Valley Title
Local Transportation Analysis (LTA)

Prepared for:
City of San José
Westbank Corporation

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FEHR PEERS

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1. Introduction

This report presents the results of the Local Transportation Analysis (LTA) for the Valley Title mixed-use development at 300 S. First Street in San José, California. This chapter discusses the LTA purpose, scope of study, Project description, study area, analysis scenarios, and report organization.

Purpose

The purpose of the LTA is to establish a local transportation system that is reflective of both land use context and multi-modal functions. The LTA ensures that the type, character, and intensity of land uses along a street are appropriate to the primary function of the adjacent street network. The analysis was prepared consistent with the City of San José Transportation Analysis Policy (Council Policy 5-1), adverse effects were evaluated following guidelines from the City of San José's *Transportation Analysis Handbook* ("Handbook") and the Santa Clara Valley Transportation Authority (VTA), the congestion management agency for Santa Clara County.

Scope of Study

The City of San José Transportation Analysis Policy (Council Policy 5-1) requires projects to perform an LTA to demonstrate conformance with multimodal transportation strategies, goals, and policies in the General Plan, and to address adverse effects to the transportation system. The LTA evaluates the effects of a development project on transportation, access, circulation, and related safety elements in the proximate area of the Project. An LTA also establishes consistency with the General Plan policies and goals through the following three objectives:

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

The focus of the LTA for the Project is on pedestrian, bicycle, and transit access and capacity constraints. The City's *Handbook* also includes specific topics related to site access and circulation.

Project Description

The proposed Project is located at 300 S. First Street in San José, California. The Project involves the demolition of an existing 58,362-square foot office space and a parking lot to be replaced by a new development consisting of 1,335,240 square feet of office space, 60,430 square feet of retail use, and a new parking garage. 1,192 parking spaces will be provided on five below-grade levels. The Project site plan is presented in **Figure 1**.

Study Area

Because of the Project's location in Downtown San José, the study area for this LTA focuses on those transportation facilities closest to the Project site. **Figure 2** shows the location of the Project site, the surrounding transportation network and study intersections.

Study Intersections

Project effects on the study area roadway facilities were determined by measuring the effect Project traffic would have on intersection operations during the morning (7:00 to 9:00 AM) and evening (4:00 to 6:00 PM) peak periods. Study intersections were selected in consultation with City of San José staff and focus on those intersections that are directly adjacent to the Project. These locations (all under the jurisdiction of the City of San José) are:

Signalized Locations

1. Market Street / San Carlos Street
2. First Street / San Carlos Street
3. Second Street / San Carlos Street
5. Market Street / San Salvador Street
6. First Street / San Salvador Street
8. Second Street / San Salvador Street
9. First Street / Market Street / Reed Street

Unsignalized Locations:

4. Second Street / E. Project Driveway
7. N. Project Driveway / San Salvador Street

Freeway Segments

A freeway segment is defined as the portion of the freeway between two interchanges, by direction, with mixed-flow and high-occupancy (HOV) lanes evaluated separately. VTA's CMP guidelines were used to identify which freeway segments should be evaluated for this study. Based on the guidelines, freeway segments are selected for analysis when the Project is anticipated to add more than one percent of the segment's capacity during either or both peak hours. This threshold is met for the following freeway segments, which were analyzed under Existing and Existing with Project Conditions:

SR 87

- US-101 to Skyport Drive
- Skyport Drive to Taylor Street
- Taylor Street to Coleman Avenue
- Coleman Avenue to Julian Street

- Julian Street to I-280
- I-280 to Alma Avenue
- Alma Avenue to Almaden Avenue
- Almaden Avenue to Curtner Avenue
- Curtner Avenue to Capitol Expressway
- Capitol Expressway to SR 85

I-280

- Saratoga Avenue to Winchester Boulevard
- Winchester Boulevard to I-880
- I-880 to Meridian Avenue
- Meridian Avenue to Bird Avenue
- Bird Avenue to SR-87
- SR-87 to 10th Street
- 10th Street to McLaughlin Avenue
- McLaughlin Avenue to US 101

Analysis Scenarios

The analysis was conducted during the morning peak hours occurring between 7:00 and 9:00 AM and the evening peak hours occurring between 4:00 and 6:00 PM for the following scenarios:

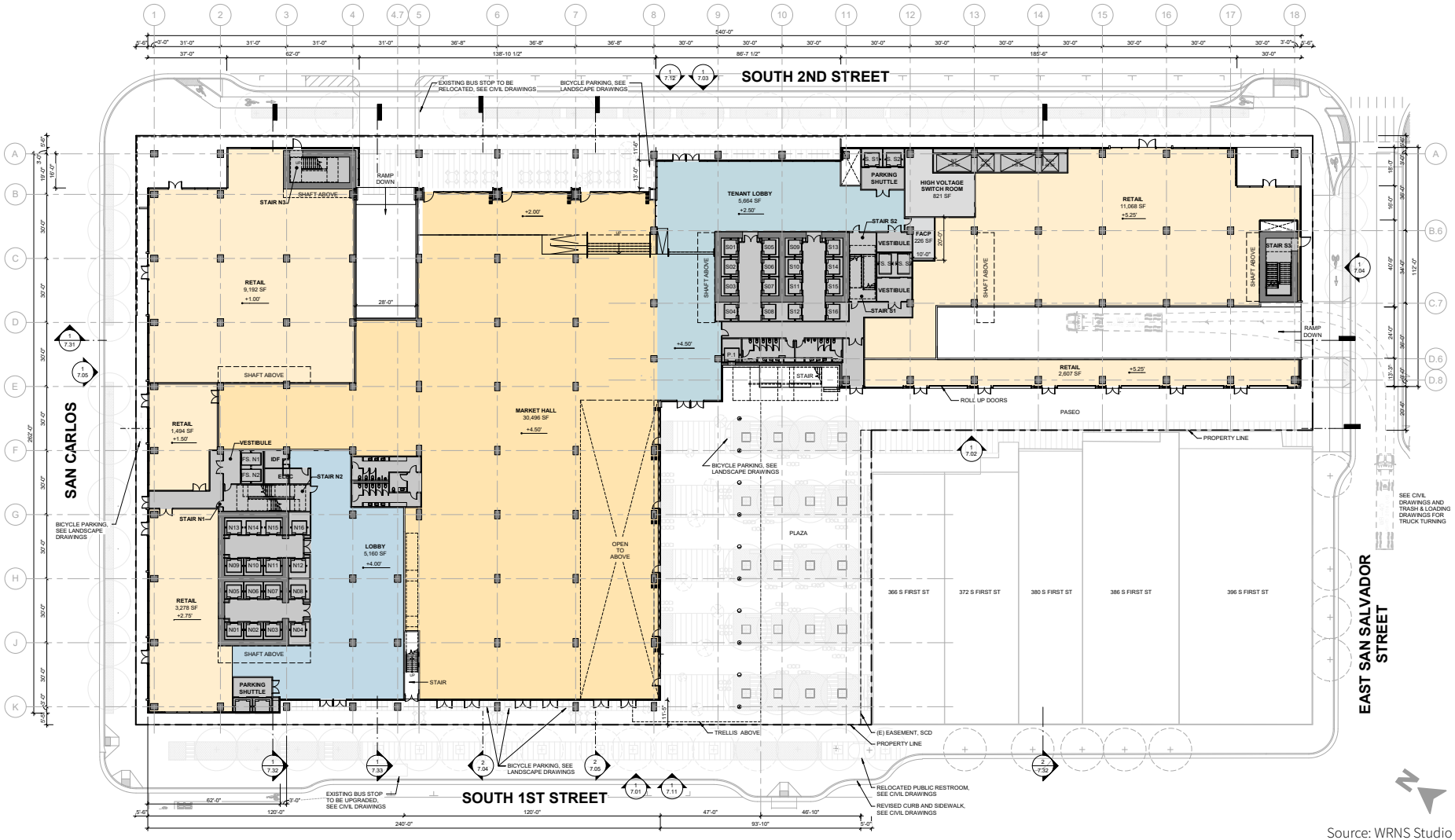
Scenario 1: *Existing Conditions* – Existing traffic volumes obtained from historical traffic counts.

Scenario 2: *Background Conditions* – Existing volumes plus traffic from approved but not yet constructed developments in the area as summarized in the City's Approved Trip Inventory (ATI).

Scenario 3: *Background with Project Conditions* – Scenario 2 volumes plus traffic generated by the Project.

Scenario 4: *Cumulative Conditions* – Scenario 2 volumes plus traffic generated from pending projects.

Scenario 5: *Cumulative with Project Conditions* – Scenario 4 volumes plus traffic generated by the Project.



Source: WRNS Studio

Figure 1

Site Plan

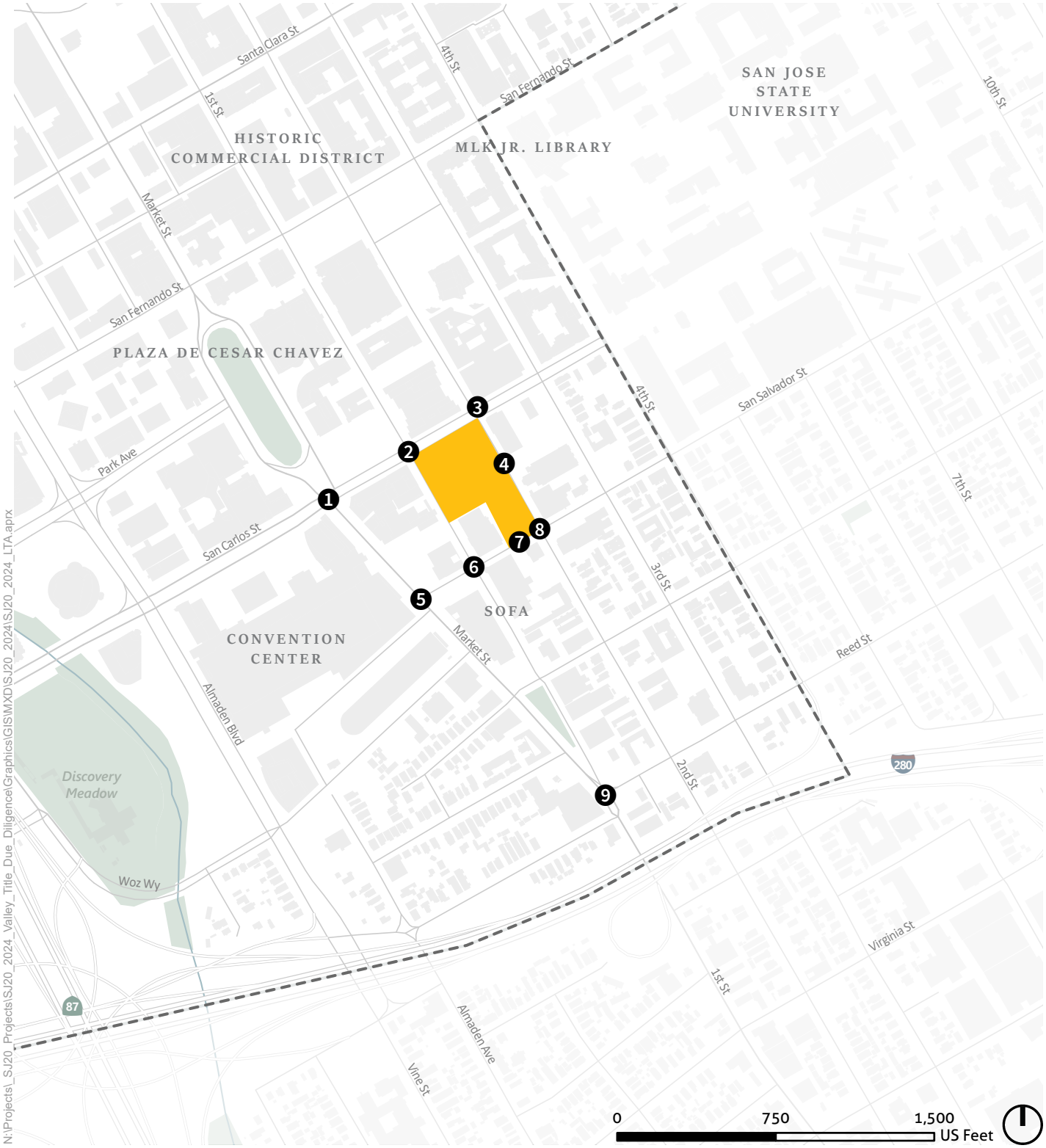


Figure 2

Project Location and Study Intersections

Report Organization

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

- **Chapter 2 – Analysis Methods and Thresholds** presents the analysis methods for study intersections.
- **Chapter 3 – Existing Conditions** describes the transportation system near the Project site, including the surrounding roadway network, morning and evening peak hour turning movement volumes at the study intersections, existing bicycle, pedestrian, and transit facilities, intersection queuing analysis, and field observations.
- **Chapter 4 – Background Conditions** presents the intersection queuing without the Project under Background Conditions.
- **Chapter 5 – Project Traffic Estimates** describes the Project trip generation, distribution and assignment methods for intersections.
- **Chapter 6 – Background with Project Conditions** presents the intersection queuing with the Project under Background Conditions.
- **Chapter 7 – Cumulative Conditions** presents the intersection queuing without the Project under Cumulative Conditions.
- **Chapter 8 – Cumulative with Project Conditions** presents the intersection queuing with the Project under Cumulative Conditions.
- **Chapter 9 – Transportation Deficiencies and Improvements** presents the transportation effects of the Project based on the deficiency criteria and identifies improvements to address Project-caused deficiencies in the study area.
- **Chapter 10 – Site Access, On-Site Circulation and Parking** describes Project access and circulation for all travel modes.

2. Analysis Methods

The analysis methods used to evaluate intersection operations are described in this chapter. The determination of acceptable operating conditions is based on policies, regulations, goals, and guidelines defined by the City of San José. The operational thresholds are also presented in this chapter.

CEQA Consistency

The Valley Title Project site is located within and is consistent with San José's Downtown Strategy 2040 Boundary as defined in the City's *Downtown Strategy Plan 2040*. The Environmental Impact Report (EIR) for the *Downtown Strategy Plan 2040* has been completed and approved. Because the Project is consistent with the *Downtown Strategy Plan 2040* EIR, no additional CEQA transportation analysis is required for this Project.

Analysis Methods and Thresholds

Signalized Intersection Queuing Analysis

The queuing analysis assesses the available storage length of pockets and compares that to the projected queue length. Queuing analysis is conducted for movements where a) the movement has storage pockets, and b) the project adds more than 10 peak-hour trips to the movement.

The method described in Chapter 16 of the 2000 *Highway Capacity Manual* (HCM) (Transportation Research Board) is used to prepare level of service calculations for the study intersections. This level of service method, which is approved by San José and the VTA, analyzes a signalized intersection's operation based on average control delay per vehicle. Control delay includes the initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. Using the intersection delay, 95th-percentile queues are determined for each movement.

Queuing deficiencies are identified if the 95th-percentile queue length exceeds the available storage length for movements with storage pockets. Storage length is defined as the length from the stop bar to the point where queuing would interfere with the traffic flow in the adjacent lanes for other movements on a per lane basis.

Freeway Segment Operations Analysis

As required by VTA, the applicable LOS standard for freeway segments is LOS E. Per VTA's *Transportation Impact Analysis Guidelines*, traffic impacts on a CMP freeway segment occurs when the addition of project traffic causes:

- Freeway segment operations to deteriorate from an acceptable level (LOS E or better) under Existing Conditions to an unacceptable level (LOS F), or

- An increase in traffic of more than one percent of the capacity of a segment that operates at LOS F under Existing Conditions.

Consistent with VTA guidelines, freeway impacts are only evaluated under Existing Plus Project Conditions.

3. Existing Conditions

This chapter describes the Existing Conditions of the roadways, pedestrian and bicycle facilities, and transit service near the Project site. It also presents existing traffic volumes and operations for the study intersections.

COVID-19 Note: The following Existing Conditions discussion describes conditions prior to the March 2020 shelter-in-place policy. The intersection counts that are used for this analysis were collected prior to the voluntary shelter-in-place polices implemented by several large technology firms beginning the first week in March 2020 and the formal shelter-in-place order issued by Santa Clara County Public Health Department on March 16, 2020, to slow the spread of COVID-19.

Existing Street System

Interstate 280 (I-280) and State Route 87 (SR-87) provide regional access to the Project site. San Salvador Street, Market Street, First Street, and Second Street, along with other nearby roadways, provide local site access. Each facility is described below in more detail.

Interstate 280 is an east-west freeway located south of the Project site with four travel lanes in each direction. I-280 provides a large thoroughfare east-west movement through San Jose and neighboring cities. Access to the Project site from I-280 is possible via Market Street, First Street, and Fourth Street.

State Route 87 is a north-west freeway located west of the Project site with 3 travel lanes in each direction including an HOV lane in each direction. One travel lane in each direction is designated as a High Occupancy Vehicle (HOV) lane, in effect from 5:00 – 9:00 AM and 3:00 – 7:00 PM, Monday through Friday. SR-87 extends between US 101 to the north and SR-85 to the south. Access to the Project site from SR-87 is provided via Park Avenue and Woz Way.

Market Street runs north-south two blocks west of the Project site and provides two travel lanes in each direction. On-street parking is provided on both sides of the street along some blocks. Market Street ends to the south where it converges with First Street just south of Reed Street, where it continues as First Street. Market Street extends to the north to Basset Street. The posted speed limit is 25 mph.

First Street is a two-lane, northbound one-way road between Market Street and Devine Street. Beyond these streets, First Street is a two to four lane street providing both northbound and southbound travel. On-street parking is provided on both sides of the street near the Project site. First Street and Market Street converge south of Reed Street, where the road continues as First Street. Towards the south, First Street ends where it continues into Monterey Street. Towards the north, First Street ends where it continues into Taylor Street. The posted speed limit is 20 mph.

Second Street is a two-lane, southbound one-way road between St. James Street and First Street. North of St. James Street, Second Street is a two-lane street allowing both northbound and southbound travel.

Second Street ends in the south where it continues into First Street and to the north as a dead-end just south of Interstate 880. On-street parking is provided on both sides of the street near the project site. The posted speed limit is 20 mph.

San Salvador Street is a two-lane roadway which continues into 17th Street to the east and ends at Market Street to the west. On-street parking is permitted on the south side of Market Street, east of First Street. San Salvador Street borders the Project site to the south. The posted speed limit is 20 mph.

Reed Street is a two- to three- lane roadway which extends between 14th Street to the east and Market Street to the west. Between Fifth Street and Market Street, Reed Street has two travel lanes in the westbound direction and one travel lane in the eastbound direction with designated left turn lanes provided in both directions for certain blocks. Between Fifth Street and 14th Street, Reed Street has one travel lane in each direction with designated left turn lanes at most intersections. On-street parking is provided on both the north and south sides of the street.

San Carlos Street is a two- to four- lane Grand Boulevard which extends between 17th Street to the east and Bascom Avenue to the west where it continues as Stevens Creek Boulevard. As a Grand Boulevard, it serves a major transportation corridor connecting City neighborhoods, with a priority for transit. San Carlos Street is missing between Fourth Street and Seventh Street due to the San Jose State University campus. San Carlos Street is directly adjacent to the Project site to the north and provides direct access to the Project site via the right-in-right-out driveway between First Street and Second Street. The posted speed limit is 25 mph.

Existing Truck Routes

To provide for the safe and efficient movement of goods to support commerce and industry in the City of San José, primary truck routes were established. The City of San José does not have established truck routes within the Downtown boundary; however, the City's *Municipal Code* Chapter 11.96 defines which streets have large vehicle prohibitions. Large vehicles are allowed on all streets adjacent to the Project site.

Existing Pedestrian Facilities

Pedestrian facilities are comprised of sidewalks and crosswalks. The streets adjacent to the Project site, including San Carlos Street, San Salvador Street, and Second Street, have continuous sidewalks on both sides of the roadway.

Standard crosswalks are provided for all directions of travel for all study intersections except for the intersection of First Street/Market Street and Reed Street where a crosswalk is not provided for crossing First Street/Market Street on the north side of the intersection. All study intersections provide curb ramps on approaches. The Project plans indicate several pedestrian access points along existing sidewalks.

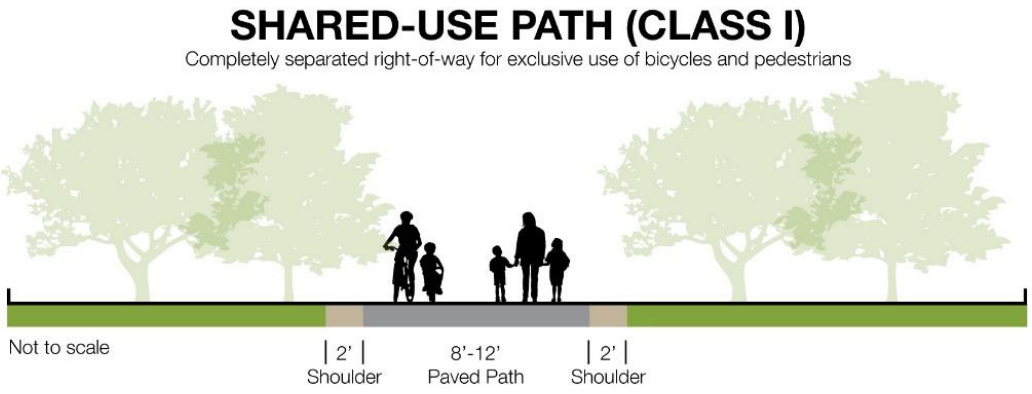
Within a ½ mile walkshed of the Project site, two intersections were observed to be missing proper ADA ramps:

- The ramps at the northwest corner of Third Street and Santa Clara Street does not allow north-south movement.
- The ramp at the southeast corner of the intersection of Reed Street and Second Street does not allow east-west movement.

Existing Bicycle Network

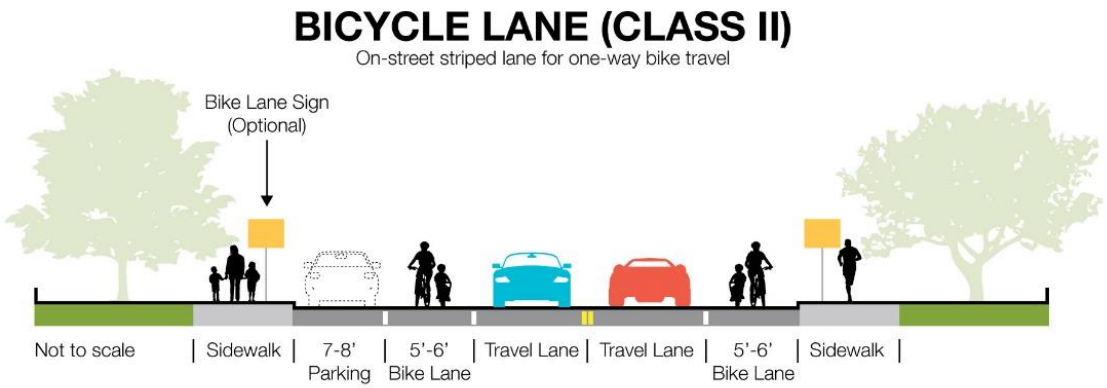
The four classes of bicycle facilities in San José are described in the *San José Better Bike Plan 2025* (2020). These descriptions are based on California Department of Transportation (Caltrans) classifications of bikeways from California Assembly Bill 1193 and the *Highway Design Manual* (Chapter 1000: Bikeway Planning and Design). Each bikeway class is intended to provide bicyclists with enhanced riding conditions. Bikeways offer various levels of separation from traffic based on traffic volume and speed, among other factors. The four bikeway types and appropriate contexts for each are presented below.

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

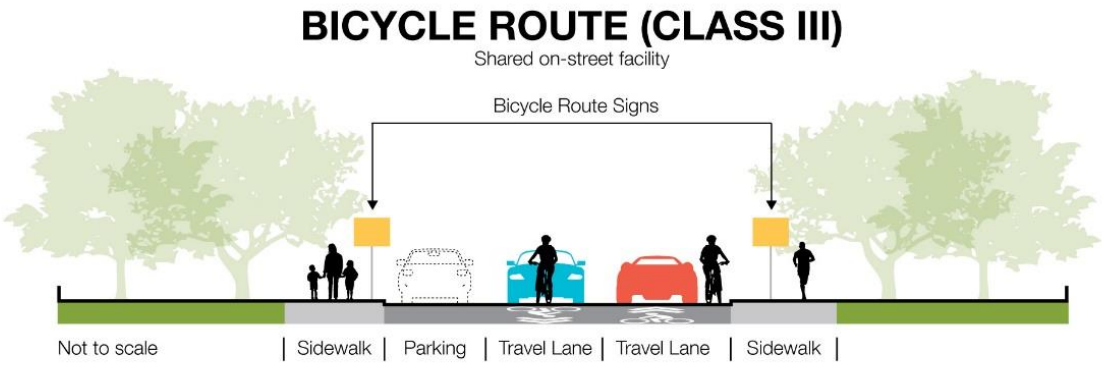


Class II Bikeways (On-Street Bike Lanes): Bike lanes provide a striped lane, pavement markings, and signage for one-way bike travel on a street or highway. Bicycle lanes are typically five (5) feet wide, although wider lanes are desirable on roadways with high traffic volumes and/or high travel speeds. The *VTA Bicycle Technical Guidelines* (December 2012) recommends that Caltrans standards regarding bicycle lane dimensions be used as a minimum and provides supplemental information and guidance on when and how to better accommodate the many types of bicyclists. Bike lanes may be enhanced with painted

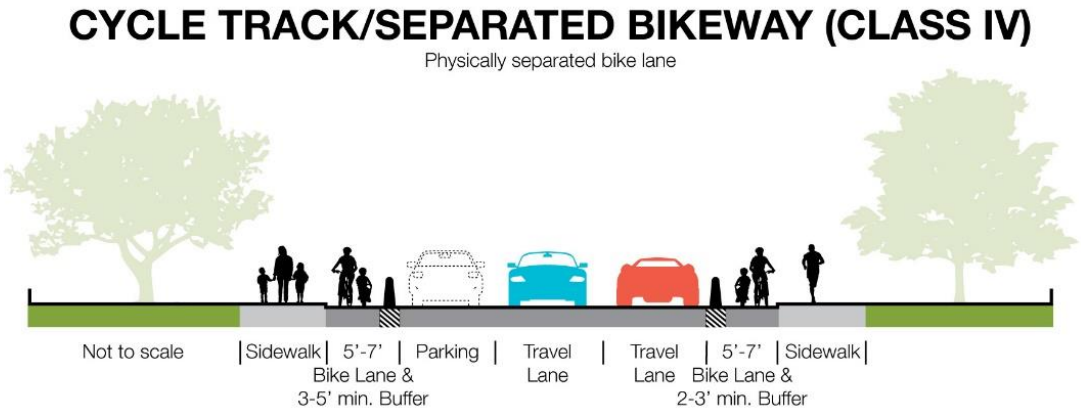
buffers between vehicle lanes and/or parking, and green paint at conflict zones (such as driveways or intersections).



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



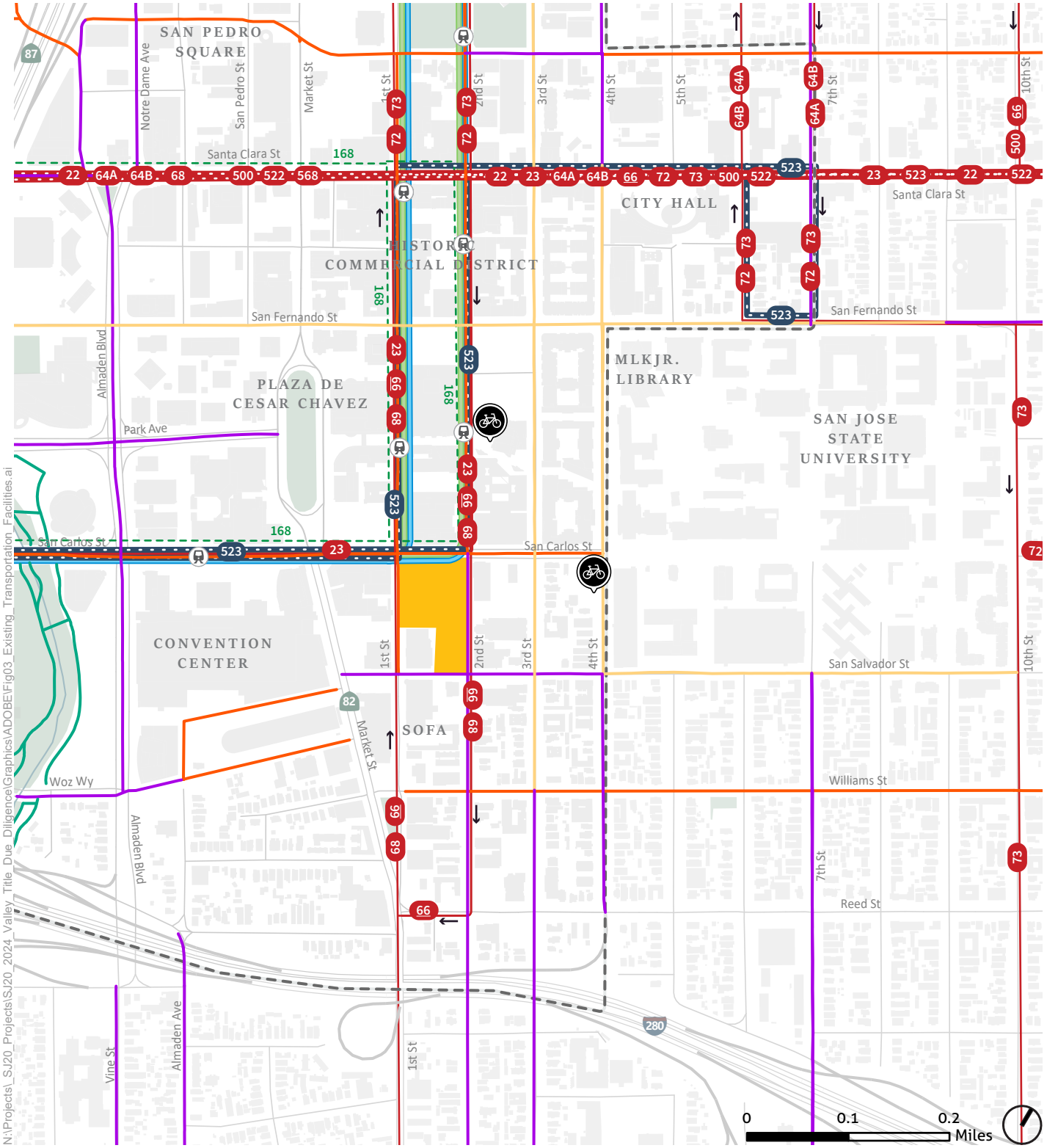
Class IV Bikeways (Separated Bikeway): Separated bikeways, also referred to as cycle tracks or protected bikeways, are bikeways for the exclusive use of bicycles which are physically separated from vehicle traffic. Separated bikeways were adopted by Caltrans in 2015. Types of separation may include,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



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

Near the Project site, First Street provides Class III biking facilities for both directions of travel. A Class II bike lane allows southbound travel on Second Street. A Class IV separated bikeway is on the north side of San Salvador Street between Fourth Street and 10th Street. San Carlos Street provides Class III biking facilities for both directions of travel. Market Street and Reed Street provide no bicycle facilities, although bicyclists may use vehicular travel lanes. The Project is within walking distance from the existing Bay Wheels bike share station near the intersection of First Street and San Carlos Street. **Figure 3** displays these facilities.

Several improvements to bicycle facilities near the Project site are noted in the *San José Better Bike Plan 2025*. A bicycle boulevard, a Class III bike facility where bikes are given priority over vehicles, is proposed on First Street between San Carlos Street and San Salvador Street to replace the existing class III facility. A Class IV bike lane is proposed on San Carlos Street. Class II or class IV bike lanes are also proposed on Market Street and Reed Street.



Source: Valley Transportation Authority, San Jose Better Bike Plan 2025

Project Site

Downtown Boundary

Bus

Frequent Bus

Rapid Bus

Light Rail

Blue Line

Green Line

Light Rail Stop

Existing Bike Facilities

Class 1

Class 2

Class 3

Class 4

Bay Wheels Station

Figure 3

Existing Transportation Facilities

Existing Transit Service

Bus and light rail service in San José are operated by the VTA. **Table 1** summarizes the existing transit services for the Valley Title Project. The bus routes, bus stop, Light Rail Transit (LRT) lines, and LRT station are illustrated on **Figure 3**. The closest LRT stations is the San Antonio Station on First Street. The walking distance from the Project site to the LRT station is approximately 700 feet. The closest bus service operates directly adjacent to the Project on Second Street.

Due to the ongoing COVID-19 pandemic, many transit agencies (including VTA) have temporarily reduced their services. The transit services described in **Table 1** includes the route start and end points, operating hours, and peak headways as reported on the VTA website in November 2021 that include COVID-19 service changes.

Table 1: Existing Transit Service

Route[1]	From	To	Weekdays		Saturdays		Sundays	
			Operating Hours	Peak Headway[2] (minutes)	Operating Hours	Headway[2] (minutes)	Operating Hours	Headway[2] (minutes)
VTA Bus Service								
22	Palo Alto Transit Center	Eastridge Transit Center	4:15 AM – 3:00 AM	15	5:00 AM – 3:00 AM	15	5:00 AM – 2:00 AM	15
23	De Anza College	Alum Rock Station	5:00 AM – 1:25 AM	15	5:40 AM – 1:20 AM	15	5:40 AM – 1:20 AM	15
64A	Ohlone-Chynoweth Station	McKee & White	5:30 AM – 11:40 PM	30	6:25 AM – 11:25 PM	30	6:55 AM – 10:00 PM	30
64B	Almaden Expressway & Camden	McKee & White	6:00 AM – 9:10 PM	30	8:00 AM – 6:45 PM	60	9:00 AM – 5:45 PM	60
66	North Milpitas	Kaiser San José	5:10 AM – 12:15 AM	15	5:30 AM – 11:30 PM	20	5:25 AM – 11:30 PM	20
68	San Jose Diridon Station	Gilroy Transit Center	4:40 AM – 1:20 AM	15	5:20 AM – 1:40 AM	20	5:20 AM – 12:35 AM	20
500	San Jose Diridon Station	Berryessa Transit Center	4:35 AM – 2:35 AM	15	5:25 AM – 2:20 AM	20	6:50 AM – 11:25 PM	30
522	Palo Alto Transit Center	Eastridge Transit Center	5:20 AM – 11:15 PM	15	5:55 AM – 10:20 PM	20	5:55 AM – 10:25 PM	20
523	Lockheed Martin Transit Center	San José State	5:55 AM – 10:40 PM	15	7:00 AM – 8:40 PM	30	7:30 AM – 7:40 PM	30

VTA Light Rail								
Blue	Santa Teresa Station	Baypointe Station	5:00 AM – 1:15 AM	20	5:30 AM – 1:15 AM	30	6:30 AM – 10:55 PM	30
Green	Winchester Station	Old Ironsides Station	5:30 AM – 12:40 AM	20	6:20 AM – 12:35 AM	30	6:20 AM – 11:05 PM	30

Notes:
1. Weekday and weekend service as of November 2021.
2. Headways are defined as the time between transit vehicles on the same route.

Sources: VTA, 2021.

Existing Vehicle Queuing

Existing intersection lane configurations, signal timings, and peak hour turning movement volumes were used to calculate vehicle queuing at the signalized study intersections during the AM and PM peak hours. Traffic counts for the study intersections, provided by the City of San José and collected between 2013 and 2016, are presented in **Appendix A**. Recent counts were not used to avoid analyzing diminished traffic volumes due to the Covid-19 pandemic. The effects of population growth on traffic volume were accounted for using a compounded growth factor of 1 percent from the year volume data was collected to the year 2021. The results are presented in **Table 2**.

The results of the signalized intersection queuing analysis indicates that queues under existing conditions exceed the available storage length for the six movements listed below:

- Intersection #1 (Market Street / San Carlos Street): Northbound left and eastbound left movements during the AM peak hour.
- Intersection #3 (Second Street / San Carlos Street): Eastbound right movement during the PM peak hour.
- Intersection #5 (Market Street / San Salvador Street): Westbound right movement during both the AM and PM peak hour, and northbound right movement during the AM peak hour.
- Intersection #9 (First Street / Market Street / Reed Street): Westbound right movement during the AM peak hour.

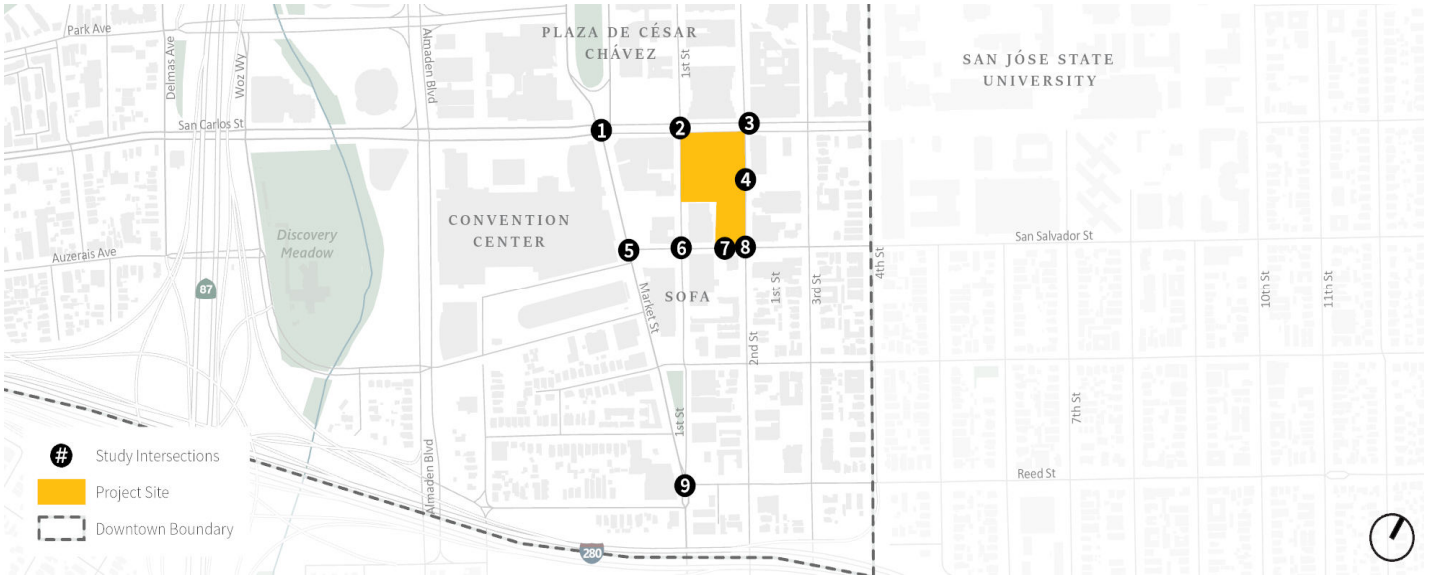
The existing lane configurations, traffic controls, and peak hour traffic volumes are shown in **Figure 4**.

Table 2: Existing Queuing Analysis

Study Intersection #	Name	Movement	Available Storage Length[1] (feet)	Peak Hour	Projected Queue Length[2] (feet)
					Existing
1	Market St / San Carlos St	NBL	280	AM	**350**
				PM	225
		SBL	250	AM	75
				PM	125
		SBR	190	AM	50
				PM	100
		EBL	100	AM	**175**
				PM	100
3	Second St / San Carlos St	WBL	100	AM	25
				PM	100
		EBR	110	AM	75
				PM	**200**
5	Market St / San Salvador St	NBL	130	AM	25
				PM	0
		NBR	40	AM	25
				PM	**50**
		SBL	205	AM	75
				PM	75
		WBR	65	AM	**75**
				PM	**100**
6	First St / San Salvador St[3]	NBR	75	AM	0
				PM	25
8	Second St / San Salvador St[3]	SBL	540	AM	50
				PM	150
9	First St / Market St / Reed St	SBL	125	AM	50
				PM	100
		WBR	200	AM	**250**
				PM	100

Notes: **Bold** text indicates vehicle queuing exceeds available storage capacity.
1. Rounded to the nearest 5 feet.
2. Calculated from length of car queues (assume each car is about 25 feet long).
3. Intersections of First Street and San Salvador Street and Second Street and San Salvador provide no turning lanes. Queues listed are greater of right turn or left turn movement.

Source: Fehr & Peers, 2021.



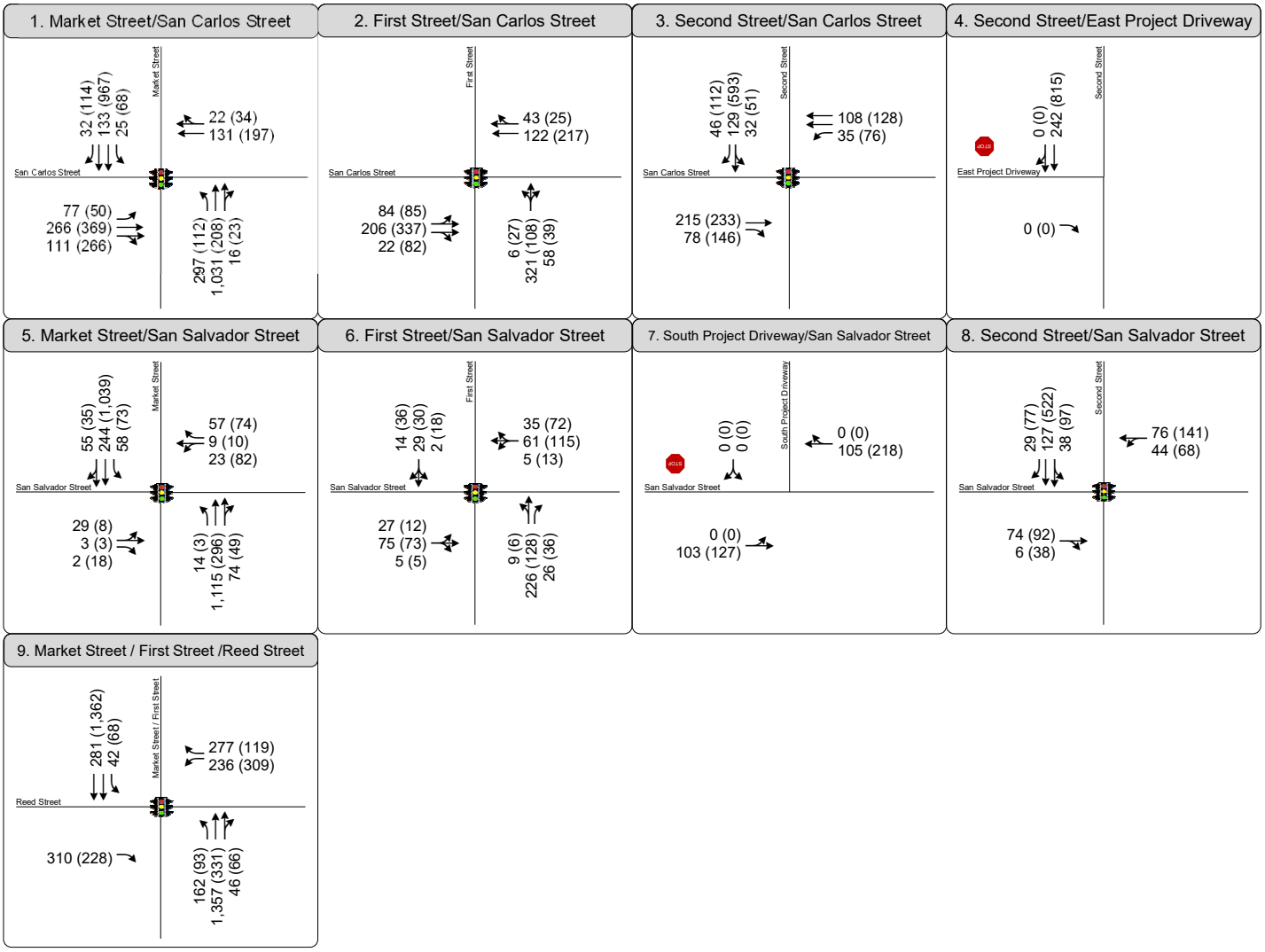


Figure 4

Existing Peak Hour Traffic Volumes and Lane Configurations - Valley Title

Field Observations

Due to the COVID-19 pandemic and the resulting shelter-in-place order in March 2020, current traffic operations do not reflect typical traffic patterns. Therefore, it was not possible to make field observations of existing queuing.

Field observations were conducted to verify existing lane geometries, signal controls, bicycle facilities, pedestrian facilities, and transit facilities near the Project site.

Freeway Segment Operations – Existing Conditions

Table 3 show the existing density and LOS for the mixed-flow (MF) and HOV lanes for the freeway segments listed in **Chapter 1**.

Consistent with VTA guidelines, freeway impacts are only evaluated under Existing Plus Project Conditions.

Table 3: Freeway Segment Operations – Existing Conditions

From/To	From/To	Peak Hour[1]	Capacity[4]		Density[6]		LOS[7]	
			MF[2]	HOV[3]	MF	HOV	MF	HOV
State Route 87 – Northbound								
SR 85	Capitol Expwy.	AM	4,600	1,650	97	140	**F**	**F**
		PM	4,600	1,650	18	12	B	B
Capitol Expwy.	Curtner Ave.	AM	4,600	1,650	116	101	**F**	**F**
		PM	4,600	1,650	29	10	D	A
Curtner Ave.	Almaden Rd.	AM	4,600	1,650	112	81	**F**	**F**
		PM	4,600	1,650	31	20	D	C
Almaden Rd.	Alma Ave.	AM	4,600	1,650	59	49	E	E
		PM	4,600	1,650	46	17	D	B
Alma Ave.	I-280	AM	4,600	1,650	36	27	D	D
		PM	4,600	1,650	42	15	D	B
I-280	Julian St.	AM	4,600	1,650	94	72	**F**	**F**
		PM	4,600	1,650	16	11	B	A
Julian St.	Coleman Ave.	AM	4,600	1,650	103	63	**F**	**F**
		PM	4,600	1,650	35	13	D	B
Coleman Ave.	Taylor St.	AM	4,600	1,650	51	46	E	E
		PM	4,600	1,650	22	8	C	A
Taylor St.	Skyport Dr.	AM	4,600	1,650	62	36	**F**	D
		PM	4,600	1,650	17	5	B	A
Skyport Dr.	US-101	AM	4,600	1,650	129	102	**F**	**F**
		PM	4,600	1,650	25	9	C	A
State Route 87 – Southbound								
US-101	Skyport Dr.	AM	4,600	1,650	22	8	C	A
		PM	4,600	1,650	101	36	**F**	D
Skyport Dr.	Taylor St.	AM	4,600	1,650	24	4	C	A
		PM	4,600	1,650	101	28	**F**	D
Taylor St.	Coleman Ave.	AM	4,600	1,650	24	6	C	A
		PM	4,600	1,650	95	36	**F**	D
Coleman Ave.	Julian St.	AM	4,600	1,650	31	7	D	A
		PM	4,600	1,650	55	28	E	D
Julian St.	I-280	AM	4,600	1,650	15	6	B	A

		PM	4,600	1,650	70	36	**F**	D
I-280	Alma Ave.	AM	4,600	1,650	15	8	B	A
		PM	4,600	1,650	85	55	**F**	E
Alma Ave.	Almaden Ave.	AM	4,600	1,650	27	6	D	A
		PM	4,600	1,650	84	47	**F**	E
Almaden Ave.	Curtner Ave.	AM	4,600	1,650	20	8	C	A
		PM	4,600	1,650	49	35	E	D
Interstate 280 – Eastbound								
Saratoga Ave.	Winchester Blvd.	AM	6,900	1,650	35	13	D	B
		PM	6,900	1,650	97	63	**F**	**F**
Winchester Blvd.	I-880	AM	6,900	1,650	23	16	C	B
		PM	6,900	1,650	102	67	**F**	**F**
I-880	Meridian Ave.	AM	6,900	1,650	24	12	C	B
		PM	6,900	1,650	103	81	**F**	**F**
Meridian Ave.	Bird Ave.	AM	9,200	*n/a*	47	*n/a*	E	*n/a*
		PM	9,200	*n/a*	105	*n/a*	**F**	*n/a*
Bird Ave.	SR-87	AM	9,200	*n/a*	22	*n/a*	C	*n/a*
		PM	9,200	*n/a*	80	*n/a*	**F**	*n/a*
SR 87	10th St.	AM	9,200	*n/a*	17	*n/a*	B	*n/a*
		PM	9,200	*n/a*	68	*n/a*	**F**	*n/a*
10th St.	McLaughlin Ave.	AM	9,200	*n/a*	21	*n/a*	C	*n/a*
		PM	9,200	*n/a*	45	*n/a*	D	*n/a*
McLaughlin Ave.	US 101	AM	9,200	*n/a*	18	*n/a*	B	*n/a*
		PM	9,200	*n/a*	35	*n/a*	D	*n/a*
Interstate 280 – Westbound								
US 101	McLaughlin Ave.	AM	9,200	*n/a*	114	*n/a*	**F**	*n/a*
		PM	9,200	*n/a*	25	*n/a*	C	*n/a*
McLaughlin Ave.	10th St.	AM	9,200	*n/a*	91	*n/a*	**F**	*n/a*
		PM	9,200	*n/a*	29	*n/a*	D	*n/a*
10th St.	SR 87	AM	9,200	*n/a*	85	*n/a*	**F**	*n/a*
		PM	9,200	*n/a*	36	*n/a*	D	*n/a*
SR-87	Bird Ave.	AM	9,200	*n/a*	103	*n/a*	**F**	*n/a*
		PM	9,200	*n/a*	87	*n/a*	**F**	*n/a*
Bird Ave.	Meridian Ave.	AM	9,200	*n/a*	103	*n/a*	**F**	*n/a*
		PM	9,200	*n/a*	40	*n/a*	D	*n/a*
Meridian Ave.	I-880	AM	6,900	1,650	130	103	**F**	**F**

		PM	6,900	1,650	24	10	C	A

Notes: **Bold** font indicates unacceptable operations based on VTA's LOS E Standard**.**

1. AM = morning peak hour (between 7:00 and 9:00 AM), PM = evening peak hour (between 4:00 and 6:00 PM).
2. Mixed = Mixed-Flow Lanes
3. HOV = High-Occupancy Vehicle Lanes
4. Capacity in vehicles per hour (vph) based on number of lanes.
5. % Added Volume = (Project Trips / Capacity) * 100
6. Measured in passenger cars per mile per lane.
7. LOS = Level of Service. Level of service based on density.

Source: Fehr & Peers, 2021.

4. Background Conditions

This chapter presents the findings of the transportation analysis under Background Conditions. Background Conditions are defined as conditions just prior to completion and occupancy of the Project. Traffic volumes for Background Conditions are based on existing volumes plus traffic generated by approved but not yet constructed and/or occupied developments in the area.

Background Conditions Roadway Infrastructure Improvements

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

Background Conditions Traffic Volumes

Traffic volumes for Background Conditions include the traffic generated by development projects that are either under construction or are approved, but not yet constructed, within proximity of the Project study. Information about these development projects was obtained from the planning department of the City of San José. Based on that information, the following development projects were included under Background Conditions:

City of San José Background Development Projects

- Park & Woz
- Almaden Blvd / Woz Way
- Downtown Core
- North San Jose
- 598 S. First Street
- SW Quadrant of Virginia Street and Sixth Street

Traffic estimates for the development projects that would add traffic to the study intersections were obtained from the City of San José's Approved Trip Inventory (ATI). Vehicle trips for each of the background projects were then assigned to the roadway network based on the ATI intersection assignment. **Appendix B** shows the detailed trip generation data as received from the City's ATI.

Background Conditions Queuing Analysis

A queuing analysis was prepared to evaluate the intersection operations under Background Conditions. The Background Conditions intersection analysis results are shown in **Appendix C.** The results of the

queuing analysis are presented in **Table 4** along with the comparison to the Existing Conditions. The background lane configurations, traffic controls, and peak hour traffic volumes are shown in **Figure 5**.

The addition of the trips from the ATI causes two additional movement to have queue lengths that exceed available storage capacity as compared to Existing Conditions discussed in **Chapter 3**:

- Intersection #1 (Market Street / San Carlos Street): Eastbound left during the PM peak hour.
- Intersection #3 (Second Street / San Carlos Street): Westbound right during the PM peak hour.

The queue lengths that exceed available storage capacity under the Existing Conditions are expected to increase under Background Conditions. For example, the queue length for the northbound left turn movement at the intersection of Market Street and San Carlos Street during the AM peak hour is expected to increase from 350 feet under Existing Conditions to 400 feet under Background Conditions.

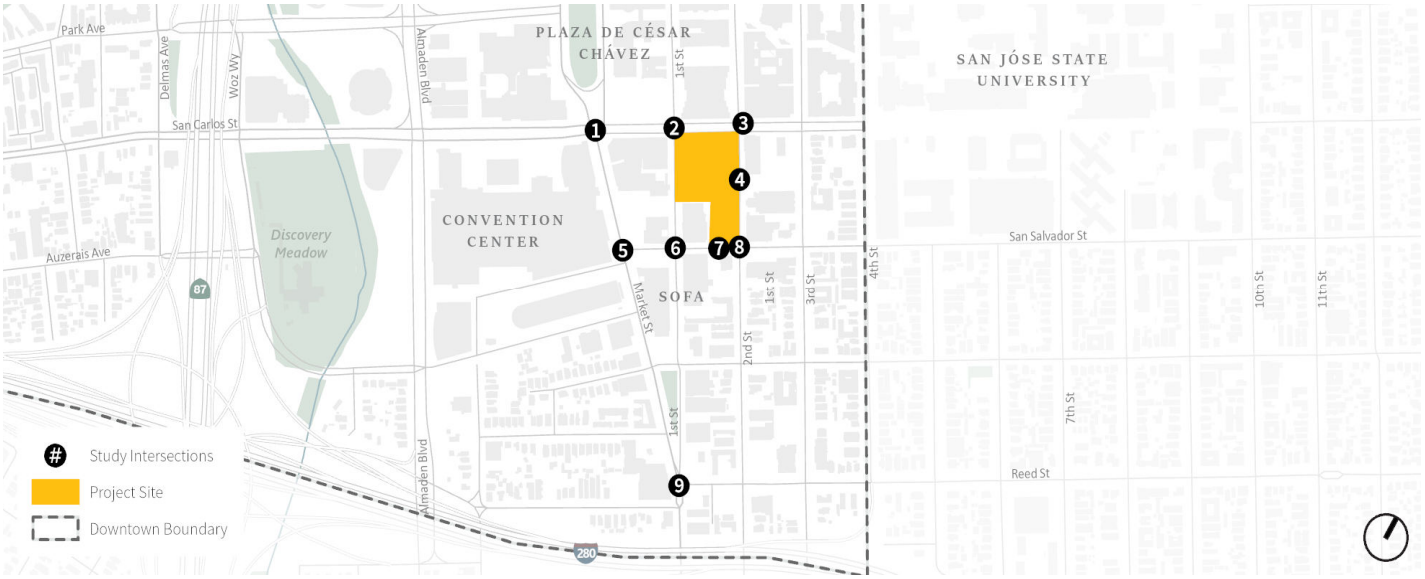
Table 4: Background Conditions Queuing Analysis

Study Intersection #	Name	Movement	Available Storage Length[1] (feet)	Peak Hour	Projected Queue Length[2] (feet)	
					Existing	Background
1	Market St / San Carlos St	NBL	280	AM	**350**	**400**
				PM	225	250
		SBL	250	AM	75	75
				PM	125	150
		SBR	190	AM	50	100
				PM	100	125
		EBL	100	AM	**175**	**200**
				PM	100	**150**
3	Second St / San Carlos St	WBL	100	AM	25	25
				PM	100	**125**
		EBR	110	AM	75	75
				PM	**200**	**200**
5	Market St / San Salvador St	NBL	130	AM	25	0
				PM	0	0
		NBR	40	AM	25	25
				PM	**50**	**50**
		SBL	205	AM	75	75
				PM	75	75
		WBR	65	AM	**75**	**75**
				PM	**100**	**125**
6	First St / San Salvador St[3]	NBR	75	AM	0	0
				PM	25	25
8	Second St / San Salvador St[3]	SBL	540	AM	50	50
				PM	150	175
9	First St / Market St / Reed St	SBL	125	AM	50	50
				PM	100	125
		WBR	200	AM	**250**	**250**
				PM	100	125

Notes: **Bold** text indicates vehicle queuing exceeds available storage capacity. **Bold and highlighted** text indicates vehicle queuing exceeds available storage capacity during Background Conditions only.

1. Rounded to the nearest 5 feet.
2. Calculated from length of car queues (assume each car is about 25 feet long).
3. Intersections of First Street and San Salvador Street and Second Street and San Salvador provide no turning lanes. Queues listed are greater of right turn or left turn movement.

Source: Fehr & Peers, 2021.



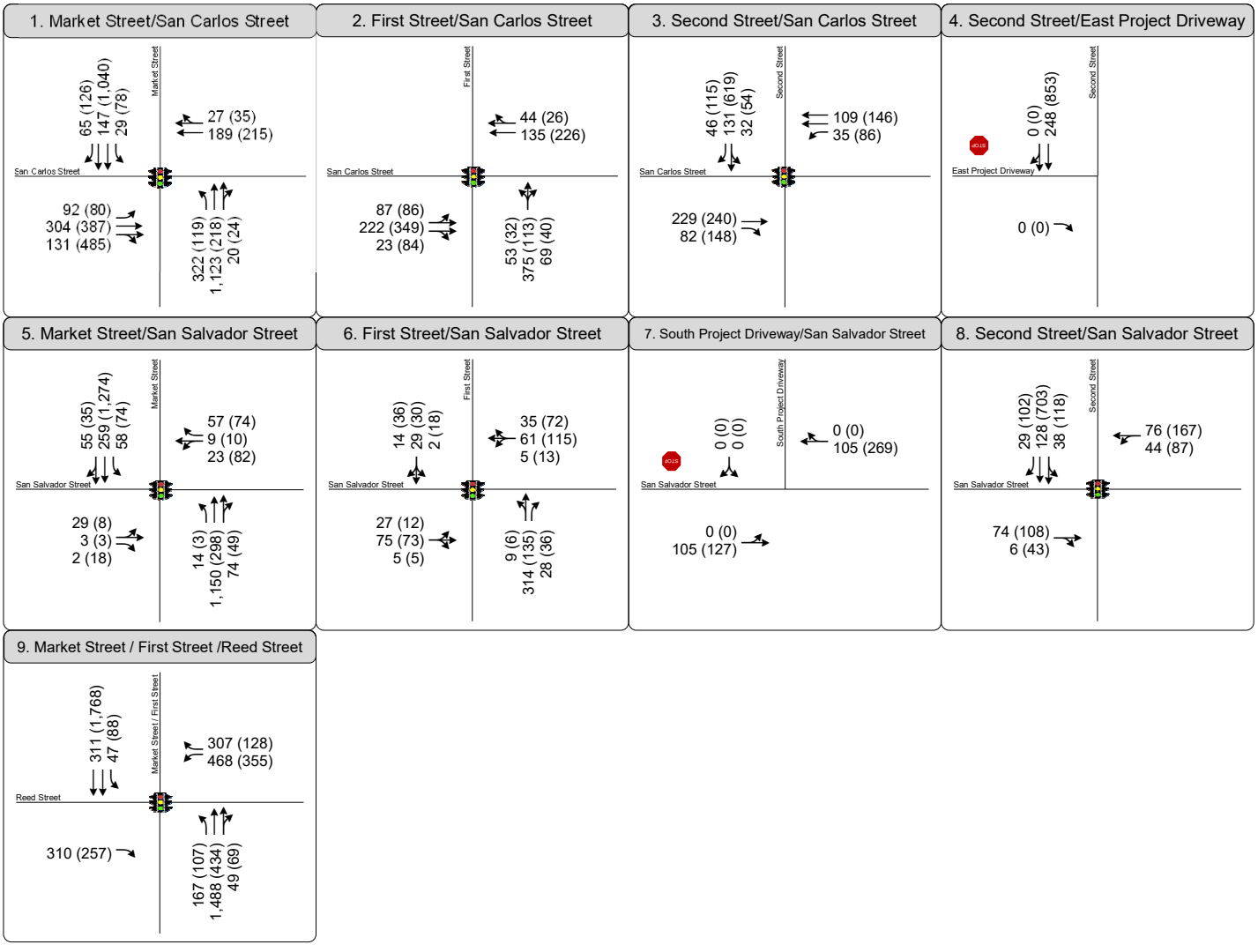


Figure 5

Background Peak Hour Traffic Volumes and Lane Configurations - Valley Title

5. Project Traffic Estimates

This chapter presents estimates of traffic generated by the Project and identifies the roadways and intersections that will be affected by that Project generated traffic. The amount of traffic associated with the Project was estimated using a three-step process:

1. **Trip Generation** – The amount of vehicle traffic entering/exiting the Project site is estimated.
2. **Trip Distribution** – The directions trips would use to approach and depart the site are projected.
3. **Trip Assignment** – Trips are then assigned to specific roadway segments and intersection turning movements.

The results of the process are described in the following sections.

Project Trip Generation

The Project trip generation was developed using average trip rates from the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 10th Edition* for the office and retail uses. Trip reductions consistent with San José's *Handbook* based on the Project's location in downtown San José were applied to the ITE rates. The location-based reduction adjustment is described below.

Location-Based Reduction

The Project site is located within the Central City Urban area based on the *City of San José VMT Evaluation Tool*. Central City Urban areas are defined by very high density, excellent accessibility, high public transit access, low single-family homes, and older high value housing stock. To reflect the Project's access to high-quality multimodal facilities, the Project trip generation estimated using ITE rates were reduced based on outputs from the *San José Travel Demand Model*, as summarized in Table 6 of the City of San José's *Handbook*. A 31 percent reduction was applied to trips generated by office uses and a 16 percent reduction was applied to trips generated by retail uses.

Trip Generation Summary

After applying the location-based reduction to the trip generation derived from ITE trip rates and trip credits for the existing uses on the site, the Project is estimated to generate 10,497 net new daily trips, 1,070 net new AM peak hour trips (908 inbound, 162 outbound trips), and 1,207 net new PM peak hour trips (254 inbound, 953 outbound trips), as shown in the bottom line of **Table 5**.

It should be noted that the remaining analysis presented in this LTA is based on a previous project description of 1,375,028 square feet of office and 58,606 square feet of retail that would generate 31 more AM peak hour trips and 25 more PM peak hour trips. Since the previous analysis represents a conservative approach (i.e., more trips) and the conclusions would not change for this report due to the nominal difference in Project trips, the analysis was not updated to reflect the updated Project description.

Table 5: Project Trip Generation

ITE Land Use (Code)	Size	Unit	Daily	AM Peak Hour			PM Peak Hour		
			Trips	In	Out	Total	In	Out	Total
Proposed Land Uses									
Office (710)[1]	1,335,240	GSF	13,005	1,332	217	1,549	246	1,290	1,536
Location Based Reduction[2]	*31%*		*-4,032*	*-413*	*-67*	*-480*	*-76*	*-400*	*-476*
Retail (820)	60,430	GSF	2,281	35	22	57	110	120	230
Location Based Reduction[2]	*16%*		*-365*	*-6*	*-3*	*-9*	*-18*	*-19*	*-37*
Existing Land Uses									
Office (710)[1]	58,362	GSF	568	58	10	68	11	56	67
Location Based Reduction[2]	*31%*		*-176*	*-18*	*-3*	*-21*	*-3*	*-18*	*-21*
Valley Title Net New Trips			**10,497**	**908**	**162**	**1,070**	**254**	**953**	**1,207**

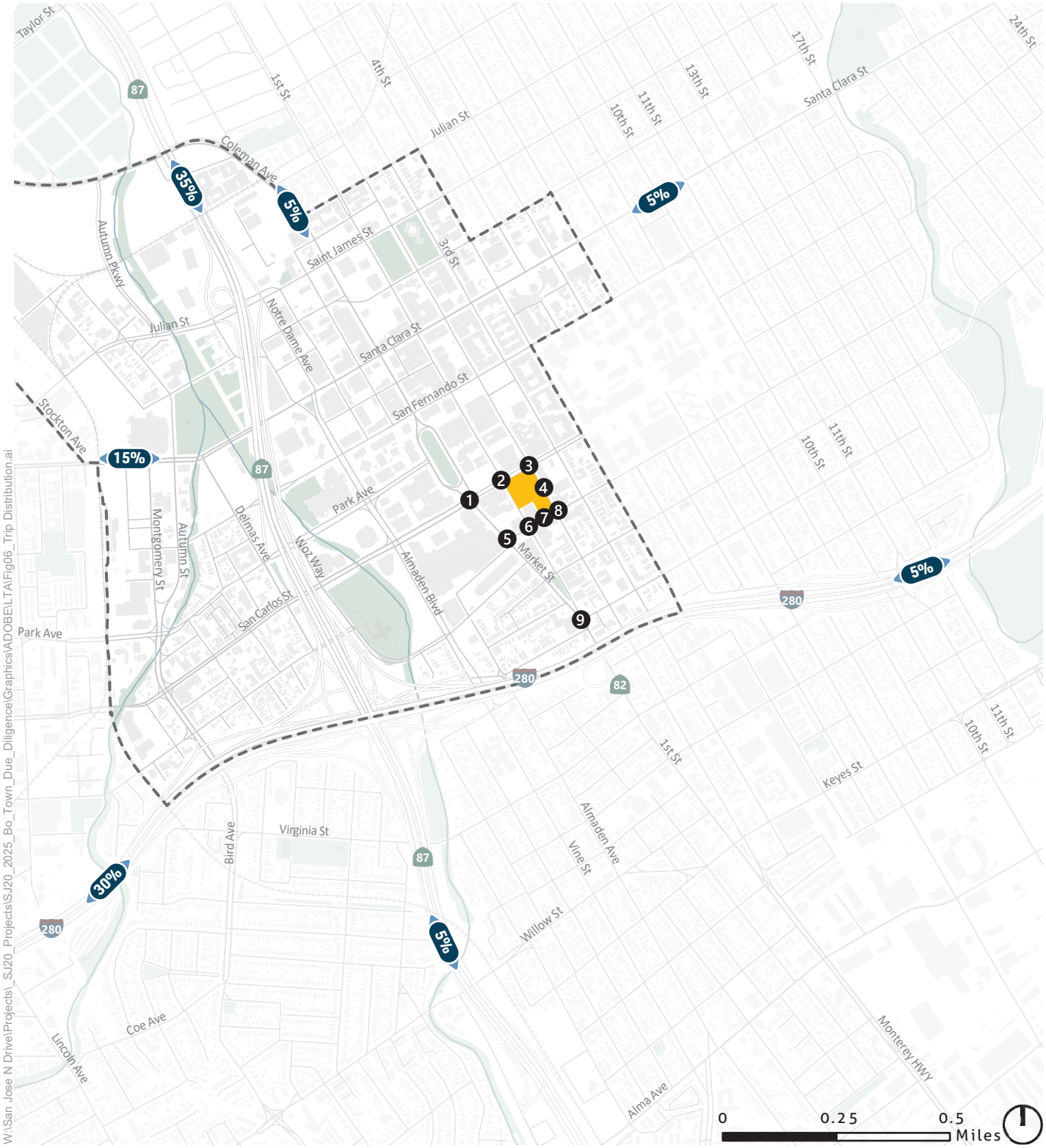
Notes:
1 Source: ITE *Trip Generation Manual*, *10th Edition*, 2017, average trip generation rates.
2 The project site is located within a central city urban area based on the City of San José VMT Evaluation Tool (March 14, 2018). The location-based vehicle mode shares are obtained from Table 6 of the City of San José Transportation Analysis Handbook (April 2020).
The trip reductions are based on the percent of mode share for all of the other modes of travel besides vehicle.

Vehicle Trip Distribution

The directions of approach and departure of Project trips were based on the locations of complementary land uses and existing travel patterns in the area. **Figure 6** shows the Project's trip distribution pattern for the local roadway network.

Vehicle Trip Assignment

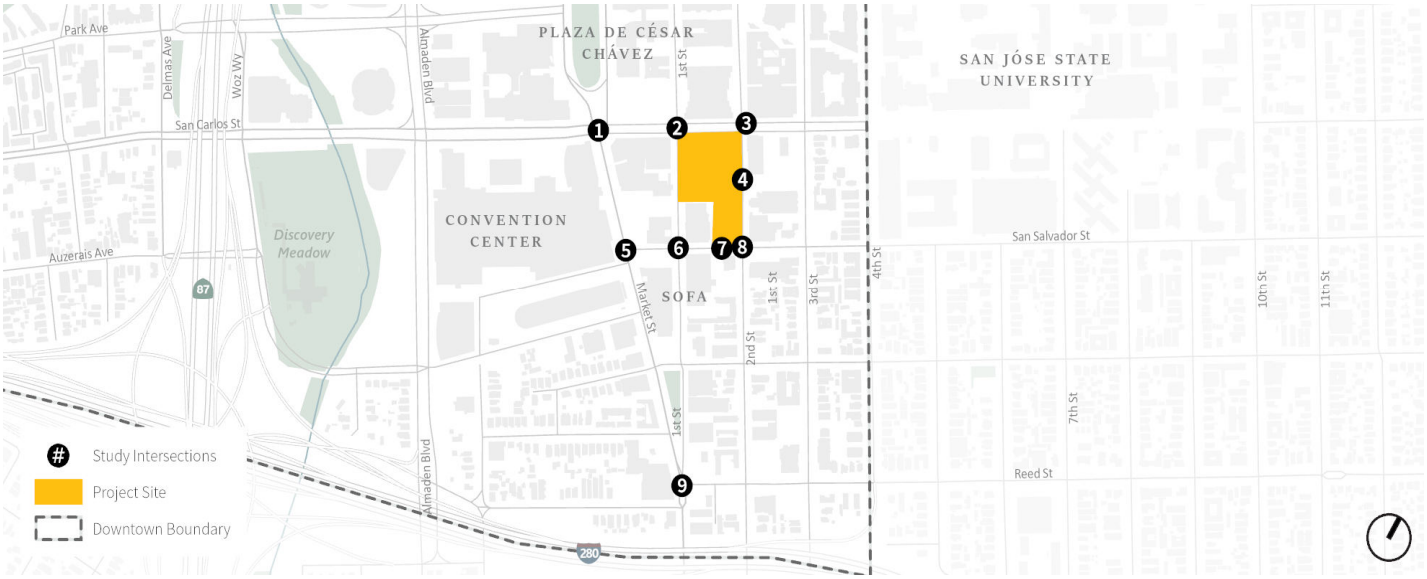
The Project trips were assigned to the roadway system based on the directions of approach and departure shown in the trip distribution in **Figure 6**. **Figure 7** shows the Project trips assigned to each turning movement by intersection.



Study Intersections
Downtown Boundary
Project Site
XX% Project Trip Distribution

Figure 6

Trip Distribution



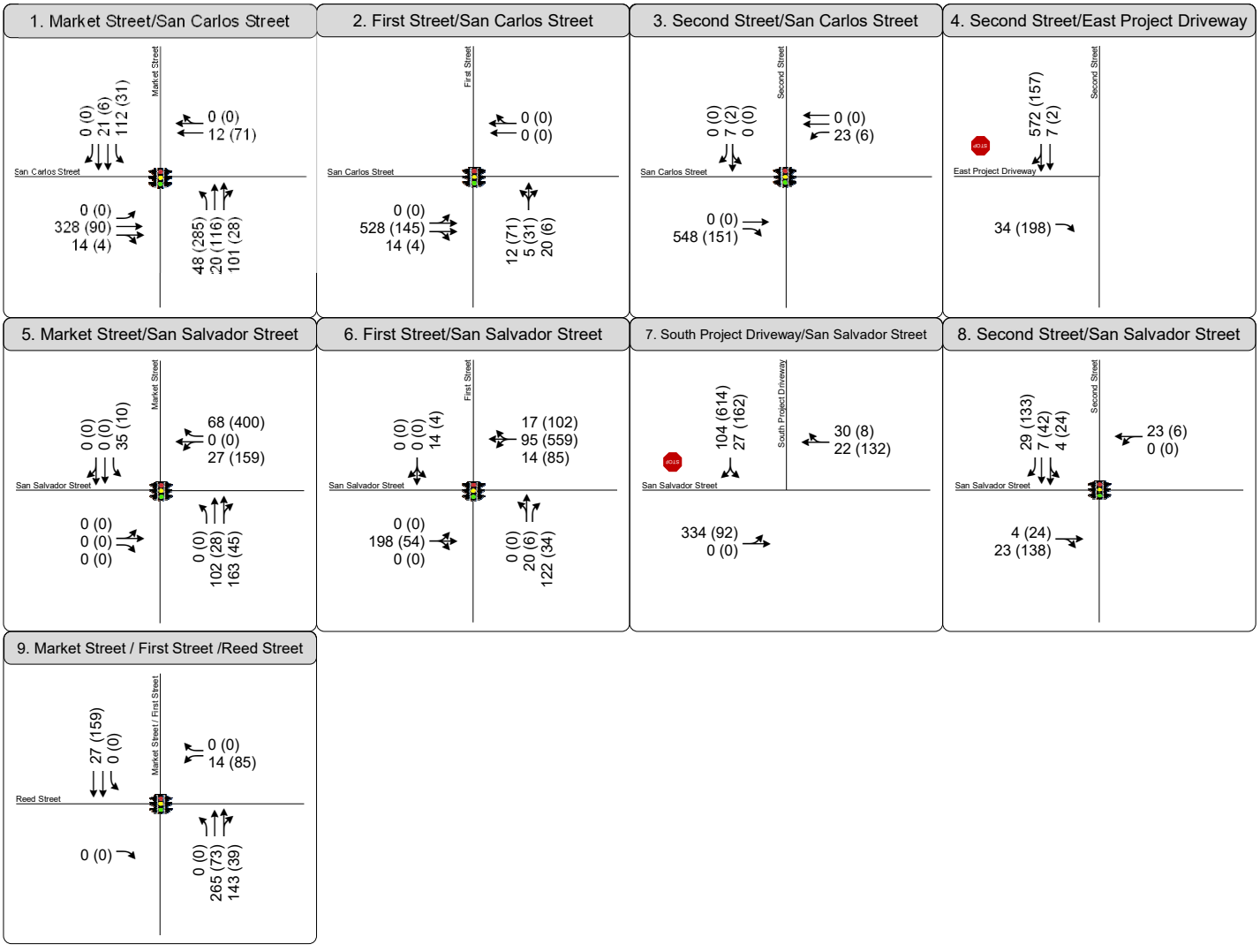


Figure 7

Project Trip Assignment
Valley Title

6. Background with Project Conditions

This chapter presents the findings of the transportation analysis under Background with Project Conditions. Background with Project Conditions are defined as Background Conditions plus the net-added Project traffic. As noted under the trip generation discussion, the analysis presented in this LTA is based on a previous project description that had slightly higher trip generation estimates. Since the change was nominal and would not change the conclusions of the LTA, the analysis was not updated to reflect the new project description and this report presents conservative estimates of the project's effects on the transportation system.

Background with Project Roadway Infrastructure

The Project does not propose any changes to the intersections within the study area that would affect the geometries at the study intersections; therefore, the intersection geometries are assumed to be the same as presented under Background with Project Conditions.

Background with Project Conditions Traffic Volumes

Volumes for Background with Project Conditions are presented in **Figure 8**. These volumes were developed by adding the Project trip assignment from **Figure 7** to the Background Conditions volumes shown in **Figure 5**.

Background with Project Conditions Queuing Analysis

The queuing analysis was prepared to evaluate the intersection operations under Background with Project Conditions. The intersection volumes are shown in **Figure 8**. The results of the queuing analysis are presented in **Table 6** along with the comparison to the Existing Conditions and Background Conditions.

The Project-added trips cause four additional movements to have queue lengths that exceed available storage capacity:

- Intersection #1 (Market Street / San Carlos Street): During the PM peak hour the length for the northbound left turn movement is expected to increase from 250 feet under Background Conditions to 750 feet under Background with Project Conditions.
- Intersection #1 (Market Street / San Carlos Street): During the AM peak hour the length for the southbound left turn movement is expected to increase from 75 feet under Background Conditions to 350 feet under Background with Project Conditions.

- Intersection #3 (Second Street / San Carlos Street): During the AM peak hour the length for the eastbound right turn movement is expected to increase from 25 feet under Background Conditions to 375 feet under Background with Project Conditions.
- Intersection #5 (Market Street / San Salvador Street): During the AM peak hour the length for the northbound right turn movement is expected to increase from 25 feet under Background Conditions to 125 feet under Background with Project Conditions.

The queue lengths that exceed available storage capacity under the Background Conditions are expected to increase under Background with Project Conditions. For example, the queue length for the northbound left turn movement at the intersection of Market Street and San Carlos Street during the AM peak hour is expected to increase from 400 feet under Background Conditions to 500 feet under Background with Project Conditions.

Table 6: Background with Project Conditions Queuing Analysis

Study Intersection #	Name	Movement	Available Storage Length[1] (feet)	Peak Hour	Projected Queue Length[2] (feet)	
					Background	Background with Project
1	Market St / San Carlos St	NBL	280	AM	**400**	**500**
				PM	250	**750**
		SBL	250	AM	75	**350**
				PM	150	200
		SBR	190	AM	100	100
				PM	125	150
		EBL	100	AM	**200**	**200**
				PM	**150**	**175**
3	Second St / San Carlos St	WBL	100	AM	25	25
				PM	**125**	**125**
		EBR	110	AM	75	**375**
				PM	**200**	**400**
4	Second St / E Project Driveway	SBR / T	100	AM	N/A	0
				PM	N/A	0
5	Market St / San Salvador St	NBL	130	AM	0	0
				PM	0	0
		NBR	40	AM	25	**125**
				PM	**50**	**100**
		SBL	205	AM	75	125
				PM	75	100
		WBR	65	AM	**75**	**150**
				PM	**125**	**600**
6	First St / San Salvador St[3]	NBR	75	AM	0	75
				PM	25	75
7	N. Project Driveway / San Carlos St	EBL/T	175	AM	N/A	25
				PM	N/A	25
		WBR/T	80	AM	N/A	0
				PM	N/A	0
8	Second St / San Salvador St[3]	SBL	540	AM	50	50
				PM	150	225
9	First St / Market St / Reed St	SBL	125	AM	50	50
				PM	100	125
		WBR	200	AM	**250**	**275**

				PM	100	125

Notes: **Bold** text indicates vehicle queuing exceeds available storage capacity. **Bold and highlighted** text indicates vehicle queuing exceeds available storage capacity during Background with Project Conditions only.

1. Rounded to the nearest 5 feet.
2. Calculated from length of car queues (assume each car is about 25 feet long).
3. Intersections of First Street and San Salvador Street and Second Street and San Salvador provide no turning lanes. Queues listed are greater of right turn or left turn movement.

Source: Fehr & Peers, 2021.

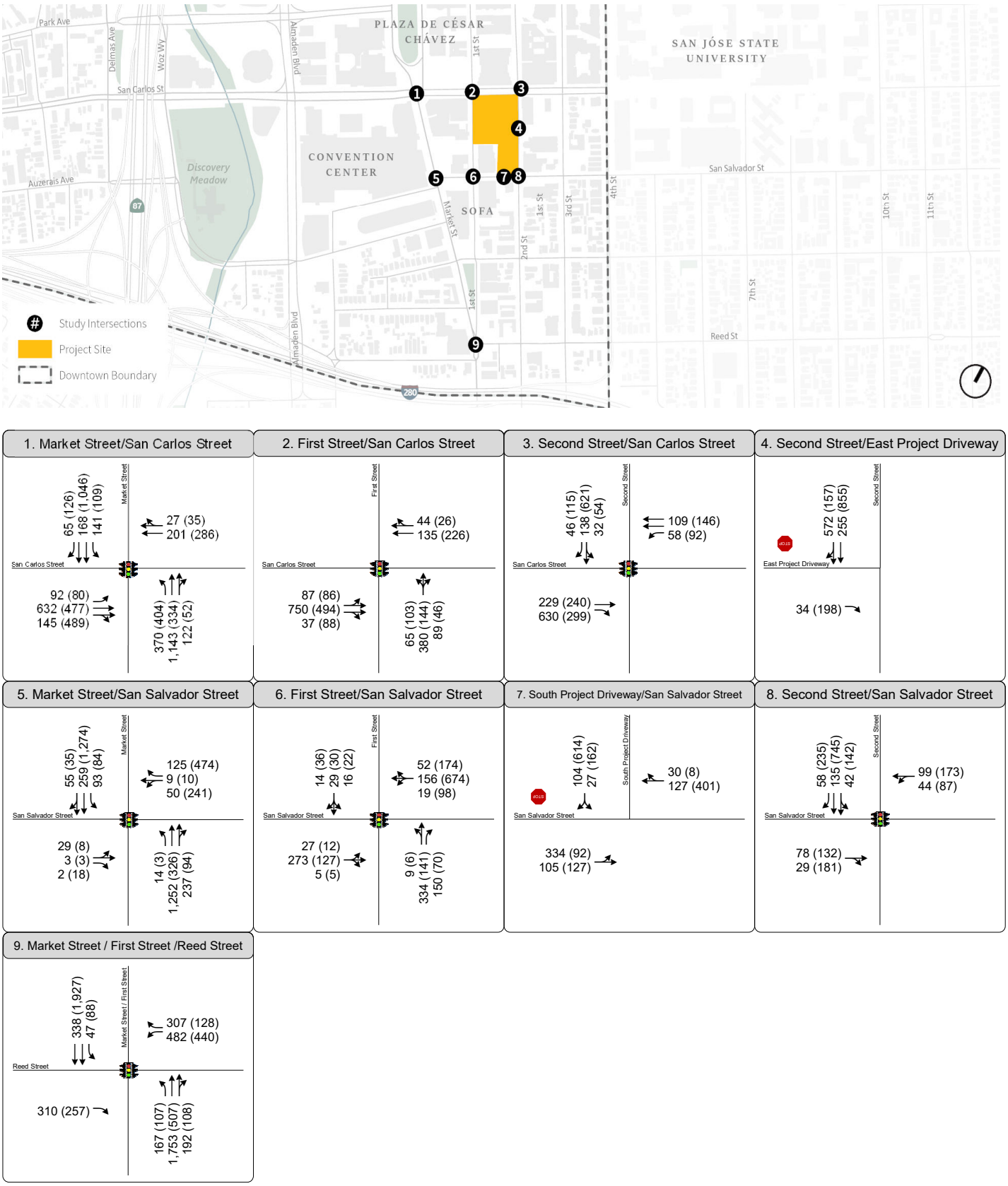


Figure 8

Background with Project Peak Hour Traffic Volumes and Lane Configurations - Valley Title

Freeway Segment Operations – Existing With Project Conditions

The Project trips (see **Table 5** in **Chapter 5**) were assigned to the freeway segments using the trip distribution presented in **Figure 6**. These Project traffic volumes were used along with the existing freeway segment capacities to evaluate the freeway segments under Existing with Project Conditions. **Table 7** summarizes the percent added volume, density, and LOS for the mixed-flow (MF) and HOV lanes.

The Project trips added more than one percent of the capacity to freeway segments already operating at LOS F under Existing With Project Conditions:

- SR-87, SR 85 to Capitol Expressway
    - Northbound, mixed-flow traffic in the AM peak hour
- SR-87, Capitol Expressway to Curtner Avenue
    - Northbound, mixed-flow traffic in the AM peak hour
- SR-87, Curtner Avenue to Almaden Road
    - Northbound, mixed-flow traffic in the AM peak hour
- SR-87, I-280 to Alma Avenue
    - Southbound, mixed-flow traffic in the PM peak hour
- SR-87, Alma Avenue to Almaden Avenue
    - Southbound, mixed-flow traffic in the PM peak hour
- I-280, SR 87 to 10th Street
    - Eastbound, mixed-flow traffic in the PM peak hour
    - Westbound, mixed-flow traffic in the AM peak hour
- I-280, US 101 to McLaughlin Avenue
    - Westbound, mixed-flow traffic in the AM peak hour
- I-280, McLaughlin Avenue to 10th Street
    - Westbound, mixed-flow traffic in the AM peak hour
- I-280, SR-87 to Bird Avenue
    - Westbound, mixed-flow traffic in the AM peak hour

Table 7: Freeway Segment Operations – Existing With Project Conditions

From/To	From/To	Peak Hour[1]	Capacity[4]		Project Trips		% Added Volume[5]		Density[6]		LOS[7]	
			MF[2]	HOV[3]	MF	HOV	MF	HOV	MF	HOV	MF	HOV
State Route 87 – Northbound												
SR 85	Capitol Expwy.	AM	4,600	1,650	55	10	1.20%	0.61%	97	140	**F**	**F**
		PM	4,600	1,650	15	3	0.33%	0.07%	18	12	B	B
Capitol Expwy.	Curtner Ave.	AM	4,600	1,650	69	12	1.50%	0.73%	116	101	**F**	**F**
		PM	4,600	1,650	19	3	0.41%	0.07%	29	10	D	A
Curtner Ave.	Almaden Rd.	AM	4,600	1,650	86	15	1.87%	0.91%	112	81	**F**	**F**
		PM	4,600	1,650	24	4	0.52%	0.09%	31	20	D	C
Almaden Rd.	Alma Ave.	AM	4,600	1,650	101	18	2.20%	1.09%	59	49	E	E
		PM	4,600	1,650	28	5	0.61%	0.11%	46	17	D	B
Alma Ave.	I-280	AM	4,600	1,650	119	21	2.59%	1.27%	36	27	D	D
		PM	4,600	1,650	33	6	0.72%	0.13%	42	15	D	B
I-280	Julian St.	AM	4,600	1,650	21	4	0.46%	0.24%	94	72	**F**	**F**
		PM	4,600	1,650	124	22	2.70%	0.48%	16	11	B	A
Julian St.	Coleman Ave.	AM	4,600	1,650	21	4	0.46%	0.24%	103	63	**F**	**F**
		PM	4,600	1,650	124	22	2.70%	0.48%	35	13	D	B
Coleman Ave.	Taylor St.	AM	4,600	1,650	18	3	0.39%	0.18%	51	46	E	E
		PM	4,600	1,650	82	42	1.78%	0.91%	22	8	C	A
Taylor St.	Skyport Dr.	AM	4,600	1,650	15	3	0.33%	0.18%	62	36	**F**	D
		PM	4,600	1,650	68	38	1.48%	0.83%	17	5	B	A
Skyport Dr.	US-101	AM	4,600	1,650	13	2	0.28%	0.12%	129	102	**F**	**F**
		PM	4,600	1,650	54	35	1.17%	0.76%	25	9	C	A
State Route 87 – Southbound												
US-101	Skyport Dr.	AM	4,600	1,650	73	13	1.59%	0.79%	22	8	C	A
		PM	4,600	1,650	20	4	0.43%	0.09%	101	36	**F**	D
Skyport Dr.	Taylor St.	AM	4,600	1,650	93	8	2.02%	0.48%	24	4	C	A
		PM	4,600	1,650	24	4	0.52%	0.09%	101	28	**F**	D
Taylor St.	Coleman Ave.	AM	4,600	1,650	105	14	2.28%	0.85%	24	6	C	A
		PM	4,600	1,650	28	5	0.61%	0.11%	95	36	**F**	D
	Julian St.	AM	4,600	1,650	125	15	2.72%	0.91%	31	7	D	A

Coleman Ave.		PM	4,600	1,650	33	6	0.72%	0.13%	55	28	E	D
Julian St.	I-280	AM	4,600	1,650	119	21	2.59%	1.27%	15	6	B	A
		PM	4,600	1,650	33	6	0.72%	0.13%	70	36	**F**	D
I-280	Alma Ave.	AM	4,600	1,650	21	4	0.46%	0.24%	15	8	B	A
		PM	4,600	1,650	124	22	2.70%	0.48%	85	55	**F**	E
Alma Ave.	Almaden Ave.	AM	4,600	1,650	19	2	0.41%	0.12%	27	6	D	A
		PM	4,600	1,650	106	19	2.30%	0.41%	84	47	**F**	E
Almaden Ave.	Curtner Ave.	AM	4,600	1,650	15	3	0.33%	0.18%	20	8	C	A
		PM	4,600	1,650	90	16	1.96%	0.35%	49	35	E	D
Interstate 280 – Eastbound												
Saratoga Ave.	Winchester Blvd.	AM	6,900	1,650	101	14	1.46%	0.85%	35	13	D	B
		PM	6,900	1,650	27	5	0.39%	0.07%	97	63	**F**	**F**
Winchester Blvd.	I-880	AM	6,900	1,650	115	20	1.67%	1.21%	23	16	C	B
		PM	6,900	1,650	32	6	0.46%	0.09%	102	67	**F**	**F**
I-880	Meridian Ave.	AM	6,900	1,650	135	24	1.96%	1.45%	24	12	C	B
		PM	6,900	1,650	37	7	0.54%	0.10%	103	81	**F**	**F**
Meridian Ave.	Bird Ave.	AM	9,200	*n/a*	199	*n/a*	2.16%	*n/a*	47	*n/a*	E	*n/a*
		PM	9,200	*n/a*	55	*n/a*	0.60%	*n/a*	105	*n/a*	**F**	*n/a*
Bird Ave.	SR-87	AM	9,200	*n/a*	234	*n/a*	2.54%	*n/a*	22	*n/a*	C	*n/a*
		PM	9,200	*n/a*	64	*n/a*	0.70%	*n/a*	80	*n/a*	**F**	*n/a*
SR 87	10th St.	AM	9,200	*n/a*	25	*n/a*	0.27%	*n/a*	17	*n/a*	B	*n/a*
		PM	9,200	*n/a*	146	*n/a*	1.59%	*n/a*	68	*n/a*	**F**	*n/a*
10th St.	McLaughlin Ave.	AM	9,200	*n/a*	21	*n/a*	0.23%	*n/a*	21	*n/a*	C	*n/a*
		PM	9,200	*n/a*	124	*n/a*	1.35%	*n/a*	45	*n/a*	D	*n/a*
McLaughlin Ave.	US 101	AM	9,200	*n/a*	18	*n/a*	0.20%	*n/a*	18	*n/a*	B	*n/a*
		PM	9,200	*n/a*	106	*n/a*	1.15%	*n/a*	35	*n/a*	D	*n/a*
Interstate 280 – Westbound												
US 101	McLaughlin Ave.	AM	9,200	*n/a*	101	*n/a*	1.10%	*n/a*	114	*n/a*	**F**	*n/a*
		PM	9,200	*n/a*	28	*n/a*	0.30%	*n/a*	25	*n/a*	C	*n/a*
McLaughlin Ave.	10th St.	AM	9,200	*n/a*	119	*n/a*	1.29%	*n/a*	91	*n/a*	**F**	*n/a*
		PM	9,200	*n/a*	33	*n/a*	0.36%	*n/a*	29	*n/a*	D	*n/a*
10th St.	SR 87	AM	9,200	*n/a*	140	*n/a*	1.52%	*n/a*	85	*n/a*	**F**	*n/a*
		PM	9,200	*n/a*	39	*n/a*	0.42%	*n/a*	36	*n/a*	D	*n/a*

SR-87	Bird Ave.	AM	9,200	*n/a*	41	*n/a*	0.45%	*n/a*	103	*n/a*	**F**	*n/a*
		PM	9,200	*n/a*	244	*n/a*	2.65%	*n/a*	87	*n/a*	**F**	*n/a*
Bird Ave.	Meridian Ave.	AM	9,200	*n/a*	35	*n/a*	0.38%	*n/a*	103	*n/a*	**F**	*n/a*
		PM	9,200	*n/a*	207	*n/a*	2.25%	*n/a*	40	*n/a*	D	*n/a*
Meridian Ave.	I-880	AM	6,900	1,650	25	4	0.36%	0.24%	130	103	**F**	**F**
		PM	6,900	1,650	35	12	0.51%	0.17%	24	10	C	A

Notes: **Bold** font indicates unacceptable operations based on VTA's LOS E Standard**. Bold and highlighted** font indicates a significant impact as discussed in Chapter 2.

1. AM = morning peak hour (between 7:00 and 9:00 AM), PM = evening peak hour (between 4:00 and 6:00 PM).
2. Mixed = Mixed-Flow Lanes
3. HOV = High-Occupancy Vehicle Lanes
4. Capacity in vehicles per hour (vph) based on number of lanes.
5. % Added Volume = (Project Trips / Capacity) * 100
6. Measured in passenger cars per mile per lane.
7. LOS = Level of Service. Level of service based on density.

Source: Fehr & Peers, 2021.

7. Cumulative Conditions

This chapter presents the findings of the transportation analysis under Cumulative Conditions. Cumulative Conditions are defined as Background Conditions plus the traffic generated by the pending developments at 296 Woz Way and 2833 Almaden Way.

Cumulative Conditions Roadway Infrastructure Improvements

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

Cumulative Conditions Traffic Volumes

Traffic volumes for Cumulative Conditions include the traffic generated by development projects that are pending within proximity of the Project study. Information about these development projects was obtained from their respective local transportation analyses (LTAs). Based on that information, the following development projects were included under Cumulative Conditions:

City of San José Cumulative Development Projects

- 296 Woz Way
- 2833 Almaden Way

Traffic estimates for the pending development projects that would add traffic to the study intersections were obtained from their respective local transportation analyses. Vehicle trips for each of the cumulative projects were then assigned to the roadway network based on their respective project trip assignments. **Appendix D** shows the project trip assignments for the two projects.

Cumulative Conditions Queuing Analysis

A queuing analysis was prepared to evaluate the intersection operations under Cumulative Conditions. The Cumulative Conditions intersection analysis results are shown in **Appendix C**. The results of the queuing analysis are presented in **Table 8** along with the comparison to the Background Conditions. The cumulative lane configurations, traffic controls, and peak hour traffic volumes are shown in **Figure 9**.

The addition of the cumulative trips causes two additional movements to have queue lengths that exceed available storage capacity:

- Intersection #5 (Market Street / San Salvador Street): During the AM peak hour the length for the northbound right turn movement is expected to increase from 25 feet under Background Conditions to 50 feet under Cumulative Conditions.

- Intersection #9 (First Street / Market Street / Reed Street): During the PM peak hour the length for the southbound left turn movement is expected to increase from 125 feet under Background Conditions to 175 feet under Cumulative Conditions.

The queue lengths that exceed available storage capacity under the Background Conditions are expected to increase under Cumulative Conditions. For example, the queue length for the northbound left turn movement at the intersection of Market Street and San Carlos Street during the AM peak hour is expected to increase from 400 feet under Background Conditions to 475 feet under Cumulative Conditions.

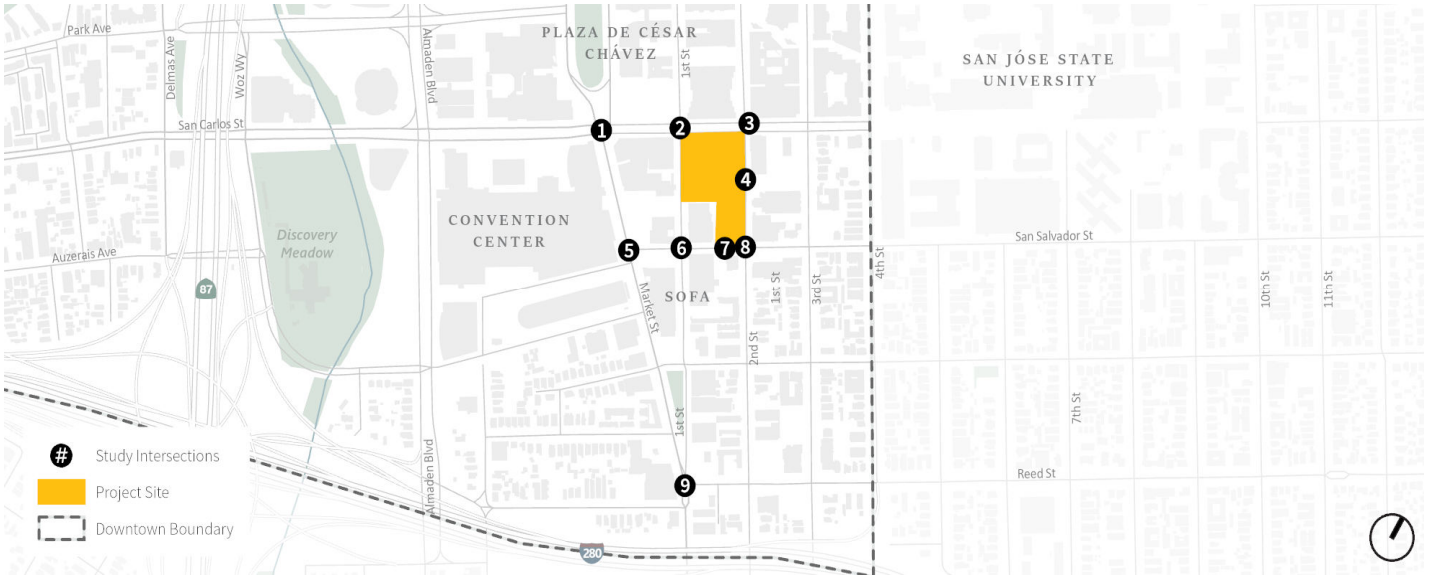
Table 8: Cumulative Conditions Queuing Analysis

Study Intersection #	Name	Movement	Available Storage Length[1] (feet)	Peak Hour	Projected Queue Length[2] (feet)	
					Background	Cumulative
1	Market St / San Carlos St	NBL	280	AM	**400**	**475**
				PM	250	250
		SBL	250	AM	75	75
				PM	150	150
		SBR	190	AM	100	125
				PM	125	125
		EBL	100	AM	**200**	**225**
				PM	**150**	**175**
3	Second St / San Carlos St	WBL	100	AM	25	25
				PM	**125**	**125**
		EBR	110	AM	75	75
				PM	**200**	**200**
5	Market St / San Salvador St	NBL	130	AM	0	0
				PM	0	0
		NBR	40	AM	25	**50**
				PM	**50**	**125**
		SBL	205	AM	75	75
				PM	75	125
		WBR	65	AM	**75**	**150**
				PM	**125**	**125**
6	First St / San Salvador St[3]	NBR	75	AM	0	25
				PM	25	25
8	Second St / San Salvador St[3]	SBL	540	AM	50	75
				PM	175	200
9	First St / Market St / Reed St	SBL	125	AM	50	50
				PM	125	**175**
		WBR	200	AM	**250**	**275**
				PM	125	125

Notes: **Bold** text indicates vehicle queuing exceeds available storage capacity. **Bold and highlighted** text indicates vehicle queuing exceeds available storage capacity during Cumulative Conditions only.

1. Rounded to the nearest 5 feet.
2. Calculated from length of car queues (assume each car is about 25 feet long).
3. Intersections of First Street and San Salvador Street and Second Street and San Salvador provide no turning lanes. Queues listed are greater of right turn or left turn movement.

Source: Fehr & Peers, 2021.



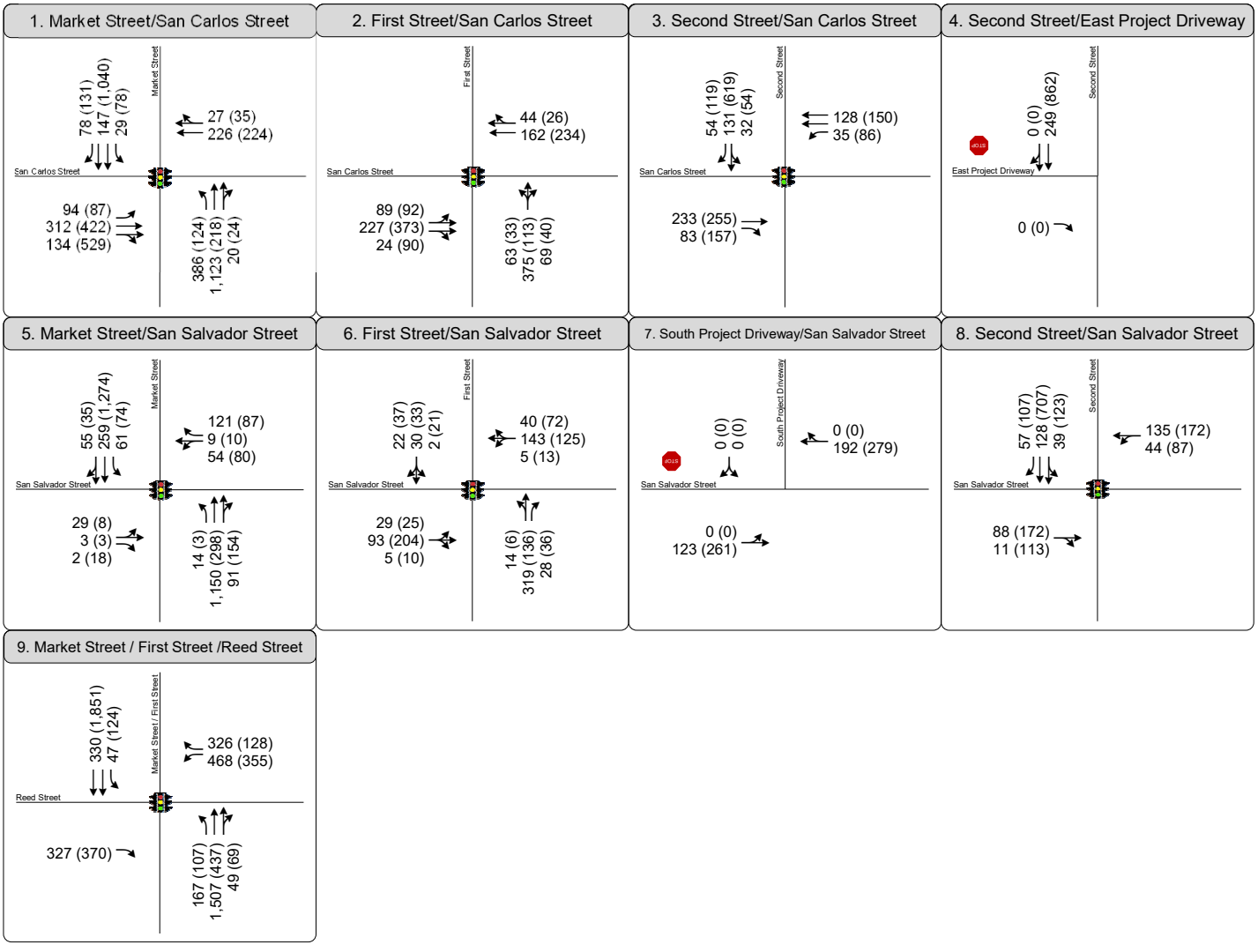


Figure 9

Cumulative Peak Hour Traffic Volumes and Lane Configurations - Valley Title

8. Cumulative with Project Conditions

This chapter presents the findings of the transportation analysis under Cumulative with Project Conditions. Cumulative with Project Conditions are defined as Cumulative Conditions plus the net-added Project traffic. As discussed under Background with Project Conditions, the analysis presented in this LTA is based on a previous project description that had slightly higher trip generation estimates. The analysis was not updated to reflect the new project description and this report presents conservative estimates of the project's effects on the transportation system.

Cumulative with Project Roadway Infrastructure

The Project does not propose any changes to the intersections within the study area that would affect the geometries at the study intersections; therefore, the intersection geometries are assumed to be the same as presented under Cumulative Conditions.

Cumulative with Project Conditions Traffic Volumes

Volumes for Cumulative with Project Conditions are presented in **Figure 10**. These volumes were developed by adding the Project trip assignment from **Figure 7** to the Cumulative Conditions volumes shown in **Figure 9**.

Cumulative with Project Queuing Analysis

The queuing analysis was prepared to evaluate the intersection operations under Cumulative with Project Conditions. The intersection volumes are shown in **Figure 10**. The results of the queuing analysis are presented in **Table 9** along with the comparison to the Cumulative Conditions.

The Project-added trips cause five additional movements to have queue lengths that exceed available storage capacity.

- Intersection #1 (Market Street / San Carlos Street): During the PM peak hour the length for the northbound right turn movement is expected to increase from 250 feet under Cumulative Conditions to 800 feet under Cumulative with Project Conditions.
- Intersection #1 (Market Street / San Carlos Street): During the AM peak hour the length for the southbound left turn movement is expected to increase from 75 feet under Cumulative Conditions to 350 feet under Cumulative with Project Conditions.

- Intersection #3 (Second Street / San Carlos Street): During the AM peak hour the length for the eastbound left turn movement is expected to increase from 75 feet under Cumulative Conditions to 375 feet under Cumulative with Project Conditions.
- Intersection #6 (First Street / San Salvador Street): During the AM peak hour the length for the northbound right turn movement is expected to increase from 25 feet under Cumulative Conditions to 100 feet under Cumulative with Project Conditions.
- Intersection #9 (First Street / Market Street / Reed Street): During the PM peak hour the length for the southbound left turn movement is expected to increase from 125 feet under Cumulative Conditions to 175 feet under Cumulative with Project Conditions.

The queue lengths that exceed available storage capacity under the Cumulative Conditions are expected to increase under Cumulative with Project Conditions. For example, the queue length for the northbound left turn movement at the intersection of Market Street and San Carlos Street during the AM peak hour is expected to increase from 475 feet under Cumulative Conditions to 575 feet under Cumulative with Project Conditions.

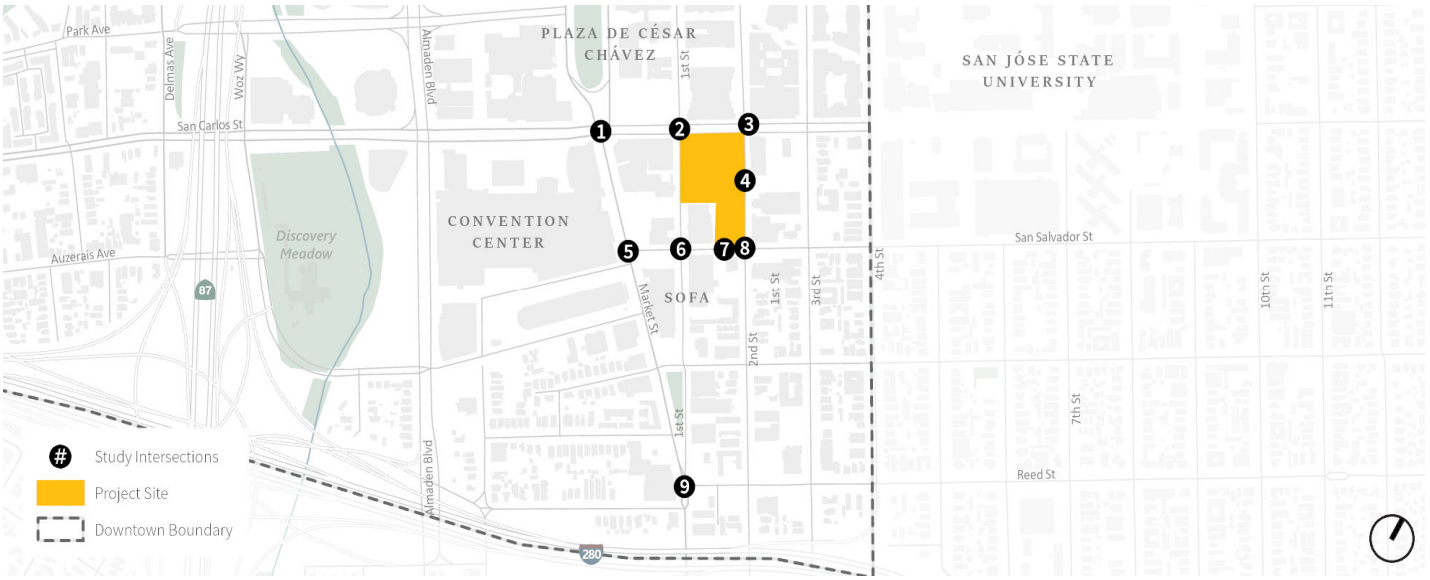
Table 9: Cumulative with Project Conditions Queuing Analysis

Study Intersection #	Name	Movement	Available Storage Length[1] (feet)	Peak Hour	Projected Queue Length[2] (feet)	
					Cumulative	Cumulative with Project
1	Market St / San Carlos St	NBL	280	AM	**475**	**575**
				PM	250	**800**
		SBL	250	AM	75	**350**
				PM	150	200
		SBR	190	AM	125	125
				PM	125	175
		EBL	100	AM	**225**	**200**
				PM	**175**	**175**
3	Second St / San Carlos St	WBL	100	AM	25	25
				PM	**125**	**125**
		EBR	110	AM	75	**375**
				PM	**200**	**400**
4	Second St / E Project Driveway	SBT/R	100	AM	N/A	0
				PM	N/A	0
5	Market St / San Salvador St	NBL	130	AM	0	25
				PM	0	0
		NBR	40	AM	**50**	**150**
				PM	**125**	**225**
		SBL	205	AM	75	125
				PM	125	175
		WBR	65	AM	**150**	**225**
				PM	**125**	**625**
6	First St / San Salvador St[3]	NBR	75	AM	25	**100**
				PM	25	75
7	N. Project Driveway / San Carlos St	EBL/T	175	AM	N/A	25
				PM	N/A	25
		WBR/T	80	AM	N/A	0
				PM	N/A	0
8	Second St / San Salvador St[3]	SBL	540	AM	50	75
				PM	175	250
9	First St / Market St / Reed St	SBL	125	AM	50	50
				PM	125	**175**
		WBR	200	AM	**250**	**300**
				PM	125	125

Notes:

1. Rounded to the nearest 5 feet.
2. Calculated from length of car queues (assume each car is about 25 feet long)

Source: Fehr & Peers, 2021.



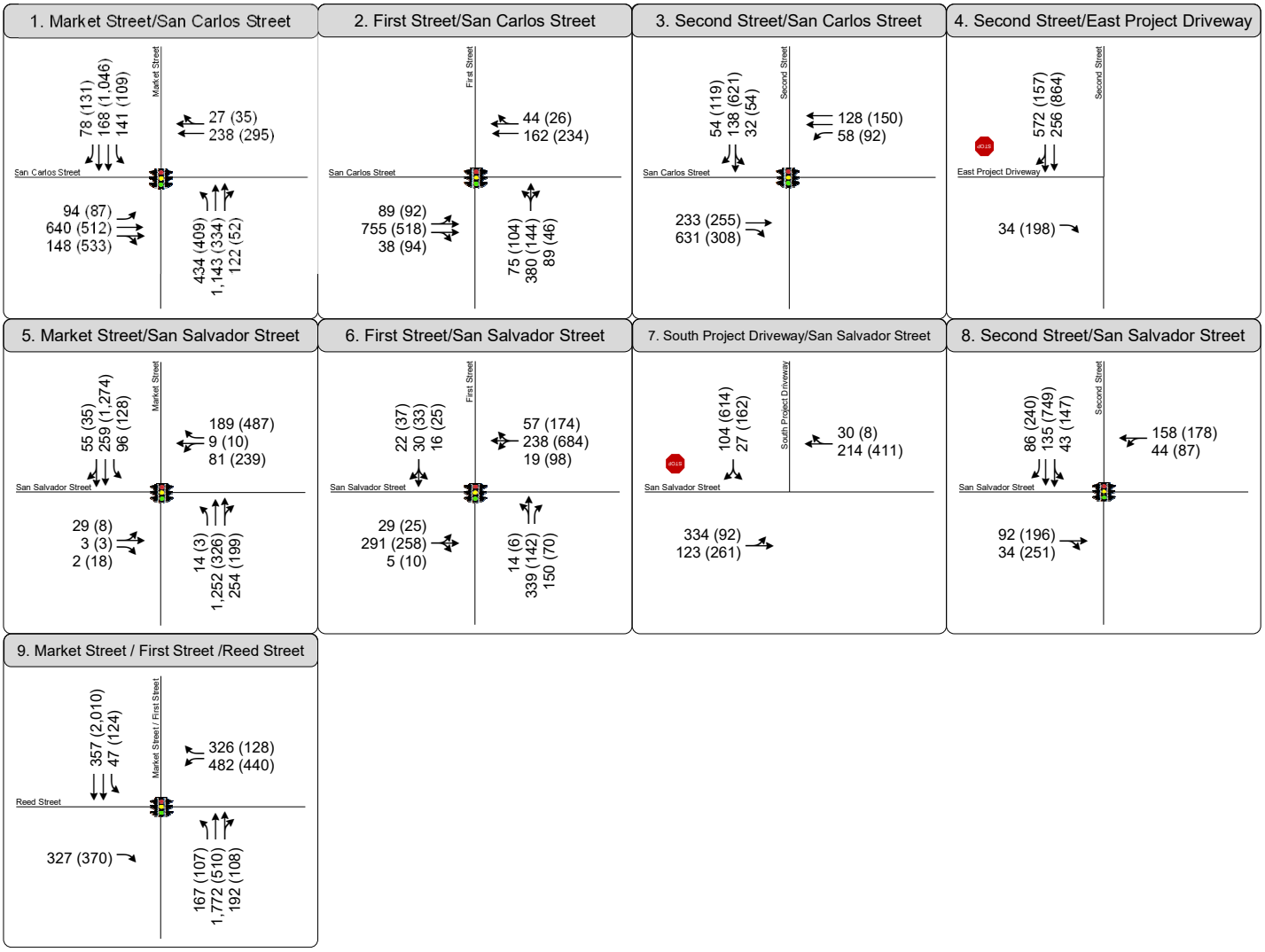


Figure 10

Cumulative with Project Peak Hour Traffic Volumes and Lane Configurations - Valley Title

9. Transportation Deficiencies and Improvements

This chapter discusses potential Project effects on the transportation system. First, the deficiency criteria are described which is followed by the identified deficiencies and recommended improvements for each transportation facility type. As previously noted, the analysis presented in this LTA is based on a previous project description that had slightly higher trip generation estimates. Since the change was nominal the analysis was not updated to reflect the new project description and this report presents conservative estimates of the project's effects on the transportation system.

Deficiency Criteria

The determination of deficiencies in the transportation network is based on applicable policies, regulations, goals, and guidelines defined by the City of San José's *Handbook* and the VTA's *Transportation Impact Analysis Guidelines*. Deficiencies are evaluated by comparing the results of the with and without Project analyses. The first comparison is the Background with Project Conditions to the results under Background without Project Conditions. The second comparison is the Cumulative with Project Conditions to the results under Cumulative without Project Conditions. Only the second comparison is shown below, as it is more conservative than the Background comparison.

Queuing Analysis

Queuing analysis was performed to identify where Project traffic would increase vehicle queuing such that available storage capacity is exceeded. As described in **Chapter 2** of this document, queue storage deficiencies were identified for the Existing, Background, and Cumulative Conditions. In addition, queue storage deficiencies were also identified under the Background with Project Conditions and under the Cumulative with Project Conditions.

Freeway Segment Operations Analysis

Freeway segment operations analysis was performed to identify where Project traffic causes:

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

Consistent with VTA Guidelines, freeway impacts are only evaluated under Existing Plus Project Conditions.

Pedestrian and Bicycle

The existing Envision San José 2040 General Plan describes related policies necessary to ensure pedestrian and bicycle facilities are safe and effective for City residents. Using both the General Plan and the City of San José *Handbook* as guides, significant deficiencies to these facilities would occur when a Project or an element of the Project:

- Substantially increases hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment); or
- Conflicts with a plan, ordinance, or policy addressing the circulation system, including bicycle lanes and pedestrian paths.

Transit

Significant deficiencies to transit service would occur if the Project or any part of the Project conflicts with a plan, ordinance, or policy addressing the circulation system, including transit paths.

Deficiencies and Improvements

Queuing Analysis

Intersection deficiencies and improvements were evaluated under Cumulative with Project Conditions based on the queuing results shown in **Table 9.** Improvements were considered for intersection deficiencies where the storage capacity does not meet the expected queue lengths under Cumulative with Project Conditions. At some locations as noted, queue length exceeds storage capacity under Cumulative Conditions without the addition of Project trips.

Intersection 1: Market Street / San Carlos Street

The results of the queuing analysis indicate that the northbound left turn queue length of 800 feet at the intersection of Market Street and San Carlos Street during the PM peak hour under Cumulative with Project Conditions exceeds the available storage capacity of 280 feet.

> **Recommendation:** Increasing the available storage capacity at this movement would require reduction of the length of the southbound left turn lane at the intersection of Market Street and San Salvador Street to extend the turn pocket. The northbound left-turn pocket could be extended by an additional 30 feet by extending the current striping on Market Street. While this would not fully address queueing at the location, it would help alleviate queue spillback. The pocket cannot be extended any further than 30 feet due to storage needs for the southbound left turn pocket on Market Street and San Salvador Street. In addition, vehicle queuing may be reduced at this location by optimizing signal timing patterns, although this may affect vehicle queuing at other movements of this intersection.

The results of the queuing analysis indicate that the southbound left turn queue length of 350 feet at the intersection of Market Street and San Carlos Street during the AM peak hour under Cumulative with Project Conditions exceeds the available storage capacity of 250 feet.

> **Recommendation:** Increasing the available storage capacity at this movement would require the relocation of the southbound left movement to Market Street. In addition, vehicle queuing may be reduced at this location by optimizing signal timing patterns, although this may affect vehicle queuing at other movements of this intersection.

Intersection 3: Second Street / San Carlos Street

The results of the queuing analysis indicate that the eastbound right turn queue length of 375 feet at the intersection of Second Street and San Carlos Street during the AM peak hour under Cumulative with Project Conditions exceeds the available storage capacity of 110 feet.

> **Recommendation:** Increasing the available storage capacity at this movement would require reducing the length of the outer eastbound travel lane which currently transitions to the right turn storage lane near the intersection. In addition, vehicle queuing may be reduced at this location by optimizing signal timing patterns, although this may affect vehicle queuing at other movements of this intersection.

Intersection 4: Second Street / East Project Driveway

The available storage capacity meets the vehicle demand under Cumulative with Project Conditions for all turning movements evaluated. Therefore, no recommended improvements are required at this location.

Intersection 5: Market Street / San Salvador Street

The available storage capacity meets the vehicle demand under Cumulative with Project Conditions for all turning movements evaluated. Therefore, no recommended improvements are required at this location.

Intersection 6: First Street / San Salvador Street

The results of the queuing analysis indicate that the northbound right turn queue length of 100 feet at the intersection of First Street and San Salvador Street during the AM peak hour under Cumulative with Project Conditions exceeds the available storage capacity of 75 feet.

> **Recommendation:** Increasing the available storage capacity at this movement would require removing on-street parking spaces. In addition, vehicle queuing may be reduced at this location by optimizing signal timing patterns, although this may affect vehicle queuing at other movements of this intersection.

Intersection 7: N. Project Driveway / San Salvador Street

The available storage capacity meets the vehicle demand under Cumulative with Project Conditions for all turning movements evaluated. Therefore, no recommended improvements are required at this location.

Intersection 8: Second Street / San Salvador Street

The available storage capacity meets the vehicle demand under Cumulative with Project Conditions for all turning movements evaluated. However, due to the number of vehicles leaving the Project in the PM hour, we recommend having two outbound lanes (one for southbound left, and one for southbound right) instead of one.

Intersection 9: First Street / Market Street / Reed Street

The results of the queuing analysis indicate that the southbound left turn queue length of 175 feet at the intersection of First Street, Market Street, and Reed Street during the PM peak hour under Cumulative with Project Conditions exceeds the available storage capacity of 125 feet.

> **Recommendation:** Increasing the available storage capacity at this movement would require removing northbound through capacity on Market Street. This would not improve overall traffic capacity. Therefore, extending turn-pockets at this movement is not recommended. In addition, vehicle queuing may be reduced at this location by optimizing signal timing patterns, although this may affect vehicle queuing at other movements of this intersection. Based on the trip generation, the Project will provide a monetary contribution for the future multi-modal improvements at the E Reed Street and Market Street intersection.

Freeway Segment Operations Analysis

Based on the results presented in **Table 7** in **Chapter 6**, the Project has the following freeway adverse effects under the Existing Plus Project Conditions:

- SR-87, SR 85 to Capitol Expressway
    - Northbound, mixed-flow traffic in the AM peak hour
- SR-87, Capitol Expressway to Curtner Avenue
    - Northbound, mixed-flow traffic in the AM peak hour
- SR-87, Curtner Avenue to Almaden Road
    - Northbound, mixed-flow traffic in the AM peak hour
- SR-87, I-280 to Alma Avenue
    - Southbound, mixed-flow traffic in the PM peak hour
- SR-87, Alma Avenue to Almaden Avenue
    - Southbound, mixed-flow traffic in the PM peak hour
- I-280, SR 87 to 10th Street
    - Eastbound, mixed-flow traffic in the PM peak hour
    - Westbound, mixed-flow traffic in the AM peak hour

- I-280, US 101 to McLaughlin Avenue
    - Westbound, mixed-flow traffic in the AM peak hour
- I-280, McLaughlin Avenue to 10th Street
    - Westbound, mixed-flow traffic in the AM peak hour
- I-280, SR-87 to Bird Avenue
    - Westbound, mixed-flow traffic in the AM peak hour

There are limited options to widen the impacted freeway segment due to right-of-way constraints. Additionally, the widening of roadways can lead to other effects, such as induced travel demand (e.g., more vehicles on the roadway due to increased capacity), air quality degradation, increases in noise associated with motor vehicles, and reductions in transit use (less congestion or reduced driving time may make driving more attractive than transit travel).

The TDM program and parking reductions will also help mitigate the number of Project trips added to the various freeway segments, which will reduce the number of freeway segments with adverse effects.

The VTA's Valley Transportation Plan 2040 identifies the following freeway projects that are relevant to the identified freeway segment adverse effects:

- **VTP ID H4: SR 87 Express Lanes (SR 85 to US 101):** This project converts HOV lanes to express lanes on SR 87. Cost in 2013 dollars: $35 million.
- **VTP ID H12: I-280 Express Lanes (US 101 to Leland Avenue):** This project converts HOV lanes to express lanes on I-280 between US 101 and Leland Avenue. Cost in 2013 dollars: $25 million.
- **VTP ID H39: I-280 Downtown Access Improvements between 3rd St. and 7th St.:** This project reconstructs the I-280 northbound on-/off-ramps. Cost in 2013 dollars: $23 million.

Complete improvement of freeway impacts is considered beyond the scope of an individual development project, due to the inability of any individual project or City to fully fund a major freeway mainline improvement.

Bicycle and Pedestrian

Overall, the existing pedestrian facilities provide good connectivity to surrounding areas. Existing pedestrian facilities along the Project frontages on San Salvador Street, San Carlos Street, First Street, and Second Street provide connectivity to other activity centers in downtown San José. Sidewalks are provided on streets along the Project frontage and crosswalks are available at all signalized intersections. There are Class II bike facilities for both directions of travel on San Salvador Street, Class II bike facilities for southbound travel on Second Street, and Class III bike facilities for both directions of travel on First Street and San Carlos Street. The existing bicycle and pedestrian facilities are discussed in greater detail in **Chapter 3** of this report.

Accessible Pedestrian Ramps

Accessible pedestrian ramps are provided at all crossings at the nine study intersections surrounding the Project site.

Transit

The Project is within walking distance of the LRT station at the San Antonio Station on Second Street. This transit station has service that connect the Project site to Diridon Station, which provides connections to Caltrain, ACE, and Amtrak. Project improvements will not interfere with these transit facilities. Rather, these transit facilities will support the Project's ability to meet the mode share targets as outlined in *Envision 2040*. The closest bus service operates directly adjacent at the San Carlos and Second stop and the San Salvador and First stop. Per direction from the VTA, the existing bus stop along the project's Second Street frontage will be removed and combined with the existing bus stop at the far side of the Second Street / San Salvador Street intersection.

Transit Vehicle Delay

Transit vehicles operating in the Project vicinity could incur additional delay due to increased auto congestion. The affected corridors around the Project site include San Carlos Street, First Street, and Second Street. The through and turning movement delays along these corridors (from the detailed calculation sheets presented in **Appendix C**) were utilized to determine the potential added transit vehicle delay. The difference between the No Project and Plus Project values for Background and Cumulative conditions is the added transit vehicle delay. **Table 10** shows the transit delay results and affected corridors for VTA bus routes 23 / 523, 66, and 68 and VTA light rail Blue and Green Lines.

Table 10: Additional Transit Vehicle Delay by Route

VTA Transit Route	Peak Hour	Projected Additional Delay (sec)				Affected Corridors
		Background plus Project		Cumulative plus Project		
		NB/EB	SB/WB	NB/EB	SB/WB	
23	AM	NC	NC	NC	NC	San Carlos, First, Second Streets
	PM	17.4	10	17.7	9.7	
523	AM	NC	NC	NC	NC	San Carlos, First, Second Streets
	PM	17.4	10	17.7	9.7	
66	AM	16.5	9.1	13.8	14.4	First and Second Streets
	PM	11.3	19	9.6	20.8	
68	AM	16.5	9.1	13.8	14.4	First and Second Streets
	PM	11.3	19	9.6	20.8	
Green Line	AM	NC	NC	NC	NC	San Carlos, First, Second Streets
	PM	17.4	10	17.7	9.7	
Blue Line	AM	NC	NC	NC	1	San Carlos, First, Second Streets
	PM	17.4	11.3	17.7	10.9	

Notes:
NC = The Project was considered to have no change if the increase in travel time was less than five seconds or the travel time improved slightly (due to changes in critical movement changes, lane geometry changes, etc.).
Source: Fehr & Peers, 2021.

Overall, the added transit delay along each of the study corridors evaluated is about 21 seconds or less.

The City of San José and VTA do not currently have established policies or significance criteria related to transit vehicle delay. Per VTA Guidelines, if increased transit vehicle delay is found, the City of San José should work with VTA to identify transit priority measures near the affected facility and include contributions to any applicable projects that improve transit speed and reliability.

10. Site Access & On-site Circulation

This chapter evaluates site access and internal circulation for vehicles, pedestrians, and bicycles and consistency with the City of San José's mobility policies, standards, and guidelines based on the site plan presented in **Figure 1**. The Project's vehicle and bicycle parking supplies are reviewed in comparison to City standards.

Site Access and Circulation

As presented in **Figure 1**, the Project site has one driveway on the north end of San Salvador Street and a second driveway on the west side of Second Street.

Bicycle and Pedestrian Circulation

The Project provides several entrances on all frontages. Tenant spaces are accessed via two main entrances. Primary tenant access to the South Tower is provided with an entrance mid-block on Second Street. Primary tenant access to the North Tower is provided with an entrance near the northwest corner of the Project site on the First Street frontage. There are two long-term bicycle storage rooms that are accessible via stairs or elevator one floor down from either tenant entrance. Retail access for the South Tower is provided via an entrance at the corner of Second Street and San Salvador Street. Access to separate retail destinations on the west frontage of the South Tower is provided via a paseo west of the San Salvador driveway. Retail access to the North Tower is provided through the shared North Tower tenant access, a separate access on the south corner of the west frontage of the North Tower, and a doorway at the corner of Second Street and San Carlos Street. Separated retail space on the north, or San Carlos, frontage is accessible with two doorways on the San Carlos frontage and one doorway at the corner of First Street and San Carlos Street.

Vehicular Site Access

The Project proposes a south driveway to be mid-block on the San Salvador Street frontage and an east driveway to be on the Second Street frontage. The south driveway is a two-lane, full-access driveway. The east driveway is a two-lane right-in right-out only driveway.

Both driveways will be able to access the same loading areas, waste management activities, and the underground parking garage.

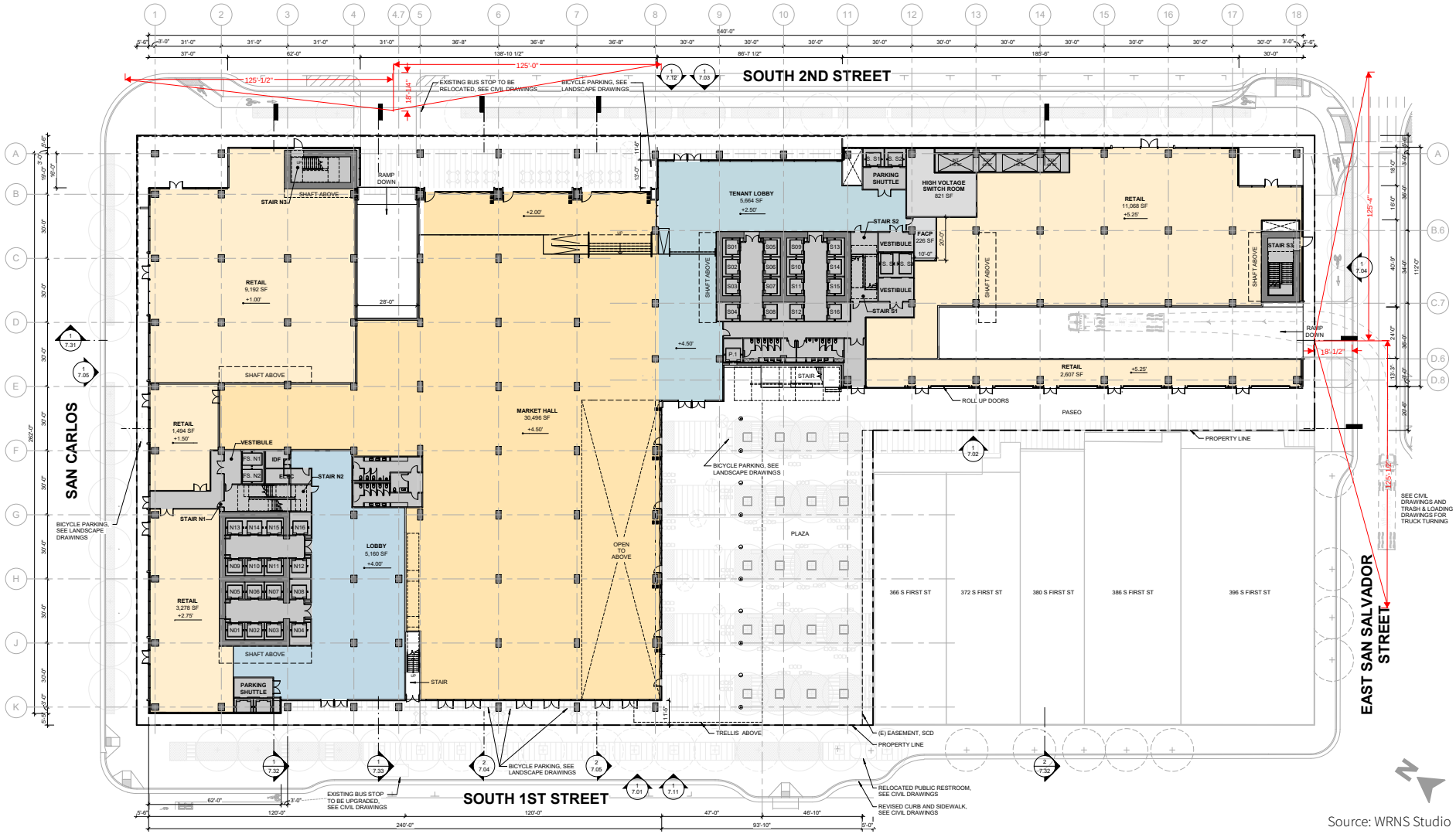
To determine the visibility of vehicles exiting both driveways, we conducted a sight stopping distance analysis. The sight stopping distance analysis tests to see if the drivers traveling east or west on E San Salvador Street or north or south on S Second Street will be able to see vehicles exiting the driveways with

sufficient stopping distance to avoid a collision. Using the engineering standards from the Caltrans' *Highway Design Manual, 6th Edition (2019)*, the sight stopping distance for a design speed of 20 mph is 125 feet. The sight stopping distance of 125 feet is achieved for both driveways for drivers coming in either direction, as shown in **Figure 11**.

Emergency vehicles will be able to access the site either via the proposed driveways or along any of the street frontages.

During normal business hours, access to Project loading bays and below-grade parking area will be open to all visitors. Off-hours access to the Project loading bays and below-grade parking area will be regulated by a roll-up garage door. Egress will be allowed for any vehicle exiting the site after the door has been closed by vehicle detection. Ingress during off-hours will be possible for visitors using a key card or similar control system.

San José Municipal Code §20.90.100 requires a 26-foot minimum for a two-way aisle width with the possibility for exceptions to allow two-way aisles to be as narrow as 20-feet. The Project plans indicate two-way aisles to be 24 feet wide and the two-way driveway ramps to be 23 feet to 25 feet in width. Passing of two delivery trucks may be challenging in these narrower aisles. San José Municipal Code §20.90.100 requires a 16-foot minimum width for one-way aisle widths with parking at 60 degrees. One-way aisles are indicated to be between 16 and 17 feet in the project plan which are sufficient for the provided 60-degree angle parking.



Source: WRNS Studio

Figure 11

Sight Stopping Distance

Truck Loading & Unloading Operations

The Project's proposed seven loading bays does not meet the San José City Code's minimum loading requirements of fifteen loading bays (two loading bays for 60,430 GSF retail space and thirteen loading space for 1,335,240 GSF office space). The Project site's loading area is located on the first basement floor and is accessible via either the Second Street driveway or the San Salvador driveway as described above. However, trucks will only enter and exit the loading area using the San Salvador driveway. The loading area on the east side of the Project site can accommodate up to two WB-40 vehicles and four SU-30 vehicles. Deliveries will typically take place daily between 5:00 AM and 1:00 PM and will be scheduled to avoid peak commuter vehicle arrivals. The loading area is available for deliveries 24 hours per day.

American Trash Management conducted a loading area analysis for the Project site. Based on the planned Project operations, there will be up to 10 waste pickups per week. Trash operations will happen on-site within the underground parking garage. Given the uses at the site and associated delivery activity, it is expected that passenger vehicle-truck conflicts will be minimal. To further reduce potential conflicts, deliveries will be scheduled to avoid periods of peak passenger vehicle arrivals and departures. The full loading area analysis is included in **Appendix E.**

Truck Access

Due to the design of the loading area and size of the Project site, the largest truck that can be accommodated in the Project's loading area is an WB-40 vehicle. Included in **Appendix E**, truck turning templates prepared by Kier and Wright indicate that all expected vehicles will be able to safely make right and left turns into the loading area and right and left turns out of the loading area.

First Street Planline

This Project is conditioned to build out several improvements along the First Street frontage of the site. The revised proposed planline is included in **Appendix F**.

The existing east side sidewalk will be widened to 26 feet. As a result of this widening, First Street will be narrowed to a total width of 40 feet. To achieve this width, the street's existing 45-degree parking stalls will be removed and replaced with 8-foot-wide parking stalls along the widened sidewalk. New roadway striping will be painted to properly delineate the vehicle travel lanes and parking stalls available. Along the western sidewalk, an 8-foot parking lane will also be provided, although its stalls will not be painted. Subtracting the combined 16 feet for parking along both sides of the road leaves 12 feet for one travel lane in each direction on First Street. On the north end of the First Street frontage of the site, ADA curb ramps will be installed on the east side sidewalk to provide site access for pedestrians with disabilities. In addition, the crosswalk and advanced limit line will be shifted slightly south and re-painted to improve pedestrian visibility and safety, along with painting and striping for the bike box and bike lane.

The existing ladder crosswalk on First Street between San Carlos Street and San Salvador Street will be enhanced with a bulbout.

Meanwhile, on the south end of the First Street frontage of the site, this intersection will be raised to enable safer crossings for pedestrians. Striping for the bike box and bike lane will be added as well.

Signal modifications will be made as needed with the implementation of the revised curblines / bulbouts at existing signalized intersections along First Street.

Second Street Planline

This Project is conditioned to build out several improvements along the Second Street frontage of the site. The project implementation of the improvements will maintain the current one-way operations on Second Street. The proposed planline is included in **Appendix G.**

The sidewalk on both sides of Second Street between Second Street between San Carlos and San Salvador Street will be widened to 13 feet. Second Street will be narrowed to a total width of 38 feet. To achieve this width, the street's existing 45-degree parking stalls will be removed and replaced with 9-foot-wide parking stalls along both sides of the street. Subtracting the combined 18 feet for parking along both sides of the road leaves 10 feet for one travel lane in each direction on Second Street.

Meanwhile, on the south end of the Second Street frontage of the site, bulb-outs will be installed on all four corners of the intersection between San Salvador Street and Second Street. Additionally, this intersection will be raised to enable safer crossings for pedestrians. As a consequence of the raising of this intersection, gradual grade breaks for each approach will be installed, and all four crosswalks will be re-striped.

In the future, Second Street will be converted from its current one-way southbound street to a two-way street. Raised class IV bikeways will be added to both sides of Second Street between San Carlos and San Salvador Street.

Signal Modifications

As a result of the incorporation of the First Street and Second Street planlines, signal modifications will be needed at two intersections: (1) San Salvador and Second Street and (2) San Carlos Street and First Street.

San Salvador Street and Second Street

The proposed Second Street planline features improvements that will conflict with existing signal infrastructure, specifically the raised protected intersection. It is imperative that any signal modifications are coordinated amongst the relevant parties.

San Carlos Street and First Street

A feature of the First Street planline includes the existing First Street east side sidewalk directly adjacent to the new development being widened to 26 feet. As a result of the sidewalk widening, the distance pedestrians must travel across the southern approach of First Street will be shortened. This shortening

may lead to a decreased minimum pedestrian clearance time and can be reflected through signal timing modifications.

During construction of the extended sidewalk and ADA curb ramps, the nearside northbound traffic light pole may need to be temporarily removed and replaced with temporary traffic control. Furthermore, the placement of the final traffic pole once construction is complete may need to be shifted southward from its existing location, to account for the southward shift of the southern crosswalk and advanced limit line. A signal modification will be needed to install a new pedestrian push button pole on the new bulbout.

Parking Assessment

The City of San José's Municipal Code §20.70 ("Parking Code") defines the vehicle parking supply requirements for developments within Downtown San José. Additionally, Municipal Code §20.70.485 and §20.90 define bicycle parking supply requirements for all land uses.

Table 11 below presents the vehicle and bicycle parking supply requirements for the land uses included in the Plan.

Table 11: City of San José Parking Supply Requirements by Land Use

Land Use	Parking Spaces Required	
	Vehicle[1]	Bicycle[2]
Office, business and administrative	2.5 per 1,000 sf[3]	1 per 4000 sf[3,4]
Retail sales, goods, and merchandise	*No parking required*	2 short-term spaces and 1 long-term space[5]

Notes:
1. Per Municipal Code §20.70.100
2. Per Municipal Code §20.90.060
3. sf =square feet
4. At least 80 percent of the bicycle parking spaces shall be provided in short-term bicycle parking facilities and at most 20 percent shall be provided in long-term bicycle facilities.
5. Per Municipal Code §20.70.485, land uses that do not require any off-street parking for motorized vehicles shall be required to provide only two short-term bicycle parking spaces and one long-term bicycle parking space per store or event center.

Source: City of San José Municipal Code, 2022.

Based on Municipal Code §20.70.330.A, a project may receive up to a 15 percent reduction in the required off-street parking spaces when the project has developed a TDM program with evidence that parking demand will be reduced. A TDM program is being developed for the Valley Title Project.

The proposed land uses presented in **Chapter 1** and parking supply requirements presented in the table above were used to calculate the Project's required parking supply, as shown in **Table 12.**

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Table 12: Required Parking Supply

Land Use	Size[1]	Parking Spaces Required			
		Vehicle		Bicycle	
		Rate	Spaces	Rate	Spaces
Office, business and administrative	1,335,240 sf GFA	2.5 per 1,000 sf[2]	2,837	1 space per 4,000 sf[2,3]	284
Retail sales, goods, and merchandise	60,430 sf GFA	*No parking required*	0	2 short-term spaces and 1 long-term space per store[4]	3
Required Parking Supply		**-**	**2,837**	**-**	**287**

Notes:
1. sf =square feet; GFA = gross floor area
2. Per Municipal Code §20.90.050, "floor area" is defined as eighty-five percent of the "total gross floor area" of the building. Thus, parking supply requirement for offices, business and administrative, is calculated based on 85% total gross floor area (1,335,240 sf GFA x 85% = 1,134,954 sf)
3. At least 80 percent of the bicycle parking spaces shall be provided in short-term bicycle parking facilities and at most 20 percent shall be provided in long-term bicycle facilities.
4. Per Municipal Code §20.70.485, land uses that do not require any off-street parking for motorized vehicles shall be required to provide only two short-term bicycle parking spaces and one long-term bicycle parking space per store or event center.

Source: City of San José Municipal Code; Fehr & Peers, 2022.

As presented in **Table 12**, the Project is required to supply a total of 2,837 vehicle parking spaces and 287 bicycle parking spaces per City of San José Municipal Code requirements.

The regulatory basis for the Project's off-street automobile parking requirement reductions are summarized in **Table 13**. As shown, the Project is allowed to take up to a 57.5% reduction in required parking supply per the City of San José's Municipal Code.

Credits for the Project's Transportation Demand Management Plan are included in the parking requirement reductions. A comprehensive list of TDM measures provided along with descriptions of each measure provided are discussed in greater detail in the Project's Transportation Demand Management Plan.

Table 13: Applicable Parking Requirements and Reductions

Ordinance	Reduction	Requirement	Eligibility
20.70.320: Downtown parking management zone – Minimum off-street parking requirements	n/a	n/a	Project is located in the Downtown Parking Management Zone
20.70.330 (a): Reduction of requirement	15%	Project has developed a TDM program and demonstrates that it will be maintained for the life of the Project	As documented in this report: • Project has developed a TDM program • Project will maintain the TDM program for the life of the Project
20.90.220 (A.1): Reduction of requirement	50%	Project implements at least three TDM measures.	As documented in this report: • Project has developed a TDM program • Project will maintain the TDM program for the life of the Project
20.90.220 (A): Alternative Transportation	20%	Project is located near transit, provides adequate bicycle parking, and provides a substantial TDM program	As documented in this report: • Project is located within 2,000 of San Antonio VTA Light Rail Station • Project provides bicycle parking per Table 20-90 in the Code of Ordinances • Project has developed a TDM program that includes transit passes and/or rideshare matching as well as more than two other TDM measures
Total reduction	**57.5%**		

Source: City of San José; Fehr & Peers, 2022.

The Project will provide 1,192 total vehicle spaces on five subsurface levels. Additionally, the project will provide 284 total bicycle parking spaces.

11. Conclusion

The results of the Local Transportation Analysis for the Valley Title mixed-use development and improvements recommended to address adverse effects are summarized below.

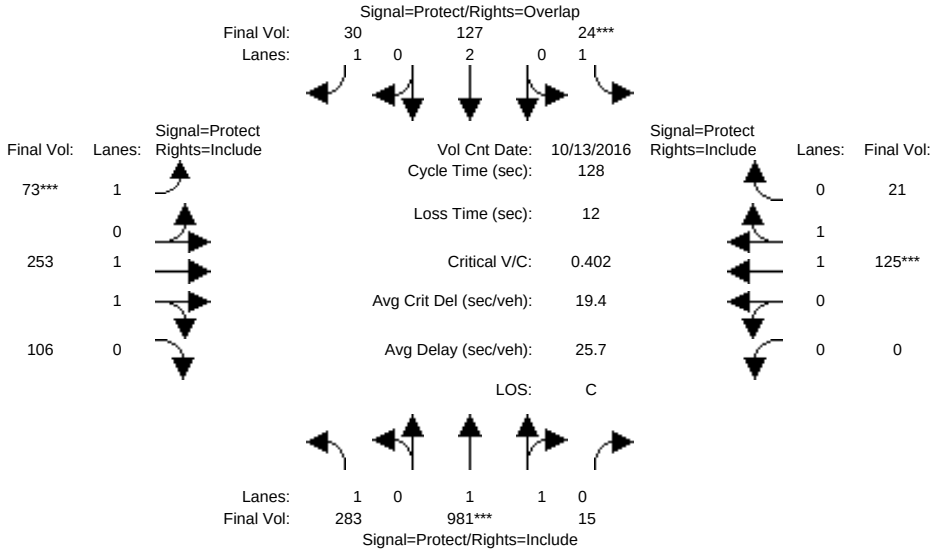
- **Queuing analysis**: The results of the left and right turn queuing analysis indicate that the turn pocket queue lengths at several intersections exceed the available storage capacity under Cumulative with Project Conditions. In most cases, available storage capacity may be increased with constraints. Vehicle queuing may be reduced by optimizing signal timing patterns, although this may affect vehicle queuing at other movements of this intersection.
- **Freeway segment operation analysis**: The results of freeway segment operation analysis indicates that the Project traffic added more than one percent of the capacity to freeway segments already operating at LOS F under Existing with Project Conditions. Options to widen the impacted freeway segments are limited due to constraints and major freeway mainline improvements are considered beyond the scope of individual projects. The TDM program and parking reductions can help reducing the number of freeway segments with adverse effects by mitigating the number of trips added to various freeway segments
- **Pedestrian and Bicycle**: Existing pedestrian and bicycle facilities provide good connectivity to surrounding areas. Accessible pedestrian ramps are provided at all crossings at the nine study intersections surrounding the Project site.
- **Transit**: Transit vehicles operating in the Project vicinity could incur additional delay along several corridors due to increased auto congestion. However, the City of San José and VTA do not currently have established policies or significance criteria related to transit vehicle delay. Per VTA Guidelines, if increased transit vehicle delay is found, the City of San José should work with VTA to identify transit priority measures near the affected facility and include contributions to any applicable projects that improve transit speed and reliability.

Appendix A: Intersection Turning Movement Counts

City of San Jose
Citywide Traffix Database
(updated December 1, 2016)

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

Intersection #3107: MARKET/SAN CARLOS [Updated 08/14/2019]



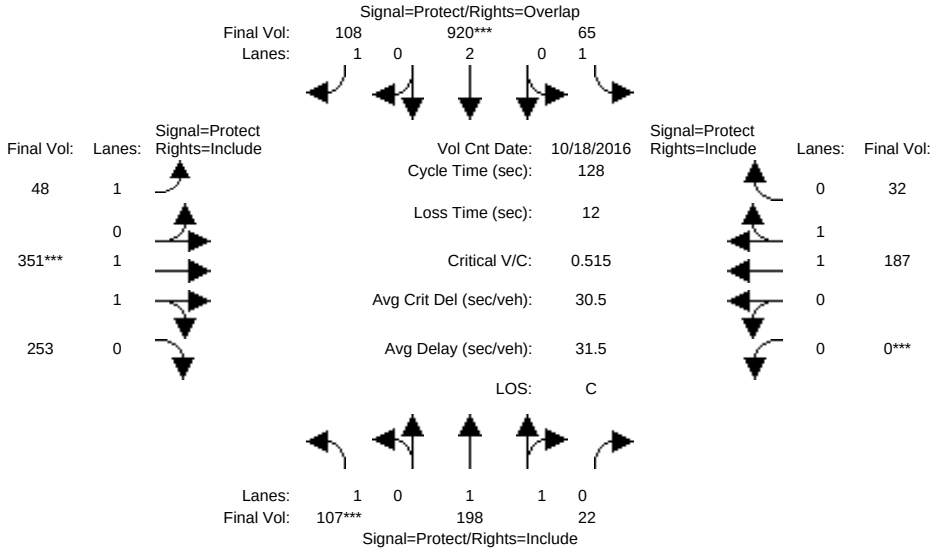
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 13 Oct 2016 << 7:45-8:45												
Base Vol:	283	981	15	24	127	30	73	253	106	0	125	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	283	981	15	24	127	30	73	253	106	0	125	21
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	283	981	15	24	127	30	73	253	106	0	125	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	283	981	15	24	127	30	73	253	106	0	125	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	283	981	15	24	127	30	73	253	106	0	125	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	283	981	15	24	127	30	73	253	106	0	125	21
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.97	0.03	1.00	2.00	1.00	1.00	1.39	0.61	0.00	1.70	0.30
Final Sat.:	1750	3644	56	1750	3800	1750	1750	2607	1092	0	3167	532
Capacity Analysis Module:												
Vol/Sat:	0.16	0.27	0.27	0.01	0.03	0.02	0.04	0.10	0.10	0.00	0.04	0.04
Crit Moves:		****		****			****				****	
Green Time:	61.2	83.7	83.7	7.0	29.6	42.5	13.0	25.3	25.3	0.0	12.3	12.3
Volume/Cap:	0.34	0.41	0.41	0.25	0.14	0.05	0.41	0.49	0.49	0.00	0.41	0.41
Delay/Veh:	21.0	10.6	10.6	59.4	39.2	29.1	55.5	46.2	46.2	0.0	55.2	55.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.0	10.6	10.6	59.4	39.2	29.1	55.5	46.2	46.2	0.0	55.2	55.2
LOS by Move:	C+	B+	B+	E+	D	C	E+	D	D	A	E+	E+
HCM2kAvgQ:	7	9	9	1	2	1	3	7	7	0	3	3

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

City of San Jose
Citywide Traffix Database
(updated December 1, 2016)

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

Intersection #3107: MARKET/SAN CARLOS [Updated 08/14/2019]



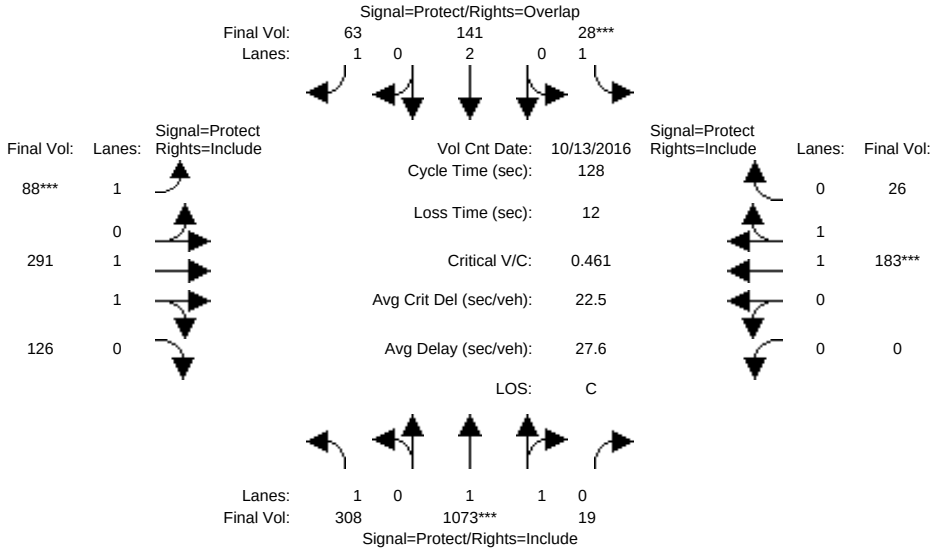
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 18 Oct 2016 << 5:00-6:00												
Base Vol:	107	198	22	65	920	108	48	351	253	0	187	32
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	107	198	22	65	920	108	48	351	253	0	187	32
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	107	198	22	65	920	108	48	351	253	0	187	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:	107	198	22	65	920	108	48	351	253	0	187	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	198	22	65	920	108	48	351	253	0	187	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:	107	198	22	65	920	108	48	351	253	0	187	32
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.99	0.95	0.92	0.98	0.95
Lanes:	1.00	1.79	0.21	1.00	2.00	1.00	1.00	1.14	0.86	0.00	1.70	0.30
Final Sat.:	1750	3330	370	1750	3800	1750	1750	2149	1549	0	3159	541
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.04	0.24	0.06	0.03	0.16	0.16	0.00	0.06	0.06
Crit Moves:	****				****			****			****	
Green Time:	15.2	44.3	44.3	31.0	60.2	76.9	16.7	40.6	40.6	0.0	23.9	23.9
Volume/Cap:	0.51	0.17	0.17	0.15	0.51	0.10	0.21	0.51	0.51	0.00	0.32	0.32
Delay/Veh:	55.2	29.1	29.1	38.3	24.0	10.9	50.2	36.1	36.1	0.0	45.3	45.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.2	29.1	29.1	38.3	24.0	10.9	50.2	36.1	36.1	0.0	45.3	45.3
LOS by Move:	E+	C	C	D+	C	B+	D	D+	D+	A	D	D
HCM2kAvgQ:	5	3	3	2	12	2	2	10	10	0	4	4

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

City of San Jose
Citywide Traffix Database
(updated December 1, 2016)

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

Intersection #3107: MARKET/SAN CARLOS [Updated 08/14/2019]



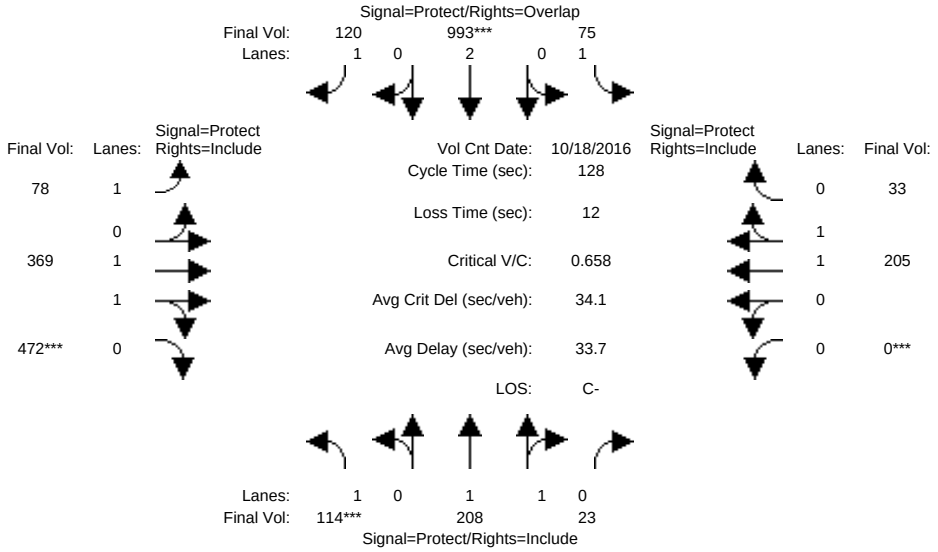
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 13 Oct 2016 << 7:45-8:45												
Base Vol:	283	981	15	24	127	30	73	253	106	0	125	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	283	981	15	24	127	30	73	253	106	0	125	21
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	25	92	4	4	14	33	15	38	20	0	58	5
Initial Fut:	308	1073	19	28	141	63	88	291	126	0	183	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:	308	1073	19	28	141	63	88	291	126	0	183	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	308	1073	19	28	141	63	88	291	126	0	183	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:	308	1073	19	28	141	63	88	291	126	0	183	26
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	1.00	0.92	0.92	0.99	0.95	0.92	0.98	0.95
Lanes:	1.00	1.96	0.04	1.00	2.00	1.00	1.00	1.38	0.62	0.00	1.74	0.26
Final Sat.:	1750	3636	64	1750	3800	1750	1750	2581	1118	0	3239	460
Capacity Analysis Module:												
Vol/Sat:	0.18	0.30	0.30	0.02	0.04	0.04	0.05	0.11	0.11	0.00	0.06	0.06
Crit Moves:		****			****			****			****	
Green Time:	60.3	80.0	80.0	7.0	26.8	40.4	13.6	29.0	29.0	0.0	15.3	15.3
Volume/Cap:	0.37	0.47	0.47	0.29	0.18	0.11	0.47	0.50	0.50	0.00	0.47	0.47
Delay/Veh:	22.0	12.9	12.9	59.8	41.7	31.2	55.7	43.7	43.7	0.0	53.4	53.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.0	12.9	12.9	59.8	41.7	31.2	55.7	43.7	43.7	0.0	53.4	53.4
LOS by Move:	C+	B	B	E+	D	C	E+	D	D	A	D-	D-
HCM2kAvgQ:	8	11	11	1	2	2	4	8	8	0	4	4

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

City of San Jose
Citywide Traffix Database
(updated December 1, 2016)

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

Intersection #3107: MARKET/SAN CARLOS [Updated 08/14/2019]



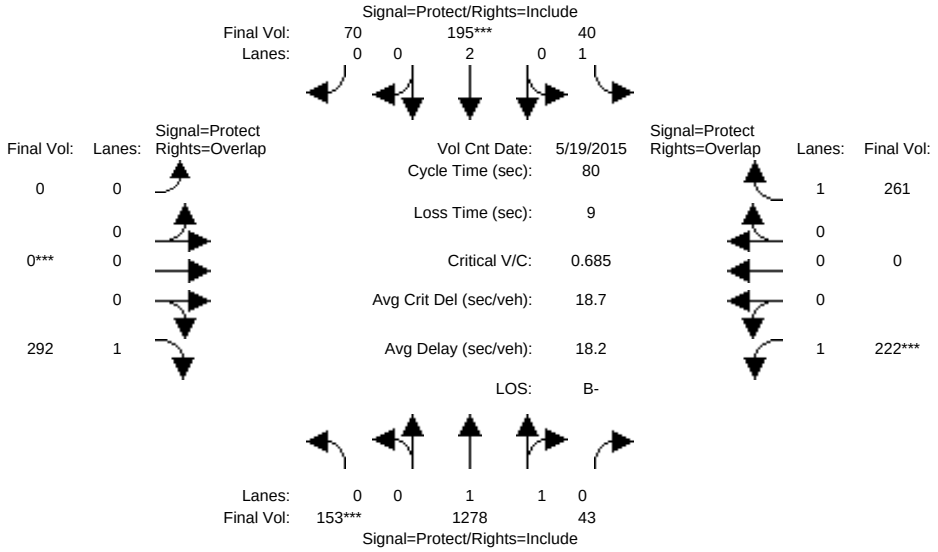
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 18 Oct 2016 << 5:00-6:00												
Base Vol:	107	198	22	65	920	108	48	351	253	0	187	32
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	107	198	22	65	920	108	48	351	253	0	187	32
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	7	10	1	10	73	12	30	18	219	0	18	1
Initial Fut:	114	208	23	75	993	120	78	369	472	0	205	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	114	208	23	75	993	120	78	369	472	0	205	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	114	208	23	75	993	120	78	369	472	0	205	33
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	114	208	23	75	993	120	78	369	472	0	205	33
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	1.80	0.20	1.00	2.00	1.00	1.00	1.00	1.00	0.00	1.72	0.28
Final Sat.:	1750	3331	368	1750	3800	1750	1750	1900	1750	0	3187	513
Capacity Analysis Module:												
Vol/Sat:	0.07	0.06	0.06	0.04	0.26	0.07	0.04	0.19	0.27	0.00	0.06	0.06
Crit Moves:	****				****				****	****		
Green Time:	12.7	37.4	37.4	26.2	50.8	72.5	21.6	52.5	52.5	0.0	30.9	30.9
Volume/Cap:	0.66	0.21	0.21	0.21	0.66	0.12	0.26	0.47	0.66	0.00	0.27	0.27
Delay/Veh:	64.5	34.3	34.3	42.6	32.6	13.0	46.8	27.8	31.8	0.0	39.5	39.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.5	34.3	34.3	42.6	32.6	13.0	46.8	27.8	31.8	0.0	39.5	39.5
LOS by Move:	E	C-	C-	D	C-	B	D	C	C	A	D	D
HCM2kAvgQ:	6	3	3	3	16	2	3	10	17	0	4	4

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

City of San Jose
Citywide Traffix Database
(updated December 1, 2016)

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

Intersection #3506: FIRST/REED



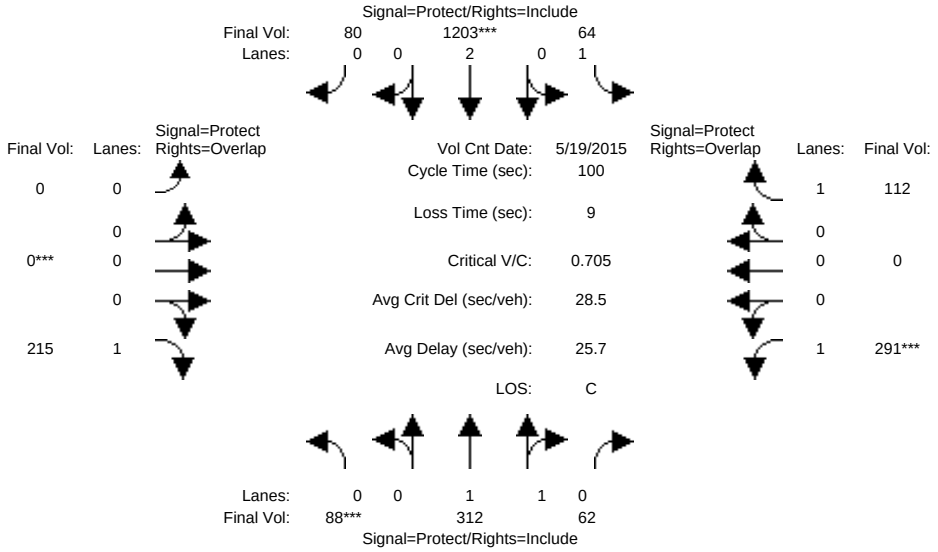
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	10	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 7:15-8:15												
Base Vol:	153	1278	43	40	195	70	0	0	292	222	0	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:	153	1278	43	40	195	70	0	0	292	222	0	261
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	153	1278	43	40	195	70	0	0	292	222	0	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:	153	1278	43	40	195	70	0	0	292	222	0	261
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	153	1278	43	40	195	70	0	0	292	222	0	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:	153	1278	43	40	195	70	0	0	292	222	0	261
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.21	1.73	0.06	1.00	1.46	0.54	0.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	374	3121	105	1750	2722	977	0	0	1750	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.41	0.41	0.41	0.02	0.07	0.07	0.00	0.00	0.17	0.13	0.00	0.15
Crit Moves:	****				****			****			****	
Green Time:	46.6	46.6	46.6	10.0	10.0	10.0	0.0	0.0	46.6	14.4	0.0	24.4
Volume/Cap:	0.70	0.70	0.70	0.18	0.57	0.57	0.00	0.00	0.29	0.70	0.00	0.49
Delay/Veh:	12.9	12.9	12.9	31.8	34.7	34.7	0.0	0.0	8.5	37.8	0.0	23.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.9	12.9	12.9	31.8	34.7	34.7	0.0	0.0	8.5	37.8	0.0	23.4
LOS by Move:	B	B	B	C	C-	C-	A	A	A	D+	A	C
HCM2kAvgQ:	14	14	14	1	4	4	0	0	4	7	0	6

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

City of San Jose
Citywide Traffix Database
(updated December 1, 2016)

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

Intersection #3506: FIRST/REED



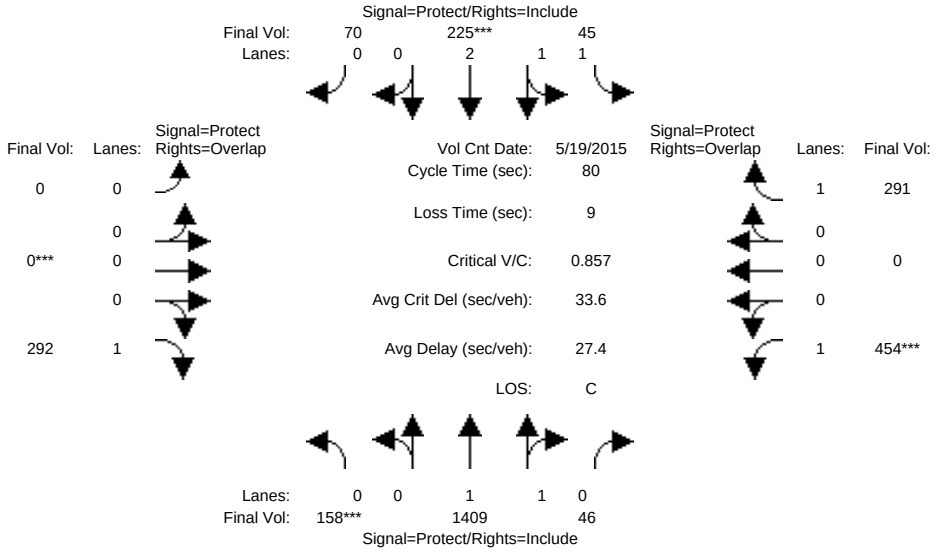
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	10	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 4:30-5:30												
Base Vol:	88	312	62	64	1203	80	0	0	215	291	0	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:	88	312	62	64	1203	80	0	0	215	291	0	112
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	88	312	62	64	1203	80	0	0	215	291	0	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:	88	312	62	64	1203	80	0	0	215	291	0	112
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	312	62	64	1203	80	0	0	215	291	0	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:	88	312	62	64	1203	80	0	0	215	291	0	112
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.38	1.35	0.27	1.00	1.87	0.13	0.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	686	2431	483	1750	3469	231	0	0	1750	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.13	0.04	0.35	0.35	0.00	0.00	0.12	0.17	0.00	0.06
Crit Moves:	****				****			****			****	
Green Time:	18.2	43.6	43.6	23.8	49.2	49.2	0.0	0.0	18.2	23.6	0.0	47.4
Volume/Cap:	0.70	0.29	0.29	0.15	0.70	0.70	0.00	0.00	0.67	0.70	0.00	0.14
Delay/Veh:	41.9	18.3	18.3	30.3	21.0	21.0	0.0	0.0	43.8	40.5	0.0	14.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.9	18.3	18.3	30.3	21.0	21.0	0.0	0.0	43.8	40.5	0.0	14.9
LOS by Move:	D	B-	B-	C	C+	C+	A	A	D	D	A	B
HCM2kAvgQ:	8	5	5	2	16	16	0	0	8	10	0	2

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

City of San Jose
Citywide Traffix Database
(updated December 1, 2016)

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

Intersection #3506: FIRST/REED



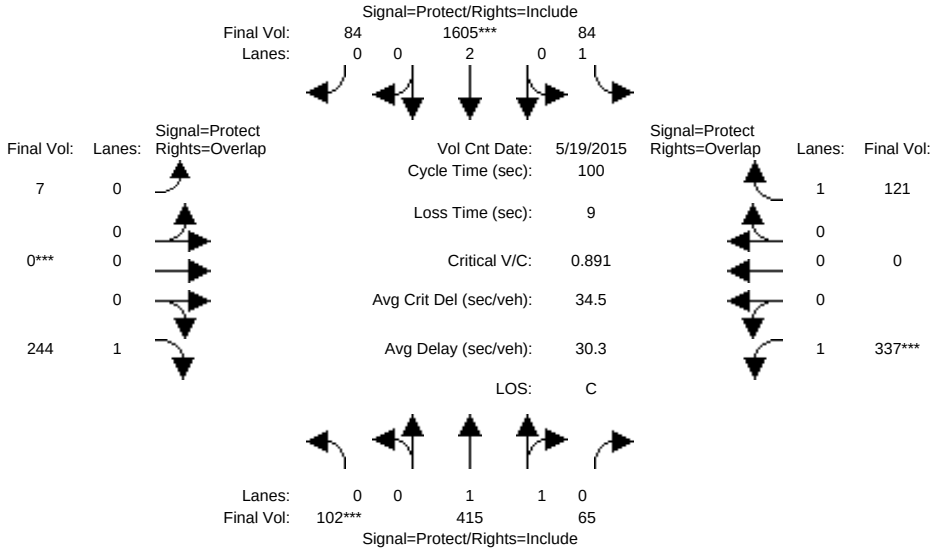
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	10	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 7:15-8:15												
Base Vol:	153	1278	43	40	195	70	0	0	292	222	0	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:	153	1278	43	40	195	70	0	0	292	222	0	261
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	5	131	3	5	30	0	0	0	0	232	0	30
Initial Fut:	158	1409	46	45	225	70	0	0	292	454	0	291
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	158	1409	46	45	225	70	0	0	292	454	0	291
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	158	1409	46	45	225	70	0	0	292	454	0	291
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	158	1409	46	45	225	70	0	0	292	454	0	291
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.19	1.75	0.06	1.00	2.26	0.74	0.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	353	3145	103	1750	4269	1328	0	0	1750	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.45	0.45	0.45	0.03	0.05	0.05	0.00	0.00	0.17	0.26	0.00	0.17
Crit Moves:	****				****			****			****	
Green Time:	38.6	40.7	40.7	7.9	10.0	10.0	0.0	0.0	38.6	22.4	0.0	30.3
Volume/Cap:	0.93	0.88	0.88	0.26	0.42	0.42	0.00	0.00	0.35	0.93	0.00	0.44
Delay/Veh:	28.6	22.9	22.9	33.4	32.7	32.7	0.0	0.0	13.1	52.1	0.0	19.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.6	22.9	22.9	33.4	32.7	32.7	0.0	0.0	13.1	52.1	0.0	19.0
LOS by Move:	C	C+	C+	C-	C-	C-	A	A	B	D-	A	B-
HCM2kAvgQ:	25	22	22	1	3	3	0	0	5	16	0	6

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

City of San Jose
Citywide Traffix Database
(updated December 1, 2016)

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

Intersection #3506: FIRST/REED



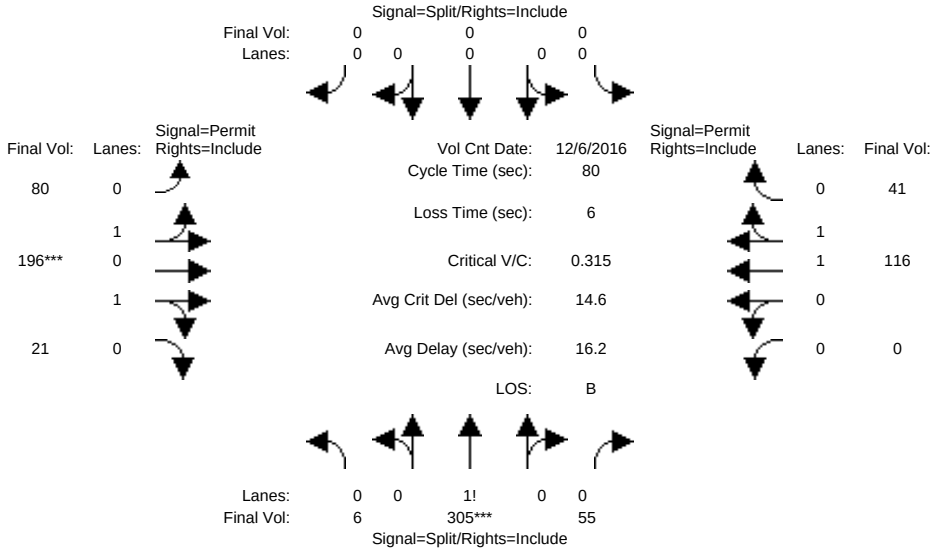
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	10	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 4:30-5:30												
Base Vol:	88	312	62	64	1203	80	0	0	215	291	0	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:	88	312	62	64	1203	80	0	0	215	291	0	112
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	14	103	3	20	402	4	7	0	29	46	0	9
Initial Fut:	102	415	65	84	1605	84	7	0	244	337	0	121
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	102	415	65	84	1605	84	7	0	244	337	0	121
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	102	415	65	84	1605	84	7	0	244	337	0	121
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	102	415	65	84	1605	84	7	0	244	337	0	121
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	0.98	0.95	0.92	0.92	0.92	0.92	1.00	0.92
Lanes:	0.35	1.43	0.22	1.00	1.90	0.10	0.03	0.00	0.97	1.00	0.00	1.00
Final Sat.:	631	2567	402	1750	3516	184	49	0	1701	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.16	0.05	0.46	0.46	0.14	0.00	0.14	0.19	0.00	0.07
Crit Moves:	****				****			****			****	
Green Time:	18.1	48.4	48.4	21.0	51.2	51.2	18.8	0.0	37.0	21.6	0.0	23.7
Volume/Cap:	0.89	0.33	0.33	0.23	0.89	0.89	0.76	0.00	0.39	0.89	0.00	0.29
Delay/Veh:	54.3	16.0	16.0	33.1	27.6	27.6	48.4	0.0	23.6	60.2	0.0	31.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.3	16.0	16.0	33.1	27.6	27.6	48.4	0.0	23.6	60.2	0.0	31.6
LOS by Move:	D-	B	B	C-	C	C	D	A	C	E	A	C
HCM2kAvgQ:	13	6	6	2	27	27	10	0	6	14	0	3

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

City of San Jose
Citywide Traffix Database
(updated December 1, 2016)

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

Intersection #3510: FIRST/SAN CARLOS [Updated 8/14/2019]



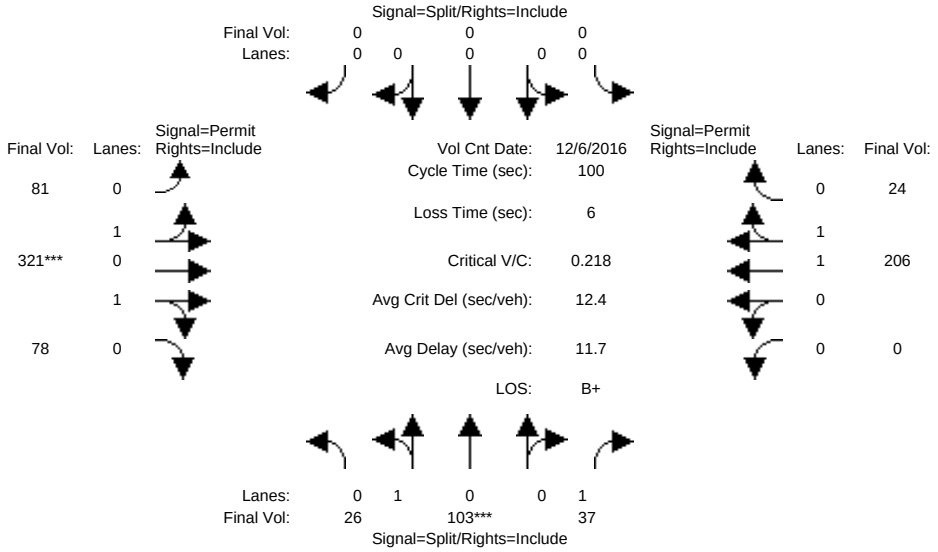
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	10	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 6 Dec 2016 << 0												
Base Vol:	6	305	55	0	0	0	80	196	21	0	116	41
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	305	55	0	0	0	80	196	21	0	116	41
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	305	55	0	0	0	80	196	21	0	116	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:	6	305	55	0	0	0	80	196	21	0	116	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	305	55	0	0	0	80	196	21	0	116	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:	6	305	55	0	0	0	80	196	21	0	116	41
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	1.00	0.92	0.95	0.95	0.95	0.92	0.98	0.95
Lanes:	0.02	0.83	0.15	0.00	0.00	0.00	0.54	1.32	0.14	0.00	1.46	0.54
Final Sat.:	29	1458	263	0	0	0	970	2376	255	0	2733	966
Capacity Analysis Module:												
Vol/Sat:	0.21	0.21	0.21	0.00	0.00	0.00	0.08	0.08	0.08	0.00	0.04	0.04
Crit Moves:		****						****				
Green Time:	53.1	53.1	53.1	0.0	0.0	0.0	20.9	20.9	20.9	0.0	20.9	20.9
Volume/Cap:	0.32	0.32	0.32	0.00	0.00	0.00	0.32	0.32	0.32	0.00	0.16	0.16
Delay/Veh:	6.4	6.4	6.4	0.0	0.0	0.0	24.6	24.6	24.6	0.0	23.1	23.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	6.4	6.4	6.4	0.0	0.0	0.0	24.6	24.6	24.6	0.0	23.1	23.1
LOS by Move:	A	A	A	A	A	A	C	C	C	A	C	C
HCM2kAvgQ:	4	4	4	0	0	0	3	3	3	0	2	2

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

City of San Jose
Citywide Traffix Database
(updated December 1, 2016)

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

Intersection #3510: FIRST/SAN CARLOS [Updated 8/14/2019]



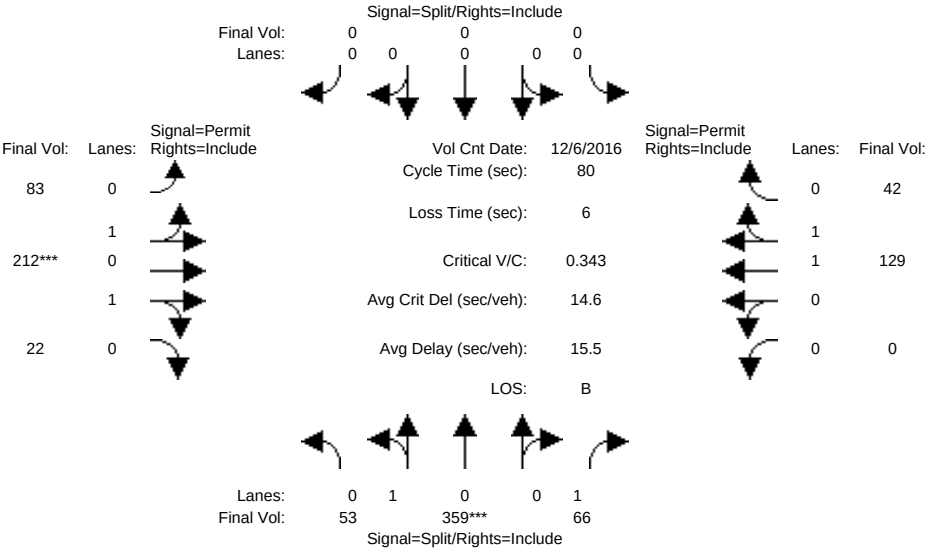
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	10	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 6 Dec 2016 << 0												
Base Vol:	26	103	37	0	0	0	81	321	78	0	206	24
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	26	103	37	0	0	0	81	321	78	0	206	24
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	26	103	37	0	0	0	81	321	78	0	206	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	26	103	37	0	0	0	81	321	78	0	206	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	103	37	0	0	0	81	321	78	0	206	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	26	103	37	0	0	0	81	321	78	0	206	24
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.95	0.95	0.95	0.92	0.98	0.95
Lanes:	0.20	0.80	1.00	0.00	0.00	0.00	0.34	1.34	0.32	0.00	1.79	0.21
Final Sat.:	363	1437	1750	0	0	0	607	2407	585	0	3314	386
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.02	0.00	0.00	0.00	0.13	0.13	0.13	0.00	0.06	0.06
Crit Moves:		****						****				
Green Time:	32.9	32.9	32.9	0.0	0.0	0.0	61.1	61.1	61.1	0.0	61.1	61.1
Volume/Cap:	0.22	0.22	0.06	0.00	0.00	0.00	0.22	0.22	0.22	0.00	0.10	0.10
Delay/Veh:	25.1	25.1	23.2	0.0	0.0	0.0	8.9	8.9	8.9	0.0	8.1	8.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.1	25.1	23.2	0.0	0.0	0.0	8.9	8.9	8.9	0.0	8.1	8.1
LOS by Move:	C	C	C	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	3	3	1	0	0	0	3	3	3	0	1	1

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

City of San Jose
Citywide Traffix Database
(updated December 1, 2016)

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

Intersection #3510: FIRST/SAN CARLOS [Updated 8/14/2019]



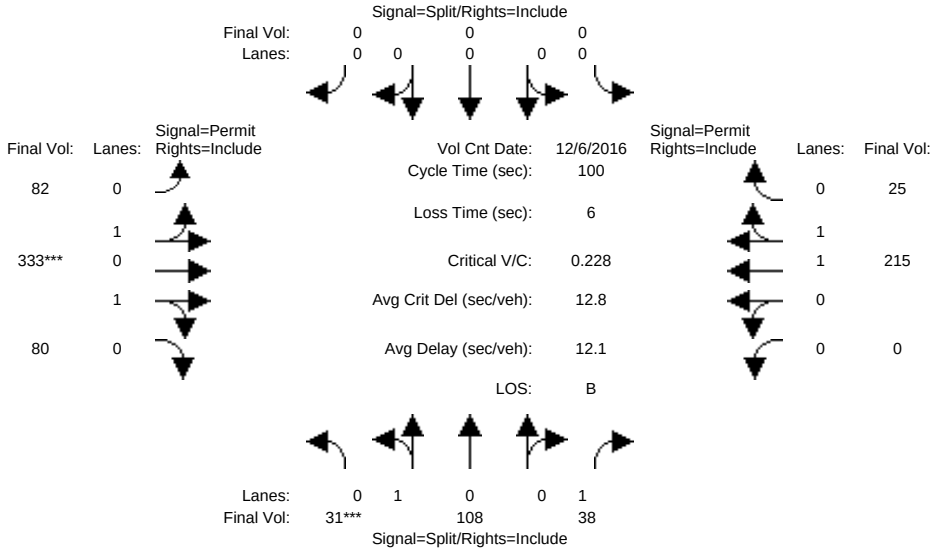
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	10	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 6 Dec 2016 << 0												
Base Vol:	6	305	55	0	0	0	80	196	21	0	116	41
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	305	55	0	0	0	80	196	21	0	116	41
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	47	54	11	0	0	0	3	16	1	0	13	1
Initial Fut:	53	359	66	0	0	0	83	212	22	0	129	42
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	53	359	66	0	0	0	83	212	22	0	129	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	359	66	0	0	0	83	212	22	0	129	42
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	53	359	66	0	0	0	83	212	22	0	129	42
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.95	0.95	0.95	0.92	0.98	0.95
Lanes:	0.13	0.87	1.00	0.00	0.00	0.00	0.52	1.34	0.14	0.00	1.50	0.50
Final Sat.:	232	1568	1750	0	0	0	943	2408	250	0	2791	909
Capacity Analysis Module:												
Vol/Sat:	0.23	0.23	0.04	0.00	0.00	0.00	0.09	0.09	0.09	0.00	0.05	0.05
Crit Moves:		****						****				
Green Time:	53.4	53.4	53.4	0.0	0.0	0.0	20.6	20.6	20.6	0.0	20.6	20.6
Volume/Cap:	0.34	0.34	0.06	0.00	0.00	0.00	0.34	0.34	0.34	0.00	0.18	0.18
Delay/Veh:	6.5	6.5	4.7	0.0	0.0	0.0	25.2	25.2	25.2	0.0	23.6	23.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	6.5	6.5	4.7	0.0	0.0	0.0	25.2	25.2	25.2	0.0	23.6	23.6
LOS by Move:	A	A	A	A	A	A	C	C	C	A	C	C
HCM2kAvgQ:	5	5	1	0	0	0	4	4	4	0	2	2

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

City of San Jose
Citywide Traffix Database
(updated December 1, 2016)

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

Intersection #3510: FIRST/SAN CARLOS [Updated 8/14/2019]



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	10	10	10	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: 6 Dec 2016 << 0												
Base Vol:	26	103	37	0	0	0	81	321	78	0	206	24
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	26	103	37	0	0	0	81	321	78	0	206	24
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	5	5	1	0	0	0	1	12	2	0	9	1
Initial Fut:	31	108	38	0	0	0	82	333	80	0	215	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:	31	108	38	0	0	0	82	333	80	0	215	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	108	38	0	0	0	82	333	80	0	215	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:	31	108	38	0	0	0	82	333	80	0	215	25
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.95	0.95	0.95	0.92	0.98	0.95
Lanes:	0.22	0.78	1.00	0.00	0.00	0.00	0.33	1.35	0.32	0.00	1.79	0.21
Final Sat.:	401	1399	1750	0	0	0	596	2422	582	0	3314	385
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.02	0.00	0.00	0.00	0.14	0.14	0.14	0.00	0.06	0.06
Crit Moves:	****							****				
Green Time:	33.8	33.8	33.8	0.0	0.0	0.0	60.2	60.2	60.2	0.0	60.2	60.2
Volume/Cap:	0.23	0.23	0.06	0.00	0.00	0.00	0.23	0.23	0.23	0.00	0.11	0.11
Delay/Veh:	24.6	24.6	22.6	0.0	0.0	0.0	9.4	9.4	9.4	0.0	8.6	8.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.6	24.6	22.6	0.0	0.0	0.0	9.4	9.4	9.4	0.0	8.6	8.6
LOS by Move:	C	C	C+	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	3	3	1	0	0	0	4	4	4	0	2	2

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

City of San Jose
Citywide Traffix Database
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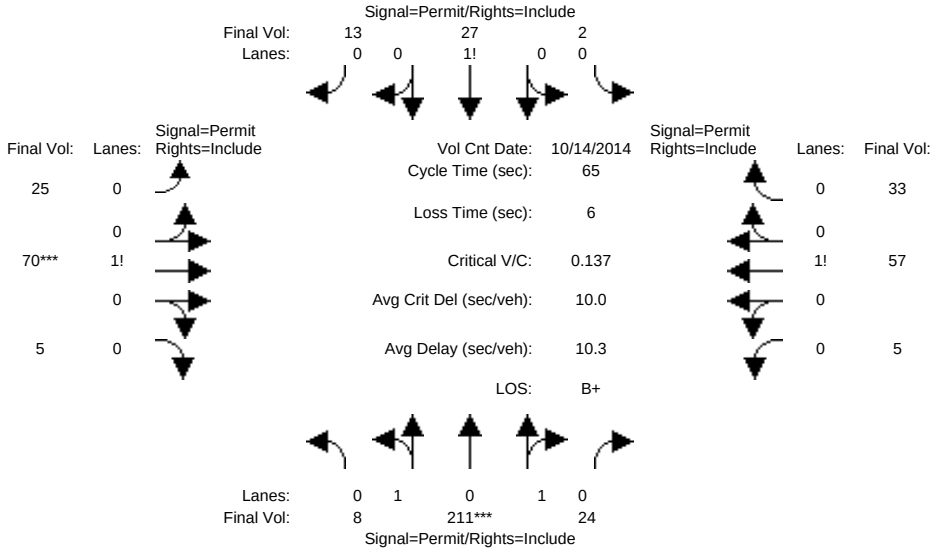
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing (AM)

Intersection #3512: FIRST/SAN SALVADOR



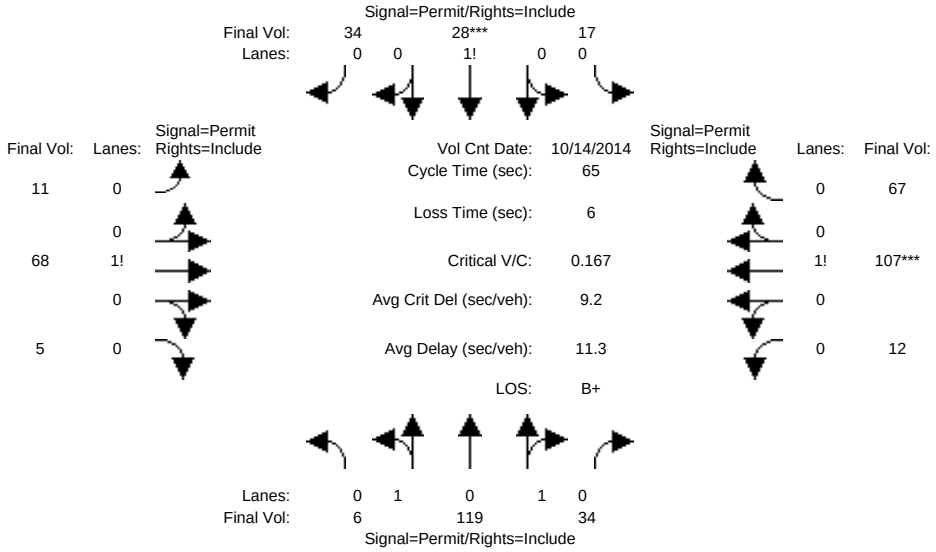
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Oct 2014 << 8:00-9:00												
Base Vol:	8	211	24	2	27	13	25	70	5	5	57	33
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	211	24	2	27	13	25	70	5	5	57	33
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	211	24	2	27	13	25	70	5	5	57	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	211	24	2	27	13	25	70	5	5	57	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	211	24	2	27	13	25	70	5	5	57	33
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	211	24	2	27	13	25	70	5	5	57	33
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	0.06	1.74	0.20	0.05	0.64	0.31	0.25	0.70	0.05	0.05	0.60	0.35
Final Sat.:	119	3126	356	83	1125	542	438	1225	88	92	1050	608
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.07	0.02	0.02	0.02	0.06	0.06	0.06	0.05	0.05	0.05
Crit Moves:		****						****				
Green Time:	32.0	32.0	32.0	32.0	32.0	32.0	27.0	27.0	27.0	27.0	27.0	27.0
Volume/Cap:	0.14	0.14	0.14	0.05	0.05	0.05	0.14	0.14	0.14	0.13	0.13	0.13
Delay/Veh:	9.2	9.2	9.2	8.7	8.7	8.7	12.1	12.1	12.1	12.1	12.1	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:	9.2	9.2	9.2	8.7	8.7	8.7	12.1	12.1	12.1	12.1	12.1	12.1
LOS by Move:	A	A	A	A	A	A	B	B	B	B	B	B
HCM2kAvgQ:	1	1	1	0	0	0	1	1	1	1	1	1

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

City of San Jose
Citywide Traffix Database
(updated December 1, 2016)

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

Intersection #3512: FIRST/SAN SALVADOR



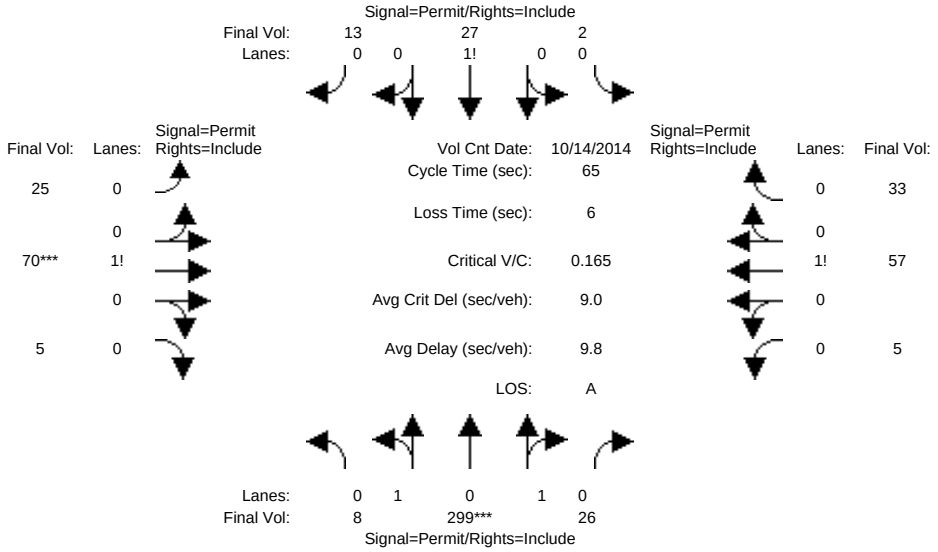
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Oct 2014 << 4:50-5:50												
Base Vol:	6	119	34	17	28	34	11	68	5	12	107	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:	6	119	34	17	28	34	11	68	5	12	107	67
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	119	34	17	28	34	11	68	5	12	107	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:	6	119	34	17	28	34	11	68	5	12	107	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	119	34	17	28	34	11	68	5	12	107	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:	6	119	34	17	28	34	11	68	5	12	107	67
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	0.07	1.50	0.43	0.22	0.35	0.43	0.13	0.81	0.06	0.06	0.58	0.36
Final Sat.:	136	2694	770	377	620	753	229	1417	104	113	1007	630
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.05	0.05	0.05	0.05	0.05	0.05	0.11	0.11	0.11
Crit Moves:					****						****	
Green Time:	17.6	17.6	17.6	17.6	17.6	17.6	41.4	41.4	41.4	41.4	41.4	41.4
Volume/Cap:	0.16	0.16	0.16	0.17	0.17	0.17	0.08	0.08	0.08	0.17	0.17	0.17
Delay/Veh:	18.5	18.5	18.5	18.9	18.9	18.9	4.6	4.6	4.6	5.1	5.1	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:	18.5	18.5	18.5	18.9	18.9	18.9	4.6	4.6	4.6	5.1	5.1	5.1
LOS by Move:	B-	B-	B-	B-	B-	B-	A	A	A	A	A	A
HCM2kAvgQ:	1	1	1	1	1	1	1	1	1	2	2	2

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

City of San Jose
Citywide Traffix Database
(updated December 1, 2016)

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

Intersection #3512: FIRST/SAN SALVADOR



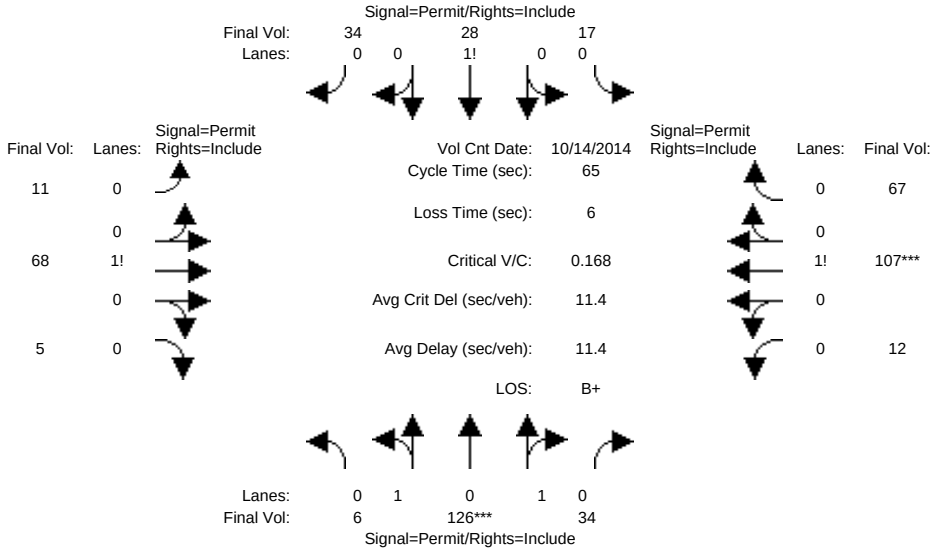
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Oct 2014 << 8:00-9:00												
Base Vol:	8	211	24	2	27	13	25	70	5	5	57	33
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	211	24	2	27	13	25	70	5	5	57	33
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	88	2	0	0	0	0	0	0	0	0	0
Initial Fut:	8	299	26	2	27	13	25	70	5	5	57	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	299	26	2	27	13	25	70	5	5	57	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	299	26	2	27	13	25	70	5	5	57	33
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	299	26	2	27	13	25	70	5	5	57	33
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	0.05	1.79	0.16	0.05	0.64	0.31	0.25	0.70	0.05	0.05	0.60	0.35
Final Sat.:	86	3232	281	83	1125	542	438	1225	88	92	1050	608
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.02	0.02	0.02	0.06	0.06	0.06	0.05	0.05	0.05
Crit Moves:		****						****				
Green Time:	36.5	36.5	36.5	36.5	36.5	36.5	22.5	22.5	22.5	22.5	22.5	22.5
Volume/Cap:	0.16	0.16	0.16	0.04	0.04	0.04	0.16	0.16	0.16	0.16	0.16	0.16
Delay/Veh:	7.1	7.1	7.1	6.5	6.5	6.5	15.3	15.3	15.3	15.2	15.2	15.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.1	7.1	7.1	6.5	6.5	6.5	15.3	15.3	15.3	15.2	15.2	15.2
LOS by Move:	A	A	A	A	A	A	B	B	B	B	B	B
HCM2kAvgQ:	2	2	2	0	0	0	2	2	2	1	1	1

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

City of San Jose
Citywide Traffix Database
(updated December 1, 2016)

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

Intersection #3512: FIRST/SAN SALVADOR



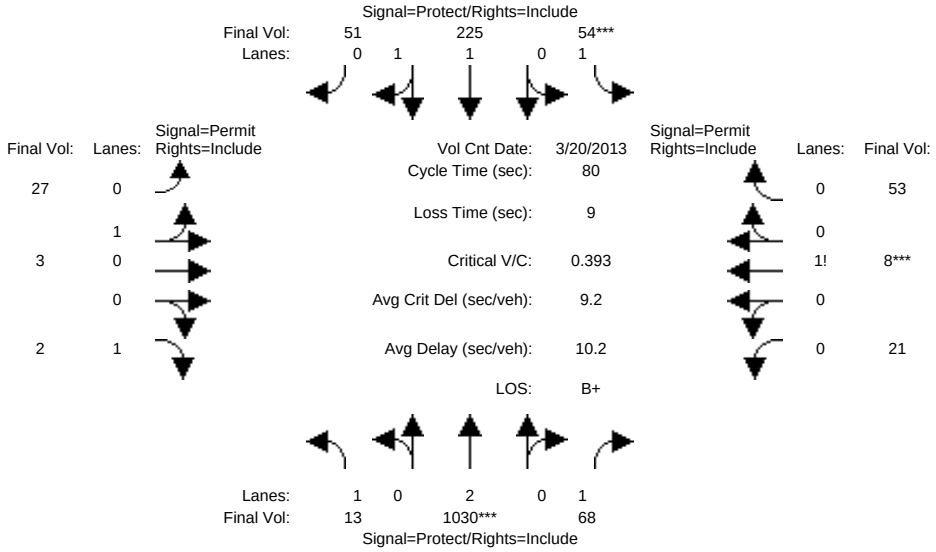
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Oct 2014 << 4:50-5:50												
Base Vol:	6	119	34	17	28	34	11	68	5	12	107	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:	6	119	34	17	28	34	11	68	5	12	107	67
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	7	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	126	34	17	28	34	11	68	5	12	107	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:	6	126	34	17	28	34	11	68	5	12	107	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	126	34	17	28	34	11	68	5	12	107	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:	6	126	34	17	28	34	11	68	5	12	107	67
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	0.07	1.52	0.41	0.22	0.35	0.43	0.13	0.81	0.06	0.06	0.58	0.36
Final Sat.:	130	2733	737	377	620	753	229	1417	104	113	1007	630
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.11	0.11	0.11
Crit Moves:		****									****	
Green Time:	17.9	17.9	17.9	17.9	17.9	17.9	41.1	41.1	41.1	41.1	41.1	41.1
Volume/Cap:	0.17	0.17	0.17	0.16	0.16	0.16	0.08	0.08	0.08	0.17	0.17	0.17
Delay/Veh:	18.3	18.3	18.3	18.6	18.6	18.6	4.7	4.7	4.7	5.2	5.2	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:	18.3	18.3	18.3	18.6	18.6	18.6	4.7	4.7	4.7	5.2	5.2	5.2
LOS by Move:	B-	B-	B-	B-	B-	B-	A	A	A	A	A	A
HCM2kAvgQ:	1	1	1	1	1	1	1	1	1	2	2	2

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

City of San Jose
Citywide Traffix Database
(updated December 1, 2016)

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

Intersection #3669: MARKET/SAN SALVADOR



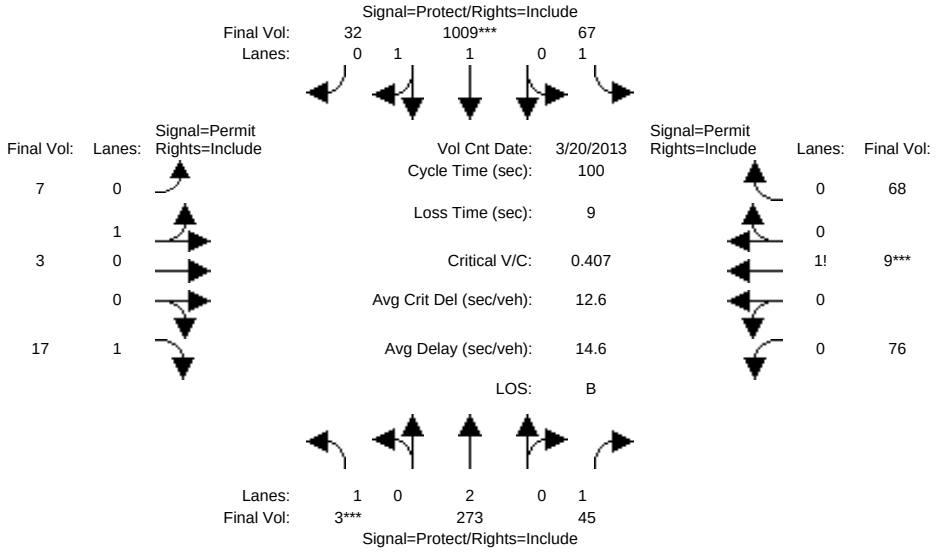
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Mar 2013 << 8:00-9:00												
Base Vol:	13	1030	68	54	225	51	27	3	2	21	8	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	13	1030	68	54	225	51	27	3	2	21	8	53
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	13	1030	68	54	225	51	27	3	2	21	8	53
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	13	1030	68	54	225	51	27	3	2	21	8	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	1030	68	54	225	51	27	3	2	21	8	53
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	13	1030	68	54	225	51	27	3	2	21	8	53
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.95	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	2.00	1.00	1.00	1.62	0.38	0.90	0.10	1.00	0.25	0.10	0.65
Final Sat.:	1750	3800	1750	1750	3016	684	1620	180	1750	448	171	1131
Capacity Analysis Module:												
Vol/Sat:	0.01	0.27	0.04	0.03	0.07	0.07	0.02	0.02	0.00	0.05	0.05	0.05
Crit Moves:		****		****							****	
Green Time:	25.1	54.0	54.0	7.0	35.9	35.9	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.02	0.40	0.06	0.35	0.17	0.17	0.13	0.13	0.01	0.37	0.37	0.37
Delay/Veh:	19.0	5.9	4.4	35.8	13.2	13.2	31.4	31.4	30.7	33.2	33.2	33.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.0	5.9	4.4	35.8	13.2	13.2	31.4	31.4	30.7	33.2	33.2	33.2
LOS by Move:	B-	A	A	D+	B	B	C	C	C	C-	C-	C-
HCM2kAvgQ:	0	6	1	2	2	2	1	1	0	2	2	2

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

City of San Jose
Citywide Traffix Database
(updated December 1, 2016)

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

Intersection #3669: MARKET/SAN SALVADOR



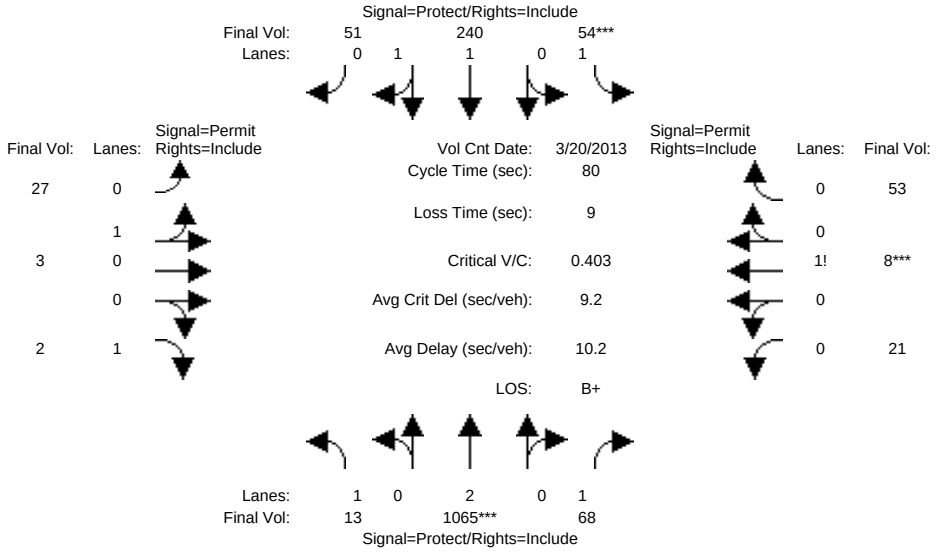
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Mar 2013 << 5:00-6:00												
Base Vol:	3	273	45	67	1009	32	7	3	17	76	9	68
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	273	45	67	1009	32	7	3	17	76	9	68
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	273	45	67	1009	32	7	3	17	76	9	68
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	3	273	45	67	1009	32	7	3	17	76	9	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	273	45	67	1009	32	7	3	17	76	9	68
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	3	273	45	67	1009	32	7	3	17	76	9	68
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.97	0.95	0.95	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	2.00	1.00	1.00	1.94	0.06	0.70	0.30	1.00	0.50	0.06	0.44
Final Sat.:	1750	3800	1750	1750	3586	114	1260	540	1750	869	103	778
Capacity Analysis Module:												
Vol/Sat:	0.00	0.07	0.03	0.04	0.28	0.28	0.01	0.01	0.01	0.09	0.09	0.09
Crit Moves:	****				****						****	
Green Time:	7.0	41.8	41.8	29.3	64.1	64.1	19.9	19.9	19.9	19.9	19.9	19.9
Volume/Cap:	0.02	0.17	0.06	0.13	0.44	0.44	0.03	0.03	0.05	0.44	0.44	0.44
Delay/Veh:	43.4	18.3	17.4	26.1	9.1	9.1	32.3	32.3	32.4	36.0	36.0	36.0
User DelAdj:	1.00	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	18.3	17.4	26.1	9.1	9.1	32.3	32.3	32.4	36.0	36.0	36.0
LOS by Move:	D	B-	B	C	A	A	C-	C-	C-	D+	D+	D+
HCM2kAvgQ:	0	3	1	2	8	8	0	0	0	5	5	5

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

City of San Jose
Citywide Traffix Database
(updated December 1, 2016)

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

Intersection #3669: MARKET/SAN SALVADOR



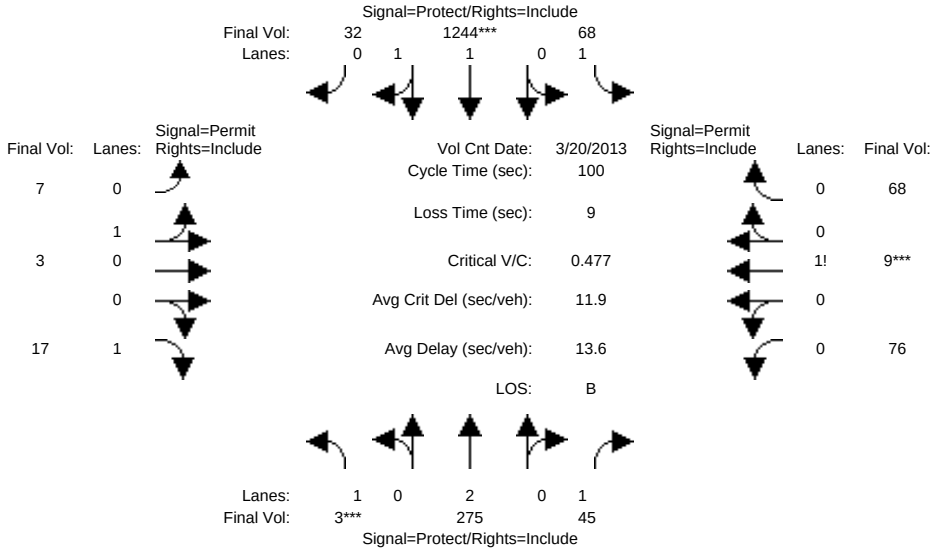
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Mar 2013 << 8:00-9:00												
Base Vol:	13	1030	68	54	225	51	27	3	2	21	8	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	13	1030	68	54	225	51	27	3	2	21	8	53
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	35	0	0	15	0	0	0	0	0	0	0
Initial Fut:	13	1065	68	54	240	51	27	3	2	21	8	53
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	13	1065	68	54	240	51	27	3	2	21	8	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	1065	68	54	240	51	27	3	2	21	8	53
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	13	1065	68	54	240	51	27	3	2	21	8	53
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.95	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	2.00	1.00	1.00	1.64	0.36	0.90	0.10	1.00	0.25	0.10	0.65
Final Sat.:	1750	3800	1750	1750	3051	648	1620	180	1750	448	171	1131
Capacity Analysis Module:												
Vol/Sat:	0.01	0.28	0.04	0.03	0.08	0.08	0.02	0.02	0.00	0.05	0.05	0.05
Crit Moves:		****		****							****	
Green Time:	25.1	54.0	54.0	7.0	35.9	35.9	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.02	0.42	0.06	0.35	0.18	0.18	0.13	0.13	0.01	0.37	0.37	0.37
Delay/Veh:	19.0	6.0	4.4	35.8	13.3	13.3	31.4	31.4	30.7	33.2	33.2	33.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.0	6.0	4.4	35.8	13.3	13.3	31.4	31.4	30.7	33.2	33.2	33.2
LOS by Move:	B-	A	A	D+	B	B	C	C	C	C-	C-	C-
HCM2kAvgQ:	0	6	1	2	2	2	1	1	0	2	2	2

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

City of San Jose
Citywide Traffix Database
(updated December 1, 2016)

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

Intersection #3669: MARKET/SAN SALVADOR



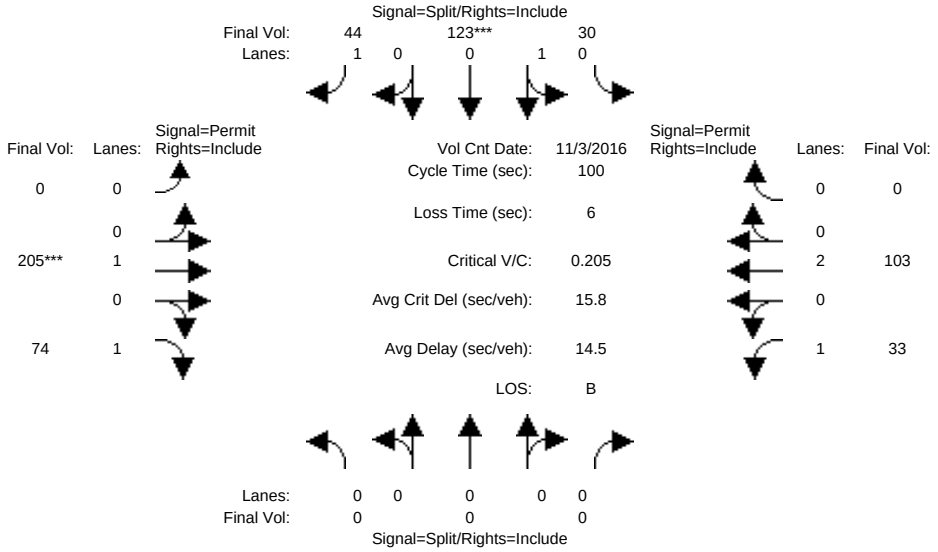
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Mar 2013 << 5:00-6:00												
Base Vol:	3	273	45	67	1009	32	7	3	17	76	9	68
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	273	45	67	1009	32	7	3	17	76	9	68
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	2	0	1	235	0	0	0	0	0	0	0
Initial Fut:	3	275	45	68	1244	32	7	3	17	76	9	68
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	3	275	45	68	1244	32	7	3	17	76	9	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	275	45	68	1244	32	7	3	17	76	9	68
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	3	275	45	68	1244	32	7	3	17	76	9	68
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.97	0.95	0.95	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	2.00	1.00	1.00	1.95	0.05	0.70	0.30	1.00	0.50	0.06	0.44
Final Sat.:	1750	3800	1750	1750	3607	93	1260	540	1750	869	103	778
Capacity Analysis Module:												
Vol/Sat:	0.00	0.07	0.03	0.04	0.34	0.34	0.01	0.01	0.01	0.09	0.09	0.09
Crit Moves:	****				****						****	
Green Time:	7.0	43.5	43.5	30.5	67.0	67.0	17.0	17.0	17.0	17.0	17.0	17.0
Volume/Cap:	0.02	0.17	0.06	0.13	0.51	0.51	0.03	0.03	0.06	0.51	0.51	0.51
Delay/Veh:	43.4	17.2	16.4	25.3	8.5	8.5	34.7	34.7	34.9	39.3	39.3	39.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.4	17.2	16.4	25.3	8.5	8.5	34.7	34.7	34.9	39.3	39.3	39.3
LOS by Move:	D	B	B	C	A	A	C-	C-	C-	D	D	D
HCM2kAvgQ:	0	3	1	2	10	10	0	0	0	5	5	5

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

City of San Jose
Citywide Traffix Database
(updated December 1, 2016)

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

Intersection #3764: SAN CARLOS/SECOND



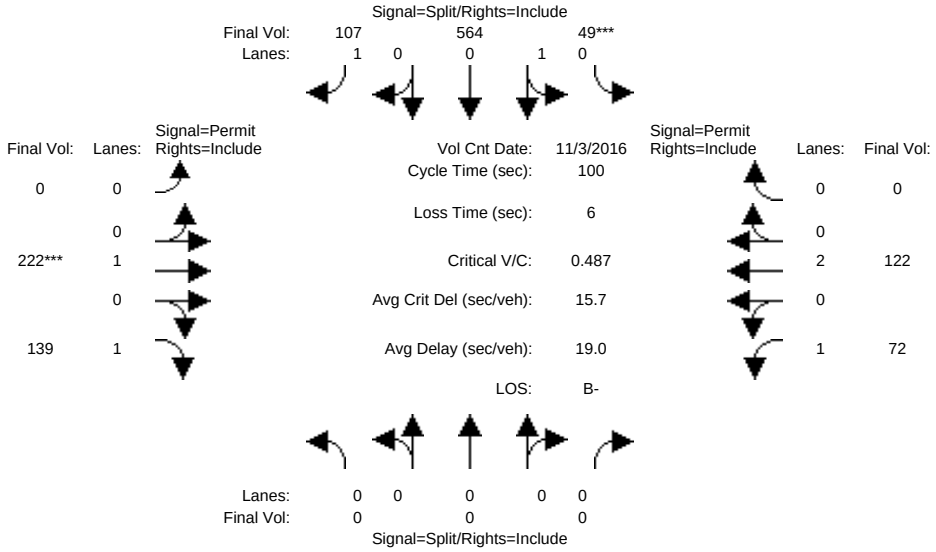
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Nov 2016 << 8:00-9:00												
Base Vol:	0	0	0	30	123	44	0	205	74	33	103	0
Growth Adj:	1.00	1.00	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	30	123	44	0	205	74	33	103	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	30	123	44	0	205	74	33	103	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	30	123	44	0	205	74	33	103	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	30	123	44	0	205	74	33	103	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	30	123	44	0	205	74	33	103	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.20	0.80	1.00	0.00	1.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	353	1447	1750	0	1900	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.09	0.03	0.00	0.11	0.04	0.02	0.03	0.00
Crit Moves:					****			****				
Green Time:	0.0	0.0	0.0	41.4	41.4	41.4	0.0	52.6	52.6	52.6	52.6	0.0
Volume/Cap:	0.00	0.00	0.00	0.21	0.21	0.06	0.00	0.21	0.08	0.04	0.05	0.00
Delay/Veh:	0.0	0.0	0.0	19.4	19.4	17.8	0.0	13.1	11.9	11.5	11.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	19.4	19.4	17.8	0.0	13.1	11.9	11.5	11.6	0.0
LOS by Move:	A	A	A	B-	B-	B	A	B	B+	B+	B+	A
HCM2kAvgQ:	0	0	0	3	3	1	0	3	1	1	1	0

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

City of San Jose
Citywide Traffix Database
(updated December 1, 2016)

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

Intersection #3764: SAN CARLOS/SECOND



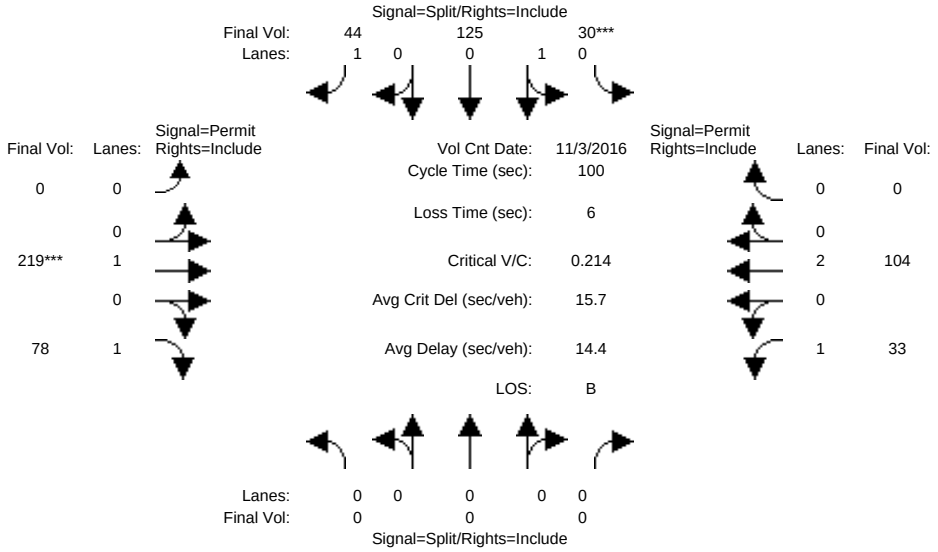
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Nov 2016 << 5:00-6:00												
Base Vol:	0	0	0	49	564	107	0	222	139	72	122	0
Growth Adj:	1.00	1.00	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	49	564	107	0	222	139	72	122	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	49	564	107	0	222	139	72	122	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	49	564	107	0	222	139	72	122	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	49	564	107	0	222	139	72	122	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	49	564	107	0	222	139	72	122	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.08	0.92	1.00	0.00	1.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	144	1656	1750	0	1900	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.34	0.34	0.06	0.00	0.12	0.08	0.04	0.03	0.00
Crit Moves:				****				****				
Green Time:	0.0	0.0	0.0	70.0	70.0	70.0	0.0	24.0	24.0	24.0	24.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.49	0.49	0.09	0.00	0.49	0.33	0.17	0.13	0.00
Delay/Veh:	0.0	0.0	0.0	8.2	8.2	4.9	0.0	36.4	33.5	31.0	30.1	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	8.2	8.2	4.9	0.0	36.4	33.5	31.0	30.1	0.0
LOS by Move:	A	A	A	A	A	A	A	D+	C-	C	C	A
HCM2kAvgQ:	0	0	0	9	9	1	0	6	4	2	1	0

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

City of San Jose
Citywide Traffix Database
(updated December 1, 2016)

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

Intersection #3764: SAN CARLOS/SECOND



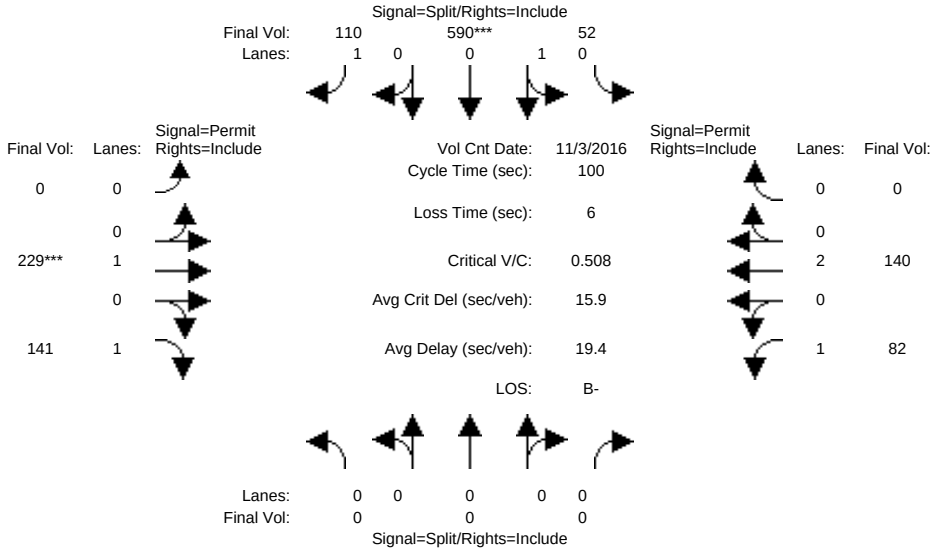
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Nov 2016 << 8:00-9:00												
Base Vol:	0	0	0	30	123	44	0	205	74	33	103	0
Growth Adj:	1.00	1.00	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	30	123	44	0	205	74	33	103	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	2	0	0	14	4	0	1	0
Initial Fut:	0	0	0	30	125	44	0	219	78	33	104	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	30	125	44	0	219	78	33	104	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	30	125	44	0	219	78	33	104	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	30	125	44	0	219	78	33	104	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.19	0.81	1.00	0.00	1.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	348	1452	1750	0	1900	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.09	0.03	0.00	0.12	0.04	0.02	0.03	0.00
Crit Moves:				****				****				
Green Time:	0.0	0.0	0.0	40.2	40.2	40.2	0.0	53.8	53.8	53.8	53.8	0.0
Volume/Cap:	0.00	0.00	0.00	0.21	0.21	0.06	0.00	0.21	0.08	0.04	0.05	0.00
Delay/Veh:	0.0	0.0	0.0	20.2	20.2	18.5	0.0	12.5	11.3	10.9	11.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	20.2	20.2	18.5	0.0	12.5	11.3	10.9	11.0	0.0
LOS by Move:	A	A	A	C+	C+	B-	A	B	B+	B+	B+	A
HCM2kAvgQ:	0	0	0	3	3	1	0	3	1	1	1	0

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

City of San Jose
Citywide Traffix Database
(updated December 1, 2016)

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

Intersection #3764: SAN CARLOS/SECOND



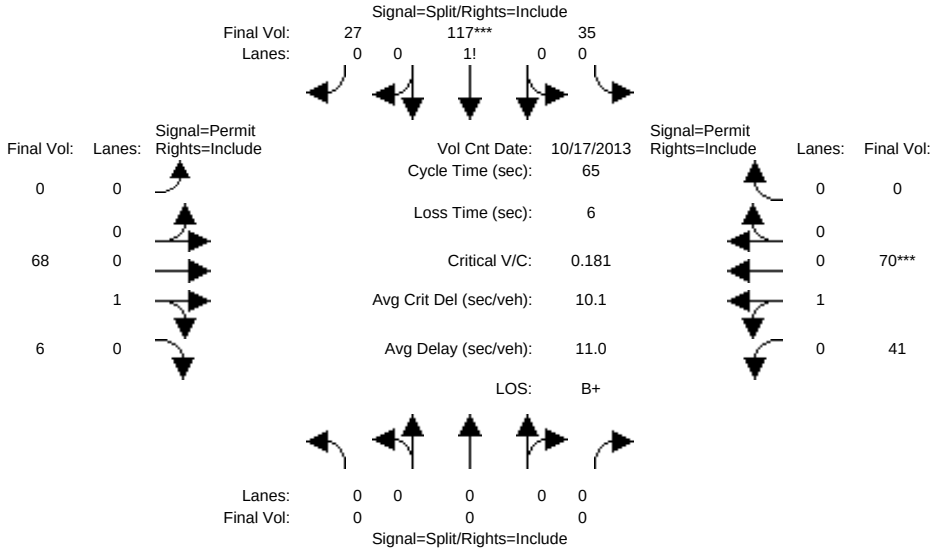
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Nov 2016 << 5:00-6:00												
Base Vol:	0	0	0	49	564	107	0	222	139	72	122	0
Growth Adj:	1.00	1.00	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	49	564	107	0	222	139	72	122	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	3	26	3	0	7	2	10	18	0
Initial Fut:	0	0	0	52	590	110	0	229	141	82	140	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	52	590	110	0	229	141	82	140	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	52	590	110	0	229	141	82	140	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	52	590	110	0	229	141	82	140	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.08	0.92	1.00	0.00	1.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	146	1654	1750	0	1900	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.36	0.36	0.06	0.00	0.12	0.08	0.05	0.04	0.00
Crit Moves:					****			****				
Green Time:	0.0	0.0	0.0	70.3	70.3	70.3	0.0	23.7	23.7	23.7	23.7	0.0
Volume/Cap:	0.00	0.00	0.00	0.51	0.51	0.09	0.00	0.51	0.34	0.20	0.16	0.00
Delay/Veh:	0.0	0.0	0.0	8.3	8.3	4.9	0.0	37.1	33.8	31.6	30.6	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	8.3	8.3	4.9	0.0	37.1	33.8	31.6	30.6	0.0
LOS by Move:	A	A	A	A	A	A	A	D+	C-	C	C	A
HCM2kAvgQ:	0	0	0	10	10	1	0	7	4	2	2	0

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

City of San Jose
Citywide Traffix Database
(updated December 1, 2016)

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

Intersection #3779: SAN SALVADOR/SECOND



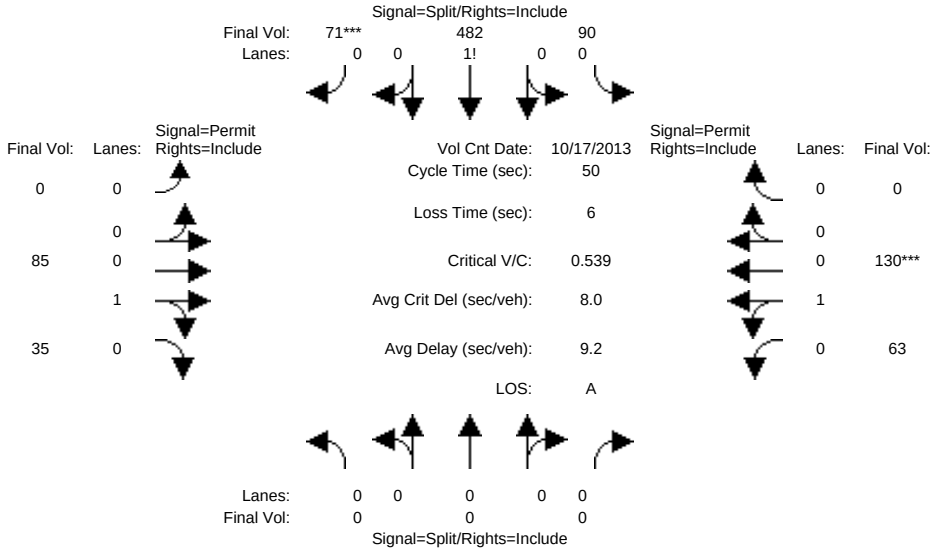
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 17 Oct 2013 << 8:00-9:00												
Base Vol:	0	0	0	35	117	27	0	68	6	41	70	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	35	117	27	0	68	6	41	70	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	35	117	27	0	68	6	41	70	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	35	117	27	0	68	6	41	70	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	35	117	27	0	68	6	41	70	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	35	117	27	0	68	6	41	70	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	0.92	0.92	0.92	0.95	0.95	0.95	0.95	0.92
Lanes:	0.00	0.00	0.00	0.20	0.65	0.15	0.00	0.92	0.08	0.37	0.63	0.00
Final Sat.:	0	0	0	342	1144	264	0	1654	146	665	1135	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.10	0.10	0.10	0.00	0.04	0.04	0.06	0.06	0.00
Crit Moves:					****						****	
Green Time:	0.0	0.0	0.0	36.8	36.8	36.8	0.0	22.2	22.2	22.2	22.2	0.0
Volume/Cap:	0.00	0.00	0.00	0.18	0.18	0.18	0.00	0.12	0.12	0.18	0.18	0.00
Delay/Veh:	0.0	0.0	0.0	6.9	6.9	6.9	0.0	14.8	14.8	15.2	15.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	6.9	6.9	6.9	0.0	14.8	14.8	15.2	15.2	0.0
LOS by Move:	A	A	A	A	A	A	A	B	B	B	B	A
HCM2kAvgQ:	0	0	0	2	2	2	0	1	1	2	2	0

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

City of San Jose
Citywide Traffix Database
(updated December 1, 2016)

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

Intersection #3779: SAN SALVADOR/SECOND



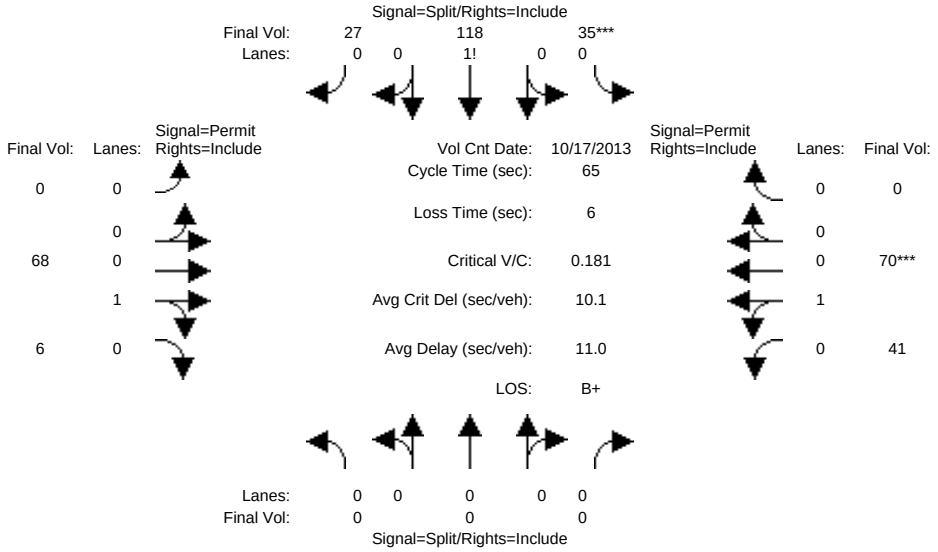
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 17 Oct 2013 << 5:00-6:00												
Base Vol:	0	0	0	90	482	71	0	85	35	63	130	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	90	482	71	0	85	35	63	130	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	90	482	71	0	85	35	63	130	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	90	482	71	0	85	35	63	130	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	90	482	71	0	85	35	63	130	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	90	482	71	0	85	35	63	130	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	0.92	0.92	0.92	0.95	0.95	0.95	0.95	0.92
Lanes:	0.00	0.00	0.00	0.14	0.75	0.11	0.00	0.71	0.29	0.33	0.67	0.00
Final Sat.:	0	0	0	245	1312	193	0	1275	525	588	1212	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.37	0.37	0.37	0.00	0.07	0.07	0.11	0.11	0.00
Crit Moves:						****					****	
Green Time:	0.0	0.0	0.0	34.0	34.0	34.0	0.0	10.0	10.0	10.0	10.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.54	0.54	0.54	0.00	0.33	0.33	0.54	0.54	0.00
Delay/Veh:	0.0	0.0	0.0	4.6	4.6	4.6	0.0	17.7	17.7	19.5	19.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	4.6	4.6	4.6	0.0	17.7	17.7	19.5	19.5	0.0
LOS by Move:	A	A	A	A	A	A	A	B	B	B-	B-	A
HCM2kAvgQ:	0	0	0	6	6	6	0	2	2	4	4	0

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

City of San Jose
Citywide Traffix Database
(updated December 1, 2016)

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

Intersection #3779: SAN SALVADOR/SECOND



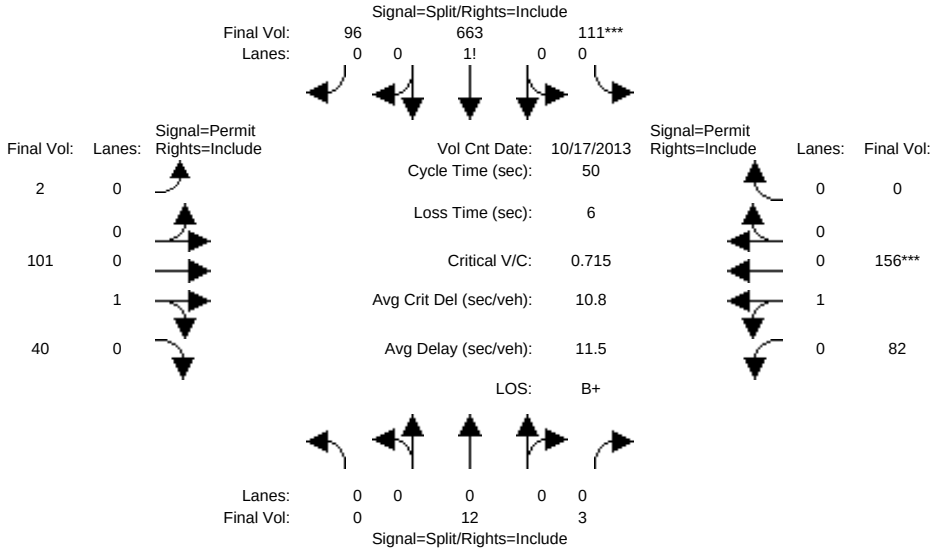
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 17 Oct 2013 << 8:00-9:00												
Base Vol:	0	0	0	35	117	27	0	68	6	41	70	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	35	117	27	0	68	6	41	70	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	1	0	0	0	0	0	0	0
Initial Fut:	0	0	0	35	118	27	0	68	6	41	70	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	35	118	27	0	68	6	41	70	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	35	118	27	0	68	6	41	70	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	35	118	27	0	68	6	41	70	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	0.92	0.92	0.92	0.95	0.95	0.95	0.95	0.92
Lanes:	0.00	0.00	0.00	0.19	0.66	0.15	0.00	0.92	0.08	0.37	0.63	0.00
Final Sat.:	0	0	0	340	1147	263	0	1654	146	665	1135	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.10	0.10	0.10	0.00	0.04	0.04	0.06	0.06	0.00
Crit Moves:				****							****	
Green Time:	0.0	0.0	0.0	36.9	36.9	36.9	0.0	22.1	22.1	22.1	22.1	0.0
Volume/Cap:	0.00	0.00	0.00	0.18	0.18	0.18	0.00	0.12	0.12	0.18	0.18	0.00
Delay/Veh:	0.0	0.0	0.0	6.9	6.9	6.9	0.0	14.8	14.8	15.2	15.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	6.9	6.9	6.9	0.0	14.8	14.8	15.2	15.2	0.0
LOS by Move:	A	A	A	A	A	A	A	B	B	B	B	A
HCM2kAvgQ:	0	0	0	2	2	2	0	1	1	2	2	0

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

City of San Jose
Citywide Traffix Database
(updated December 1, 2016)

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

Intersection #3779: SAN SALVADOR/SECOND



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	10	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: 17 Oct 2013 << 5:00-6:00												
Base Vol:	0	0	0	90	482	71	0	85	35	63	130	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	90	482	71	0	85	35	63	130	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	12	3	21	181	25	2	16	5	19	26	0
Initial Fut:	0	12	3	111	663	96	2	101	40	82	156	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	12	3	111	663	96	2	101	40	82	156	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	12	3	111	663	96	2	101	40	82	156	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	12	3	111	663	96	2	101	40	82	156	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	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	0.00	0.00	0.00	0.13	0.76	0.11	0.01	0.71	0.28	0.34	0.66	0.00
Final Sat.:	0	0	0	223	1334	193	24	1236	490	620	1180	0
Capacity Analysis Module:												
Vol/Sat:	0.00	xxxx	xxxx	0.50	0.50	0.50	0.08	0.08	0.08	0.13	0.13	0.00
Crit Moves:				****							****	
Green Time:	0.0	0.0	0.0	34.0	34.0	34.0	10.0	10.0	10.0	10.0	10.0	0.0
Volume/Cap:	0.00	xxxx	xxxx	0.73	0.73	0.73	0.41	0.41	0.41	0.66	0.66	0.00
Delay/Veh:	0.0	0.0	0.0	7.4	7.4	7.4	18.2	18.2	18.2	23.0	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	7.4	7.4	7.4	18.2	18.2	18.2	23.0	23.0	0.0
LOS by Move:	A	A	A	A	A	A	B-	B-	B-	C+	C+	A
HCM2kAvgQ:	0	0	0	11	11	11	3	3	3	5	5	0

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

Appendix B: Approved Trip Inventory

AM PROJECT TRIPS

03/17/2021

Intersection of : S Market St & W San Carlos St

Traffix Node Number : 3107

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
DOWNTOWN LEGACY DOWNTOWN CORE DOWNTOWN STRATEGY PLAN 2000	18	65	3	4	14	5	12	33	5	0	12	4
NSJ LEGACY NORTH SAN JOSE	7	27	1	0	0	0	1	5	0	0	3	1
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
RH00-05-005 (3-14920) Retail/Commercial ALMADEN BLVD/WOZ WAY (NW/C) BOSTON PROP	0	0	0	0	0	28	2	0	15	0	43	0
TOTAL:	**25**	**92**	**4**	**4**	**14**	**33**	**15**	**38**	**20**	**0**	**58**	**5**

	LEFT	THRU	RIGHT
NORTH	4	14	33
EAST	0	58	5
SOUTH	25	92	4
WEST	15	38	20

PM PROJECT TRIPS

03/17/2021

Intersection of : S Market St & W San Carlos St

Traffix Node Number : 3107

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
DOWNTOWN LEGACY DOWNTOWN CORE DOWNTOWN STRATEGY PLAN 2000	6	9	1	7	46	5	5	18	9	0	9	1
NSJ LEGACY NORTH SAN JOSE	1	1	0	3	27	4	0	0	0	0	4	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
RH00-05-005 (3-14920) Retail/Commercial ALMADEN BLVD/WOZ WAY (NW/C) BOSTON PROP	0	0	0	0	0	3	25	0	210	0	5	0
TOTAL:	**7**	**10**	**1**	**10**	**73**	**12**	**30**	**18**	**219**	**0**	**18**	**1**

	LEFT	THRU	RIGHT
NORTH	10	73	12
EAST	0	18	1
SOUTH	7	10	1
WEST	30	18	219

AM PROJECT TRIPS

03/17/2021

Intersection of : S 1st St & S Market St & E Reed St

Traffix Node Number : 3506

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
DOWNTOWN LEGACY DOWNTOWN CORE DOWNTOWN STRATEGY PLAN 2000	5	86	2	0	14	0	0	0	0	14	0	18
H14-034 (3-12401) LEGACY 598 S. 1ST STREET	0	0	1	5	0	0	0	0	0	23	0	12
NSJ LEGACY NORTH SAN JOSE	0	0	0	0	0	0	0	0	0	0	0	0
PD08-029 (3-06494) Residential SW QUADRANT OF VIRGINIA STREET AND SIXTH STREET VIRGINIA TERRACE	0	2	0	0	1	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
RH00-05-005 (3-14920) Retail/Commercial ALMADEN BLVD/WOZ WAY (NW/C) BOSTON PROP	0	43	0	0	15	0	0	0	0	195	0	0

TOTAL:	**5**	**131**	**3**	**5**	**30**	**0**	**0**	**0**	**0**	**232**	**0**	**30**

	LEFT	THRU	RIGHT
NORTH	5	30	0
EAST	232	0	30
SOUTH	5	131	3
WEST	0	0	0

PM PROJECT TRIPS

03/17/2021

Intersection of : S 1st St & S Market St & E Reed St

Traffix Node Number : 3506

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
DOWNTOWN LEGACY DOWNTOWN CORE DOWNTOWN STRATEGY PLAN 2000	2	12	1	2	34	1	0	0	0	11	0	4
H14-034 (3-12401) LEGACY 598 S. 1ST STREET	0	0	2	12	0	0	0	0	0	11	0	5
NSJ LEGACY NORTH SAN JOSE	12	85	0	6	156	3	7	0	29	0	0	0
PD08-029 (3-06494) Residential SW QUADRANT OF VIRGINIA STREET AND SIXTH STREET VIRGINIA TERRACE	0	1	0	0	2	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
RH00-05-005 (3-14920) Retail/Commercial ALMADEN BLVD/WOZ WAY (NW/C) BOSTON PROP	0	5	0	0	210	0	0	0	0	24	0	0

TOTAL:	**14**	**103**	**3**	**20**	**402**	**4**	**7**	**0**	**29**	**46**	**0**	**9**

	LEFT	THRU	RIGHT
NORTH	20	402	4
EAST	46	0	9
SOUTH	14	103	3
WEST	7	0	29

AM PROJECT TRIPS

03/17/2021

Intersection of : S 1st St & W San Carlos St / E San Carlos St

Traffix Node Number : 3510

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
DOWNTOWN LEGACY DOWNTOWN CORE DOWNTOWN STRATEGY PLAN 2000	1	16	3	0	0	0	3	14	1	0	10	1
NSJ LEGACY NORTH SAN JOSE	3	38	8	0	0	0	0	2	0	0	3	0
RH00-05-005 (3-14920) Retail/Commercial ALMADEN BLVD/WOZ WAY (NW/C) BOSTON PROP	43	0	0	0	0	0	0	0	0	0	0	0
TOTAL:	**47**	**54**	**11**	**0**	**0**	**0**	**3**	**16**	**1**	**0**	**13**	**1**

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	0	13	1
SOUTH	47	54	11
WEST	3	16	1

PM PROJECT TRIPS

03/17/2021

Intersection of : S 1st St & W San Carlos St / E San Carlos St

Traffix Node Number : 3510

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
DOWNTOWN LEGACY DOWNTOWN CORE DOWNTOWN STRATEGY PLAN 2000	0	3	1	0	0	0	1	7	1	0	5	1
NSJ LEGACY NORTH SAN JOSE	0	2	0	0	0	0	0	5	1	0	4	0
RH00-05-005 (3-14920) Retail/Commercial ALMADEN BLVD/WOZ WAY (NW/C) BOSTON PROP	5	0	0	0	0	0	0	0	0	0	0	0
TOTAL:	**5**	**5**	**1**	**0**	**0**	**0**	**1**	**12**	**2**	**0**	**9**	**1**

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	0	9	1
SOUTH	5	5	1
WEST	1	12	2

AM PROJECT TRIPS

03/17/2021

Intersection of : S 1st St & W San Salvador St / E San Salvador St

Traffix Node Number : 3512

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
NSJ LEGACY NORTH SAN JOSE	0	45	2	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	43	0	0	0	0	0	0	0	0	0	0
TOTAL:	**0**	**88**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	0	0	0
SOUTH	0	88	2
WEST	0	0	0

PM PROJECT TRIPS

03/17/2021

Intersection of : S 1st St & W San Salvador St / E San Salvador St

Traffix Node Number : 3512

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
NSJ LEGACY NORTH SAN JOSE	0	2	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	5	0	0	0	0	0	0	0	0	0	0
TOTAL:	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	0	0	0
SOUTH	0	7	0
WEST	0	0	0

AM PROJECT TRIPS

03/17/2021

Intersection of : S Market St & W San Salvador St

Traffix Node Number : 3669

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
NSJ LEGACY NORTH SAN JOSE	0	35	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
RH00-05-005 (3-14920) Retail/Commercial ALMADEN BLVD/WOZ WAY (NW/C) BOSTON PROP	0	0	0	0	15	0	0	0	0	0	0	0
TOTAL:	**0**	**35**	**0**	**0**	**15**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

	LEFT	THRU	RIGHT
NORTH	0	15	0
EAST	0	0	0
SOUTH	0	35	0
WEST	0	0	0

PM PROJECT TRIPS

03/17/2021

Intersection of : S Market St & W San Salvador St

Traffix Node Number : 3669

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
NSJ LEGACY NORTH SAN JOSE	0	2	0	1	25	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
RH00-05-005 (3-14920) Retail/Commercial ALMADEN BLVD/WOZ WAY (NW/C) BOSTON PROP	0	0	0	0	210	0	0	0	0	0	0	0
TOTAL:	**0**	**2**	**0**	**1**	**235**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

	LEFT	THRU	RIGHT
NORTH	1	235	0
EAST	0	0	0
SOUTH	0	2	0
WEST	0	0	0

AM PROJECT TRIPS

03/17/2021

Intersection of : S 2nd St & E San Carlos St

Traffix Node Number : 3764

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
DOWNTOWN LEGACY DOWNTOWN CORE DOWNTOWN STRATEGY PLAN 2000	0	0	0	0	1	0	0	4	1	0	1	0
NSJ LEGACY NORTH SAN JOSE	0	0	0	0	1	0	0	10	3	0	0	0
TOTAL:	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**14**	**4**	**0**	**1**	**0**

	LEFT	THRU	RIGHT
NORTH	0	2	0
EAST	0	1	0
SOUTH	0	0	0
WEST	0	14	4

PM PROJECT TRIPS

03/17/2021

Intersection of : S 2nd St & E San Carlos St

Traffix Node Number : 3764

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
DOWNTOWN LEGACY DOWNTOWN CORE DOWNTOWN STRATEGY PLAN 2000	0	0	0	2	11	1	0	7	2	1	2	0
NSJ LEGACY NORTH SAN JOSE	0	0	0	1	15	2	0	0	0	9	16	0
TOTAL:	**0**	**0**	**0**	**3**	**26**	**3**	**0**	**7**	**2**	**10**	**18**	**0**

	LEFT	THRU	RIGHT
NORTH	3	26	3
EAST	10	18	0
SOUTH	0	0	0
WEST	0	7	2

AM PROJECT TRIPS

03/17/2021

Intersection of : S 2nd St & E San Salvador St

Traffix Node Number : 3779

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
DOWNTOWN LEGACY DOWNTOWN CORE DOWNTOWN STRATEGY PLAN 2000	0	0	0	0	0	0	0	0	0	0	0	0
NSJ LEGACY NORTH SAN JOSE	0	0	0	0	1	0	0	0	0	0	0	0
TOTAL:	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

	LEFT	THRU	RIGHT
NORTH	0	1	0
EAST	0	0	0
SOUTH	0	0	0
WEST	0	0	0

PM PROJECT TRIPS

03/17/2021

Intersection of : S 2nd St & E San Salvador St

Traffix Node Number : 3779

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
DOWNTOWN LEGACY DOWNTOWN CORE DOWNTOWN STRATEGY PLAN 2000	0	12	3	15	119	17	2	16	5	19	26	0
NSJ LEGACY NORTH SAN JOSE	0	0	0	6	62	8	0	0	0	0	0	0
TOTAL:	**0**	**12**	**3**	**21**	**181**	**25**	**2**	**16**	**5**	**19**	**26**	**0**

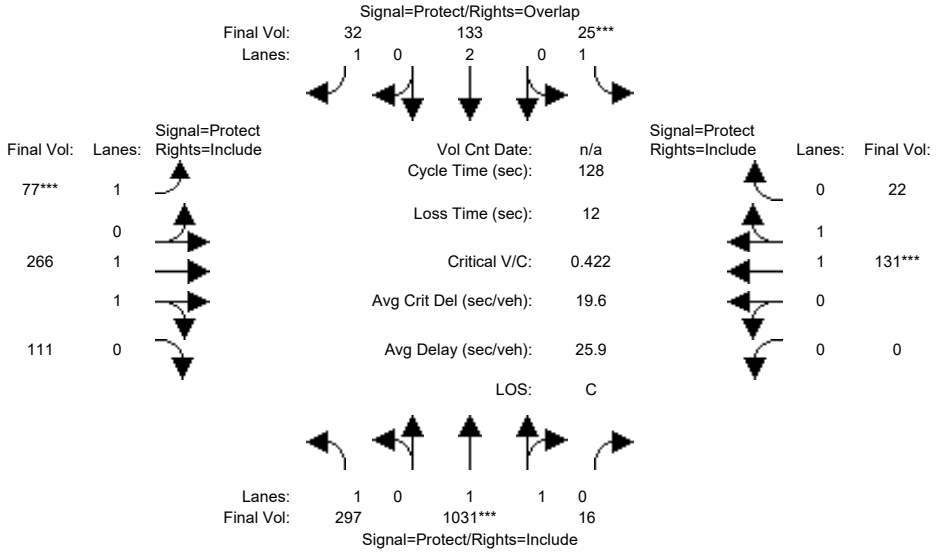
	LEFT	THRU	RIGHT
NORTH	21	181	25
EAST	19	26	0
SOUTH	0	12	3
WEST	2	16	5

Appendix C: TRAFFIX Reports

Valley Title Due Diligence
SJ20-2024
Existing AM, Existing PM

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

Intersection #1: S Market Street and San Carlos Street



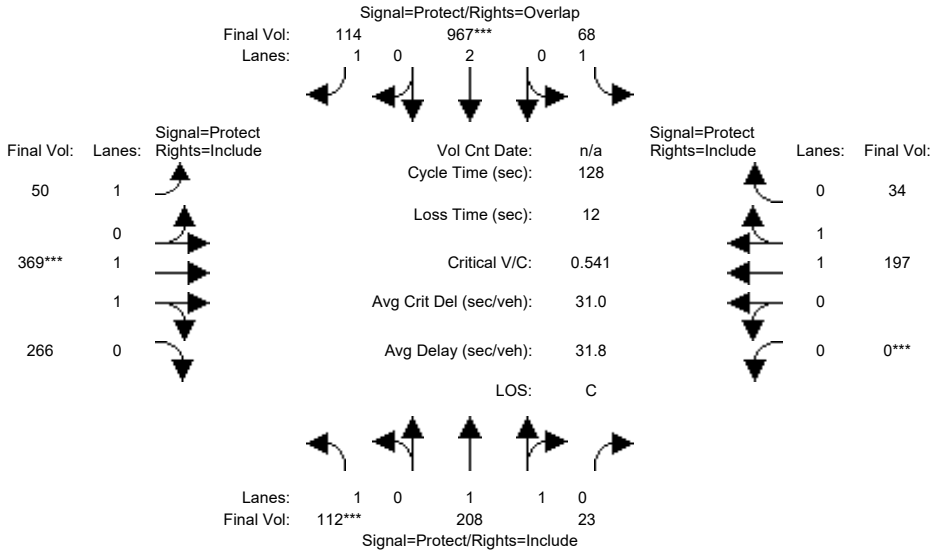
Street Name:	S Market Street						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	297	1031	16	25	133	32	77	266	111	0	131	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:	297	1031	16	25	133	32	77	266	111	0	131	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:	297	1031	16	25	133	32	77	266	111	0	131	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:	297	1031	16	25	133	32	77	266	111	0	131	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	297	1031	16	25	133	32	77	266	111	0	131	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:	297	1031	16	25	133	32	77	266	111	0	131	22
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.97	0.03	1.00	2.00	1.00	1.00	1.39	0.61	0.00	1.70	0.30
Final Sat.:	1750	3643	57	1750	3800	1750	1750	2610	1089	0	3168	532
Capacity Analysis Module:												
Vol/Sat:	0.17	0.28	0.28	0.01	0.04	0.02	0.04	0.10	0.10	0.00	0.04	0.04
Crit Moves:		****		****			****				****	
Green Time:	62.1	83.7	83.7	7.0	28.6	41.6	13.0	25.3	25.3	0.0	12.2	12.2
Volume/Cap:	0.35	0.43	0.43	0.26	0.16	0.06	0.43	0.52	0.52	0.00	0.43	0.43
Delay/Veh:	20.7	10.8	10.8	59.5	40.1	29.7	55.7	46.6	46.6	0.0	55.5	55.5
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:	20.7	10.8	10.8	59.5	40.1	29.7	55.7	46.6	46.6	0.0	55.5	55.5
LOS by Move:	C+	B+	B+	E+	D	C	E+	D	D	A	E+	E+
HCM2k95thQ:	14	18	18	3	4	2	7	14	14	0	6	6

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

Valley Title Due Diligence
SJ20-2024
Existing AM, Existing PM

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

Intersection #1: S Market Street and San Carlos Street



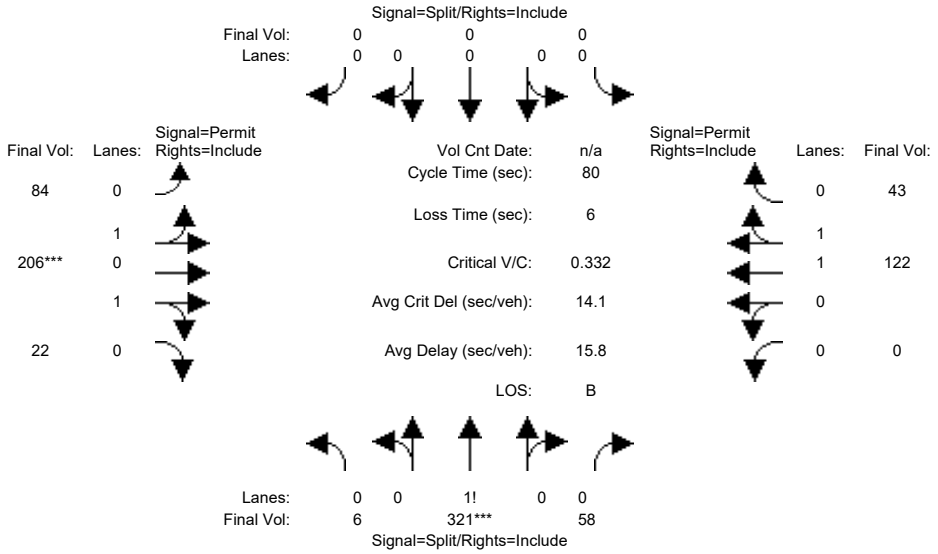
Street Name:	S Market Street						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	112	208	23	68	967	114	50	369	266	0	197	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:	112	208	23	68	967	114	50	369	266	0	197	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:	112	208	23	68	967	114	50	369	266	0	197	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:	112	208	23	68	967	114	50	369	266	0	197	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	112	208	23	68	967	114	50	369	266	0	197	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:	112	208	23	68	967	114	50	369	266	0	197	34
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.99	0.95	0.92	0.98	0.95
Lanes:	1.00	1.80	0.20	1.00	2.00	1.00	1.00	1.14	0.86	0.00	1.70	0.30
Final Sat.:	1750	3331	368	1750	3800	1750	1750	2149	1549	0	3155	545
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.04	0.25	0.07	0.03	0.17	0.17	0.00	0.06	0.06
Crit Moves:	****				****			****			****	
Green Time:	15.1	44.3	44.3	31.0	60.2	77.0	16.7	40.6	40.6	0.0	23.9	23.9
Volume/Cap:	0.54	0.18	0.18	0.16	0.54	0.11	0.22	0.54	0.54	0.00	0.33	0.33
Uniform Del:	53.2	29.2	29.2	38.2	24.1	10.9	49.8	36.0	36.0	0.0	45.1	45.1
IncremntDel:	2.9	0.1	0.1	0.2	0.3	0.0	0.5	0.5	0.5	0.0	0.3	0.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00
Delay/Veh:	56.0	29.2	29.2	38.4	24.4	10.9	50.3	36.5	36.5	0.0	45.4	45.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.0	29.2	29.2	38.4	24.4	10.9	50.3	36.5	36.5	0.0	45.4	45.4
LOS by Move:	E+	C	C	D+	C	B+	D	D+	D+	A	D	D
HCM2k95thQ:	9	6	6	5	24	4	4	20	20	0	8	8

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

Valley Title Due Diligence
SJ20-2024
Existing AM, Existing PM

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

Intersection #2: S 1st Street and San Carlos Street



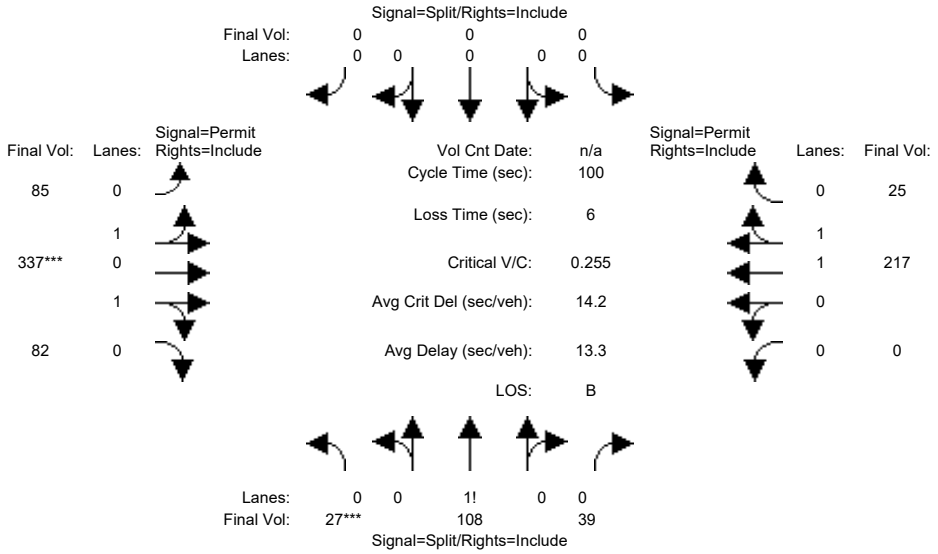
Street Name:	S 1st Street						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	0	0	0	10	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	6	321	58	0	0	0	84	206	22	0	122	43
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	321	58	0	0	0	84	206	22	0	122	43
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	321	58	0	0	0	84	206	22	0	122	43
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	321	58	0	0	0	84	206	22	0	122	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	321	58	0	0	0	84	206	22	0	122	43
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	6	321	58	0	0	0	84	206	22	0	122	43
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	1.00	0.92	0.95	0.95	0.95	0.92	0.98	0.95
Lanes:	0.02	0.83	0.15	0.00	0.00	0.00	0.54	1.32	0.14	0.00	1.46	0.54
Final Sat.:	27	1459	264	0	0	0	969	2377	254	0	2735	964
Capacity Analysis Module:												
Vol/Sat:	0.22	0.22	0.22	0.00	0.00	0.00	0.09	0.09	0.09	0.00	0.04	0.04
Crit Moves:		****						****				
Green Time:	53.1	53.1	53.1	0.0	0.0	0.0	20.9	20.9	20.9	0.0	20.9	20.9
Volume/Cap:	0.33	0.33	0.33	0.00	0.00	0.00	0.33	0.33	0.33	0.00	0.17	0.17
Delay/Veh:	6.0	6.0	6.0	0.0	0.0	0.0	24.1	24.1	24.1	0.0	22.9	22.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	6.0	6.0	6.0	0.0	0.0	0.0	24.1	24.1	24.1	0.0	22.9	22.9
LOS by Move:	A	A	A	A	A	A	C	C	C	A	C+	C+
HCM2k95thQ:	9	9	9	0	0	0	6	6	6	0	3	3

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

Valley Title Due Diligence
SJ20-2024
Existing AM, Existing PM

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

Intersection #2: S 1st Street and San Carlos Street



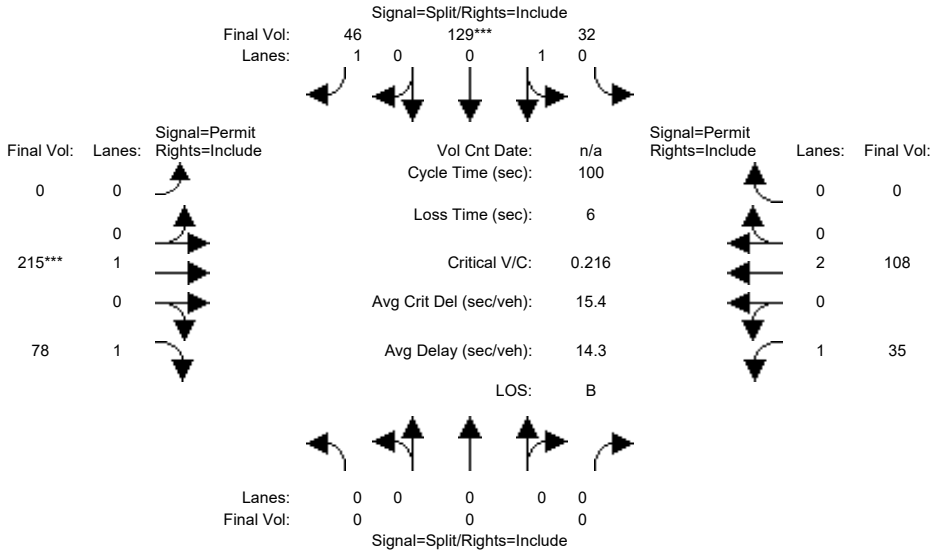
Street Name:	S 1st Street						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	10	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	27	108	39	0	0	0	85	337	82	0	217	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:	27	108	39	0	0	0	85	337	82	0	217	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:	27	108	39	0	0	0	85	337	82	0	217	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:	27	108	39	0	0	0	85	337	82	0	217	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	108	39	0	0	0	85	337	82	0	217	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:	27	108	39	0	0	0	85	337	82	0	217	25
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	1.00	0.92	0.95	0.95	0.95	0.92	0.98	0.95
Lanes:	0.16	0.62	0.22	0.00	0.00	0.00	0.34	1.34	0.32	0.00	1.79	0.21
Final Sat.:	272	1086	392	0	0	0	607	2407	586	0	3317	382
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.10	0.00	0.00	0.00	0.14	0.14	0.14	0.00	0.07	0.07
Crit Moves:	****							****				
Green Time:	39.0	39.0	39.0	0.0	0.0	0.0	55.0	55.0	55.0	0.0	55.0	55.0
Volume/Cap:	0.25	0.25	0.25	0.00	0.00	0.00	0.25	0.25	0.25	0.00	0.12	0.12
Uniform Del:	20.6	20.6	20.6	0.0	0.0	0.0	11.8	11.8	11.8	0.0	10.9	10.9
IncremntDel:	0.2	0.2	0.2	0.0	0.0	0.0	0.1	0.1	0.1	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00
Delay/Veh:	20.8	20.8	20.8	0.0	0.0	0.0	11.9	11.9	11.9	0.0	10.9	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:	20.8	20.8	20.8	0.0	0.0	0.0	11.9	11.9	11.9	0.0	10.9	10.9
LOS by Move:	C+	C+	C+	A	A	A	B+	B+	B+	A	B+	B+
HCM2k95thQ:	7	7	7	0	0	0	8	8	8	0	4	4

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

Valley Title Due Diligence
SJ20-2024
Existing AM, Existing PM

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

Intersection #3: S 2nd Street and San Carlos Street



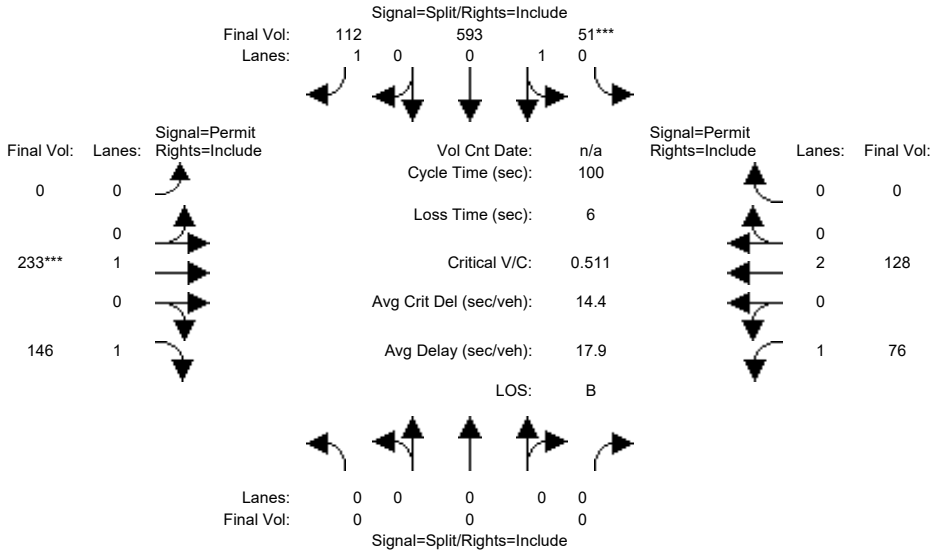
Street Name:	S 2nd Street						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	32	129	46	0	215	78	35	108	0
Growth Adj:	1.00	1.00	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	32	129	46	0	215	78	35	108	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	32	129	46	0	215	78	35	108	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	32	129	46	0	215	78	35	108	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	32	129	46	0	215	78	35	108	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	32	129	46	0	215	78	35	108	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.20	0.80	1.00	0.00	1.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	358	1442	1750	0	1900	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.09	0.03	0.00	0.11	0.04	0.02	0.03	0.00
Crit Moves:					****			****				
Green Time:	0.0	0.0	0.0	41.5	41.5	41.5	0.0	52.5	52.5	52.5	52.5	0.0
Volume/Cap:	0.00	0.00	0.00	0.22	0.22	0.06	0.00	0.22	0.08	0.04	0.05	0.00
Delay/Veh:	0.0	0.0	0.0	18.9	18.9	17.6	0.0	12.8	11.8	11.5	11.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	18.9	18.9	17.6	0.0	12.8	11.8	11.5	11.6	0.0
LOS by Move:	A	A	A	B-	B-	B	A	B	B+	B+	B+	A
HCM2k95thQ:	0	0	0	7	7	2	0	7	3	1	2	0

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

Valley Title Due Diligence
SJ20-2024
Existing AM, Existing PM

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

Intersection #3: S 2nd Street and San Carlos Street



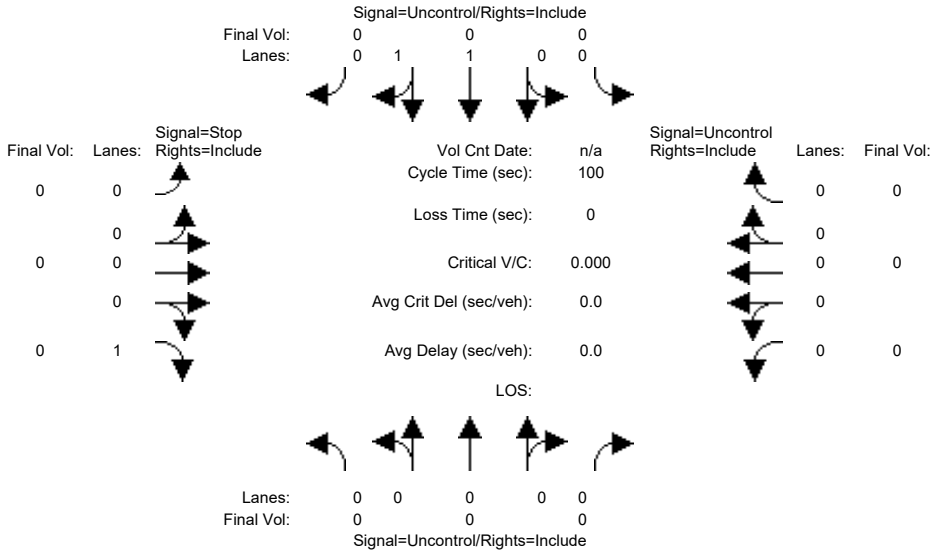
Street Name:	S 2nd Street						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	51	593	112	0	233	146	76	128	0
Growth Adj:	1.00	1.00	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	51	593	112	0	233	146	76	128	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	51	593	112	0	233	146	76	128	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	51	593	112	0	233	146	76	128	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	51	593	112	0	233	146	76	128	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	51	593	112	0	233	146	76	128	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.08	0.92	1.00	0.00	1.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	143	1657	1750	0	1900	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.36	0.36	0.06	0.00	0.12	0.08	0.04	0.03	0.00
Crit Moves:				****				****				
Green Time:	0.0	0.0	0.0	70.0	70.0	70.0	0.0	24.0	24.0	24.0	24.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.51	0.51	0.09	0.00	0.51	0.35	0.18	0.14	0.00
Uniform Del:	0.0	0.0	0.0	7.0	7.0	4.8	0.0	32.9	31.5	30.2	29.9	0.0
IncremntDel:	0.0	0.0	0.0	0.4	0.4	0.0	0.0	1.0	0.5	0.2	0.1	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	0.0	0.0	0.0	7.4	7.4	4.8	0.0	33.9	32.0	30.4	30.0	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	7.4	7.4	4.8	0.0	33.9	32.0	30.4	30.0	0.0
LOS by Move:	A	A	A	A	A	A	A	C-	C-	C	C	A
HCM2k95thQ:	0	0	0	18	18	2	0	12	8	4	3	0

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

Valley Title Due Diligence
SJ20-2024
Existing AM, Existing PM

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

Intersection #4: S 2nd Street and E Project Driveway



Street Name:	S 2nd Street						E Project Driveway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	0	242	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	242	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
FollowUpTim:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Capacity Module:												
Cnflict Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Potent Cap.:	0	0	0	0	0	0	0	0	0	0	0	0
Move Cap.:	1	1	1	1	1	1	1	1	1	1	1	1
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Level Of Service Module:												
2Way95thQ:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Del:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:												
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	0	0	0	0	0	0	0	0	0	0	0	0
SharedQueue:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Shrd ConDel:	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Shared LOS:												
ApproachDel:		0.0			0.0			0.0			0.0	
ApproachLOS:												

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

Peak Hour Delay Signal Warrant Report

****

Intersection #4 S 2nd Street and E Project Driveway

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Protected			Protected		
Lanes:	0 0 0 0 0			0 0 1 1 0			0 0 0 0 1			0 0 0 0 0		
Initial Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ApproachDel:	0.0			0.0			0.0			0.0		

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #4 S 2nd Street and E Project Driveway

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Protected			Protected		
Lanes:	0 0 0 0 0			0 0 1 1 0			0 0 0 0 1			0 0 0 0 0		
Initial Vol:	0	0	0	0	0	0	0	0	0	0	0	0

Major Street Volume: 0
Minor Approach Volume: 0
Minor Approach Volume Threshold: +Inf

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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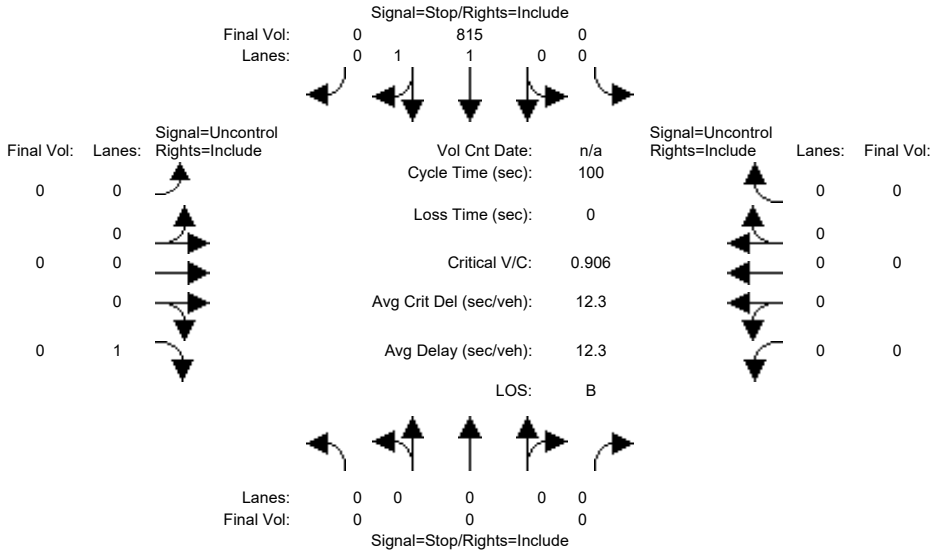
Valley Title Due Diligence
SJ20-2024
Existing AM, Existing PM

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

Intersection #4: S 2nd Street and E Project Driveway



Street Name:	S 2nd Street						E Project Driveway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	0	815	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	815	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	815	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	815	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	815	0	0	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	0	0	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	900	1091	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	900	1091	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	0.91	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	2.4	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	12.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	B	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	900	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	2.4	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	12.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	B	*	*	*	*	*	*
ApproachDel:	xxxxxx			12.3			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #4 S 2nd Street and E Project Driveway

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0	0 0	0	0 0	1 1	0	0 0	0 0	1	0 0	0 0	0
Initial Vol:	0	0	0	0	815	0	0	0	0	0	0	0
ApproachDel:	xxxxxx			12.3			xxxxxx			xxxxxx		

Approach[southbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=2.8]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=815]
SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=1][total volume=815]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #4 S 2nd Street and E Project Driveway

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0	0 0	0	0 0	1 1	0	0 0	0 0	1	0 0	0 0	0
Initial Vol:	0	0	0	0	815	0	0	0	0	0	0	0

Major Street Volume: 0
Minor Approach Volume: 815
Minor Approach Volume Threshold: +Inf

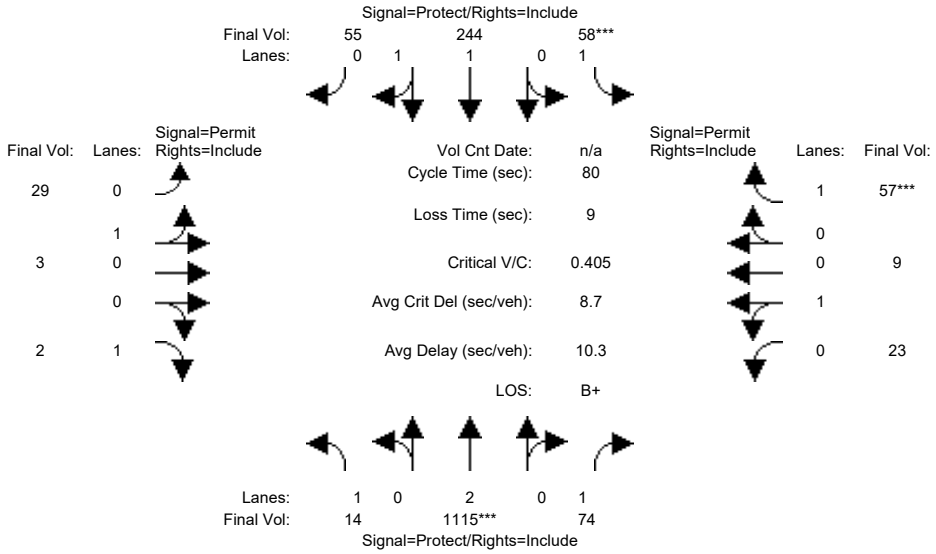
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Valley Title Due Diligence
SJ20-2024
Existing AM, Existing PM

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

Intersection #5: S Market Street and San Salvador Street



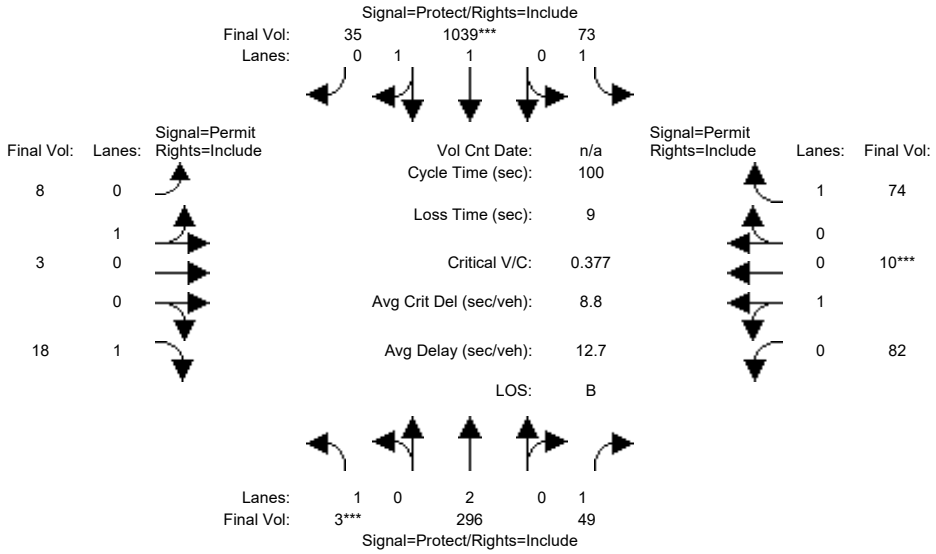
Street Name:	Market Street						San Salvador Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	14	1115	74	58	244	55	29	3	2	23	9	57
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	1115	74	58	244	55	29	3	2	23	9	57
Added Vol:	0	0	0	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	1115	74	58	244	55	29	3	2	23	9	57
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	14	1115	74	58	244	55	29	3	2	23	9	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	1115	74	58	244	55	29	3	2	23	9	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	14	1115	74	58	244	55	29	3	2	23	9	57
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	2.00	1.00	1.00	1.62	0.38	0.91	0.09	1.00	0.72	0.28	1.00
Final Sat.:	1750	3800	1750	1750	3019	680	1631	169	1750	1294	506	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.29	0.04	0.03	0.08	0.08	0.02	0.02	0.00	0.02	0.02	0.03
Crit Moves:		****		****								****
Green Time:	25.1	54.0	54.0	7.0	35.9	35.9	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.03	0.43	0.06	0.38	0.18	0.18	0.14	0.14	0.01	0.14	0.14	0.26
Delay/Veh:	19.0	6.1	4.4	36.0	13.3	13.3	31.5	31.5	30.7	31.5	31.5	32.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.0	6.1	4.4	36.0	13.3	13.3	31.5	31.5	30.7	31.5	31.5	32.3
LOS by Move:	B-	A	A	D+	B	B	C	C	C	C	C	C-
HCM2k95thQ:	1	12	1	3	4	4	2	2	0	1	1	3

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

Valley Title Due Diligence
SJ20-2024
Existing AM, Existing PM

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

Intersection #5: S Market Street and San Salvador Street



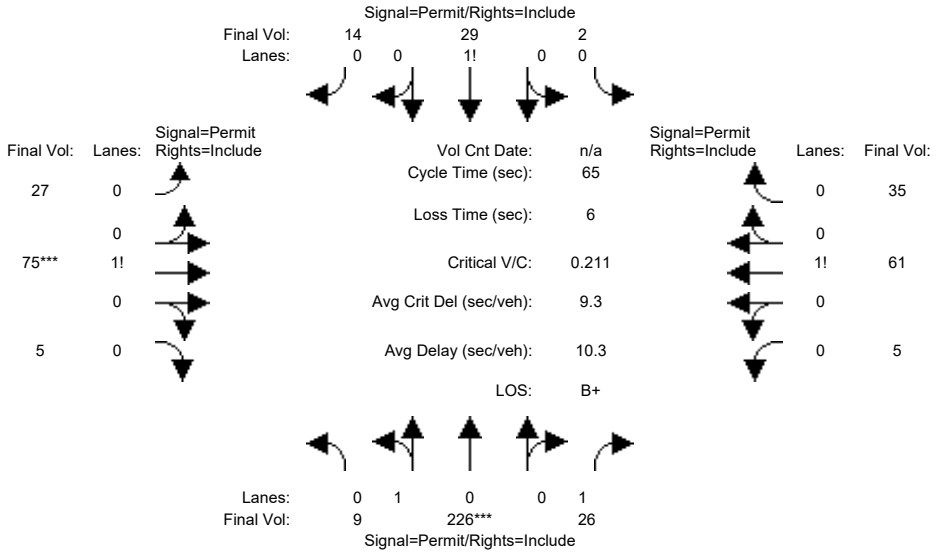
Street Name:	Market Street						San Salvador Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	3	296	49	73	1039	35	8	3	18	82	10	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:	3	296	49	73	1039	35	8	3	18	82	10	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:	3	296	49	73	1039	35	8	3	18	82	10	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:	3	296	49	73	1039	35	8	3	18	82	10	74
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	296	49	73	1039	35	8	3	18	82	10	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:	3	296	49	73	1039	35	8	3	18	82	10	74
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.97	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	2.00	1.00	1.00	1.93	0.07	0.73	0.27	1.00	0.89	0.11	1.00
Final Sat.:	1750	3800	1750	1750	3579	121	1309	491	1750	1604	196	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.08	0.03	0.04	0.29	0.29	0.01	0.01	0.01	0.05	0.05	0.04
Crit Moves:	****				****						****	
Green Time:	7.0	46.1	46.1	32.3	71.4	71.4	12.6	12.6	12.6	12.6	12.6	12.6
Volume/Cap:	0.02	0.17	0.06	0.13	0.41	0.41	0.05	0.05	0.08	0.41	0.41	0.34
Uniform Del:	43.3	15.7	14.9	23.9	5.8	5.8	38.4	38.4	38.6	40.3	40.3	39.9
IncremntDel:	0.1	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.2	1.2	1.2	0.9
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	43.4	15.8	15.0	24.0	5.9	5.9	38.5	38.5	38.8	41.5	41.5	40.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.4	15.8	15.0	24.0	5.9	5.9	38.5	38.5	38.8	41.5	41.5	40.8
LOS by Move:	D	B	B	C	A	A	D+	D+	D+	D	D	D
HCM2k95thQ:	0	5	2	3	13	13	1	1	1	5	5	4

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

Valley Title Due Diligence
SJ20-2024
Existing AM, Existing PM

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

Intersection #6: S 1st Street and San Salvador Street



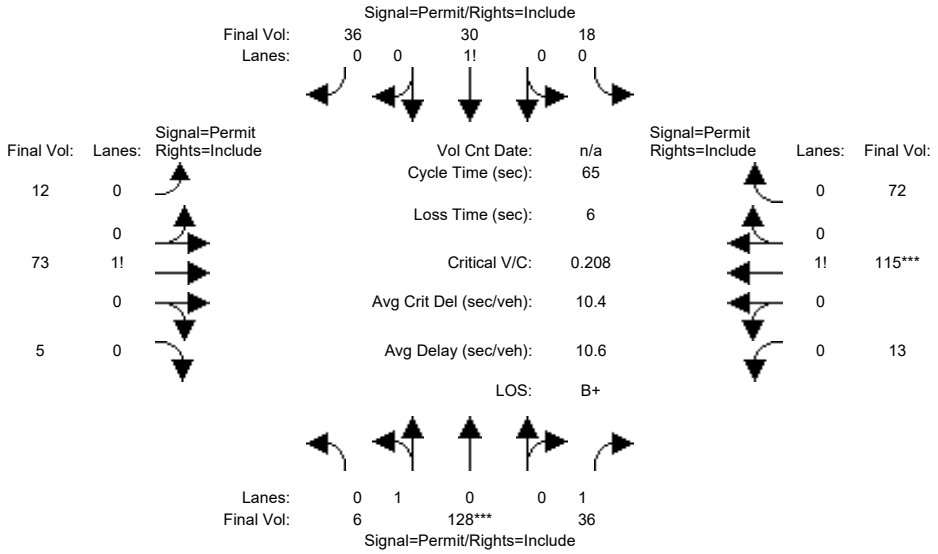
Street Name:	S 1st Street						San Salvador Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	9	226	26	2	29	14	27	75	5	5	61	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	226	26	2	29	14	27	75	5	5	61	35
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	226	26	2	29	14	27	75	5	5	61	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	226	26	2	29	14	27	75	5	5	61	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	226	26	2	29	14	27	75	5	5	61	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	9	226	26	2	29	14	27	75	5	5	61	35
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	0.04	0.96	1.00	0.04	0.65	0.31	0.25	0.70	0.05	0.05	0.60	0.35
Final Sat.:	69	1731	1750	78	1128	544	442	1227	82	87	1057	606
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.01	0.03	0.03	0.03	0.06	0.06	0.06	0.06	0.06	0.06
Crit Moves:		****						****				
Green Time:	40.2	40.2	40.2	40.2	40.2	40.2	18.8	18.8	18.8	18.8	18.8	18.8
Volume/Cap:	0.21	0.21	0.02	0.04	0.04	0.04	0.21	0.21	0.21	0.20	0.20	0.20
Delay/Veh:	5.5	5.5	4.8	4.9	4.9	4.9	17.7	17.7	17.7	17.6	17.6	17.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	5.5	5.5	4.8	4.9	4.9	4.9	17.7	17.7	17.7	17.6	17.6	17.6
LOS by Move:	A	A	A	A	A	A	B	B	B	B	B	B
HCM2k95thQ:	4	4	0	1	1	1	3	3	3	3	3	3

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

Valley Title Due Diligence
SJ20-2024
Existing AM, Existing PM

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

Intersection #6: S 1st Street and San Salvador Street



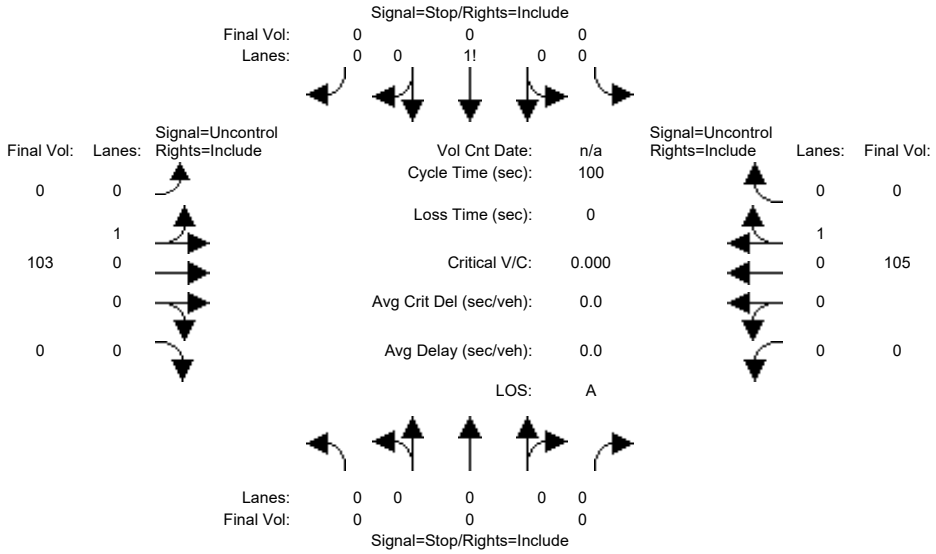
Street Name:	S 1st Street						San Salvador Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	6	128	36	18	30	36	12	73	5	13	115	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:	6	128	36	18	30	36	12	73	5	13	115	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:	6	128	36	18	30	36	12	73	5	13	115	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:	6	128	36	18	30	36	12	73	5	13	115	72
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	128	36	18	30	36	12	73	5	13	115	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:	6	128	36	18	30	36	12	73	5	13	115	72
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	0.04	0.96	1.00	0.21	0.36	0.43	0.13	0.81	0.06	0.06	0.58	0.36
Final Sat.:	81	1719	1750	375	625	750	233	1419	97	114	1006	630
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.02	0.05	0.05	0.05	0.05	0.05	0.05	0.11	0.11	0.11
Crit Moves:		****									****	
Green Time:	23.3	23.3	23.3	23.3	23.3	23.3	35.7	35.7	35.7	35.7	35.7	35.7
Volume/Cap:	0.21	0.21	0.06	0.13	0.13	0.13	0.09	0.09	0.09	0.21	0.21	0.21
Uniform Del:	14.5	14.5	13.7	14.1	14.1	14.1	6.9	6.9	6.9	7.4	7.4	7.4
IncremntDel:	0.2	0.2	0.0	0.1	0.1	0.1	0.0	0.0	0.0	0.1	0.1	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	14.6	14.6	13.7	14.2	14.2	14.2	7.0	7.0	7.0	7.5	7.5	7.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.6	14.6	13.7	14.2	14.2	14.2	7.0	7.0	7.0	7.5	7.5	7.5
LOS by Move:	B	B	B	B	B	B	A	A	A	A	A	A
HCM2k95thQ:	4	4	1	2	2	2	2	2	2	4	4	4

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

Valley Title Due Diligence
SJ20-2024
Existing AM, Existing PM

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

Intersection #7: S Project Driveway and San Salvador Street



Street Name:	S Project Driveway						San Salvador Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:0												
Base Vol:	0	0	0	0	0	0	0	103	0	0	105	0
Growth Adj:	1.00	1.00	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	103	0	0	105	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	103	0	0	105	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	103	0	0	105	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	0	103	0	0	105	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	208	208	105	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	785	692	955	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	785	692	955	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.00	0.00	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #7 S Project Driveway and San Salvador Street

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 0	0 0	0	0 0	1! 0	0	0 0	1 0	0	0 0	1 0	0
Initial Vol:	0	0	0	0	0	0	0	103	0	0	105	0
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #7 S Project Driveway and San Salvador Street

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 0	0 0	0	0 0	1! 0	0	0 0	1 0	0	0 0	1 0	0
Initial Vol:	0	0	0	0	0	0	0	103	0	0	105	0

Major Street Volume: 208
Minor Approach Volume: 0
Minor Approach Volume Threshold: 638

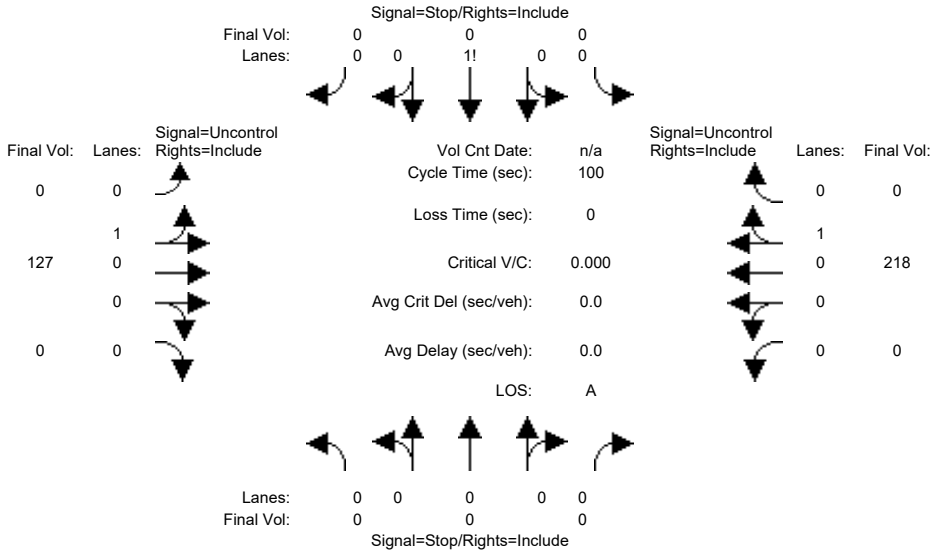
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Valley Title Due Diligence
SJ20-2024
Existing AM, Existing PM

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

Intersection #7: S Project Driveway and San Salvador Street



Street Name:	S Project Driveway						San Salvador Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	127	0	0	218	0
Growth Adj:	1.00	1.00	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	127	0	0	218	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	127	0	0	218	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	127	0	0	218	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	0	127	0	0	218	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	345	345	218	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	656	581	827	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	656	581	827	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.00	0.00	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #7 S Project Driveway and San Salvador Street

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 0	0 0	0	0 0	1! 0	0	0 0	1 0	0	0 0	1 0	0
Initial Vol:	0	0	0	0	0	0	0	127	0	0	218	0
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

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Intersection #7 S Project Driveway and San Salvador Street

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 0	0 0	0	0 0	1! 0	0	0 0	1 0	0	0 0	1 0	0
Initial Vol:	0	0	0	0	0	0	0	127	0	0	218	0

Major Street Volume: 345
Minor Approach Volume: 0
Minor Approach Volume Threshold: 503

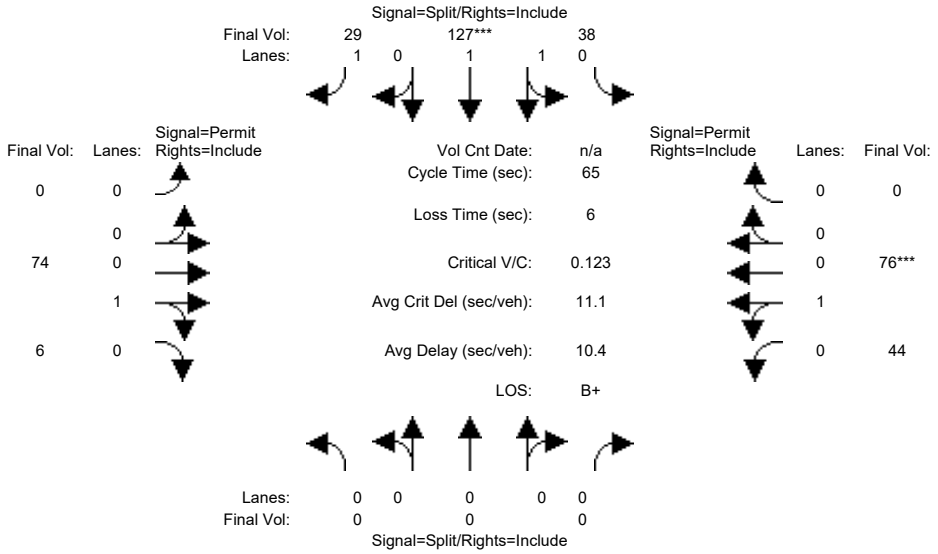
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Valley Title Due Diligence
SJ20-2024
Existing AM, Existing PM

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

Intersection #8: S 2nd Street and San Salvador Street



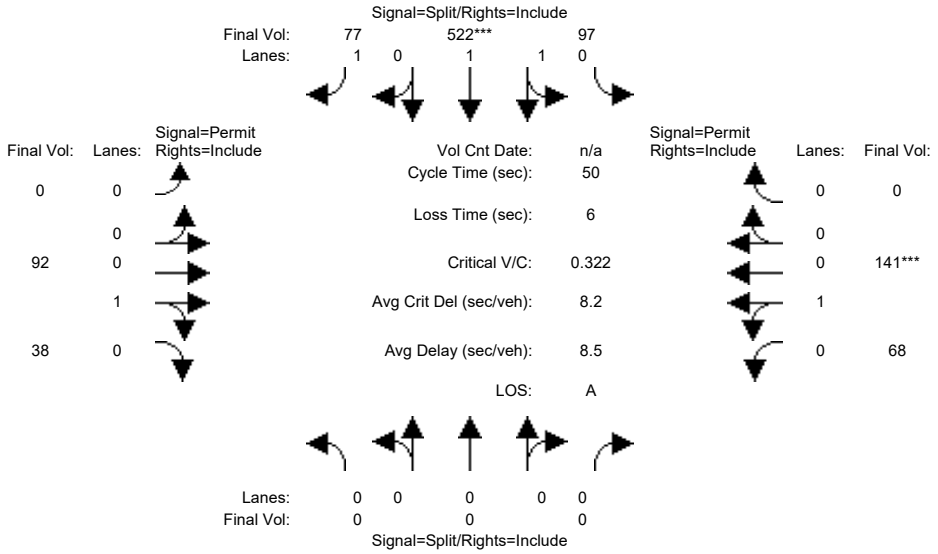
Street Name:	S 2nd Street						San Salvador Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	38	127	29	0	74	6	44	76	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	38	127	29	0	74	6	44	76	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	38	127	29	0	74	6	44	76	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	38	127	29	0	74	6	44	76	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	38	127	29	0	74	6	44	76	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	38	127	29	0	74	6	44	76	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.98	0.92	0.92	0.95	0.95	0.95	0.95	0.92
Lanes:	0.00	0.00	0.00	0.47	1.53	1.00	0.00	0.93	0.07	0.37	0.63	0.00
Final Sat.:	0	0	0	852	2847	1750	0	1665	135	660	1140	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.04	0.02	0.00	0.04	0.04	0.07	0.07	0.00
Crit Moves:					****						****	
Green Time:	0.0	0.0	0.0	23.7	23.7	23.7	0.0	35.3	35.3	35.3	35.3	0.0
Volume/Cap:	0.00	0.00	0.00	0.12	0.12	0.05	0.00	0.08	0.08	0.12	0.12	0.00
Delay/Veh:	0.0	0.0	0.0	13.8	13.8	13.4	0.0	7.1	7.1	7.3	7.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	13.8	13.8	13.4	0.0	7.1	7.1	7.3	7.3	0.0
LOS by Move:	A	A	A	B	B	B	A	A	A	A	A	A
HCM2k95thQ:	0	0	0	2	2	1	0	2	2	3	3	0

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

Valley Title Due Diligence
SJ20-2024
Existing AM, Existing PM

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

Intersection #8: S 2nd Street and San Salvador Street



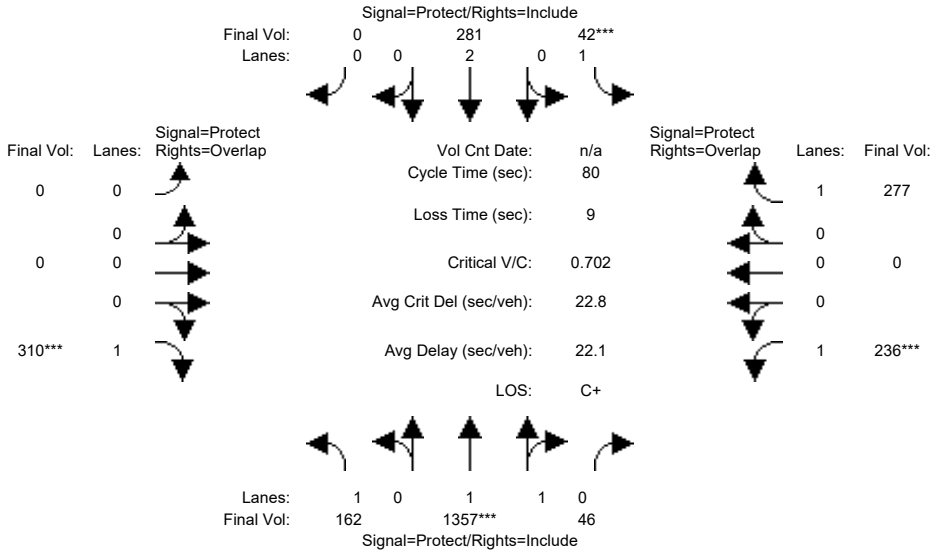
Street Name:	S 2nd Street						San Salvador Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	97	522	77	0	92	38	68	141	0
Growth Adj:	1.00	1.00	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	97	522	77	0	92	38	68	141	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	97	522	77	0	92	38	68	141	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	97	522	77	0	92	38	68	141	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	97	522	77	0	92	38	68	141	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	97	522	77	0	92	38	68	141	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.98	0.92	0.92	0.95	0.95	0.95	0.95	0.92
Lanes:	0.00	0.00	0.00	0.32	1.68	1.00	0.00	0.71	0.29	0.33	0.67	0.00
Final Sat.:	0	0	0	580	3120	1750	0	1274	526	586	1214	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.17	0.17	0.04	0.00	0.07	0.07	0.12	0.12	0.00
Crit Moves:					****						****	
Green Time:	0.0	0.0	0.0	26.0	26.0	26.0	0.0	18.0	18.0	18.0	18.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.32	0.32	0.08	0.00	0.20	0.20	0.32	0.32	0.00
Uniform Del:	0.0	0.0	0.0	6.9	6.9	6.0	0.0	11.0	11.0	11.6	11.6	0.0
IncremntDel:	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.2	0.2	0.3	0.3	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	0.0	0.0	0.0	7.0	7.0	6.1	0.0	11.2	11.2	11.9	11.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	7.0	7.0	6.1	0.0	11.2	11.2	11.9	11.9	0.0
LOS by Move:	A	A	A	A	A	A	A	B+	B+	B+	B+	A
HCM2k95thQ:	0	0	0	6	6	1	0	3	3	5	5	0

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

Valley Title Due Diligence
SJ20-2024
Existing AM, Existing PM

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

Intersection #9: S 1st Street / S Market Street / Reed Street



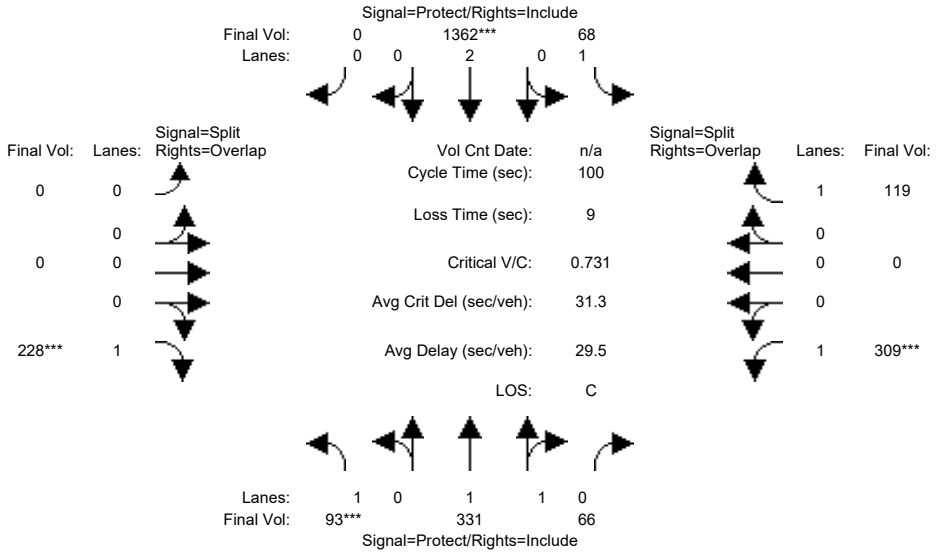
Street Name:	S 1st Street / S Market Street						Reed Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	0	0	10	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	162	1357	46	42	281	0	0	0	310	236	0	277
Growth Adj:	1.00	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	1357	46	42	281	0	0	0	310	236	0	277
Added Vol:	0	0	0	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	1357	46	42	281	0	0	0	310	236	0	277
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1357	46	42	281	0	0	0	310	236	0	277
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	162	1357	46	42	281	0	0	0	310	236	0	277
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	162	1357	46	42	281	0	0	0	310	236	0	277
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.93	0.07	1.00	2.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1750	3579	121	1750	3800	0	0	0	1750	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.38	0.38	0.02	0.07	0.00	0.00	0.00	0.18	0.13	0.00	0.16
Crit Moves:		****		****					****	****		
Green Time:	20.2	40.5	40.5	7.0	27.3	0.0	0.0	0.0	20.2	14.4	0.0	30.5
Volume/Cap:	0.37	0.75	0.75	0.27	0.22	0.00	0.00	0.00	0.70	0.75	0.00	0.42
Delay/Veh:	25.1	17.4	17.4	35.1	18.8	0.0	0.0	0.0	32.1	40.6	0.0	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:	25.1	17.4	17.4	35.1	18.8	0.0	0.0	0.0	32.1	40.6	0.0	18.6
LOS by Move:	C	B	B	D+	B-	A	A	A	C-	D	A	B-
HCM2k95thQ:	8	27	27	2	5	0	0	0	17	12	0	10

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

Valley Title Due Diligence
SJ20-2024
Existing AM, Existing PM

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

Intersection #9: S 1st Street / S Market Street / Reed Street



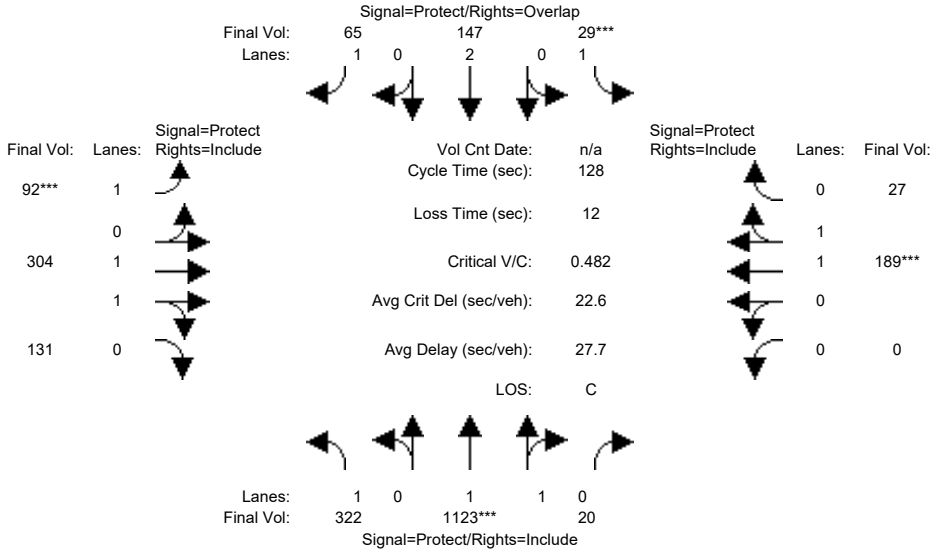
Street Name:	S 1st Street / S Market Street						Reed Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	10	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	93	331	66	68	1362	0	0	0	228	309	0	119
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	93	331	66	68	1362	0	0	0	228	309	0	119
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	93	331	66	68	1362	0	0	0	228	309	0	119
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	93	331	66	68	1362	0	0	0	228	309	0	119
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	93	331	66	68	1362	0	0	0	228	309	0	119
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	93	331	66	68	1362	0	0	0	228	309	0	119
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.66	0.34	1.00	2.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1750	3084	615	1750	3800	0	0	0	1750	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.11	0.11	0.04	0.36	0.00	0.00	0.00	0.13	0.18	0.00	0.07
Crit Moves:	****				****				****	****		
Green Time:	7.3	34.1	34.1	22.2	49.0	0.0	0.0	0.0	15.5	24.2	0.0	46.4
Volume/Cap:	0.73	0.31	0.31	0.17	0.73	0.00	0.00	0.00	0.84	0.73	0.00	0.15
Uniform Del:	45.4	24.3	24.3	31.5	20.2	0.0	0.0	0.0	41.0	34.9	0.0	15.4
IncremntDel:	19.4	0.1	0.1	0.2	1.5	0.0	0.0	0.0	20.2	6.4	0.0	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00
Delay/Veh:	64.8	24.5	24.5	31.7	21.8	0.0	0.0	0.0	61.2	41.3	0.0	15.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.8	24.5	24.5	31.7	21.8	0.0	0.0	0.0	61.2	41.3	0.0	15.5
LOS by Move:	E	C	C	C	C+	A	A	A	E	D	A	B
HCM2k95thQ:	9	9	9	4	29	0	0	0	18	18	0	4

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

Valley Title Due Diligence
SJ20-2024
Background AM, Background PM

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

Intersection #1: S Market Street and San Carlos Street



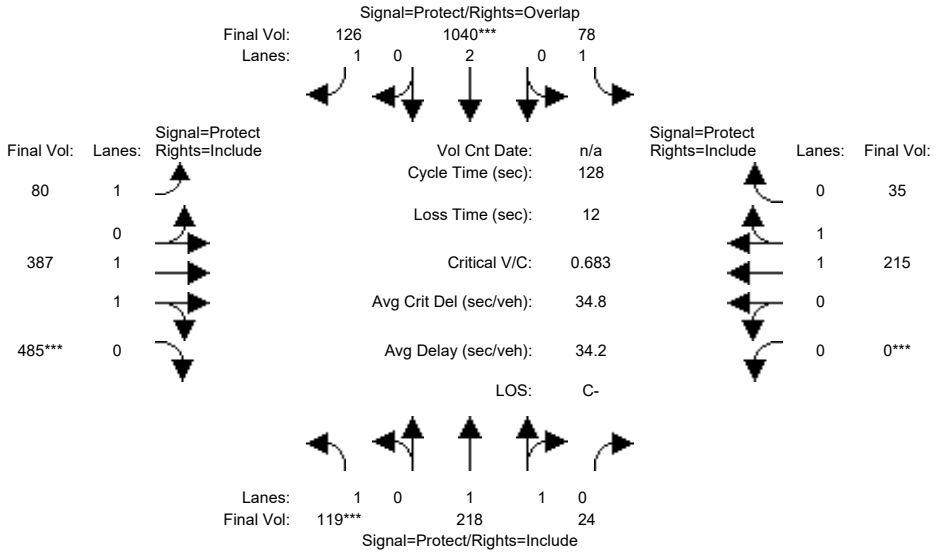
Street Name:	S Market Street						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	297	1031	16	25	133	32	77	266	111	0	131	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:	297	1031	16	25	133	32	77	266	111	0	131	22
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	25	92	4	4	14	33	15	38	20	0	58	5
Initial Fut:	322	1123	20	29	147	65	92	304	131	0	189	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:	322	1123	20	29	147	65	92	304	131	0	189	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	322	1123	20	29	147	65	92	304	131	0	189	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:	322	1123	20	29	147	65	92	304	131	0	189	27
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	1.00	0.92	0.92	0.99	0.95	0.92	0.98	0.95
Lanes:	1.00	1.96	0.04	1.00	2.00	1.00	1.00	1.38	0.62	0.00	1.74	0.26
Final Sat.:	1750	3635	65	1750	3800	1750	1750	2585	1114	0	3237	462
Capacity Analysis Module:												
Vol/Sat:	0.18	0.31	0.31	0.02	0.04	0.04	0.05	0.12	0.12	0.00	0.06	0.06
Crit Moves:		****			****			****			****	
Green Time:	61.2	80.2	80.2	7.0	26.0	39.6	13.6	28.8	28.8	0.0	15.2	15.2
Volume/Cap:	0.38	0.49	0.49	0.30	0.19	0.12	0.49	0.52	0.52	0.00	0.49	0.49
Uniform Del:	21.4	12.9	12.9	58.2	42.3	31.7	53.9	43.6	43.6	0.0	52.8	52.8
IncremntDel:	0.3	0.2	0.2	1.8	0.1	0.1	2.0	0.6	0.6	0.0	0.9	0.9
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00
Delay/Veh:	21.7	13.1	13.1	59.9	42.4	31.8	56.0	44.2	44.2	0.0	53.7	53.7
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:	21.7	13.1	13.1	59.9	42.4	31.8	56.0	44.2	44.2	0.0	53.7	53.7
LOS by Move:	C+	B	B	E+	D	C	E+	D	D	A	D-	D-
HCM2k95thQ:	16	22	22	3	5	4	8	15	15	0	8	8

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

Valley Title Due Diligence
SJ20-2024
Background AM, Background PM

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

Intersection #1: S Market Street and San Carlos Street



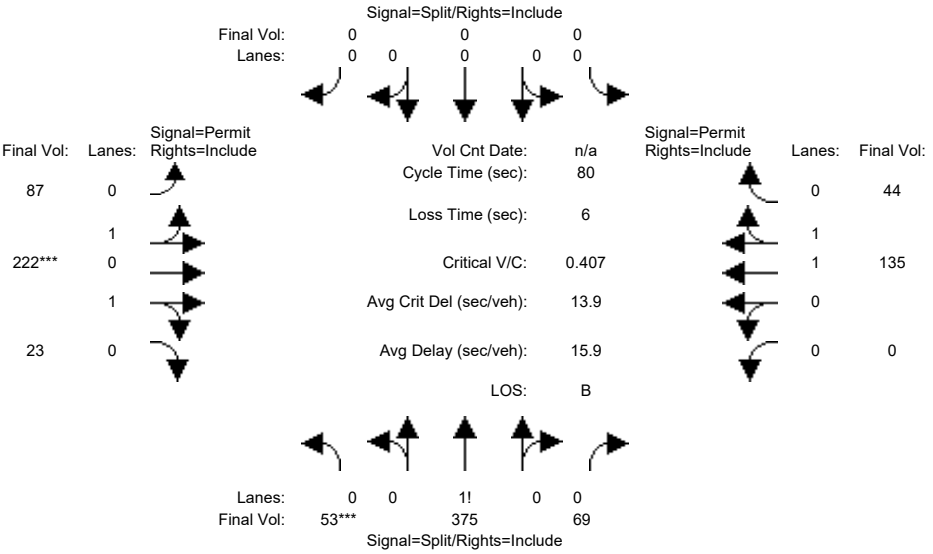
Street Name:	S Market Street						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	112	208	23	68	967	114	50	369	266	0	197	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:	112	208	23	68	967	114	50	369	266	0	197	34
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	7	10	1	10	73	12	30	18	219	0	18	1
Initial Fut:	119	218	24	78	1040	126	80	387	485	0	215	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	119	218	24	78	1040	126	80	387	485	0	215	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	119	218	24	78	1040	126	80	387	485	0	215	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	119	218	24	78	1040	126	80	387	485	0	215	35
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	1.80	0.20	1.00	2.00	1.00	1.00	1.00	1.00	0.00	1.71	0.29
Final Sat.:	1750	3333	367	1750	3800	1750	1750	1900	1750	0	3182	518
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.07	0.04	0.27	0.07	0.05	0.20	0.28	0.00	0.07	0.07
Crit Moves:	****				****				****	****		
Green Time:	12.7	37.7	37.7	26.4	51.3	72.7	21.4	52.0	52.0	0.0	30.6	30.6
Volume/Cap:	0.68	0.22	0.22	0.22	0.68	0.13	0.27	0.50	0.68	0.00	0.28	0.28
Uniform Del:	55.7	34.1	34.1	42.2	31.6	12.9	46.5	28.4	31.3	0.0	39.8	39.8
IncremntDel:	10.6	0.1	0.1	0.3	1.3	0.1	0.5	0.2	1.5	0.0	0.2	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00
Delay/Veh:	66.3	34.2	34.2	42.5	32.9	12.9	47.0	28.6	32.8	0.0	40.0	40.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	66.3	34.2	34.2	42.5	32.9	12.9	47.0	28.6	32.8	0.0	40.0	40.0
LOS by Move:	E	C-	C-	D	C-	B	D	C	C-	A	D	D
HCM2k95thQ:	10	7	7	6	30	5	6	20	30	0	8	8

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

Valley Title Due Diligence
SJ20-2024
Background AM, Background PM

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

Intersection #2: S 1st Street and San Carlos Street



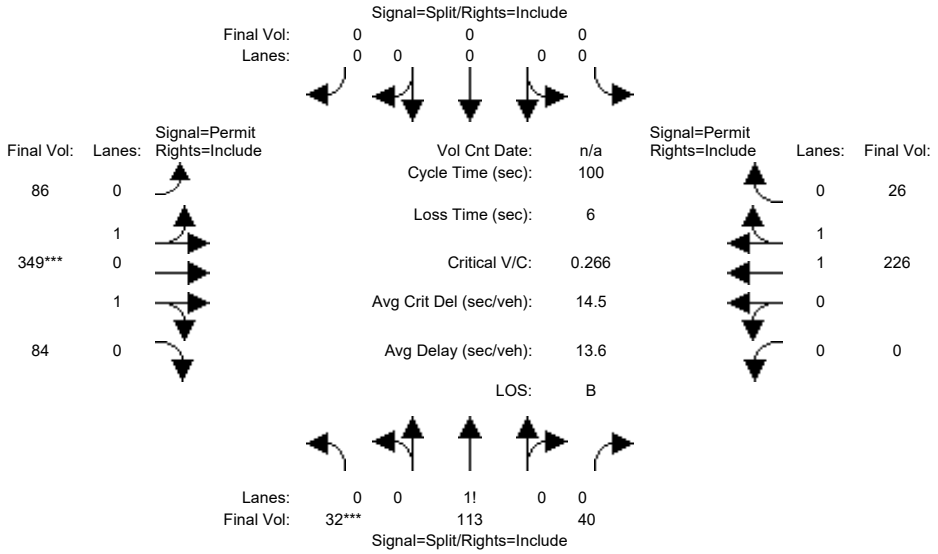
Street Name:	S 1st Street						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	10	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	6	321	58	0	0	0	84	206	22	0	122	43
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	321	58	0	0	0	84	206	22	0	122	43
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	47	54	11	0	0	0	3	16	1	0	13	1
Initial Fut:	53	375	69	0	0	0	87	222	23	0	135	44
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	53	375	69	0	0	0	87	222	23	0	135	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	375	69	0	0	0	87	222	23	0	135	44
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	53	375	69	0	0	0	87	222	23	0	135	44
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	1.00	0.92	0.95	0.95	0.95	0.92	0.98	0.95
Lanes:	0.11	0.75	0.14	0.00	0.00	0.00	0.52	1.34	0.14	0.00	1.49	0.51
Final Sat.:	187	1320	243	0	0	0	943	2407	249	0	2790	909
Capacity Analysis Module:												
Vol/Sat:	0.28	0.28	0.28	0.00	0.00	0.00	0.09	0.09	0.09	0.00	0.05	0.05
Crit Moves:	****							****				
Green Time:	55.9	55.9	55.9	0.0	0.0	0.0	18.1	18.1	18.1	0.0	18.1	18.1
Volume/Cap:	0.41	0.41	0.41	0.00	0.00	0.00	0.41	0.41	0.41	0.00	0.21	0.21
Uniform Del:	5.1	5.1	5.1	0.0	0.0	0.0	26.3	26.3	26.3	0.0	25.1	25.1
IncremntDel:	0.2	0.2	0.2	0.0	0.0	0.0	0.3	0.3	0.3	0.0	0.1	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00
Delay/Veh:	5.3	5.3	5.3	0.0	0.0	0.0	26.7	26.7	26.7	0.0	25.3	25.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	5.3	5.3	5.3	0.0	0.0	0.0	26.7	26.7	26.7	0.0	25.3	25.3
LOS by Move:	A	A	A	A	A	A	C	C	C	A	C	C
HCM2k95thQ:	11	11	11	0	0	0	7	7	7	0	4	4

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

Valley Title Due Diligence
SJ20-2024
Background AM, Background PM

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

Intersection #2: S 1st Street and San Carlos Street



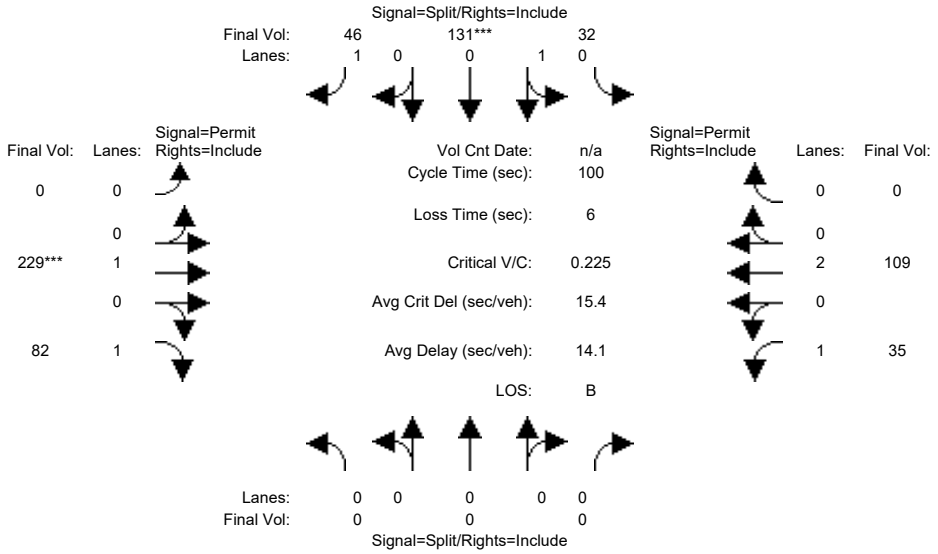
Street Name:	S 1st Street						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	10	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	27	108	39	0	0	0	85	337	82	0	217	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:	27	108	39	0	0	0	85	337	82	0	217	25
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	5	5	1	0	0	0	1	12	2	0	9	1
Initial Fut:	32	113	40	0	0	0	86	349	84	0	226	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:	32	113	40	0	0	0	86	349	84	0	226	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	113	40	0	0	0	86	349	84	0	226	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:	32	113	40	0	0	0	86	349	84	0	226	26
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	1.00	0.92	0.95	0.95	0.95	0.92	0.98	0.95
Lanes:	0.17	0.61	0.22	0.00	0.00	0.00	0.33	1.35	0.32	0.00	1.79	0.21
Final Sat.:	303	1069	378	0	0	0	597	2421	583	0	3318	382
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.11	0.00	0.00	0.00	0.14	0.14	0.14	0.00	0.07	0.07
Crit Moves:	****							****				
Green Time:	39.8	39.8	39.8	0.0	0.0	0.0	54.2	54.2	54.2	0.0	54.2	54.2
Volume/Cap:	0.27	0.27	0.27	0.00	0.00	0.00	0.27	0.27	0.27	0.00	0.13	0.13
Uniform Del:	20.3	20.3	20.3	0.0	0.0	0.0	12.2	12.2	12.2	0.0	11.2	11.2
IncremntDel:	0.2	0.2	0.2	0.0	0.0	0.0	0.1	0.1	0.1	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00
Delay/Veh:	20.5	20.5	20.5	0.0	0.0	0.0	12.3	12.3	12.3	0.0	11.3	11.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.5	20.5	20.5	0.0	0.0	0.0	12.3	12.3	12.3	0.0	11.3	11.3
LOS by Move:	C+	C+	C+	A	A	A	B	B	B	A	B+	B+
HCM2k95thQ:	8	8	8	0	0	0	8	8	8	0	4	4

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

Valley Title Due Diligence
SJ20-2024
Background AM, Background PM

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

Intersection #3: S 2nd Street and San Carlos Street



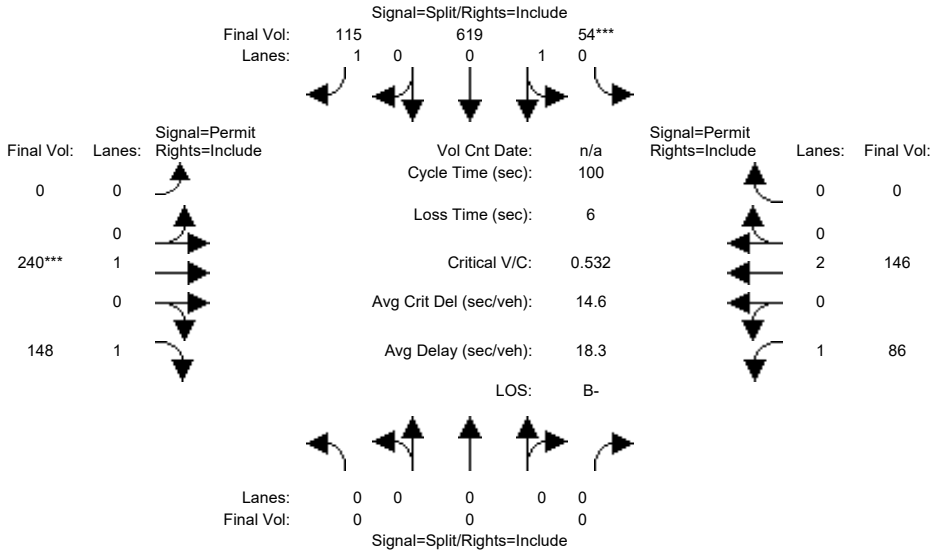
Street Name:	S 2nd Street						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	32	129	46	0	215	78	35	108	0
Growth Adj:	1.00	1.00	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	32	129	46	0	215	78	35	108	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	2	0	0	14	4	0	1	0
Initial Fut:	0	0	0	32	131	46	0	229	82	35	109	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	32	131	46	0	229	82	35	109	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	32	131	46	0	229	82	35	109	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	32	131	46	0	229	82	35	109	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.20	0.80	1.00	0.00	1.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	353	1447	1750	0	1900	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.09	0.03	0.00	0.12	0.05	0.02	0.03	0.00
Crit Moves:					****			****				
Green Time:	0.0	0.0	0.0	40.3	40.3	40.3	0.0	53.7	53.7	53.7	53.7	0.0
Volume/Cap:	0.00	0.00	0.00	0.22	0.22	0.07	0.00	0.22	0.09	0.04	0.05	0.00
Uniform Del:	0.0	0.0	0.0	19.6	19.6	18.3	0.0	12.2	11.3	10.9	11.0	0.0
IncremntDel:	0.0	0.0	0.0	0.2	0.2	0.0	0.0	0.1	0.0	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	0.0	0.0	0.0	19.7	19.7	18.3	0.0	12.3	11.3	11.0	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	19.7	19.7	18.3	0.0	12.3	11.3	11.0	11.1	0.0
LOS by Move:	A	A	A	B-	B-	B-	A	B	B+	B+	B+	A
HCM2k95thQ:	0	0	0	7	7	2	0	7	3	1	2	0

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

Valley Title Due Diligence
SJ20-2024
Background AM, Background PM

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

Intersection #3: S 2nd Street and San Carlos Street



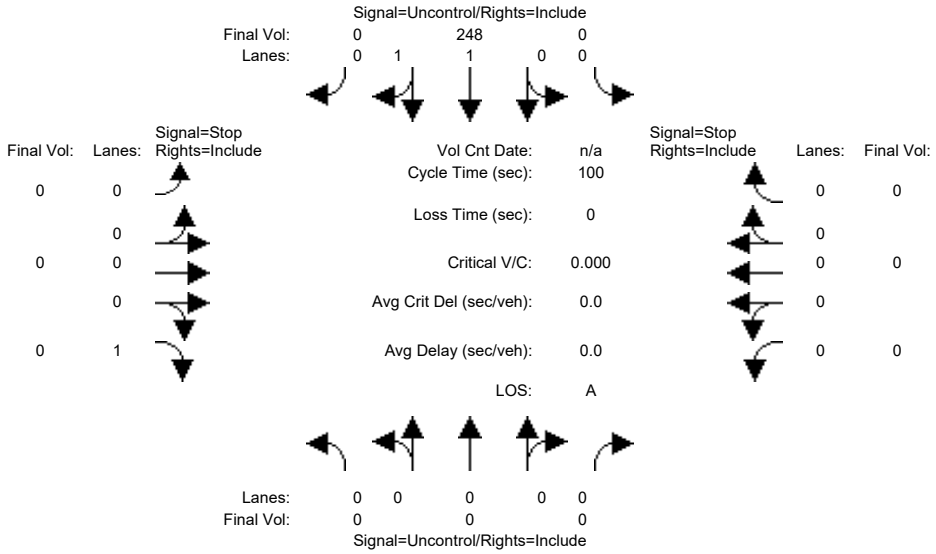
Street Name:	S 2nd Street						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	51	593	112	0	233	146	76	128	0
Growth Adj:	1.00	1.00	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	51	593	112	0	233	146	76	128	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	3	26	3	0	7	2	10	18	0
Initial Fut:	0	0	0	54	619	115	0	240	148	86	146	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	54	619	115	0	240	148	86	146	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	54	619	115	0	240	148	86	146	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	54	619	115	0	240	148	86	146	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.08	0.92	1.00	0.00	1.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	144	1656	1750	0	1900	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.37	0.37	0.07	0.00	0.13	0.08	0.05	0.04	0.00
Crit Moves:				****				****				
Green Time:	0.0	0.0	0.0	70.3	70.3	70.3	0.0	23.7	23.7	23.7	23.7	0.0
Volume/Cap:	0.00	0.00	0.00	0.53	0.53	0.09	0.00	0.53	0.36	0.21	0.16	0.00
Uniform Del:	0.0	0.0	0.0	7.1	7.1	4.7	0.0	33.3	31.8	30.6	30.2	0.0
IncremntDel:	0.0	0.0	0.0	0.4	0.4	0.0	0.0	1.2	0.5	0.2	0.1	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	0.0	0.0	0.0	7.5	7.5	4.8	0.0	34.5	32.3	30.8	30.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	7.5	7.5	4.8	0.0	34.5	32.3	30.8	30.3	0.0
LOS by Move:	A	A	A	A	A	A	A	C-	C-	C	C	A
HCM2k95thQ:	0	0	0	19	19	2	0	12	8	5	4	0

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

Valley Title Due Diligence
SJ20-2024
Background AM, Background PM

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

Intersection #4: S 2nd Street and E Project Driveway



Street Name:	S 2nd Street						E Project Driveway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	0	242	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	242	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	6	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	248	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	248	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	248	0	0	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	124	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	932	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	932	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #4 S 2nd Street and E Project Driveway

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0	0 0	0	0 0	1 1	0	0 0	0 0	1	0 0	0 0	0
Initial Vol:	0	0	0	0	248	0	0	0	0	0	0	0
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #4 S 2nd Street and E Project Driveway

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0	0 0	0	0 0	1 1	0	0 0	0 0	1	0 0	0 0	0
Initial Vol:	0	0	0	0	248	0	0	0	0	0	0	0

Major Street Volume: 248
Minor Approach Volume: 0
Minor Approach Volume Threshold: 765

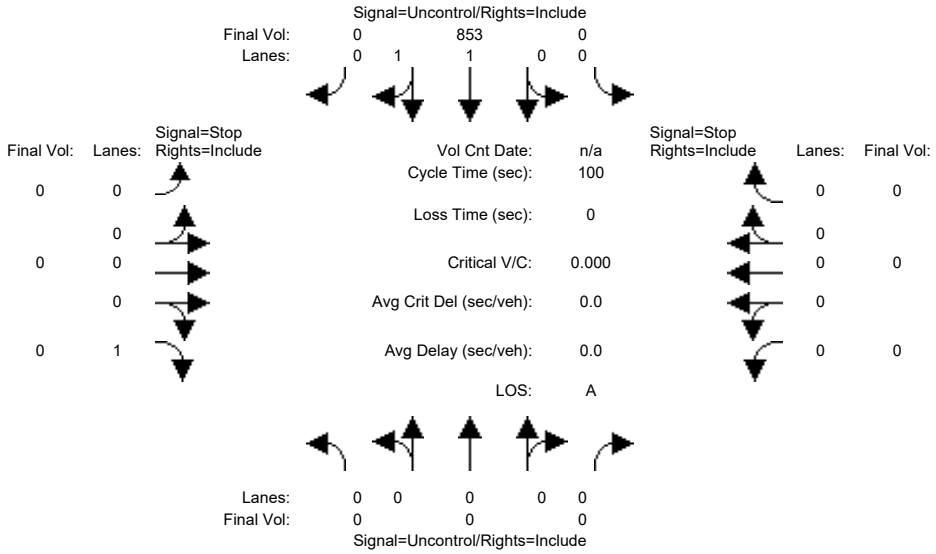
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Valley Title Due Diligence
SJ20-2024
Background AM, Background PM

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

Intersection #4: S 2nd Street and E Project Driveway




```
Street Name:            S 2nd Street                    E Project Driveway
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0     0  815     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  815     0     0    0     0     0    0     0
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0   38     0     0    0     0     0    0     0
Initial Fut:    0    0     0     0  853     0     0    0     0     0    0     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0    0     0     0  853     0     0    0     0     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0    0     0     0  853     0     0    0     0     0    0     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx   6.2 xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx   3.3 xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   427  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   632  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   632  xxxx xxxx xxxxx
Volume/Cap:  xxxx xxxx  xxxx  xxxx xxxx  xxxx  xxxx xxxx  0.00  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    *    *     *     *    *     *     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:    xxxxxx           xxxxxx           xxxxxx           xxxxxx
ApproachLOS:         *                *                *                *
Note: Queue reported is the number of cars per lane.
```

Peak Hour Delay Signal Warrant Report

```
************************************************************************
Intersection #4 S 2nd Street and E Project Driveway
************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
```


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0	0 0	0	0 0	1 1	0	0 0	0 0	1	0 0	0 0	0
Initial Vol:	0	0	0	0	853	0	0	0	0	0	0	0
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #4 S 2nd Street and E Project Driveway

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0	0 0	0	0 0	1 1	0	0 0	0 0	1	0 0	0 0	0
Initial Vol:	0	0	0	0	853	0	0	0	0	0	0	0

Major Street Volume: 853
Minor Approach Volume: 0
Minor Approach Volume Threshold: 340

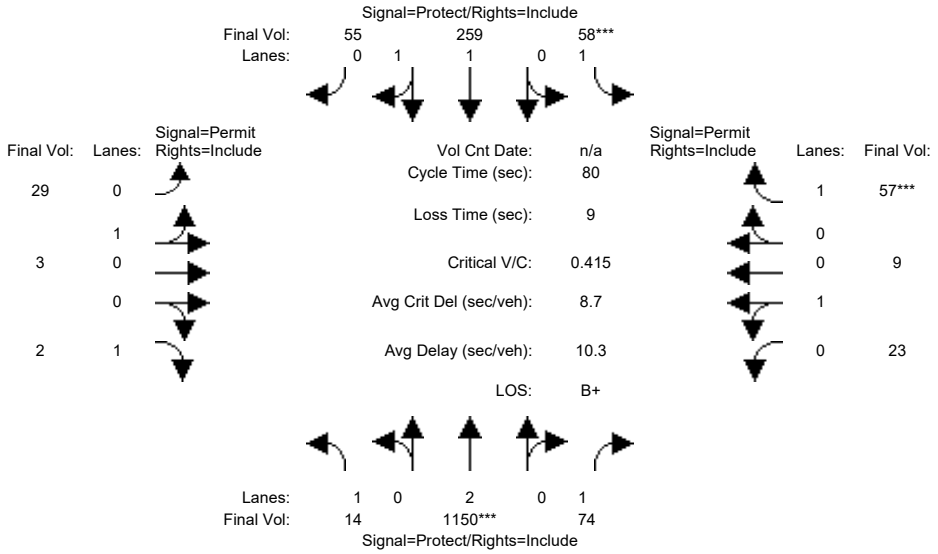
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Valley Title Due Diligence
SJ20-2024
Background AM, Background PM

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

Intersection #5: S Market Street and San Salvador Street



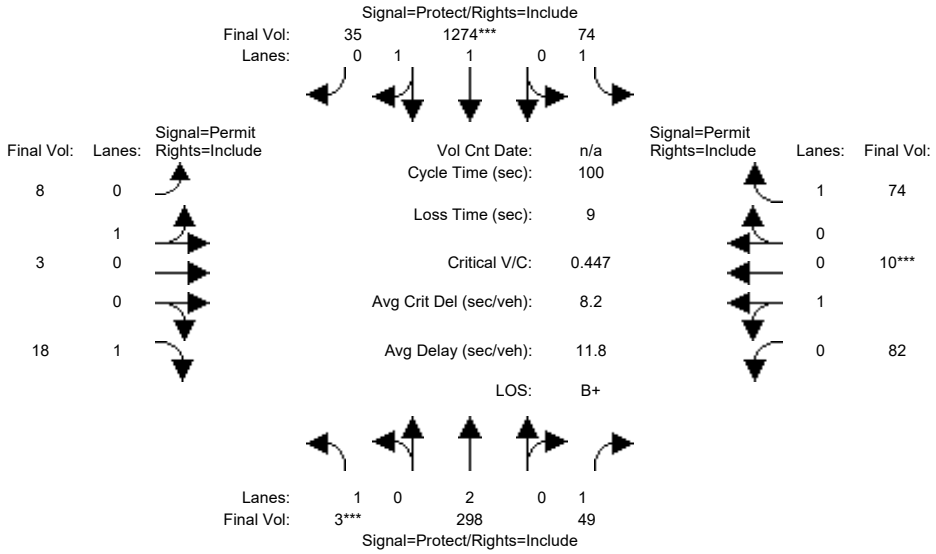
Street Name:	Market Street						San Salvador Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	14	1115	74	58	244	55	29	3	2	23	9	57
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	1115	74	58	244	55	29	3	2	23	9	57
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	35	0	0	15	0	0	0	0	0	0	0
Initial Fut:	14	1150	74	58	259	55	29	3	2	23	9	57
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	14	1150	74	58	259	55	29	3	2	23	9	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	1150	74	58	259	55	29	3	2	23	9	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	14	1150	74	58	259	55	29	3	2	23	9	57
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	2.00	1.00	1.00	1.64	0.36	0.91	0.09	1.00	0.72	0.28	1.00
Final Sat.:	1750	3800	1750	1750	3051	648	1631	169	1750	1294	506	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.30	0.04	0.03	0.08	0.08	0.02	0.02	0.00	0.02	0.02	0.03
Crit Moves:		****		****								****
Green Time:	25.1	54.0	54.0	7.0	35.9	35.9	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.03	0.45	0.06	0.38	0.19	0.19	0.14	0.14	0.01	0.14	0.14	0.26
Uniform Del:	19.0	6.1	4.4	34.4	13.3	13.3	31.2	31.2	30.7	31.2	31.2	31.7
IncremntDel:	0.0	0.1	0.0	1.6	0.1	0.1	0.3	0.3	0.0	0.3	0.3	0.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	19.0	6.2	4.4	36.0	13.3	13.3	31.5	31.5	30.7	31.5	31.5	32.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.0	6.2	4.4	36.0	13.3	13.3	31.5	31.5	30.7	31.5	31.5	32.3
LOS by Move:	B-	A	A	D+	B	B	C	C	C	C	C	C-
HCM2k95thQ:	0	12	1	3	5	5	2	2	0	1	1	3

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

Valley Title Due Diligence
SJ20-2024
Background AM, Background PM

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

Intersection #5: S Market Street and San Salvador Street



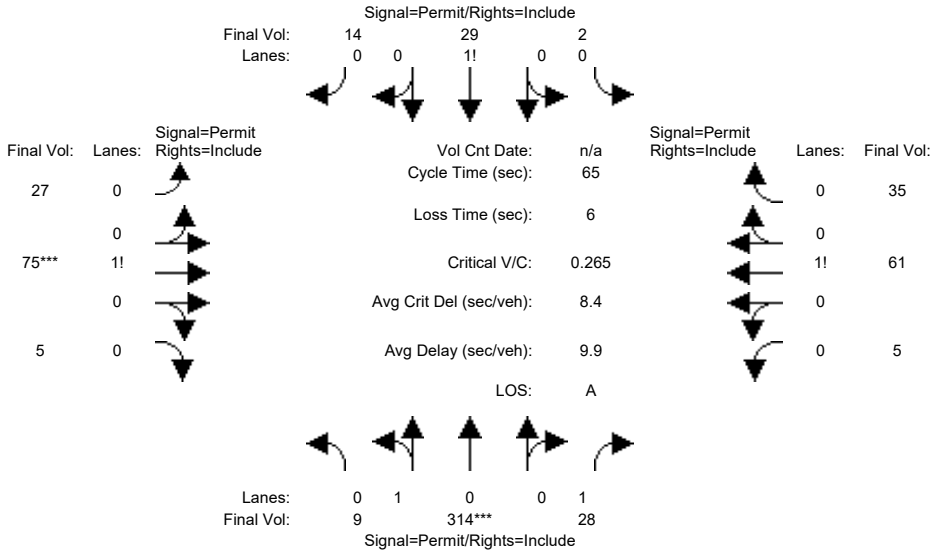
Street Name:	Market Street						San Salvador Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	3	296	49	73	1039	35	8	3	18	82	10	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:	3	296	49	73	1039	35	8	3	18	82	10	74
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	2	0	1	235	0	0	0	0	0	0	0
Initial Fut:	3	298	49	74	1274	35	8	3	18	82	10	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:	3	298	49	74	1274	35	8	3	18	82	10	74
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	298	49	74	1274	35	8	3	18	82	10	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:	3	298	49	74	1274	35	8	3	18	82	10	74
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.97	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	2.00	1.00	1.00	1.95	0.05	0.73	0.27	1.00	0.89	0.11	1.00
Final Sat.:	1750	3800	1750	1750	3601	99	1309	491	1750	1604	196	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.08	0.03	0.04	0.35	0.35	0.01	0.01	0.01	0.05	0.05	0.04
Crit Moves:	****				****						****	
Green Time:	7.0	47.3	47.3	33.1	73.4	73.4	10.6	10.6	10.6	10.6	10.6	10.6
Volume/Cap:	0.02	0.17	0.06	0.13	0.48	0.48	0.06	0.06	0.10	0.48	0.48	0.40
Uniform Del:	43.3	15.1	14.3	23.4	5.5	5.5	40.2	40.2	40.4	42.1	42.1	41.7
IncremntDel:	0.1	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.2	1.9	1.9	1.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	43.4	15.1	14.3	23.5	5.6	5.6	40.3	40.3	40.6	44.0	44.0	43.1
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	15.1	14.3	23.5	5.6	5.6	40.3	40.3	40.6	44.0	44.0	43.1
LOS by Move:	D	B	B	C	A	A	D	D	D	D	D	D
HCM2k95thQ:	0	5	2	3	15	15	1	1	1	6	6	5

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

Valley Title Due Diligence
SJ20-2024
Background AM, Background PM

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

Intersection #6: S 1st Street and San Salvador Street



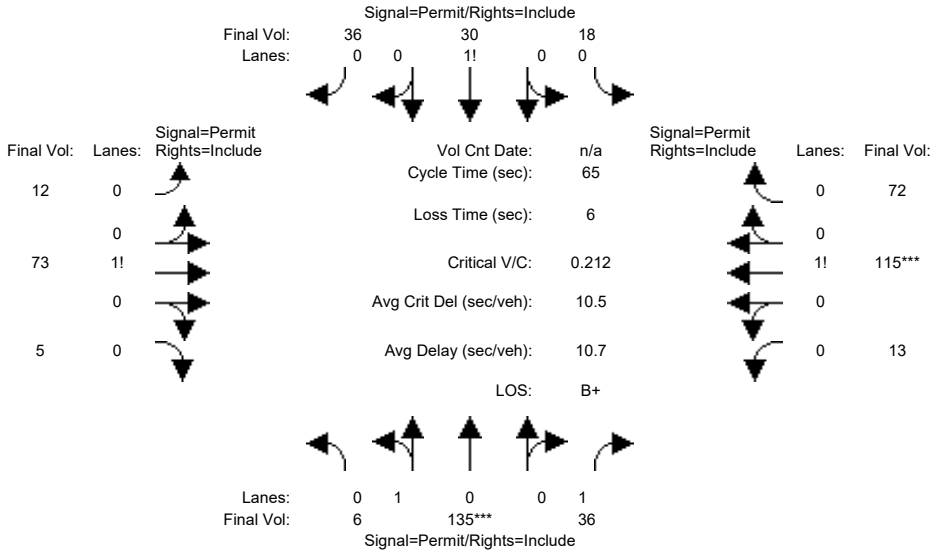
Street Name:	S 1st Street						San Salvador Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	9	226	26	2	29	14	27	75	5	5	61	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	226	26	2	29	14	27	75	5	5	61	35
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	88	2	0	0	0	0	0	0	0	0	0
Initial Fut:	9	314	28	2	29	14	27	75	5	5	61	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	314	28	2	29	14	27	75	5	5	61	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	314	28	2	29	14	27	75	5	5	61	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	9	314	28	2	29	14	27	75	5	5	61	35
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	0.03	0.97	1.00	0.04	0.65	0.31	0.25	0.70	0.05	0.05	0.60	0.35
Final Sat.:	50	1750	1750	78	1128	544	442	1227	82	87	1057	606
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.02	0.03	0.03	0.03	0.06	0.06	0.06	0.06	0.06	0.06
Crit Moves:		****						****				
Green Time:	44.0	44.0	44.0	44.0	44.0	44.0	15.0	15.0	15.0	15.0	15.0	15.0
Volume/Cap:	0.27	0.27	0.02	0.04	0.04	0.04	0.27	0.27	0.27	0.25	0.25	0.25
Uniform Del:	4.1	4.1	3.4	3.5	3.5	3.5	20.5	20.5	20.5	20.4	20.4	20.4
IncremntDel:	0.1	0.1	0.0	0.0	0.0	0.0	0.4	0.4	0.4	0.3	0.3	0.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	4.2	4.2	3.5	3.5	3.5	3.5	20.8	20.8	20.8	20.7	20.7	20.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	4.2	4.2	3.5	3.5	3.5	3.5	20.8	20.8	20.8	20.7	20.7	20.7
LOS by Move:	A	A	A	A	A	A	C+	C+	C+	C+	C+	C+
HCM2k95thQ:	5	5	0	1	1	1	4	4	4	4	4	4

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

Valley Title Due Diligence
SJ20-2024
Background AM, Background PM

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

Intersection #6: S 1st Street and San Salvador Street



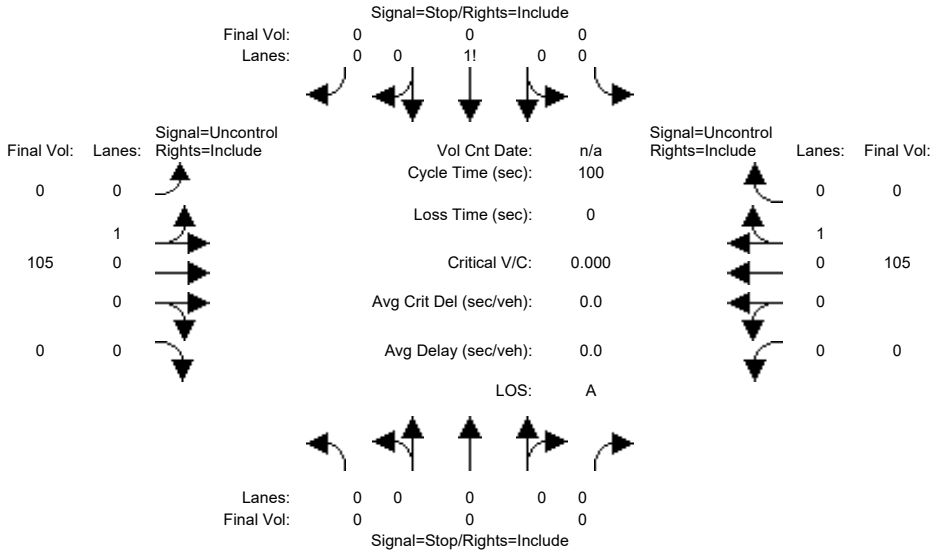
Street Name:	S 1st Street						San Salvador Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	6	128	36	18	30	36	12	73	5	13	115	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:	6	128	36	18	30	36	12	73	5	13	115	72
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	7	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	135	36	18	30	36	12	73	5	13	115	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:	6	135	36	18	30	36	12	73	5	13	115	72
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	135	36	18	30	36	12	73	5	13	115	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:	6	135	36	18	30	36	12	73	5	13	115	72
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	0.04	0.96	1.00	0.21	0.36	0.43	0.13	0.81	0.06	0.06	0.58	0.36
Final Sat.:	77	1723	1750	375	625	750	233	1419	97	114	1006	630
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.02	0.05	0.05	0.05	0.05	0.05	0.05	0.11	0.11	0.11
Crit Moves:		****									****	
Green Time:	24.0	24.0	24.0	24.0	24.0	24.0	35.0	35.0	35.0	35.0	35.0	35.0
Volume/Cap:	0.21	0.21	0.06	0.13	0.13	0.13	0.10	0.10	0.10	0.21	0.21	0.21
Uniform Del:	14.0	14.0	13.2	13.6	13.6	13.6	7.3	7.3	7.3	7.8	7.8	7.8
IncremntDel:	0.2	0.2	0.0	0.1	0.1	0.1	0.0	0.0	0.0	0.1	0.1	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	14.2	14.2	13.2	13.7	13.7	13.7	7.3	7.3	7.3	7.9	7.9	7.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.2	14.2	13.2	13.7	13.7	13.7	7.3	7.3	7.3	7.9	7.9	7.9
LOS by Move:	B	B	B	B	B	B	A	A	A	A	A	A
HCM2k95thQ:	4	4	1	2	2	2	2	2	2	4	4	4

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

Valley Title Due Diligence
SJ20-2024
Background AM, Background PM

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

Intersection #7: S Project Driveway and San Salvador Street



Street Name:	S Project Driveway						San Salvador Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	103	0	0	105	0
Growth Adj:	1.00	1.00	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	103	0	0	105	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	2	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	105	0	0	105	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	105	0	0	105	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	0	105	0	0	105	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	210	210	105	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	783	691	955	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	783	691	955	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.00	0.00	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #7 S Project Driveway and San Salvador Street

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Lanes:	0	0	0	0 0	0	0	1!	0 0	0	0	1	0 0	0	0	1	0 0
Initial Vol:	0	0	0		0	0	0		0	105	0		0	105	0	
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				xxxxxx			

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #7 S Project Driveway and San Salvador Street

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Lanes:	0	0	0	0 0	0	0	1!	0 0	0	0	1	0 0	0	0	1	0 0
Initial Vol:	0	0	0		0	0	0		0	105	0		0	105	0	

Major Street Volume: 210
Minor Approach Volume: 0
Minor Approach Volume Threshold: 636

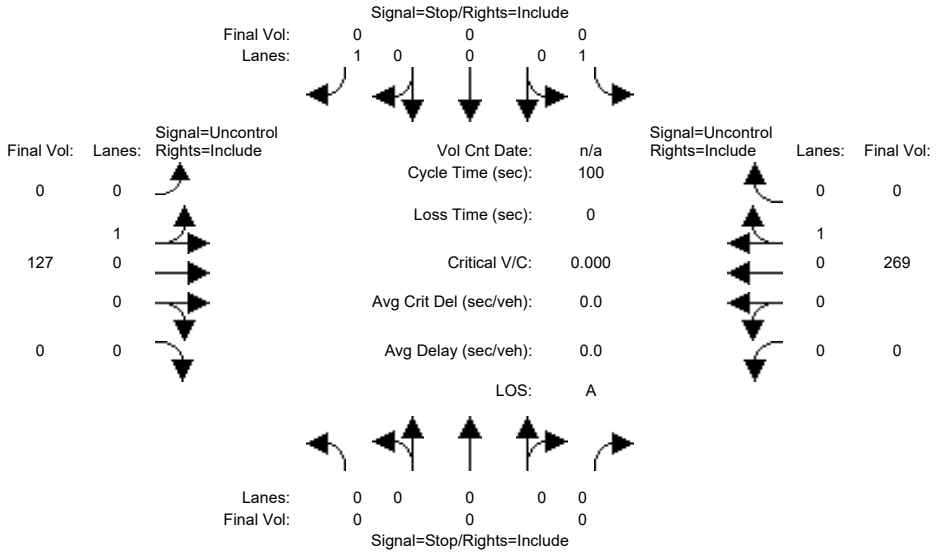
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Valley Title Due Diligence
SJ20-2024
Background AM, Background PM

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

Intersection #7: S Project Driveway and San Salvador Street



Street Name:	S Project Driveway						San Salvador Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	127	0	0	218	0
Growth Adj:	1.00	1.00	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	127	0	0	218	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	51	0
Initial Fut:	0	0	0	0	0	0	0	127	0	0	269	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	127	0	0	269	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	0	127	0	0	269	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	396	xxxx	269	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	613	xxxx	775	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	613	xxxx	775	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.00	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #7 S Project Driveway and San Salvador Street

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 0 0 0			1 0 0 0 1			0 0 1 0 0			0 0 1 0 0		
Initial Vol:	0	0	0	0	0	0	0	127	0	0	269	0
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #7 S Project Driveway and San Salvador Street

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 0 0 0			1 0 0 0 1			0 0 1 0 0			0 0 1 0 0		
Initial Vol:	0	0	0	0	0	0	0	127	0	0	269	0

Major Street Volume: 396
Minor Approach Volume: 0
Minor Approach Volume Threshold: 466

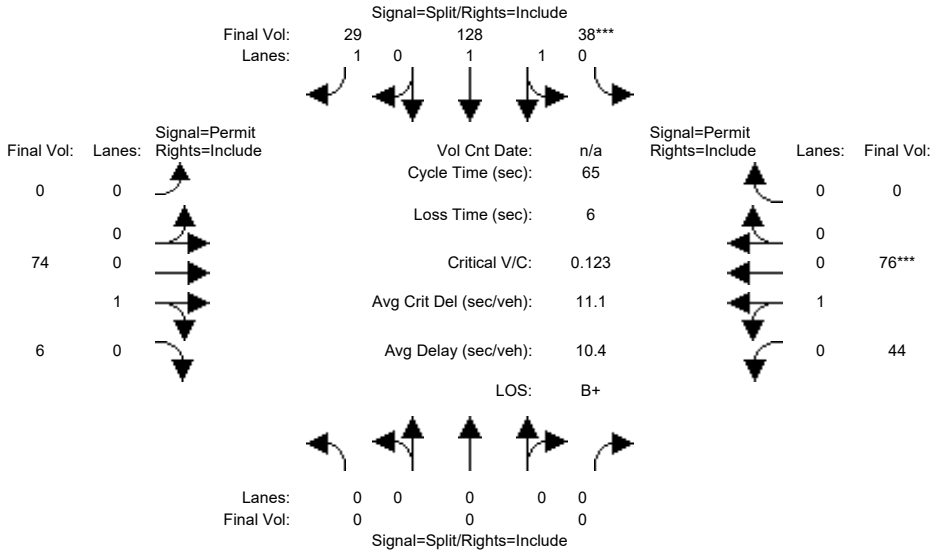
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Valley Title Due Diligence
SJ20-2024
Background AM, Background PM

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

Intersection #8: S 2nd Street and San Salvador Street



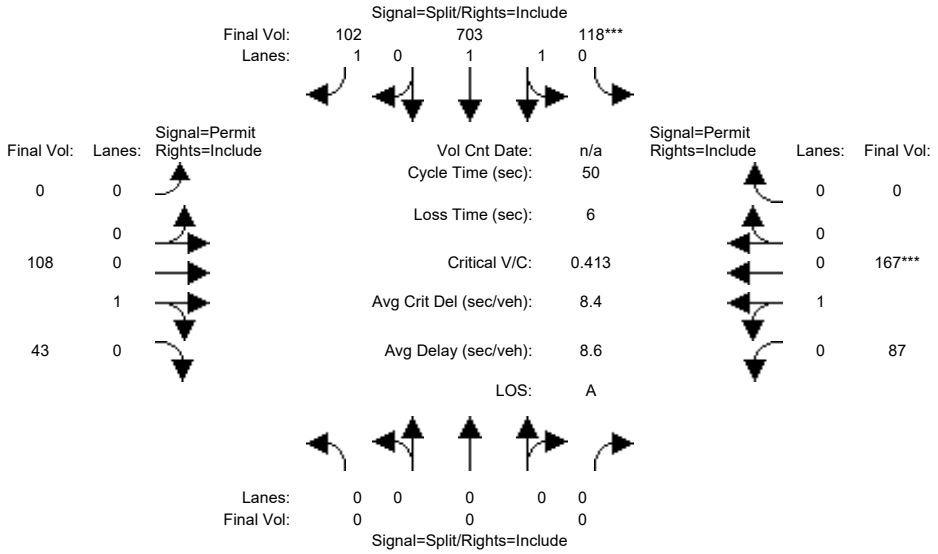
Street Name:	S 2nd Street						San Salvador Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	38	127	29	0	74	6	44	76	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	38	127	29	0	74	6	44	76	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	1	0	0	0	0	0	0	0
Initial Fut:	0	0	0	38	128	29	0	74	6	44	76	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	38	128	29	0	74	6	44	76	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	38	128	29	0	74	6	44	76	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	38	128	29	0	74	6	44	76	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.98	0.92	0.92	0.95	0.95	0.95	0.95	0.92
Lanes:	0.00	0.00	0.00	0.47	1.53	1.00	0.00	0.93	0.07	0.37	0.63	0.00
Final Sat.:	0	0	0	847	2852	1750	0	1665	135	660	1140	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.04	0.02	0.00	0.04	0.04	0.07	0.07	0.00
Crit Moves:				****							****	
Green Time:	0.0	0.0	0.0	23.7	23.7	23.7	0.0	35.3	35.3	35.3	35.3	0.0
Volume/Cap:	0.00	0.00	0.00	0.12	0.12	0.05	0.00	0.08	0.08	0.12	0.12	0.00
Uniform Del:	0.0	0.0	0.0	13.7	13.7	13.3	0.0	7.1	7.1	7.3	7.3	0.0
IncremntDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	0.0	0.0	0.0	13.8	13.8	13.3	0.0	7.2	7.2	7.3	7.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	13.8	13.8	13.3	0.0	7.2	7.2	7.3	7.3	0.0
LOS by Move:	A	A	A	B	B	B	A	A	A	A	A	A
HCM2k95thQ:	0	0	0	2	2	1	0	2	2	3	3	0

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

Valley Title Due Diligence
SJ20-2024
Background AM, Background PM

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

Intersection #8: S 2nd Street and San Salvador Street



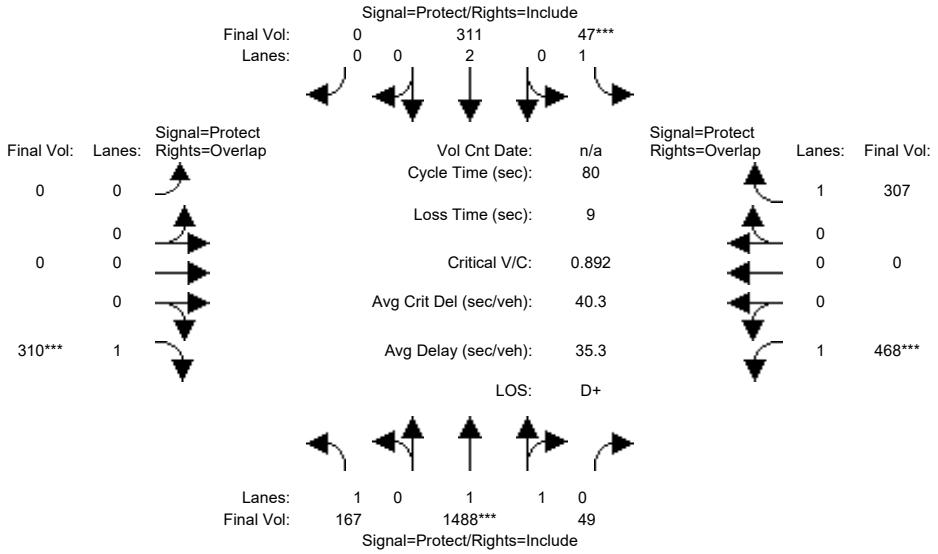
Street Name:	S 2nd Street						San Salvador Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	97	522	77	0	92	38	68	141	0
Growth Adj:	1.00	1.00	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	97	522	77	0	92	38	68	141	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	21	181	25	0	16	5	19	26	0
Initial Fut:	0	0	0	118	703	102	0	108	43	87	167	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	118	703	102	0	108	43	87	167	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	118	703	102	0	108	43	87	167	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	118	703	102	0	108	43	87	167	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.98	0.92	0.92	0.95	0.95	0.95	0.95	0.92
Lanes:	0.00	0.00	0.00	0.30	1.70	1.00	0.00	0.72	0.28	0.34	0.66	0.00
Final Sat.:	0	0	0	532	3168	1750	0	1287	513	617	1183	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.22	0.22	0.06	0.00	0.08	0.08	0.14	0.14	0.00
Crit Moves:				****							****	
Green Time:	0.0	0.0	0.0	26.9	26.9	26.9	0.0	17.1	17.1	17.1	17.1	0.0
Volume/Cap:	0.00	0.00	0.00	0.41	0.41	0.11	0.00	0.25	0.25	0.41	0.41	0.00
Uniform Del:	0.0	0.0	0.0	6.9	6.9	5.7	0.0	11.8	11.8	12.6	12.6	0.0
IncremntDel:	0.0	0.0	0.0	0.1	0.1	0.1	0.0	0.2	0.2	0.5	0.5	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	0.0	0.0	0.0	7.0	7.0	5.7	0.0	12.0	12.0	13.1	13.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	7.0	7.0	5.7	0.0	12.0	12.0	13.1	13.1	0.0
LOS by Move:	A	A	A	A	A	A	A	B	B	B	B	A
HCM2k95thQ:	0	0	0	7	7	2	0	4	4	7	7	0

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

Valley Title Due Diligence
SJ20-2024
Background AM, Background PM

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

Intersection #9: S 1st Street / S Market Street / Reed Street



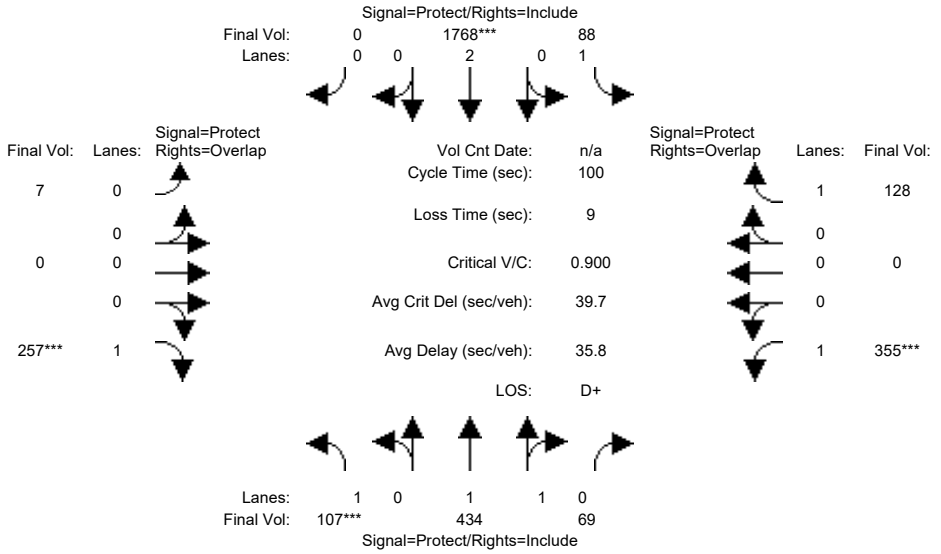
Street Name:	S 1st Street / S Market Street						Reed Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	0	0	10	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	162	1357	46	42	281	0	0	0	310	236	0	277
Growth Adj:	1.00	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	1357	46	42	281	0	0	0	310	236	0	277
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	5	131	3	5	30	0	0	0	0	232	0	30
Initial Fut:	167	1488	49	47	311	0	0	0	310	468	0	307
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	167	1488	49	47	311	0	0	0	310	468	0	307
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	167	1488	49	47	311	0	0	0	310	468	0	307
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	167	1488	49	47	311	0	0	0	310	468	0	307
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.93	0.07	1.00	2.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1750	3582	118	1750	3800	0	0	0	1750	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.42	0.42	0.03	0.08	0.00	0.00	0.00	0.18	0.27	0.00	0.18
Crit Moves:		****		****					****	****		
Green Time:	18.1	34.8	34.8	7.0	23.7	0.0	0.0	0.0	18.1	22.4	0.0	36.2
Volume/Cap:	0.42	0.96	0.96	0.31	0.28	0.00	0.00	0.00	0.78	0.96	0.00	0.39
Uniform Del:	26.5	21.9	21.9	34.2	21.6	0.0	0.0	0.0	29.1	28.3	0.0	14.5
IncremntDel:	0.7	13.4	13.4	1.1	0.1	0.0	0.0	0.0	9.8	29.6	0.0	0.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00
Delay/Veh:	27.2	35.3	35.3	35.4	21.7	0.0	0.0	0.0	39.0	58.0	0.0	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:	27.2	35.3	35.3	35.4	21.7	0.0	0.0	0.0	39.0	58.0	0.0	14.8
LOS by Move:	C	D+	D+	D+	C+	A	A	A	D+	E+	A	B
HCM2k95thQ:	8	41	41	2	6	0	0	0	18	27	0	10

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

Valley Title Due Diligence
SJ20-2024
Background AM, Background PM

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

Intersection #9: S 1st Street / S Market Street / Reed Street



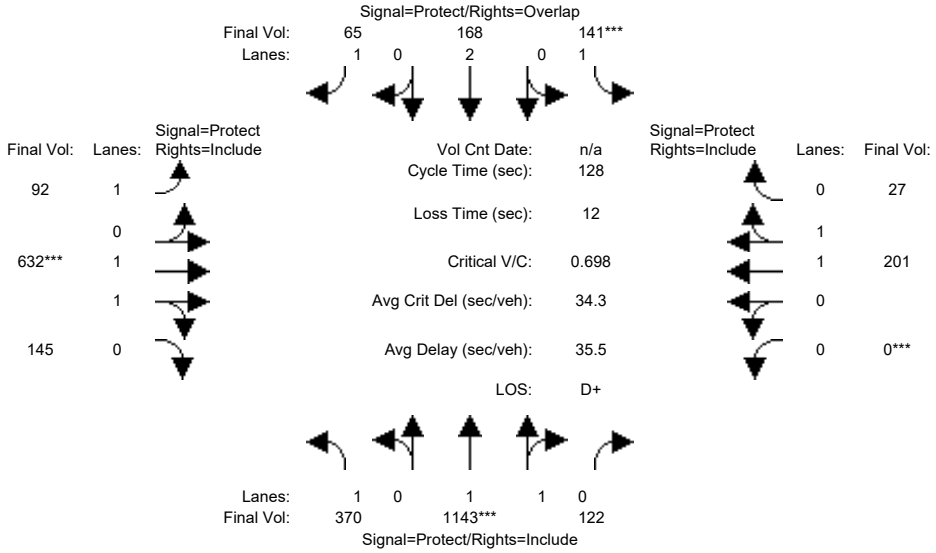
Street Name:	S 1st Street / S Market Street						Reed Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	0	0	10	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	93	331	66	68	1362	0	0	0	228	309	0	119
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	93	331	66	68	1362	0	0	0	228	309	0	119
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	14	103	3	20	406	0	7	0	29	46	0	9
Initial Fut:	107	434	69	88	1768	0	7	0	257	355	0	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:	107	434	69	88	1768	0	7	0	257	355	0	128
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	434	69	88	1768	0	7	0	257	355	0	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:	107	434	69	88	1768	0	7	0	257	355	0	128
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.92	0.92	0.92	1.00	0.92
Lanes:	1.00	1.72	0.28	1.00	2.00	0.00	0.03	0.00	0.97	1.00	0.00	1.00
Final Sat.:	1750	3192	507	1750	3800	0	46	0	1704	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.14	0.14	0.05	0.47	0.00	0.15	0.00	0.15	0.20	0.00	0.07
Crit Moves:	****				****				****	****		
Green Time:	7.0	39.1	39.1	20.1	52.2	0.0	27.6	0.0	16.1	22.8	0.0	42.9
Volume/Cap:	0.87	0.35	0.35	0.25	0.89	0.00	0.55	0.00	0.94	0.89	0.00	0.17
Uniform Del:	46.1	21.5	21.5	33.6	21.4	0.0	30.8	0.0	41.5	37.4	0.0	17.6
IncremntDel:	45.1	0.1	0.1	0.4	5.5	0.0	1.3	0.0	37.5	21.4	0.0	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Delay/Veh:	91.2	21.6	21.6	34.0	26.9	0.0	32.1	0.0	79.0	58.8	0.0	17.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	91.2	21.6	21.6	34.0	26.9	0.0	32.1	0.0	79.0	58.8	0.0	17.7
LOS by Move:	F	C+	C+	C-	C	A	C-	A	E-	E+	A	B
HCM2k95thQ:	12	11	11	5	43	0	15	0	23	23	0	5

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

Valley Title Due Diligence
SJ20-2024
Background PP AM, Background PP PM

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

Intersection #1: S Market Street and San Carlos Street



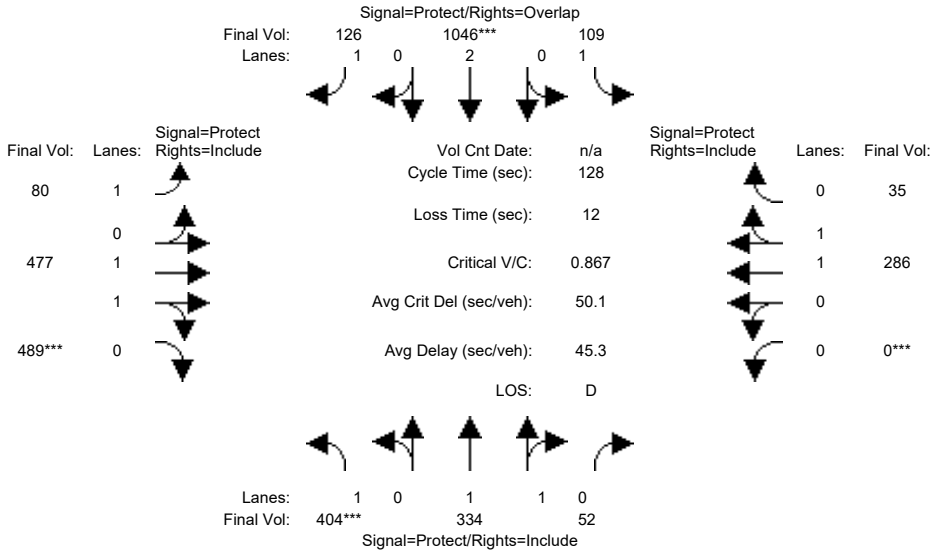
Street Name:	S Market Street						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	297	1031	16	25	133	32	77	266	111	0	131	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:	297	1031	16	25	133	32	77	266	111	0	131	22
Added Vol:	48	20	102	112	21	0	0	328	14	0	12	0
PasserByVol:	25	92	4	4	14	33	15	38	20	0	58	5
Initial Fut:	370	1143	122	141	168	65	92	632	145	0	201	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:	370	1143	122	141	168	65	92	632	145	0	201	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	370	1143	122	141	168	65	92	632	145	0	201	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:	370	1143	122	141	168	65	92	632	145	0	201	27
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.80	0.20	1.00	2.00	1.00	1.00	1.62	0.38	0.00	1.76	0.24
Final Sat.:	1750	3343	357	1750	3800	1750	1750	3009	690	0	3262	438
Capacity Analysis Module:												
Vol/Sat:	0.21	0.34	0.34	0.08	0.04	0.04	0.05	0.21	0.21	0.00	0.06	0.06
Crit Moves:		****		****				****		****		
Green Time:	56.6	62.7	62.7	14.8	20.9	36.8	15.9	38.5	38.5	0.0	22.7	22.7
Volume/Cap:	0.48	0.70	0.70	0.70	0.27	0.13	0.42	0.70	0.70	0.00	0.35	0.35
Delay/Veh:	25.7	26.5	26.5	64.7	47.1	33.9	53.2	41.6	41.6	0.0	46.5	46.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.7	26.5	26.5	64.7	47.1	33.9	53.2	41.6	41.6	0.0	46.5	46.5
LOS by Move:	C	C	C	E	D	C-	D-	D	D	A	D	D
HCM2k95thQ:	20	33	33	14	6	4	8	26	26	0	8	8

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

Valley Title Due Diligence
SJ20-2024
Background PP AM, Background PP PM

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

Intersection #1: S Market Street and San Carlos Street



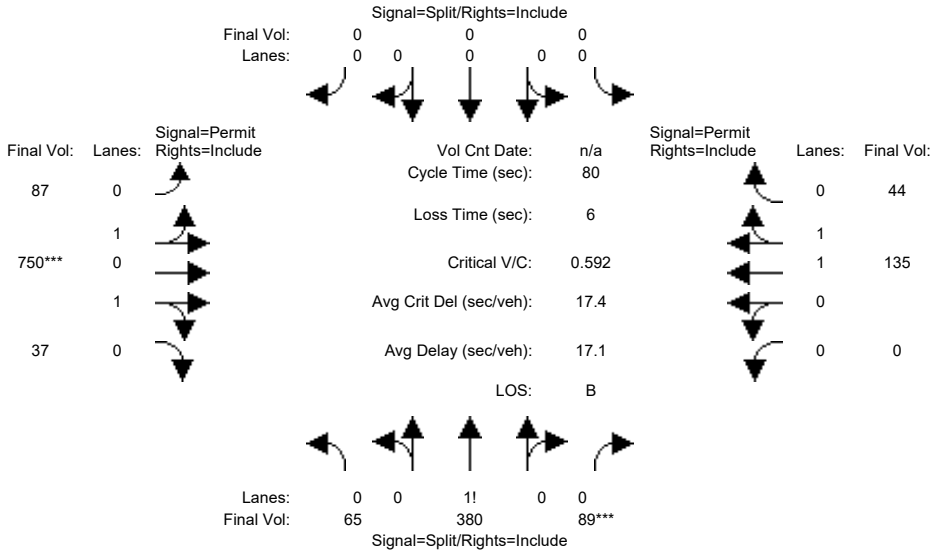
Street Name:	S Market Street						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	112	208	23	68	967	114	50	369	266	0	197	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:	112	208	23	68	967	114	50	369	266	0	197	34
Added Vol:	285	116	28	31	6	0	0	90	4	0	71	0
PasserByVol:	7	10	1	10	73	12	30	18	219	0	18	1
Initial Fut:	404	334	52	109	1046	126	80	477	489	0	286	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	404	334	52	109	1046	126	80	477	489	0	286	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	404	334	52	109	1046	126	80	477	489	0	286	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	404	334	52	109	1046	126	80	477	489	0	286	35
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	1.72	0.28	1.00	2.00	1.00	1.00	1.00	1.00	0.00	1.78	0.22
Final Sat.:	1750	3201	498	1750	3800	1750	1750	1900	1750	0	3296	403
Capacity Analysis Module:												
Vol/Sat:	0.23	0.10	0.10	0.06	0.28	0.07	0.05	0.25	0.28	0.00	0.09	0.09
Crit Moves:	****				****				****	****		
Green Time:	34.1	46.8	46.8	27.9	40.6	56.6	16.0	41.3	41.3	0.0	25.3	25.3
Volume/Cap:	0.87	0.29	0.29	0.29	0.87	0.16	0.37	0.78	0.87	0.00	0.44	0.44
Delay/Veh:	60.5	28.9	28.9	42.1	48.0	21.6	52.4	42.5	48.2	0.0	45.5	45.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.5	28.9	28.9	42.1	48.0	21.6	52.4	42.5	48.2	0.0	45.5	45.5
LOS by Move:	E	C	C	D	D	C+	D-	D	D	A	D	D
HCM2k95thQ:	30	10	10	8	37	6	7	31	37	0	11	11

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

Valley Title Due Diligence
SJ20-2024
Background PP AM, Background PP PM

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

Intersection #2: S 1st Street and San Carlos Street



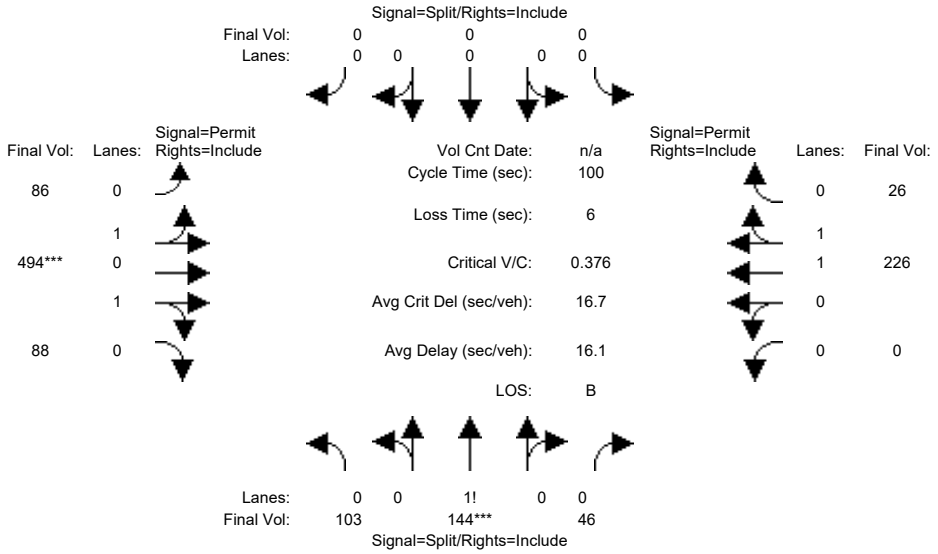
Street Name:	S 1st Street						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	10	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	6	321	58	0	0	0	84	206	22	0	122	43
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	321	58	0	0	0	84	206	22	0	122	43
Added Vol:	12	5	20	0	0	0	0	528	14	0	0	0
PasserByVol:	47	54	11	0	0	0	3	16	1	0	13	1
Initial Fut:	65	380	89	0	0	0	87	750	37	0	135	44
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	65	380	89	0	0	0	87	750	37	0	135	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	380	89	0	0	0	87	750	37	0	135	44
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	65	380	89	0	0	0	87	750	37	0	135	44
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	1.00	0.92	0.95	0.95	0.95	0.92	0.98	0.95
Lanes:	0.12	0.71	0.17	0.00	0.00	0.00	0.20	1.72	0.08	0.00	1.49	0.51
Final Sat.:	213	1245	292	0	0	0	358	3089	152	0	2790	909
Capacity Analysis Module:												
Vol/Sat:	0.31	0.31	0.31	0.00	0.00	0.00	0.24	0.24	0.24	0.00	0.05	0.05
Crit Moves:			****					****				
Green Time:	41.2	41.2	41.2	0.0	0.0	0.0	32.8	32.8	32.8	0.0	32.8	32.8
Volume/Cap:	0.59	0.59	0.59	0.00	0.00	0.00	0.59	0.59	0.59	0.00	0.12	0.12
Delay/Veh:	14.6	14.6	14.6	0.0	0.0	0.0	19.0	19.0	19.0	0.0	14.7	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:	14.6	14.6	14.6	0.0	0.0	0.0	19.0	19.0	19.0	0.0	14.7	14.7
LOS by Move:	B	B	B	A	A	A	B-	B-	B-	A	B	B
HCM2k95thQ:	18	18	18	0	0	0	16	16	16	0	3	3

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

Valley Title Due Diligence
SJ20-2024
Background PP AM, Background PP PM

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

Intersection #2: S 1st Street and San Carlos Street



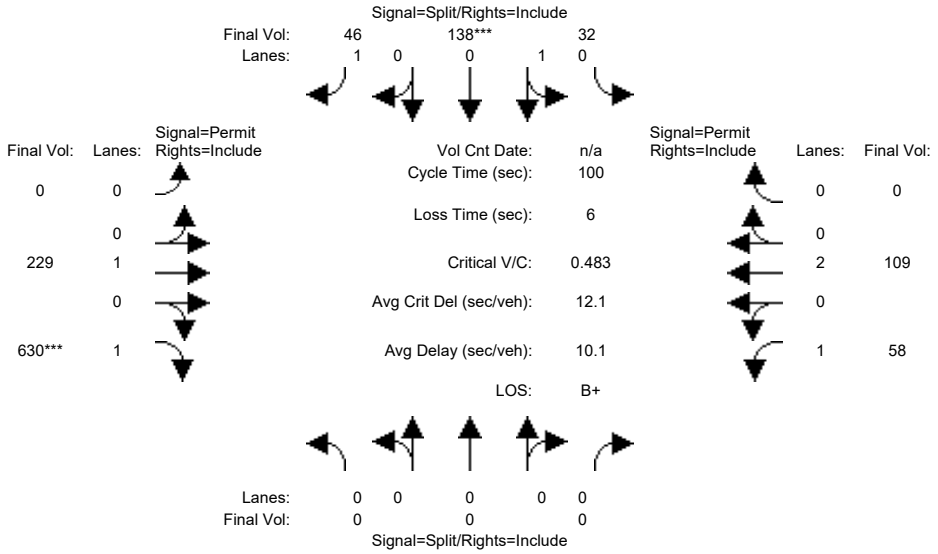
Street Name:	S 1st Street						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	0	0	0	10	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	27	108	39	0	0	0	85	337	82	0	217	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:	27	108	39	0	0	0	85	337	82	0	217	25
Added Vol:	71	31	6	0	0	0	0	145	4	0	0	0
PasserByVol:	5	5	1	0	0	0	1	12	2	0	9	1
Initial Fut:	103	144	46	0	0	0	86	494	88	0	226	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:	103	144	46	0	0	0	86	494	88	0	226	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	103	144	46	0	0	0	86	494	88	0	226	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:	103	144	46	0	0	0	86	494	88	0	226	26
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	1.00	0.92	0.95	0.95	0.95	0.92	0.98	0.95
Lanes:	0.35	0.49	0.16	0.00	0.00	0.00	0.26	1.48	0.26	0.00	1.79	0.21
Final Sat.:	615	860	275	0	0	0	463	2662	474	0	3318	382
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.17	0.00	0.00	0.00	0.19	0.19	0.19	0.00	0.07	0.07
Crit Moves:		****						****				
Green Time:	44.6	44.6	44.6	0.0	0.0	0.0	49.4	49.4	49.4	0.0	49.4	49.4
Volume/Cap:	0.38	0.38	0.38	0.00	0.00	0.00	0.38	0.38	0.38	0.00	0.14	0.14
Delay/Veh:	18.7	18.7	18.7	0.0	0.0	0.0	15.8	15.8	15.8	0.0	13.8	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:	18.7	18.7	18.7	0.0	0.0	0.0	15.8	15.8	15.8	0.0	13.8	13.8
LOS by Move:	B-	B-	B-	A	A	A	B	B	B	A	B	B
HCM2k95thQ:	12	12	12	0	0	0	12	12	12	0	4	4

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

Valley Title Due Diligence
SJ20-2024
Background PP AM, Background PP PM

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

Intersection #3: S 2nd Street and San Carlos Street



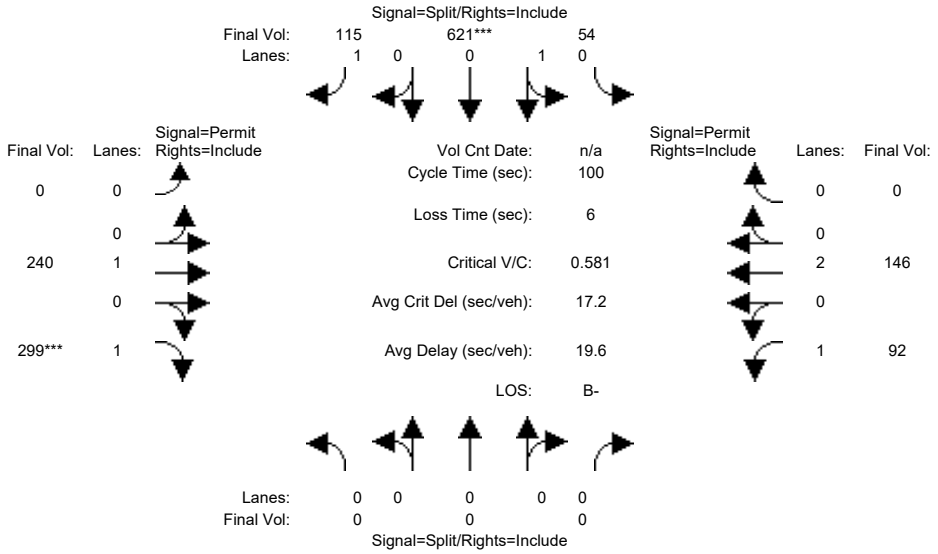
Street Name:	S 2nd Street						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	32	129	46	0	215	78	35	108	0
Growth Adj:	1.00	1.00	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	32	129	46	0	215	78	35	108	0
Added Vol:	0	0	0	0	7	0	0	0	548	23	0	0
PasserByVol:	0	0	0	0	2	0	0	14	4	0	1	0
Initial Fut:	0	0	0	32	138	46	0	229	630	58	109	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	32	138	46	0	229	630	58	109	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	32	138	46	0	229	630	58	109	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	32	138	46	0	229	630	58	109	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.19	0.81	1.00	0.00	1.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	339	1461	1750	0	1900	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.09	0.03	0.00	0.12	0.36	0.03	0.03	0.00
Crit Moves:					****				****			
Green Time:	0.0	0.0	0.0	19.5	19.5	19.5	0.0	74.5	74.5	74.5	74.5	0.0
Volume/Cap:	0.00	0.00	0.00	0.48	0.48	0.13	0.00	0.16	0.48	0.04	0.04	0.00
Delay/Veh:	0.0	0.0	0.0	36.8	36.8	33.4	0.0	3.8	5.4	3.4	3.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	36.8	36.8	33.4	0.0	3.8	5.4	3.4	3.4	0.0
LOS by Move:	A	A	A	D+	D+	C-	A	A	A	A	A	A
HCM2k95thQ:	0	0	0	10	10	3	0	4	15	1	1	0

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

Valley Title Due Diligence
SJ20-2024
Background PP AM, Background PP PM

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

Intersection #3: S 2nd Street and San Carlos Street



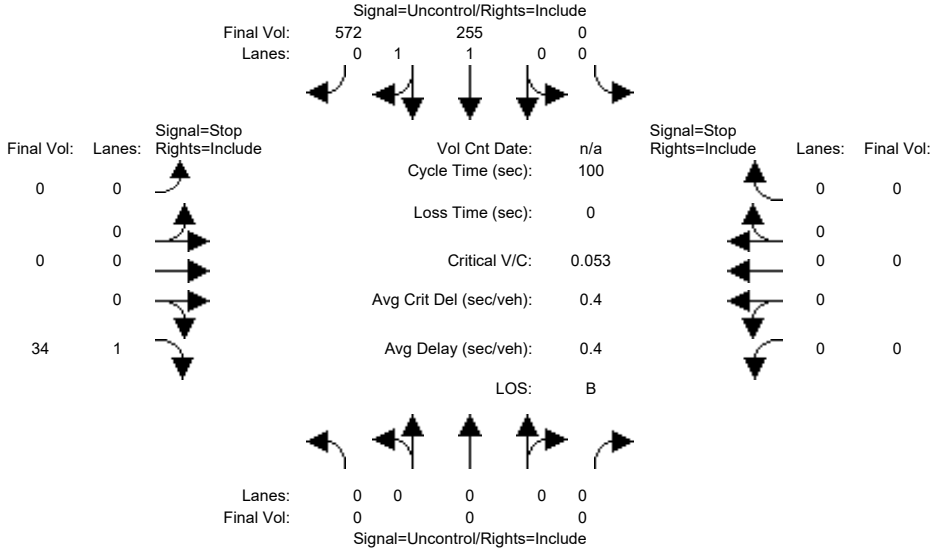
Street Name:	S 2nd Street						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	51	593	112	0	233	146	76	128	0
Growth Adj:	1.00	1.00	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	51	593	112	0	233	146	76	128	0
Added Vol:	0	0	0	0	2	0	0	0	151	6	0	0
PasserByVol:	0	0	0	3	26	3	0	7	2	10	18	0
Initial Fut:	0	0	0	54	621	115	0	240	299	92	146	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	54	621	115	0	240	299	92	146	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	54	621	115	0	240	299	92	146	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	54	621	115	0	240	299	92	146	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.08	0.92	1.00	0.00	1.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	144	1656	1750	0	1900	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.38	0.38	0.07	0.00	0.13	0.17	0.05	0.04	0.00
Crit Moves:					****				****			
Green Time:	0.0	0.0	0.0	64.6	64.6	64.6	0.0	29.4	29.4	29.4	29.4	0.0
Volume/Cap:	0.00	0.00	0.00	0.58	0.58	0.10	0.00	0.43	0.58	0.18	0.13	0.00
Delay/Veh:	0.0	0.0	0.0	10.8	10.8	6.8	0.0	29.0	31.7	26.5	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:	0.0	0.0	0.0	10.8	10.8	6.8	0.0	29.0	31.7	26.5	26.0	0.0
LOS by Move:	A	A	A	B+	B+	A	A	C	C	C	C	A
HCM2k95thQ:	0	0	0	23	23	3	0	11	16	5	3	0

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

Valley Title Due Diligence
SJ20-2024
Background PP AM, Background PP PM

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

Intersection #4: S 2nd Street and E Project Driveway



Street Name:	S 2nd Street						E Project Driveway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	0	242	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	242	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	7	572	0	0	34	0	0	0
PasserByVol:	0	0	0	0	6	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	255	572	0	0	34	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	0	0	0	255	572	0	0	34	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	255	572	0	0	34	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	414	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	643	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	643	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.05	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.2	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	10.9	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	B	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			10.9			xxxxxx		
ApproachLOS:	*			*			B			*		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #4 S 2nd Street and E Project Driveway

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0	0 0	0	0 0	1 1	0	0 0	0 0	1	0 0	0 0	0
Initial Vol:	0	0	0	0	255	572	0	0	34	0	0	0
ApproachDel:	xxxxxx			xxxxxx			10.9			xxxxxx		

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=34]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=2][total volume=861]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #4 S 2nd Street and E Project Driveway

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0	0 0	0	0 0	1 1	0	0 0	0 0	1	0 0	0 0	0
Initial Vol:	0	0	0	0	255	572	0	0	34	0	0	0

Major Street Volume: 827
Minor Approach Volume: 34
Minor Approach Volume Threshold: 350

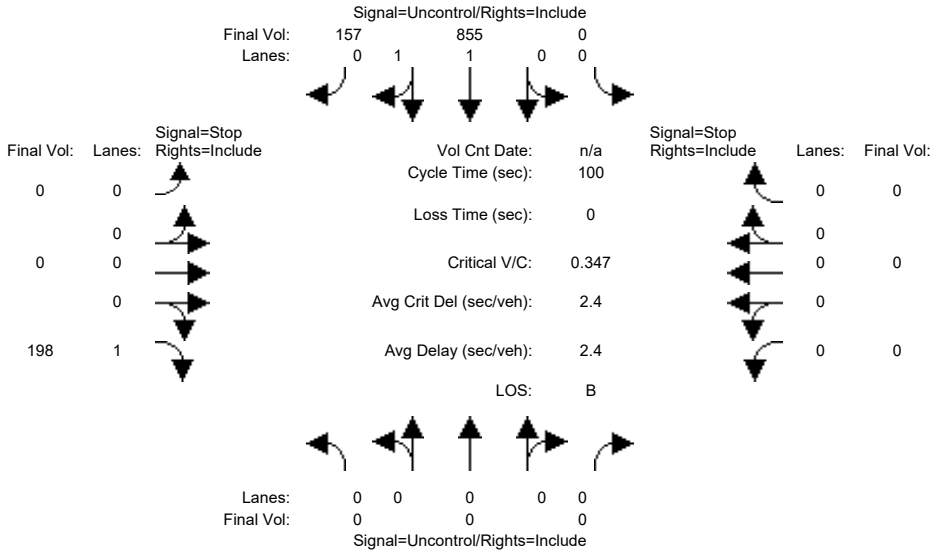
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Valley Title Due Diligence
SJ20-2024
Background PP AM, Background PP PM

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

Intersection #4: S 2nd Street and E Project Driveway



Street Name:	S 2nd Street						E Project Driveway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	0	815	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	815	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	2	157	0	0	198	0	0	0
PasserByVol:	0	0	0	0	38	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	855	157	0	0	198	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	0	0	0	855	157	0	0	198	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	855	157	0	0	198	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	506	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	570	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	570	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.35	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	1.5	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	14.6	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	B	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			14.6			xxxxxx		
ApproachLOS:	*			*			B			*		

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

Peak Hour Delay Signal Warrant Report

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Intersection #4 S 2nd Street and E Project Driveway

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0	0 0	0	0 0	1 1	0	0 0	0 0	1	0 0	0 0	0
Initial Vol:	0	0	0	0	855	157	0	0	198	0	0	0
ApproachDel:	xxxxxx			xxxxxx			14.6			xxxxxx		

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.8]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=198]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=2][total volume=1210]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

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Intersection #4 S 2nd Street and E Project Driveway

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0	0 0	0	0 0	1 1	0	0 0	0 0	1	0 0	0 0	0
Initial Vol:	0	0	0	0	855	157	0	0	198	0	0	0

Major Street Volume: 1012
Minor Approach Volume: 198
Minor Approach Volume Threshold: 281

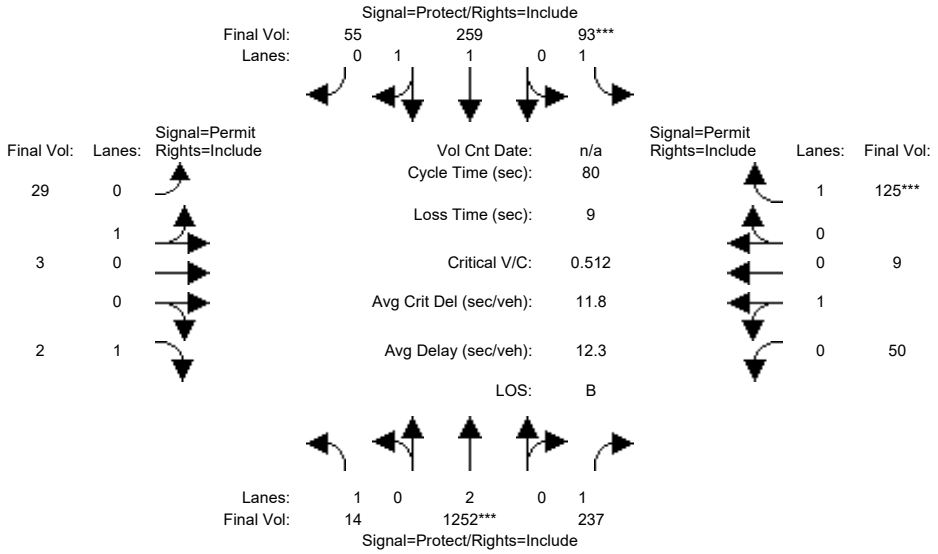
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Valley Title Due Diligence
SJ20-2024
Background PP AM, Background PP PM

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

Intersection #5: S Market Street and San Salvador Street



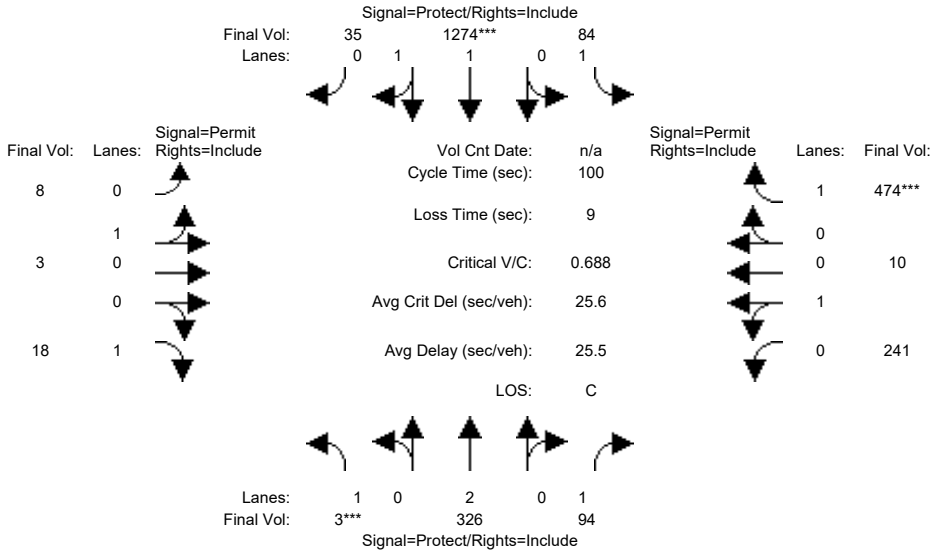
Street Name:	Market Street						San Salvador Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	14	1115	74	58	244	55	29	3	2	23	9	57
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	1115	74	58	244	55	29	3	2	23	9	57
Added Vol:	0	102	163	35	0	0	0	0	0	27	0	68
PasserByVol:	0	35	0	0	15	0	0	0	0	0	0	0
Initial Fut:	14	1252	237	93	259	55	29	3	2	50	9	125
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	14	1252	237	93	259	55	29	3	2	50	9	125
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	1252	237	93	259	55	29	3	2	50	9	125
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	14	1252	237	93	259	55	29	3	2	50	9	125
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	2.00	1.00	1.00	1.64	0.36	0.91	0.09	1.00	0.85	0.15	1.00
Final Sat.:	1750	3800	1750	1750	3051	648	1631	169	1750	1525	275	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.33	0.14	0.05	0.08	0.08	0.02	0.02	0.00	0.03	0.03	0.07
Crit Moves:		****		****								****
Green Time:	24.6	51.5	51.5	8.3	35.2	35.2	11.2	11.2	11.2	11.2	11.2	11.2
Volume/Cap:	0.03	0.51	0.21	0.51	0.19	0.19	0.13	0.13	0.01	0.23	0.23	0.51
Delay/Veh:	19.3	7.7	6.0	36.4	13.8	13.8	30.4	30.4	29.7	31.1	31.1	33.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.3	7.7	6.0	36.4	13.8	13.8	30.4	30.4	29.7	31.1	31.1	33.7
LOS by Move:	B-	A	A	D+	B	B	C	C	C	C	C	C-
HCM2k95thQ:	0	14	5	5	5	5	2	2	0	3	3	6

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

Valley Title Due Diligence
SJ20-2024
Background PP AM, Background PP PM

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

Intersection #5: S Market Street and San Salvador Street



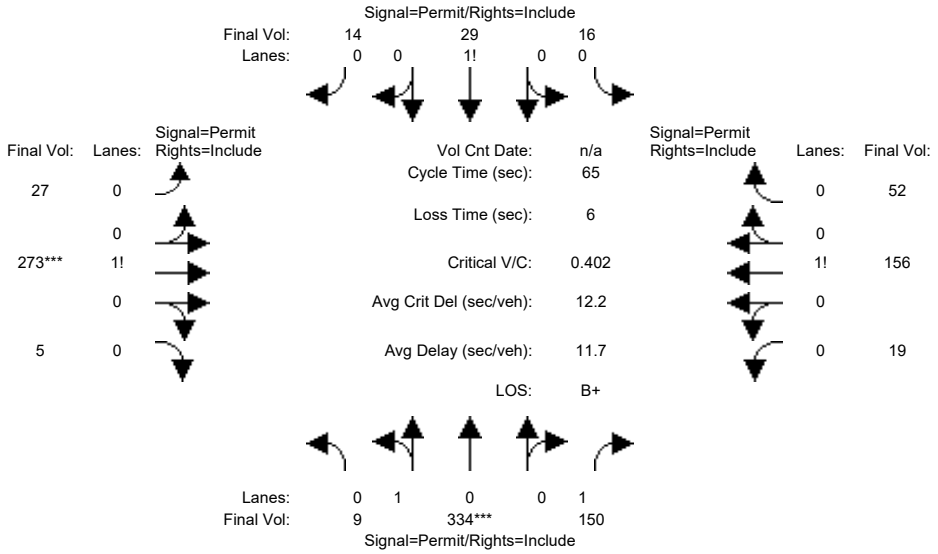
Street Name:	Market Street						San Salvador Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	3	296	49	73	1039	35	8	3	18	82	10	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:	3	296	49	73	1039	35	8	3	18	82	10	74
Added Vol:	0	28	45	10	0	0	0	0	0	159	0	400
PasserByVol:	0	2	0	1	235	0	0	0	0	0	0	0
Initial Fut:	3	326	94	84	1274	35	8	3	18	241	10	474
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	326	94	84	1274	35	8	3	18	241	10	474
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	326	94	84	1274	35	8	3	18	241	10	474
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	3	326	94	84	1274	35	8	3	18	241	10	474
Saturation Flow 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	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	2.00	1.00	1.00	1.95	0.05	0.73	0.27	1.00	0.96	0.04	1.00
Final Sat.:	1750	3800	1750	1750	3601	99	1309	491	1750	1728	72	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.09	0.05	0.05	0.35	0.35	0.01	0.01	0.01	0.14	0.14	0.27
Crit Moves:	****				****							****
Green Time:	7.0	32.1	32.1	22.5	47.6	47.6	36.4	36.4	36.4	36.4	36.4	36.4
Volume/Cap:	0.02	0.27	0.17	0.21	0.74	0.74	0.02	0.02	0.03	0.38	0.38	0.74
Delay/Veh:	43.4	25.3	24.5	31.8	23.0	23.0	20.3	20.3	20.4	23.9	23.9	32.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.4	25.3	24.5	31.8	23.0	23.0	20.3	20.3	20.4	23.9	23.9	32.4
LOS by Move:	D	C	C	C	C	C	C+	C+	C+	C	C	C-
HCM2k95thQ:	0	7	4	4	28	28	0	0	1	11	11	24

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

Valley Title Due Diligence
SJ20-2024
Background PP AM, Background PP PM

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

Intersection #6: S 1st Street and San Salvador Street



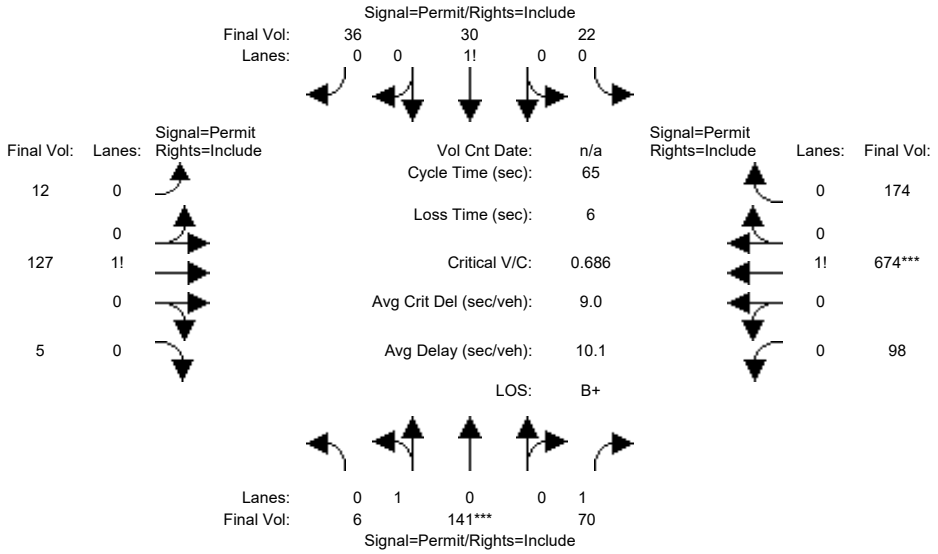
Street Name:	S 1st Street						San Salvador Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	9	226	26	2	29	14	27	75	5	5	61	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	226	26	2	29	14	27	75	5	5	61	35
Added Vol:	0	20	122	14	0	0	0	198	0	14	95	17
PasserByVol:	0	88	2	0	0	0	0	0	0	0	0	0
Initial Fut:	9	334	150	16	29	14	27	273	5	19	156	52
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	334	150	16	29	14	27	273	5	19	156	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	334	150	16	29	14	27	273	5	19	156	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	9	334	150	16	29	14	27	273	5	19	156	52
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	0.03	0.97	1.00	0.27	0.49	0.24	0.09	0.89	0.02	0.08	0.69	0.23
Final Sat.:	47	1753	1750	475	860	415	155	1566	29	146	1203	401
Capacity Analysis Module:												
Vol/Sat:	0.19	0.19	0.09	0.03	0.03	0.03	0.17	0.17	0.17	0.13	0.13	0.13
Crit Moves:		****						****				
Green Time:	30.8	30.8	30.8	30.8	30.8	30.8	28.2	28.2	28.2	28.2	28.2	28.2
Volume/Cap:	0.40	0.40	0.18	0.07	0.07	0.07	0.40	0.40	0.40	0.30	0.30	0.30
Delay/Veh:	11.4	11.4	9.9	9.3	9.3	9.3	13.0	13.0	13.0	12.2	12.2	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:	11.4	11.4	9.9	9.3	9.3	9.3	13.0	13.0	13.0	12.2	12.2	12.2
LOS by Move:	B+	B+	A	A	A	A	B	B	B	B	B	B
HCM2k95thQ:	8	8	3	1	1	1	9	9	9	6	6	6

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

Valley Title Due Diligence
SJ20-2024
Background PP AM, Background PP PM

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

Intersection #6: S 1st Street and San Salvador Street



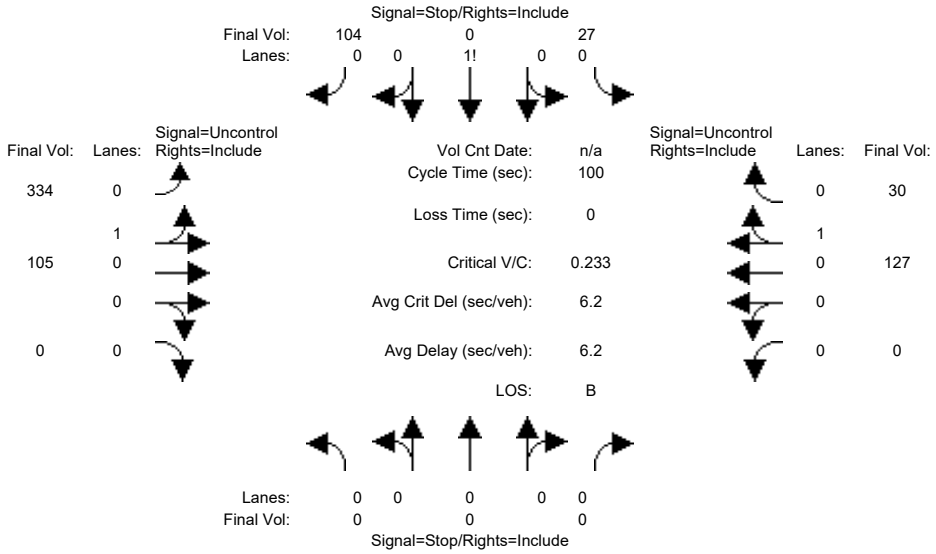
Street Name:	S 1st Street						San Salvador Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	6	128	36	18	30	36	12	73	5	13	115	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:	6	128	36	18	30	36	12	73	5	13	115	72
Added Vol:	0	6	34	4	0	0	0	54	0	85	559	102
PasserByVol:	0	7	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	141	70	22	30	36	12	127	5	98	674	174
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	141	70	22	30	36	12	127	5	98	674	174
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	141	70	22	30	36	12	127	5	98	674	174
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	6	141	70	22	30	36	12	127	5	98	674	174
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	0.04	0.96	1.00	0.25	0.34	0.41	0.08	0.89	0.03	0.10	0.72	0.18
Final Sat.:	73	1727	1750	438	597	716	146	1543	61	181	1247	322
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.04	0.05	0.05	0.05	0.08	0.08	0.08	0.54	0.54	0.54
Crit Moves:		****									****	
Green Time:	10.0	10.0	10.0	10.0	10.0	10.0	49.0	49.0	49.0	49.0	49.0	49.0
Volume/Cap:	0.53	0.53	0.26	0.33	0.33	0.33	0.11	0.11	0.11	0.72	0.72	0.72
Delay/Veh:	27.3	27.3	24.8	25.2	25.2	25.2	2.2	2.2	2.2	6.2	6.2	6.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.3	27.3	24.8	25.2	25.2	25.2	2.2	2.2	2.2	6.2	6.2	6.2
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
HCM2k95thQ:	6	6	3	3	3	3	2	2	2	21	21	21

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

Valley Title Due Diligence
SJ20-2024
Background PP AM, Background PP PM

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

Intersection #7: S Project Driveway and San Salvador Street



Street Name:	S Project Driveway						San Salvador Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	103	0	0	105	0
Growth Adj:	1.00	1.00	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	103	0	0	105	0
Added Vol:	0	0	0	27	0	104	334	0	0	0	22	30
PasserByVol:	0	0	0	0	0	0	0	2	0	0	0	0
Initial Fut:	0	0	0	27	0	104	334	105	0	0	127	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	27	0	104	334	105	0	0	127	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	27	0	104	334	105	0	0	127	30
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	915	915	142	157	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	305	275	911	1435	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	238	196	911	1435	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.11	0.00	0.11	0.23	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.9	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	575	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.9	xxxxx	0.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	13.1	xxxxx	8.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			13.1			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #7 S Project Driveway and San Salvador Street

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 0 0 0			0 0 1! 0 0			0 1 0 0 0			0 0 0 1 0		
Initial Vol:	0	0	0	27	0	104	334	105	0	0	127	30
ApproachDel:	xxxxxx			13.1			xxxxxx			xxxxxx		

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.5]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=131]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=727]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #7 S Project Driveway and San Salvador Street

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 0 0 0			0 0 1! 0 0			0 1 0 0 0			0 0 0 1 0		
Initial Vol:	0	0	0	27	0	104	334	105	0	0	127	30

Major Street Volume: 596
Minor Approach Volume: 131
Minor Approach Volume Threshold: 357

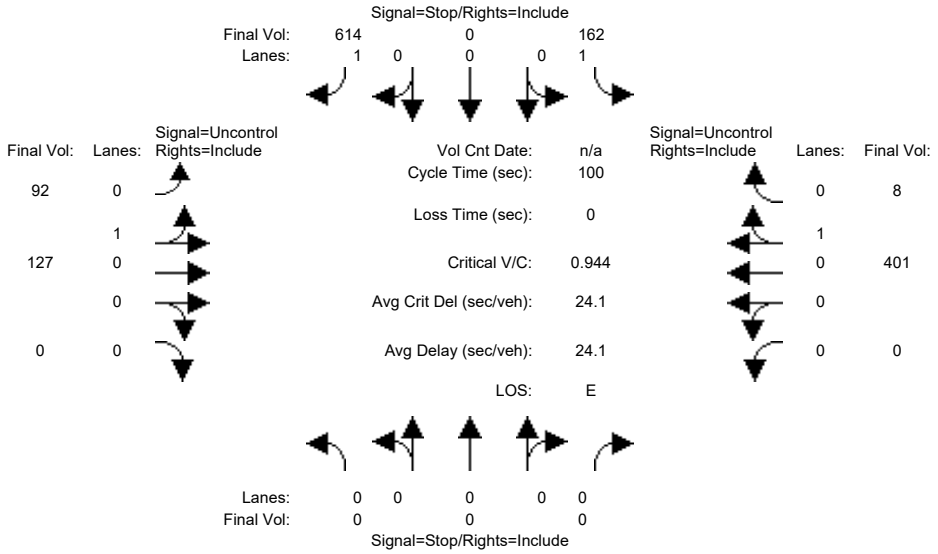
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Valley Title Due Diligence
SJ20-2024
Background PP AM, Background PP PM

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

Intersection #7: S Project Driveway and San Salvador Street



Street Name:	S Project Driveway						San Salvador Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	127	0	0	218	0
Growth Adj:	1.00	1.00	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	127	0	0	218	0
Added Vol:	0	0	0	162	0	614	92	0	0	0	132	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	51	0
Initial Fut:	0	0	0	162	0	614	92	127	0	0	401	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	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	162	0	614	92	127	0	0	401	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	162	0	614	92	127	0	0	401	8
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	716	xxxx	405	409	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	400	xxxx	650	1161	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	374	xxxx	650	1161	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.43	xxxx	0.94	0.08	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	2.1	xxxx	13.1	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	21.8	xxxx	48.1	8.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	C	*	E	A	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			42.6			xxxxxx			xxxxxx		
ApproachLOS:	*			E			*			*		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #7 S Project Driveway and San Salvador Street

****

Future Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0	0 0	0	1	0 0	1	0	1 0	0	0	0 0	1 0
Initial Vol:	0	0	0	162	0	614	92	127	0	0	401	8
ApproachDel:	xxxxxx			42.6			xxxxxx			xxxxxx		

Approach[southbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=9.2]
SUCCEED - Vehicle-hours >= 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=776]
SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1404]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #7 S Project Driveway and San Salvador Street

****

Future Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0	0 0	0	1	0 0	1	0	1 0	0	0	0 0	1 0
Initial Vol:	0	0	0	162	0	614	92	127	0	0	401	8

Major Street Volume: 628
Minor Approach Volume: 776
Minor Approach Volume Threshold: 439

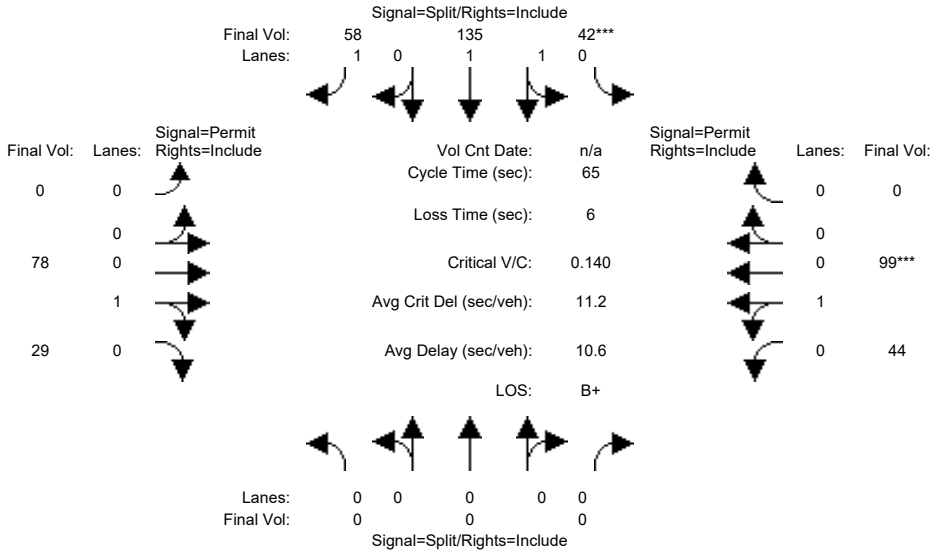
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Valley Title Due Diligence
SJ20-2024
Background PP AM, Background PP PM

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

Intersection #8: S 2nd Street and San Salvador Street



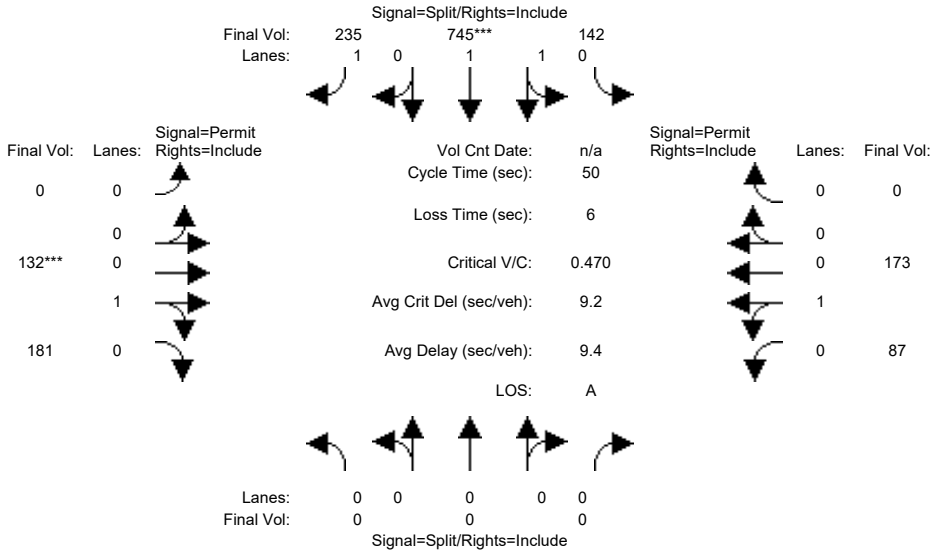
Street Name:	S 2nd Street						San Salvador Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	38	127	29	0	74	6	44	76	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	38	127	29	0	74	6	44	76	0
Added Vol:	0	0	0	4	7	29	0	4	23	0	23	0
PasserByVol:	0	0	0	0	1	0	0	0	0	0	0	0
Initial Fut:	0	0	0	42	135	58	0	78	29	44	99	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	42	135	58	0	78	29	44	99	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	42	135	58	0	78	29	44	99	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	42	135	58	0	78	29	44	99	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.98	0.92	0.92	0.95	0.95	0.95	0.95	0.92
Lanes:	0.00	0.00	0.00	0.49	1.51	1.00	0.00	0.73	0.27	0.31	0.69	0.00
Final Sat.:	0	0	0	878	2821	1750	0	1312	488	554	1246	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.05	0.03	0.00	0.06	0.06	0.08	0.08	0.00
Crit Moves:				****							****	
Green Time:	0.0	0.0	0.0	22.2	22.2	22.2	0.0	36.8	36.8	36.8	36.8	0.0
Volume/Cap:	0.00	0.00	0.00	0.14	0.14	0.10	0.00	0.10	0.10	0.14	0.14	0.00
Delay/Veh:	0.0	0.0	0.0	14.9	14.9	14.7	0.0	6.5	6.5	6.7	6.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	14.9	14.9	14.7	0.0	6.5	6.5	6.7	6.7	0.0
LOS by Move:	A	A	A	B	B	B	A	A	A	A	A	A
HCM2k95thQ:	0	0	0	2	2	2	0	2	2	3	3	0

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

Valley Title Due Diligence
SJ20-2024
Background PP AM, Background PP PM

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

Intersection #8: S 2nd Street and San Salvador Street



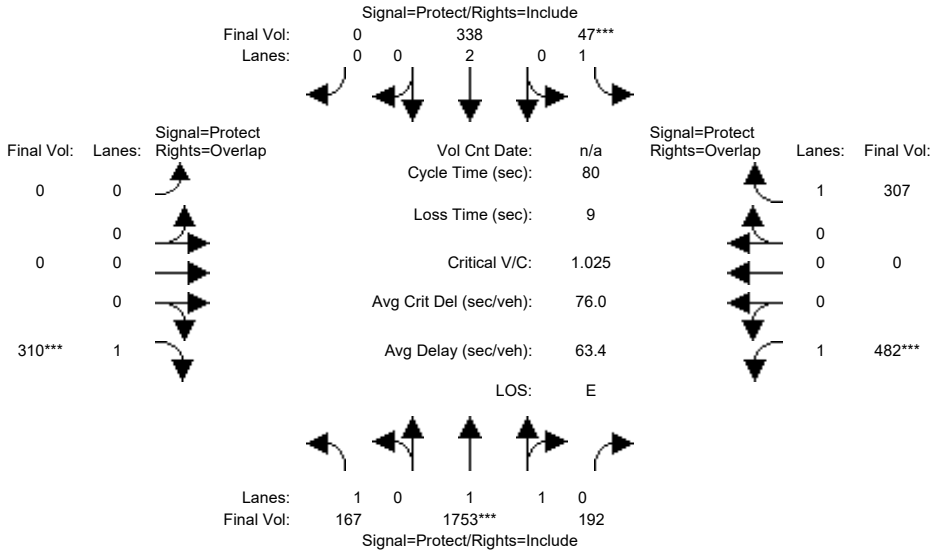
Street Name:	S 2nd Street						San Salvador Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	97	522	77	0	92	38	68	141	0
Growth Adj:	1.00	1.00	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	97	522	77	0	92	38	68	141	0
Added Vol:	0	0	0	24	42	133	0	24	138	0	6	0
PasserByVol:	0	0	0	21	181	25	0	16	5	19	26	0
Initial Fut:	0	0	0	142	745	235	0	132	181	87	173	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	142	745	235	0	132	181	87	173	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	142	745	235	0	132	181	87	173	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	142	745	235	0	132	181	87	173	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.98	0.92	0.92	0.95	0.95	0.95	0.95	0.92
Lanes:	0.00	0.00	0.00	0.33	1.67	1.00	0.00	0.42	0.58	0.33	0.67	0.00
Final Sat.:	0	0	0	592	3107	1750	0	759	1041	602	1198	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.24	0.24	0.13	0.00	0.17	0.17	0.14	0.14	0.00
Crit Moves:					****			****				
Green Time:	0.0	0.0	0.0	25.5	25.5	25.5	0.0	18.5	18.5	18.5	18.5	0.0
Volume/Cap:	0.00	0.00	0.00	0.47	0.47	0.26	0.00	0.47	0.47	0.39	0.39	0.00
Delay/Veh:	0.0	0.0	0.0	8.1	8.1	7.1	0.0	12.5	12.5	12.0	12.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	8.1	8.1	7.1	0.0	12.5	12.5	12.0	12.0	0.0
LOS by Move:	A	A	A	A	A	A	A	B	B	B+	B+	A
HCM2k95thQ:	0	0	0	9	9	4	0	8	8	7	7	0

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

Valley Title Due Diligence
SJ20-2024
Background PP AM, Background PP PM

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

Intersection #9: S 1st Street / S Market Street / Reed Street



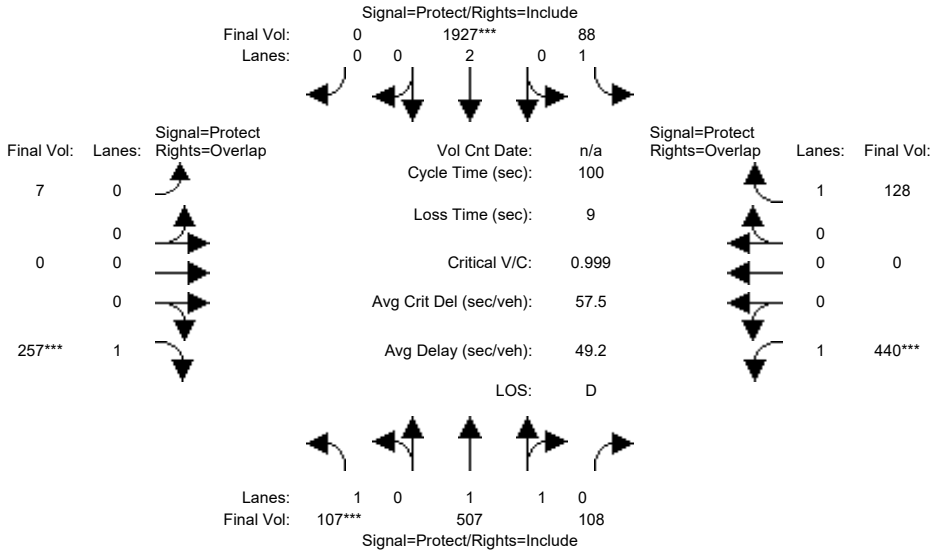
Street Name:	S 1st Street / S Market Street						Reed Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	0	0	10	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	162	1357	46	42	281	0	0	0	310	236	0	277
Growth Adj:	1.00	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	1357	46	42	281	0	0	0	310	236	0	277
Added Vol:	0	265	143	0	27	0	0	0	0	14	0	0
PasserByVol:	5	131	3	5	30	0	0	0	0	232	0	30
Initial Fut:	167	1753	192	47	338	0	0	0	310	482	0	307
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	167	1753	192	47	338	0	0	0	310	482	0	307
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	167	1753	192	47	338	0	0	0	310	482	0	307
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	167	1753	192	47	338	0	0	0	310	482	0	307
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.80	0.20	1.00	2.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1750	3334	365	1750	3800	0	0	0	1750	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.53	0.53	0.03	0.09	0.00	0.00	0.00	0.18	0.28	0.00	0.18
Crit Moves:		****		****					****	****		
Green Time:	19.5	38.1	38.1	7.0	25.6	0.0	0.0	0.0	19.5	20.0	0.0	32.9
Volume/Cap:	0.39	1.10	1.10	0.31	0.28	0.00	0.00	0.00	0.73	1.10	0.00	0.43
Delay/Veh:	25.9	76.7	76.7	35.4	20.4	0.0	0.0	0.0	33.9	104.2	0.0	17.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.9	76.7	76.7	35.4	20.4	0.0	0.0	0.0	33.9	104.2	0.0	17.2
LOS by Move:	C	E-	E-	D+	C+	A	A	A	C-	F	A	B
HCM2k95thQ:	8	64	64	2	6	0	0	0	17	35	0	11

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

Valley Title Due Diligence
SJ20-2024
Background PP AM, Background PP PM

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

Intersection #9: S 1st Street / S Market Street / Reed Street



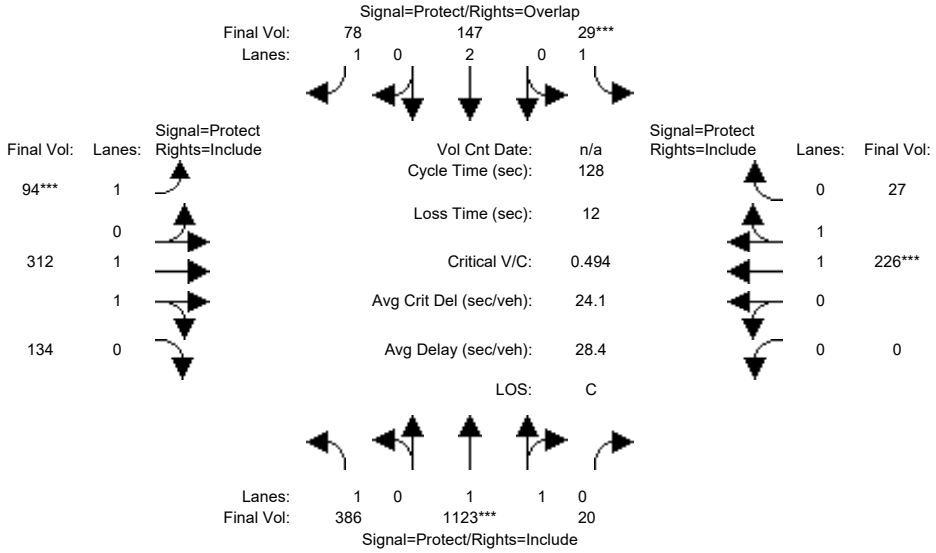
Street Name:	S 1st Street / S Market Street						Reed Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	0	0	10	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	93	331	66	68	1362	0	0	0	228	309	0	119
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	93	331	66	68	1362	0	0	0	228	309	0	119
Added Vol:	0	73	39	0	159	0	0	0	0	85	0	0
PasserByVol:	14	103	3	20	406	0	7	0	29	46	0	9
Initial Fut:	107	507	108	88	1927	0	7	0	257	440	0	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:	107	507	108	88	1927	0	7	0	257	440	0	128
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	507	108	88	1927	0	7	0	257	440	0	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:	107	507	108	88	1927	0	7	0	257	440	0	128
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.92	0.92	0.92	1.00	0.92
Lanes:	1.00	1.64	0.36	1.00	2.00	0.00	0.03	0.00	0.97	1.00	0.00	1.00
Final Sat.:	1750	3050	650	1750	3800	0	46	0	1704	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.17	0.17	0.05	0.51	0.00	0.15	0.00	0.15	0.25	0.00	0.07
Crit Moves:	****				****				****	****		
Green Time:	7.0	40.6	40.6	17.1	50.7	0.0	28.9	0.0	15.1	25.2	0.0	42.3
Volume/Cap:	0.87	0.41	0.41	0.29	1.00	0.00	0.52	0.00	1.00	1.00	0.00	0.17
Delay/Veh:	91.2	21.3	21.3	36.7	44.9	0.0	30.8	0.0	97.7	80.1	0.0	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:	91.2	21.3	21.3	36.7	44.9	0.0	30.8	0.0	97.7	80.1	0.0	18.1
LOS by Move:	F	C+	C+	D+	D	A	C	A	F	F	A	B-
HCM2k95thQ:	12	13	13	5	54	0	15	0	25	30	0	5

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

Valley Title Due Diligence
SJ20-2024
Cumulative AM, Cumulative PM

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

Intersection #1: S Market Street and San Carlos Street



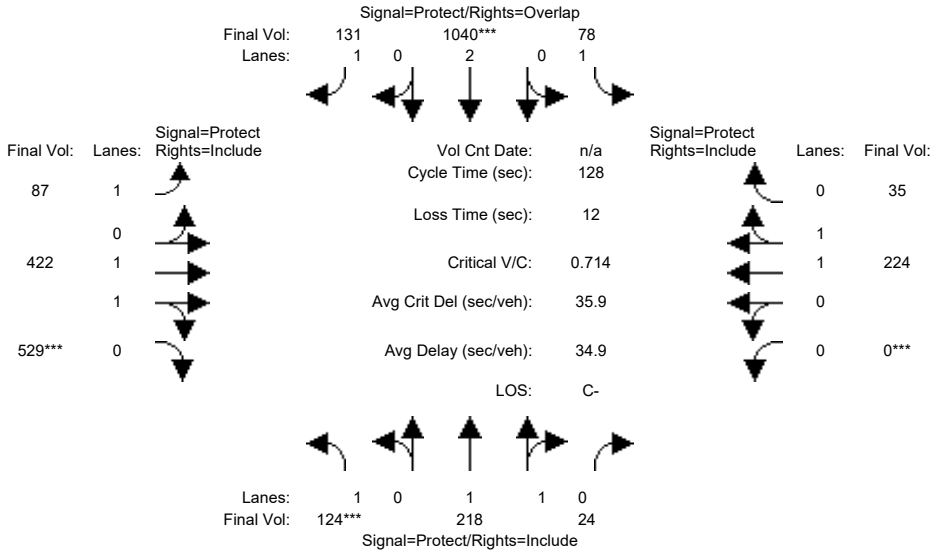
Street Name:	S Market Street						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	322	1123	20	29	147	65	92	304	131	0	189	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	322	1123	20	29	147	65	92	304	131	0	189	27
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	64	0	0	0	0	13	2	8	3	0	37	0
Initial Fut:	386	1123	20	29	147	78	94	312	134	0	226	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:	386	1123	20	29	147	78	94	312	134	0	226	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	386	1123	20	29	147	78	94	312	134	0	226	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:	386	1123	20	29	147	78	94	312	134	0	226	27
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.96	0.04	1.00	2.00	1.00	1.00	1.38	0.62	0.00	1.78	0.22
Final Sat.:	1750	3635	65	1750	3800	1750	1750	2588	1111	0	3305	395
Capacity Analysis Module:												
Vol/Sat:	0.22	0.31	0.31	0.02	0.04	0.04	0.05	0.12	0.12	0.00	0.07	0.07
Crit Moves:		****			****			****			****	
Green Time:	62.9	78.1	78.1	7.0	22.3	35.8	13.6	30.9	30.9	0.0	17.3	17.3
Volume/Cap:	0.45	0.51	0.51	0.30	0.22	0.16	0.51	0.50	0.50	0.00	0.51	0.51
Delay/Veh:	21.6	14.2	14.2	59.9	45.6	34.9	56.3	42.3	42.3	0.0	52.2	52.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.6	14.2	14.2	59.9	45.6	34.9	56.3	42.3	42.3	0.0	52.2	52.2
LOS by Move:	C+	B	B	E+	D	C-	E+	D	D	A	D-	D-
HCM2k95thQ:	19	23	23	3	5	5	9	15	15	0	9	9

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

Valley Title Due Diligence
SJ20-2024
Cumulative AM, Cumulative PM

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

Intersection #1: S Market Street and San Carlos Street



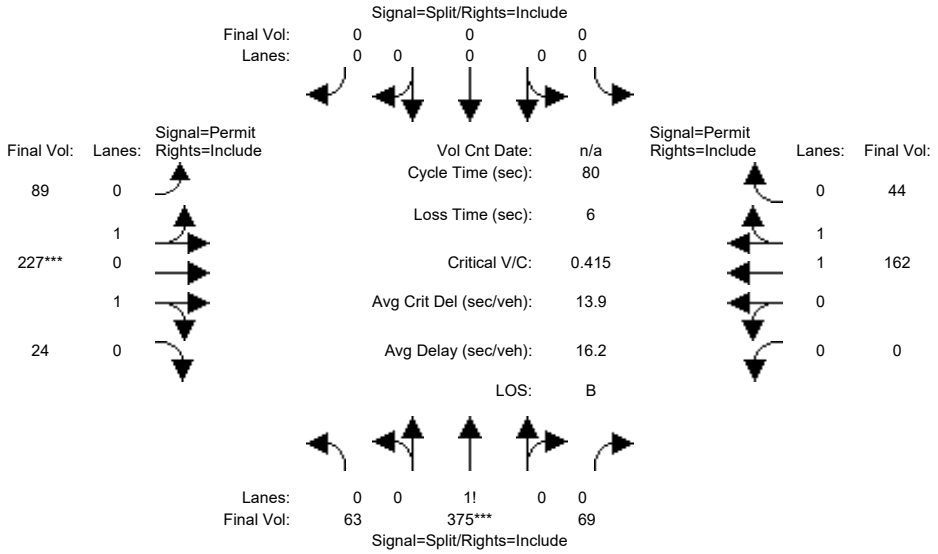
Street Name:	S Market Street						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	119	218	24	78	1040	126	80	387	485	0	215	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	119	218	24	78	1040	126	80	387	485	0	215	35
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	5	0	0	0	0	5	7	35	44	0	9	0
Initial Fut:	124	218	24	78	1040	131	87	422	529	0	224	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	124	218	24	78	1040	131	87	422	529	0	224	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	124	218	24	78	1040	131	87	422	529	0	224	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	124	218	24	78	1040	131	87	422	529	0	224	35
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	1.80	0.20	1.00	2.00	1.00	1.00	1.00	1.00	0.00	1.72	0.28
Final Sat.:	1750	3333	367	1750	3800	1750	1750	1900	1750	0	3200	500
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.07	0.04	0.27	0.07	0.05	0.22	0.30	0.00	0.07	0.07
Crit Moves:	****				****				****	****		
Green Time:	12.7	36.3	36.3	25.4	49.1	71.4	22.3	54.2	54.2	0.0	31.9	31.9
Volume/Cap:	0.71	0.23	0.23	0.22	0.71	0.13	0.29	0.52	0.71	0.00	0.28	0.28
Delay/Veh:	69.0	35.2	35.2	43.3	35.2	13.6	46.4	27.6	32.3	0.0	39.0	39.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	69.0	35.2	35.2	43.3	35.2	13.6	46.4	27.6	32.3	0.0	39.0	39.0
LOS by Move:	E	D+	D+	D	D+	B	D	C	C-	A	D+	D+
HCM2k95thQ:	10	7	7	6	31	5	7	22	33	0	8	8

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

Valley Title Due Diligence
SJ20-2024
Cumulative AM, Cumulative PM

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

Intersection #2: S 1st Street and San Carlos Street



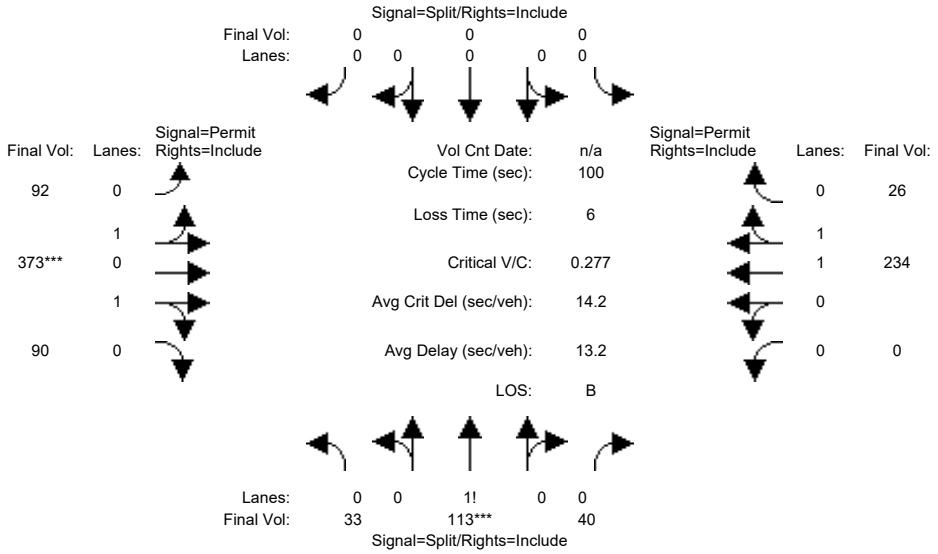
Street Name:	S 1st Street						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	0	0	0	10	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	53	375	69	0	0	0	87	222	23	0	135	44
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	53	375	69	0	0	0	87	222	23	0	135	44
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	10	0	0	0	0	0	2	5	1	0	27	0
Initial Fut:	63	375	69	0	0	0	89	227	24	0	162	44
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	63	375	69	0	0	0	89	227	24	0	162	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	375	69	0	0	0	89	227	24	0	162	44
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	63	375	69	0	0	0	89	227	24	0	162	44
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	1.00	0.92	0.95	0.95	0.95	0.92	0.98	0.95
Lanes:	0.12	0.74	0.14	0.00	0.00	0.00	0.52	1.34	0.14	0.00	1.56	0.44
Final Sat.:	217	1294	238	0	0	0	942	2404	254	0	2909	790
Capacity Analysis Module:												
Vol/Sat:	0.29	0.29	0.29	0.00	0.00	0.00	0.09	0.09	0.09	0.00	0.06	0.06
Crit Moves:		****						****				
Green Time:	55.8	55.8	55.8	0.0	0.0	0.0	18.2	18.2	18.2	0.0	18.2	18.2
Volume/Cap:	0.42	0.42	0.42	0.00	0.00	0.00	0.42	0.42	0.42	0.00	0.24	0.24
Delay/Veh:	5.4	5.4	5.4	0.0	0.0	0.0	26.7	26.7	26.7	0.0	25.4	25.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	5.4	5.4	5.4	0.0	0.0	0.0	26.7	26.7	26.7	0.0	25.4	25.4
LOS by Move:	A	A	A	A	A	A	C	C	C	A	C	C
HCM2k95thQ:	11	11	11	0	0	0	7	7	7	0	4	4

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

Valley Title Due Diligence
SJ20-2024
Cumulative AM, Cumulative PM

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

Intersection #2: S 1st Street and San Carlos Street



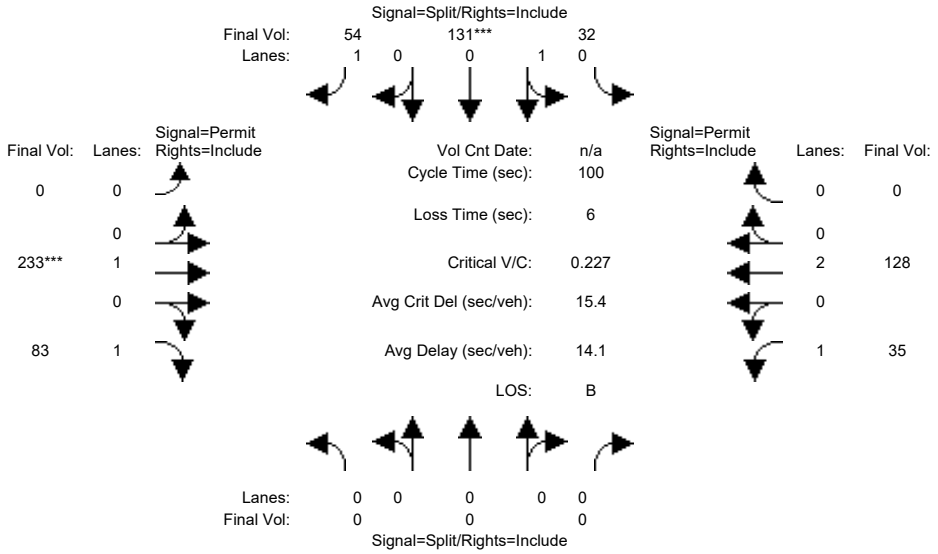
Street Name:	S 1st Street						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	10	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	32	113	40	0	0	0	86	349	84	0	226	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	32	113	40	0	0	0	86	349	84	0	226	26
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	1	0	0	0	0	0	6	24	6	0	8	0
Initial Fut:	33	113	40	0	0	0	92	373	90	0	234	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:	33	113	40	0	0	0	92	373	90	0	234	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	113	40	0	0	0	92	373	90	0	234	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:	33	113	40	0	0	0	92	373	90	0	234	26
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	1.00	0.92	0.95	0.95	0.95	0.92	0.98	0.95
Lanes:	0.18	0.61	0.21	0.00	0.00	0.00	0.33	1.35	0.32	0.00	1.79	0.21
Final Sat.:	310	1063	376	0	0	0	597	2419	584	0	3330	370
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.11	0.00	0.00	0.00	0.15	0.15	0.15	0.00	0.07	0.07
Crit Moves:		****						****				
Green Time:	38.4	38.4	38.4	0.0	0.0	0.0	55.6	55.6	55.6	0.0	55.6	55.6
Volume/Cap:	0.28	0.28	0.28	0.00	0.00	0.00	0.28	0.28	0.28	0.00	0.13	0.13
Delay/Veh:	21.5	21.5	21.5	0.0	0.0	0.0	11.7	11.7	11.7	0.0	10.6	10.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.5	21.5	21.5	0.0	0.0	0.0	11.7	11.7	11.7	0.0	10.6	10.6
LOS by Move:	C+	C+	C+	A	A	A	B+	B+	B+	A	B+	B+
HCM2k95thQ:	8	8	8	0	0	0	9	9	9	0	4	4

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

Valley Title Due Diligence
SJ20-2024
Cumulative AM, Cumulative PM

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

Intersection #3: S 2nd Street and San Carlos Street



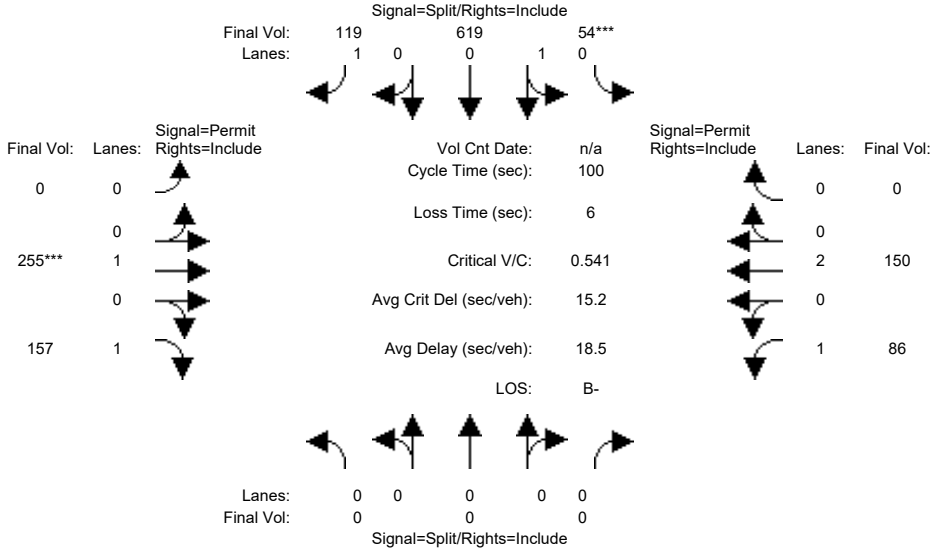
Street Name:	S 2nd Street						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	32	131	46	0	229	82	35	109	0
Growth Adj:	1.00	1.00	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	32	131	46	0	229	82	35	109	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	8	0	4	1	0	19	0
Initial Fut:	0	0	0	32	131	54	0	233	83	35	128	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	32	131	54	0	233	83	35	128	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	32	131	54	0	233	83	35	128	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	32	131	54	0	233	83	35	128	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.20	0.80	1.00	0.00	1.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	353	1447	1750	0	1900	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.09	0.03	0.00	0.12	0.05	0.02	0.03	0.00
Crit Moves:					****			****				
Green Time:	0.0	0.0	0.0	39.9	39.9	39.9	0.0	54.1	54.1	54.1	54.1	0.0
Volume/Cap:	0.00	0.00	0.00	0.23	0.23	0.08	0.00	0.23	0.09	0.04	0.06	0.00
Delay/Veh:	0.0	0.0	0.0	20.0	20.0	18.7	0.0	12.1	11.1	10.8	10.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	20.0	20.0	18.7	0.0	12.1	11.1	10.8	10.9	0.0
LOS by Move:	A	A	A	C+	C+	B-	A	B	B+	B+	B+	A
HCM2k95thQ:	0	0	0	7	7	2	0	7	3	1	2	0

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

Valley Title Due Diligence
SJ20-2024
Cumulative AM, Cumulative PM

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

Intersection #3: S 2nd Street and San Carlos Street



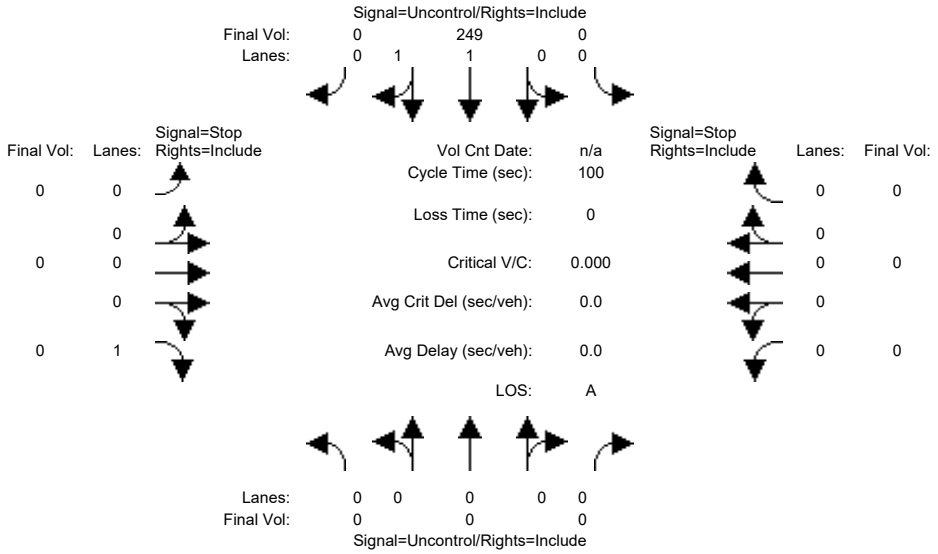
Street Name:	S 2nd Street						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	54	619	115	0	240	148	86	146	0
Growth Adj:	1.00	1.00	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	54	619	115	0	240	148	86	146	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	4	0	15	9	0	4	0
Initial Fut:	0	0	0	54	619	119	0	255	157	86	150	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	54	619	119	0	255	157	86	150	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	54	619	119	0	255	157	86	150	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	54	619	119	0	255	157	86	150	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.08	0.92	1.00	0.00	1.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	144	1656	1750	0	1900	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.37	0.37	0.07	0.00	0.13	0.09	0.05	0.04	0.00
Crit Moves:				****				****				
Green Time:	0.0	0.0	0.0	69.2	69.2	69.2	0.0	24.8	24.8	24.8	24.8	0.0
Volume/Cap:	0.00	0.00	0.00	0.54	0.54	0.10	0.00	0.54	0.36	0.20	0.16	0.00
Delay/Veh:	0.0	0.0	0.0	8.1	8.1	5.1	0.0	33.9	31.6	29.9	29.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	8.1	8.1	5.1	0.0	33.9	31.6	29.9	29.5	0.0
LOS by Move:	A	A	A	A	A	A	A	C-	C	C	C	A
HCM2k95thQ:	0	0	0	20	20	3	0	13	8	5	4	0

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

Valley Title Due Diligence
SJ20-2024
Cumulative AM, Cumulative PM

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumulative AM

Intersection #4: S 2nd Street and E Project Driveway



Street Name:	S 2nd Street						E Project Driveway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	0	248	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	248	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	1	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	249	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	249	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	249	0	0	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	125	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	932	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	932	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #4 S 2nd Street and E Project Driveway

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0	0 0	0	0 0	1 1	0	0 0	0 0	1	0 0	0 0	0
Initial Vol:	0	0	0	0	249	0	0	0	0	0	0	0
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #4 S 2nd Street and E Project Driveway

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0	0 0	0	0 0	1 1	0	0 0	0 0	1	0 0	0 0	0
Initial Vol:	0	0	0	0	249	0	0	0	0	0	0	0

Major Street Volume: 249
Minor Approach Volume: 0
Minor Approach Volume Threshold: 764

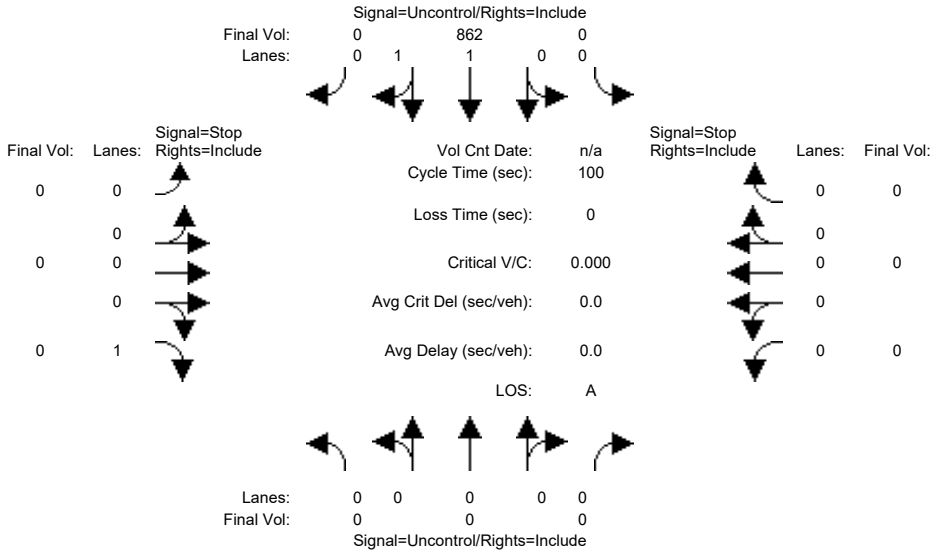
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Valley Title Due Diligence
SJ20-2024
Cumulative AM, Cumulative PM

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumulative PM

Intersection #4: S 2nd Street and E Project Driveway



Street Name:	S 2nd Street						E Project Driveway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	0	853	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	853	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	9	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	862	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	862	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	862	0	0	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	431	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	629	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	629	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #4 S 2nd Street and E Project Driveway

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0	0 0	0	0 0	1 1	0	0 0	0 0	1	0 0	0 0	0
Initial Vol:	0	0	0	0	862	0	0	0	0	0	0	0
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #4 S 2nd Street and E Project Driveway

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0	0 0	0	0 0	1 1	0	0 0	0 0	1	0 0	0 0	0
Initial Vol:	0	0	0	0	862	0	0	0	0	0	0	0

Major Street Volume: 862
Minor Approach Volume: 0
Minor Approach Volume Threshold: 336

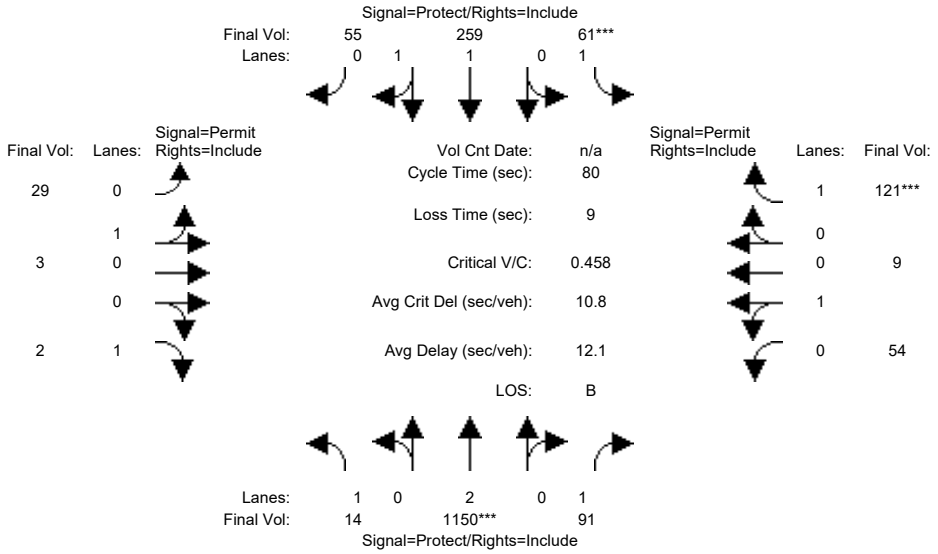
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Valley Title Due Diligence
SJ20-2024
Cumulative AM, Cumulative PM

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

Intersection #5: S Market Street and San Salvador Street



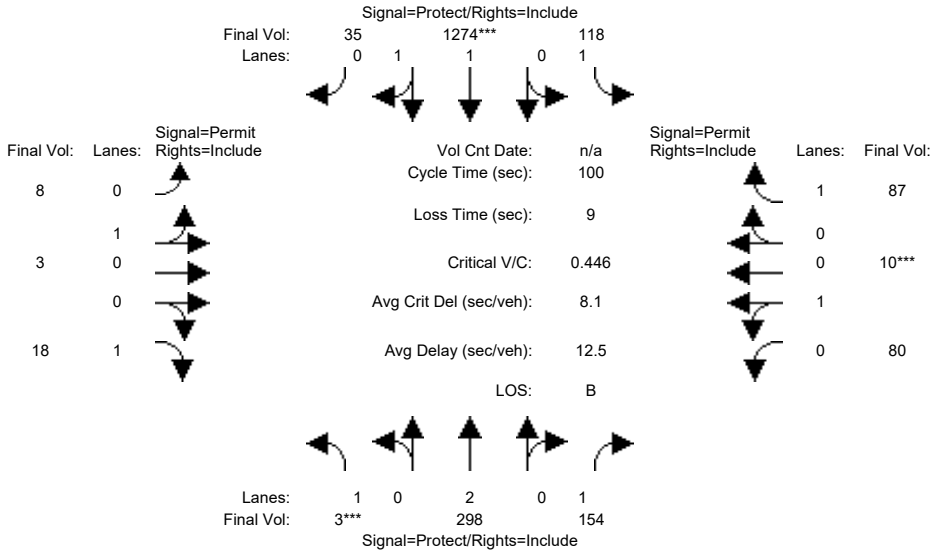
Street Name:	Market Street						San Salvador Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	14	1150	74	58	259	55	29	3	2	23	9	57
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	1150	74	58	259	55	29	3	2	23	9	57
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	17	3	0	0	0	0	0	31	0	64
Initial Fut:	14	1150	91	61	259	55	29	3	2	54	9	121
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	14	1150	91	61	259	55	29	3	2	54	9	121
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	1150	91	61	259	55	29	3	2	54	9	121
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	14	1150	91	61	259	55	29	3	2	54	9	121
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	2.00	1.00	1.00	1.64	0.36	0.91	0.09	1.00	0.86	0.14	1.00
Final Sat.:	1750	3800	1750	1750	3051	648	1631	169	1750	1543	257	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.30	0.05	0.03	0.08	0.08	0.02	0.02	0.00	0.04	0.04	0.07
Crit Moves:		****		****								****
Green Time:	24.3	52.1	52.1	7.0	34.8	34.8	11.9	11.9	11.9	11.9	11.9	11.9
Volume/Cap:	0.03	0.46	0.08	0.40	0.20	0.20	0.12	0.12	0.01	0.24	0.24	0.46
Delay/Veh:	19.5	7.1	5.2	36.2	14.0	14.0	29.7	29.7	29.0	30.5	30.5	32.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.5	7.1	5.2	36.2	14.0	14.0	29.7	29.7	29.0	30.5	30.5	32.4
LOS by Move:	B-	A	A	D+	B	B	C	C	C	C	C	C-
HCM2k95thQ:	0	12	2	3	5	5	2	2	0	3	3	6

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

Valley Title Due Diligence
SJ20-2024
Cumulative AM, Cumulative PM

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

Intersection #5: S Market Street and San Salvador Street



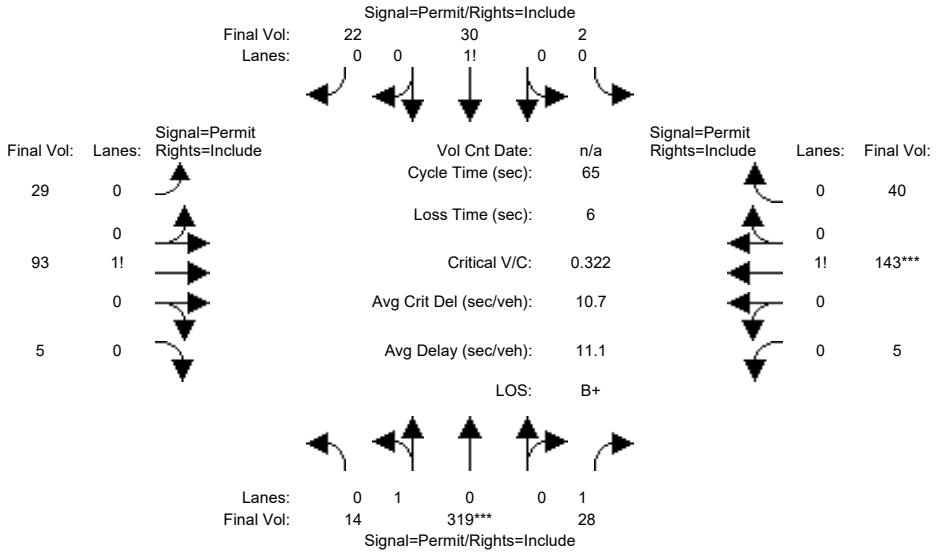
Street Name:	Market Street						San Salvador Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	3	298	49	74	1274	35	8	3	18	74	10	82
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	298	49	74	1274	35	8	3	18	74	10	82
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	105	44	0	0	0	0	0	6	0	5
Initial Fut:	3	298	154	118	1274	35	8	3	18	80	10	87
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	3	298	154	118	1274	35	8	3	18	80	10	87
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	298	154	118	1274	35	8	3	18	80	10	87
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	3	298	154	118	1274	35	8	3	18	80	10	87
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.97	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	2.00	1.00	1.00	1.95	0.05	0.73	0.27	1.00	0.89	0.11	1.00
Final Sat.:	1750	3800	1750	1750	3601	99	1309	491	1750	1600	200	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.08	0.09	0.07	0.35	0.35	0.01	0.01	0.01	0.05	0.05	0.05
Crit Moves:	****				****						****	
Green Time:	7.0	47.4	47.4	33.2	73.6	73.6	10.4	10.4	10.4	10.4	10.4	10.4
Volume/Cap:	0.02	0.17	0.19	0.20	0.48	0.48	0.06	0.06	0.10	0.48	0.48	0.48
Delay/Veh:	43.4	15.0	15.3	24.1	5.5	5.5	40.5	40.5	40.8	44.2	44.2	44.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.4	15.0	15.3	24.1	5.5	5.5	40.5	40.5	40.8	44.2	44.2	44.2
LOS by Move:	D	B	B	C	A	A	D	D	D	D	D	D
HCM2k95thQ:	0	5	6	5	15	15	1	1	1	6	6	5

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

Valley Title Due Diligence
SJ20-2024
Cumulative AM, Cumulative PM

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

Intersection #6: S 1st Street and San Salvador Street



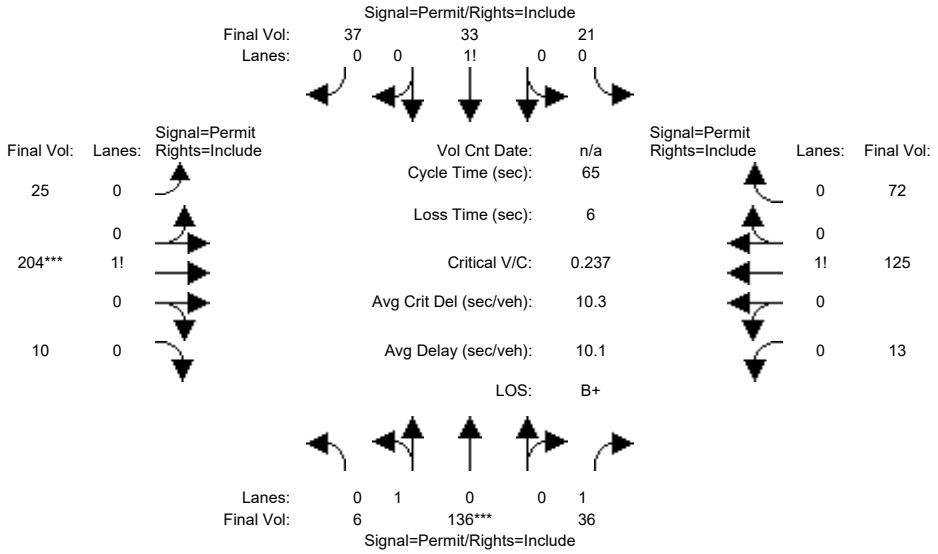
Street Name:	S 1st Street						San Salvador Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	9	314	28	2	29	14	27	75	5	5	61	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	314	28	2	29	14	27	75	5	5	61	35
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	5	5	0	0	1	8	2	18	0	0	82	5
Initial Fut:	14	319	28	2	30	22	29	93	5	5	143	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	14	319	28	2	30	22	29	93	5	5	143	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	319	28	2	30	22	29	93	5	5	143	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	14	319	28	2	30	22	29	93	5	5	143	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	0.04	0.96	1.00	0.04	0.55	0.41	0.23	0.73	0.04	0.03	0.76	0.21
Final Sat.:	76	1724	1750	65	972	713	400	1281	69	47	1331	372
Capacity Analysis Module:												
Vol/Sat:	0.19	0.19	0.02	0.03	0.03	0.03	0.07	0.07	0.07	0.11	0.11	0.11
Crit Moves:		****									****	
Green Time:	37.3	37.3	37.3	37.3	37.3	37.3	21.7	21.7	21.7	21.7	21.7	21.7
Volume/Cap:	0.32	0.32	0.03	0.05	0.05	0.05	0.22	0.22	0.22	0.32	0.32	0.32
Delay/Veh:	7.4	7.4	6.0	6.1	6.1	6.1	15.8	15.8	15.8	16.5	16.5	16.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.4	7.4	6.0	6.1	6.1	6.1	15.8	15.8	15.8	16.5	16.5	16.5
LOS by Move:	A	A	A	A	A	A	B	B	B	B	B	B
HCM2k95thQ:	7	7	1	1	1	1	4	4	4	6	6	6

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

Valley Title Due Diligence
SJ20-2024
Cumulative AM, Cumulative PM

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

Intersection #6: S 1st Street and San Salvador Street



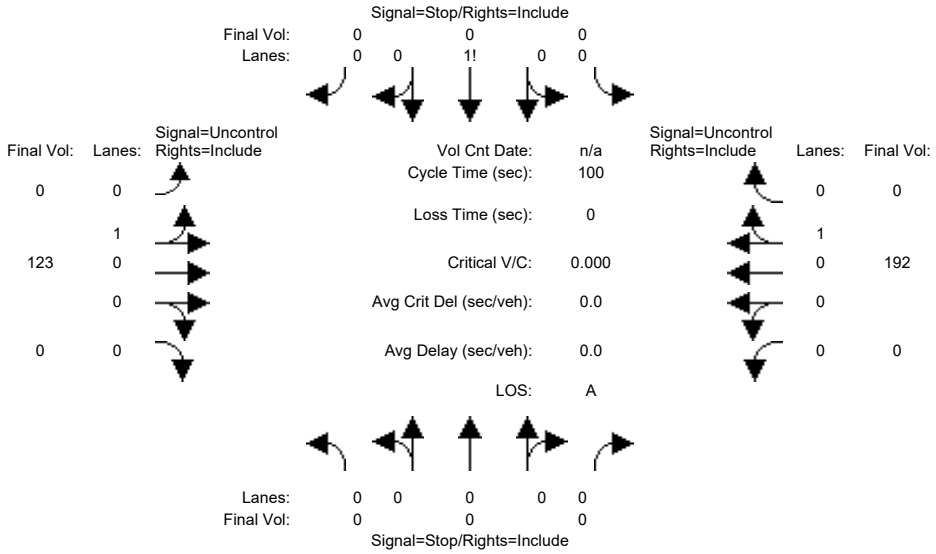
Street Name:	S 1st Street						San Salvador Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	6	135	36	18	30	36	12	73	5	13	115	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:	6	135	36	18	30	36	12	73	5	13	115	72
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	1	0	3	3	1	13	131	5	0	10	0
Initial Fut:	6	136	36	21	33	37	25	204	10	13	125	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:	6	136	36	21	33	37	25	204	10	13	125	72
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	136	36	21	33	37	25	204	10	13	125	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:	6	136	36	21	33	37	25	204	10	13	125	72
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	0.04	0.96	1.00	0.23	0.36	0.41	0.10	0.86	0.04	0.06	0.60	0.34
Final Sat.:	76	1724	1750	404	635	712	183	1494	73	108	1042	600
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.02	0.05	0.05	0.05	0.14	0.14	0.14	0.12	0.12	0.12
Crit Moves:		****						****				
Green Time:	21.6	21.6	21.6	21.6	21.6	21.6	37.4	37.4	37.4	37.4	37.4	37.4
Volume/Cap:	0.24	0.24	0.06	0.16	0.16	0.16	0.24	0.24	0.24	0.21	0.21	0.21
Delay/Veh:	15.9	15.9	14.8	15.4	15.4	15.4	6.9	6.9	6.9	6.8	6.8	6.8
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:	15.9	15.9	14.8	15.4	15.4	15.4	6.9	6.9	6.9	6.8	6.8	6.8
LOS by Move:	B	B	B	B	B	B	A	A	A	A	A	A
HCM2k95thQ:	4	4	1	3	3	3	5	5	5	4	4	4

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

Valley Title Due Diligence
SJ20-2024
Cumulative AM, Cumulative PM

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumulative AM

Intersection #7: S Project Driveway and San Salvador Street



Street Name:	S Project Driveway						San Salvador Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	105	0	0	105	0
Growth Adj:	1.00	1.00	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	105	0	0	105	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	18	0	0	87	0
Initial Fut:	0	0	0	0	0	0	0	123	0	0	192	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	123	0	0	192	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	0	123	0	0	192	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	315	315	192	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	682	604	855	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	682	604	855	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.00	0.00	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #7 S Project Driveway and San Salvador Street

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 0	0 0		0 0 1!	0 0		0 0 1	0 0		0 0 1	0 0	
Initial Vol:	0	0	0	0	0	0	0	123	0	0	192	0
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #7 S Project Driveway and San Salvador Street

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 0	0 0		0 0 1!	0 0		0 0 1	0 0		0 0 1	0 0	
Initial Vol:	0	0	0	0	0	0	0	123	0	0	192	0

Major Street Volume: 315
Minor Approach Volume: 0
Minor Approach Volume Threshold: 527

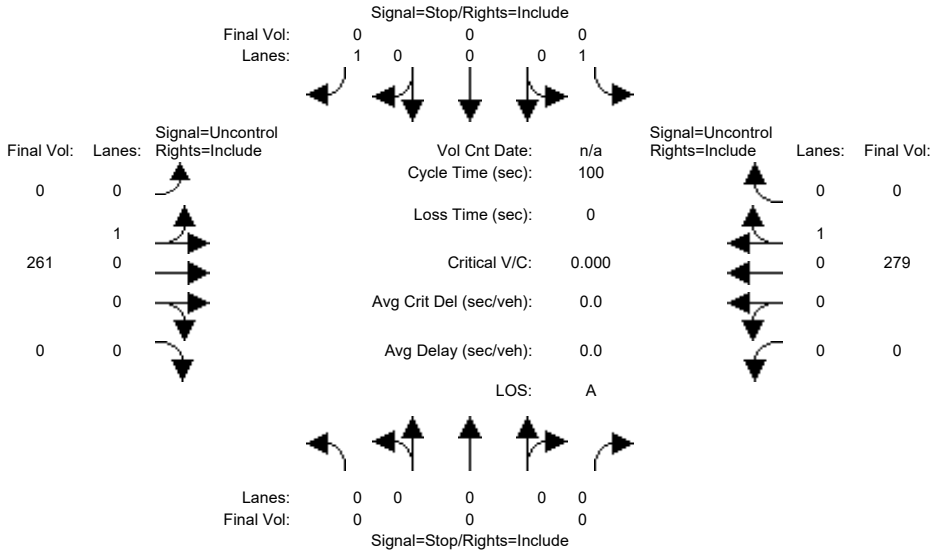
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Valley Title Due Diligence
SJ20-2024
Cumulative AM, Cumulative PM

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumulative PM

Intersection #7: S Project Driveway and San Salvador Street



Street Name:	S Project Driveway						San Salvador Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	127	0	0	269	0
Growth Adj:	1.00	1.00	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	127	0	0	269	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	134	0	0	10	0
Initial Fut:	0	0	0	0	0	0	0	261	0	0	279	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	261	0	0	279	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	0	261	0	0	279	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	540	xxxx	279	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	506	xxxx	765	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	506	xxxx	765	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.00	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #7 S Project Driveway and San Salvador Street

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 0 0 0			1 0 0 0 1			0 0 1 0 0			0 0 1 0 0		
Initial Vol:	0	0	0	0	0	0	0	261	0	0	279	0
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #7 S Project Driveway and San Salvador Street

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 0 0 0			1 0 0 0 1			0 0 1 0 0			0 0 1 0 0		
Initial Vol:	0	0	0	0	0	0	0	261	0	0	279	0

Major Street Volume: 540
Minor Approach Volume: 0
Minor Approach Volume Threshold: 384

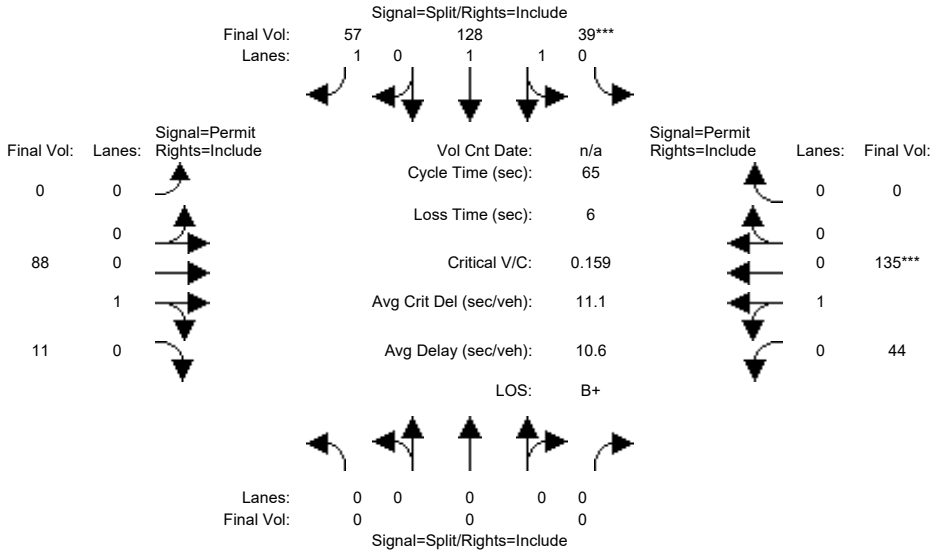
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Valley Title Due Diligence
SJ20-2024
Cumulative AM, Cumulative PM

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

Intersection #8: S 2nd Street and San Salvador Street



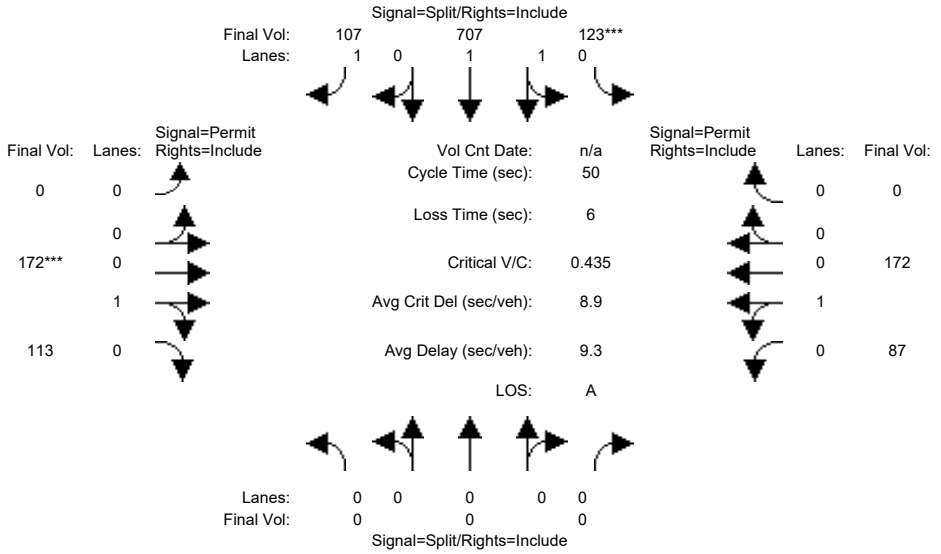
Street Name:	S 2nd Street						San Salvador Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	38	128	29	0	74	6	44	76	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	38	128	29	0	74	6	44	76	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	1	0	28	0	14	5	0	59	0
Initial Fut:	0	0	0	39	128	57	0	88	11	44	135	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	39	128	57	0	88	11	44	135	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	39	128	57	0	88	11	44	135	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	39	128	57	0	88	11	44	135	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.98	0.92	0.92	0.95	0.95	0.95	0.95	0.92
Lanes:	0.00	0.00	0.00	0.48	1.52	1.00	0.00	0.89	0.11	0.25	0.75	0.00
Final Sat.:	0	0	0	864	2835	1750	0	1600	200	442	1358	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.05	0.03	0.00	0.06	0.06	0.10	0.10	0.00
Crit Moves:				****							****	
Green Time:	0.0	0.0	0.0	18.4	18.4	18.4	0.0	40.6	40.6	40.6	40.6	0.0
Volume/Cap:	0.00	0.00	0.00	0.16	0.16	0.11	0.00	0.09	0.09	0.16	0.16	0.00
Delay/Veh:	0.0	0.0	0.0	17.5	17.5	17.4	0.0	4.9	4.9	5.2	5.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	17.5	17.5	17.4	0.0	4.9	4.9	5.2	5.2	0.0
LOS by Move:	A	A	A	B	B	B	A	A	A	A	A	A
HCM2k95thQ:	0	0	0	3	3	2	0	2	2	3	3	0

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

Valley Title Due Diligence
SJ20-2024
Cumulative AM, Cumulative PM

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

Intersection #8: S 2nd Street and San Salvador Street



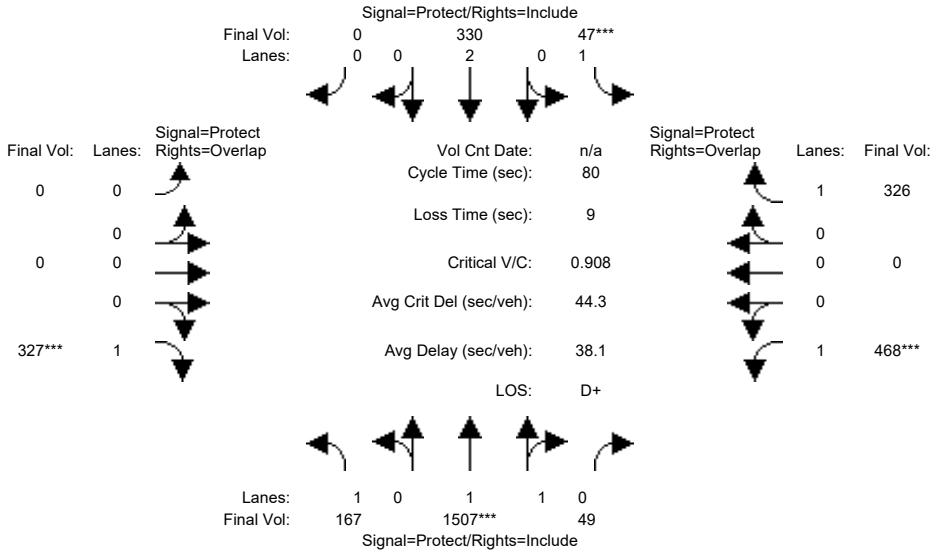
Street Name:	S 2nd Street						San Salvador Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	118	703	102	0	108	43	87	167	0
Growth Adj:	1.00	1.00	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	118	703	102	0	108	43	87	167	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	5	4	5	0	64	70	0	5	0
Initial Fut:	0	0	0	123	707	107	0	172	113	87	172	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	123	707	107	0	172	113	87	172	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	123	707	107	0	172	113	87	172	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	123	707	107	0	172	113	87	172	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.98	0.92	0.92	0.95	0.95	0.95	0.95	0.92
Lanes:	0.00	0.00	0.00	0.30	1.70	1.00	0.00	0.60	0.40	0.34	0.66	0.00
Final Sat.:	0	0	0	548	3151	1750	0	1086	714	605	1195	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.22	0.22	0.06	0.00	0.16	0.16	0.14	0.14	0.00
Crit Moves:				****				****				
Green Time:	0.0	0.0	0.0	25.8	25.8	25.8	0.0	18.2	18.2	18.2	18.2	0.0
Volume/Cap:	0.00	0.00	0.00	0.43	0.43	0.12	0.00	0.43	0.43	0.40	0.40	0.00
Delay/Veh:	0.0	0.0	0.0	7.7	7.7	6.3	0.0	12.5	12.5	12.2	12.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	7.7	7.7	6.3	0.0	12.5	12.5	12.2	12.2	0.0
LOS by Move:	A	A	A	A	A	A	A	B	B	B	B	A
HCM2k95thQ:	0	0	0	8	8	2	0	7	7	7	7	0

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

Valley Title Due Diligence
SJ20-2024
Cumulative AM, Cumulative PM

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

Intersection #9: S 1st Street / S Market Street / Reed Street



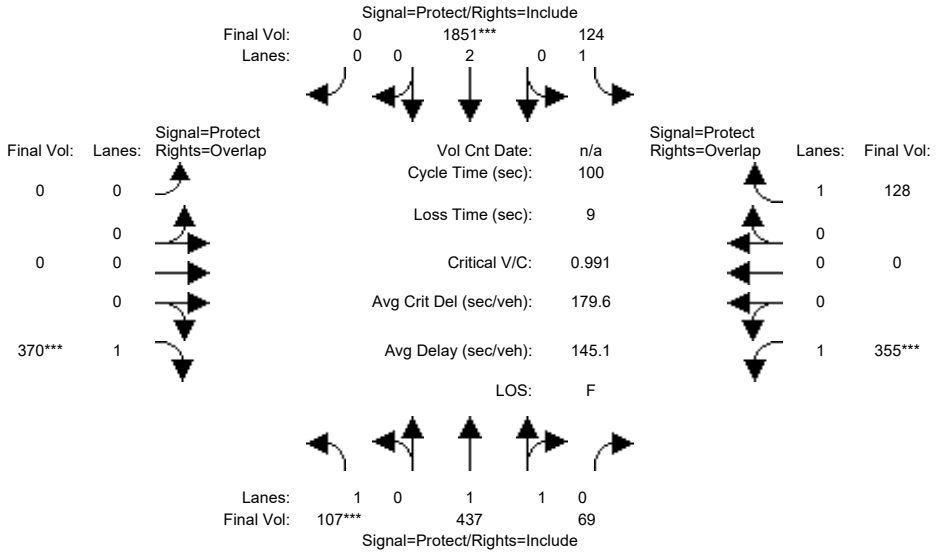
Street Name:	S 1st Street / S Market Street						Reed Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	0	0	10	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	167	1488	49	47	311	0	0	0	310	468	0	307
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	167	1488	49	47	311	0	0	0	310	468	0	307
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	19	0	0	19	0	0	0	17	0	0	19
Initial Fut:	167	1507	49	47	330	0	0	0	327	468	0	326
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	167	1507	49	47	330	0	0	0	327	468	0	326
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	167	1507	49	47	330	0	0	0	327	468	0	326
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	167	1507	49	47	330	0	0	0	327	468	0	326
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.94	0.06	1.00	2.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1750	3583	117	1750	3800	0	0	0	1750	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.42	0.42	0.03	0.09	0.00	0.00	0.00	0.19	0.27	0.00	0.19
Crit Moves:		****		****					****	****		
Green Time:	18.0	34.5	34.5	7.0	23.6	0.0	0.0	0.0	18.0	22.0	0.0	36.5
Volume/Cap:	0.42	0.97	0.97	0.31	0.29	0.00	0.00	0.00	0.83	0.97	0.00	0.41
Delay/Veh:	27.3	39.0	39.0	35.4	22.0	0.0	0.0	0.0	43.5	63.1	0.0	14.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.3	39.0	39.0	35.4	22.0	0.0	0.0	0.0	43.5	63.1	0.0	14.9
LOS by Move:	C	D	D	D+	C+	A	A	A	D	E	A	B
HCM2k95thQ:	8	43	43	2	6	0	0	0	20	27	0	11

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

Valley Title Due Diligence
SJ20-2024
Cumulative AM, Cumulative PM

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

Intersection #9: S 1st Street / S Market Street / Reed Street



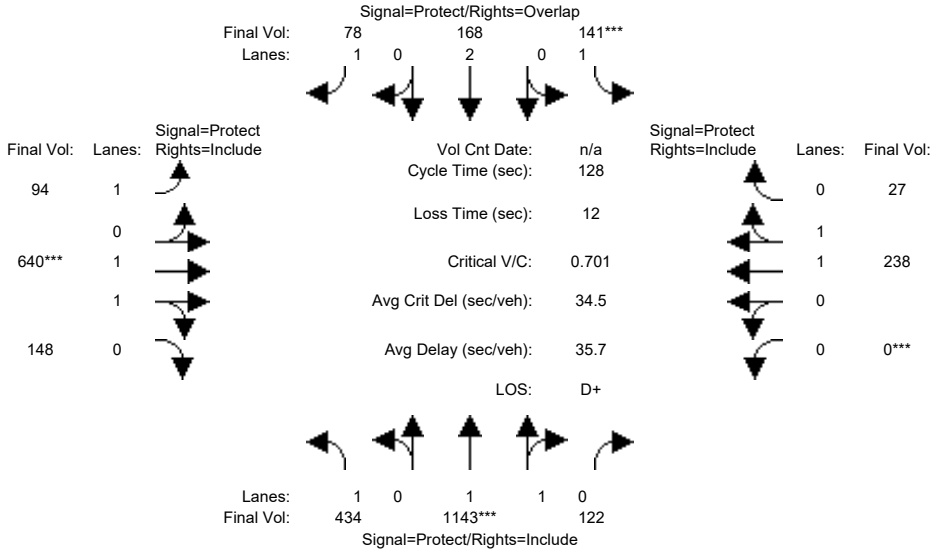
Street Name:	S 1st Street / S Market Street						Reed Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	0	0	10	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	107	434	69	88	1768	0	0	0	257	355	0	128
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	107	434	69	88	1768	0	0	0	257	355	0	128
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	3	0	36	83	0	0	0	113	0	0	0
Initial Fut:	107	437	69	124	1851	0	0	0	370	355	0	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:	107	437	69	124	1851	0	0	0	370	355	0	128
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	437	69	124	1851	0	0	0	370	355	0	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:	107	437	69	124	1851	0	0	0	370	355	0	128
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.72	0.28	1.00	2.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1750	3195	504	1750	3800	0	0	0	1750	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.14	0.14	0.07	0.49	0.00	0.00	0.00	0.21	0.20	0.00	0.07
Crit Moves:	****				****				****	****		
Green Time:	7.0	37.0	37.0	19.2	49.2	0.0	0.0	0.0	7.0	20.5	0.0	54.0
Volume/Cap:	0.87	0.37	0.37	0.37	0.99	0.00	0.00	0.00	3.02	0.99	0.00	0.14
Delay/Veh:	91.2	23.1	23.1	35.8	43.5	0.0	0.0	0.0	977.1	84.3	0.0	11.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	91.2	23.1	23.1	35.8	43.5	0.0	0.0	0.0	977.1	84.3	0.0	11.5
LOS by Move:	F	C	C	D+	D	A	A	A	F	F	A	B+
HCM2k95thQ:	12	11	11	7	53	0	0	0	71	26	0	4

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

Valley Title Due Diligence
SJ20-2024
Cumulative PP AM, Cumulative PP PM

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

Intersection #1: S Market Street and San Carlos Street



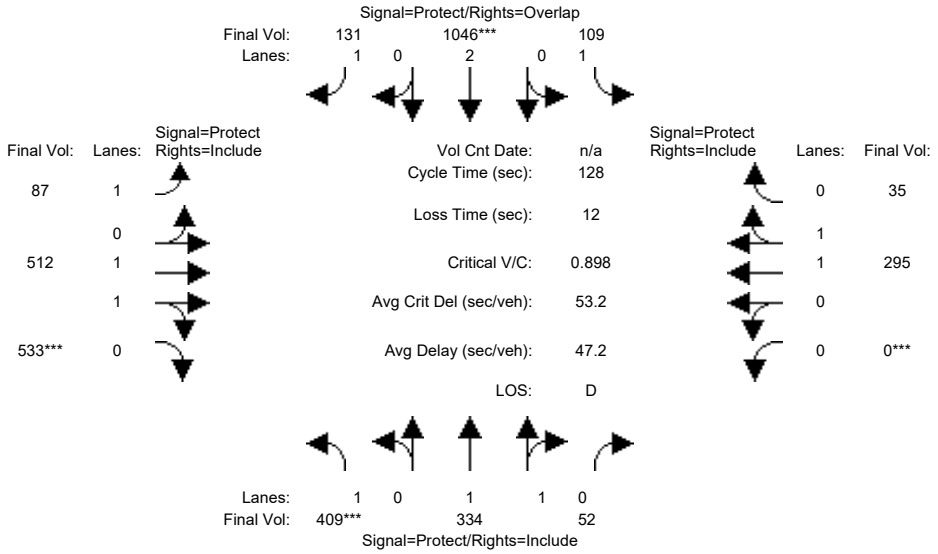
Street Name:	S Market Street						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	322	1123	20	29	147	65	92	304	131	0	189	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	322	1123	20	29	147	65	92	304	131	0	189	27
Added Vol:	48	20	102	112	21	0	0	328	14	0	12	0
PasserByVol:	64	0	0	0	0	13	2	8	3	0	37	0
Initial Fut:	434	1143	122	141	168	78	94	640	148	0	238	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:	434	1143	122	141	168	78	94	640	148	0	238	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	434	1143	122	141	168	78	94	640	148	0	238	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:	434	1143	122	141	168	78	94	640	148	0	238	27
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.80	0.20	1.00	2.00	1.00	1.00	1.61	0.39	0.00	1.79	0.21
Final Sat.:	1750	3343	357	1750	3800	1750	1750	3005	695	0	3323	377
Capacity Analysis Module:												
Vol/Sat:	0.25	0.34	0.34	0.08	0.04	0.04	0.05	0.21	0.21	0.00	0.07	0.07
Crit Moves:		****		****				****		****		
Green Time:	58.6	62.4	62.4	14.7	18.5	34.5	16.0	38.9	38.9	0.0	22.9	22.9
Volume/Cap:	0.54	0.70	0.70	0.70	0.31	0.17	0.43	0.70	0.70	0.00	0.40	0.40
Delay/Veh:	25.7	26.8	26.8	65.1	49.3	35.9	53.1	41.4	41.4	0.0	46.9	46.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.7	26.8	26.8	65.1	49.3	35.9	53.1	41.4	41.4	0.0	46.9	46.9
LOS by Move:	C	C	C	E	D	D+	D-	D	D	A	D	D
HCM2k95thQ:	23	33	33	14	6	5	8	26	26	0	9	9

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

Valley Title Due Diligence
SJ20-2024
Cumulative PP AM, Cumulative PP PM

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

Intersection #1: S Market Street and San Carlos Street



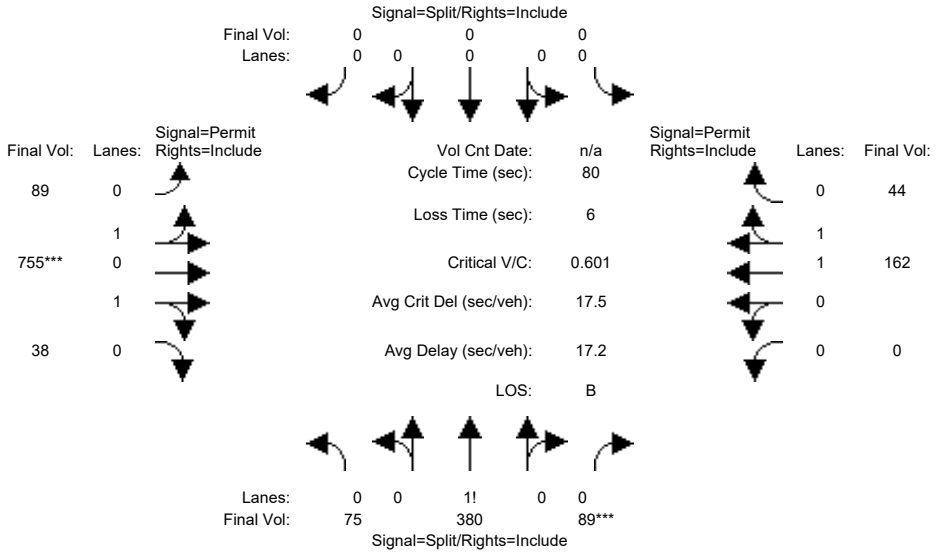
Street Name:	S Market Street						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	119	218	24	78	1040	126	80	387	485	0	215	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	119	218	24	78	1040	126	80	387	485	0	215	35
Added Vol:	285	116	28	31	6	0	0	90	4	0	71	0
PasserByVol:	5	0	0	0	0	5	7	35	44	0	9	0
Initial Fut:	409	334	52	109	1046	131	87	512	533	0	295	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	409	334	52	109	1046	131	87	512	533	0	295	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	409	334	52	109	1046	131	87	512	533	0	295	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	409	334	52	109	1046	131	87	512	533	0	295	35
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	1.72	0.28	1.00	2.00	1.00	1.00	1.00	1.00	0.00	1.78	0.22
Final Sat.:	1750	3201	498	1750	3800	1750	1750	1900	1750	0	3307	392
Capacity Analysis Module:												
Vol/Sat:	0.23	0.10	0.10	0.06	0.28	0.07	0.05	0.27	0.30	0.00	0.09	0.09
Crit Moves:	****				****				****	****		
Green Time:	33.3	45.4	45.4	27.1	39.2	55.8	16.5	43.4	43.4	0.0	26.9	26.9
Volume/Cap:	0.90	0.29	0.29	0.29	0.90	0.17	0.39	0.79	0.90	0.00	0.42	0.42
Delay/Veh:	65.9	29.8	29.8	42.8	51.9	22.1	52.2	41.7	49.6	0.0	44.2	44.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.9	29.8	29.8	42.8	51.9	22.1	52.2	41.7	49.6	0.0	44.2	44.2
LOS by Move:	E	C	C	D	D-	C+	D-	D	D	A	D	D
HCM2k95thQ:	32	10	10	8	38	7	7	34	41	0	11	11

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

Valley Title Due Diligence
SJ20-2024
Cumulative PP AM, Cumulative PP PM

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

Intersection #2: S 1st Street and San Carlos Street



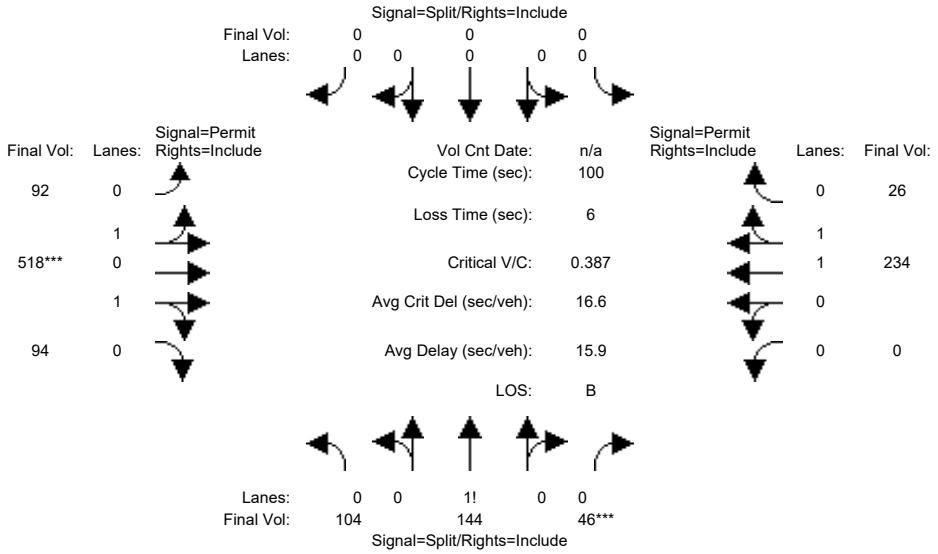
Street Name:	S 1st Street						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	10	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	53	375	69	0	0	0	87	222	23	0	135	44
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	53	375	69	0	0	0	87	222	23	0	135	44
Added Vol:	12	5	20	0	0	0	0	528	14	0	0	0
PasserByVol:	10	0	0	0	0	0	2	5	1	0	27	0
Initial Fut:	75	380	89	0	0	0	89	755	38	0	162	44
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	75	380	89	0	0	0	89	755	38	0	162	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	380	89	0	0	0	89	755	38	0	162	44
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	75	380	89	0	0	0	89	755	38	0	162	44
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	1.00	0.92	0.95	0.95	0.95	0.92	0.98	0.95
Lanes:	0.14	0.70	0.16	0.00	0.00	0.00	0.20	1.71	0.09	0.00	1.56	0.44
Final Sat.:	241	1222	286	0	0	0	363	3082	155	0	2909	790
Capacity Analysis Module:												
Vol/Sat:	0.31	0.31	0.31	0.00	0.00	0.00	0.25	0.25	0.25	0.00	0.06	0.06
Crit Moves:			****					****				
Green Time:	41.4	41.4	41.4	0.0	0.0	0.0	32.6	32.6	32.6	0.0	32.6	32.6
Volume/Cap:	0.60	0.60	0.60	0.00	0.00	0.00	0.60	0.60	0.60	0.00	0.14	0.14
Delay/Veh:	14.7	14.7	14.7	0.0	0.0	0.0	19.3	19.3	19.3	0.0	14.9	14.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.7	14.7	14.7	0.0	0.0	0.0	19.3	19.3	19.3	0.0	14.9	14.9
LOS by Move:	B	B	B	A	A	A	B-	B-	B-	A	B	B
HCM2k95thQ:	19	19	19	0	0	0	16	16	16	0	3	3

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

Valley Title Due Diligence
SJ20-2024
Cumulative PP AM, Cumulative PP PM

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

Intersection #2: S 1st Street and San Carlos Street



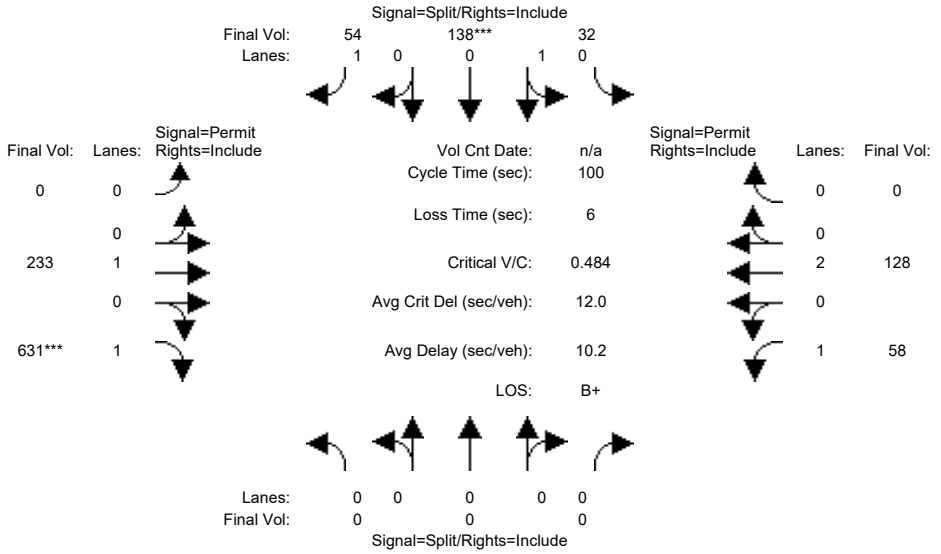
Street Name:	S 1st Street						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	0	0	0	10	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	32	113	40	0	0	0	86	349	84	0	226	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	32	113	40	0	0	0	86	349	84	0	226	26
Added Vol:	71	31	6	0	0	0	0	145	4	0	0	0
PasserByVol:	1	0	0	0	0	0	6	24	6	0	8	0
Initial Fut:	104	144	46	0	0	0	92	518	94	0	234	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:	104	144	46	0	0	0	92	518	94	0	234	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	104	144	46	0	0	0	92	518	94	0	234	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:	104	144	46	0	0	0	92	518	94	0	234	26
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	1.00	0.92	0.95	0.95	0.95	0.92	0.98	0.95
Lanes:	0.35	0.49	0.16	0.00	0.00	0.00	0.26	1.47	0.27	0.00	1.79	0.21
Final Sat.:	619	857	274	0	0	0	470	2649	481	0	3330	370
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.17	0.00	0.00	0.00	0.20	0.20	0.20	0.00	0.07	0.07
Crit Moves:			****					****				
Green Time:	43.4	43.4	43.4	0.0	0.0	0.0	50.6	50.6	50.6	0.0	50.6	50.6
Volume/Cap:	0.39	0.39	0.39	0.00	0.00	0.00	0.39	0.39	0.39	0.00	0.14	0.14
Delay/Veh:	19.6	19.6	19.6	0.0	0.0	0.0	15.3	15.3	15.3	0.0	13.2	13.2
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:	19.6	19.6	19.6	0.0	0.0	0.0	15.3	15.3	15.3	0.0	13.2	13.2
LOS by Move:	B-	B-	B-	A	A	A	B	B	B	A	B	B
HCM2k95thQ:	12	12	12	0	0	0	13	13	13	0	4	4

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

Valley Title Due Diligence
SJ20-2024
Cumulative PP AM, Cumulative PP PM

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

Intersection #3: S 2nd Street and San Carlos Street



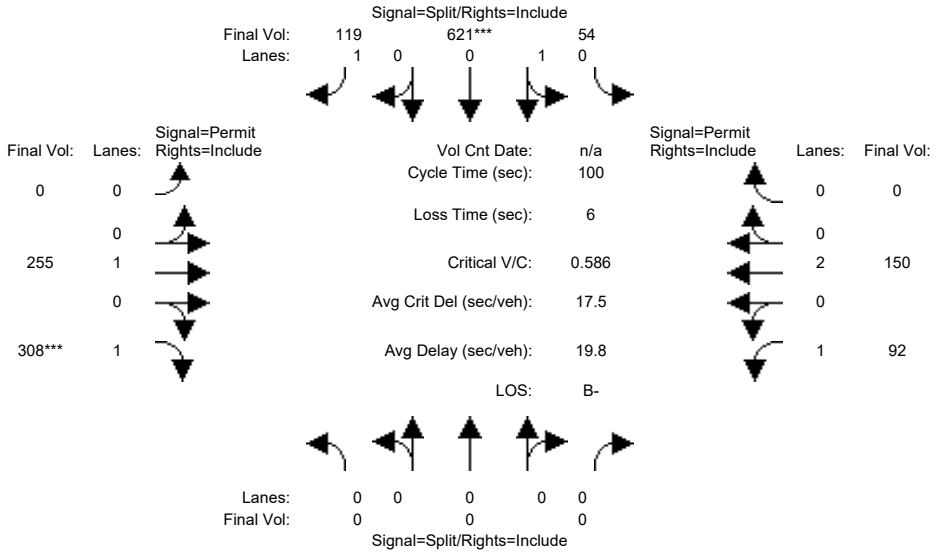
Street Name:	S 2nd Street						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	32	131	46	0	229	82	35	109	0
Growth Adj:	1.00	1.00	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	32	131	46	0	229	82	35	109	0
Added Vol:	0	0	0	0	7	0	0	0	548	23	0	0
PasserByVol:	0	0	0	0	0	8	0	4	1	0	19	0
Initial Fut:	0	0	0	32	138	54	0	233	631	58	128	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	32	138	54	0	233	631	58	128	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	32	138	54	0	233	631	58	128	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	32	138	54	0	233	631	58	128	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.19	0.81	1.00	0.00	1.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	339	1461	1750	0	1900	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.09	0.03	0.00	0.12	0.36	0.03	0.03	0.00
Crit Moves:					****				****			
Green Time:	0.0	0.0	0.0	19.5	19.5	19.5	0.0	74.5	74.5	74.5	74.5	0.0
Volume/Cap:	0.00	0.00	0.00	0.48	0.48	0.16	0.00	0.16	0.48	0.04	0.05	0.00
Delay/Veh:	0.0	0.0	0.0	36.8	36.8	33.6	0.0	3.8	5.4	3.4	3.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	36.8	36.8	33.6	0.0	3.8	5.4	3.4	3.4	0.0
LOS by Move:	A	A	A	D+	D+	C-	A	A	A	A	A	A
HCM2k95thQ:	0	0	0	10	10	3	0	4	15	1	1	0

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

Valley Title Due Diligence
SJ20-2024
Cumulative PP AM, Cumulative PP PM

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

Intersection #3: S 2nd Street and San Carlos Street



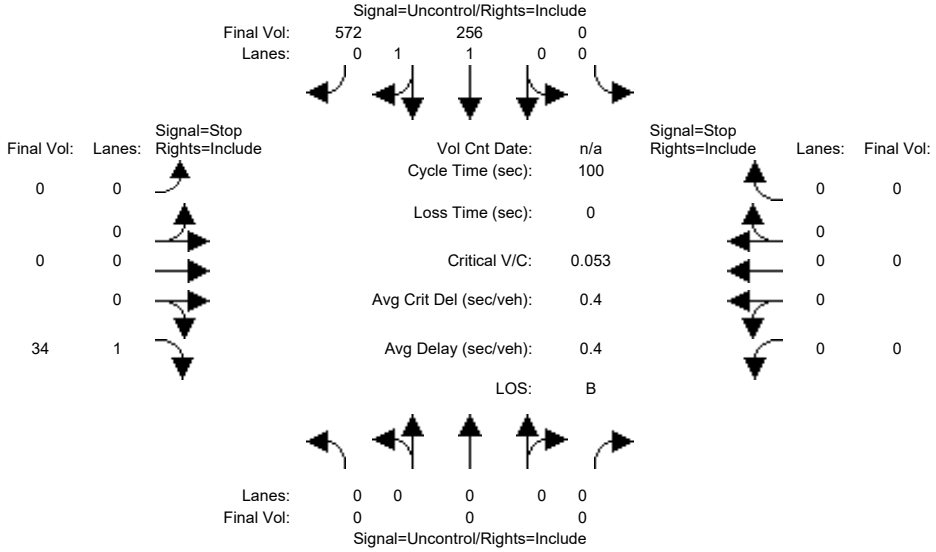
Street Name:	S 2nd Street						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	54	619	115	0	240	148	86	146	0
Growth Adj:	1.00	1.00	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	54	619	115	0	240	148	86	146	0
Added Vol:	0	0	0	0	2	0	0	0	151	6	0	0
PasserByVol:	0	0	0	0	0	4	0	15	9	0	4	0
Initial Fut:	0	0	0	54	621	119	0	255	308	92	150	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	54	621	119	0	255	308	92	150	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	54	621	119	0	255	308	92	150	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	54	621	119	0	255	308	92	150	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.08	0.92	1.00	0.00	1.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	144	1656	1750	0	1900	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.38	0.38	0.07	0.00	0.13	0.18	0.05	0.04	0.00
Crit Moves:					****				****			
Green Time:	0.0	0.0	0.0	64.0	64.0	64.0	0.0	30.0	30.0	30.0	30.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.59	0.59	0.11	0.00	0.45	0.59	0.18	0.13	0.00
Delay/Veh:	0.0	0.0	0.0	11.2	11.2	7.0	0.0	28.8	31.4	26.0	25.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	11.2	11.2	7.0	0.0	28.8	31.4	26.0	25.5	0.0
LOS by Move:	A	A	A	B+	B+	A	A	C	C	C	C	A
HCM2k95thQ:	0	0	0	23	23	3	0	12	16	5	3	0

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

Valley Title Due Diligence
SJ20-2024
Cumulative PP AM, Cumulative PP PM

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumulative PP AM

Intersection #4: S 2nd Street and E Project Driveway



Street Name:	S 2nd Street						E Project Driveway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	0	248	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	248	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	7	572	0	0	34	0	0	0
PasserByVol:	0	0	0	0	1	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	256	572	0	0	34	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	0	0	0	256	572	0	0	34	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	256	572	0	0	34	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	414	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	643	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	643	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.05	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.2	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	10.9	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	B	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			10.9			xxxxxx		
ApproachLOS:	*			*			B			*		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #4 S 2nd Street and E Project Driveway

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0	0 0	0	0 0	1 1	0	0 0	0 0	1	0 0	0 0	0
Initial Vol:	0	0	0	0	256	572	0	0	34	0	0	0
ApproachDel:	xxxxxx			xxxxxx			10.9			xxxxxx		

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=34]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=2][total volume=862]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #4 S 2nd Street and E Project Driveway

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0	0 0	0	0 0	1 1	0	0 0	0 0	1	0 0	0 0	0
Initial Vol:	0	0	0	0	256	572	0	0	34	0	0	0

Major Street Volume: 828
Minor Approach Volume: 34
Minor Approach Volume Threshold: 350

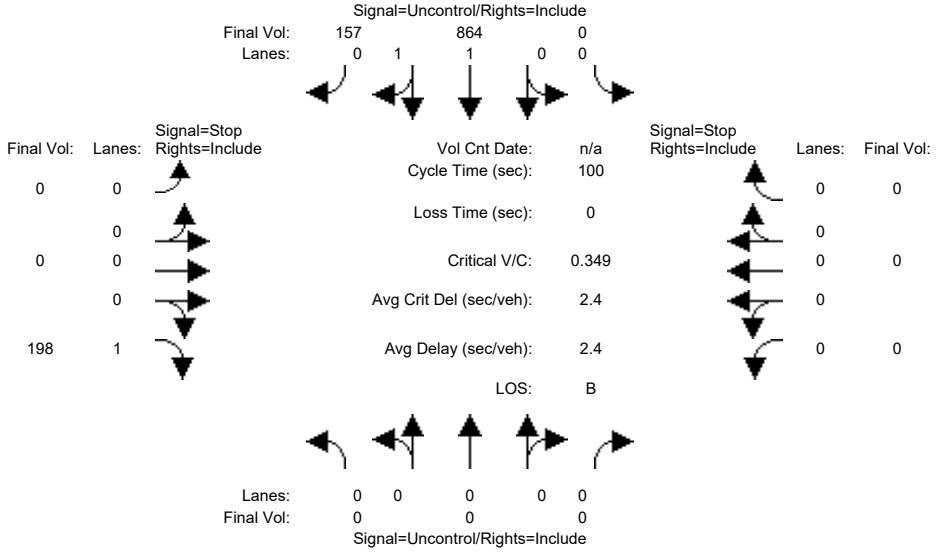
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Valley Title Due Diligence
SJ20-2024
Cumulative PP AM, Cumulative PP PM

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumulative PP PM

Intersection #4: S 2nd Street and E Project Driveway



Street Name:	S 2nd Street						E Project Driveway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	0	853	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	853	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	2	157	0	0	198	0	0	0
PasserByVol:	0	0	0	0	9	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	864	157	0	0	198	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	0	0	0	864	157	0	0	198	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	864	157	0	0	198	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	511	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	567	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	567	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.35	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	1.6	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	14.7	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	B	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			14.7			xxxxxx		
ApproachLOS:	*			*			B			*		

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

Peak Hour Delay Signal Warrant Report

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Intersection #4 S 2nd Street and E Project Driveway

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0	0 0	0	0 0	1 1	0	0 0	0 0	1	0 0	0 0	0
Initial Vol:	0	0	0	0	864	157	0	0	198	0	0	0
ApproachDel:	xxxxxx			xxxxxx			14.7			xxxxxx		

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.8]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=198]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=2][total volume=1219]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #4 S 2nd Street and E Project Driveway

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0	0 0	0	0 0	1 1	0	0 0	0 0	1	0 0	0 0	0
Initial Vol:	0	0	0	0	864	157	0	0	198	0	0	0

Major Street Volume: 1021
Minor Approach Volume: 198
Minor Approach Volume Threshold: 278

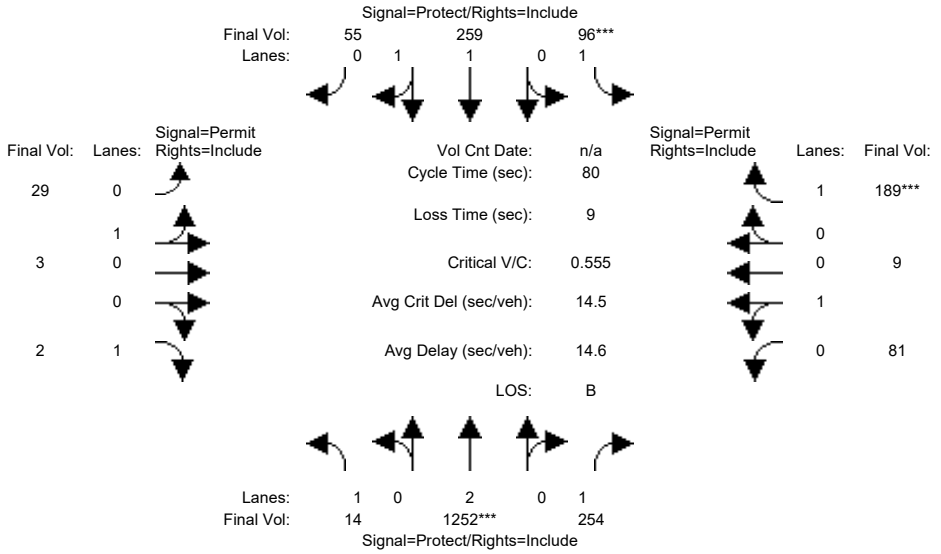
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Valley Title Due Diligence
SJ20-2024
Cumulative PP AM, Cumulative PP PM

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

Intersection #5: S Market Street and San Salvador Street



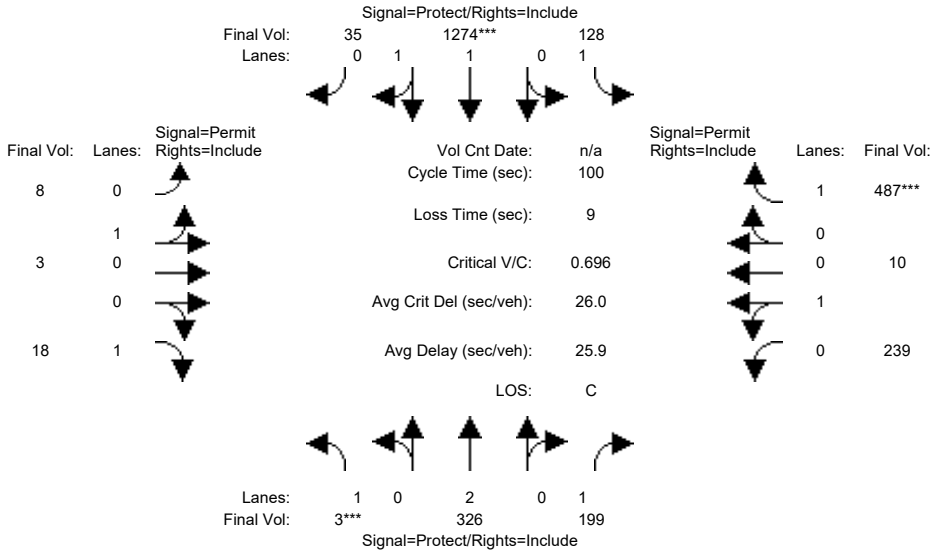
Street Name:	Market Street						San Salvador Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	14	1150	74	58	259	55	29	3	2	23	9	57
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	1150	74	58	259	55	29	3	2	23	9	57
Added Vol:	0	102	163	35	0	0	0	0	0	27	0	68
PasserByVol:	0	0	17	3	0	0	0	0	0	31	0	64
Initial Fut:	14	1252	254	96	259	55	29	3	2	81	9	189
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	14	1252	254	96	259	55	29	3	2	81	9	189
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	1252	254	96	259	55	29	3	2	81	9	189
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	14	1252	254	96	259	55	29	3	2	81	9	189
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	2.00	1.00	1.00	1.64	0.36	0.91	0.09	1.00	0.90	0.10	1.00
Final Sat.:	1750	3800	1750	1750	3051	648	1631	169	1750	1620	180	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.33	0.15	0.05	0.08	0.08	0.02	0.02	0.00	0.05	0.05	0.11
Crit Moves:		****		****								****
Green Time:	22.8	47.5	47.5	7.9	32.6	32.6	15.6	15.6	15.6	15.6	15.6	15.6
Volume/Cap:	0.03	0.55	0.24	0.55	0.21	0.21	0.09	0.09	0.01	0.26	0.26	0.55
Delay/Veh:	20.6	10.1	7.8	38.3	15.4	15.4	26.5	26.5	26.0	27.7	27.7	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:	20.6	10.1	7.8	38.3	15.4	15.4	26.5	26.5	26.0	27.7	27.7	31.1
LOS by Move:	C+	B+	A	D+	B	B	C	C	C	C	C	C
HCM2k95thQ:	1	16	6	5	5	5	1	1	0	4	4	9

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

Valley Title Due Diligence
SJ20-2024
Cumulative PP AM, Cumulative PP PM

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

Intersection #5: S Market Street and San Salvador Street



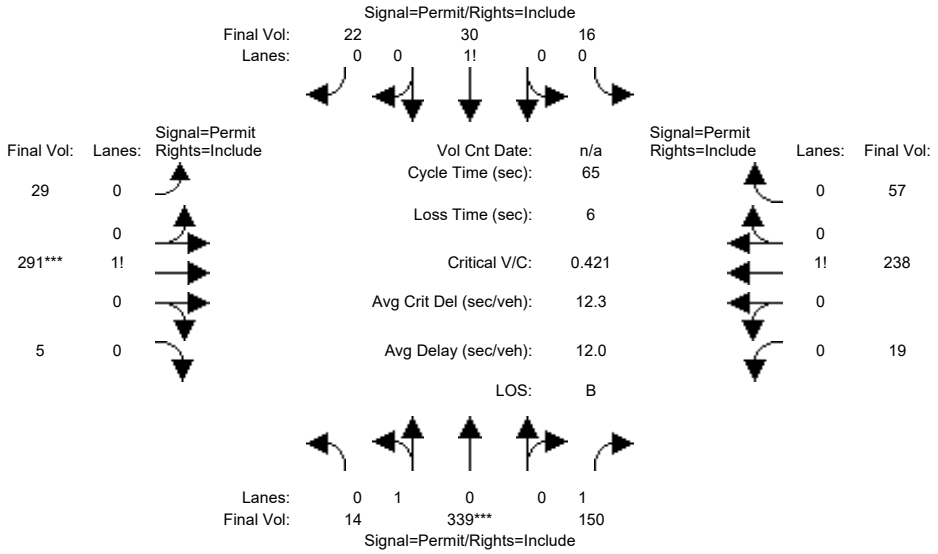
Street Name:	Market Street						San Salvador Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	3	298	49	74	1274	35	8	3	18	74	10	82
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	298	49	74	1274	35	8	3	18	74	10	82
Added Vol:	0	28	45	10	0	0	0	0	0	159	0	400
PasserByVol:	0	0	105	44	0	0	0	0	0	6	0	5
Initial Fut:	3	326	199	128	1274	35	8	3	18	239	10	487
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	326	199	128	1274	35	8	3	18	239	10	487
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	326	199	128	1274	35	8	3	18	239	10	487
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	3	326	199	128	1274	35	8	3	18	239	10	487
Saturation Flow 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	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	2.00	1.00	1.00	1.95	0.05	0.73	0.27	1.00	0.96	0.04	1.00
Final Sat.:	1750	3800	1750	1750	3601	99	1309	491	1750	1728	72	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.09	0.11	0.07	0.35	0.35	0.01	0.01	0.01	0.14	0.14	0.28
Crit Moves:	****				****							****
Green Time:	7.0	32.9	32.9	21.1	47.0	47.0	37.0	37.0	37.0	37.0	37.0	37.0
Volume/Cap:	0.02	0.26	0.35	0.35	0.75	0.75	0.02	0.02	0.03	0.37	0.37	0.75
Delay/Veh:	43.4	24.8	25.8	34.1	23.6	23.6	20.0	20.0	20.1	23.4	23.4	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:	43.4	24.8	25.8	34.1	23.6	23.6	20.0	20.0	20.1	23.4	23.4	32.5
LOS by Move:	D	C	C	C-	C	C	B-	B-	C+	C	C	C-
HCM2k95thQ:	0	7	9	7	28	28	0	0	1	11	11	25

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

Valley Title Due Diligence
SJ20-2024
Cumulative PP AM, Cumulative PP PM

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

Intersection #6: S 1st Street and San Salvador Street



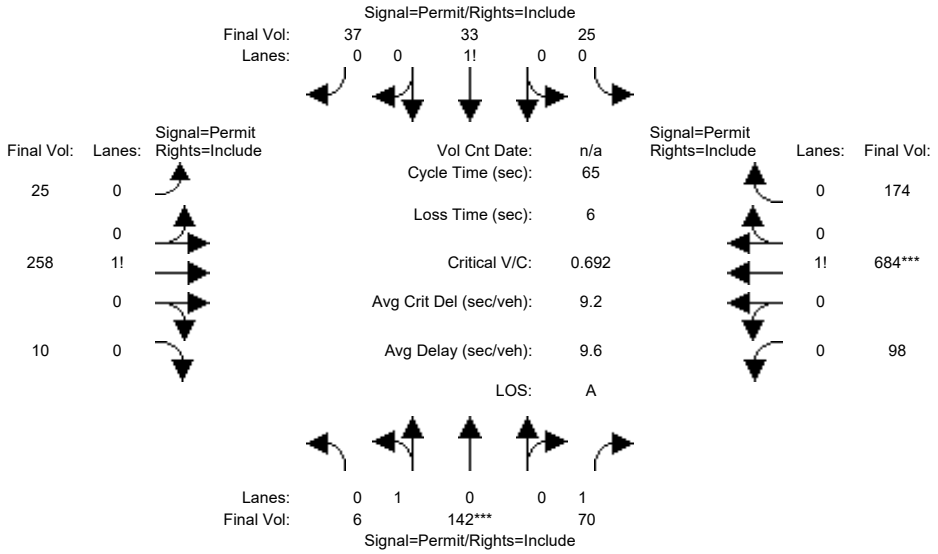
Street Name:	S 1st Street						San Salvador Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	9	314	28	2	29	14	27	75	5	5	61	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	314	28	2	29	14	27	75	5	5	61	35
Added Vol:	0	20	122	14	0	0	0	198	0	14	95	17
PasserByVol:	5	5	0	0	1	8	2	18	0	0	82	5
Initial Fut:	14	339	150	16	30	22	29	291	5	19	238	57
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	14	339	150	16	30	22	29	291	5	19	238	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	339	150	16	30	22	29	291	5	19	238	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	14	339	150	16	30	22	29	291	5	19	238	57
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	0.04	0.96	1.00	0.24	0.44	0.32	0.09	0.90	0.01	0.06	0.76	0.18
Final Sat.:	71	1729	1750	412	772	566	156	1567	27	106	1326	318
Capacity Analysis Module:												
Vol/Sat:	0.20	0.20	0.09	0.04	0.04	0.04	0.19	0.19	0.19	0.18	0.18	0.18
Crit Moves:		****						****				
Green Time:	30.3	30.3	30.3	30.3	30.3	30.3	28.7	28.7	28.7	28.7	28.7	28.7
Volume/Cap:	0.42	0.42	0.18	0.08	0.08	0.08	0.42	0.42	0.42	0.41	0.41	0.41
Delay/Veh:	11.9	11.9	10.2	9.7	9.7	9.7	12.8	12.8	12.8	12.7	12.7	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:	11.9	11.9	10.2	9.7	9.7	9.7	12.8	12.8	12.8	12.7	12.7	12.7
LOS by Move:	B+	B+	B+	A	A	A	B	B	B	B	B	B
HCM2k95thQ:	9	9	4	2	2	2	9	9	9	9	9	9

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

Valley Title Due Diligence
SJ20-2024
Cumulative PP AM, Cumulative PP PM

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

Intersection #6: S 1st Street and San Salvador Street



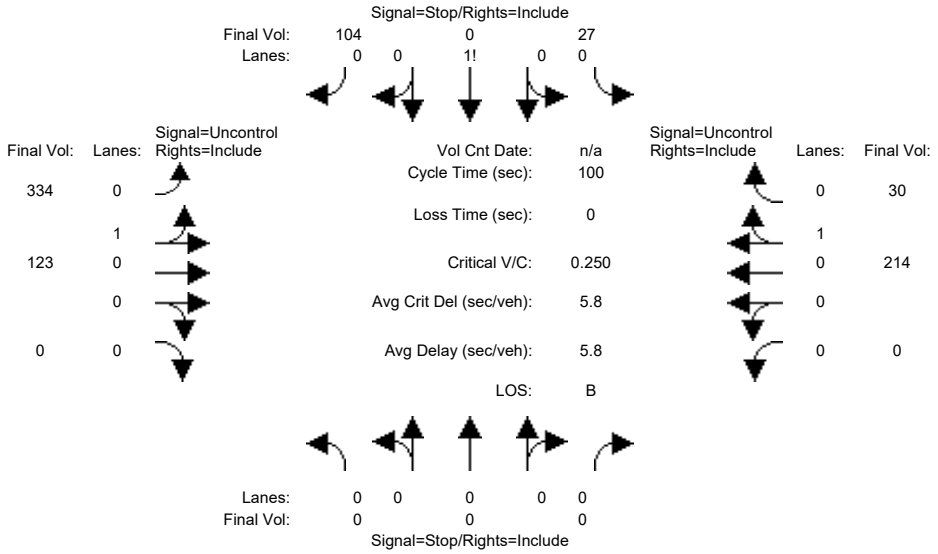
Street Name:	S 1st Street						San Salvador Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	6	135	36	18	30	36	12	73	5	13	115	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:	6	135	36	18	30	36	12	73	5	13	115	72
Added Vol:	0	6	34	4	0	0	0	54	0	85	559	102
PasserByVol:	0	1	0	3	3	1	13	131	5	0	10	0
Initial Fut:	6	142	70	25	33	37	25	258	10	98	684	174
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	142	70	25	33	37	25	258	10	98	684	174
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	142	70	25	33	37	25	258	10	98	684	174
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	6	142	70	25	33	37	25	258	10	98	684	174
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	0.04	0.96	1.00	0.26	0.35	0.39	0.09	0.88	0.03	0.10	0.72	0.18
Final Sat.:	73	1727	1750	461	608	682	149	1541	60	179	1252	319
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.04	0.05	0.05	0.05	0.17	0.17	0.17	0.55	0.55	0.55
Crit Moves:		****									****	
Green Time:	10.0	10.0	10.0	10.0	10.0	10.0	49.0	49.0	49.0	49.0	49.0	49.0
Volume/Cap:	0.53	0.53	0.26	0.35	0.35	0.35	0.22	0.22	0.22	0.72	0.72	0.72
Delay/Veh:	27.4	27.4	24.8	25.4	25.4	25.4	2.5	2.5	2.5	6.4	6.4	6.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.4	27.4	24.8	25.4	25.4	25.4	2.5	2.5	2.5	6.4	6.4	6.4
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
HCM2k95thQ:	6	6	3	4	4	4	4	4	4	21	21	21

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

Valley Title Due Diligence
SJ20-2024
Cumulative PP AM, Cumulative PP PM

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumulative PP AM

Intersection #7: S Project Driveway and San Salvador Street



Street Name:	S Project Driveway						San Salvador Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	105	0	0	105	0
Growth Adj:	1.00	1.00	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	105	0	0	105	0
Added Vol:	0	0	0	27	0	104	334	0	0	0	22	30
PasserByVol:	0	0	0	0	0	0	0	18	0	0	87	0
Initial Fut:	0	0	0	27	0	104	334	123	0	0	214	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	27	0	104	334	123	0	0	214	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	27	0	104	334	123	0	0	214	30
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1020	1020	229	244	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	264	239	815	1334	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	202	165	815	1334	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.13	0.00	0.13	0.25	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1.0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	501	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	1.0	xxxxx	1.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	14.7	xxxxx	8.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			14.7			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #7 S Project Driveway and San Salvador Street

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0	0 0	0	0 0	1! 0	0	0 1	0 0	0	0 0	0 1	0
Initial Vol:	0	0	0	27	0	104	334	123	0	0	214	30
ApproachDel:	xxxxxx			14.7			xxxxxx			xxxxxx		

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.5]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=131]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=832]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #7 S Project Driveway and San Salvador Street

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0	0 0	0	0 0	1! 0	0	0 1	0 0	0	0 0	0 1	0
Initial Vol:	0	0	0	27	0	104	334	123	0	0	214	30

Major Street Volume: 701
Minor Approach Volume: 131
Minor Approach Volume Threshold: 314

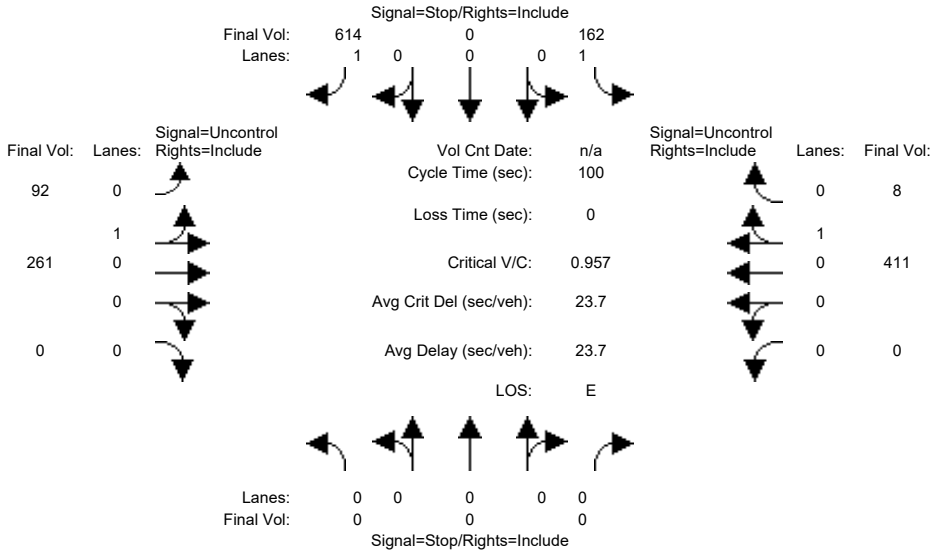
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Valley Title Due Diligence
SJ20-2024
Cumulative PP AM, Cumulative PP PM

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumulative PP PM

Intersection #7: S Project Driveway and San Salvador Street



Street Name:	S Project Driveway						San Salvador Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	127	0	0	269	0
Growth Adj:	1.00	1.00	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	127	0	0	269	0
Added Vol:	0	0	0	162	0	614	92	0	0	0	132	8
PasserByVol:	0	0	0	0	0	0	0	134	0	0	10	0
Initial Fut:	0	0	0	162	0	614	92	261	0	0	411	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	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	162	0	614	92	261	0	0	411	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	162	0	614	92	261	0	0	411	8
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	860	xxxx	415	419	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	329	xxxx	642	1151	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	308	xxxx	642	1151	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.53	xxxx	0.96	0.08	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	2.9	xxxx	13.5	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	29.0	xxxx	51.0	8.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	D	*	F	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			46.4			xxxxxx			xxxxxx		
ApproachLOS:	*			E			*			*		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #7 S Project Driveway and San Salvador Street

****

Future Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0	0 0	0	1	0 0	1	0	1 0	0	0	0 0	1 0
Initial Vol:	0	0	0	162	0	614	92	261	0	0	411	8
ApproachDel:	xxxxxx			46.4			xxxxxx			xxxxxx		

Approach[southbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=10.0]
SUCCEED - Vehicle-hours >= 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=776]
SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1548]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #7 S Project Driveway and San Salvador Street

****

Future Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0	0 0	0	1	0 0	1	0	1 0	0	0	0 0	1 0
Initial Vol:	0	0	0	162	0	614	92	261	0	0	411	8

Major Street Volume: 772
Minor Approach Volume: 776
Minor Approach Volume Threshold: 374

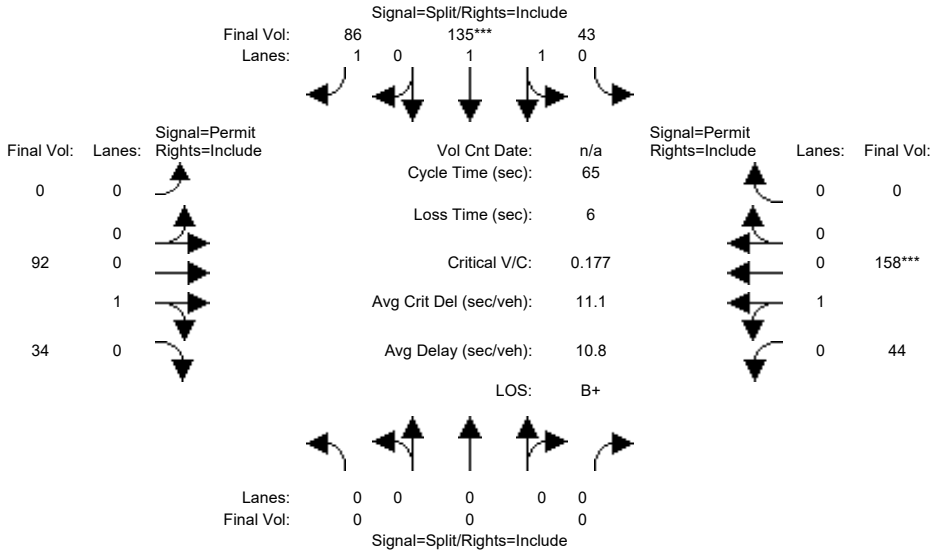
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Valley Title Due Diligence
SJ20-2024
Cumulative PP AM, Cumulative PP PM

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

Intersection #8: S 2nd Street and San Salvador Street



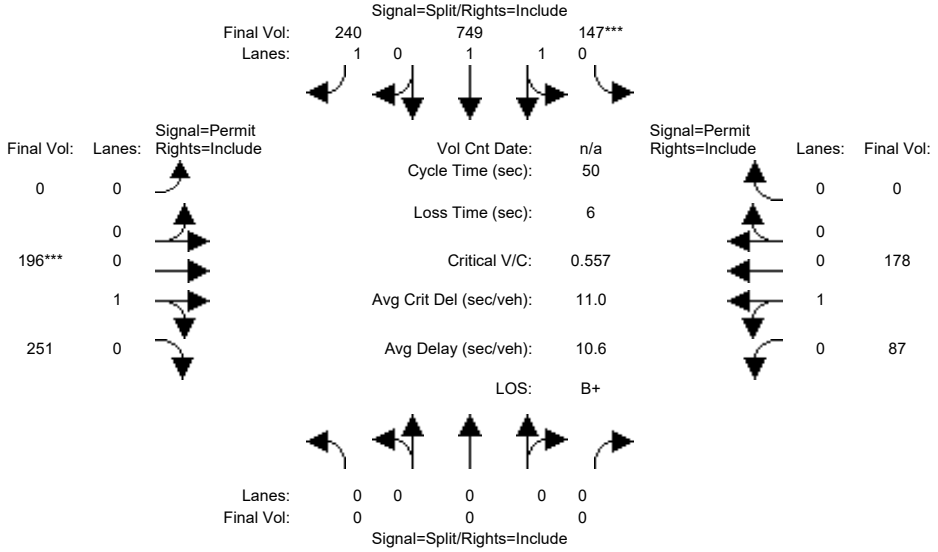
Street Name:	S 2nd Street						San Salvador Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	38	128	29	0	74	6	44	76	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	38	128	29	0	74	6	44	76	0
Added Vol:	0	0	0	4	7	29	0	4	23	0	23	0
PasserByVol:	0	0	0	1	0	28	0	14	5	0	59	0
Initial Fut:	0	0	0	43	135	86	0	92	34	44	158	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	43	135	86	0	92	34	44	158	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	43	135	86	0	92	34	44	158	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	43	135	86	0	92	34	44	158	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.98	0.92	0.92	0.95	0.95	0.95	0.95	0.92
Lanes:	0.00	0.00	0.00	0.50	1.50	1.00	0.00	0.73	0.27	0.22	0.78	0.00
Final Sat.:	0	0	0	894	2806	1750	0	1314	486	392	1408	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.05	0.05	0.00	0.07	0.07	0.11	0.11	0.00
Crit Moves:					****						****	
Green Time:	0.0	0.0	0.0	18.0	18.0	18.0	0.0	41.0	41.0	41.0	41.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.17	0.17	0.18	0.00	0.11	0.11	0.18	0.18	0.00
Delay/Veh:	0.0	0.0	0.0	18.0	18.0	18.1	0.0	4.8	4.8	5.1	5.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	18.0	18.0	18.1	0.0	4.8	4.8	5.1	5.1	0.0
LOS by Move:	A	A	A	B	B	B-	A	A	A	A	A	A
HCM2k95thQ:	0	0	0	3	3	3	0	2	2	4	4	0

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

Valley Title Due Diligence
SJ20-2024
Cumulative PP AM, Cumulative PP PM

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

Intersection #8: S 2nd Street and San Salvador Street



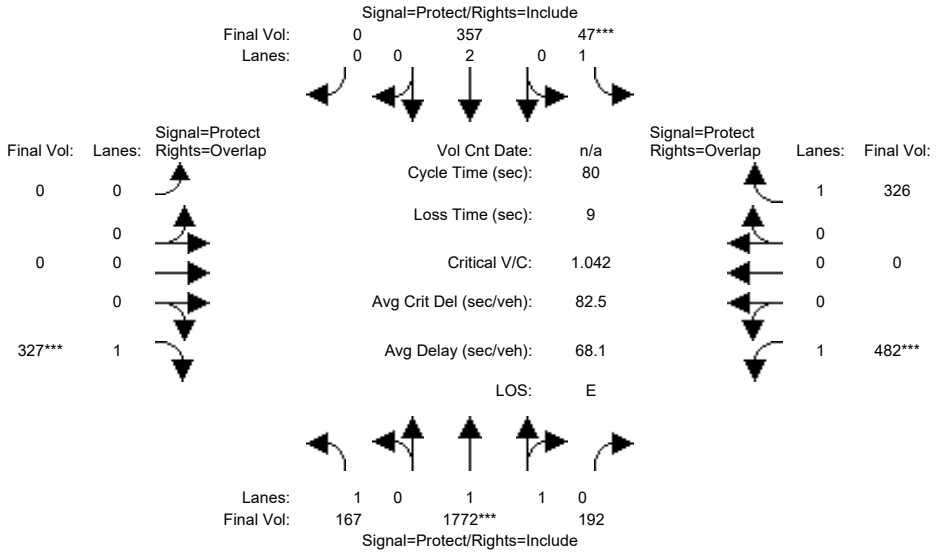
Street Name:	S 2nd Street						San Salvador Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	118	703	102	0	108	43	87	167	0
Growth Adj:	1.00	1.00	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	118	703	102	0	108	43	87	167	0
Added Vol:	0	0	0	24	42	133	0	24	138	0	6	0
PasserByVol:	0	0	0	5	4	5	0	64	70	0	5	0
Initial Fut:	0	0	0	147	749	240	0	196	251	87	178	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	147	749	240	0	196	251	87	178	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	147	749	240	0	196	251	87	178	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	147	749	240	0	196	251	87	178	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.98	0.92	0.92	0.95	0.95	0.95	0.95	0.92
Lanes:	0.00	0.00	0.00	0.34	1.66	1.00	0.00	0.44	0.56	0.33	0.67	0.00
Final Sat.:	0	0	0	607	3093	1750	0	789	1011	591	1209	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.24	0.24	0.14	0.00	0.25	0.25	0.15	0.15	0.00
Crit Moves:				****				****				
Green Time:	0.0	0.0	0.0	21.7	21.7	21.7	0.0	22.3	22.3	22.3	22.3	0.0
Volume/Cap:	0.00	0.00	0.00	0.56	0.56	0.32	0.00	0.56	0.56	0.33	0.33	0.00
Delay/Veh:	0.0	0.0	0.0	11.0	11.0	9.5	0.0	11.1	11.1	9.3	9.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	11.0	11.0	9.5	0.0	11.1	11.1	9.3	9.3	0.0
LOS by Move:	A	A	A	B+	B+	A	A	B+	B+	A	A	A
HCM2k95thQ:	0	0	0	10	10	5	0	10	10	6	6	0

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

Valley Title Due Diligence
SJ20-2024
Cumulative PP AM, Cumulative PP PM

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

Intersection #9: S 1st Street / S Market Street / Reed Street



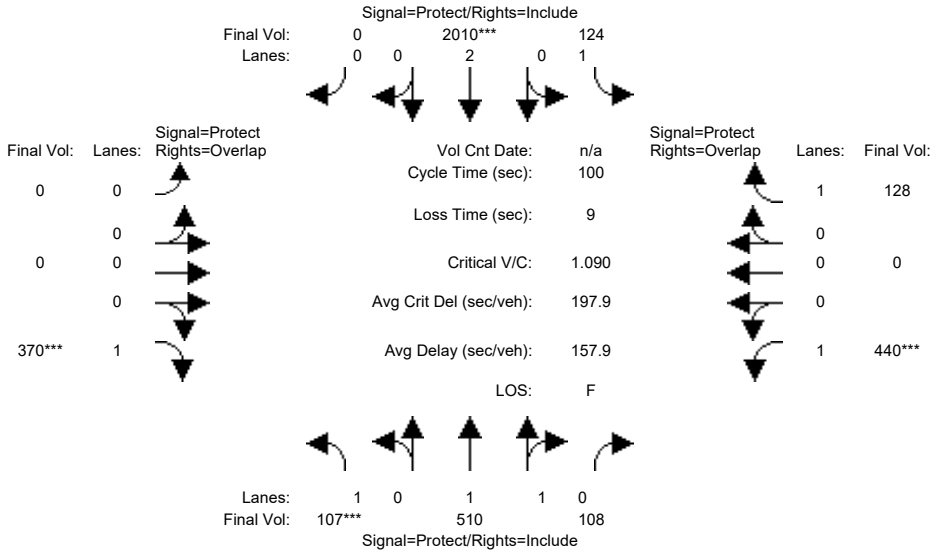
Street Name:	S 1st Street / S Market Street						Reed Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	10	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	167	1488	49	47	311	0	0	0	310	468	0	307
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	167	1488	49	47	311	0	0	0	310	468	0	307
Added Vol:	0	265	143	0	27	0	0	0	0	14	0	0
PasserByVol:	0	19	0	0	19	0	0	0	17	0	0	19
Initial Fut:	167	1772	192	47	357	0	0	0	327	482	0	326
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	167	1772	192	47	357	0	0	0	327	482	0	326
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	167	1772	192	47	357	0	0	0	327	482	0	326
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	167	1772	192	47	357	0	0	0	327	482	0	326
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.80	0.20	1.00	2.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1750	3338	362	1750	3800	0	0	0	1750	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.53	0.53	0.03	0.09	0.00	0.00	0.00	0.19	0.28	0.00	0.19
Crit Moves:		****		****					****	****		
Green Time:	19.4	37.8	37.8	7.0	25.4	0.0	0.0	0.0	19.4	19.6	0.0	33.2
Volume/Cap:	0.39	1.12	1.12	0.31	0.30	0.00	0.00	0.00	0.77	1.12	0.00	0.45
Delay/Veh:	26.0	84.3	84.3	35.4	20.7	0.0	0.0	0.0	36.6	111.2	0.0	17.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.0	84.3	84.3	35.4	20.7	0.0	0.0	0.0	36.6	111.2	0.0	17.3
LOS by Move:	C	F	F	D+	C+	A	A	A	D+	F	A	B
HCM2k95thQ:	8	66	66	2	6	0	0	0	19	36	0	12

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

Valley Title Due Diligence
SJ20-2024
Cumulative PP AM, Cumulative PP PM

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

Intersection #9: S 1st Street / S Market Street / Reed Street



Street Name:	S 1st Street / S Market Street						Reed Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	0	0	10	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	107	434	69	88	1768	0	0	0	257	355	0	128
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	107	434	69	88	1768	0	0	0	257	355	0	128
Added Vol:	0	73	39	0	159	0	0	0	0	85	0	0
PasserByVol:	0	3	0	36	83	0	0	0	113	0	0	0
Initial Fut:	107	510	108	124	2010	0	0	0	370	440	0	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:	107	510	108	124	2010	0	0	0	370	440	0	128
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	510	108	124	2010	0	0	0	370	440	0	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:	107	510	108	124	2010	0	0	0	370	440	0	128
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.64	0.36	1.00	2.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1750	3053	646	1750	3800	0	0	0	1750	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.17	0.17	0.07	0.53	0.00	0.00	0.00	0.21	0.25	0.00	0.07
Crit Moves:	****				****				****	****		
Green Time:	7.0	38.8	38.8	16.4	48.2	0.0	0.0	0.0	7.0	22.9	0.0	52.2
Volume/Cap:	0.87	0.43	0.43	0.43	1.10	0.00	0.00	0.00	3.02	1.10	0.00	0.14
Delay/Veh:	91.2	22.7	22.7	38.6	78.9	0.0	0.0	0.0	977.1	112.4	0.0	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:	91.2	22.7	22.7	38.6	78.9	0.0	0.0	0.0	977.1	112.4	0.0	12.4
LOS by Move:	F	C+	C+	D+	E-	A	A	A	F	F	A	B
HCM2k95thQ:	12	14	14	7	66	0	0	0	71	35	0	4

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

Appendix D: Cumulative Trip Assignments

Figure 2
Project Trip Assignment

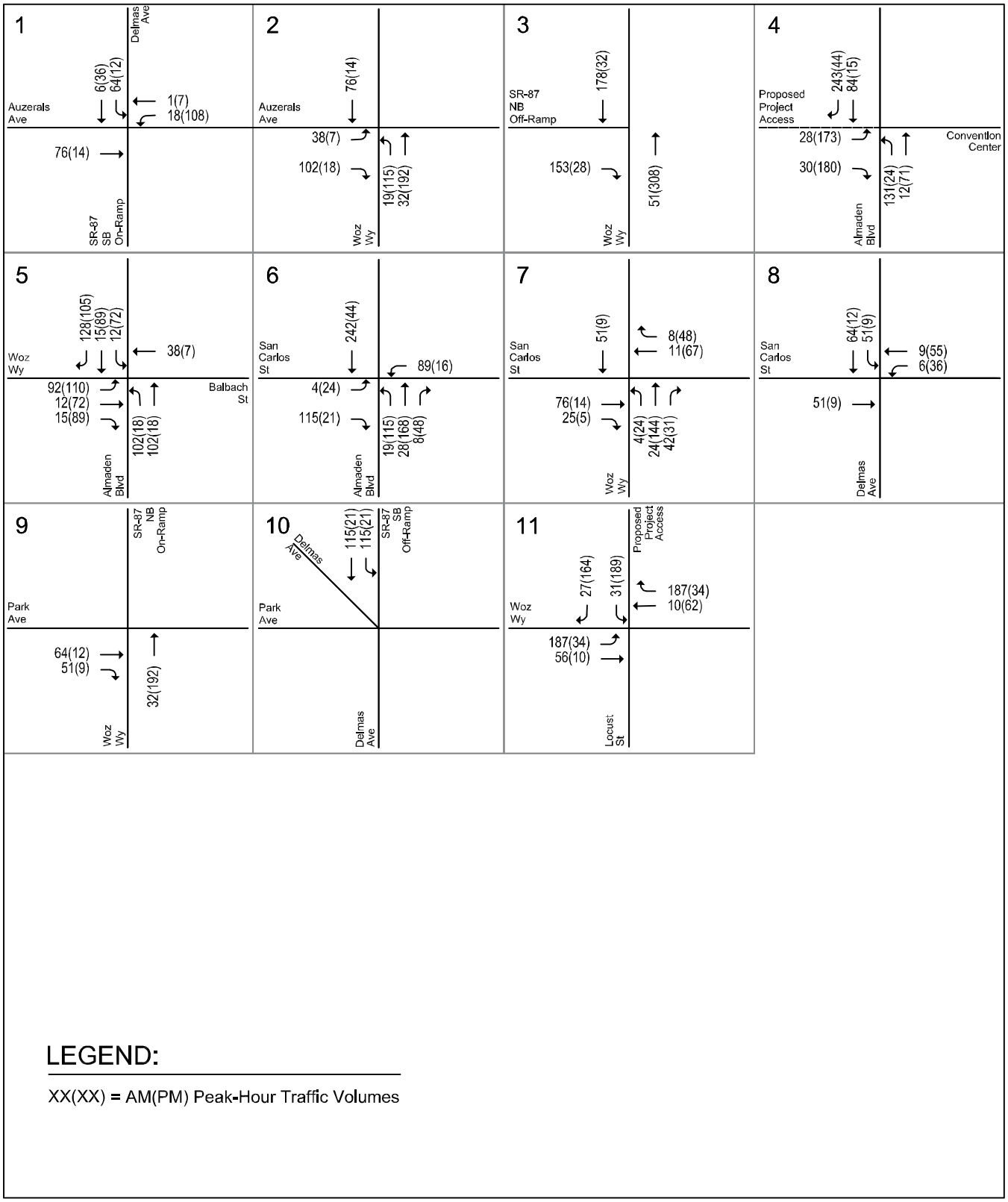
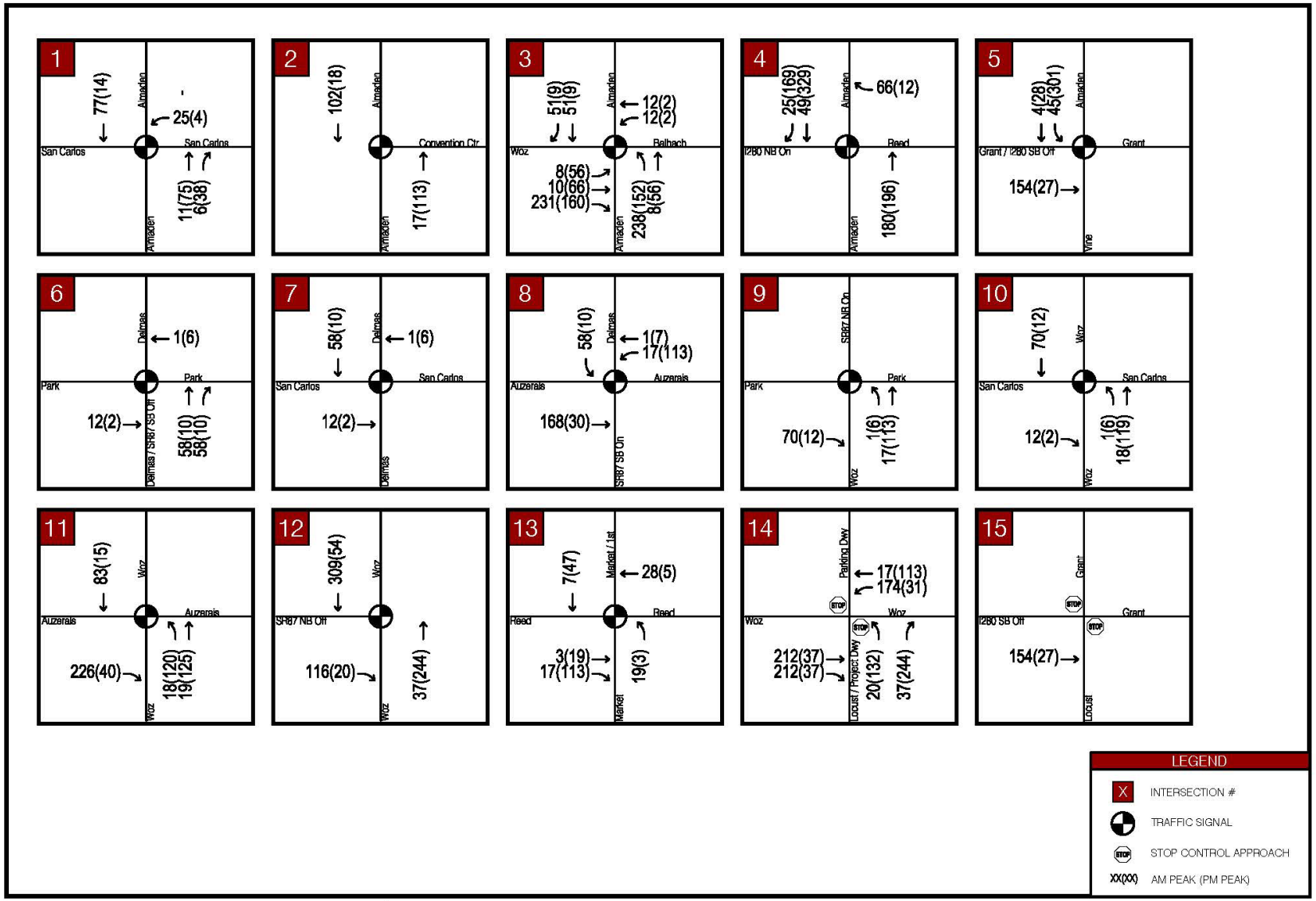


Figure 6: Net Project Intersection Volumes



NORTH

LWF-097817008 MAY 2020

NET PROJECT PEAK HOUR VOLUMES

WOZ WAY DEVELOPMENT - KT URBAN

Appendix E: Truck Turning Templates

SOUTH 2ND STREET

SOUTH 1ST STREET

SAN CARLOS

EAST SAN SALVADOR STREET

EXISTING BUS STOP TO BE RELOCATED, SEE CIVIL DRAWINGS

BICYCLE PARKING, SEE LANDSCAPE DRAWINGS

RAMP DOWN

SHAFT ABOVE

STAIR N3

RETAIL
9,192 SF
+1.00'

RETAIL
1,494 SF
+1.50'

VESTIBULE

FS. N1

IDF

FS. N2

ELEC

STAIR N2

STAIR N1

BICYCLE PARKING, SEE LANDSCAPE DRAWINGS

RETAIL
3,278 SF
+2.75'

LOBBY
5,160 SF
+4.00'

N13 N14 N15 N16
N09 N10 N11 N12
N05 N06 N07 N08
N01 N02 N03 N04

PARKING SHUTTLE

STAIR

MARKET HALL
30,496 SF
+4.50'

+2.00'

+4.50'

OPEN TO ABOVE

TENANT LOBBY
5,664 SF
+2.50'

S01 S05 S09 S13
S02 S06 S10 S14
S03 S07 S11 S15
S04 S08 S12 S16

P.1

STAIR

FS. S1

FS. S2

PARKING SHUTTLE

HIGH VOLTAGE SWITCH ROOM
821 SF

INT 116 SF

EXH 43 SF

INT 116 SF

EXH 43 SF

STAIR S2

VESTIBULE

FACP
226 SF

10'-0"

20'-0"

FS. S4

FS. S2

VESTIBULE

STAIR S1

RETAIL
11,068 SF
+5.25'

STAIR S3

RETAIL
2,607 SF
+5.25'

ROLL UP DOORS

PASEO

RAMP DOWN

PROPERTY LINE

PLAZA

366 S FIRST ST

372 S FIRST ST

380 S FIRST ST

386 S FIRST ST

396 S FIRST ST

SEE CIVIL DRAWINGS AND TRASH & LOADING DRAWINGS FOR TRUCK TURNING

TRELLIS ABOVE

(E) EASEMENT, SCD

PROPERTY LINE

RELOCATED PUBLIC RESTROOM, SEE CIVIL DRAWINGS

REVISED CURB AND SIDEWALK, SEE CIVIL DRAWINGS

EXISTING BUS STOP TO BE UPGRADED, SEE CIVIL DRAWINGS

BICYCLE PARKING SCHEDULE LEVEL 1
30 SHORT-TERM SPACES (15 RACKS)
SEE LANDSCAPE DRAWINGS

NOTE: SEE BUILDING ELEVATIONS FOR STREETWALL CALCULATIONS

N
PROJECT NORTH

3/2/2022 10:45:39 AM

WRNSSTUDIO

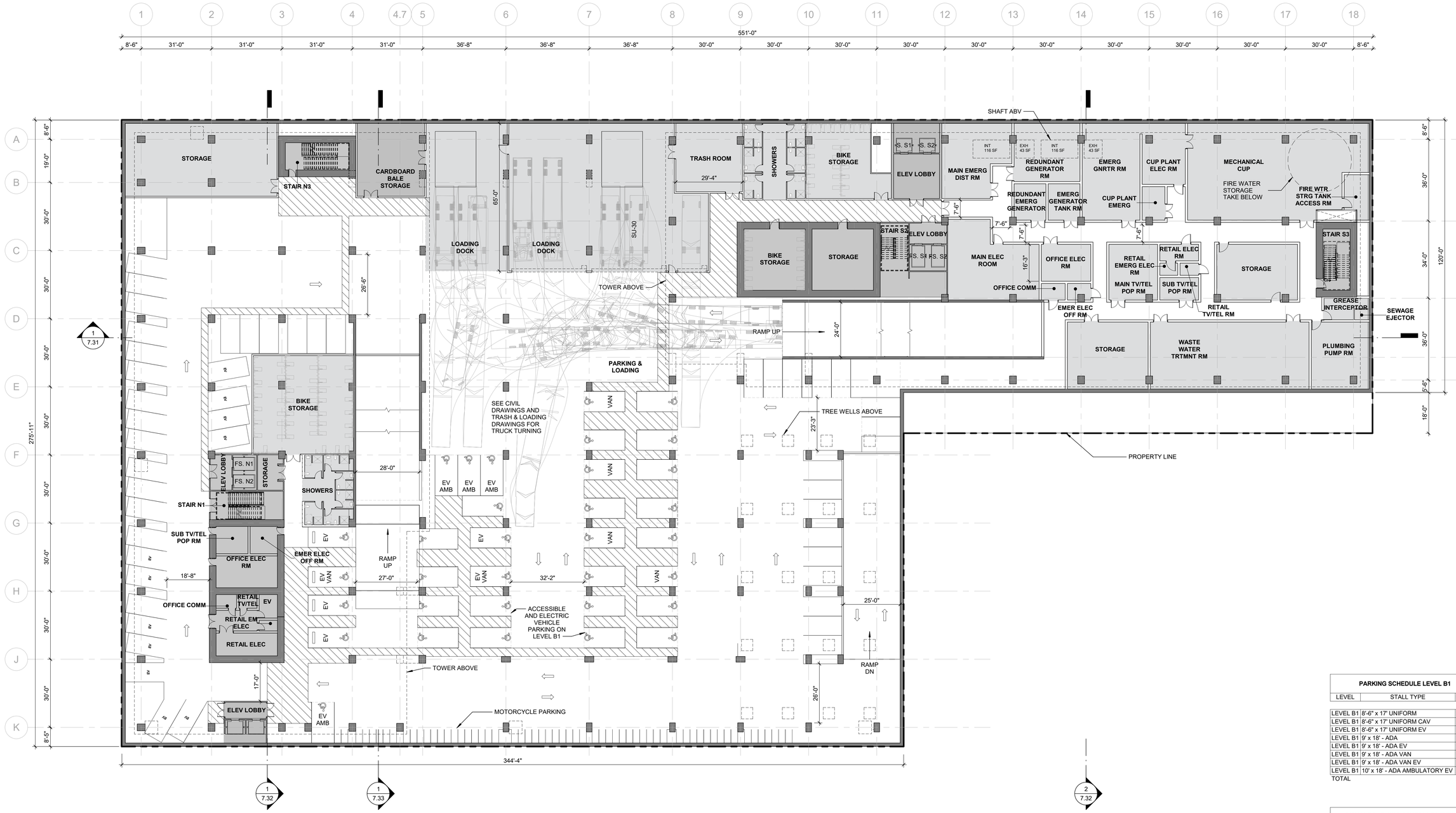
VALLEY TITLE
300 SOUTH 1ST STREET, SAN JOSE CA 95113
PLANNING FILE # H21-012

ISSUES	DATE
SITE DEVELOPMENT PERMIT SET	2/11/2021
SITE DEVELOPMENT PERMIT SET REVISION	8/31/2021
EIR DRAWINGS UPDATE	3/3/2022

SCALE: 1" = 20'-0"

SHEET TITLE: PLAN - LEVEL 1

SHEET NO: 9.01



PARKING SCHEDULE LEVEL B1

LEVEL	STALL TYPE	COUNT
LEVEL B1	8'-6" x 17' UNIFORM	29
LEVEL B1	8'-6" x 17' UNIFORM CAV	7
LEVEL B1	8'-6" x 17' UNIFORM EV	11
LEVEL B1	9' x 18' - ADA	19
LEVEL B1	9' x 18' - ADA EV	4
LEVEL B1	9' x 18' - ADA VAN	4
LEVEL B1	9' x 18' - ADA VAN EV	2
LEVEL B1	10' x 18' - ADA AMBULATORY EV	4
TOTAL		80

BICYCLE PARKING SCHEDULE LEVEL B1

TOTAL BICYCLE SPACES
254

NOTE: SEE SHEET 1.01 FOR PARKING CALCULATIONS

N
PROJECT NORTH

3/2/2022 10:47:13 AM

WRNSSTUDIO

VALLEY TITLE
300 SOUTH 1ST STREET, SAN JOSE CA 95113
PLANNING FILE # H21-012

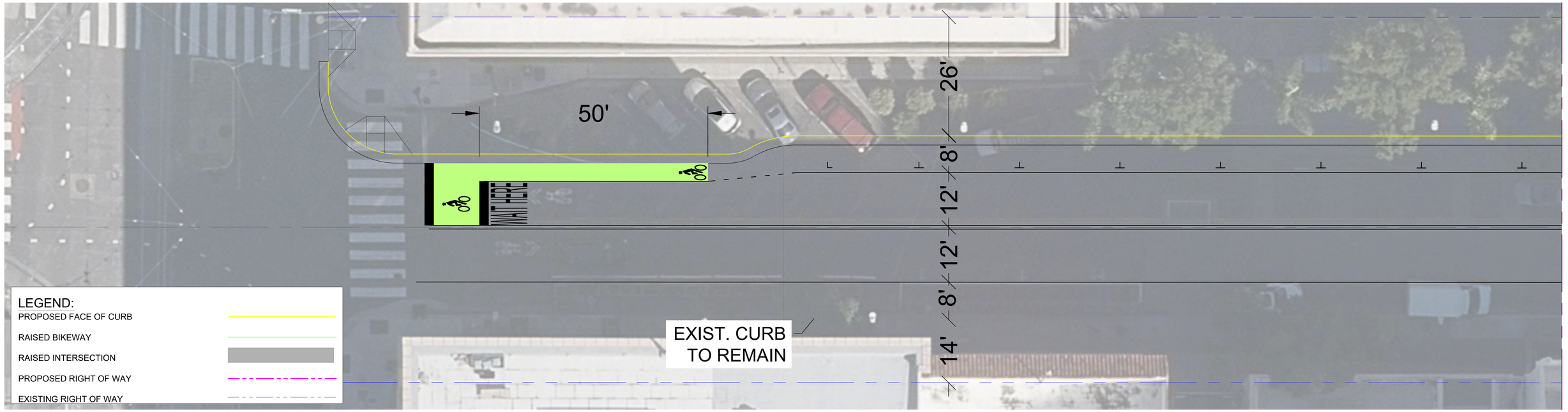
ISSUES	DATE
SITE DEVELOPMENT PERMIT SET	2/11/2021
SITE DEVELOPMENT PERMIT SET REVISION	8/31/2021
EIR DRAWINGS UPDATE	3/3/2022

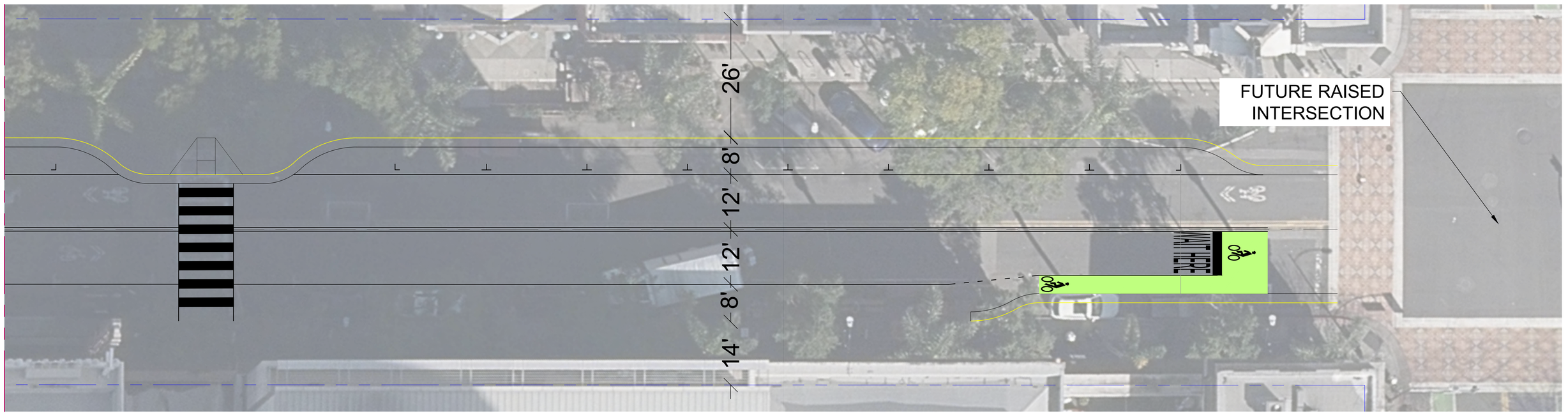
SCALE: 1" = 20'-0"

SHEET TITLE: PLAN - LEVEL B1

SHEET NO: **9.21**

Appendix F: First Street Planline





0 5 10 20 30
SCALE FEET

DRAFT

FIRST STREET
CONCEPTUAL ROADWAY IMPROVEMENTS

	REVISIONS	DATE
6		
5		
4		
3		
2		
1		

CITY OF SAN JOSE
CAPITAL OF SILICON VALLEY

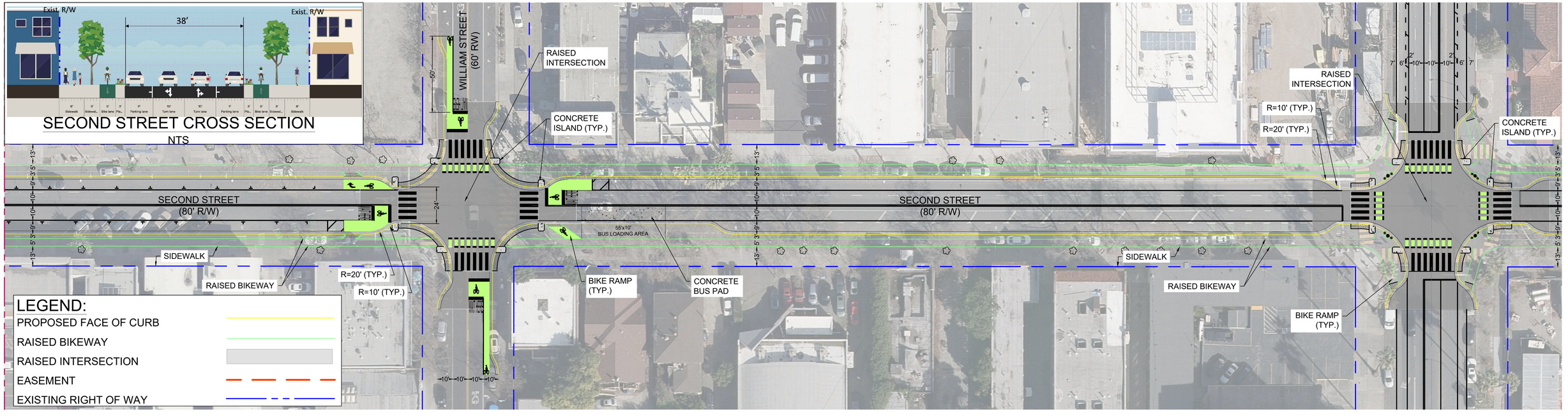
DEPARTMENT OF TRANSPORTATION
SAN JOSE, CALIFORNIA

DESIGNED BY:
CHECKED BY:
PROJ MGR:
DATE:
SCALE: 1" = 10'
SHEET NO. 1 OF 1

JOHN RISTOW
DIRECTOR

FILE NO.

Appendix G: Second Street Planline



DRAFT

SECOND STREET TWO-WAY CONCEPTUAL IMPROVEMENTS

6		
5		
4		
3		
2		
1		
	REVISIONS	DATE

CITY OF SAN JOSE
CAPITAL OF SILICON VALLEY

DEPARTMENT OF TRANSPORTATION
SAN JOSE, CALIFORNIA

DESIGNED BY:
CHECKED BY:
PROJ MGR:
DATE:
SCALE: 1" = 30'
SHEET NO. 1 OF 1

JOHN RISTOW
DIRECTOR

FILE NO.