	57.8	0.0	16.2	16.2	16.2	0.0	0.0	0.0
Volume/Cap:	0.00	0.39	1.02	1.02	0.30	0.00	0.75	0.75	1.02	0.00	0.00	0.00
Delay/Veh:	0.0	18.8	66.3	62.9	4.9	0.0	36.2	36.2	87.9	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	18.8	66.3	62.9	4.9	0.0	36.2	36.2	87.9	0.0	0.0	0.0
LOS by Move:	A	B	E	E	A	A	D	D	F	A	A	A
HCM2k95thQ:	0	10	39	31	7	0	16	16	28	0	0	0

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

550 East Brokaw Road Office Development TA

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

Intersection #3022: 101/OAKLAND (S)



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	11 Dec 2018	<<	4:30-5:30PM						
Base Vol:	0	389	566	822	544	0	311	24	174	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	389	566	822	544	0	311	24	174	0	0	0
Added Vol:	0	-3	0	0	42	0	0	0	0	0	0	0
PasserByVol:	0	178	117	190	258	0	188	0	176	0	0	0
Initial Fut:	0	564	683	1012	844	0	499	24	350	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	564	683	1012	844	0	499	24	350	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	564	683	1012	844	0	499	24	350	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	564	683	1012	844	0	499	24	350	0	0	0

Saturation Flow Module:	Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.93	0.95	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	1.91	0.09	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	1750	3150	3800	0	3387	163	1750	0	0	0

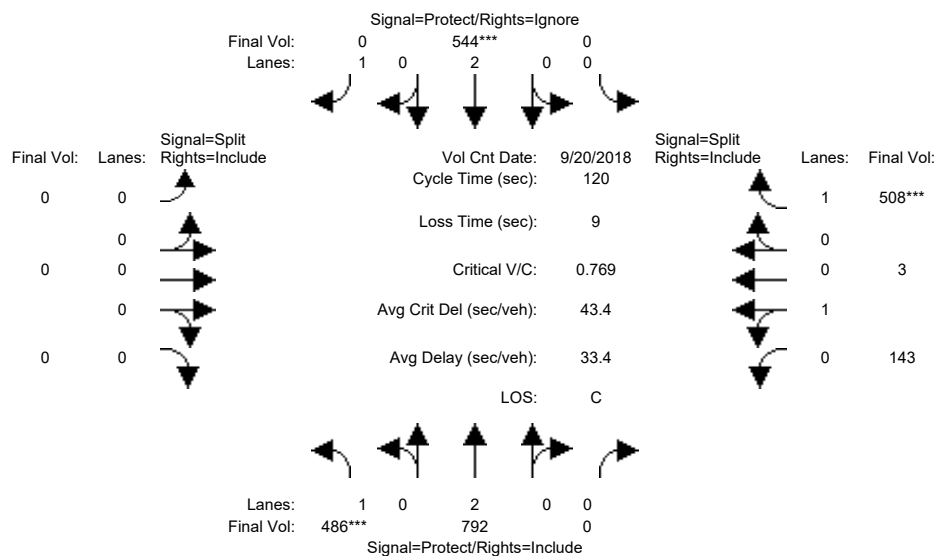
Capacity Analysis Module:	Vol/Sat:	0.00	0.15	0.39	0.32	0.22	0.00	0.15	0.15	0.20	0.00	0.00	0.00
Crit Moves:			****	****	****	****				****			
Green Time:	0.0	31.7	31.7	26.1	57.8	0.0	16.2	16.2	16.2	16.2	0.0	0.0	0.0
Volume/Cap:	0.00	0.39	1.02	1.02	0.32	0.00	0.75	0.75	1.02	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	18.8	66.3	62.9	5.0	0.0	36.2	36.2	87.9	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	1.00
AdjDel/Veh:	0.0	18.8	66.3	62.9	5.0	0.0	36.2	36.2	87.9	0.0	0.0	0.0	0.0
LOS by Move:	A	B	E	E	A	A	D	D	F	A	A	A	A
HCM2k95thQ:	0	10	39	31	8	0	16	16	28	0	0	0	0

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

550 East Brokaw Road Office Development TA

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

Intersection #3021: 101/OAKLAND (N)



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	20 Sep 2018	<<	7:50-8:50AM						
Base Vol:	486	792	0	0	544	831	0	0	0	143	3	508
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	486	792	0	0	544	831	0	0	0	143	3	508
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	486	792	0	0	544	831	0	0	0	143	3	508
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:	486	792	0	0	544	0	0	0	0	143	3	508
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	486	792	0	0	544	0	0	0	0	143	3	508
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:	486	792	0	0	544	0	0	0	0	143	3	508

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.98	0.02	1.00
Final Sat.:	1750	3800	0	0	3800	1750	0	0	0	1763	37	1750

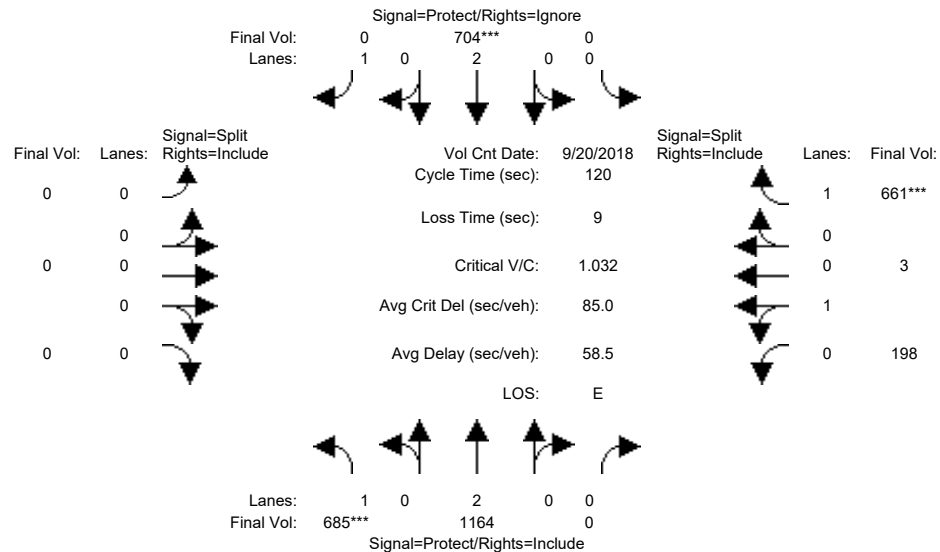
Capacity Analysis Module:												
Vol/Sat:	0.28	0.21	0.00	0.00	0.14	0.00	0.00	0.00	0.00	0.08	0.08	0.29
Crit Moves:	****				****							****
Green Time:	43.3	65.7	0.0	0.0	22.3	0.0	0.0	0.0	0.0	45.3	45.3	45.3
Volume/Cap:	0.77	0.38	0.00	0.00	0.77	0.00	0.00	0.00	0.00	0.21	0.21	0.77
Delay/Veh:	39.6	15.6	0.0	0.0	51.5	0.0	0.0	0.0	0.0	25.5	25.5	38.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.6	15.6	0.0	0.0	51.5	0.0	0.0	0.0	0.0	25.5	25.5	38.2
LOS by Move:	D	B	A	A	D	A	A	A	A	C	C	D
HCM2k95thQ:	30	15	0	0	18	0	0	0	0	7	7	33

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

550 East Brokaw Road Office Development TA

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

Intersection #3021: 101/OAKLAND (N)



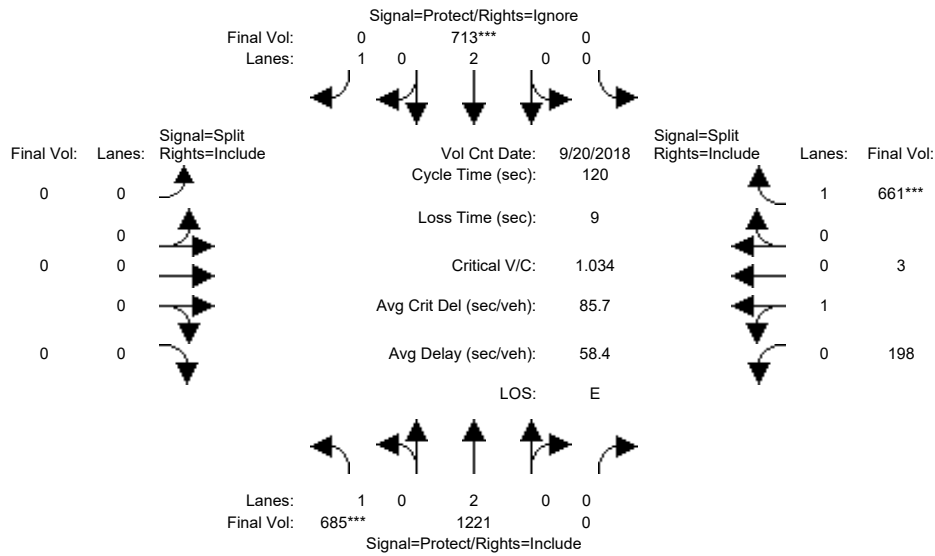
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Sep 2018 << 7:50-8:50AM												
Base Vol:	486	792	0	0	544	831	0	0	0	143	3	508
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	486	792	0	0	544	831	0	0	0	143	3	508
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	199	372	0	0	160	202	0	0	0	55	0	153
Initial Fut:	685	1164	0	0	704	1033	0	0	0	198	3	661
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:	685	1164	0	0	704	0	0	0	0	198	3	661
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	685	1164	0	0	704	0	0	0	0	198	3	661
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:	685	1164	0	0	704	0	0	0	0	198	3	661
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.99	0.01	1.00
Final Sat.:	1750	3800	0	0	3800	1750	0	0	0	1773	27	1750
Capacity Analysis Module:												
Vol/Sat:	0.39	0.31	0.00	0.00	0.19	0.00	0.00	0.00	0.00	0.11	0.11	0.38
Crit Moves:	****				****							****
Green Time:	45.5	67.1	0.0	0.0	21.5	0.0	0.0	0.0	0.0	43.9	43.9	43.9
Volume/Cap:	1.03	0.55	0.00	0.00	1.03	0.00	0.00	0.00	0.00	0.31	0.31	1.03
Delay/Veh:	80.6	17.1	0.0	0.0	92.1	0.0	0.0	0.0	0.0	27.4	27.4	82.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	80.6	17.1	0.0	0.0	92.1	0.0	0.0	0.0	0.0	27.4	27.4	82.0
LOS by Move:	F	B	A	A	F	A	A	A	A	C	C	F
HCM2k95thQ:	53	23	0	0	28	0	0	0	0	11	11	55

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

550 East Brokaw Road Office Development TA

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

Intersection #3021: 101/OAKLAND (N)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count Date: 20 Sep 2018 << 7:50-8:50AM											
Base Vol:	486	792	0	0	544	831	0	0	0	143	3	508
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	486	792	0	0	544	831	0	0	0	143	3	508
Added Vol:	0	57	0	0	9	0	0	0	0	0	0	0
PasserByVol:	199	372	0	0	160	202	0	0	0	55	0	153
Initial Fut:	685	1221	0	0	713	1033	0	0	0	198	3	661
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:	685	1221	0	0	713	0	0	0	0	198	3	661
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	685	1221	0	0	713	0	0	0	0	198	3	661
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:	685	1221	0	0	713	0	0	0	0	198	3	661

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.99	0.01	1.00
Final Sat.:	1750	3800	0	0	3800	1750	0	0	0	1773	27	1750

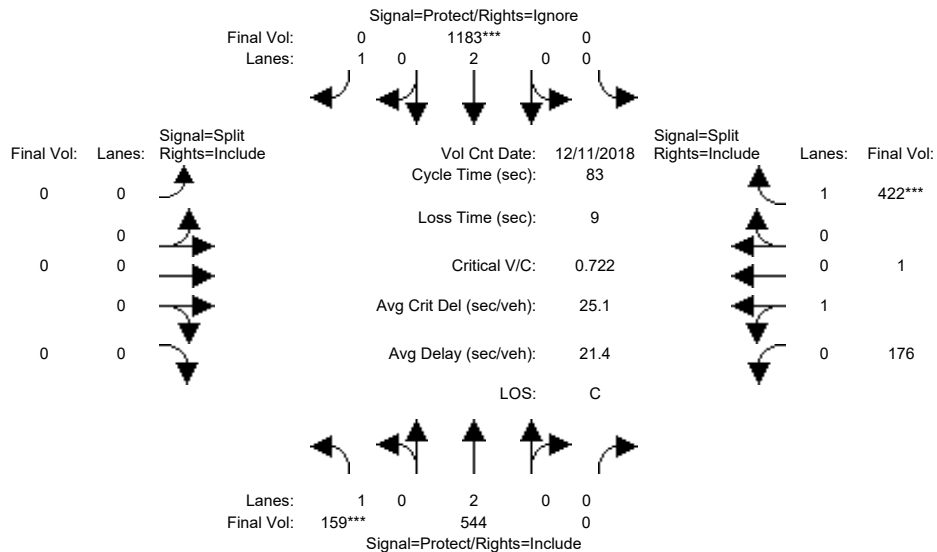
Capacity Analysis Module:												
Vol/Sat:	0.39	0.32	0.00	0.00	0.19	0.00	0.00	0.00	0.00	0.11	0.11	0.38
Crit Moves:	****				****							****
Green Time:	45.4	67.2	0.0	0.0	21.8	0.0	0.0	0.0	0.0	43.8	43.8	43.8
Volume/Cap:	1.03	0.57	0.00	0.00	1.03	0.00	0.00	0.00	0.00	0.31	0.31	1.03
Delay/Veh:	81.4	17.5	0.0	0.0	92.6	0.0	0.0	0.0	0.0	27.5	27.5	82.8
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:	81.4	17.5	0.0	0.0	92.6	0.0	0.0	0.0	0.0	27.5	27.5	82.8
LOS by Move:	F	B	A	A	F	A	A	A	A	C	C	F
HCM2k95thQ:	53	25	0	0	29	0	0	0	0	11	11	56

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

550 East Brokaw Road Office Development TA

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

Intersection #3021: 101/OAKLAND (N)



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	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:	11 Dec 2018	<<	4:30-5:30PM						
Base Vol:	159	544	0	0	1183	389	0	0	0	176	1	422
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	159	544	0	0	1183	389	0	0	0	176	1	422
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	159	544	0	0	1183	389	0	0	0	176	1	422
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:	159	544	0	0	1183	0	0	0	0	176	1	422
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	159	544	0	0	1183	0	0	0	0	176	1	422
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:	159	544	0	0	1183	0	0	0	0	176	1	422

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.99	0.01	1.00
Final Sat.:	1750	3800	0	0	3800	1750	0	0	0	1790	10	1750

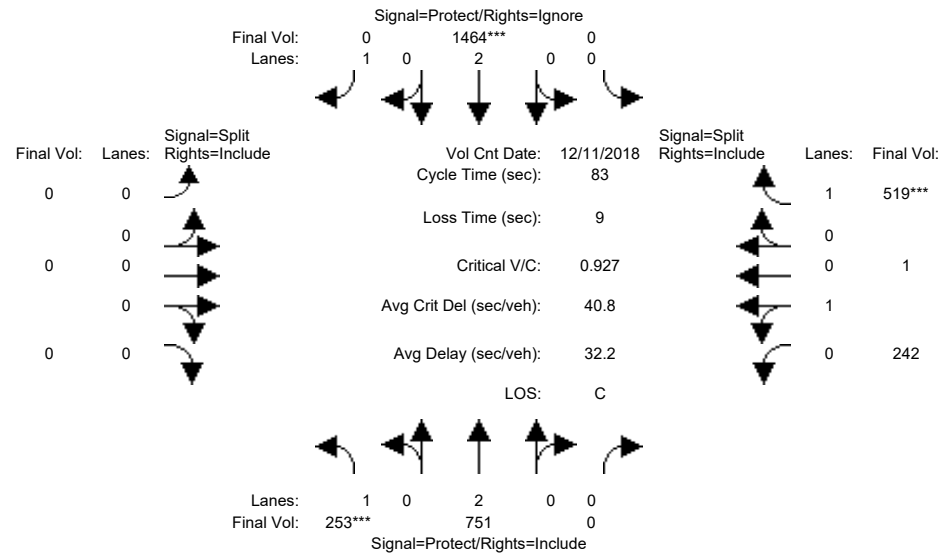
Capacity Analysis Module:												
Vol/Sat:	0.09	0.14	0.00	0.00	0.31	0.00	0.00	0.00	0.00	0.10	0.10	0.24
Crit Moves:	****				****							****
Green Time:	10.5	46.3	0.0	0.0	35.8	0.0	0.0	0.0	0.0	27.7	27.7	27.7
Volume/Cap:	0.72	0.26	0.00	0.00	0.72	0.00	0.00	0.00	0.00	0.29	0.29	0.72
Delay/Veh:	46.0	9.6	0.0	0.0	21.1	0.0	0.0	0.0	0.0	20.7	20.7	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:	46.0	9.6	0.0	0.0	21.1	0.0	0.0	0.0	0.0	20.7	20.7	28.6
LOS by Move:	D	A	A	A	C	A	A	A	A	C	C	C
HCM2k95thQ:	9	7	0	0	23	0	0	0	0	7	7	21

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

550 East Brokaw Road Office Development TA

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

Intersection #3021: 101/OAKLAND (N)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	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:	11 Dec 2018	<<	4:30-5:30PM						
Base Vol:	159	544	0	0	1183	389	0	0	0	176	1	422
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	159	544	0	0	1183	389	0	0	0	176	1	422
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	94	207	0	0	281	142	0	0	0	66	0	97
Initial Fut:	253	751	0	0	1464	531	0	0	0	242	1	519
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:	253	751	0	0	1464	0	0	0	0	242	1	519
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	253	751	0	0	1464	0	0	0	0	242	1	519
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:	253	751	0	0	1464	0	0	0	0	242	1	519

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.99	0.01	1.00
Final Sat.:	1750	3800	0	0	3800	1750	0	0	0	1793	7	1750

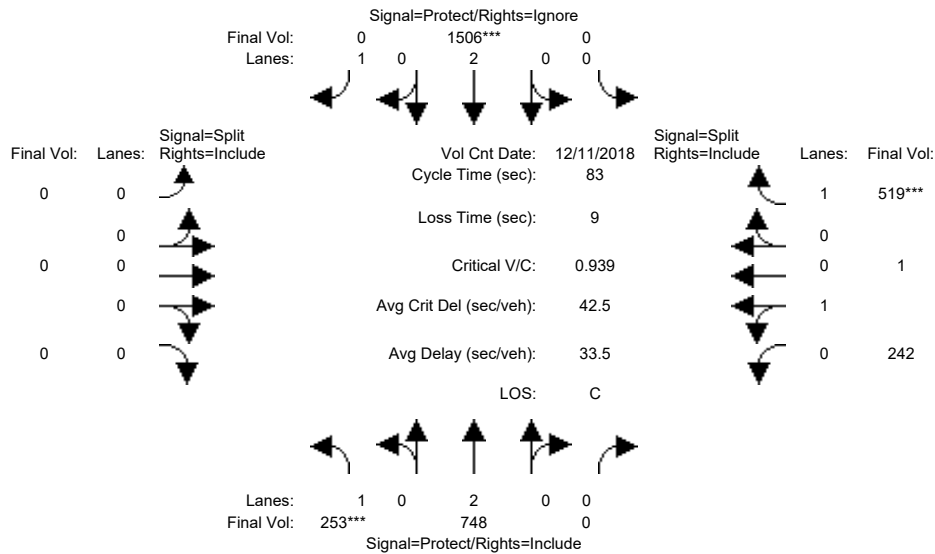
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.14	0.20	0.00	0.00	0.39	0.00	0.00	0.00	0.00	0.14	0.14	0.30
Crit Moves:	****			****								****
Green Time:	12.9	47.4	0.0	0.0	34.5	0.0	0.0	0.0	0.0	26.6	26.6	26.6
Volume/Cap:	0.93	0.35	0.00	0.00	0.93	0.00	0.00	0.00	0.00	0.42	0.42	0.93
Delay/Veh:	70.1	9.6	0.0	0.0	32.9	0.0	0.0	0.0	0.0	22.7	22.7	49.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	70.1	9.6	0.0	0.0	32.9	0.0	0.0	0.0	0.0	22.7	22.7	49.0
LOS by Move:	E	A	A	A	C	A	A	A	A	C	C	D
HCM2k95thQ:	16	10	0	0	33	0	0	0	0	10	10	32

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

550 East Brokaw Road Office Development TA

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

Intersection #3021: 101/OAKLAND (N)



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	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:	11 Dec 2018	<<	4:30-5:30PM						
Base Vol:	159	544	0	0	1183	389	0	0	0	176	1	422
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	159	544	0	0	1183	389	0	0	0	176	1	422
Added Vol:	0	-3	0	0	42	0	0	0	0	0	0	0
PasserByVol:	94	207	0	0	281	142	0	0	0	66	0	97
Initial Fut:	253	748	0	0	1506	531	0	0	0	242	1	519
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:	253	748	0	0	1506	0	0	0	0	242	1	519
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	253	748	0	0	1506	0	0	0	0	242	1	519
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:	253	748	0	0	1506	0	0	0	0	242	1	519

Saturation Flow Module:	Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.99	0.01	1.00
Final Sat.:	1750	3800	0	0	3800	1750	0	0	0	1793	7	1750

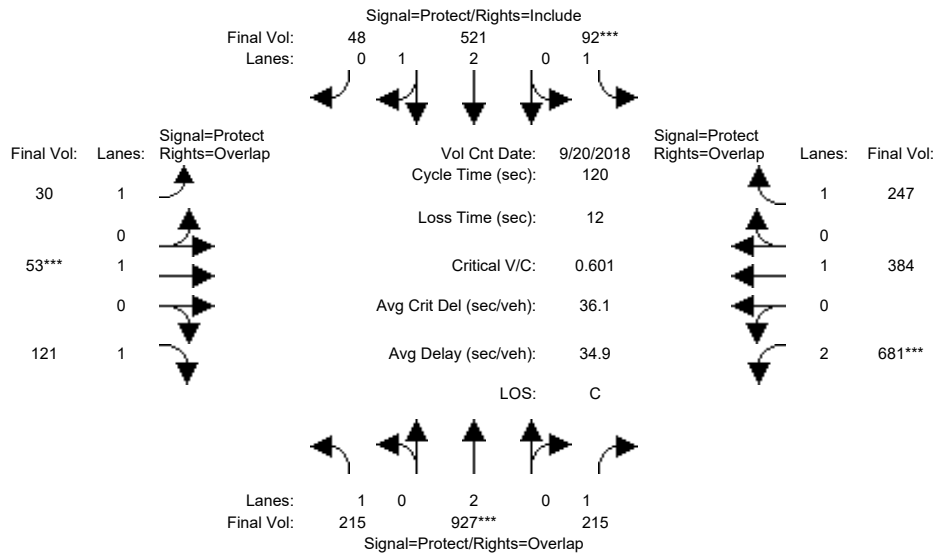
Capacity Analysis Module:	Vol/Sat:	0.14	0.20	0.00	0.00	0.40	0.00	0.00	0.00	0.00	0.14	0.14	0.30
Crit Moves:	****					****							****
Green Time:	12.8	47.8	0.0	0.0	35.0	0.0	0.0	0.0	0.0	26.2	26.2	26.2	
Volume/Cap:	0.94	0.34	0.00	0.00	0.94	0.00	0.00	0.00	0.00	0.43	0.43	0.94	
Delay/Veh:	73.4	9.4	0.0	0.0	34.1	0.0	0.0	0.0	0.0	23.0	23.0	51.8	
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:	73.4	9.4	0.0	0.0	34.1	0.0	0.0	0.0	0.0	23.0	23.0	51.8	
LOS by Move:	E	A	A	A	C	A	A	A	A	C	C	D	
HCM2k95thQ:	16	10	0	0	35	0	0	0	0	11	11	33	

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

550 East Brokaw Road Office Development TA

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

Intersection #3421: COMMERCIAL/OAKLAND



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	20 Sep 2018	<<	7:50-8:50AM						
Base Vol:	215	927	215	92	521	48	30	53	121	681	384	247
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	215	927	215	92	521	48	30	53	121	681	384	247
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	215	927	215	92	521	48	30	53	121	681	384	247
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	215	927	215	92	521	48	30	53	121	681	384	247
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	215	927	215	92	521	48	30	53	121	681	384	247
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	215	927	215	92	521	48	30	53	121	681	384	247

Saturation Flow 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:	1.00	2.00	1.00	1.00	2.74	0.26	1.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	5127	472	1750	1900	1750	3150	1900	1750

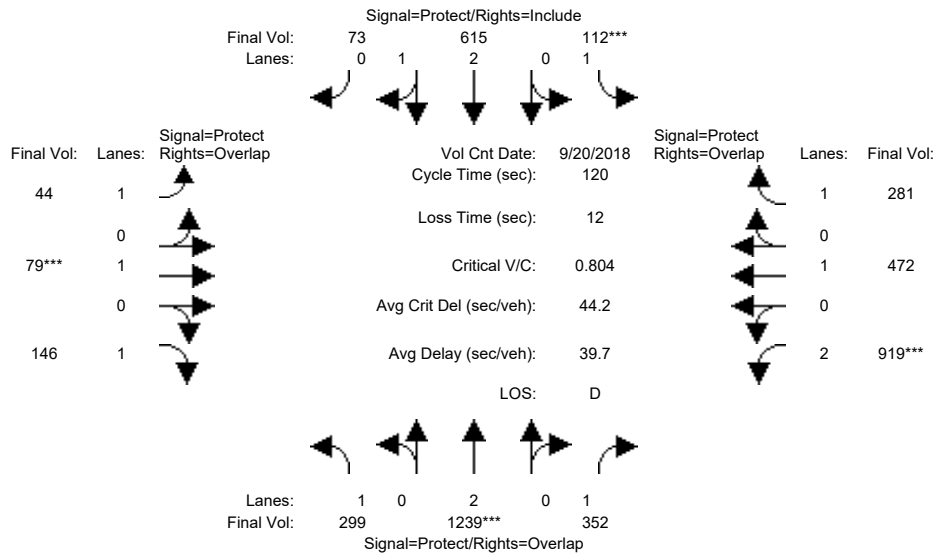
Capacity Analysis Module:												
Vol/Sat:	0.12	0.24	0.12	0.05	0.10	0.10	0.02	0.03	0.07	0.22	0.20	0.14
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	31.0	46.6	88.0	10.0	25.7	25.7	11.5	10.0	41.0	41.3	39.8	49.9
Volume/Cap:	0.48	0.63	0.17	0.63	0.48	0.48	0.18	0.33	0.20	0.63	0.61	0.34
Delay/Veh:	41.2	31.7	5.2	71.8	42.6	42.6	52.2	57.5	28.7	35.7	37.9	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:	41.2	31.7	5.2	71.8	42.6	42.6	52.2	57.5	28.7	35.7	37.9	25.1
LOS by Move:	D	C	A	E	D	D	D	E	C	D	D	C
HCM2k95thQ:	13	24	6	8	12	12	3	4	7	22	21	12

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

550 East Brokaw Road Office Development TA

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

Intersection #3421: COMMERCIAL/OAKLAND



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count Date: 20 Sep 2018 << 7:50-8:50AM											
Base Vol:	215	927	215	92	521	48	30	53	121	681	384	247
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	215	927	215	92	521	48	30	53	121	681	384	247
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	84	312	137	20	94	25	14	26	25	238	88	34
Initial Fut:	299	1239	352	112	615	73	44	79	146	919	472	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:	299	1239	352	112	615	73	44	79	146	919	472	281
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	299	1239	352	112	615	73	44	79	146	919	472	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:	299	1239	352	112	615	73	44	79	146	919	472	281

Saturation Flow 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:	1.00	2.00	1.00	1.00	2.67	0.33	1.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	5005	594	1750	1900	1750	3150	1900	1750

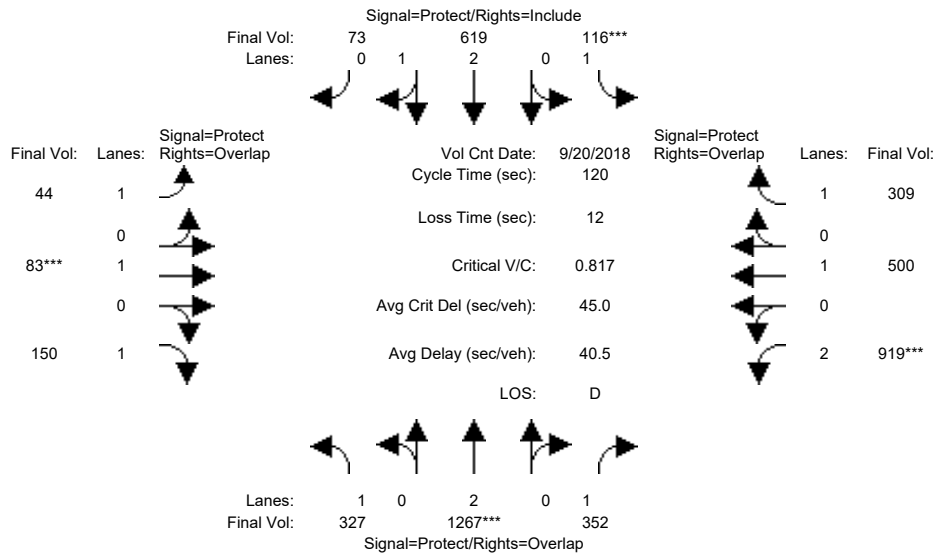
Capacity Analysis Module:												
Vol/Sat:	0.17	0.33	0.20	0.06	0.12	0.12	0.03	0.04	0.08	0.29	0.25	0.16
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	32.6	46.9	88.8	9.2	23.5	23.5	9.9	10.0	42.6	41.9	42.1	51.3
Volume/Cap:	0.63	0.83	0.27	0.83	0.63	0.63	0.31	0.50	0.23	0.83	0.71	0.38
Delay/Veh:	44.6	38.8	5.6	97.6	47.0	47.0	57.2	63.4	28.1	43.4	40.0	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:	44.6	38.8	5.6	97.6	47.0	47.0	57.2	63.4	28.1	43.4	40.0	24.9
LOS by Move:	D	D	A	F	D	D	E	E	C	D	D	C
HCM2k95thQ:	18	36	9	10	15	15	4	6	8	34	26	14

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

550 East Brokaw Road Office Development TA

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

Intersection #3421: COMMERCIAL/OAKLAND



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count Date: 20 Sep 2018 << 7:50-8:50AM											
Base Vol:	215	927	215	92	521	48	30	53	121	681	384	247
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	215	927	215	92	521	48	30	53	121	681	384	247
Added Vol:	28	28	0	4	4	0	0	4	4	0	28	28
PasserByVol:	84	312	137	20	94	25	14	26	25	238	88	34
Initial Fut:	327	1267	352	116	619	73	44	83	150	919	500	309
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	327	1267	352	116	619	73	44	83	150	919	500	309
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	327	1267	352	116	619	73	44	83	150	919	500	309
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	327	1267	352	116	619	73	44	83	150	919	500	309

Saturation Flow 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:	1.00	2.00	1.00	1.00	2.67	0.33	1.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	5008	591	1750	1900	1750	3150	1900	1750

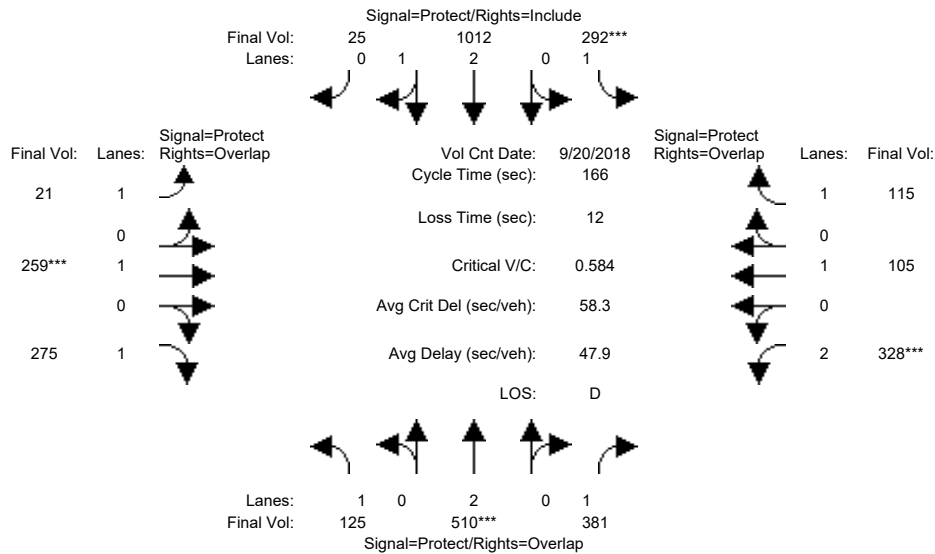
Capacity Analysis Module:												
Vol/Sat:	0.19	0.33	0.20	0.07	0.12	0.12	0.03	0.04	0.09	0.29	0.26	0.18
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	34.1	47.3	88.6	9.4	22.6	22.6	9.3	10.0	44.1	41.3	42.0	51.4
Volume/Cap:	0.66	0.85	0.27	0.85	0.66	0.66	0.32	0.52	0.23	0.85	0.75	0.41
Delay/Veh:	44.5	39.2	5.7	98.8	48.4	48.4	58.6	64.6	27.1	44.6	42.0	25.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.5	39.2	5.7	98.8	48.4	48.4	58.6	64.6	27.1	44.6	42.0	25.5
LOS by Move:	D	D	A	F	D	D	E	E	C	D	D	C
HCM2k95thQ:	20	37	9	11	15	15	4	7	8	34	28	15

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

550 East Brokaw Road Office Development TA

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

Intersection #3421: COMMERCIAL/OAKLAND



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 20 Sep 2018 << 4:00-5:00PM

Base Vol:	125	510	381	292	1012	25	21	259	275	328	105	115
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	125	510	381	292	1012	25	21	259	275	328	105	115
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	125	510	381	292	1012	25	21	259	275	328	105	115
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	125	510	381	292	1012	25	21	259	275	328	105	115
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	125	510	381	292	1012	25	21	259	275	328	105	115
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	125	510	381	292	1012	25	21	259	275	328	105	115

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.92	0.08	1.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	5465	135	1750	1900	1750	3150	1900	1750

Capacity Analysis Module:

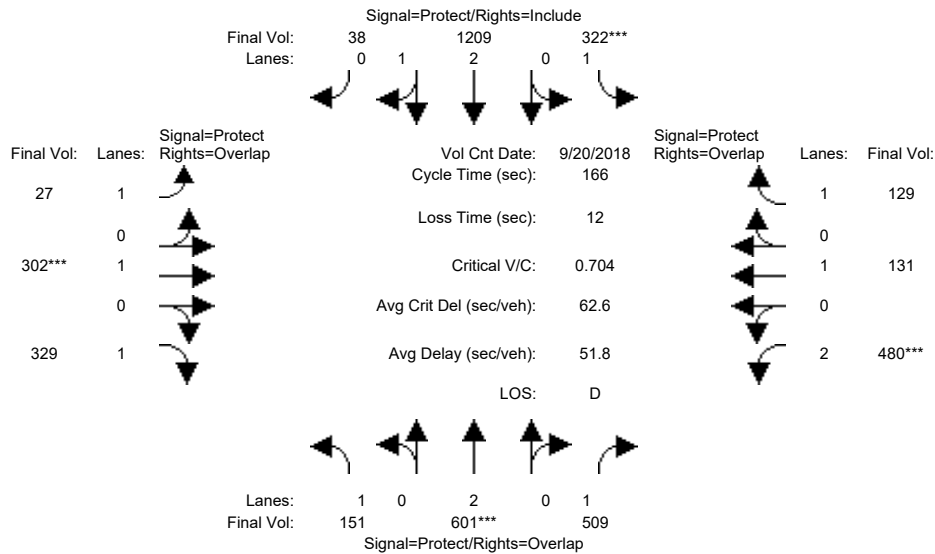
Vol/Sat:	0.07	0.13	0.22	0.17	0.19	0.19	0.01	0.14	0.16	0.10	0.06	0.07
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	23.8	38.2	67.8	47.5	61.8	61.8	28.2	38.8	62.6	29.6	40.2	87.7
Volume/Cap:	0.50	0.58	0.53	0.58	0.50	0.50	0.07	0.58	0.42	0.58	0.23	0.12
Delay/Veh:	67.1	57.9	37.9	52.6	40.3	40.3	58.0	58.4	38.6	64.1	50.7	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:	67.1	57.9	37.9	52.6	40.3	40.3	58.0	58.4	38.6	64.1	50.7	19.8
LOS by Move:	E	E	D	D	D	D	E	E	D	E	D	B
HCM2k95thQ:	12	21	27	24	24	24	2	21	20	18	8	6

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

550 East Brokaw Road Office Development TA

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

Intersection #3421: COMMERCIAL/OAKLAND



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count Date: 20 Sep 2018 << 4:00-5:00PM											
Base Vol:	125	510	381	292	1012	25	21	259	275	328	105	115
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	125	510	381	292	1012	25	21	259	275	328	105	115
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	26	91	128	30	197	13	6	43	54	152	26	14
Initial Fut:	151	601	509	322	1209	38	27	302	329	480	131	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:	151	601	509	322	1209	38	27	302	329	480	131	129
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	151	601	509	322	1209	38	27	302	329	480	131	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:	151	601	509	322	1209	38	27	302	329	480	131	129

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.91	0.09	1.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	5429	171	1750	1900	1750	3150	1900	1750

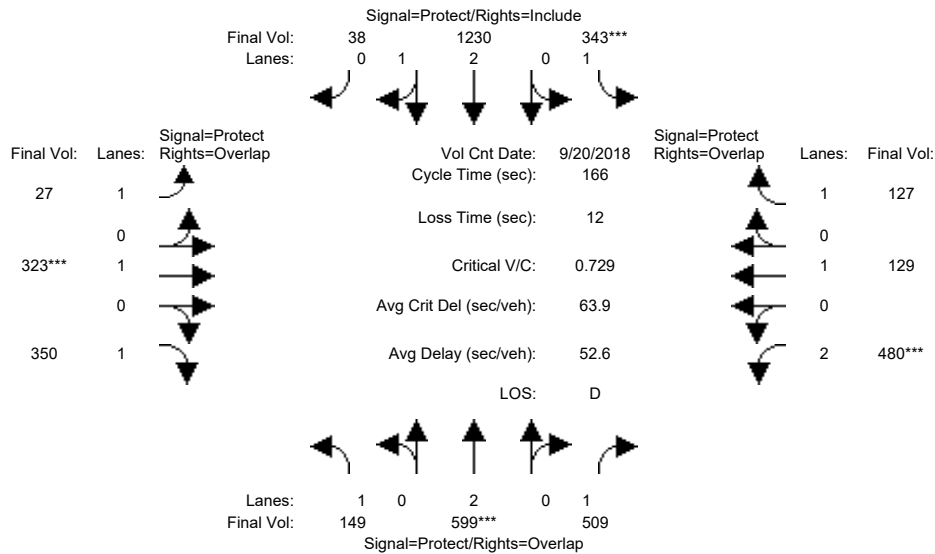
Capacity Analysis Module:												
Vol/Sat:	0.09	0.16	0.29	0.18	0.22	0.22	0.02	0.16	0.19	0.15	0.07	0.07
Crit Moves:	****			****			****			****		
Green Time:	22.5	37.3	73.2	43.4	58.1	58.1	27.8	37.5	60.0	35.9	45.5	88.9
Volume/Cap:	0.64	0.70	0.66	0.70	0.64	0.64	0.09	0.70	0.52	0.70	0.25	0.14
Delay/Veh:	73.5	62.0	38.7	60.5	45.8	45.8	58.5	64.4	42.5	63.5	47.2	19.4
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:	73.5	62.0	38.7	60.5	45.8	45.8	58.5	64.4	42.5	63.5	47.2	19.4
LOS by Move:	E	E	D	E	D	D	E	E	D	E	D	B
HCM2k95thQ:	15	25	36	28	30	30	2	25	25	26	10	7

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

550 East Brokaw Road Office Development TA

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

Intersection #3421: COMMERCIAL/OAKLAND



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count Date: 20 Sep 2018 << 4:00-5:00PM											
Base Vol:	125	510	381	292	1012	25	21	259	275	328	105	115
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	125	510	381	292	1012	25	21	259	275	328	105	115
Added Vol:	-2	-2	0	21	21	0	0	21	21	0	-2	-2
PasserByVol:	26	91	128	30	197	13	6	43	54	152	26	14
Initial Fut:	149	599	509	343	1230	38	27	323	350	480	129	127
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	149	599	509	343	1230	38	27	323	350	480	129	127
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	149	599	509	343	1230	38	27	323	350	480	129	127
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	149	599	509	343	1230	38	27	323	350	480	129	127

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.91	0.09	1.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	5432	168	1750	1900	1750	3150	1900	1750

Capacity Analysis Module:												
Vol/Sat:	0.09	0.16	0.29	0.20	0.23	0.23	0.02	0.17	0.20	0.15	0.07	0.07
Crit Moves:	****			****			****			****		
Green Time:	22.0	35.9	70.6	44.7	58.5	58.5	28.1	38.7	60.7	34.7	45.3	90.0
Volume/Cap:	0.64	0.73	0.68	0.73	0.64	0.64	0.09	0.73	0.55	0.73	0.25	0.13
Delay/Veh:	74.3	63.8	41.3	60.9	45.7	45.7	58.3	64.8	42.7	65.4	47.3	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:	74.3	63.8	41.3	60.9	45.7	45.7	58.3	64.8	42.7	65.4	47.3	18.8
LOS by Move:	E	E	D	E	D	D	E	E	D	E	D	B
HCM2k95thQ:	15	25	37	30	31	31	2	27	26	26	10	7

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

Appendix F

Queue Length Calculations

Junction/Brokaw
 NBL
 AM
 Existing Conditions
 Avg. Queue Per Lane in Veh= 1.9
 Percentile = 95% 4

Junction/Brokaw
 NBL
 AM
 Background Conditions
 Avg. Queue Per Lane in Veh= 1.9
 Percentile = 95% 4

Junction/Brokaw
 NBL
 AM
 Background Plus Project Conditions
 Avg. Queue Per Lane in Veh= 4.7
 Percentile = 95% 9

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.1546	0.1546	0
0.2887	0.4433	1
0.2694	0.7127	2
0.1676	0.8803	3
0.0782	0.9586	4
0.0292	0.9878	5
0.0091	0.9969	6
0.0024	0.9993	7
0.0006	0.9999	8
0.0001	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.1487	0.1487	0
0.2834	0.4322	1
0.2700	0.7022	2
0.1715	0.8738	3
0.0817	0.9555	4
0.0311	0.9866	5
0.0099	0.9965	6
0.0027	0.9992	7
0.0006	0.9998	8
0.0001	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0087	0.0087	0
0.0413	0.0500	1
0.0979	0.1479	2
0.1549	0.3027	3
0.1837	0.4864	4
0.1743	0.6607	5
0.1378	0.7985	6
0.0934	0.8919	7
0.0554	0.9473	8
0.0292	0.9765	9
0.0139	0.9904	10
0.0060	0.9964	11
0.0024	0.9987	12
0.0009	0.9996	13
0.0003	0.9999	14
0.0001	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Junction/Brokaw
 NBL
 PM
 Existing Conditions
 Avg. Queue Per Lane in Veh= 4.9
 Percentile = 95% 9

Junction/Brokaw
 NBL
 PM
 Background Conditions
 Avg. Queue Per Lane in Veh= 5.1
 Percentile = 95% 9

Junction/Brokaw
 NBL
 PM
 Background Plus Project Conditions
 Avg. Queue Per Lane in Veh= 19.9
 Percentile = 95% 28

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0077	0.0077	0
0.0376	0.0454	1
0.0915	0.1368	2
0.1482	0.2851	3
0.1801	0.4652	4
0.1751	0.6403	5
0.1419	0.7822	6
0.0985	0.8807	7
0.0599	0.9406	8
0.0323	0.9729	9
0.0157	0.9887	10
0.0069	0.9956	11
0.0028	0.9984	12
0.0011	0.9995	13
0.0004	0.9998	14
0.0001	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0064	0.0064	0
0.0322	0.0386	1
0.0815	0.1201	2
0.1373	0.2573	3
0.1735	0.4308	4
0.1754	0.6062	5
0.1478	0.7540	6
0.1067	0.8608	7
0.0675	0.9282	8
0.0379	0.9661	9
0.0192	0.9853	10
0.0088	0.9941	11
0.0037	0.9978	12
0.0014	0.9992	13
0.0005	0.9997	14
0.0002	0.9999	15
0.0001	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0000	0.0000	1
0.0000	0.0000	2
0.0000	0.0000	3
0.0000	0.0000	4
0.0001	0.0001	5
0.0002	0.0003	6
0.0006	0.0008	7
0.0014	0.0022	8
0.0031	0.0053	9
0.0061	0.0113	10
0.0110	0.0223	11
0.0183	0.0406	12
0.0280	0.0686	13
0.0398	0.1084	14
0.0528	0.1612	15
0.0657	0.2269	16
0.0770	0.3038	17
0.0851	0.3890	18
0.0892	0.4782	19
0.0888	0.5670	20
0.0842	0.6512	21
0.0762	0.7274	22
0.0660	0.7934	23
0.0547	0.8481	24
0.0436	0.8917	25
0.0334	0.9251	26
0.0246	0.9497	27
0.0175	0.9673	28
0.0120	0.9793	29
0.0080	0.9873	30
0.0051	0.9924	31
0.0032	0.9956	32
0.0019	0.9975	33
0.0011	0.9986	34
0.0006	0.9993	35
0.0004	0.9996	36
0.0002	0.9998	37
0.0001	0.9999	38
0.0001	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Junction/Brokaw
 SBL
 AM
 Existing Conditions
 Avg. Queue Per Lane in Veh= 3.7
 Percentile = 95% 7

Junction/Brokaw
 SBL
 AM
 Background Conditions
 Avg. Queue Per Lane in Veh= 4.4
 Percentile = 95% 8

Junction/Brokaw
 SBL
 AM
 Background Plus Project Conditions
 Avg. Queue Per Lane in Veh= 6.0
 Percentile = 95% 10

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0239	0.0239	0
0.0893	0.1132	1
0.1666	0.2798	2
0.2074	0.4872	3
0.1936	0.6808	4
0.1445	0.8253	5
0.0899	0.9152	6
0.0480	0.9632	7
0.0224	0.9856	8
0.0093	0.9948	9
0.0035	0.9983	10
0.0012	0.9995	11
0.0004	0.9999	12
0.0001	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0123	0.0123	0
0.0543	0.0666	1
0.1192	0.1858	2
0.1746	0.3604	3
0.1918	0.5522	4
0.1686	0.7208	5
0.1235	0.8443	6
0.0775	0.9219	7
0.0426	0.9644	8
0.0208	0.9852	9
0.0091	0.9944	10
0.0037	0.9980	11
0.0013	0.9993	12
0.0005	0.9998	13
0.0001	0.9999	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0025	0.0025	0
0.0150	0.0175	1
0.0449	0.0625	2
0.0897	0.1522	3
0.1343	0.2865	4
0.1609	0.4475	5
0.1606	0.6081	6
0.1374	0.7455	7
0.1029	0.8484	8
0.0685	0.9168	9
0.0410	0.9578	10
0.0223	0.9802	11
0.0111	0.9913	12
0.0051	0.9964	13
0.0022	0.9986	14
0.0009	0.9995	15
0.0003	0.9998	16
0.0001	0.9999	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Junction/Brokaw
 SBL
 PM
 Existing Conditions
 Avg. Queue Per Lane in Veh= 21.2
 Percentile = 95% 29

Junction/Brokaw
 SBL
 PM
 Background Conditions
 Avg. Queue Per Lane in Veh= 24.0
 Percentile = 95% 32

Junction/Brokaw
 SBL
 PM
 Background Plus Project Conditions
 Avg. Queue Per Lane in Veh= 23.8
 Percentile = 95% 32

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0000	0.0000	1
0.0000	0.0000	2
0.0000	0.0000	3
0.0000	0.0000	4
0.0000	0.0000	5
0.0001	0.0001	6
0.0002	0.0003	7
0.0006	0.0010	8
0.0015	0.0025	9
0.0031	0.0056	10
0.0061	0.0117	11
0.0107	0.0224	12
0.0175	0.0398	13
0.0264	0.0663	14
0.0373	0.1036	15
0.0495	0.1531	16
0.0617	0.2147	17
0.0726	0.2874	18
0.0810	0.3684	19
0.0858	0.4542	20
0.0866	0.5408	21
0.0835	0.6243	22
0.0769	0.7012	23
0.0679	0.7691	24
0.0576	0.8267	25
0.0469	0.8736	26
0.0368	0.9105	27
0.0279	0.9384	28
0.0204	0.9588	29
0.0144	0.9732	30
0.0098	0.9830	31
0.0065	0.9895	32
0.0042	0.9937	33
0.0026	0.9963	34
0.0016	0.9979	35
0.0009	0.9988	36
0.0005	0.9994	37
0.0003	0.9997	38
0.0002	0.9998	39
0.0001	0.9999	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0000	0.0000	1
0.0000	0.0000	2
0.0000	0.0000	3
0.0000	0.0000	4
0.0000	0.0000	5
0.0000	0.0000	6
0.0000	0.0000	7
0.0001	0.0002	8
0.0003	0.0004	9
0.0007	0.0011	10
0.0015	0.0026	11
0.0029	0.0055	12
0.0054	0.0110	13
0.0093	0.0202	14
0.0148	0.0351	15
0.0222	0.0572	16
0.0313	0.0885	17
0.0416	0.1301	18
0.0525	0.1826	19
0.0628	0.2454	20
0.0717	0.3171	21
0.0781	0.3952	22
0.0813	0.4765	23
0.0811	0.5576	24
0.0778	0.6354	25
0.0716	0.7070	26
0.0636	0.7706	27
0.0544	0.8250	28
0.0449	0.8699	29
0.0359	0.9058	30
0.0277	0.9335	31
0.0208	0.9542	32
0.0151	0.9693	33
0.0106	0.9799	34
0.0073	0.9872	35
0.0048	0.9920	36
0.0031	0.9951	37
0.0020	0.9971	38
0.0012	0.9983	39
0.0007	0.9990	40
0.0004	0.9995	41
0.0002	0.9997	42
0.0001	0.9998	43
0.0001	0.9999	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0000	0.0000	1
0.0000	0.0000	2
0.0000	0.0000	3
0.0000	0.0000	4
0.0000	0.0000	5
0.0000	0.0000	6
0.0000	0.0001	7
0.0001	0.0002	8
0.0003	0.0005	9
0.0007	0.0012	10
0.0016	0.0028	11
0.0031	0.0059	12
0.0057	0.0116	13
0.0097	0.0213	14
0.0155	0.0368	15
0.0231	0.0599	16
0.0323	0.0922	17
0.0428	0.1350	18
0.0537	0.1888	19
0.0640	0.2528	20
0.0727	0.3255	21
0.0788	0.4043	22
0.0817	0.4860	23
0.0811	0.5671	24
0.0773	0.6444	25
0.0709	0.7153	26
0.0626	0.7779	27
0.0533	0.8312	28
0.0438	0.8751	29
0.0348	0.9099	30
0.0268	0.9367	31
0.0199	0.9566	32
0.0144	0.9710	33
0.0101	0.9811	34
0.0069	0.9880	35
0.0046	0.9926	36
0.0029	0.9955	37
0.0018	0.9973	38
0.0011	0.9985	39
0.0007	0.9991	40
0.0004	0.9995	41
0.0002	0.9997	42
0.0001	0.9999	43
0.0001	0.9999	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Junction/Brokaw
WBL
AM
Existing Conditions
Avg. Queue Per Lane in Veh= 7.6
Percentile = 95% 12

Junction/Brokaw
WBL
AM
Background Conditions
Avg. Queue Per Lane in Veh= 8.1
Percentile = 95% 13

Junction/Brokaw
WBL
AM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 34.6
Percentile = 95% 45

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0005	0.0005	0
0.0039	0.0044	1
0.0146	0.0190	2
0.0370	0.0560	3
0.0701	0.1261	4
0.1063	0.2324	5
0.1344	0.3669	6
0.1456	0.5125	7
0.1380	0.6505	8
0.1163	0.7668	9
0.0882	0.8550	10
0.0608	0.9158	11
0.0384	0.9542	12
0.0224	0.9766	13
0.0121	0.9888	14
0.0061	0.9949	15
0.0029	0.9978	16
0.0013	0.9991	17
0.0005	0.9997	18
0.0002	0.9999	19
0.0001	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0003	0.0003	0
0.0025	0.0028	1
0.0100	0.0128	2
0.0271	0.0399	3
0.0548	0.0947	4
0.0886	0.1832	5
0.1194	0.3026	6
0.1380	0.4406	7
0.1395	0.5801	8
0.1254	0.7055	9
0.1014	0.8070	10
0.0746	0.8816	11
0.0503	0.9318	12
0.0313	0.9631	13
0.0181	0.9812	14
0.0097	0.9909	15
0.0049	0.9959	16
0.0023	0.9982	17
0.0011	0.9993	18
0.0004	0.9997	19
0.0002	0.9999	20
0.0001	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0000	0.0000	1
0.0000	0.0000	2
0.0000	0.0000	3
0.0000	0.0000	4
0.0000	0.0000	5
0.0000	0.0000	6
0.0000	0.0000	7
0.0000	0.0000	8
0.0000	0.0000	9
0.0000	0.0000	10
0.0000	0.0000	11
0.0000	0.0000	12
0.0000	0.0000	13
0.0000	0.0001	14
0.0001	0.0002	15
0.0002	0.0003	16
0.0004	0.0007	17
0.0008	0.0015	18
0.0014	0.0029	19
0.0024	0.0052	20
0.0039	0.0091	21
0.0061	0.0152	22
0.0092	0.0244	23
0.0133	0.0377	24
0.0183	0.0560	25
0.0244	0.0804	26
0.0312	0.1116	27
0.0385	0.1501	28
0.0459	0.1960	29
0.0529	0.2489	30
0.0590	0.3080	31
0.0638	0.3717	32
0.0668	0.4385	33
0.0679	0.5064	34
0.0671	0.5735	35
0.0644	0.6380	36
0.0602	0.6982	37
0.0548	0.7530	38
0.0486	0.8015	39
0.0420	0.8435	40
0.0354	0.8789	41
0.0291	0.9080	42
0.0234	0.9314	43
0.0184	0.9498	44
0.0141	0.9640	45
0.0106	0.9746	46
0.0078	0.9824	47
0.0056	0.9880	48
0.0040	0.9920	49
0.0027	0.9948	50
0.0019	0.9966	51
0.0012	0.9979	52
0.0008	0.9987	53
0.0005	0.9992	54
0.0003	0.9995	55
0.0002	0.9997	56
0.0001	0.9998	57
0.0001	0.9999	58
0.0000	0.9999	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Junction/Brokaw
WBL
PM
Existing Conditions
Avg. Queue Per Lane in Veh= 5.6
Percentile = 95% 10

Junction/Brokaw
WBL
PM
Background Conditions
Avg. Queue Per Lane in Veh= 6.5
Percentile = 95% 11

Junction/Brokaw
WBL
PM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 7.8
Percentile = 95% 13

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0037	0.0037	0
0.0207	0.0244	1
0.0580	0.0824	2
0.1082	0.1906	3
0.1515	0.3422	4
0.1697	0.5119	5
0.1584	0.6703	6
0.1267	0.7970	7
0.0887	0.8857	8
0.0552	0.9409	9
0.0309	0.9718	10
0.0157	0.9875	11
0.0073	0.9949	12
0.0032	0.9980	13
0.0013	0.9993	14
0.0005	0.9998	15
0.0002	0.9999	16
0.0001	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0016	0.0016	0
0.0101	0.0117	1
0.0328	0.0445	2
0.0705	0.1149	3
0.1137	0.2287	4
0.1469	0.3755	5
0.1580	0.5335	6
0.1457	0.6792	7
0.1176	0.7968	8
0.0843	0.8812	9
0.0544	0.9356	10
0.0320	0.9676	11
0.0172	0.9848	12
0.0085	0.9933	13
0.0039	0.9972	14
0.0017	0.9989	15
0.0007	0.9996	16
0.0003	0.9999	17
0.0001	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0004	0.0004	0
0.0033	0.0037	1
0.0127	0.0163	2
0.0329	0.0492	3
0.0639	0.1131	4
0.0994	0.2125	5
0.1288	0.3413	6
0.1431	0.4844	7
0.1391	0.6235	8
0.1203	0.7438	9
0.0935	0.8373	10
0.0661	0.9034	11
0.0429	0.9463	12
0.0256	0.9720	13
0.0142	0.9862	14
0.0074	0.9936	15
0.0036	0.9972	16
0.0016	0.9988	17
0.0007	0.9995	18
0.0003	0.9998	19
0.0001	0.9999	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Zanker/Brokaw
SBL
AM
Existing Conditions
Avg. Queue Per Lane in Veh= 2.9
Percentile = 95% 6

Zanker/Brokaw
SBL
AM
Background Conditions
Avg. Queue Per Lane in Veh= 5.1
Percentile = 95% 9

Zanker/Brokaw
SBL
AM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 7.9
Percentile = 95% 13

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0563	0.0563	0
0.1619	0.2182	1
0.2330	0.4511	2
0.2235	0.6746	3
0.1608	0.8354	4
0.0925	0.9279	5
0.0444	0.9723	6
0.0182	0.9905	7
0.0066	0.9971	8
0.0021	0.9992	9
0.0006	0.9998	10
0.0002	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0059	0.0059	0
0.0303	0.0362	1
0.0777	0.1139	2
0.1329	0.2468	3
0.1706	0.4174	4
0.1752	0.5926	5
0.1499	0.7424	6
0.1099	0.8523	7
0.0705	0.9229	8
0.0402	0.9631	9
0.0206	0.9837	10
0.0096	0.9934	11
0.0041	0.9975	12
0.0016	0.9991	13
0.0006	0.9997	14
0.0002	0.9999	15
0.0001	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0004	0.0004	0
0.0028	0.0032	1
0.0113	0.0145	2
0.0298	0.0443	3
0.0592	0.1035	4
0.0939	0.1974	5
0.1242	0.3216	6
0.1407	0.4623	7
0.1395	0.6019	8
0.1230	0.7249	9
0.0976	0.8224	10
0.0704	0.8928	11
0.0465	0.9394	12
0.0284	0.9678	13
0.0161	0.9838	14
0.0085	0.9924	15
0.0042	0.9966	16
0.0020	0.9985	17
0.0009	0.9994	18
0.0004	0.9998	19
0.0001	0.9999	20
0.0001	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Zanker/Brokaw
SBL
PM

Existing Conditions

Avg. Queue Per Lane in Veh= 19.4
Percentile = 95% 27

Zanker/Brokaw
SBL
PM

Background Conditions

Avg. Queue Per Lane in Veh= 23.5
Percentile = 95% 32

Zanker/Brokaw
SBL
PM

Background Plus Project Conditions

Avg. Queue Per Lane in Veh= 23.3
Percentile = 95% 32

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0000	0.0000	1
0.0000	0.0000	2
0.0000	0.0000	3
0.0000	0.0000	4
0.0001	0.0001	5
0.0003	0.0004	6
0.0008	0.0012	7
0.0019	0.0031	8
0.0041	0.0072	9
0.0079	0.0151	10
0.0140	0.0291	11
0.0226	0.0517	12
0.0336	0.0853	13
0.0465	0.1318	14
0.0600	0.1919	15
0.0727	0.2645	16
0.0828	0.3473	17
0.0891	0.4364	18
0.0908	0.5272	19
0.0879	0.6152	20
0.0811	0.6963	21
0.0714	0.7676	22
0.0601	0.8277	23
0.0485	0.8763	24
0.0376	0.9138	25
0.0280	0.9418	26
0.0201	0.9619	27
0.0139	0.9758	28
0.0093	0.9850	29
0.0060	0.9910	30
0.0037	0.9948	31
0.0023	0.9970	32
0.0013	0.9984	33
0.0008	0.9991	34
0.0004	0.9995	35
0.0002	0.9998	36
0.0001	0.9999	37
0.0001	0.9999	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

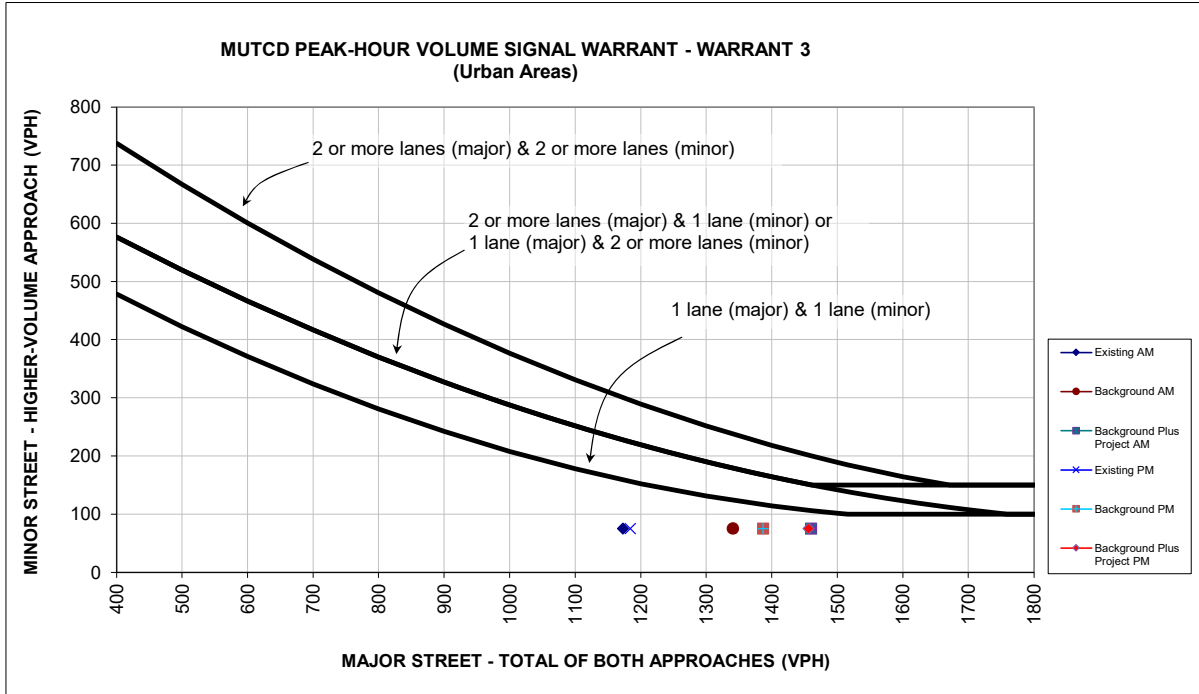
Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0000	0.0000	1
0.0000	0.0000	2
0.0000	0.0000	3
0.0000	0.0000	4
0.0000	0.0000	5
0.0000	0.0000	6
0.0000	0.0001	7
0.0001	0.0002	8
0.0004	0.0006	9
0.0009	0.0015	10
0.0019	0.0034	11
0.0037	0.0071	12
0.0067	0.0138	13
0.0112	0.0250	14
0.0176	0.0426	15
0.0258	0.0684	16
0.0357	0.1041	17
0.0466	0.1507	18
0.0576	0.2083	19
0.0676	0.2759	20
0.0756	0.3515	21
0.0807	0.4322	22
0.0825	0.5147	23
0.0807	0.5954	24
0.0758	0.6712	25
0.0685	0.7397	26
0.0596	0.7993	27
0.0500	0.8493	28
0.0405	0.8898	29
0.0317	0.9215	30
0.0240	0.9455	31
0.0176	0.9632	32
0.0126	0.9757	33
0.0087	0.9844	34
0.0058	0.9902	35
0.0038	0.9940	36
0.0024	0.9964	37
0.0015	0.9979	38
0.0009	0.9988	39
0.0005	0.9993	40
0.0003	0.9996	41
0.0002	0.9998	42
0.0001	0.9999	43
0.0000	0.9999	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0000	0.0000	1
0.0000	0.0000	2
0.0000	0.0000	3
0.0000	0.0000	4
0.0000	0.0000	5
0.0000	0.0000	6
0.0001	0.0001	7
0.0002	0.0002	8
0.0004	0.0007	9
0.0010	0.0016	10
0.0021	0.0037	11
0.0040	0.0077	12
0.0072	0.0149	13
0.0120	0.0268	14
0.0186	0.0454	15
0.0271	0.0725	16
0.0372	0.1098	17
0.0483	0.1581	18
0.0593	0.2173	19
0.0692	0.2865	20
0.0768	0.3634	21
0.0815	0.4449	22
0.0827	0.5275	23
0.0804	0.6079	24
0.0750	0.6830	25
0.0673	0.7503	26
0.0582	0.8085	27
0.0485	0.8570	28
0.0390	0.8960	29
0.0303	0.9263	30
0.0228	0.9492	31
0.0167	0.9658	32
0.0118	0.9776	33
0.0081	0.9857	34
0.0054	0.9911	35
0.0035	0.9946	36
0.0022	0.9968	37
0.0014	0.9981	38
0.0008	0.9989	39
0.0005	0.9994	40
0.0003	0.9997	41
0.0001	0.9998	42
0.0001	0.9999	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Appendix G
Signal Warrant Checks

550 East Brokaw Road Office Development TA

33 . Junction Avenue and Hartog Drive



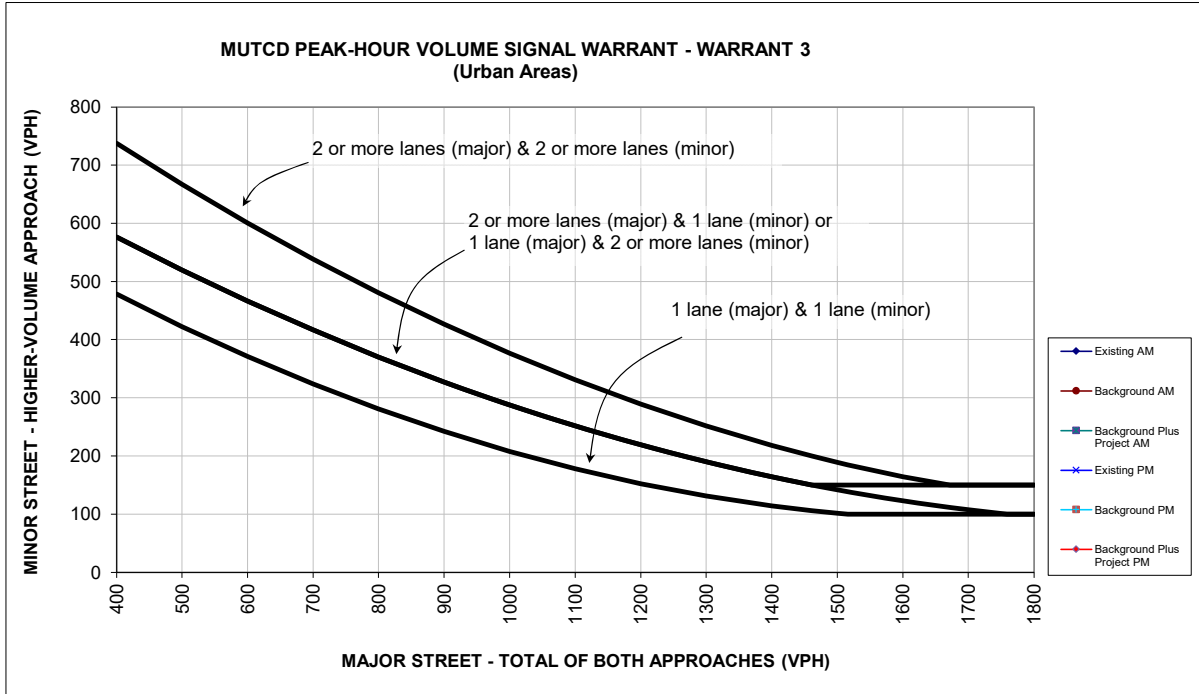
Source: Figure 4C-3 of the Manual on Uniform Traffic Control and Devices (MUTCD) from California Department of Transportation (Caltrans).
 * 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

		Approach Lanes		Existing AM	Background AM	Background Plus Project AM
		2 or One More				
Major Street - Both Approaches	Junction Avenue	X		1173	1341	1460
Minor Street - Highest Approach	Hartog Drive	X		75	75	75
Maximum warrant threshold for minor street volume				159	124	106
Difference between warrant threshold & minor street volume				84	49	31
Warrant Met?				No	No	No

		Approach Lanes		Existing PM	Background PM	Background Plus Project PM
		2 or One More				
Major Street - Both Approaches	Junction Avenue	X		1184	1387	1456
Minor Street - Highest Approach	Hartog Drive	X		75	75	75
Maximum warrant threshold for minor street volume				156	116	107
Difference between warrant threshold & minor street volume				81	41	32
Warrant Met?				No	No	No

550 East Brokaw Road Office Development TA

34 . Rogers Avenue and Brokaw Road



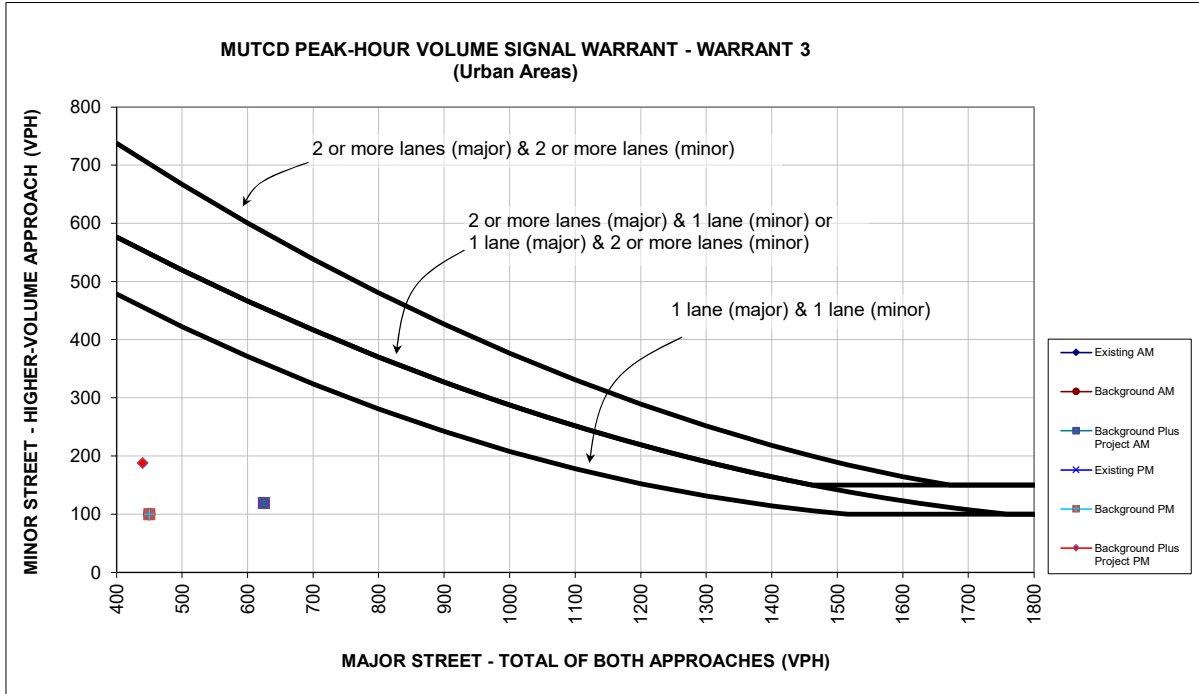
Source: Figure 4C-3 of the Manual on Uniform Traffic Control and Devices (MUTCD) from California Department of Transportation (Caltrans).
 * 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

		Approach Lanes		Existing AM	Background AM	Background Plus Project AM
		2 or One	More			
Major Street - Both Approaches	Brokaw Road		X	3014	3437	4000
Minor Street - Highest Approach	Rogers Avenue	X		75	75	75
Maximum warrant threshold for minor street volume				100	100	100
Difference between warrant threshold & minor street volume				25	25	25
Warrant Met?				No	No	No

		Approach Lanes		Existing PM	Background PM	Background Plus Project PM
		2 or One	More			
Major Street - Both Approaches	Brokaw Road		X	3111	3697	3990
Minor Street - Highest Approach	Rogers Avenue	X		75	75	75
Maximum warrant threshold for minor street volume				100	100	100
Difference between warrant threshold & minor street volume				25	25	25
Warrant Met?				No	No	No

550 East Brokaw Road Office Development TA

35 . Rogers Avenue and Junction Avenue



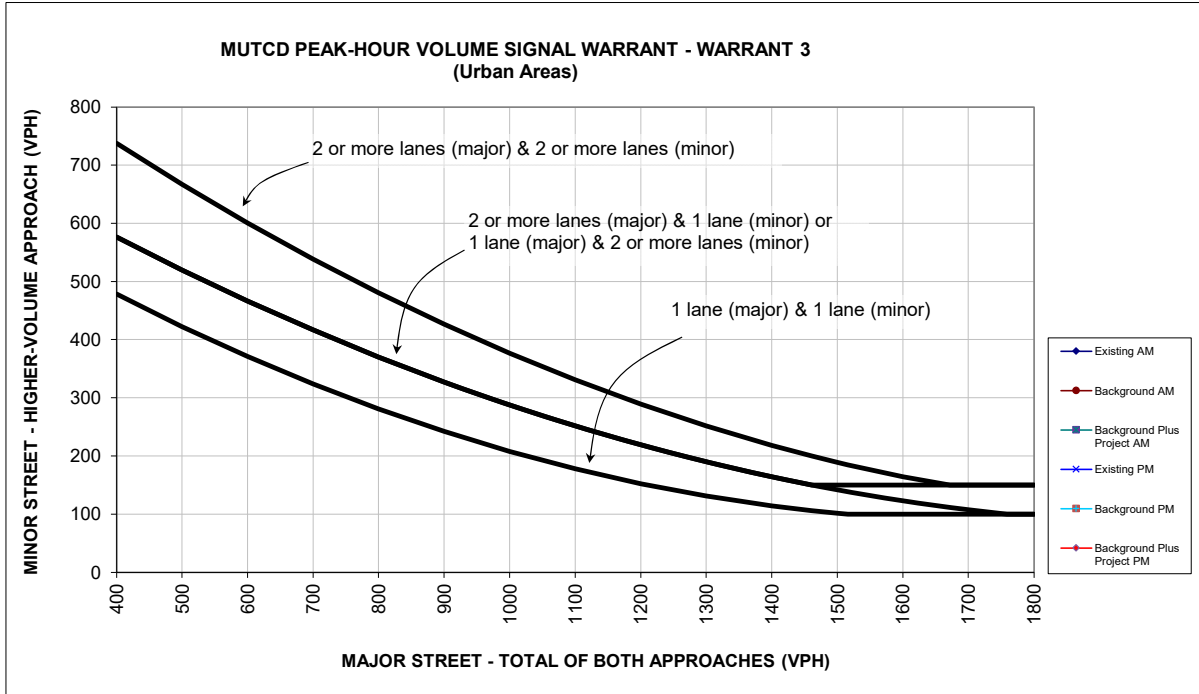
Source: Figure 4C-3 of the Manual on Uniform Traffic Control and Devices (MUTCD) from California Department of Transportation (Caltrans).
 * 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

		Approach Lanes		Existing AM	Background AM	Background Plus Project AM
		2 or One More				
Major Street - Both Approaches	Rogers Avenue	X		450	450	625
Minor Street - Highest Approach	Junction Avenue	X		100	100	119
Maximum warrant threshold for minor street volume				450	450	359
Difference between warrant threshold & minor street volume				350	350	240
Warrant Met?				No	No	No

		Approach Lanes		Existing PM	Background PM	Background Plus Project PM
		2 or One More				
Major Street - Both Approaches	Rogers Avenue	X		450	450	440
Minor Street - Highest Approach	Junction Avenue	X		100	100	188
Maximum warrant threshold for minor street volume				450	450	456
Difference between warrant threshold & minor street volume				350	350	268
Warrant Met?				No	No	No

550 East Brokaw Road Office Development TA

36 . Queens Lane and Old Bayshore Highway



Source: Figure 4C-3 of the Manual on Uniform Traffic Control and Devices (MUTCD) from California Department of Transportation (Caltrans).
 * 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

		Approach Lanes		Existing AM	Background AM	Background Plus Project AM
		2 or One	More			
Major Street - Both Approaches	Old Bayshore Highway		X	1932	2065	2239
Minor Street - Highest Approach	Queens Lane	X		125	125	144
Maximum warrant threshold for minor street volume				100	100	100
Difference between warrant threshold & minor street volume				25	25	44
Warrant Met?				Yes	Yes	Yes

		Approach Lanes		Existing PM	Background PM	Background Plus Project PM
		2 or One	More			
Major Street - Both Approaches	Old Bayshore Highway		X	2282	2468	2458
Minor Street - Highest Approach	Queens Lane	X		125	125	213
Maximum warrant threshold for minor street volume				100	100	100
Difference between warrant threshold & minor street volume				25	25	113
Warrant Met?				Yes	Yes	Yes

Appendix H

Site Access

Intersection Number: 40
 Traffix Node Number: 9004
 Intersection Name: Junction Avenue and Southern Project Driveway
 Peak Hour: AM

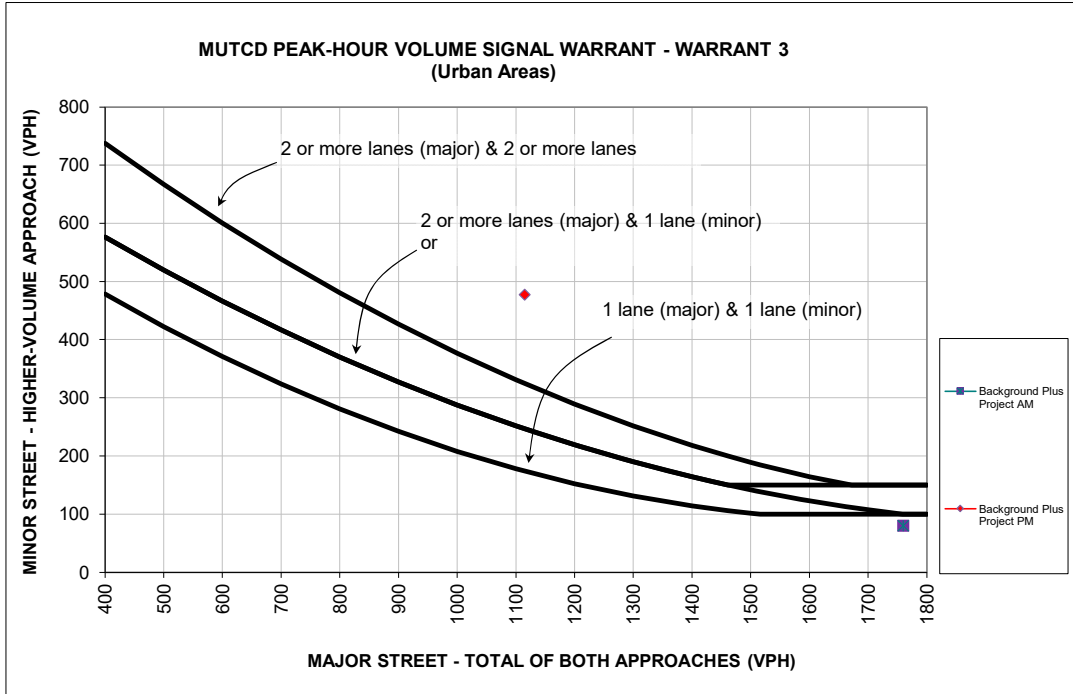
Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Counts	20	309	0	0	0	0	0	198	20	20	0	20	587
Existing Conditions (with 1% compound growth if older than 2 years)	20	309	0	0	0	0	0	198	20	20	0	20	587
ATI	0	34	0	0	0	0	0	5	0	0	0	0	39
Background Conditions	20	343	0	0	0	0	0	203	20	20	0	20	626
Proposed Project Trips	0	0	979	58	0	22	167	28	0	0	0	0	1254
Background Plus Project Conditions	20	343	979	58	0	22	167	231	20	20	0	20	1880

Intersection Number: 40
 Traffix Node Number: 9004
 Intersection Name: Junction Avenue and Southern Project Driveway
 Peak Hour: PM

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Counts	20	357	0	0	0	0	0	416	20	20	0	20	853
Existing Conditions (with 1% compound growth if older than 2 years)	20	357	0	0	0	0	0	416	20	20	0	20	853
ATI	0	62	0	0	0	0	0	23	0	0	0	0	85
Background Conditions	20	419	0	0	0	0	0	439	20	20	0	20	938
Proposed Project Trips	0	0	181	347	0	130	31	5	0	0	0	0	694
Background Plus Project Conditions	20	419	181	347	0	130	31	444	20	20	0	20	1632

550 East Brokaw Road Office Development TA

40 . Junction Avenue and Southern Project Driveway



Source: Figure 4C-3 of the Manual on Uniform Traffic Control and Devices (MUTCD) from California Department of Transportation (Caltrans).
 * 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

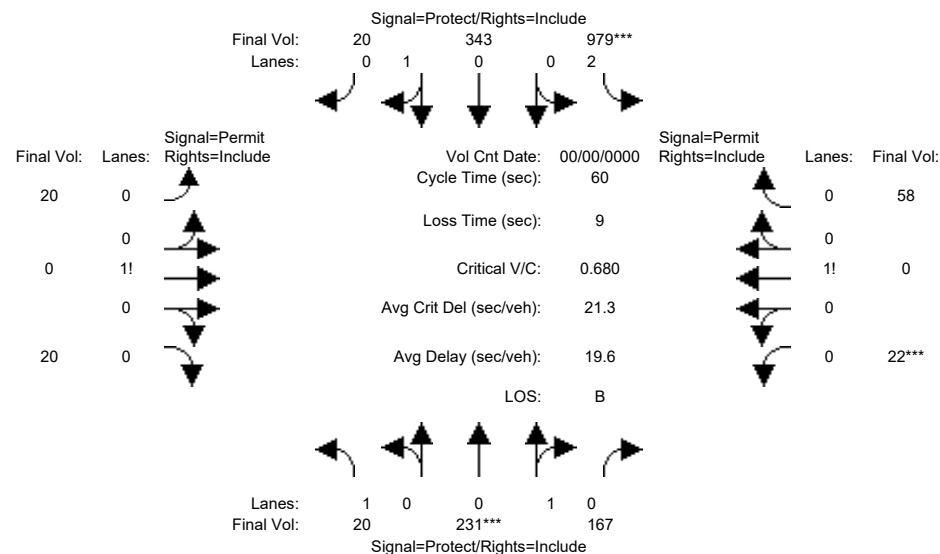
		Approach Lanes		Background Plus Project AM
		2 or One	More	
Major Street - Both Approaches	Junction Avenue	X		1760
Minor Street - Highest Approach	Southern Project Driveway	X		80
Maximum warrant threshold for minor street volume				100
Difference between warrant threshold & minor street volume				20
Warrant Met?				No

		Approach Lanes		Background Plus Project PM
		2 or One	More	
Major Street - Both Approaches	Junction Avenue	X		1115
Minor Street - Highest Approach	Southern Project Driveway	X		477
Maximum warrant threshold for minor street volume				174
Difference between warrant threshold & minor street volume				303
Warrant Met?				Yes

550 East Brokaw Road Office Development TA

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

Intersection #9004: Junction Avenue and Southern Project Driveway



Approach:	North Bound			South Bound			East 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	0	<<						
Base Vol:	20	198	0	0	309	20	20	0	20	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:	20	198	0	0	309	20	20	0	20	0	0	0
Added Vol:	0	28	167	979	0	0	0	0	0	22	0	58
PasserByVol:	0	5	0	0	34	0	0	0	0	0	0	0
Initial Fut:	20	231	167	979	343	20	20	0	20	22	0	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:	20	231	167	979	343	20	20	0	20	22	0	58
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	231	167	979	343	20	20	0	20	22	0	58
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	20	231	167	979	343	20	20	0	20	22	0	58

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.83	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	0.58	0.42	2.00	0.94	0.06	0.50	0.00	0.50	0.27	0.00	0.73
Final Sat.:	1750	1045	755	3150	1701	99	875	0	875	481	0	1269

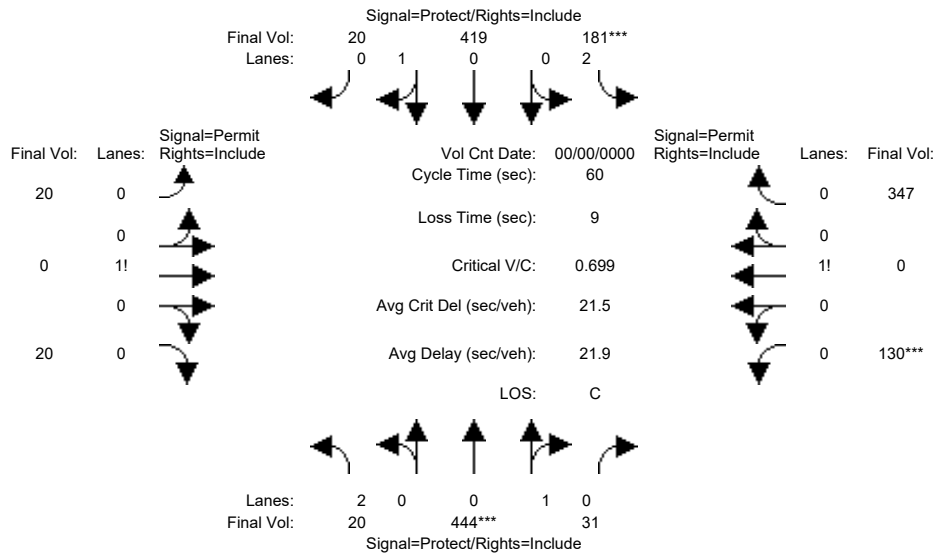
Capacity Analysis Module:												
Vol/Sat:	0.01	0.22	0.22	0.31	0.20	0.20	0.02	0.00	0.02	0.05	0.00	0.05
Crit Moves:	****			****			****					
Green Time:	15.0	17.0	17.0	24.0	26.0	26.0	10.0	0.0	10.0	10.0	0.0	10.0
Volume/Cap:	0.05	0.78	0.78	0.78	0.47	0.47	0.14	0.00	0.14	0.27	0.00	0.27
Delay/Veh:	17.1	27.2	27.2	18.9	12.5	12.5	21.5	0.0	21.5	22.3	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:	17.1	27.2	27.2	18.9	12.5	12.5	21.5	0.0	21.5	22.3	0.0	22.3
LOS by Move:	B	C	C	B	B	B	C	A	C	C	A	C
HCM2kAvgQ:	0	9	9	12	5	5	1	0	1	2	0	2

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

550 East Brokaw Road Office Development TA

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

Intersection #9004: Junction Avenue and Southern Project Driveway



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	0	0	<<						
Base Vol:	20	416	0	0	357	20	20	0	20	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:	20	416	0	0	357	20	20	0	20	0	0	0
Added Vol:	0	5	31	181	0	0	0	0	0	130	0	347
PasserByVol:	0	23	0	0	62	0	0	0	0	0	0	0
Initial Fut:	20	444	31	181	419	20	20	0	20	130	0	347
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	444	31	181	419	20	20	0	20	130	0	347
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	444	31	181	419	20	20	0	20	130	0	347
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	444	31	181	419	20	20	0	20	130	0	347

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.95	0.95	0.83	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	2.00	0.93	0.07	2.00	0.95	0.05	0.50	0.00	0.50	0.27	0.00	0.73
Final Sat.:	3150	1683	117	3150	1718	82	875	0	875	477	0	1273

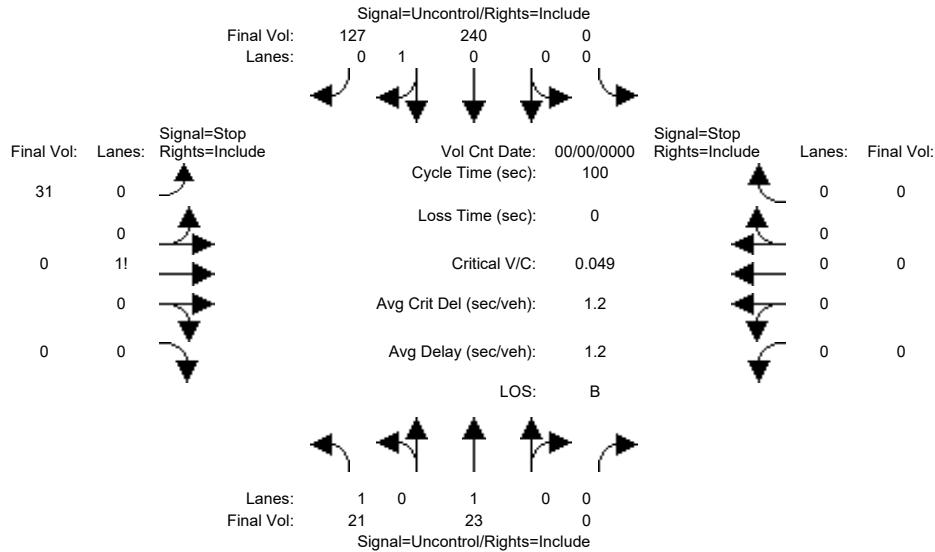
Capacity Analysis Module:												
Vol/Sat:	0.01	0.26	0.26	0.06	0.24	0.24	0.02	0.00	0.02	0.27	0.00	0.27
Crit Moves:	****			****						****		
Green Time:	9.3	21.6	21.6	7.0	19.4	19.4	22.4	0.0	22.4	22.4	0.0	22.4
Volume/Cap:	0.04	0.73	0.73	0.49	0.76	0.76	0.06	0.00	0.06	0.73	0.00	0.73
Delay/Veh:	21.6	20.9	20.9	25.9	23.8	23.8	12.1	0.0	12.1	20.5	0.0	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:	21.6	20.9	20.9	25.9	23.8	23.8	12.1	0.0	12.1	20.5	0.0	20.5
LOS by Move:	C	C	C	C	C	C	B	A	B	C	A	C
HCM2kAvgQ:	0	10	10	3	10	10	1	0	1	10	0	10

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

550 East Brokaw Road Office Development TA

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

Intersection #9007: A Cir and B St



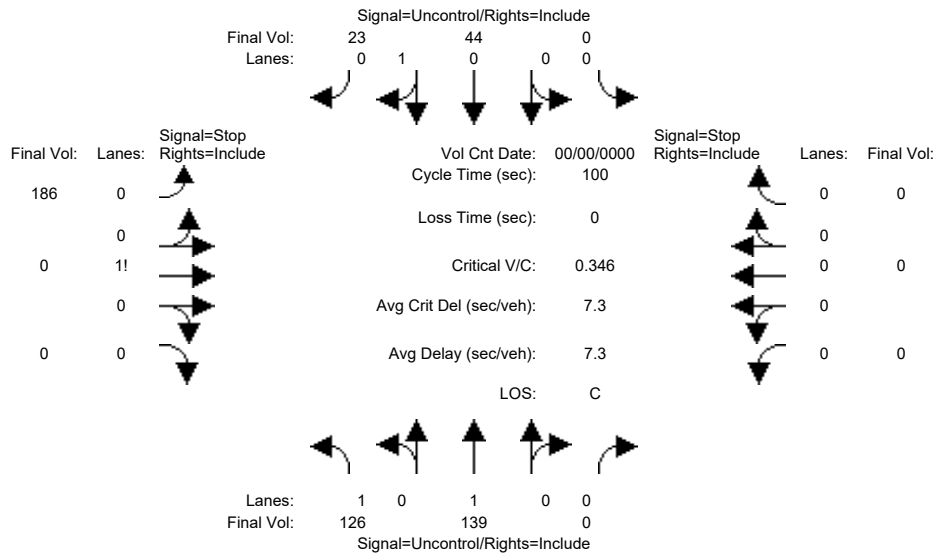
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module: >> Count Date: 0 0 <<												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	21	23	0	0	240	127	31	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21	23	0	0	240	127	31	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:	21	23	0	0	240	127	31	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	21	23	0	0	240	127	31	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	6.4	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.5	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Capacity Module:												
Cnflct Vol:	367	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	369	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Potent Cap.:	1203	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	636	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Move Cap.:	1203	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	627	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Volume/Cap:	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	0.05	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	0.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Control Del:	8.0	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	11.0	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	*	*	*	B	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxxx			xxxxxxx			11.0			xxxxxxx		
ApproachLOS:	*			*			B			*		

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

550 East Brokaw Road Office Development TA

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

Intersection #9007: A Cir and B St



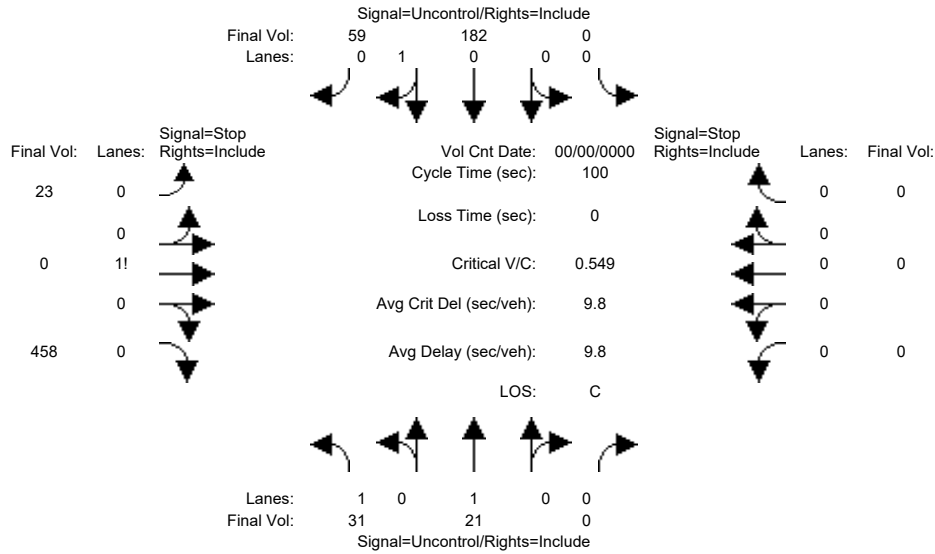
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module: >> Count Date: 0 0 <<												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	126	139	0	0	44	23	186	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	126	139	0	0	44	23	186	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:	126	139	0	0	44	23	186	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	126	139	0	0	44	23	186	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	6.4	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.5	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Capacity Module:												
Cnflct Vol:	67	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	447	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Potent Cap.:	1547	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	573	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Move Cap.:	1547	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	538	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Volume/Cap:	0.08	xxxx	xxxx	xxxx	xxxx	xxxx	0.35	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.3	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	1.5	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Control Del:	7.5	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	15.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	*	*	*	C	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			15.2			xxxxxx		
ApproachLOS:	*			*			C			*		

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

550 East Brokaw Road Office Development TA

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

Intersection #9009: A Cir and C St



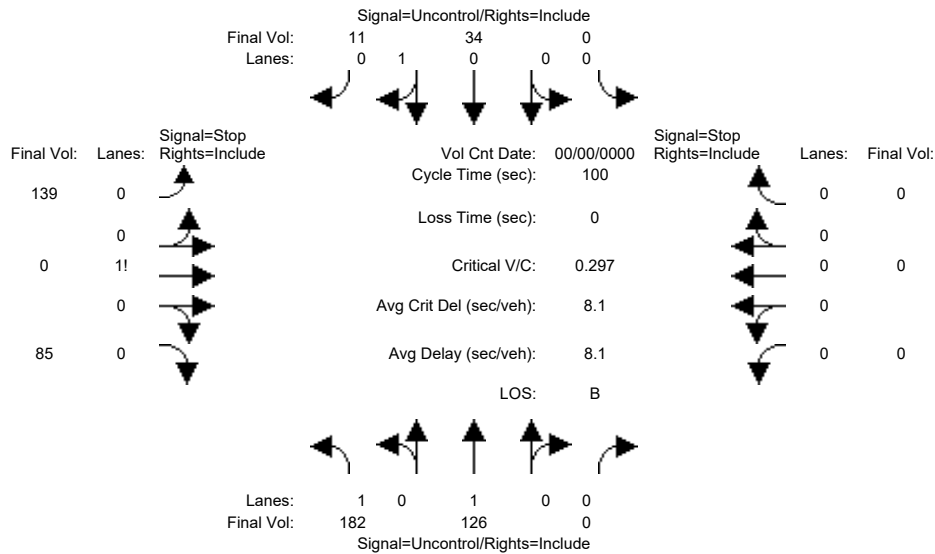
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module: >> Count Date: 0 0 <<												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	31	21	0	0	182	59	23	0	458	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	31	21	0	0	182	59	23	0	458	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:	31	21	0	0	182	59	23	0	458	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	31	21	0	0	182	59	23	0	458	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	6.4	6.5	6.2	xxxxxx	xxxx	xxxxxx
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.5	4.0	3.3	xxxxxx	xxxx	xxxxxx
Capacity Module:												
Cnflct Vol:	241	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	295	295	212	xxxx	xxxx	xxxxxx
Potent Cap.:	1337	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	701	620	834	xxxx	xxxx	xxxxxx
Move Cap.:	1337	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	688	606	834	xxxx	xxxx	xxxxxx
Volume/Cap:	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	0.03	0.00	0.55	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	7.8	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	825	xxxxxx	xxxxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	3.8	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	15.3	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	C	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			15.3			xxxxxx		
ApproachLOS:	*			*			C			*		

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

550 East Brokaw Road Office Development TA

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

Intersection #9009: A Cir and C St



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 0 <<												
Base Vol:	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	182	126	0	0	34	11	139	0	85	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	182	126	0	0	34	11	139	0	85	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:	182	126	0	0	34	11	139	0	85	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	182	126	0	0	34	11	139	0	85	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	6.4	6.5	6.2	xxxxxx	xxxx	xxxxxx
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.5	4.0	3.3	xxxxxx	xxxx	xxxxxx
Capacity Module:												
Cnflct Vol:	45	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	530	530	40	xxxx	xxxx	xxxxxx
Potent Cap.:	1576	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	513	458	1038	xxxx	xxxx	xxxxxx
Move Cap.:	1576	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	468	405	1038	xxxx	xxxx	xxxxxx
Volume/Cap:	0.12	xxxx	xxxx	xxxx	xxxx	xxxx	0.30	0.00	0.08	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.4	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	7.6	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	591	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	1.8	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	14.8	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	*	*
ApproachDel:	xxxxxxx			xxxxxxx			14.8			xxxxxxx		
ApproachLOS:	*			*			B			*		

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

Vehicle Queuing Analysis - Site Access

Measurement	Junction Avenue and Southern Project Driveway				A Circle and B Street		A Circle and B Street	
	Southbound Left		Westbound		Eastbound		Eastbound	
	SBL AM	SBL PM	WB AM	WB PM	EB AM	EB PM	EB AM	EB PM
Background Plus Project Conditions								
Cycle Length (sec)	60	60	60	60	11	15.2	15.3	14.8
Lanes	2	2	1	1	1	1	1	1
Volume (vph)	979	181	80	477	31	186	481	224
Volume (vphpl)	490	91	80	477	31	186	481	224
95 th %. Queue (veh/ln.)	13	4	3	13	1	2	5	3
95 th %. Queue (ft./ln) ¹	325	100	75	325	25	50	125	75
Notes:								
¹ Assumes 25 feet per vehicle queued								

Junction/Southern Project Driveway

SBL

AM

Background Plus Project Conditions

Avg. Queue Per Lane in Veh= 8.2

Percentile = 95% 13

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0003	0.0003	0
0.0023	0.0026	1
0.0095	0.0121	2
0.0258	0.0379	3
0.0526	0.0905	4
0.0860	0.1764	5
0.1170	0.2934	6
0.1365	0.4299	7
0.1393	0.5693	8
0.1264	0.6957	9
0.1033	0.7990	10
0.0767	0.8757	11
0.0522	0.9278	12
0.0328	0.9606	13
0.0191	0.9797	14
0.0104	0.9902	15
0.0053	0.9955	16
0.0026	0.9980	17
0.0012	0.9992	18
0.0005	0.9997	19
0.0002	0.9999	20
0.0001	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
100.0000	101.0000	30
0.0000	101.0000	31
0.0000	101.0000	32
0.0000	101.0000	33
0.0000	101.0000	34
0.0000	101.0000	35
0.0000	101.0000	36
0.0000	101.0000	37
0.0000	101.0000	38
0.0000	101.0000	39
0.0000	101.0000	40
0.0000	101.0000	41
0.0000	101.0000	42
0.0000	101.0000	43
0.0000	101.0000	44
0.0000	101.0000	45
0.0000	101.0000	46
0.0000	101.0000	47
0.0000	101.0000	48
0.0000	101.0000	49
0.0000	101.0000	50
0.0000	101.0000	51
0.0000	101.0000	52
0.0000	101.0000	53
0.0000	101.0000	54
0.0000	101.0000	55
0.0000	101.0000	56
0.0000	101.0000	57
0.0000	101.0000	58
0.0000	101.0000	59
0.0000	101.0000	60
0.0000	101.0000	61
0.0000	101.0000	62
0.0000	101.0000	63
0.0000	101.0000	64
0.0000	101.0000	65

Junction/Southern Project Driveway

SBL

PM

Background Plus Project Conditions

Avg. Queue Per Lane in Veh= 1.5

Percentile = 95% 4

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.2194	0.2194	0
0.3328	0.5523	1
0.2524	0.8047	2
0.1276	0.9322	3
0.0484	0.9806	4
0.0147	0.9953	5
0.0037	0.9990	6
0.0008	0.9998	7
0.0002	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
100.0000	101.0000	30
0.0000	101.0000	31
0.0000	101.0000	32
0.0000	101.0000	33
0.0000	101.0000	34
0.0000	101.0000	35
0.0000	101.0000	36
0.0000	101.0000	37
0.0000	101.0000	38
0.0000	101.0000	39
0.0000	101.0000	40
0.0000	101.0000	41
0.0000	101.0000	42
0.0000	101.0000	43
0.0000	101.0000	44
0.0000	101.0000	45
0.0000	101.0000	46
0.0000	101.0000	47
0.0000	101.0000	48
0.0000	101.0000	49
0.0000	101.0000	50
0.0000	101.0000	51
0.0000	101.0000	52
0.0000	101.0000	53
0.0000	101.0000	54
0.0000	101.0000	55
0.0000	101.0000	56
0.0000	101.0000	57
0.0000	101.0000	58
0.0000	101.0000	59
0.0000	101.0000	60
0.0000	101.0000	61
0.0000	101.0000	62
0.0000	101.0000	63
0.0000	101.0000	64
0.0000	101.0000	65

Junction/Southern Project Driveway

WB

AM

Background Plus Project Conditions

Avg. Queue Per Lane in Veh= 1.3

Percentile = 95% 3

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.2636	0.2636	0
0.3515	0.6151	1
0.2343	0.8494	2
0.1041	0.9535	3
0.0347	0.9882	4
0.0093	0.9975	5
0.0021	0.9995	6
0.0004	0.9999	7
0.0001	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
100.0000	101.0000	30
0.0000	101.0000	31
0.0000	101.0000	32
0.0000	101.0000	33
0.0000	101.0000	34
0.0000	101.0000	35
0.0000	101.0000	36
0.0000	101.0000	37
0.0000	101.0000	38
0.0000	101.0000	39
0.0000	101.0000	40
0.0000	101.0000	41
0.0000	101.0000	42
0.0000	101.0000	43
0.0000	101.0000	44
0.0000	101.0000	45
0.0000	101.0000	46
0.0000	101.0000	47
0.0000	101.0000	48
0.0000	101.0000	49
0.0000	101.0000	50
0.0000	101.0000	51
0.0000	101.0000	52
0.0000	101.0000	53
0.0000	101.0000	54
0.0000	101.0000	55
0.0000	101.0000	56
0.0000	101.0000	57
0.0000	101.0000	58
0.0000	101.0000	59
0.0000	101.0000	60
0.0000	101.0000	61
0.0000	101.0000	62
0.0000	101.0000	63
0.0000	101.0000	64
0.0000	101.0000	65

Junction/Southern Project Driveway

WB

PM

Background Plus Project Conditions

Avg. Queue Per Lane in Veh= 8.0

Percentile = 95% 13

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0004	0.0004	0
0.0028	0.0032	1
0.0111	0.0143	2
0.0295	0.0438	3
0.0587	0.1025	4
0.0933	0.1959	5
0.1237	0.3195	6
0.1404	0.4600	7
0.1396	0.5995	8
0.1233	0.7228	9
0.0980	0.8208	10
0.0708	0.8917	11
0.0469	0.9386	12
0.0287	0.9673	13
0.0163	0.9836	14
0.0086	0.9922	15
0.0043	0.9965	16
0.0020	0.9985	17
0.0009	0.9994	18
0.0004	0.9998	19
0.0001	0.9999	20
0.0001	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
100.0000	101.0000	30
0.0000	101.0000	31
0.0000	101.0000	32
0.0000	101.0000	33
0.0000	101.0000	34
0.0000	101.0000	35
0.0000	101.0000	36
0.0000	101.0000	37
0.0000	101.0000	38
0.0000	101.0000	39
0.0000	101.0000	40
0.0000	101.0000	41
0.0000	101.0000	42
0.0000	101.0000	43
0.0000	101.0000	44
0.0000	101.0000	45
0.0000	101.0000	46
0.0000	101.0000	47
0.0000	101.0000	48
0.0000	101.0000	49
0.0000	101.0000	50
0.0000	101.0000	51
0.0000	101.0000	52
0.0000	101.0000	53
0.0000	101.0000	54
0.0000	101.0000	55
0.0000	101.0000	56
0.0000	101.0000	57
0.0000	101.0000	58
0.0000	101.0000	59
0.0000	101.0000	60
0.0000	101.0000	61
0.0000	101.0000	62
0.0000	101.0000	63
0.0000	101.0000	64
0.0000	101.0000	65

A Circle/B Street

EB

AM

Background Plus Project Conditions

Avg. Queue Per Lane in Veh= 0.1

Percentile = 95% 1

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.9096	0.9096	0
0.0862	0.9958	1
0.0041	0.9999	2
0.0001	1.0000	3
0.0000	1.0000	4
0.0000	1.0000	5
0.0000	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

A Circle/B Street

EB

PM

Background Plus Project Conditions

Avg. Queue Per Lane in Veh= 0.8

Percentile = 95% 2

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.4560	0.4560	0
0.3581	0.8141	1
0.1406	0.9547	2
0.0368	0.9915	3
0.0072	0.9987	4
0.0011	0.9998	5
0.0001	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

A Circle/C Street

EB

AM

Background Plus Project Conditions

Avg. Queue Per Lane in Veh= 2.0

Percentile = 95% 5

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.1295	0.1295	0
0.2647	0.3942	1
0.2705	0.6647	2
0.1844	0.8491	3
0.0942	0.9433	4
0.0385	0.9818	5
0.0131	0.9949	6
0.0038	0.9987	7
0.0010	0.9997	8
0.0002	0.9999	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

A Circle/C Street

EB

PM

Background Plus Project Conditions

Avg. Queue Per Lane in Veh= 0.9

Percentile = 95% 3

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.3982	0.3982	0
0.3667	0.7648	1
0.1688	0.9337	2
0.0518	0.9855	3
0.0119	0.9974	4
0.0022	0.9996	5
0.0003	0.9999	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Appendix I
Freeway On-Ramp and Off-Ramp Queuing Calculations

On-Ramp Queue Lengths

Scenario	Queue Length ¹ (feet)		
	I-880 Southbound On-Ramp From Brokaw Road	I-880 Northbound On-Ramp From Brokaw Road	I-880 Southbound On-Ramp From Old Bayshore Road
Storage	58	22	40
Existing PM	0	0	0
Background PM	0	0	0
Background Plus Project PM	0	20	0
Maximum	0	20	0
Storage - Maximum	58	3	40

Notes:

¹Queue lengths were calculated based on the meter rate and ramp volumes assuming 25 feet per vehicle. The reported queues represent the queue lengths after each of the 15-minute intervals in the peak hour.

Existing						
	Ramp		15%			
Time	Meter	Arrival	HOV			Queue
Interval	Rate	Distribution	Bypass	Mixed-Flow	Total	Length
<u>I-880 Northbound On-Ramp From Brokaw Road (PM)</u>						
4:30-4:45	180	25%	23	129	152	0
4:45-5:00	180	25%	23	129	152	0
5:00-5:15	180	25%	23	129	152	0
5:15-5:30	180	25%	23	129	152	0
	720	100%	91	515	606	0
<u>I-880 Southbound On-Ramp From Brokaw Road (PM)</u>						
4:30-4:45	300	25%	34	190	224	0
4:45-5:00	300	25%	34	190	224	0
5:00-5:15	300	25%	34	190	224	0
5:15-5:30	300	25%	34	190	224	0
	1200	100%	134	762	896	0
<u>I-880 Southbound On-Ramp From Old Bayshore Road (PM)</u>						
4:45-5:00	150	25%	0	122	122	0
5:00-5:15	150	25%	0	122	122	0
5:15-5:30	150	25%	0	122	122	0
5:30-5:45	150	25%	0	122	122	0
	600	100%	0	488	488	0

Background						
	Ramp		15%			
Time	Meter	Arrival	HOV			Queue
Interval	Rate	Distribution	Bypass	Mixed-Flow	Total	Length
<u>I-880 Northbound On-Ramp From Brokaw Road (PM)</u>						
4:30-4:45	180	25%	27	152	178	0
4:45-5:00	180	25%	27	152	178	0
5:00-5:15	180	25%	27	152	178	0
5:15-5:30	180	25%	27	152	178	0
	720	100%	107	606	713	0
<u>I-880 Southbound On-Ramp From Brokaw Road (PM)</u>						
4:30-4:45	300	25%	38	218	256	0
4:45-5:00	300	25%	38	218	256	0
5:00-5:15	300	25%	38	218	256	0
5:15-5:30	300	25%	38	218	256	0
	1200	100%	154	871	1025	0
<u>I-880 Southbound On-Ramp From Old Bayshore Road (PM)</u>						
4:45-5:00	150	25%	0	138	138	0
5:00-5:15	150	25%	0	138	138	0
5:15-5:30	150	25%	0	138	138	0
5:30-5:45	150	25%	0	138	138	0
	600	100%	0	550	550	0

Project						
	Ramp		15%			
Time	Meter	Arrival	HOV			Queue
Interval	Rate	Distribution	Bypass	Mixed-Flow	Total	Length
<u>I-880 Northbound On-Ramp From Brokaw Road (PM)</u>						
4:30-4:45	180	25%	33	185	218	5
4:45-5:00	180	25%	33	185	218	10
5:00-5:15	180	25%	33	185	218	15
5:15-5:30	180	25%	33	185	218	20
	720	100%	131	740	870	20
<u>I-880 Southbound On-Ramp From Brokaw Road (PM)</u>						
4:30-4:45	300	25%	49	278	327	0
4:45-5:00	300	25%	49	278	327	0
5:00-5:15	300	25%	49	278	327	0
5:15-5:30	300	25%	49	278	327	0
	1200	100%	196	1111	1307	0
<u>I-880 Southbound On-Ramp From Old Bayshore Road (PM)</u>						
4:45-5:00	150	25%	0	145	145	0
5:00-5:15	150	25%	0	145	145	0
5:15-5:30	150	25%	0	145	145	0
5:30-5:45	150	25%	0	145	145	0
	600	100%	0	581	581	0

Freeway Off-Ramp Vehicle Queuing Analysis Summary

Measurement	I-880 southbound off-ramp to Brokaw Road		I-880 northbound off-ramp to Brokaw Road		I-880 northbound off-ramp to Old Bayshore Highway		US 101 southbound off- ramp to Brokaw Road		US 101 northbound off- ramp to Brokaw Road	
	SBT/L AM	SBR AM	NBL AM	NBR AM	SBR AM	SBT/L AM	SBL AM	SBT AM	NBL AM	NBT/R AM
Existing Conditions										
Cycle Length (sec)	184	184	184	184	106	106	140	140	140	140
Lanes	2	2	2	2	1	1	2	1	2	1
Volume (vph)	371	681	243	760	340	94	602	240	407	312
Volume (vphpl)	186	341	122	380	340	94	301	240	204	312
95 th % . Queue (veh./ln.)	15	25	11	27	15	6	18	15	13	18
95 th % . Queue (ft./ln) ¹	375	625	275	675	375	150	450	375	325	450
Background Conditions										
Cycle Length (sec)	184	184	184	184	106	106	140	140	140	140
Lanes	2	2	2	2	1	1	2	1	2	1
Volume (vph)	434	738	282	799	343	102	678	272	512	386
Volume (vphpl)	217	369	141	400	343	102	339	272	256	386
95 th % . Queue (veh./ln.)	17	26	12	28	16	6	19	16	15	22
95 th % . Queue (ft./ln) ¹	425	650	300	700	400	150	475	400	375	550
Background Plus Project Conditions										
Cycle Length (sec)	184	184	184	184	106	106	140	140	140	140
Lanes	2	2	2	2	1	1	2	1	2	1
Volume (vph)	434	951	560	799	385	102	891	272	512	439
Volume (vphpl)	217	476	280	400	385	102	446	272	256	439
95 th % . Queue (veh./ln.)	17	33	21	28	17	6	24	16	15	24
95 th % . Queue (ft./ln) ¹	425	825	525	700	425	150	600	400	375	600

Notes:

¹ Assumes 25 feet per vehicle queued

I-880 southbound off-ramp to Brokaw Road
SBT/L
AM

Existing Conditions
Avg. Queue Per Lane in Veh= 9.5
Percentile = 95% 15

I-880 southbound off-ramp to Brokaw Road
SBT/L
AM

Background Conditions
Avg. Queue Per Lane in Veh= 11.1
Percentile = 95% 17

I-880 southbound off-ramp to Brokaw Road
SBT/L
AM

Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 11.1
Percentile = 95% 17

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0001	0.0001	0
0.0007	0.0008	1
0.0034	0.0041	2
0.0106	0.0148	3
0.0253	0.0401	4
0.0481	0.0882	5
0.0762	0.1644	6
0.1035	0.2680	7
0.1230	0.3910	8
0.1300	0.5210	9
0.1235	0.6445	10
0.1068	0.7513	11
0.0846	0.8359	12
0.0619	0.8977	13
0.0420	0.9397	14
0.0266	0.9663	15
0.0158	0.9822	16
0.0088	0.9910	17
0.0047	0.9957	18
0.0023	0.9980	19
0.0011	0.9991	20
0.0005	0.9996	21
0.0002	0.9999	22
0.0001	0.9999	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0002	0.0002	1
0.0009	0.0011	2
0.0035	0.0046	3
0.0096	0.0142	4
0.0213	0.0355	5
0.0394	0.0749	6
0.0625	0.1374	7
0.0866	0.2240	8
0.1067	0.3307	9
0.1184	0.4491	10
0.1193	0.5684	11
0.1103	0.6787	12
0.0941	0.7728	13
0.0745	0.8473	14
0.0551	0.9025	15
0.0382	0.9407	16
0.0249	0.9656	17
0.0154	0.9810	18
0.0090	0.9899	19
0.0050	0.9949	20
0.0026	0.9975	21
0.0013	0.9988	22
0.0006	0.9995	23
0.0003	0.9998	24
0.0001	0.9999	25
0.0001	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0002	0.0002	1
0.0009	0.0011	2
0.0035	0.0046	3
0.0096	0.0142	4
0.0213	0.0355	5
0.0394	0.0749	6
0.0625	0.1374	7
0.0866	0.2240	8
0.1067	0.3307	9
0.1184	0.4491	10
0.1193	0.5684	11
0.1103	0.6787	12
0.0941	0.7728	13
0.0745	0.8473	14
0.0551	0.9025	15
0.0382	0.9407	16
0.0249	0.9656	17
0.0154	0.9810	18
0.0090	0.9899	19
0.0050	0.9949	20
0.0026	0.9975	21
0.0013	0.9988	22
0.0006	0.9995	23
0.0003	0.9998	24
0.0001	0.9999	25
0.0001	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

I-880 southbound off-ramp to Brokaw Road
SBR
AM

Existing Conditions
Avg. Queue Per Lane in Veh= 17.4
Percentile = 95% 25

I-880 southbound off-ramp to Brokaw Road
SBR
AM

Background Conditions
Avg. Queue Per Lane in Veh= 18.9
Percentile = 95% 26

I-880 southbound off-ramp to Brokaw Road
SBR
AM

Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 24.3
Percentile = 95% 33

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0000	0.0000	1
0.0000	0.0000	2
0.0000	0.0000	3
0.0001	0.0001	4
0.0004	0.0005	5
0.0010	0.0015	6
0.0026	0.0042	7
0.0057	0.0098	8
0.0110	0.0209	9
0.0192	0.0401	10
0.0304	0.0705	11
0.0442	0.1148	12
0.0593	0.1740	13
0.0738	0.2479	14
0.0858	0.3336	15
0.0934	0.4270	16
0.0958	0.5228	17
0.0927	0.6155	18
0.0851	0.7006	19
0.0741	0.7747	20
0.0615	0.8363	21
0.0487	0.8850	22
0.0369	0.9219	23
0.0268	0.9488	24
0.0187	0.9675	25
0.0125	0.9800	26
0.0081	0.9881	27
0.0050	0.9931	28
0.0030	0.9961	29
0.0018	0.9979	30
0.0010	0.9989	31
0.0005	0.9994	32
0.0003	0.9997	33
0.0001	0.9999	34
0.0001	0.9999	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0000	0.0000	1
0.0000	0.0000	2
0.0000	0.0000	3
0.0000	0.0000	4
0.0001	0.0002	5
0.0004	0.0006	6
0.0011	0.0017	7
0.0026	0.0042	8
0.0054	0.0096	9
0.0101	0.0197	10
0.0173	0.0370	11
0.0273	0.0643	12
0.0395	0.1038	13
0.0533	0.1571	14
0.0670	0.2240	15
0.0789	0.3030	16
0.0876	0.3905	17
0.0918	0.4823	18
0.0911	0.5734	19
0.0859	0.6592	20
0.0771	0.7364	21
0.0661	0.8025	22
0.0542	0.8567	23
0.0426	0.8993	24
0.0321	0.9315	25
0.0233	0.9548	26
0.0163	0.9711	27
0.0110	0.9821	28
0.0071	0.9892	29
0.0045	0.9937	30
0.0027	0.9964	31
0.0016	0.9980	32
0.0009	0.9989	33
0.0005	0.9994	34
0.0003	0.9997	35
0.0001	0.9999	36
0.0001	0.9999	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0000	0.0000	1
0.0000	0.0000	2
0.0000	0.0000	3
0.0000	0.0000	4
0.0000	0.0000	5
0.0000	0.0000	6
0.0000	0.0000	7
0.0001	0.0001	8
0.0002	0.0003	9
0.0005	0.0009	10
0.0012	0.0021	11
0.0024	0.0045	12
0.0046	0.0091	13
0.0079	0.0170	14
0.0129	0.0299	15
0.0196	0.0495	16
0.0280	0.0775	17
0.0378	0.1153	18
0.0485	0.1637	19
0.0589	0.2227	20
0.0683	0.2910	21
0.0755	0.3665	22
0.0799	0.4464	23
0.0810	0.5273	24
0.0788	0.6061	25
0.0737	0.6799	26
0.0664	0.7463	27
0.0577	0.8040	28
0.0484	0.8525	29
0.0393	0.8917	30
0.0308	0.9226	31
0.0234	0.9460	32
0.0173	0.9633	33
0.0124	0.9756	34
0.0086	0.9842	35
0.0058	0.9900	36
0.0038	0.9938	37
0.0024	0.9963	38
0.0015	0.9978	39
0.0009	0.9987	40
0.0006	0.9993	41
0.0003	0.9996	42
0.0002	0.9998	43
0.0001	0.9999	44
0.0001	0.9999	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

I-880 northbound off-ramp to Brokaw Road
 NBL
 AM
 Existing Conditions
 Avg. Queue Per Lane in Veh= 6.2
 Percentile = 95% 11

I-880 northbound off-ramp to Brokaw Road
 NBL
 AM
 Background Conditions
 Avg. Queue Per Lane in Veh= 7.2
 Percentile = 95% 12

I-880 northbound off-ramp to Brokaw Road
 NBL
 AM
 Background Plus Project Conditions
 Avg. Queue Per Lane in Veh= 14.3
 Percentile = 95% 21

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0020	0.0020	0
0.0122	0.0142	1
0.0381	0.0522	2
0.0791	0.1314	3
0.1234	0.2548	4
0.1539	0.4086	5
0.1599	0.5685	6
0.1424	0.7110	7
0.1110	0.8220	8
0.0769	0.8989	9
0.0480	0.9469	10
0.0272	0.9741	11
0.0141	0.9882	12
0.0068	0.9950	13
0.0030	0.9980	14
0.0013	0.9992	15
0.0005	0.9997	16
0.0002	0.9999	17
0.0001	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0007	0.0007	0
0.0053	0.0061	1
0.0193	0.0253	2
0.0463	0.0716	3
0.0834	0.1550	4
0.1201	0.2751	5
0.1443	0.4194	6
0.1486	0.5680	7
0.1338	0.7018	8
0.1072	0.8089	9
0.0772	0.8862	10
0.0506	0.9368	11
0.0304	0.9671	12
0.0168	0.9840	13
0.0087	0.9927	14
0.0042	0.9968	15
0.0019	0.9987	16
0.0008	0.9995	17
0.0003	0.9998	18
0.0001	0.9999	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0000	0.0000	1
0.0001	0.0001	2
0.0003	0.0004	3
0.0011	0.0014	4
0.0030	0.0045	5
0.0073	0.0118	6
0.0149	0.0266	7
0.0266	0.0532	8
0.0423	0.0955	9
0.0605	0.1560	10
0.0787	0.2347	11
0.0939	0.3285	12
0.1033	0.4319	13
0.1056	0.5375	14
0.1008	0.6383	15
0.0901	0.7284	16
0.0759	0.8043	17
0.0603	0.8646	18
0.0454	0.9101	19
0.0325	0.9426	20
0.0222	0.9648	21
0.0144	0.9792	22
0.0090	0.9881	23
0.0053	0.9935	24
0.0031	0.9965	25
0.0017	0.9982	26
0.0009	0.9991	27
0.0005	0.9996	28
0.0002	0.9998	29
0.0001	0.9999	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

I-880 northbound off-ramp to Brokaw Road
NBR
AM

Existing Conditions
Avg. Queue Per Lane in Veh= 19.4
Percentile = 95% 27

I-880 northbound off-ramp to Brokaw Road
NBR
AM

Background Conditions
Avg. Queue Per Lane in Veh= 20.4
Percentile = 95% 28

I-880 northbound off-ramp to Brokaw Road
NBR
AM

Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 20.4
Percentile = 95% 28

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0000	0.0000	1
0.0000	0.0000	2
0.0000	0.0000	3
0.0000	0.0000	4
0.0001	0.0001	5
0.0003	0.0004	6
0.0008	0.0011	7
0.0018	0.0030	8
0.0040	0.0070	9
0.0077	0.0147	10
0.0137	0.0284	11
0.0221	0.0504	12
0.0330	0.0835	13
0.0458	0.1293	14
0.0593	0.1885	15
0.0720	0.2605	16
0.0822	0.3428	17
0.0887	0.4315	18
0.0907	0.5222	19
0.0881	0.6103	20
0.0815	0.6917	21
0.0719	0.7637	22
0.0607	0.8244	23
0.0491	0.8735	24
0.0382	0.9117	25
0.0285	0.9402	26
0.0205	0.9608	27
0.0142	0.9750	28
0.0095	0.9845	29
0.0062	0.9907	30
0.0039	0.9946	31
0.0023	0.9969	32
0.0014	0.9983	33
0.0008	0.9991	34
0.0004	0.9995	35
0.0002	0.9998	36
0.0001	0.9999	37
0.0001	0.9999	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0000	0.0000	1
0.0000	0.0000	2
0.0000	0.0000	3
0.0000	0.0000	4
0.0000	0.0001	5
0.0001	0.0002	6
0.0004	0.0006	7
0.0010	0.0016	8
0.0023	0.0038	9
0.0046	0.0085	10
0.0086	0.0171	11
0.0147	0.0318	12
0.0231	0.0550	13
0.0338	0.0888	14
0.0460	0.1348	15
0.0588	0.1937	16
0.0708	0.2644	17
0.0804	0.3448	18
0.0865	0.4313	19
0.0884	0.5197	20
0.0861	0.6057	21
0.0800	0.6857	22
0.0711	0.7568	23
0.0606	0.8174	24
0.0495	0.8669	25
0.0389	0.9058	26
0.0295	0.9353	27
0.0215	0.9569	28
0.0152	0.9720	29
0.0103	0.9824	30
0.0068	0.9892	31
0.0044	0.9936	32
0.0027	0.9963	33
0.0016	0.9979	34
0.0009	0.9988	35
0.0005	0.9994	36
0.0003	0.9997	37
0.0002	0.9998	38
0.0001	0.9999	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0000	0.0000	1
0.0000	0.0000	2
0.0000	0.0000	3
0.0000	0.0000	4
0.0000	0.0001	5
0.0001	0.0002	6
0.0004	0.0006	7
0.0010	0.0016	8
0.0023	0.0038	9
0.0046	0.0085	10
0.0086	0.0171	11
0.0147	0.0318	12
0.0231	0.0550	13
0.0338	0.0888	14
0.0460	0.1348	15
0.0588	0.1937	16
0.0708	0.2644	17
0.0804	0.3448	18
0.0865	0.4313	19
0.0884	0.5197	20
0.0861	0.6057	21
0.0800	0.6857	22
0.0711	0.7568	23
0.0606	0.8174	24
0.0495	0.8669	25
0.0389	0.9058	26
0.0295	0.9353	27
0.0215	0.9569	28
0.0152	0.9720	29
0.0103	0.9824	30
0.0068	0.9892	31
0.0044	0.9936	32
0.0027	0.9963	33
0.0016	0.9979	34
0.0009	0.9988	35
0.0005	0.9994	36
0.0003	0.9997	37
0.0002	0.9998	38
0.0001	0.9999	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

SBR
AM
Existing Conditions
Avg. Queue Per Lane in Veh= 10.0
Percentile = 95% 15

SBR
AM
Background Conditions
Avg. Queue Per Lane in Veh= 10.1
Percentile = 95% 16

SBR
AM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 11.3
Percentile = 95% 17

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0004	0.0005	1
0.0022	0.0027	2
0.0075	0.0103	3
0.0188	0.0290	4
0.0376	0.0667	5
0.0628	0.1294	6
0.0898	0.2192	7
0.1123	0.3316	8
0.1250	0.4565	9
0.1251	0.5816	10
0.1139	0.6955	11
0.0950	0.7905	12
0.0732	0.8637	13
0.0523	0.9160	14
0.0349	0.9509	15
0.0218	0.9727	16
0.0129	0.9856	17
0.0072	0.9927	18
0.0038	0.9965	19
0.0019	0.9984	20
0.0009	0.9993	21
0.0004	0.9997	22
0.0002	0.9999	23
0.0001	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0004	0.0005	1
0.0021	0.0026	2
0.0071	0.0096	3
0.0178	0.0274	4
0.0360	0.0634	5
0.0606	0.1240	6
0.0874	0.2114	7
0.1103	0.3217	8
0.1238	0.4456	9
0.1250	0.5706	10
0.1148	0.6854	11
0.0966	0.7820	12
0.0751	0.8571	13
0.0542	0.9113	14
0.0365	0.9477	15
0.0230	0.9707	16
0.0137	0.9844	17
0.0077	0.9921	18
0.0041	0.9962	19
0.0021	0.9982	20
0.0010	0.9992	21
0.0005	0.9997	22
0.0002	0.9999	23
0.0001	0.9999	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0001	0.0001	1
0.0008	0.0009	2
0.0029	0.0038	3
0.0082	0.0120	4
0.0186	0.0306	5
0.0352	0.0658	6
0.0570	0.1228	7
0.0807	0.2035	8
0.1017	0.3052	9
0.1153	0.4204	10
0.1188	0.5392	11
0.1122	0.6514	12
0.0978	0.7493	13
0.0792	0.8285	14
0.0599	0.8884	15
0.0424	0.9308	16
0.0283	0.9591	17
0.0178	0.9769	18
0.0106	0.9875	19
0.0060	0.9935	20
0.0033	0.9968	21
0.0017	0.9985	22
0.0008	0.9993	23
0.0004	0.9997	24
0.0002	0.9999	25
0.0001	0.9999	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

SBT/L
AM
Existing Conditions
Avg. Queue Per Lane in Veh= 2.8
Percentile = 95% 6

SBT/L
AM
Background Conditions
Avg. Queue Per Lane in Veh= 3.0
Percentile = 95% 6

SBT/L
AM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 3.0
Percentile = 95% 6

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0628	0.0628	0
0.1738	0.2366	1
0.2405	0.4772	2
0.2219	0.6991	3
0.1536	0.8527	4
0.0850	0.9377	5
0.0392	0.9769	6
0.0155	0.9924	7
0.0054	0.9977	8
0.0016	0.9994	9
0.0005	0.9999	10
0.0001	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0496	0.0496	0
0.1490	0.1987	1
0.2238	0.4224	2
0.2240	0.6465	3
0.1682	0.8147	4
0.1010	0.9157	5
0.0506	0.9663	6
0.0217	0.9880	7
0.0081	0.9962	8
0.0027	0.9989	9
0.0008	0.9997	10
0.0002	0.9999	11
0.0001	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0496	0.0496	0
0.1490	0.1987	1
0.2238	0.4224	2
0.2240	0.6465	3
0.1682	0.8147	4
0.1010	0.9157	5
0.0506	0.9663	6
0.0217	0.9880	7
0.0081	0.9962	8
0.0027	0.9989	9
0.0008	0.9997	10
0.0002	0.9999	11
0.0001	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

US 101 southbound off-ramp to Brokaw Road
 SBL
 AM
 Existing Conditions
 Avg. Queue Per Lane in Veh= 11.7
 Percentile = 95% 18

US 101 southbound off-ramp to Brokaw Road
 SBL
 AM
 Background Conditions
 Avg. Queue Per Lane in Veh= 13.2
 Percentile = 95% 19

US 101 southbound off-ramp to Brokaw Road
 SBL
 AM
 Background Plus Project Conditions
 Avg. Queue Per Lane in Veh= 17.3
 Percentile = 95% 24

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0001	0.0001	1
0.0006	0.0007	2
0.0022	0.0029	3
0.0065	0.0093	4
0.0151	0.0244	5
0.0295	0.0539	6
0.0493	0.1032	7
0.0721	0.1753	8
0.0938	0.2691	9
0.1098	0.3788	10
0.1168	0.4957	11
0.1139	0.6096	12
0.1026	0.7122	13
0.0858	0.7980	14
0.0669	0.8649	15
0.0490	0.9139	16
0.0337	0.9476	17
0.0219	0.9696	18
0.0135	0.9831	19
0.0079	0.9910	20
0.0044	0.9954	21
0.0023	0.9977	22
0.0012	0.9989	23
0.0006	0.9995	24
0.0003	0.9998	25
0.0001	0.9999	26
0.0001	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0000	0.0000	1
0.0002	0.0002	2
0.0007	0.0009	3
0.0024	0.0033	4
0.0062	0.0095	5
0.0137	0.0232	6
0.0258	0.0491	7
0.0426	0.0917	8
0.0624	0.1540	9
0.0822	0.2363	10
0.0986	0.3348	11
0.1083	0.4431	12
0.1098	0.5529	13
0.1034	0.6563	14
0.0909	0.7472	15
0.0749	0.8220	16
0.0581	0.8801	17
0.0425	0.9226	18
0.0295	0.9521	19
0.0195	0.9716	20
0.0122	0.9838	21
0.0073	0.9911	22
0.0042	0.9953	23
0.0023	0.9976	24
0.0012	0.9988	25
0.0006	0.9994	26
0.0003	0.9997	27
0.0001	0.9999	28
0.0001	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0000	0.0000	1
0.0000	0.0000	2
0.0000	0.0000	3
0.0001	0.0001	4
0.0004	0.0005	5
0.0011	0.0016	6
0.0027	0.0044	7
0.0060	0.0103	8
0.0115	0.0218	9
0.0199	0.0417	10
0.0314	0.0731	11
0.0454	0.1185	12
0.0606	0.1791	13
0.0750	0.2541	14
0.0868	0.3409	15
0.0940	0.4349	16
0.0960	0.5309	17
0.0925	0.6234	18
0.0844	0.7078	19
0.0732	0.7810	20
0.0605	0.8414	21
0.0477	0.8891	22
0.0359	0.9250	23
0.0260	0.9510	24
0.0180	0.9690	25
0.0120	0.9810	26
0.0077	0.9888	27
0.0048	0.9935	28
0.0029	0.9964	29
0.0017	0.9980	30
0.0009	0.9990	31
0.0005	0.9995	32
0.0003	0.9997	33
0.0001	0.9999	34
0.0001	0.9999	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

US 101 southbound off-ramp to Brokaw Road
 SBT
 AM
 Existing Conditions
 Avg. Queue Per Lane in Veh= 9.3
 Percentile = 95% 15

US 101 southbound off-ramp to Brokaw Road
 SBT
 AM
 Background Conditions
 Avg. Queue Per Lane in Veh= 10.6
 Percentile = 95% 16

US 101 southbound off-ramp to Brokaw Road
 SBT
 AM
 Background Plus Project Conditions
 Avg. Queue Per Lane in Veh= 10.6
 Percentile = 95% 16

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0001	0.0001	0
0.0008	0.0009	1
0.0039	0.0048	2
0.0120	0.0167	3
0.0280	0.0447	4
0.0522	0.0969	5
0.0812	0.1781	6
0.1082	0.2863	7
0.1263	0.4126	8
0.1310	0.5436	9
0.1222	0.6658	10
0.1037	0.7695	11
0.0807	0.8502	12
0.0579	0.9081	13
0.0386	0.9467	14
0.0240	0.9707	15
0.0140	0.9848	16
0.0077	0.9924	17
0.0040	0.9964	18
0.0020	0.9984	19
0.0009	0.9993	20
0.0004	0.9997	21
0.0002	0.9999	22
0.0001	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0003	0.0003	1
0.0014	0.0017	2
0.0050	0.0067	3
0.0133	0.0200	4
0.0281	0.0481	5
0.0496	0.0977	6
0.0749	0.1726	7
0.0990	0.2716	8
0.1164	0.3880	9
0.1231	0.5111	10
0.1184	0.6295	11
0.1044	0.7339	12
0.0849	0.8188	13
0.0642	0.8830	14
0.0452	0.9282	15
0.0299	0.9581	16
0.0186	0.9767	17
0.0109	0.9877	18
0.0061	0.9937	19
0.0032	0.9970	20
0.0016	0.9986	21
0.0008	0.9994	22
0.0004	0.9997	23
0.0002	0.9999	24
0.0001	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0003	0.0003	1
0.0014	0.0017	2
0.0050	0.0067	3
0.0133	0.0200	4
0.0281	0.0481	5
0.0496	0.0977	6
0.0749	0.1726	7
0.0990	0.2716	8
0.1164	0.3880	9
0.1231	0.5111	10
0.1184	0.6295	11
0.1044	0.7339	12
0.0849	0.8188	13
0.0642	0.8830	14
0.0452	0.9282	15
0.0299	0.9581	16
0.0186	0.9767	17
0.0109	0.9877	18
0.0061	0.9937	19
0.0032	0.9970	20
0.0016	0.9986	21
0.0008	0.9994	22
0.0004	0.9997	23
0.0002	0.9999	24
0.0001	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

US 101 northbound off-ramp to Brokaw Road
 NBL
 AM
 Existing Conditions
 Avg. Queue Per Lane in Veh= 7.9
 Percentile = 95% 13

US 101 northbound off-ramp to Brokaw Road
 NBL
 AM
 Background Conditions
 Avg. Queue Per Lane in Veh= 10.0
 Percentile = 95% 15

US 101 northbound off-ramp to Brokaw Road
 NBL
 AM
 Background Plus Project Conditions
 Avg. Queue Per Lane in Veh= 10.0
 Percentile = 95% 15

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0004	0.0004	0
0.0028	0.0032	1
0.0113	0.0145	2
0.0298	0.0443	3
0.0592	0.1035	4
0.0939	0.1974	5
0.1242	0.3216	6
0.1407	0.4623	7
0.1395	0.6019	8
0.1230	0.7249	9
0.0976	0.8224	10
0.0704	0.8928	11
0.0465	0.9394	12
0.0284	0.9678	13
0.0161	0.9838	14
0.0085	0.9924	15
0.0042	0.9966	16
0.0020	0.9985	17
0.0009	0.9994	18
0.0004	0.9998	19
0.0001	0.9999	20
0.0001	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0005	0.0005	1
0.0024	0.0029	2
0.0078	0.0107	3
0.0194	0.0301	4
0.0387	0.0688	5
0.0642	0.1330	6
0.0913	0.2243	7
0.1136	0.3378	8
0.1257	0.4635	9
0.1251	0.5886	10
0.1132	0.7018	11
0.0939	0.7958	12
0.0719	0.8677	13
0.0512	0.9188	14
0.0340	0.9528	15
0.0211	0.9739	16
0.0124	0.9863	17
0.0068	0.9931	18
0.0036	0.9967	19
0.0018	0.9985	20
0.0008	0.9993	21
0.0004	0.9997	22
0.0002	0.9999	23
0.0001	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0005	0.0005	1
0.0024	0.0029	2
0.0078	0.0107	3
0.0194	0.0301	4
0.0387	0.0688	5
0.0642	0.1330	6
0.0913	0.2243	7
0.1136	0.3378	8
0.1257	0.4635	9
0.1251	0.5886	10
0.1132	0.7018	11
0.0939	0.7958	12
0.0719	0.8677	13
0.0512	0.9188	14
0.0340	0.9528	15
0.0211	0.9739	16
0.0124	0.9863	17
0.0068	0.9931	18
0.0036	0.9967	19
0.0018	0.9985	20
0.0008	0.9993	21
0.0004	0.9997	22
0.0002	0.9999	23
0.0001	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

US 101 northbound off-ramp to Brokaw Road
NBT/R
AM

Existing Conditions
Avg. Queue Per Lane in Veh= 12.1
Percentile = 95% 18

US 101 northbound off-ramp to Brokaw Road
NBT/R
AM

Background Conditions
Avg. Queue Per Lane in Veh= 15.0
Percentile = 95% 22

US 101 northbound off-ramp to Brokaw Road
NBT/R
AM

Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 17.1
Percentile = 95% 24

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0001	0.0001	1
0.0004	0.0005	2
0.0016	0.0021	3
0.0049	0.0069	4
0.0118	0.0187	5
0.0238	0.0425	6
0.0413	0.0838	7
0.0626	0.1465	8
0.0845	0.2309	9
0.1025	0.3334	10
0.1130	0.4464	11
0.1143	0.5607	12
0.1067	0.6674	13
0.0924	0.7598	14
0.0748	0.8346	15
0.0567	0.8913	16
0.0405	0.9318	17
0.0273	0.9591	18
0.0174	0.9765	19
0.0106	0.9871	20
0.0061	0.9932	21
0.0034	0.9965	22
0.0018	0.9983	23
0.0009	0.9992	24
0.0004	0.9996	25
0.0002	0.9998	26
0.0001	0.9999	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0000	0.0000	1
0.0000	0.0000	2
0.0002	0.0002	3
0.0006	0.0008	4
0.0019	0.0028	5
0.0048	0.0076	6
0.0103	0.0179	7
0.0193	0.0372	8
0.0323	0.0695	9
0.0484	0.1179	10
0.0661	0.1840	11
0.0827	0.2667	12
0.0955	0.3622	13
0.1024	0.4645	14
0.1024	0.5670	15
0.0961	0.6631	16
0.0849	0.7479	17
0.0708	0.8187	18
0.0559	0.8746	19
0.0420	0.9166	20
0.0300	0.9466	21
0.0205	0.9670	22
0.0134	0.9804	23
0.0084	0.9887	24
0.0050	0.9938	25
0.0029	0.9967	26
0.0016	0.9983	27
0.0009	0.9991	28
0.0004	0.9996	29
0.0002	0.9998	30
0.0001	0.9999	31
0.0001	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0000	0.0000	1
0.0000	0.0000	2
0.0000	0.0000	3
0.0001	0.0002	4
0.0005	0.0006	5
0.0013	0.0020	6
0.0032	0.0052	7
0.0069	0.0121	8
0.0131	0.0252	9
0.0223	0.0475	10
0.0346	0.0821	11
0.0493	0.1314	12
0.0647	0.1962	13
0.0789	0.2751	14
0.0898	0.3649	15
0.0959	0.4608	16
0.0963	0.5571	17
0.0913	0.6484	18
0.0820	0.7304	19
0.0700	0.8005	20
0.0569	0.8574	21
0.0442	0.9016	22
0.0328	0.9344	23
0.0233	0.9577	24
0.0159	0.9736	25
0.0105	0.9841	26
0.0066	0.9907	27
0.0040	0.9947	28
0.0024	0.9971	29
0.0014	0.9985	30
0.0007	0.9992	31
0.0004	0.9996	32
0.0002	0.9998	33
0.0001	0.9999	34
0.0001	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65