296 Woz Way Development

Local Transportation Analysis
Final Submittal
3-25254
APN 264-31-056

November 2020

Prepared for

CITY OF SAN JOSE
CAPITAL OF SILICON VALLEY

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EXECUTIVE SUMMARY

This transportation analysis report evaluates transportation operations and site circulation conditions for the proposed 296 Woz Way project in the City of San José. The project site is in the City's Downtown Core area located at the southwest corner of Almaden Boulevard and Woz Way. The project is considering several site plan alternatives to replace the existing single-family residential parcels on-site. The project site plan would necessitate a vacation of Locust Street between Woz Way and I-280. The following project land use developments (based on project site plans dated 4/9/2020) are analyzed in this transportation analysis report:

- Proposed Project (4/9/2020 Plans) - Office
  - 1,245,399 square-feet of office
  - 6,073 square-feet of retail

It should be noted that the current Project is based on the latest site plan dated 8/3/2020. The current August 2020 site plan has a smaller land use total and generates fewer net project trips through the City's traffic network compared to the April 2020 site plan. For the purpose of this report, the April 2020 site plan was used to provide a conservative analysis for transportation operations. A supplemental transportation analysis detailing the transportation effects between the April 2020 site and the August 2020 site (the Project) is referenced in the **Appendix**.

The project is covered under the completed and approved Downtown San Jose Strategy Plan 2040 (DTS) EIR, thus no CEQA Transportation Analysis is required. The potential impacts of the project were evaluated in accordance with the standards and methodologies set forth by the City of San José. Based on the City of San Jose's Transportation Analysis Policy (Policy 5-1) and the Transportation Analysis Handbook 2018, the transportation analysis report for the project includes a local transportation analysis (LTA). The LTA consists of an evaluation of weekday AM and PM peak-hour traffic conditions for fifteen (15) study intersections near the project site. The LTA also includes an analysis of site access, on-site circulation, parking, vehicle queuing, and effects to transit, bicycle, and pedestrian access.

CEQA Transportation Analysis

The project site is located within the Downtown Growth Area Boundary, for which an Environmental Impact Report (EIR), Downtown San Jose Strategy Plan 2040 (DTS 2040), has been completed and approved. With adoption of DTS 2040, this project is covered under DTS 2040 and no CEQA transportation analysis is required. The project, however, must perform an LTA to identify operational issues.

Local Transportation Analysis

Project Trip Generation

Trip generation for the proposed project land uses was calculated using trip generation rates from the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 10th Edition*. Per the 2018 *Transportation Analysis Handbook*, trip generation reduction credits were applied to the project including internal capture, location-based mode-share, and removal of existing land uses.

Development of the proposed project with applicable trip reductions is anticipated to generate a net total of 7,528 daily, 885 AM peak hour, and 888 PM peak hour vehicle trips.

Intersection Traffic Operations

Traffic conditions for each study intersection was analyzed during the 7:00 – 9:00 AM and 4:00 – 6:00 PM peak hours of traffic which represent the most heavily congested traffic on a typical weekday. The study intersections were assessed under Existing, Background, Background Plus Project, Cumulative, and Cumulative Plus Project condition scenarios. City of San José and Valley Transportation Authority Congestion Management Program intersection level of service standards and significance thresholds were used to determine adverse effects caused by the project.

When measured against the City of San Jose criteria, the following intersections would experience adverse operations during Background Plus Project and/or Cumulative Plus Project conditions.

Almaden Blvd / Woz Way / Balbach St (Intersection #3 – signalized)

This intersection would operate at LOS D during the PM peak hour under Background conditions, and the added project trips would cause the intersection to operate at unacceptable LOS E. Based on City of San Jose LOS threshold criteria, this constitutes an adverse effect.

This intersection would operate at unacceptable LOS E during the PM peak hour under Cumulative conditions, and the added project trips would cause the intersection's critical movement delay to exceed 4 seconds and the V/C to exceed 0.01. Based on City of San Jose LOS threshold criteria, this constitutes an adverse effect.
In lieu of physical improvements for vehicle capacity increases, the project should incorporate the City's Woz Way-Almaden Boulevard plan line with multi-modal improvements. A conceptual layout of the proposed protected intersection signal improvement at the Almaden Boulevard/Woz Way and lane geometry along Almaden Boulevard (including a raised crosswalk at the Almaden Boulevard and I-280 NB On Ramp) is shown in **Figure 13**.

Woz Way / Locust St / Project Driveway (Intersection #14 - unsignalized)

This intersection would operate at LOS C during the PM peak hour under Background conditions, and the added project trips would cause the intersection to operate at unacceptable LOS F. Based on City of San Jose LOS threshold criteria, this constitutes an adverse effect.

This intersection would operate at LOS C/E during the AM and PM peak hour under Cumulative conditions, and the added project trips would cause the intersection's critical movement delay to exceed 4 seconds and the V/C to exceed 0.01. Based on City of San Jose LOS threshold criteria, this constitutes an adverse effect.

Operations at this intersection could be improved by installing a traffic control signal with the following approach leg geometry:

- Northbound Locust / Project Driveway – one (1) shared through, left, and right turn lane
- Southbound Office Driveway – one (1) shared through, left, and right turn lane
- Eastbound Woz Way – one (1) left turn lane, one (1) shared through-right turn lane
- Westbound Woz Way – one (1) left turn lane, one (1) shared through-right turn lane
- Split-phase signal timings for the project driveway approaches in the NB and SB direction
- Protected signal timings for the left-turns in the EB and WB direction

The proposed signal improvement would improve the level of service to an acceptable LOS C or better under Background Plus Project conditions. The proposed signal improvement would also improve the level of service to an acceptable LOS D or better under Cumulative Plus Project conditions. In addition, pedestrian and bicycle improvements that provide connectivity to the Guadalupe River Trail would also be implemented. The project

would be required to construct or provide a fair-share contribution to the implementation of the new signal at the Locus Street / Woz Way intersection.

Vehicle Site Access and Circulation

The project provides on-site parking spaces with a multi-level parking garage which can be accessed on Woz Way and Almaden Boulevard. Loading dock driveways are provided within the internal site for truck delivery and waste refuge activities. The project site plan is anticipated to satisfy the City's vehicle driveway and parking standards. Due to horizontal constraints on Almaden Boulevard and Woz Way, it is recommended that loading and refuse activity occur outside of AM and PM peak commute times to minimize vehicle conflicts on the roadway network. To minimize vehicle conflicts along Almaden Boulevard and Woz Way, a potential temporary freight loading area could also be staged outside peak hour commute times in the passenger drop-off zone by the Almaden project driveway.

Pedestrian and Bicycle Site Access and Circulation

The project would not have an adverse effect on the existing pedestrian and bicycle facilities in the study area. Existing sidewalks and pathways along the project frontages on Almaden Boulevard and Woz Way would be reconstructed to provide direct bicycle and pedestrian access. Access from the Guadalupe River trail will remain west of the project site. The sidewalks on Woz Way and Almaden Boulevard would be 15-feet wide minimum as designated per the Complete Streets Standards and Guidelines. For the project site plan, the main lobby and associated areas (e.g., front desk, stairs, elevators) and the proposed bicycle storage rooms would be accessible along Almaden Boulevard and Woz Way. The existing network of sidewalks and crosswalks in the study area have adequate connectivity and would provide employees and residents with walkable routes to nearby transit stations, retail, and other points of interest in the immediate downtown area. Many of the streets adjacent to the project frontage feature lighting, landscaping, and wide sidewalks, which improve pedestrian perceptions of comfort and safety and provide a positive pedestrian and bicycle experience.

Transit Site Access and Circulation

The project would not have an adverse effect on the existing transit facilities in the study area. The study area is served by several multi-modal transit options in the downtown area. Within 1/3 mile near the project site, VTA bus routes 66, 68, 82, and 304 provide local and regional bus service for commuters between San José downtown and major transit destinations in Santa Clara County. In addition, within 1/3-mile walking distance from the project site, the closest VTA LRT stations are at the San Jose Convention Center and the Children's Discovery Museum.

Vehicle and Bicycle Parking

The project is required to provide a minimum total of 3,114 off-street vehicle parking spaces and 315 bicycle parking spaces for the proposed office and retail uses. The project site plan proposes a total parking supply of 1,251 vehicle spaces and 246 bicycle spaces which results in a vehicle and bicycle parking shortfall per the City's off-street parking requirements.

To mitigate parking deficit, the project will need to implement a transportation demand management (TDM) program with applicable measures identified in the SJMC and Transportation Analysis Handbook. These TDM measures are programs and incentives that would be implemented by the project to reduce overall trip generation and reduce single occupancy vehicle (SOV) trips to and from the project. The TDM measures would be implemented for project trips or as specified in the individual measures. By reducing SOV trips, project parking demands and vehicle trip generation would be mitigated to meet City requirements. The final details of

the TDM program such as effectiveness and monitoring would be provided in a separate document and would need to be coordinated between the project applicant and the City for approval.

The maximum combined parking reduction allowed based on San Jose municipal code provisions is sixty-five percent (65%). To satisfy the City's parking standards, the project site would need a 60% parking reduction through TDM. It should be noted that the project site plan would be required satisfy the minimum bicycle parking requirement to be eligible for a parking reduction greater than 20%. The project would need to add 51 bicycle spaces to meet the 315-bicycle parking space minimum.

Freeway Segment Analysis

A freeway segment analysis was prepared for informational purposes. The project would add freeway trips to SR 87 and I-280 freeway segments already exceeding acceptable level of service during the AM and PM peak hour.

1 INTRODUCTION

1.1 Project Description

This transportation analysis report evaluates transportation operations and site circulation conditions for the proposed 296 Woz Way project in the City of San José. The project site is in the City's Downtown Core area located at the southwest corner of Almaden Boulevard and Woz Way. The project is considering several site plan alternatives to replace the existing single-family residential parcels on-site. The project site plan would also necessitate the vocation of Locust Street between Woz Way and I-280. The following project land use developments (based on project site plans dated 4/9/2020) are analyzed in this transportation analysis report:

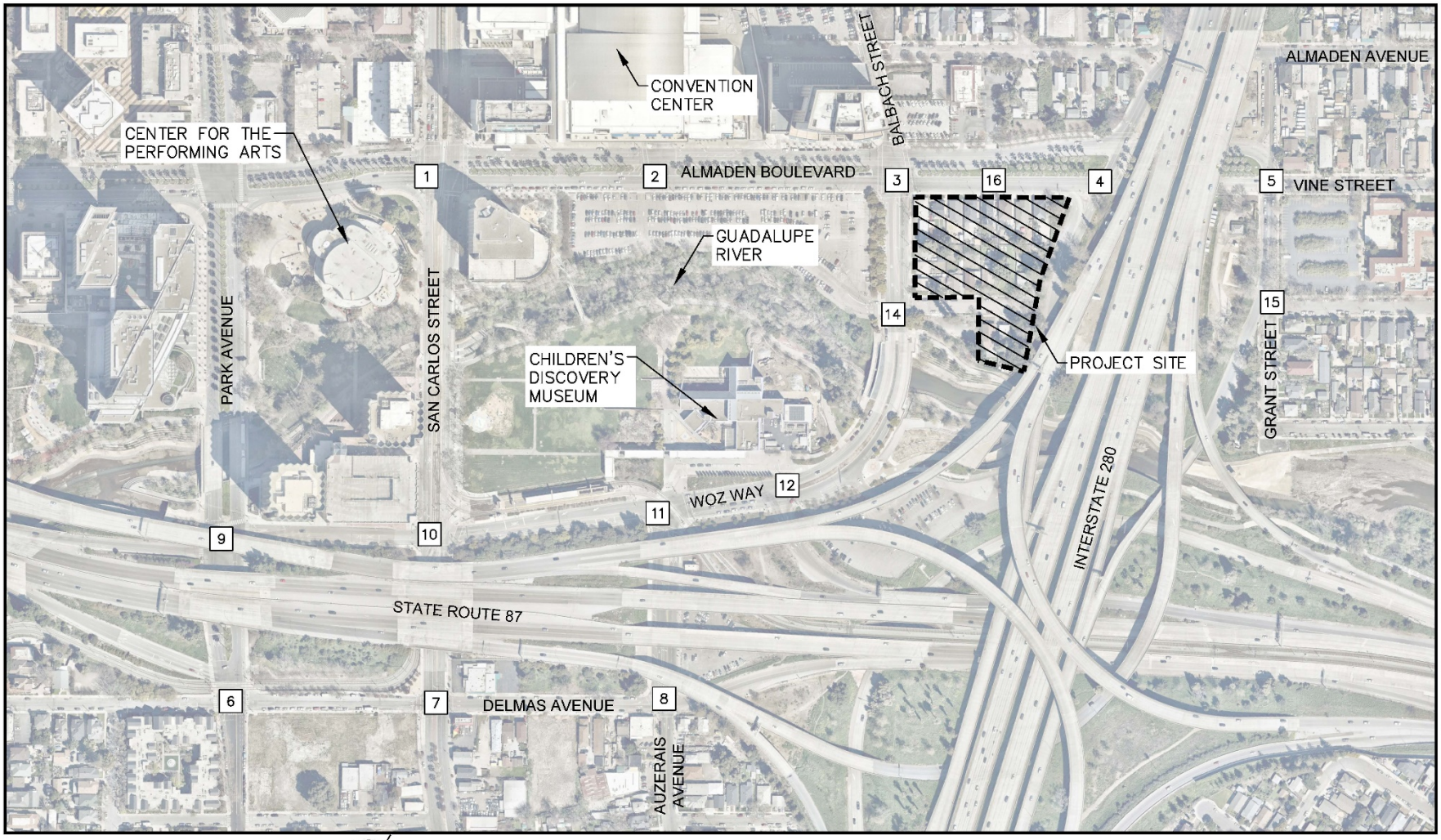
- Proposed Project (4/9/2020 Plans) - Office
    - 1,245,399 square-feet of office
    - 6,073 square-feet of retail

It should be noted that the current Project is based on the latest site plan dated 8/3/2020. The current August 2020 site plan has a smaller land use total and generates fewer net project trips through the City's traffic network compared to the April 2020 site plan. For the purpose of this report, the April 2020 site plan was used to provide a conservative analysis for transportation operations. A supplemental transportation analysis detailing the transportation effects between the April 2020 site and the August 2020 site (the Project) is referenced in the **Appendix**.

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

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

Figure 1: Project Site Map



1.2 CEQA Transportation Analysis Scope

The California Environmental Quality Act (CEQA) was enacted in 1970 to ensure environmental protection through review of discretionary actions approved bay all public agencies. For the City of San Jose, a CEQA transportation analysis requires an evaluation of a project's potential impacts related to VMT and other significance criteria per CEQA and Senate Bill 743. VMT is defined as the total miles of travel by personal motorized vehicle a project is expected to generate in a day. VMT is calculated using the Origin-Destination VMT method which measures the full distance of personal motorized vehicle-trips with one end within the project.

VMT is defined as the total miles of travel by a personal motorized vehicle a project is expected to generate in a day. VMT is calculated using the Origin-Destination VMT method which measures the full distance of personal motorized vehicle-trips with one end within the project. A project's VMT is compared to the appropriate thresholds of significance based on the project location and type of development. For a residential project, the project's VMT is divided by the number of residents expected to occupy the project to determine the VMT per capita. For an office or industrial project, the project's VMT is divided by the number of employees to determine the VMT per employee. The project's VMT is then compared to the VMT thresholds of significance established based on the average area VMT. A project located in a downtown area is expected to have a lower project VMT than the average area VMT, while a project located in a suburban area is expected to have a higher project VMT than the average area VMT.

Screening Criteria

The Transportation Analysis Handbook 2018 includes screening criteria for projects that are expected to result in less-than-significant VMT impacts. Projects that meet the screening criteria do not require a CEQA transportation analysis but may be required to provide a Local Transportation Analysis (LTA).

The project site is located within the Downtown Growth Area Boundary, for which an Environmental Impact Report (EIR), Downtown San Jose Strategy Plan 2040 (DTS 2040), has been completed and approved. With adoption of DTS 2040, this project is covered under DTS 2040 and no CEQA transportation analysis is required. Therefore, a VMT analysis is excluded for this project.,

VMT Analysis Methodology (Informational Purposes Only)

A VMT analysis is excluded for this project; however, the following information is included for reference purposes only.

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

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

1. Project characteristics (e.g. density, diversity of uses, design, and affordability of housing) that encourage walking, biking and transit uses.
2. Multimodal network improvements that increase accessibility for transit users, bicyclists, and pedestrians,
3. Parking measures that discourage personal motorized vehicle-trips, and

4. Transportation demand management (TDM) measures that provide incentives and services to encourage alternatives to personal motorized vehicle-trips.

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

City of San Jose VMT Threshold

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

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

Table 1: City of San Jose VMT Thresholds of Significance

PROJECT TYPE	SIGNIFICANCE CRITERIA	CURRENT VMT	VMT THRESHOLD
Residential Uses	Project VMT per capita exceeds existing citywide average VMT per capita minus 15 percent, or existing regional average VMT per capita minus 15 percent, whichever is lower.	11.91 VMT per Capita (Citywide Average)	10.12 VMT per Capita
General Employment Uses	Project VMT per employee exceeds existing regional average VMT per employee minus 15 percent.	14.37 VMT per employee (Regional Average)	12.21 VMT per employee
Industrial Employment Uses	Project VMT per employee exceeds existing regional average VMT per employee.	14.37 VMT per employee (Regional Average)	14.37 VMT per employee
Retail / Hotel / School Uses	Net increase in existing regional total VMT.	Regional Total VMT	Net Increase
Public / Quasi-Public Uses	In accordance with most appropriate type(s) as determined by Public Works Director.	Appropriate levels listed above	Appropriate thresholds listed above
Mixed Uses	Evaluate each land use component of a mixed-use project independently, and apply the threshold of significance for each land use type included.	Appropriate levels listed above	Appropriate thresholds listed above
Change of Use / Additions to Existing Development	Evaluate the full site with the change of use or additions to existing development, and apply the threshold of significance for each project type included.	Appropriate levels listed above	Appropriate thresholds listed above
Area Plans	Evaluate each land use component of the Area Plan independently, and apply the threshold of significance for each land use type included.	Appropriate levels listed above	Appropriate thresholds listed above
Notes:			
VMT thresholds based on City of San Jose, 2018 Transportation Analysis Handbook, Table 2.			

Figure 2: VMT Per Capita Heat Map for Residents

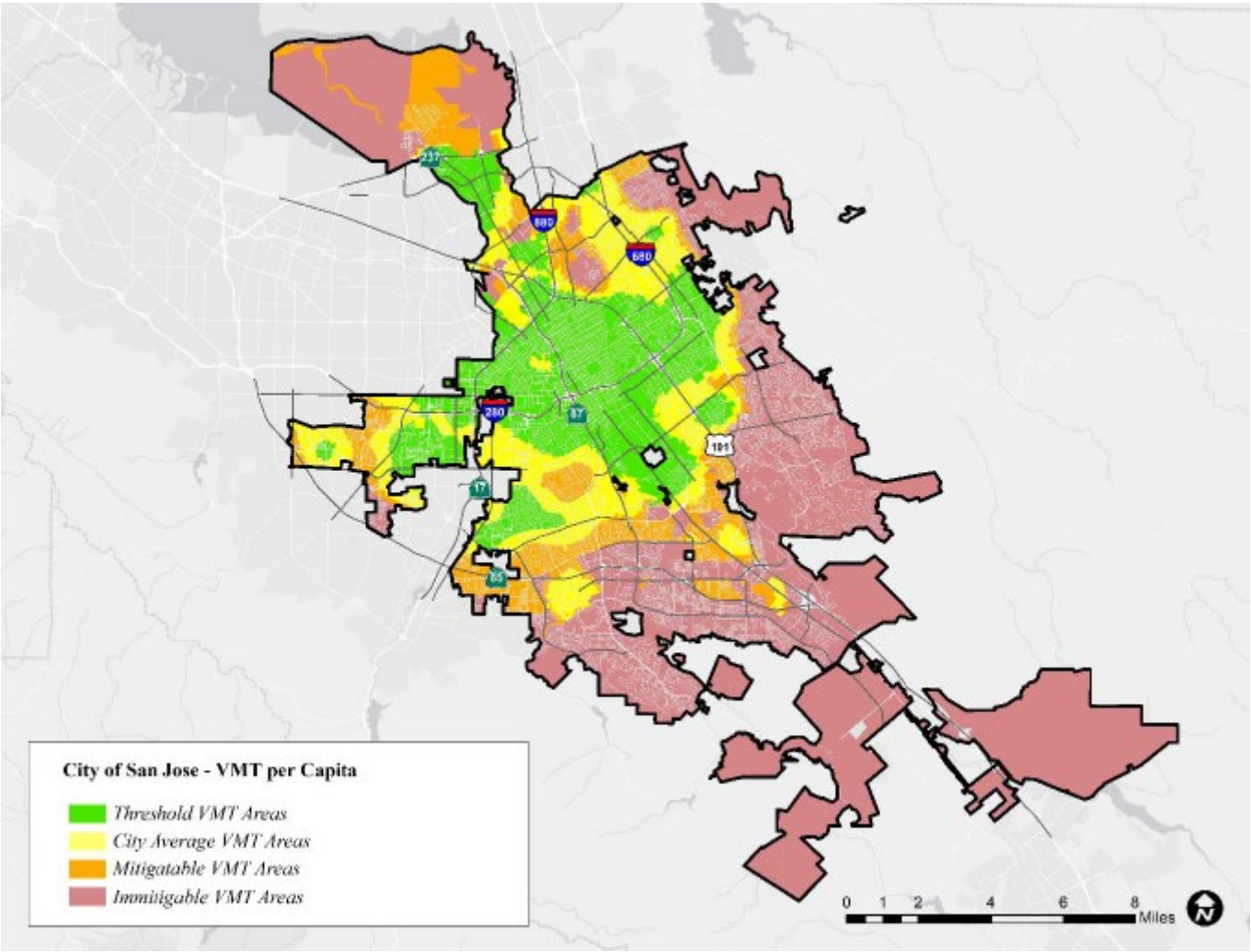
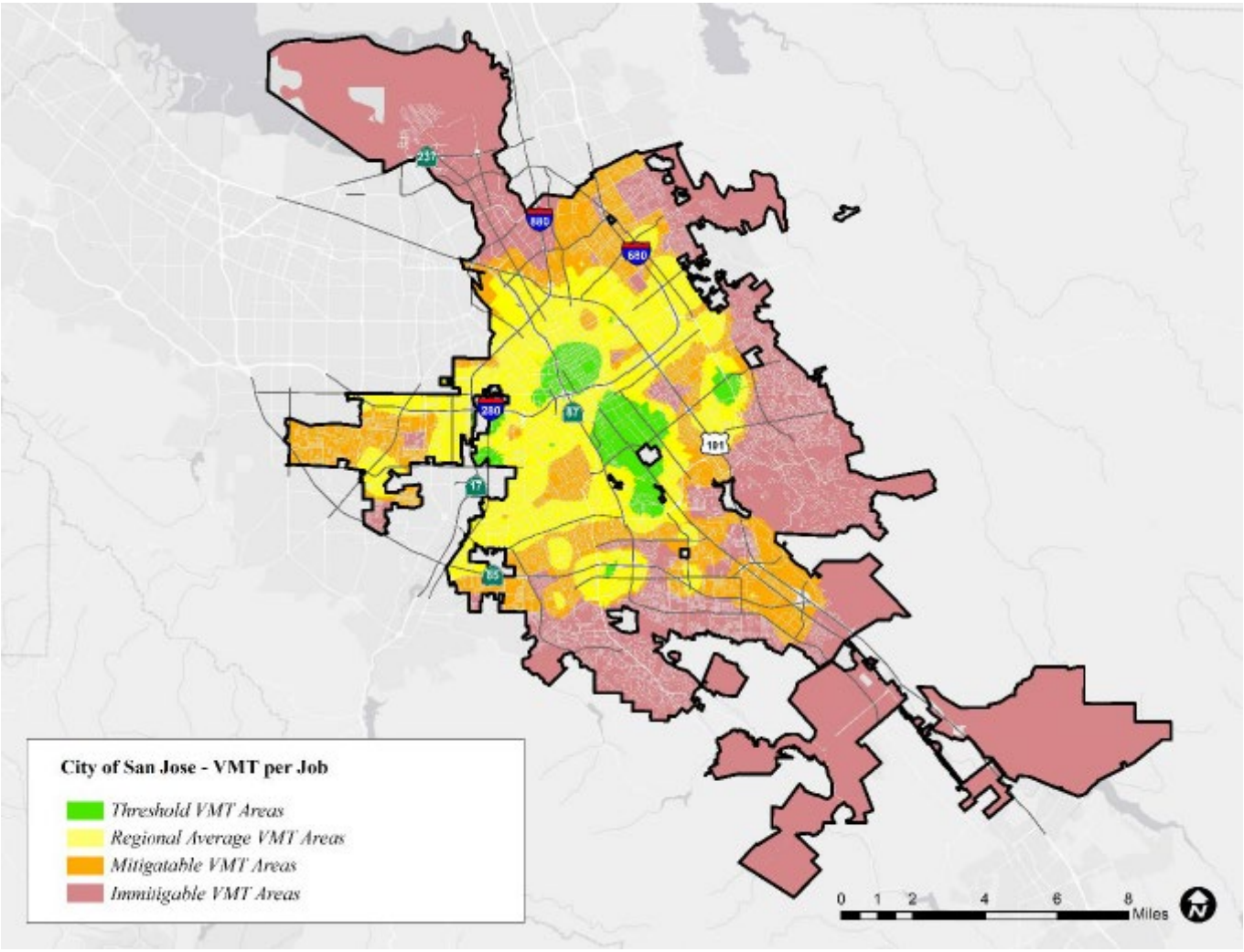


Figure 3: VMT Per Employee Heat Map for Office and Industrial Uses



1.3 Local Transportation Analysis Scope

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

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

For this project, the LTA was assessed per the guidelines established in the 2018 San Jose Transportation Analysis Handbook and Transportation Analysis Workscope for 296 Woz Way dated August 21, 2019.

The LTA study to identify potential traffic impacts was evaluated per the standards and guidelines set forth by the City of San Jose and the Santa Clara Valley Transportation Authority (VTA) which administers the County

Congestion Management Program (CMP). A project is required to conduct an intersection operations analysis if the project is expected to add ten (10) or more vehicle trips per peak hour per lane to a signalized intersection that is located within half a mile of the project site. Study intersections for the project were selected in consultation with City staff and in accordance with the VTA's TIA Guidelines. The following fifteen (15) intersections studied in this LTA are listed below.

1. Almaden Boulevard / San Carlos Street (CMP)
2. Almaden Boulevard / Convention Center Driveway
3. Almaden Boulevard / Woz Way / Balbach Street
4. Almaden Boulevard / West Reed Street / I-280 NB On-Ramp
5. Almaden Boulevard / Grant Street / Vine Street
6. Delmas Avenue / Park Avenue / SR 87 SB Off-Ramp
7. Delmas Avenue / San Carlos Street
8. Delmas Avenue / Auzerais Avenue / SR 87 SB On-Ramp
9. Woz Way / Park Avenue / SR 87 NB On-Ramp
10. Woz Way / San Carlos Street
11. Woz Way / Auzerais Avenue
12. Woz Way / SR 87 NB Off-Ramp
13. South 1st Street / South Market Street / East Reed Street
14. Woz Way / Locust Street / Project Driveway
15. Grant Street / I-280 SB Off-Ramp

Study Scenarios

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

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

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

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

- **Cumulative Conditions:** Peak-hour traffic volumes, intersection geometry, and traffic control based on forecasted traffic growth from approved projects and other proposed but pending developments in the project study area determined by City staff. This includes the Boston Properties development north of the project site per City workscope comments dated August 21, 2019.

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

Intersection Level-of-Service Criteria and Thresholds

Analysis of adverse effects at roadway intersections is based on the concept of level-of-service (LOS). The LOS of an intersection is a qualitative measure used to describe operational conditions. LOS A (best) represents minimal delay, while LOS F (worst) represents heavy delay and a facility that is operating at or near its functional capacity. LOS for this study was based on the Highway Capacity Manual (HCM) 2000 methodology with TRAFFIX software. This methodology is used by the City of San Jose for CMP-designated intersections and determining average intersection vehicle delay measured in seconds. For an unsignalized intersection, the LOS is determined from the worst operating approach leg while the LOS for an all-way stop control is determined from the average intersection LOS. The standards used by the City of San Jose to measure intersection operations are summarized below in **Table 2**.

Table 2: Intersection Operation Standards at Signalized Intersections

LOS OPERATIONS STANDARD	DESCRIPTION	AVERAGE CONTROL DELAY (SECONDS/VEHICLE)
A	Operations with very low delay occurring with favorable progress and/or short cycle lengths.	10.0 or less
B	Operations with low delay occurring with good progression and/or short cycle lengths.	Between 10.1 and 20.0
C	Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear.	Between 20.1 and 35.0
D	Operations with longer delays due to a combination of unfavorable progression, long cycle lengths, and high volume-to-capacity (V/C) ratios. Many vehicles stop and individual cycle failures are noticeable.	Between 35.1 and 55.0
E	Operations with high delays indicating poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences.	Between 55.1 and 80.0
F	Operations with delays unacceptable to most drivers occurring due to over-saturation, poor progression, or very long cycle lengths.	Higher than 80.0
Notes:		
LOS thresholds based on Transportation Research Board, 2010 Highway Capacity Manual		

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

City of San Jose LOS Threshold

The City's acceptable intersection operations standard is LOS "D" unless superseded by an Area Development Policy. An adverse effect on intersection operations occurs when the analysis demonstrates that a project would

cause the operations standard at a study intersection to fall below LOS "D" with the addition of project vehicle-trips to baseline conditions.

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

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

CMP Intersection LOS Threshold

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

- LOS at the intersection degrades from and acceptable LOS "E" or better under baseline conditions to an unacceptable LOS F under baseline plus project conditions; OR
- LOS at the intersection is an unacceptable LOS "F" under baseline conditions and the addition of project trips causes both the critical-movement delay at the intersection to increase by four (4) or more seconds AND the volume-to-capacity ratio (V/C) to increase by one percent (0.01) or more.

1.4 Report Organization

This report has a total of seven (7) chapters. Chapter 2 describes existing transportation conditions including VMT of the existing land uses in the proximity of the project, the existing roadway network, transit service, bicycle and pedestrian facilities. Chapters 3, 4, 5, and 6 describe the local transportation analysis including operations of study intersections, the methods used to estimate project-generated traffic, the project's effects on the transportation system, and an analysis of other transportation issues including site access and circulation, parking, transit services, bicycle and pedestrian facilities, and TDM. Chapter 7 describes the freeway conditions and Chapter 8 provides a conclusion and summary section.

2 EXISTING TRANSPORTATION CONDITIONS

This chapter describes the existing conditions of the transportation system within the study area of the project. It presents the vehicle miles traveled (VMT) of the existing land uses in the proximity of the project and describes transportation facilities near the project site, including the roadway network, transit service, and pedestrian and bicycle facilities. The analysis of existing intersection operations is included as part of the Local Transportation Analysis (Chapters 3 & 4).

2.1 Vehicle Miles Traveled

The project is covered under the completed and approved Downtown San Jose Strategy Plan 2040 (DTS) EIR, thus no VMT analysis is required. . Chapter 3 presents additional information on the project's VMT.

2.2 Existing Roadway Network

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

Almaden Boulevard is a four-lane divided arterial road with Class II bike lanes, on-street parking, and direct access to the Downtown Core Area north of Balbach Street. North of Santa Clara Street, Almaden Boulevard splits into a one-way street in the southbound direction and a one-way street in the northbound direction as Notre Dame Avenue. South of Balbach Street, Almaden Boulevard is a six-lane divided arterial with ramp access to Interstate 280 at the Reed Street and Grant Street intersections.

Balbach Street is a two lane, east-west collector road that serves as the northern boundary of the project site with direct driveway access. The roadway provides access to residences between Almaden Boulevard and Market Street and provides Class II and Class III bike facilities in both directions.

Woz Way is a two lane, east-west collector road that serves as the northern boundary of the project site that provides direct driveway access as well as the Highway 87 ramps west of the project. The roadway has a speed limit of 25 mph and provides Class II bike lanes in both directions. The project proposes to construct a new driveway along Woz Way at the existing Locust Street intersection.

Market Street is an undivided four-lane, north-south arterial facility that serves the Downtown Core Area and merges into Coleman Avenue to the north and First Street south of Reed Street which is east of the project site.

Delmas Avenue is a one-way street with two southbound travel lanes between Santa Clara Street and Auzerais Avenue. The roadway provides access to the Highway 87 southbound ramps west of the project site.

Park Avenue is a divided four-lane, east-west arterial facility that serves the Downtown Core Area and provides access to the Highway 87 ramps. The roadway provides Class II bike lanes in both directions.

Reed Street is a two lane, east-west collector road between Almaden Boulevard and 14th Street in the Downtown Core Area. The roadway has a speed limit is 25 mph and provides on-street parking in both directions.

San Carlos Street is a divided four-lane, east-west arterial facility that serves the Downtown Core Area. Between Woz Way and South 1st Street, the center of the road has several VTA transit lines and stops to provide local transit access for the surrounding area. The roadway provides Class III shared bike lanes in both directions.

State Route 87 (SR 87) is primarily a six-lane freeway that is aligned in a north-south orientation between State Route 85 and US 101. Access to the project site to and from SR 87 is provided by nearby ramps at Woz Way, Auzerais Avenue, Park Avenue, and through the I-280 / SR 87 interchange.

Interstate 280 (I-280) is an 8-lane freeway that connects with State Route 87 and travels in an east-west direction in the City of San José Downtown area, even though the freeway is labeled as northbound and southbound. Access to and from the project site via the I-280 southbound direction is provided by ramp terminals at Bird Avenue and Almaden/Vine while access for the I-280 northbound direction is provided by ramp terminals at Fourth Street and Bird Avenue. An I-280 a northbound on-ramp at South Almaden Boulevard also provides direct access to and from the project site and the downtown area.

2.3 Existing Pedestrian and Bicycle Facilities

Pedestrian activity within the downtown area and throughout the Almaden Boulevard and Woz Way corridors are substantial. Connected sidewalks at least six feet wide are available along all roadways in the study area with good lighting and signing. At signalized intersections, marked crosswalks, Americans with Disabilities Act (ADA) standard curb ramps, and count down pedestrian signals provide improved pedestrian visibility and safety.

The Guadalupe River multi-use trail provides north-south access for bicyclists and pedestrians and runs through the City of San Jose along the Guadalupe River between Curtner Avenue and the Alviso neighborhood north of SR 237. It is an 11-mile continuous Class I pathway that can be accessed to and from the project site at San Carlos Street and Woz Way in the downtown area.

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

Bicycle facilities within 1/3 mile of the project site include Class II bike lanes on Woz Way, Balbach Street, and Almaden Boulevard north of Woz Way. Class III bike facilities with sharrow markings are provided on Balbach Street between Market Street and Almaden Avenue east of the project site. These bike facilities are marked with appropriate signs and pavement markings.

There are no existing bike facilities on Almaden Boulevard south of Woz Way adjacent to the project site. Bicyclists either share the lane with traffic or ride on the sidewalk when travelling on Almaden Boulevard.

The City participates in Bay Area Bike Share programs, which allow users to rent and return bicycles at various popular locations around the downtown area. In 2014, the City had 16 Bike Share stations in downtown with one located adjacent to the project site at the northeast corner of Almaden Boulevard and Woz Way. A Bike Share is also located at the San Jose Diridon Caltrain Station.

In 2007, the City adopted the Green Vision which is a 15-year plan for economic growth, environmental sustainability, and enhanced quality of life for the community. From the Green Vision, the City aims to create 100 miles of off-street interconnected trails and 400 miles of on-street bike facilities by 2022. According to the 2020 San Jose Bike Plan, the City is planning new Class II bike lanes on Reed Street and Balbach Street as well as Class III bike routes on Almaden Avenue, William Street, and First Street within ½ mile of the project site.

2.4 Existing Transit Facilities

San Jose downtown is served by many local bus routes. Most regular bus routes operate on weekdays from early in the morning (5:00 AM to 6:00 AM) until late in the evening (10:00 PM to midnight) and on weekends from early morning (5:00 AM to 6:00 AM) until mid-evening (8:00 PM to 10:00 PM). Bus headways during peak commute periods vary between 15 to 30 minutes. The study area is served by several of the most heavily used bus routes in the VTA system. Within 1/3 mile near the project site, Routes 66, 68, 82, and 304 provide local and regional bus service for commuters between San José downtown and major transit destinations in Santa Clara County. Bus stops with benches, shelters, and bus pullout amenities are provided within 1/3 mile from the project site and in the downtown area.

The free Downtown Area Shuttle (DASH) shuttle service provided by VTA also runs within the downtown area. This shuttle provides service from the San Jose Diridon Caltrain Station to San Jose State University, the Convention Center, and LRT stations in the area. Within 1/3-mile from the project site, pickup locations for DASH are located on San Carlos Street between First and Second Street and between Market and First Street.

VTA Light Rail Transit (LRT) Service

VTA currently operates the 42.2-mile light rail line system from south San Jose, downtown, and through the northern areas of San Jose, Santa Clara, Milpitas, Mountain View, and Sunnyvale. Within 1/3-mile walking distance from the project site, the closest LRT station is at the San Jose Convention Center and the Children's Discovery Museum. The Mountain View-Winchester and Santa Teresa-Alum Rock LRT lines at these stations operate daily with 15-minute LRT headways between each schedule.

Caltrain Service

Commuter rail service between San Francisco and Gilroy is provided by Caltrain. The San Jose Diridon Station in downtown San Jose provides access to the project site and has approximately 581 parking spaces, 16 bike racks, and 48 bike lockers. Trains stop frequently at the Diridon Station between 4:00 AM and 11:00 PM in the northbound direction, and between 6:00 AM and 2:00 AM in the southbound direction. Caltrain provides passenger train service seven days a week and provides extended service to Morgan Hill and Gilroy during commute hours. The Diridon Station is approximately 0.8 miles from the project site which can be accessed by either walking, biking, or riding the free DASH shuttle.

Altamont Commuter Express (ACE) Service

Commuter passenger train service across the Altamont between Stockton and San Jose is provided by ACE, which stops at the San Jose Diridon Station during both the morning and evening weekday commute hours. ACE trains stop at the Diridon Station between 6:00 AM and 10:00 AM in the westbound direction and between 5:00 PM and 9:00 PM in the eastbound direction. The Diridon Station is approximately 0.8 miles from the project site which can be accessed by either walking, biking, or riding the free DASH shuttle.

Amtrak Service

Amtrak provides daily commuter passenger train service along the 170-mile Capitol Corridor between the Sacramento region and the Bay Area, with stops in San Jose, Santa Clara, Fremont, Hayward, Oakland, Emeryville, Berkeley, Richmond, Martinez, Suisun City, Davis, Sacramento, Roseville, Rocklin, and Auburn. The Capitol Corridor trains stop at the San Jose Diridon Station eight times on weekdays between 7:00 AM and 12:00 PM in the westbound direction. In the eastbound direction, Amtrak stops at the Diridon Station seven times on weekdays between 6:00 AM and 8:00 PM. The Diridon Station is approximately 0.8 from the project site which can be accessed by either walking, biking, or riding the free DASH shuttle.

2.5 Existing Intersections

The traffic study to identify potential traffic impacts was evaluated per the standards and guidelines set forth by the City of San Jose and the Santa Clara Valley Transportation Authority (VTA) which administers the County Congestion Management Program (CMP). Study intersections for the project were selected in consultation with City staff and in accordance with the VTA's TIA Guidelines. The following fifteen (15) intersections studied in this LTA are listed below.

1. Almaden Boulevard / San Carlos Street (CMP)
2. Almaden Boulevard / Convention Center Driveway
3. Almaden Boulevard / Woz Way / Balbach Street
4. Almaden Boulevard / West Reed Street / I-280 NB On-Ramp
5. Almaden Boulevard / Grant Street / Vine Street
6. Delmas Avenue / Park Avenue / SR 87 SB Off-Ramp
7. Delmas Avenue / San Carlos Street
8. Delmas Avenue / Auzerais Avenue / SR 87 SB On-Ramp
9. Woz Way / Park Avenue / SR 87 NB On-Ramp
10. Woz Way / San Carlos Street
11. Woz Way / Auzerais Avenue
12. Woz Way / SR 87 NB Off-Ramp
13. South 1st Street / South Market Street / East Reed Street
14. Woz Way / Locust Street / Project Driveway
15. Grant Street / I-280 SB Off-Ramp

2.6 Existing Field Observations

Field observations did reveal some traffic-related issues adjacent to the project frontage. During the AM peak hour, northbound traffic heading to downtown is congested on Almaden Boulevard with the peak period occurring from 8:00 to 9:00 AM. Northbound vehicle queues at the Almaden Boulevard / Woz Way intersection extend to the I-280 NB ramps, but the cycle length allows most vehicles to clear the intersection. Eastbound traffic at the Almaden Boulevard / Woz Way intersection is also heavy from vehicles exiting the Highway 87 off-ramp at Woz Way. During the PM peak period, southbound traffic is heavy on Almaden Boulevard with the greatest congestion occurring between 5:00 to 6:00 PM. Southbound vehicle queues at the Almaden Boulevard / Balbach Street intersection is heavy with vehicles stacked in the right lane to enter the I-280 NB on-ramp, but the cycle length allows most vehicles to clear the intersection. The I-280 freeway on-ramps at Almaden Boulevard, First Street, and Fourth Street are congested with queues occasionally spilling back onto the road with ramp metering.

Improvements to the Downtown pedestrian and bicycle networks are included as part of planned Market Street/Reed Street intersection improvements. The proposed improvements include installation of green bike lanes along Reed Street and additional crosswalks at the Market Street/Reed Street intersection. Green bike lanes along Reed Street between First Street and Second Street and a bike box at the west approach of Market Street/Reed Street are intended to increase the visibility of bicyclists on roadways. Additional crosswalks along the north and south approaches of the Market Street/Reed Street intersection will shorten walking distances between the project site and areas west of First Street. Therefore, the proposed improvements will improve safety and connectivity of bicycle and pedestrian networks within the vicinity of the proposed project.

3 CEQA VMT ANALYSIS

The project site is located within the Downtown Growth Area Boundary, for which an Environmental Impact Report (EIR), Downtown San Jose Strategy Plan 2040 (DTS 2040), has been completed and approved. With adoption of DTS 2040, this project is covered under DTS 2040 and no CEQA transportation analysis is required. Therefore, a VMT analysis is excluded for this project.

For information purposes only, the City of San Jose VMT Evaluation Tool was used to verify location-based adjustments for trip generation described in Section 4 of this report. A summary output of the project VMT using the City's Evaluation Tool is presented in the **Appendix**.

4 LTA PROJECT DESCRIPTION

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

4.1 Project Site Plan

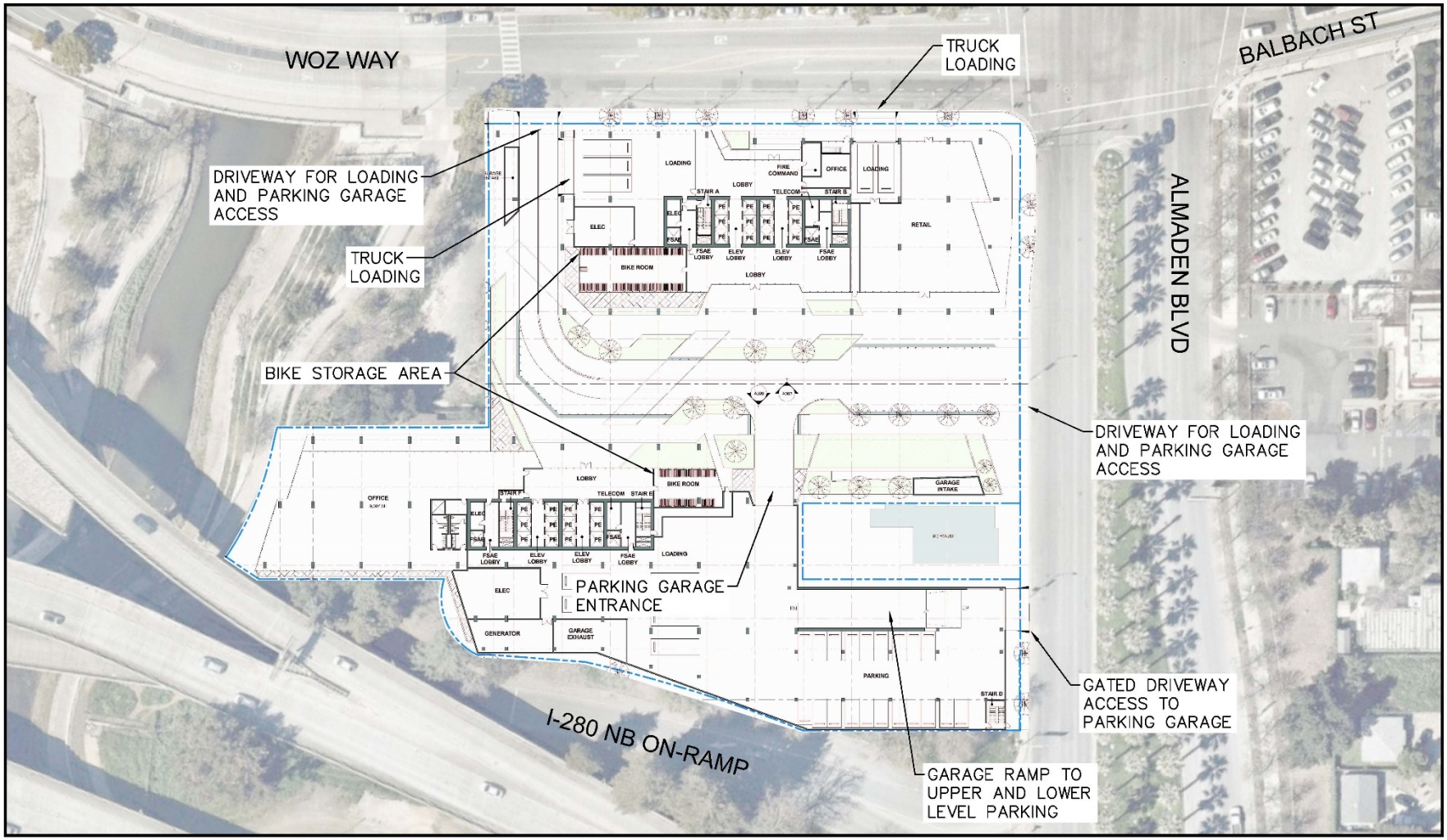
Based on the April 9, 2020 site plan provided by C2K Architects Inc., the proposed 296 Woz Way project consists of removing Locust Street and replacing the single-family homes with the following site plan:

- 1,245,399 square-feet of office
- 6,073 square-feet of retail

The project would necessitate a vacation of Locust Street between Woz Way and I-280. The site plan would also provide a bike storage room with a maximum capacity of 264 bike spaces on the ground floor. The proposed site also provides up to 1,251 on-site vehicle parking spaces on the above grade and basement floors which are accessed by driveways on Woz Way and Almaden Boulevard. The project site plan is presented in **Figure 4** and the **Appendix**.

Bulb-out and complete street improvements near the project site are currently being developed by the City along Almaden Boulevard and Woz Way. Infrastructure improvements including on-street parking, bulb-out landscaping, sidewalk, and Class IV bicycle facilities are proposed to enhance multi-modal connectivity. The project proposes to construct a new driveway along Almaden Boulevard and along Woz Way at the existing Locust Street intersection.

Figure 4: Project Site Plan



4.2 Project Trip Generation

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

A trip is defined as a single or one-directional vehicle movement in either the origin or destination at the project site. In other words, a trip can be either "to" or "from" the site. In addition, a single customer visit to a site is counted as two trips (i.e. one to and one from the site). Daily, AM, and PM peak hour trips for the project were calculated with average trip rates. Due to the project description the unknown future tenants for the retail and office uses, the following ITE land uses were conservatively applied to the proposed 296 Woz Way development:

- ITE 710 General Office Building
    - 1,245,399 square-feet office use (tenant use to be determined)
- ITE 820 Shopping Center
    - 6,073 square feet retail use (tenant use to be determined)

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

A location-based mode share trip reduction credit was also applied. This adjustment is a function of multimodal connectivity and accounts for greater mode share for projects located in urban or transit developed areas. From Table 5 and Table 6 of the *Transportation Analysis Handbook*, the project location is designated as an "Urban High-Transit" place with a vehicle mode share of 78 percent for residential, 69 percent for office, and 83 percent for retail land uses. Therefore, a 22% residential, 31% office, and 17% retail mode share trip reduction credit was applied to the project.

The project will be implementing a TDM program to encourage active transportation for its tenants and employees. Per the *Transportation Analysis Handbook*, identified VMT reduction strategies will also encourage reductions in vehicle-trips generated by the project. For residential projects, it is assumed that every percent reduction in per-capita VMT is equivalent to one percent reduction in peak hour vehicle trips. For office and industrial trips, it is assumed that every percent reduction in per-employee VMT is equivalent to one percent reduction in peak hour vehicle-trips. Based on the City's VMT Evaluation Tool results, a 9% VMT vehicle-trip reduction credit was applied to the project.

The project will also involve demolishing the existing single-family homes on-site and would be eligible for an existing use trip credit. The existing use trip credit was determined from peak hour driveway counts collected at the existing residential driveways and at the Woz Way / Locust Street intersection. These daily driveway counts were conservatively adjusted to determine the AM and PM peak trip credit.

Development of the proposed project with applicable trip reductions is anticipated to generate a net total of 7,528 daily, 885 AM peak hour, and 888 PM peak hour vehicle trips. Of the net AM peak hour trips, approximately 772 trips are inbound to the project and 113 trips are outbound from the project. For the net PM peak hour trips, approximately 136 trips are inbound while 752 trips are outbound.

Table 3 provides a summary of the proposed trip generation and trip reductions.

Table 3: Project Trip Generation

LAND USE / DESCRIPTION	PROJECT SIZE		TOTAL DAILY TRIPS	AM PEAK TRIPS			PM PEAK TRIPS		
				TOTAL	IN	/ OUT	TOTAL	IN	/ OUT
Trip Generation Rates (ITE)									
Office Building [ITE 710]	Per	KSF	9.74	1.16	86%	/ 14%	1.15	16%	/ 84%
Shopping Center [ITE 820]	Per	KSF	37.75	0.94	62%	/ 38%	3.81	48%	/ 52%
Office - Woz Way									
1. Baseline Trips - ITE 710	1245.399	KSF	12,131	1,445	1,243	/ 202	1,433	230	/ 1,203
2. Internal Trip Adjustments - VTA Internal Capture	-3%	Retail	(7)	(1)	(1)	/ 0	(1)	0	/ (1)
3. Location-Based Mode Share - Urban High Transit	-31%	Office	(3,759)	(448)	(386)	/ (62)	(444)	(72)	/ (372)
4. Project Trip Adjustments - VMT Sketch Tool	-9%	N/A	(753)	(90)	(78)	/ (12)	(89)	(15)	/ (74)
Office Gross Project Vehicle-Trips			**7,612**	**906**	**778**	**/ 128**	**899**	**143**	**/ 756**
Retail - Woz Way									
1. Baseline Trips - ITE 820	6.073	KSF	230	6	4	/ 2	24	12	/ 12
2. Internal Trip Adjustments - VTA Internal Capture	-3%	Retail	(7)	(1)	(1)	/ 0	(1)	0	/ (1)
3. Location-Based Mode Share - Urban High Transit	-17%	Retail	(38)	(1)	(1)	/ 0	(4)	(3)	/ (1)
4. Project Trip Adjustments - VMT Sketch Tool	-9%	N/A	(17)	(1)	(1)	/ 0	(2)	(1)	/ (1)
Retail Gross Project Vehicle-Trips			**168**	**3**	**1**	**/ 2**	**17**	**8**	**/ 9**
Existing Land Use Trip Adjustments									
1. Existing Use Credit - Residential Driveway Counts			(252)	(24)	(7)	/ (17)	(28)	(15)	/ (13)
Existing Land Use Trip Adjustment Subtotal			**(252)**	**(24)**	**(7)**	**/ (17)**	**(28)**	**(15)**	**/ (13)**
Total Project Trips									
BASELINE PROJECT VEHICLE TRIPS			**12,361**	**1,451**	**1,247**	**/ 204**	**1,457**	**242**	**/ 1,215**
GROSS PROJECT VEHICLE TRIPS			**7,780**	**909**	**779**	**/ 130**	**916**	**151**	**/ 765**
NET PROJECT VEHICLE TRIPS			**7,528**	**885**	**772**	**/ 113**	**888**	**136**	**/ 752**

Notes:

Project land uses assumed based on proposed site plan from C2K Architecture (4/9/2020)

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

A Mode Share Reduction from Table 6 of the San Jose Transportation Analysis Handbook 2018 was applied to each individual land use since the project is located in an "Urban High-Transit" area. A 22% residential, 31% office, and 17% retail reduction was applied.

A 9% VMT Reduction from San Jose Transportation Analysis Handbook 2018 was applied since the project is planning to implement a TDM program. Reduction percentage obtained from City VMT Evaluation Tool.

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

Vehicle trip credit for residential neighborhood on Locust Way and Almaden Boulevard to be demolished based on existing driveway counts (9/10/2019). Driveway counts are comparable to ITE 210 rates.

4.3 Alternative Project Trip Generation Scenarios

Additional site plan options for the project were considered for informational purposes only. Trip generation for the land uses alternatives were calculated using average trip generation rates from the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 10th Edition* and applicable trip reduction credits. The land use alternatives considered for the project are summarized below:

- Alternative 1 - Office, Hotel, and Residential Mix (OHR)
  - 500,957 square-feet of office, 300 room hotel, 300 multi-family residential dwelling units, and 9,572 square-feet of retail
- Alternative 2 – Residential
  - 1,200 multi-family residential dwelling units and 3,567 square-feet of retail

Development of the Alternative 1 site plan with applicable trip reductions is anticipated to generate a net total of 5,908 daily, 516 AM peak hour, and 570 PM peak hour vehicle trips. Of the net AM peak hour trips, approximately 386 trips are inbound to the project and 130 trips are outbound from the project. For the net PM peak hour trips, approximately 169 trips are inbound while 401 trips are outbound.

Development of the Alternative 2 site plan with applicable trip reductions is anticipated to generate a net total of 3,607 daily, 240 AM peak hour, and 285 PM peak hour vehicle trips. Of the net AM peak hour trips, approximately 58 trips are inbound to the project and 182 trips are outbound from the project. For the net PM peak hour trips, approximately 176 trips are inbound while 109 trips are outbound.

The OHR and Residential land use alternatives for the project would generate fewer net project trips than the proposed office land use plan. Therefore, it is anticipated that the Alternative 1 and Alternative 2 site plan options would add fewer vehicle project trips through the traffic network. For the purpose of this report, the proposed office site plan was used to provide a conservative analysis for intersection operations.

Table 4 compares the net trip generation results between the Project, Alternative 1, and Alternative 2 land use site plans. **Table 5-7** provide a summary of the proposed trip generation and trip reductions for each site plan alternative.

Table 4: Trip Generation Comparison

DEVELOPMENT SCENARIO	NET TOTAL DAILY TRIPS	NET AM PEAK TRIPS			NET PM PEAK TRIPS		
		TOTAL	IN	/ OUT	TOTAL	IN	/ OUT
Proposed Project - Office	7,528	885	772	/ 113	888	136	/ 752
Alternative 1 - Office, Hotel, Residential	5,908	516	386	/ 130	570	169	/ 401
Alternative 2 - Residential	3,607	240	58	/ 182	285	176	/ 109

Table 5: Alternative 1 Trip Generation – Office, Hotel, Residential

LAND USE / DESCRIPTION	PROJECT SIZE		TOTAL DAILY TRIPS	AM PEAK TRIPS			PM PEAK TRIPS		
				TOTAL	IN	/ OUT	TOTAL	IN	/ OUT
Trip Generation Rates (ITE)									
Multifamily Housing (High-Rise) [ITE 222]	Per	DU	4.45	0.31	24%	/ 76%	0.36	61%	/ 39%
Hotel [ITE 310]	Per	Room	8.36	0.47	59%	/ 41%	0.60	51%	/ 49%
Office Building [ITE 710]	Per	KSF	9.74	1.16	86%	/ 14%	1.15	16%	/ 84%
Shopping Center [ITE 820]	Per	KSF	37.75	0.94	62%	/ 38%	3.81	48%	/ 52%
Residential - Woz Way									
1. Baseline Trips - ITE 222	300.000	DU	1,335	93	23	/ 70	108	66	/ 42
2. Location-Based Mode Share - Urban High Transit	-22%	Resi	(294)	(21)	(6)	/ (15)	(24)	(15)	/ (9)
3. Project Trip Adjustments - VMT Sketch Tool	-9%	N/A	(94)	(7)	(2)	/ (5)	(8)	(5)	/ (3)
Residential Gross Project Vehicle-Trips			**947**	**65**	**15**	**/ 50**	**76**	**46**	**/ 30**
Hotel - Woz Way									
1. Baseline Trips - ITE 310	300.000	Room	2,508	141	84	/ 57	180	92	/ 88
2. Location-Based Mode Share - Urban High Transit	-17%	Retail	(427)	(24)	(15)	/ (9)	(31)	(16)	/ (15)
3. Project Trip Adjustments - VMT Sketch Tool	-9%	N/A	(188)	(11)	(7)	/ (4)	(14)	(7)	/ (7)
Hotel Gross Project Vehicle-Trips			**1,893**	**106**	**62**	**/ 44**	**135**	**69**	**/ 66**
Office - Woz Way									
1. Baseline Trips - ITE 710	500.957	KSF	4,880	582	501	/ 81	577	93	/ 484
2. Internal Trip Adjustments - VTA Internal Capture	-3%	Retail	(11)	(1)	(1)	/ 0	(1)	(1)	/ 0
3. Location-Based Mode Share - Urban High Transit	-31%	Office	(1,510)	(181)	(155)	/ (26)	(179)	(29)	/ (150)
4. Project Trip Adjustments - VMT Sketch Tool	-9%	N/A	(303)	(36)	(32)	/ (4)	(36)	(6)	/ (30)
Office Gross Project Vehicle-Trips			**3,056**	**364**	**313**	**/ 51**	**361**	**57**	**/ 304**
Retail - Woz Way									
1. Baseline Trips - ITE 820	9.572	KSF	362	9	6	/ 3	37	18	/ 19
2. Internal Trip Adjustments - VTA Internal Capture	-3%	Retail	(11)	(1)	(1)	/ 0	(1)	(1)	/ 0
3. Location-Based Mode Share - Urban High Transit	-17%	Retail	(60)	(2)	(1)	/ (1)	(7)	(3)	/ (4)
4. Project Trip Adjustments - VMT Sketch Tool	-9%	N/A	(27)	(1)	(1)	/ 0	(3)	(2)	/ (1)
Retail Gross Project Vehicle-Trips			**264**	**5**	**3**	**/ 2**	**26**	**12**	**/ 14**
Existing Land Use Trip Adjustments									
1. Existing Use Credit - Residential Driveway Counts			(252)	(24)	(7)	/ (17)	(28)	(15)	/ (13)
Existing Land Use Trip Adjustment Subtotal			**(252)**	**(24)**	**(7)**	**/ (17)**	**(28)**	**(15)**	**/ (13)**
Total Project Trips									
BASELINE PROJECT VEHICLE TRIPS			**9,085**	**825**	**614**	**/ 211**	**902**	**269**	**/ 633**
GROSS PROJECT VEHICLE TRIPS			**6,160**	**540**	**393**	**/ 147**	**598**	**184**	**/ 414**
NET PROJECT VEHICLE TRIPS			**5,908**	**516**	**386**	**/ 130**	**570**	**169**	**/ 401**

Notes:

Alternative Project land uses assumed based on proposed site plan from C2K Architecture (2/19/2020)

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

A Mode Share Reduction from Table 6 of the San Jose Transportation Analysis Handbook 2018 was applied to each individual land use since the project is located in an "Urban High-Transit" area. A 22% residential, 31% office, and 17% retail reduction was applied.

A 9% VMT Reduction from San Jose Transportation Analysis Handbook 2018 was applied since the project is planning to implement a TDM program. Reduction percentage obtained from City VMT Evaluation Tool.

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

Vehicle trip credit for residential neighborhood on Locust Way and Almaden Boulevard to be demolished based on existing driveway counts (9/10/2019). Driveway counts are comparable to ITE 210 rates.

Table 6: Alternative 2 Trip Generation – Residential

LAND USE / DESCRIPTION	PROJECT SIZE		TOTAL DAILY TRIPS	AM PEAK TRIPS			PM PEAK TRIPS		
				TOTAL	IN	/ OUT	TOTAL	IN	/ OUT
Trip Generation Rates (ITE)									
Multifamily Housing (High-Rise) [ITE 222]	Per	DU	4.45	0.31	24%	/ 76%	0.36	61%	/ 39%
Shopping Center [ITE 820]	Per	KSF	37.75	0.94	62%	/ 38%	3.81	48%	/ 52%
Residential - Woz Way									
1. Baseline Trips - ITE 222	1200.000	DU	5,340	372	90	/ 282	432	264	/ 168
2. Internal Trip Adjustments	-15%	Retail	(21)	(1)	0	/ (1)	(2)	(1)	/ (1)
3. Location-Based Mode Share - Urban High Transit	-22%	Resi	(1,171)	(82)	(20)	/ (62)	(95)	(58)	/ (37)
4. Project Trip Adjustments - VMT Sketch Tool	-9%	N/A	(374)	(27)	(7)	/ (20)	(31)	(19)	/ (12)
Residential Gross Project Vehicle-Trips			**3,774**	**262**	**63**	**/ 199**	**304**	**186**	**/ 118**
Retail - Woz Way									
1. Baseline Trips - ITE 820	3.567	KSF	135	4	3	/ 1	14	7	/ 7
2. Internal Trip Adjustments - VTA Internal Capture	-15%	Retail	(21)	(1)	0	/ (1)	(2)	(1)	/ (1)
3. Location-Based Mode Share - Urban High Transit	-17%	Retail	(20)	(1)	(1)	/ 0	(2)	(1)	/ (1)
4. Project Trip Adjustments - VMT Sketch Tool	-9%	N/A	(9)	0	0	/ 0	(1)	0	/ (1)
Retail Gross Project Vehicle-Trips			**85**	**2**	**2**	**/ 0**	**9**	**5**	**/ 4**
Existing Land Use Trip Adjustments									
1. Existing Use Credit - Residential Driveway Counts			(252)	(24)	(7)	/ (17)	(28)	(15)	/ (13)
Existing Land Use Trip Adjustment Subtotal			**(252)**	**(24)**	**(7)**	**/ (17)**	**(28)**	**(15)**	**/ (13)**
Total Project Trips									
BASELINE PROJECT VEHICLE TRIPS			**5,475**	**376**	**93**	**/ 283**	**446**	**271**	**/ 175**
GROSS PROJECT VEHICLE TRIPS			**3,859**	**264**	**65**	**/ 199**	**313**	**191**	**/ 122**
NET PROJECT VEHICLE TRIPS			**3,607**	**240**	**58**	**/ 182**	**285**	**176**	**/ 109**

Notes:

Alternative Project land uses assumed based on proposed site plan from C2K Architecture (2/19/2020)

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

A Mode Share Reduction from Table 6 of the San Jose Transportation Analysis Handbook 2018 was applied to each individual land use since the project is located in an "Urban High-Transit" area. A 22% residential, 31% office, and 17% retail reduction was applied.

A 9% VMT Reduction from San Jose Transportation Analysis Handbook 2018 was applied since the project is planning to implement a TDM program. Reduction percentage obtained from City VMT Evaluation Tool.

A 15% VTA Mixed-Use reduction applied off of smaller trip generator for project with housing and retail components per Santa Clara VTA TIA Guidelines 2014. The same number of trips were subtracted from the larger residential land use generator to account for both trip ends.

Vehicle trip credit for residential neighborhood on Locust and Almaden to be demolished based on existing driveway counts (9/10/2019). Driveway counts are comparable to ITE 210 rates.

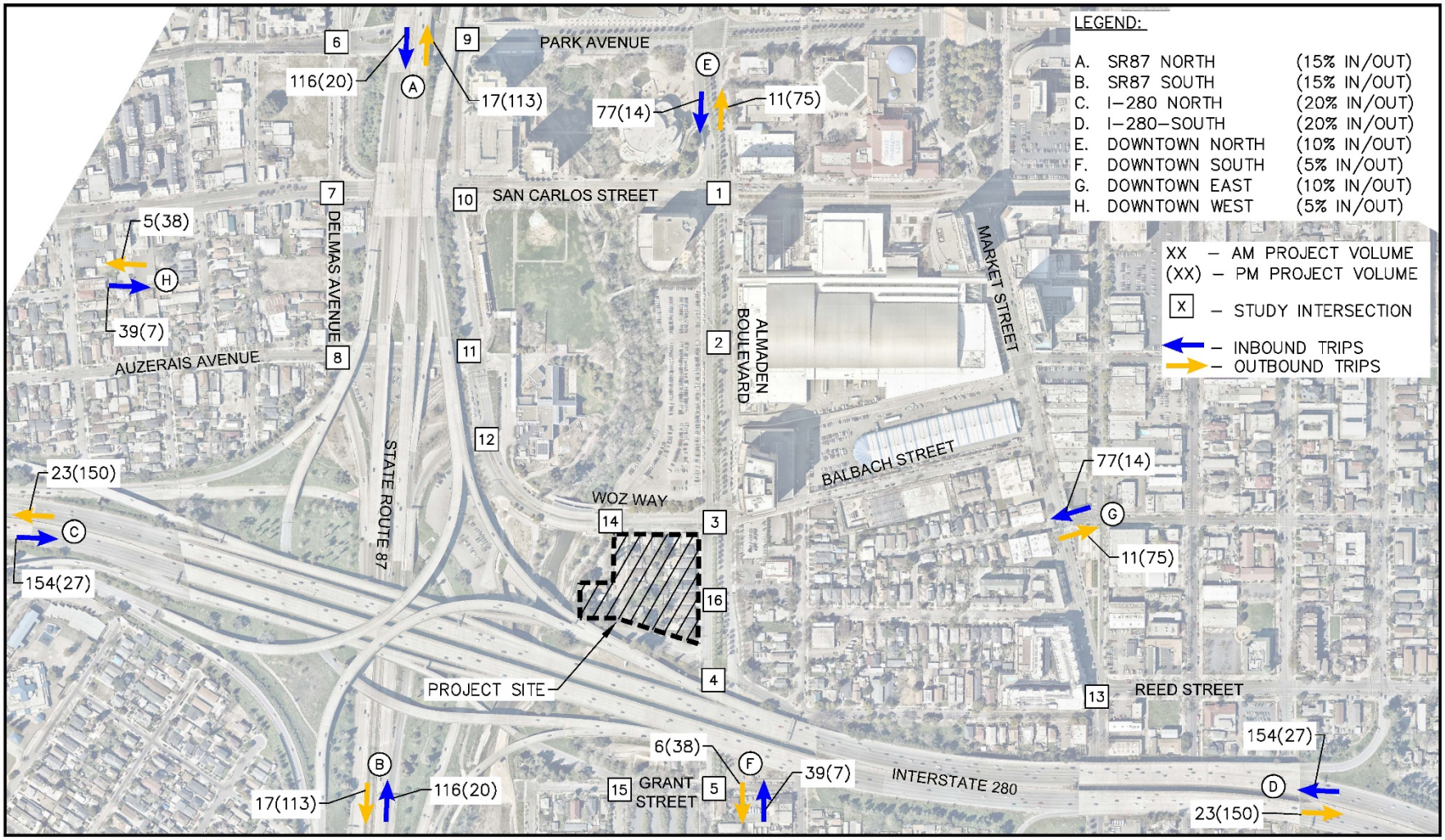
4.4 Project Trip Distribution and Assignment

Due to the nature of the proposed development, most retail and office vehicle project trips are anticipated to access Downtown San Jose and the I-280 and SR 87 regional freeways. Trip distribution and assignment for the 296 Woz Way project was assumed based on the project driveway location, the freeway ramp location, community characteristics, and professional engineering judgement. Project trips to and from the site are anticipated to access the following regional facilities and destinations:

- SR 87 North
- I-280 South
- Downtown East
- SR 87 South
- Downtown North
- Downtown West
- I-280 North
- Downtown South

The project trip distribution and assignment for the site plan is presented in **Figure 5 & 6.** The project driveways on Almaden Boulevard and Woz Way will provide full access to the site. The trip assignment shown represents the shortest paths to and from the project site under ideal traffic conditions.

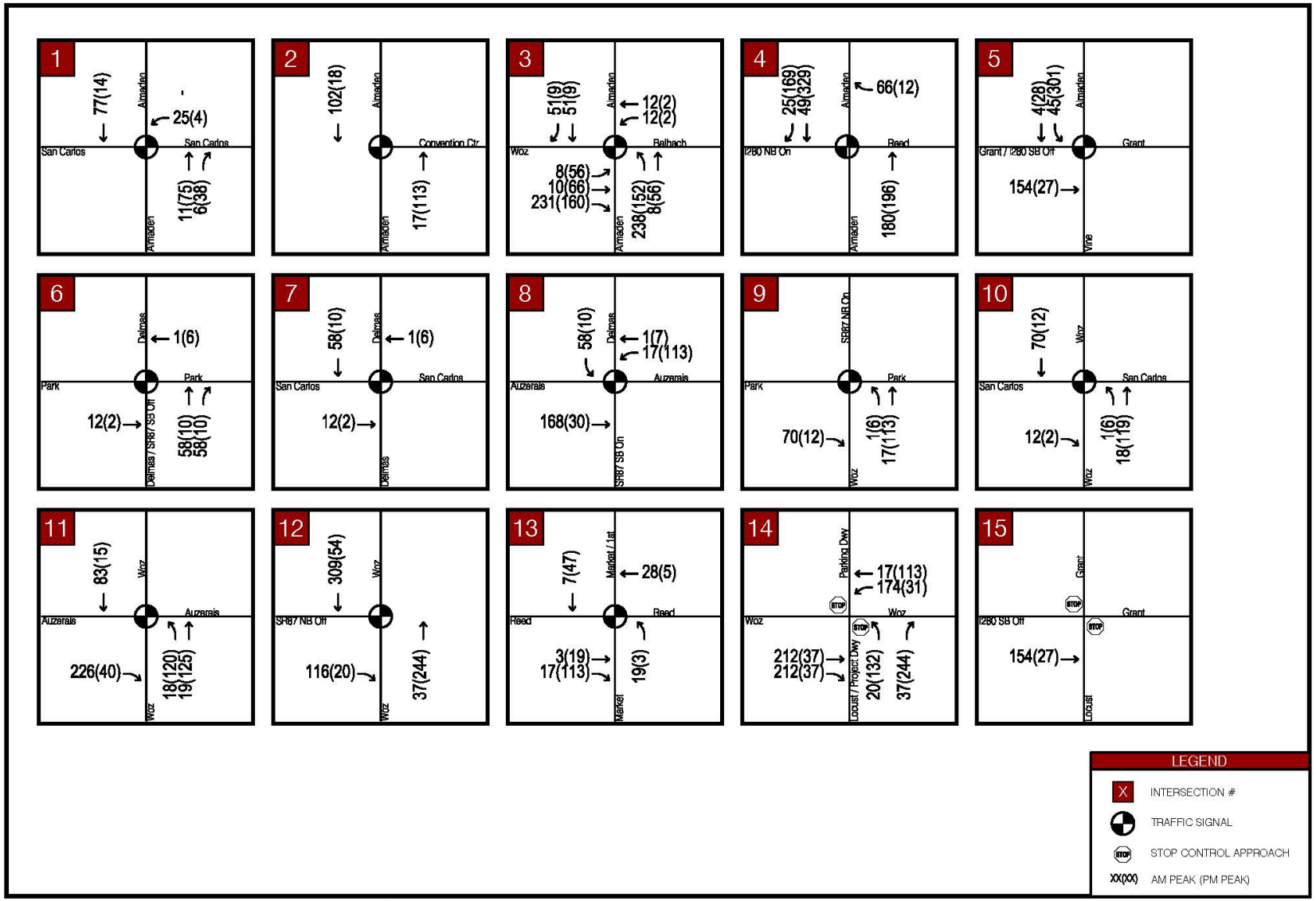
Figure 5: Project Trip Distribution



LWF-097817008 MAY 2020

OFFICE SITE PLAN
PROJECT TRIP DISTRIBUTION AND TRIP ASSIGNMENT
WOZ WAY DEVELOPMENT - KT URBAN

Figure 6: Net Project Intersection Volumes



NORTH

LWF-097817008 MAY 2020

NET PROJECT PEAK HOUR VOLUMES

WOZ WAY DEVELOPMENT - KT URBAN

5 LTA INTERSECTION OPERATIONS

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

5.1 Existing Conditions Analysis

Weekday AM and PM peak hour intersection turning movement volumes for the existing study intersections were obtained from the City of San Jose Traffic Model Database and supplemented with turning movement counts collected at selected intersections on Tuesday, September 10, 2019. These counts included vehicles, bicycles, and pedestrians and were collected when local schools were in session and the weather was fair. Peak hour volumes during each intersection's respective peak were conservatively used in this analysis, therefore, some volume imbalances were observed between study intersections. Existing intersection lane geometry and peak hour turning movement volumes are shown in **Figure 7** and **Figure 8**.

Traffic operations were evaluated at the study intersections under Existing conditions, and the results of the analysis are presented in **Table 7**. New intersection turning-movement counts and TRAFFIX output sheets are provided in the **Appendix**.

Table 7: Intersection Operations Summary for Existing Conditions

#	Intersection	LOS Criteria	Jurisdiction	Control	Existing Conditions							
					AM Peak				PM Peak			
					LOS	Delay (sec)[1]	v/c Ratio	Crit. Delay (sec)	LOS	Delay (sec)[1]	v/c Ratio	Crit. Delay (sec)
1	Almaden Blvd and San Carlos St	E	CMP	Signalized	D	36.2	0.571	36.1	D	36.3	0.561	32.9
2	Almaden Blvd and Convention Center	D	SJ	Signalized	A	6.4	0.422	7.6	B	11.3	0.436	8.0
3	Almaden Blvd and Woz Way / Balbach St	D	SJ	Signalized	C	24.9	0.513	22.2	C	33.9	0.711	34.1
4	Almaden Blvd and I-280 NB On Ramp	D	SJ	Signalized	B	16.5	0.470	15.8	B	12.0	0.620	20.5
5	Almaden Blvd / Vine St and Grant St	D	SJ	Signalized	A	10.0	0.334	10.4	B	10.2	0.587	10.2
6	Delmas Ave / SR 87 SB Off-Ramp and Park Ave	D	SJ	Signalized	C	29.0	0.515	30.5	C	29.3	0.535	33.1
7	Delmas Ave and San Carlos St	D	SJ	Signalized	C	29.6	0.355	29.5	C	33.2	0.513	32.9
8	Delmas Ave / SR 87 SB On-Ramp and Auzerais Ave	D	SJ	Signalized	C	29.5	0.331	29.0	C	33.2	0.644	33.2
9	Woz Way / SR 87 NB On-Ramp and Park Ave	D	SJ	Signalized	B	15.5	0.358	15.9	B	19.1	0.527	21.3
11	Woz Way and Auzerais Ave	D	SJ	Signalized	B	18.8	0.124	24.2	C	24.2	0.391	27.3
12	Woz Way and SR 87 NB Off-Ramp	D	SJ	Signalized	A	7.2	0.237	7.4	A	8.1	0.305	7.9
13	South Market St and East Reed St	D	SJ	Signalized	C	23.4	0.626	22.6	**F**	**85.3**	**0.680**	**101.6**
14	Woz Way and Locust St (Project Driveway)	D	SJ	Unsignalized	B	11.1	0.010	0.5	B	13.1	0.109	1.3
15	I-280 SB Off-Ramp and Grant St	D	SJ	Unsignalized	B	13.4	0.154	2.1	B	13.8	0.062	1.1

As shown above, the following study intersections are anticipated to operate at unacceptable LOS during at least one peak hour under Existing conditions.

- Market St / Reed St (Intersection #13 - signalized) – PM Peak

5.2 Background Conditions Analysis

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

- C15-047 (3-16866) – Legacy
- Downtown Core Legacy – Downtown Strategy Plan 2000
- H14-034 (3-12401) Legacy – 598 South First Street
- H15-039 1402 Monterey Road – DCP
- H16-13 (3-10278) 353 W Julian Street – River Corporate Center Building 3
- North San Jose Legacy – North San Jose
- PDC08-029 (3-06494) Virginia Street & Sixth Street – Virginia Terrace
- PDC08-034 (3-18353) Sunol Street – Sunol Court Studio Apartments
- PDC08-061RES (3-18215) West San Carlos Street & Sunol Street – Ohlone
- PDC08-061RET (3-18215) West San Carlos Street & Sunol Street– Ohlone
- PDC05-037 (3-03516) Park Avenue & Laurel Grove Lane – Park Avenue Lofts
- PDC13-012 (3-03516) 777 Park Avenue – 777 Park Avenue Residential
- PDC14-068 (3-10478) 3161 Olsen Drive – Santana West
- PDC84-07-059 (3-05912) Park Avenue & Woz Way – River Park II

The following ATI volumes were excluded from the Background scenario and included in Cumulative scenario per City workscope comments dated August 21, 2019.

- RH00-05-005 (3-14920) Almaden Boulevard & Woz Way – Boston Property

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

- **Almaden Boulevard / Woz Way / Balbach Street (Intersection #3 – Signalized):** Complete street improvements along Almaden Boulevard including on-street parking, landscaping, sidewalk, and Class IV bicycle facilities would remove a travel lane in the northbound and southbound directions. The northbound and southbound intersection approach geometry would both consist of one left-turn lane, one through lane, and one shared through-right turn lane.

- **Market Street / Reed Street (Intersection #13 – Signalized):** Add one eastbound left-turn lane on West Reed Street and modify signal timings to provide split phase movements for the eastbound and westbound approaches. Improvements to the Downtown pedestrian and bicycle networks also include installation of green bike lanes along Reed Street and additional crosswalks at the Market Street/Reed Street intersection. Green bike lanes along Reed Street between First Street and Second Street and a bike box at the west approach of Market Street/Reed Street are intended to increase the visibility of bicyclists on roadways.

Traffic operations for the study intersections under Background conditions are shown below in **Table 8** and **Figure 9**. As shown below, the study intersections are anticipated to operate at acceptable LOS during the AM and PM peak hour under Background conditions.

Table 8: Intersection Operations Summary for Background Conditions

#	Intersection	LOS Criteria	Jurisdiction	Control	Background Conditons							
					AM Peak				PM Peak			
					LOS	Delay (sec)[1]	v/c Ratio	Crit. Delay (sec)	LOS	Delay (sec)[1]	v/c Ratio	Crit. Delay (sec)
1	Almaden Blvd and San Carlos St	E	CMP	Signalized	D	36.9	0.625	36.9	D	38.5	0.662	35.8
2	Almaden Blvd and Convention Center	D	SJ	Signalized	A	6.4	0.451	7.5	C	33.1	0.735	37.8
3	Almaden Blvd and Woz Way / Balbach St	D	SJ	Signalized	C	26.8	0.778	24.8	D	44.8	0.918	49.2
4	Almaden Blvd and I-280 NB On Ramp	D	SJ	Signalized	B	17.1	0.532	16.2	B	12.8	0.697	22.3
5	Almaden Blvd / Vine St and Grant St	D	SJ	Signalized	B	10.0	0.338	10.4	B	12.9	0.706	13.6
6	Delmas Ave / SR 87 SB Off-Ramp and Park Ave	D	SJ	Signalized	C	32.6	0.631	34.9	C	31.3	0.625	35.6
7	Delmas Ave and San Carlos St	D	SJ	Signalized	C	30.3	0.407	30.1	C	34.5	0.590	34.3
8	Delmas Ave / SR 87 SB On-Ramp and Auzerais Ave	D	SJ	Signalized	C	31.0	0.447	30.9	D	37.3	0.748	38.5
9	Woz Way / SR 87 NB On-Ramp and Park Ave	D	SJ	Signalized	B	16.7	0.431	17.1	C	20.8	0.620	23.5
11	Woz Way and Auzerais Ave	D	SJ	Signalized	B	18.9	0.172	23.9	C	29.4	0.505	29.5
12	Woz Way and SR 87 NB Off-Ramp	D	SJ	Signalized	A	7.8	0.295	8.3	A	8.3	0.390	8.0
13	South Market St and East Reed St	D	SJ	Signalized	C	27.9	0.755	26.8	C	34.9	0.802	36.8
14	Woz Way and Locust St (Project Driveway)	D	SJ	Unsignalized	B	12.5	0.010	0.4	C	15.9	0.145	1.3
15	I-280 SB Off-Ramp and Grant St	D	SJ	Unsignalized	B	13.9	0.156	2.0	B	11.5	0.069	0.9

5.3 Background Plus Project Conditions Analysis

Traffic operations were evaluated at the study intersection under Project conditions based on Background conditions and adding the net vehicle trips from the proposed Woz Way project to the Background roadway geometry and traffic control. The project traffic volumes were incorporated from the Trip Generation and Trip Distribution described in Section 3 of this report. Traffic operations for the study intersections are shown in **Table 9** and **Figure 10.**

As shown below, the following study intersections are anticipated to operate at unacceptable LOS and be adversely affected by the project during at least one peak hour under Background Plus Project conditions.

- Almaden Boulevard / Woz Way / Balbach Street (Intersection #3 – Signalized)
    - The proposed project would cause the intersection to worsen from LOS D under Background conditions to unacceptable LOS E under Background Plus Project conditions during the PM peak hour.
- Woz Way / Locust Street / Project Driveway (Intersection #14 - unsignalized)
    - The proposed project would cause the intersection to worsen from LOS C under Background conditions to unacceptable LOS F under Background Plus Project conditions during the PM peak hour.

Table 9: Intersection Operations Summary for Background Plus Project Conditions

#	Intersection	LOS Criteria	Jurisdiction	Control	Project Conditions														
					AM Peak								PM Peak						
					LOS	Delay (sec)[1]	Delay Var	v/c Ratio	v/c Var	Crit. Delay (sec)	Crit. Delay Var	Impact	LOS	Delay (sec)[1]	Delay Var	v/c Ratio	v/c Var	Crit. Delay (sec)	Crit. Delay Var	Impact
1	Almaden Blvd and San Carlos St	E	CMP	Signalized	D	36.5	-0.4	0.629	0.004	36.9	0.0	NO	D	38.9	0.4	0.669	0.007	36.1	0.3	NO
2	Almaden Blvd and Convention Center	D	SJ	Signalized	A	6.2	-0.2	0.455	0.004	7.5	0.0	NO	C	34.8	1.7	0.772	0.037	41.3	3.5	NO
3	Almaden Blvd and Woz Way / Balbach St	D	SJ	Signalized	C	32.6	5.8	0.818	0.040	29.0	4.2	NO	**E**	**77.9**	**33.1**	**1.091**	**0.173**	**100.3**	**51.1**	**YES**
4	Almaden Blvd and I-280 NB On Ramp	D	SJ	Signalized	B	18.6	1.5	0.590	0.058	17.9	1.7	NO	B	12.9	0.1	0.818	0.121	25.5	3.2	NO
5	Almaden Blvd / Vine St and Grant St	D	SJ	Signalized	B	10.9	0.9	0.401	0.063	11.4	1.0	NO	B	15.8	2.9	0.827	0.121	16.5	2.9	NO
6	Delmas Ave / SR 87 SB Off-Ramp and Park Ave	D	SJ	Signalized	C	34.2	1.6	0.663	0.032	36.8	1.9	NO	C	31.5	0.2	0.632	0.007	35.9	0.3	NO
7	Delmas Ave and San Carlos St	D	SJ	Signalized	C	31.0	0.7	0.427	0.020	30.8	0.7	NO	C	34.7	0.2	0.595	0.005	34.4	0.1	NO
8	Delmas Ave / SR 87 SB On-Ramp and Auzerais Ave	D	SJ	Signalized	C	31.4	0.4	0.542	0.095	29.8	-1.1	NO	D	41.6	4.3	0.795	0.047	42.5	4.0	NO
9	Woz Way / SR 87 NB On-Ramp and Park Ave	D	SJ	Signalized	B	16.4	-0.3	0.443	0.012	17.3	0.2	NO	C	22.5	1.7	0.693	0.073	25.0	1.5	NO
11	Woz Way and Auzerais Ave	D	SJ	Signalized	C	23.9	5.0	0.448	0.276	25.7	1.8	NO	C	32.8	3.4	0.624	0.119	34.1	4.6	NO
12	Woz Way and SR 87 NB Off-Ramp	D	SJ	Signalized	A	8.1	0.3	0.389	0.094	8.2	-0.1	NO	A	8.1	-0.2	0.423	0.033	8.2	0.2	NO
13	South Market St and East Reed St	D	SJ	Signalized	C	28.2	0.3	0.755	0.000	26.6	-0.2	NO	D	44.3	9.4	0.906	0.104	48.2	11.4	NO
14	Woz Way and Locust St (Project Driveway)	D	SJ	Unsignalized	D	27.0	14.5	0.175	0.165	2.7	2.3	NO	**F**	**150.0**	**134.1**	**0.645**	**0.500**	**43.1**	**41.8**	**YES**
15	I-280 SB Off-Ramp and Grant St	D	SJ	Unsignalized	C	15.4	1.5	0.172	0.016	1.9	-0.1	NO	B	11.6	0.1	0.071	0.002	0.9	0.0	NO

5.4 Cumulative Conditions Analysis

The Cumulative scenario was evaluated using peak-hour traffic volumes, intersection geometry, and traffic control from forecasted traffic growth from approved projects and other proposed but pending developments in the project study area (Background plus pending projects). Traffic operations for the study intersections under Cumulative conditions are shown below in **Table 10** and **Figure 11**.

From discussions with City staff, the Cumulative analysis includes the following addition of net pending project trips to the study intersections. Trip additions for the pending projects were provided by the City in May 2020.

- **2833 South Almaden Boulevard (Boston Properties) -** Multi-story development with 1,878,170 square-feet of office. This pending development is located north of the project site in the northwest quadrant of the Almaden Boulevard / Woz Way intersection which would replace the existing at-grade parking lot. Trip assignment for this pending development assumes driveway access from the existing Almaden/Convention Center and Woz/Locust intersections.

As shown below, the following study intersections are anticipated to operate at unacceptable LOS during at least one peak hour under Cumulative conditions.

- Almaden Boulevard / Woz Way / Balbach Street (Intersection #3 – Signalized) – PM Peak
- Woz Way / Locust Street / Project Driveway (Intersection #14 - unsignalized) – PM Peak

Table 10: Intersection Operations Summary for Cumulative Conditions

#	Intersection	LOS Criteria	Jurisdiction	Control	Cumulative Conditions							
					AM Peak				PM Peak			
					LOS	Delay (sec)[1]	v/c Ratio	Crit. Delay (sec)	LOS	Delay (sec)[1]	v/c Ratio	Crit. Delay (sec)
1	Almaden Blvd and San Carlos St	E	CMP	Signalized	D	38.7	0.685	39.5	D	44.9	0.761	44.1
2	Almaden Blvd and Convention Center	D	SJ	Signalized	B	16.5	0.483	13.3	D	40.6	0.791	42.2
3	Almaden Blvd and Woz Way / Balbach St	D	SJ	Signalized	C	31.7	0.835	29.3	**E**	**69.9**	**1.063**	**89.9**
4	Almaden Blvd and I-280 NB On Ramp	D	SJ	Signalized	B	18.5	0.573	18.0	B	13.0	0.761	23.4
5	Almaden Blvd / Vine St and Grant St	D	SJ	Signalized	B	15.9	0.437	16.7	B	14.4	0.740	15.3
6	Delmas Ave / SR 87 SB Off-Ramp and Park Ave	D	SJ	Signalized	D	36.7	0.705	39.5	C	31.8	0.638	35.9
7	Delmas Ave and San Carlos St	D	SJ	Signalized	C	31.6	0.460	31.4	D	35.5	0.614	35.2
8	Delmas Ave / SR 87 SB On-Ramp and Auzerais Ave	D	SJ	Signalized	C	31.5	0.493	30.5	D	41.8	0.803	42.6
9	Woz Way / SR 87 NB On-Ramp and Park Ave	D	SJ	Signalized	B	16.6	0.470	17.5	C	23.7	0.736	26.3
11	Woz Way and Auzerais Ave	D	SJ	Signalized	C	22.1	0.351	26.6	C	31.9	0.603	33.1
12	Woz Way and SR 87 NB Off-Ramp	D	SJ	Signalized	A	8.4	0.326	8.3	A	8.3	0.410	8.3
13	South Market St and East Reed St	D	SJ	Signalized	C	27.9	0.755	26.8	C	34.9	0.802	36.8
14	Woz Way and Locust St (Project Driveway)	D	SJ	Unsignalized	C	20.8	0.187	3.0	**E**	**35.2**	**0.765**	**9.8**
15	I-280 SB Off-Ramp and Grant St	D	SJ	Unsignalized	B	14.9	0.166	2.0	B	11.5	0.070	0.9

5.5 Cumulative Plus Project Conditions Analysis

The net project vehicle trips from the Woz Way development was added to the Cumulative scenario to evaluate Cumulative Plus Project conditions., Traffic operations for the study intersections under Project conditions are shown in **Table 11** and **Figure 12.**

As shown below, the following study intersections are anticipated to operate at unacceptable LOS and be adversely affected by the project during at least one peak hour under Cumulative Plus Project conditions.

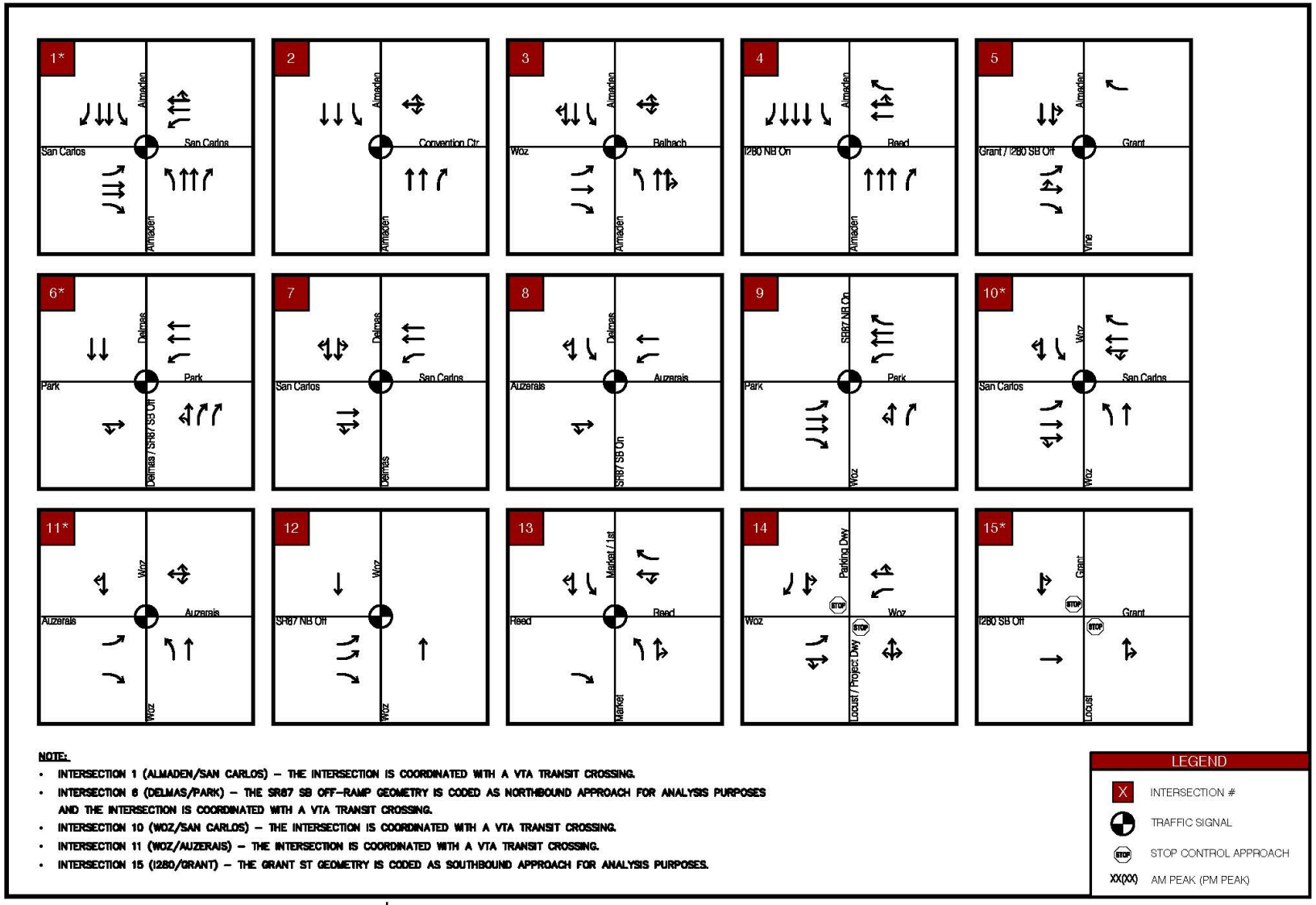
- Almaden Blvd / Woz Way / Balbach St (Intersection #3 – signalized)
    - The proposed project would cause the intersection already operating at unacceptable LOS E under Cumulative conditions to operate at unacceptable LOS F and exceed the average critical delay and V/C ratio thresholds under Cumulative Plus Project conditions during the PM peak hour.

- Woz Way / Locust St / Project Driveway (Intersection #14 – unsignalized)
    - The proposed project would cause the intersection to worsen from LOS C under Cumulative conditions to unacceptable LOS F under Cumulative Plus Project conditions during the AM peak hour.
    - The proposed project would cause the intersection already operating at unacceptable LOS E under Cumulative conditions to operate at unacceptable LOS F and exceed the average critical delay and V/C ratio thresholds under Cumulative Plus Project conditions during the PM peak hour.

Table 11: Intersection Operations Summary for Cumulative Plus Project Conditions

#	Intersection	LOS Criteria	Jurisdiction	Control	Cumulative Plus Project Conditions														
					AM Peak								PM Peak						
					LOS	Delay (sec)[1]	Delay Var	v/c Ratio	v/c Var	Crit. Delay (sec)	Crit. Delay Var	Impact	LOS	Delay (sec)[1]	Delay Var	v/c Ratio	v/c Var	Crit. Delay (sec)	Crit. Delay Var	Impact
1	Almaden Blvd and San Carlos St	E	CMP	Signalized	D	39.0	0.3	0.704	0.019	41.0	1.5	NO	D	44.8	-0.1	0.768	0.007	44.5	0.4	NO
2	Almaden Blvd and Convention Center	D	SJ	Signalized	B	16.4	-0.1	0.488	0.005	13.3	0.0	NO	D	40.0	-0.6	0.796	0.005	42.4	0.2	NO
3	Almaden Blvd and Woz Way / Balbach St	D	SJ	Signalized	D	37.5	5.8	0.865	0.030	32.8	3.5	NO	**F**	**118.3**	**48.4**	**1.253**	**0.190**	**166.8**	**76.9**	**YES**
4	Almaden Blvd and I-280 NB On Ramp	D	SJ	Signalized	B	19.7	1.2	0.630	0.057	19.5	1.5	NO	B	14.4	1.4	0.882	0.121	29.6	6.2	NO
5	Almaden Blvd / Vine St and Grant St	D	SJ	Signalized	B	18.1	2.2	0.500	0.063	19.1	2.4	NO	B	17.9	3.5	0.850	0.110	18.9	3.6	NO
6	Delmas Ave / SR 87 SB Off-Ramp and Park Ave	D	SJ	Signalized	D	38.4	1.7	0.737	0.032	41.7	2.2	NO	C	32.1	0.3	0.645	0.007	36.3	0.4	NO
7	Delmas Ave and San Carlos St	D	SJ	Signalized	C	32.0	0.4	0.481	0.021	31.9	0.5	NO	D	35.6	0.1	0.619	0.005	35.4	0.2	NO
8	Delmas Ave / SR 87 SB On-Ramp and Auzerais Ave	D	SJ	Signalized	C	32.7	1.2	0.589	0.096	29.8	-0.7	NO	D	50.7	8.9	0.893	0.090	54.7	12.1	NO
9	Woz Way / SR 87 NB On-Ramp and Park Ave	D	SJ	Signalized	B	16.3	-0.3	0.481	0.011	17.7	0.2	NO	C	26.1	2.4	0.809	0.073	29.6	3.3	NO
11	Woz Way and Auzerais Ave	D	SJ	Signalized	C	26.5	4.4	0.581	0.230	30.0	3.4	NO	D	36.3	4.4	0.722	0.119	40.7	7.6	NO
12	Woz Way and SR 87 NB Off-Ramp	D	SJ	Signalized	B	13.4	5.0	0.497	0.171	16.3	8.0	NO	A	8.6	0.3	0.543	0.133	8.8	0.5	NO
13	South Market St and East Reed St	D	SJ	Signalized	C	28.2	0.3	0.755	0.000	26.6	-0.2	NO	D	44.3	9.4	0.906	0.104	48.2	11.4	NO
14	Woz Way and Locust St (Project Driveway)	D	SJ	Unsignalized	**F**	**81.9**	**61.1**	**0.602**	**0.415**	**7.1**	**4.1**	**YES**	**F**	**591.6**	**556.4**	**3.030**	**2.265**	**184.2**	**174.4**	**YES**
15	I-280 SB Off-Ramp and Grant St	D	SJ	Unsignalized	C	16.7	1.8	0.184	0.018	1.9	-0.1	NO	B	11.7	0.2	0.072	0.002	0.9	0.0	NO

Figure 7: Existing Intersection Lane Geometry

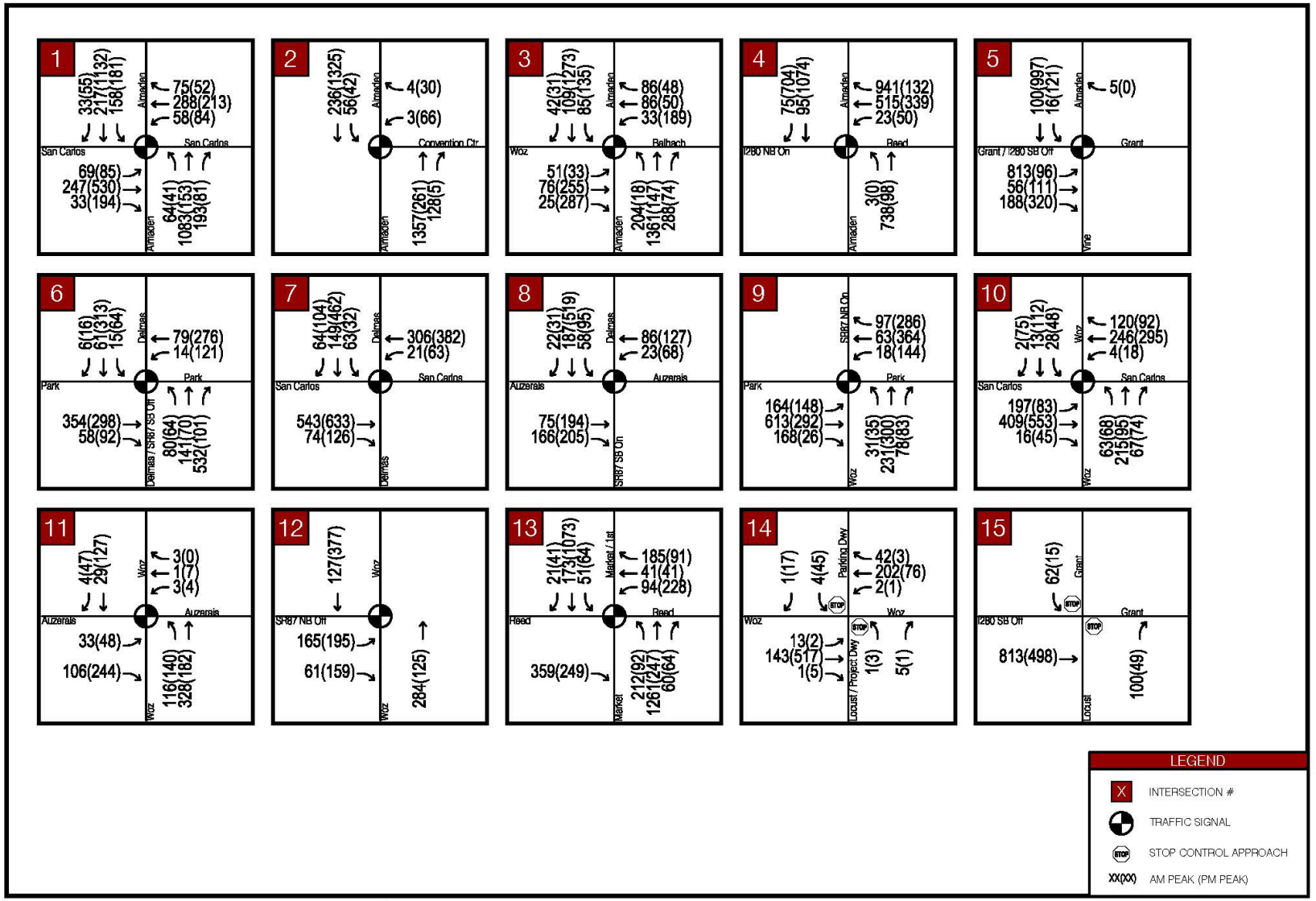


LWF-097817008 MAY 2020

EXISTING INTERSECTION LANE GEOMETRY

WOZ WAY DEVELOPMENT - KT URBAN

Figure 8: Existing Traffic Volumes

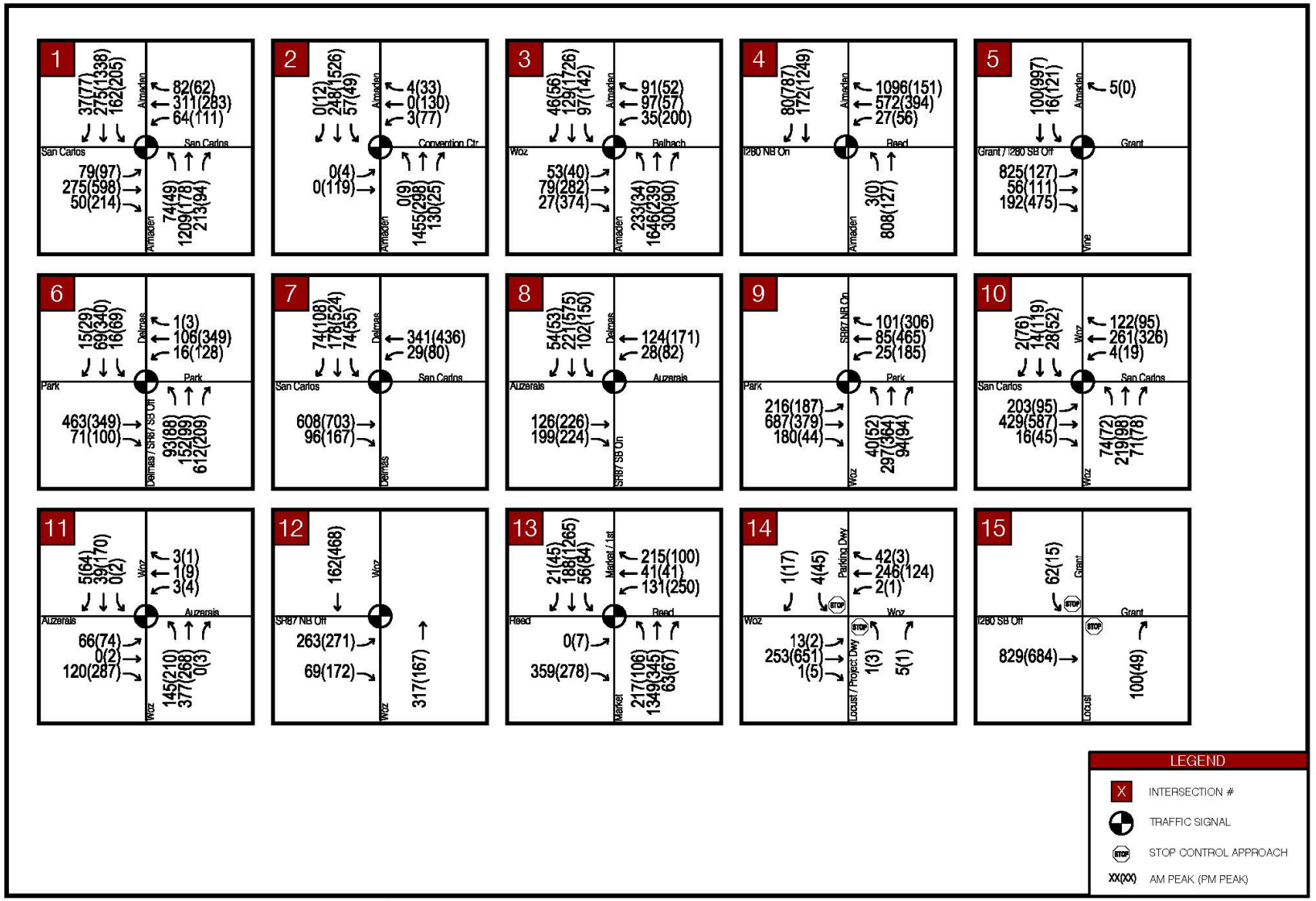


EXISTING CONDITION PEAK HOUR VOLUMES

LWF-097817008 MAY 2020

WOZ WAY DEVELOPMENT - KT URBAN

Figure 9: Background Traffic Volumes



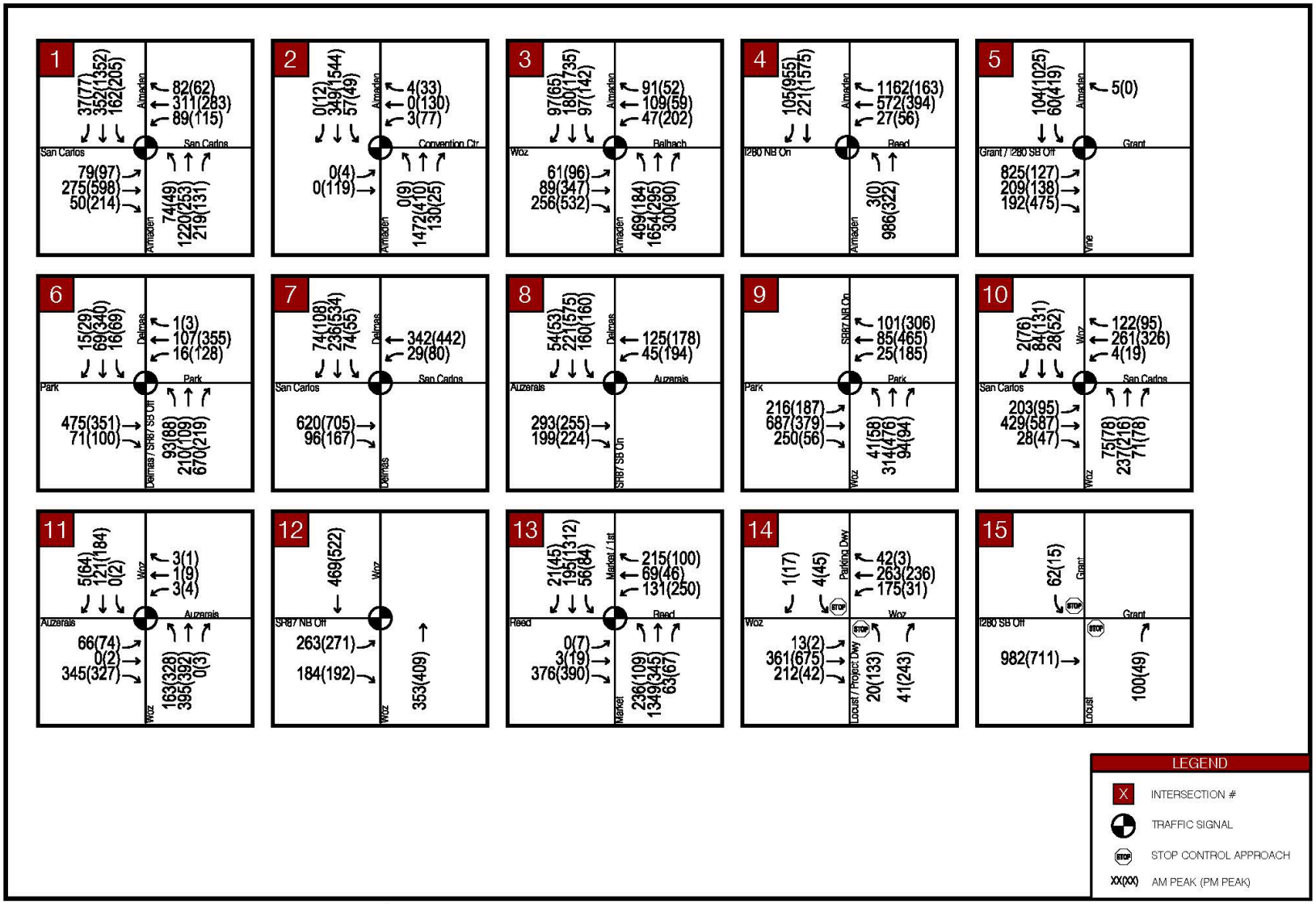
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BACKGROUND CONDITION PEAK HOUR VOLUMES

WOZ WAY DEVELOPMENT - KT URBAN

Figure 10: Background Plus Project Traffic Volumes

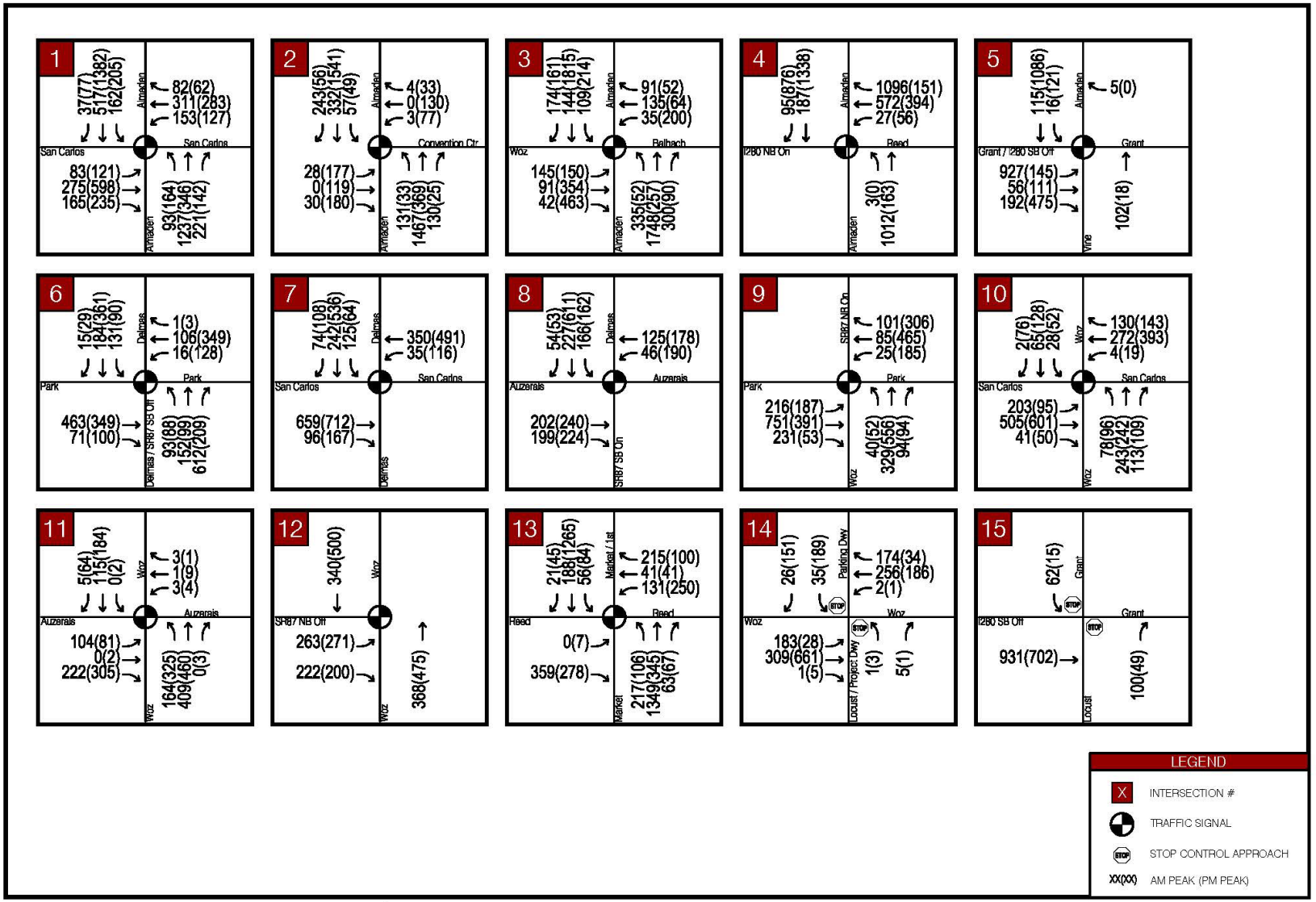


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BACKGROUND PLUS PROJECT PEAK HOUR VOLUMES

WOZ WAY DEVELOPMENT - KT URBAN

Figure 11: Cumulative Traffic Volumes



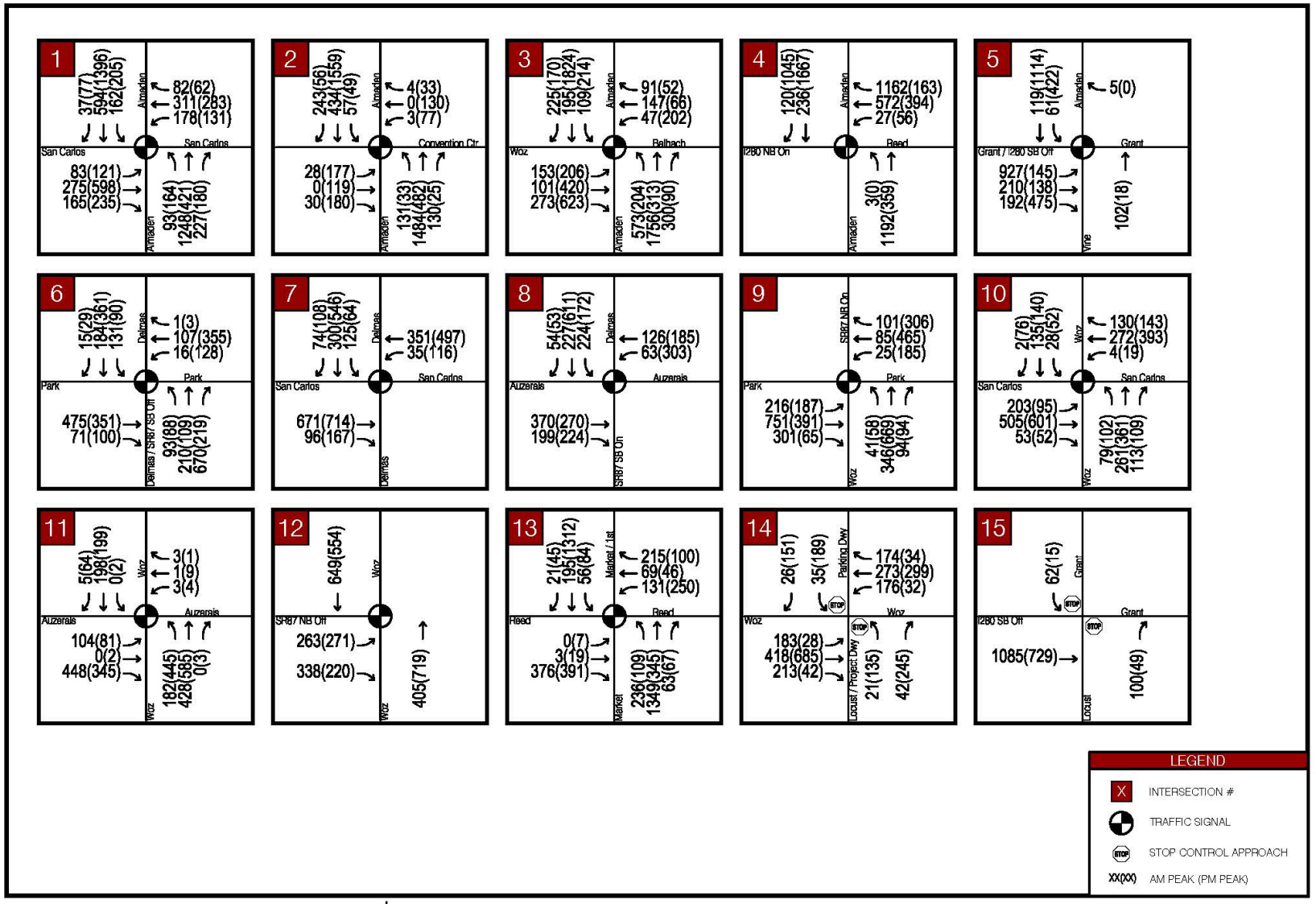
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CUMULATIVE CONDITION PEAK HOUR VOLUMES

WOZ WAY DEVELOPMENT - KT URBAN

Figure 12: Cumulative Plus Project Traffic Volumes



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LWF-097817008 MAY 2020

CUMULATIVE PLUS PROJECT PEAK HOUR VOLUMES

WOZ WAY DEVELOPMENT - KT URBAN

5.6 Intersection Queue Analysis

A left and right turn lane queue analysis was evaluated for the project site plans under Cumulative and Cumulative Plus Project conditions. Vehicle queues are estimated using a Poisson probability distribution formula to determine the 95% percentile maximum number of queued vehicles per cycle for an intersection movement. The 95% percentile queue represents the design queue length and is compared to the existing or planned available storage capacity assuming an average queue of 20-feet per vehicle. Due to close spacing between the proposed project driveways and existing intersections, a microsimulation analysis using Synchro and SimTraffic software was used to evaluate vehicle queues. **Table 12 & 13** summarize the left and right-turn queue analysis for the project.

Table 12: Left-Turn Queue Analysis

DESCRIPTION	#3 ALMADEN/WOZ				#4 ALMADEN/I280 NB RAMP				#14 WOZ/PROJECT DRIVEWAY				#16 ALMADEN/PROJECT DRIVEWAY			
	NBL	SBL	EBL	WBL	NBL	SBL	EBL	WBL	NBL	SBL	EBL	WBL	NBL	SBL	EBL	WBL
Number of Turn Lanes	1	1	1	1*	0	0	0	0	1*	1	1	1	0	0	0	0
Storage Length (ft/ln)	150	120	140	210	0	0	0	0	100	120	25	30	0	0	0	0
AM PEAK HOUR - LEFT TURN QUEUE																
Cumulative Conditions																
95% Queue (veh/ln)	8.9	11	9.1	14.7	0	0	0	0	0.6	2.6	2.7	0.5	0	0	0	0
95% Queue (ft/ln)	178	210	181	294	0	0	0	0	11	51	53	10	0	0	0	0
Sufficient Storage?	NO	NO	NO	NO	YES	YES	YES	YES	YES	YES	NO	YES	YES	YES	YES	YES
Cumulative Plus Project Conditions																
95% Queue (veh/ln)	8.6	8.6	11	17.9	0	0	0	0	4.5	1.6	2.7	3.2	0	0	0	0
95% Queue (ft/ln)	172	171	210	357	0	0	0	0	90	31	54	63	0	0	0	0
Sufficient Storage?	NO	NO	NO	NO	YES	YES	YES	YES	YES	YES	NO	NO	YES	YES	YES	YES
Project Impact?	**NO**	**NO**	**YES**	**YES**	**NO**	**NO**	**NO**	**NO**	**NO**	**NO**	**NO**	**YES**	**NO**	**NO**	**NO**	**NO**
PM PEAK HOUR - LEFT TURN QUEUE																
Cumulative Conditions																
95% Queue (veh/ln)	4.7	11	9.4	74.4	0	0	0	0	1.3	7.7	1.4	0.5	0	0	0	0
95% Queue (ft/ln)	93	215	187	1487	0	0	0	0	25	154	28	10	0	0	0	0
Sufficient Storage?	YES	NO	NO	NO	YES	YES	YES	YES	YES	NO	NO	YES	YES	YES	YES	YES
Cumulative Plus Project Conditions																
95% Queue (veh/ln)	8.5	10	10	92.8	0	0	0	0	8	7.3	1.3	1.4	0	0	0	0
95% Queue (ft/ln)	169	208	202	1855	0	0	0	0	159	145	26	27	0	0	0	0
Sufficient Storage?	NO	NO	NO	NO	YES	YES	YES	YES	NO	NO	NO	YES	YES	YES	YES	YES
Project Impact?	**YES**	**NO**	**NO**	**YES**	**NO**	**NO**	**NO**	**NO**	**YES**	**NO**	**NO**	**NO**	**NO**	**NO**	**NO**	**NO**

Note: Queue reported is the 95th-percentile car length per lane based on HCM 2000 methodology (1 car length = 20 feet).

Table 13: Right-Turn Queue Analysis

DESCRIPTION	#3 ALMADEN/WOZ				#4 ALMADEN/I280 NB RAMP				#14 WOZ/PROJECT DRIVEWAY				#16 ALMADEN/PROJECT DRIVEWAY			
	NBR	SBR	EBR	WBR	NBR	SBR	EBR	WBR	NBR	SBR	EBR	WBR	NBR	SBR	EBR	WBR
Number of Turn Lanes	1*	1*	1*	1*	0	1*	0	2	1*	1	1	0	0	0	1	0
Storage Length (ft/ln)	550	550	100	210	0	425	0	220	100	120	100	0	0	0	100	0
AM PEAK HOUR - RIGHT TURN QUEUE																
Cumulative Conditions																
95% Queue (veh/ln)	10	16	3.2	14.7	0	1.1	0	47.3	0.6	2.2	0	0	0	0	0	0
95% Queue (ft/ln)	204	311	64	294	0	22	0	945	11	43	0	0	0	0	0	0
Sufficient Storage?	YES	YES	YES	NO	YES	YES	YES	NO	YES	YES	YES	YES	YES	YES	YES	YES
Cumulative Plus Project Conditions																
95% Queue (veh/ln)	11	16	5.5	17.9	0	1.1	0	49.5	4.5	2.1	5.3	2.1	0	1	2.2	0
95% Queue (ft/ln)	213	329	110	357	0	22	0	989	90	42	106	42	0	20	44	0
Sufficient Storage?	YES	YES	NO	NO	YES	YES	YES	NO	YES	YES	NO	NO	YES	NO	YES	YES
Project Impact?	**NO**	**NO**	**YES**	**YES**	**NO**	**NO**	**NO**	**YES**	**NO**	**NO**	**YES**	**YES**	**NO**	**YES**	**NO**	**NO**
PM PEAK HOUR - RIGHT TURN QUEUE																
Cumulative Conditions																
95% Queue (veh/ln)	7.4	19	7	74.4	0	8.5	0	3.25	1.3	6.8	0	0	0	0	0	0
95% Queue (ft/ln)	148	382	140	1487	0	170	0	65	25	135	0	0	0	0	0	0
Sufficient Storage?	YES	YES	NO	NO	YES	YES	YES	YES	YES	NO	YES	YES	YES	YES	YES	YES
Cumulative Plus Project Conditions																
95% Queue (veh/ln)	9.6	19	6.9	92.8	0	8.5	0	4.1	8	7.5	6.5	0	0	1	14	0
95% Queue (ft/ln)	191	382	137	1855	0	170	0	82	159	149	129	0	0	20	273	0
Sufficient Storage?	YES	YES	NO	NO	YES	YES	YES	YES	NO	NO	NO	YES	YES	NO	NO	YES
Project Impact?	**NO**	**NO**	**NO**	**YES**	**NO**	**NO**	**NO**	**NO**	**YES**	**NO**	**YES**	**NO**	**NO**	**YES**	**YES**	**NO**

Note: Queue reported is the 95th-percentile car length per lane based on HCM 2000 methodology (1 car length = 20 feet).

As shown in Table 13 and 14, the queuing analysis indicates that the maximum vehicle queues for the study intersections would exceed the existing vehicle storage capacity for a majority of the segments during both the AM and PM peak hours, and that this condition would continue to occur under Cumulative Plus Project conditions.

For the project driveways under existing stop control, the queue for outbound vehicles exiting the project site would back into the parking garage due to congestion on the Woz Way and Almaden Boulevard during the PM peak hour.

5.7 Roadway Average Daily Traffic

Average daily traffic (ADT) volumes along the project frontage was calculated for the following roadway segments:

1. Almaden Boulevard from San Carlos Street to Woz Way
2. Almaden Boulevard from Woz Way to I-280 NB Ramps
3. Woz Way from SR87 NB Ramps to Almaden Boulevard

Table 14 summarizes the total ADT roadway volume for the Existing, Background, and Cumulative scenarios with and without the proposed project.

Table 14: Roadway Average Daily Traffic Volume

#	Roadway Segment	Segment Limits	NB	SB	EB	WB	Total ADT	NB	SB	EB	WB	Total ADT
			Existing Scenario					Existing Plus Project Scenario				
1	Almaden Blvd	San Carlos St to Woz Way	2,660	14,390	-	-	**17,050**	3,790	14,570	-	-	**18,360**
2	Almaden Blvd	Woz Way to I-280 NB Ramps	2,390	17,780	-	-	**20,170**	4,470	22,760	-	-	**27,230**
3	Woz Way	SR87 NB Ramps to Almaden Blvd	-	-	5,750	1,250	**7,000**	-	-	8,570	3,690	**12,260**
			Background Scenario					Background Plus Project Scenario				
1	Almaden Blvd	San Carlos St to Woz Way	3,320	19,240	-	-	**22,560**	4,450	19,420	-	-	**23,870**
2	Almaden Blvd	Woz Way to I-280 NB Ramps	3,630	20,360	-	-	**23,990**	5,710	25,340	-	-	**31,050**
3	Woz Way	SR87 NB Ramps to Almaden Blvd	-	-	6,960	1,670	**8,630**	-	-	9,780	4,110	**13,890**
			Cumulative Scenario					Cumulative Plus Project Scenario				
1	Almaden Blvd	San Carlos St to Woz Way	4,270	21,900	-	-	**26,170**	5,400	22,080	-	-	**27,480**
2	Almaden Blvd	Woz Way to I-280 NB Ramps	3,990	22,140	-	-	**26,130**	6,070	27,120	-	-	**33,190**
3	Woz Way	SR87 NB Ramps to Almaden Blvd	-	-	9,670	4,750	**14,420**	-	-	12,490	7,190	**19,680**

5.8 Adverse Intersection Operations and Improvements

This section discusses adverse transportation project effects identified under Background Plus Project and Cumulative Plus Project conditions. Per City guidelines in the 2018 Transportation Analysis Handbook, proposed mitigation measures to address negative adverse effects at study intersections should prioritize improvements related to alternative transportation modes, parking measures, and/or TDM measures with secondary improvements that increase vehicle capacity to the transportation network. The project is already planning to implement a TDM program to address on-site parking and encourage alternative transportation which is discussed in Section 6. The following summarizes adverse intersection operations and potential intersection improvements to improve overall capacity.

Almaden Blvd / Woz Way / Balbach St (Intersection #3 – signalized)

Adverse Effect

This intersection would operate at LOS D during the PM peak hour under Background conditions, and the added project trips would cause the intersection to operate at unacceptable LOS E. Based on City of San Jose LOS threshold criteria, this constitutes an adverse effect.

This intersection would operate at unacceptable LOS E during the PM peak hour under Cumulative conditions, and the added project trips would cause the intersection's critical movement delay to exceed 4 seconds and the V/C to exceed 0.01. Based on City of San Jose LOS threshold criteria, this constitutes an adverse effect.

Potential Improvement

Operations at this intersection could be improved by widening the Almaden Boulevard southbound approach to have one (1) left turn lane, three (3) through lanes, and one (1) right turn lane. However, this improvement would require roadway widening and right-of-way acquisition, which would negatively impact neighboring properties and may not be feasible. In addition, proposed pedestrian facilities and enhanced bicycle facilities planned along Almaden Boulevard would also be negatively affected, because they would conflict with the proposed raised bikeway and protected intersection improvements that implement the goals and polices contained in the City's General Plan and Better Bikeway Network for the downtown area. For these reasons, physical improvements aimed at increasing the capacity of the intersection are not feasible due to roadway and right-of-way limitations.

In lieu of physical improvements for vehicle capacity increases, the project should incorporate the City's Woz Way-Almaden Boulevard plan line with multi-modal improvements. A conceptual layout of the proposed protected intersection signal improvement at the Almaden Boulevard/Woz Way and lane geometry along Almaden Boulevard (including a raised crosswalk at the Almaden Boulevard and I-280 NB On Ramp) is shown in **Figure 13**.

Woz Way / Locust St / Project Driveway (Intersection #14 - unsignalized)

Adverse Effect

This intersection would operate at LOS C during the PM peak hour under Background conditions, and the added project trips would cause the intersection to operate at unacceptable LOS F. Based on City of San Jose LOS threshold criteria, this constitutes an adverse effect.

This intersection would operate at LOS C/E during the AM and PM peak hour under Cumulative conditions, and the added project trips would cause the intersection's critical movement delay to exceed 4 seconds and the V/C to exceed 0.01. Based on City of San Jose LOS threshold criteria, this constitutes an adverse effect.

Potential Improvement

Operations at this intersection could be improved by installing a traffic control signal with the following approach leg geometry:

- Northbound Locust / Project Driveway – one (1) shared through, left, and right turn lane
- Southbound Office Driveway – one (1) shared through, left, and right turn lane
- Eastbound Woz Way – one (1) left turn lane, one (1) shared through-right turn lane
- Westbound Woz Way – one (1) left turn lane, one (1) shared through-right turn lane
- Split-phase signal timings for the project driveway approaches in the NB and SB direction
- Protected signal timings for the left-turns in the EB and WB direction

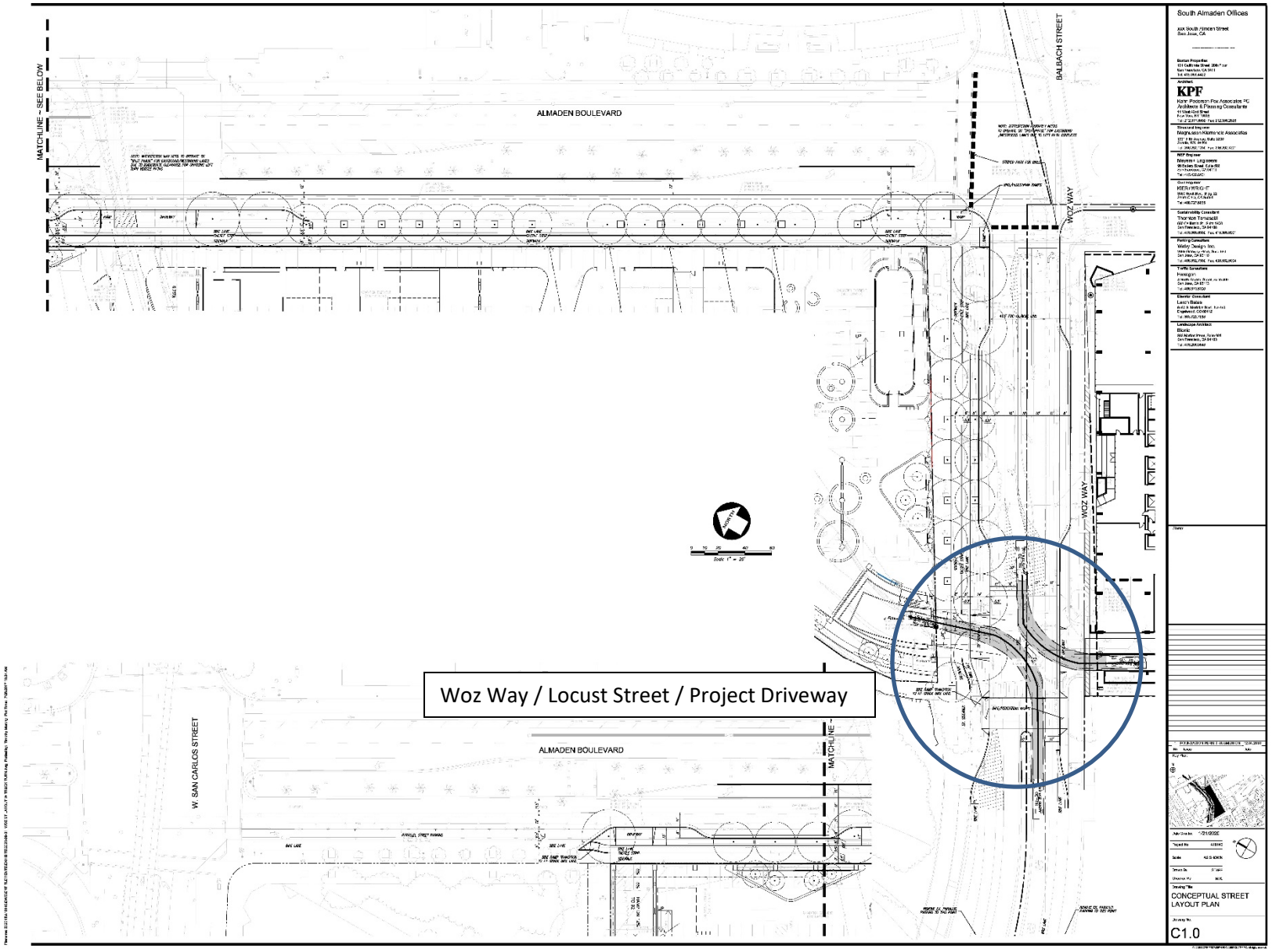
This improvement would require roadway widening at the project driveway as well as installation of new signal poles, loop detectors, controllers, lane striping, and signing. New pedestrian and bicycle improvements would also be implemented as part of the signal improvement at Locust Street and Woz Way. The north-south pedestrian and bicycle crossings that connect to the Guadalupe River Trail access ramps would be improved with wider ADA curb ramps, push button actuators, and countdown timers. In addition, the intersection would meet the MUTCD traffic signal warrant for peak hour vehicular volumes which is shown in the TRAFFIX output results in the **Appendix**.

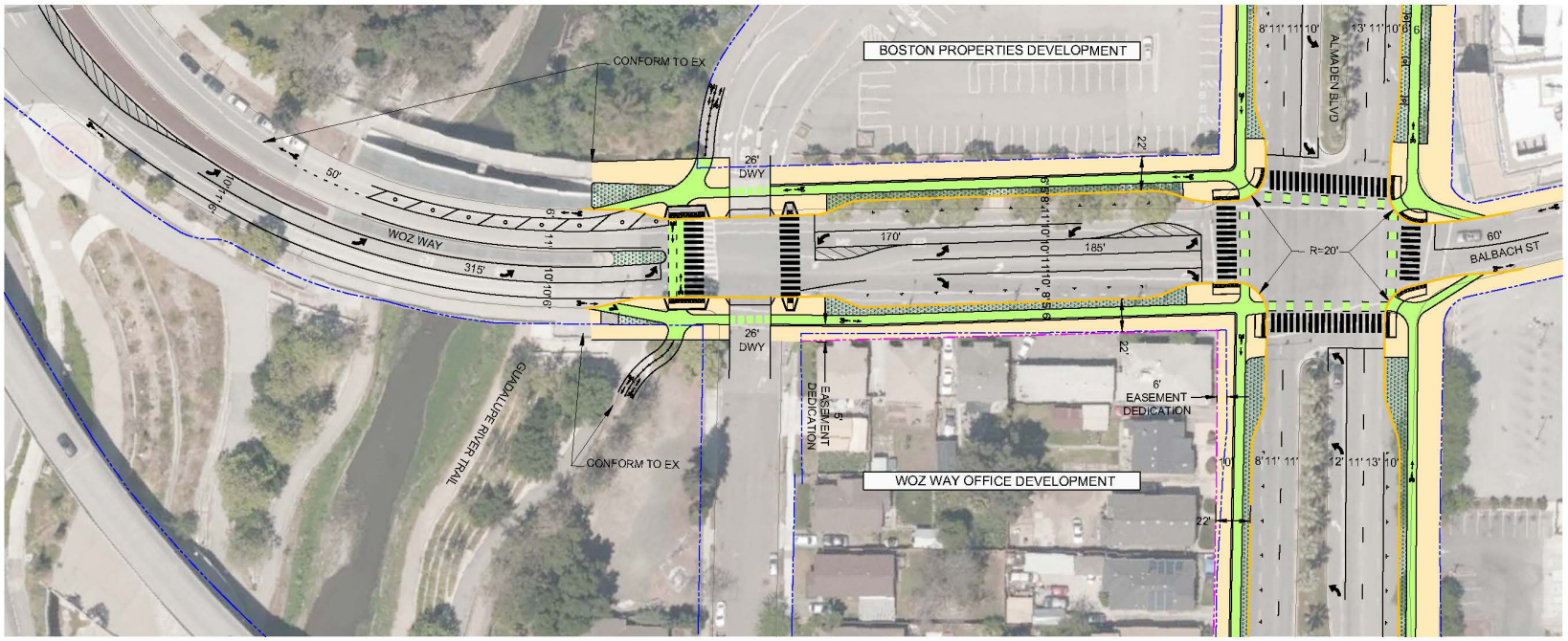
The proposed signal improvement would improve the level of service to an acceptable LOS C or better under Background Plus Project conditions. The proposed signal improvement would also improve the level of service to an acceptable LOS D or better under Cumulative Plus Project conditions. The project would be required to construct or provide a fair-share contribution to the implementation of the new signal at the Locus Street / Woz Way intersection.

Complete street improvements near the project site are also currently being developed by the City along Almaden Boulevard and Woz . Infrastructure improvements including on-street parking, bulb-out landscaping, sidewalk, and Class IV bicycle facilities are proposed to enhance multi-modal connectivity. The project proposes to construct a new driveway along Almaden Boulevard.

A conceptual layout of the proposed protected intersection signal improvement at the Almaden Boulevard/Woz Way and lane geometry along Woz Way is shown in **Figure 13**.

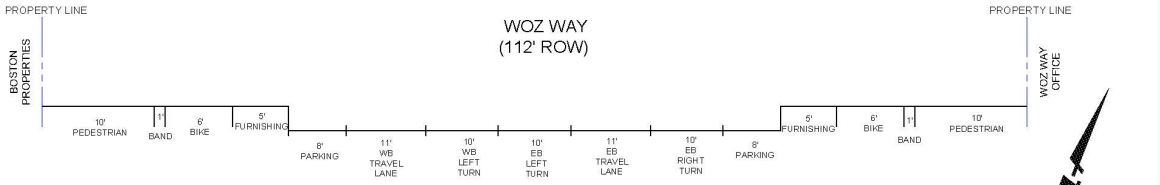
Figure 13: Woz Way / Project Driveway Intersection Concept





LEGEND:

- EXISTING FACE OF CURB
- PROPOSED FACE OF CURB
- EXISTING RIGHT OF WAY
- PROPOSED RIGHT OF WAY
- NEW STRIPING
- PROPOSED SIDEWALK EXTENSION
- LANDSCAPE AREA
- NEW ADA CURB RAMP



PROPOSED STREET CROSS-SECTION

N.T.S

SCALE 0 15 30 60 90 FEET

DRAFT

WOZ WAY / LOCUST ST / ALMADEN BLVD OFF-SITE DEVELOPMENT IMPROVEMENTS
(ON-STREET PARKING ALONG WOZ WAY)

6		
5		
4		
3		
2		
1		
	REVISIONS	DATE

CITY OF SAN JOSE CAPITAL OF SILICON VALLEY

DEPARTMENT OF TRANSPORTATION
SAN JOSE, CALIFORNIA

DESIGNED BY: A. ABARCA
CHECKED BY: F. LAPUSTEA
PROJ MGR:
DATE: MAY 2020
SCALE: 1" = 30'
SHEET NO. 1 OF 1

JOHN RISTOW
DIRECTOR

FILE NO.

6 LTA SITE ACCESS AND CIRCULATION

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

6.1 Bicycle and Pedestrian Access

Existing sidewalks and pathways along the project frontages on Almaden Boulevard and Woz Way would be reconstructed to improve bicycle and pedestrian accessibility. Access from the Guadalupe River trail will remain west of the project site and a Class IV bike facility will be constructed along Woz Way and Almaden Boulevard. The sidewalks on Woz Way and Almaden Boulevard would also be widened to 15-feet wide minimum as designated per the Complete Streets Standards and Guidelines. For the site plan, the main lobby and associated areas (e.g., front desk, stairs, elevators) and the proposed bicycle storage room would be accessible along Almaden Boulevard.

The existing network of sidewalks and crosswalks in the study area have adequate connectivity and would provide employees and residents with walkable routes to nearby transit stations, retail, and other points of interest in the immediate downtown area. Many of the streets adjacent to the project frontage feature lighting, landscaping, and wide sidewalks, which improve pedestrian perceptions of comfort and safety and provide a positive pedestrian and bicycle experience.

6.2 Vehicle Driveway Site Access

Site access and circulation for the project is based on the latest site plan prepared by C2K Architecture Inc., shown in the **Appendix**. The following summarizes the vehicle driveway access for the project site plan:

- Woz Way / Locust St / Driveway 1
  - Full inbound/outbound access, 26-feet wide two-lane driveway
  - Driveway spaced approximately 290-feet west of Almaden/Woz
  - Connected access to interior parking garage, loading zone, and Almaden/Driveway 2
- Woz Way / Truck Loading Driveway
  - Access to 2-space loading dock for truck delivery and refuse activities
  - Full inbound/outbound access, 30-feet wide
  - Driveway spaced approximately 75-feet west of Almaden/Woz
- Almaden Boulevard / Driveway 2
  - Right-in/Right-out inbound/outbound access, 42-feet wide two-lane driveway
  - Driveway spaced approximately 150-feet south of Almaden/Woz
  - Connected access to interior parking garage, loading zone, and Woz/Driveway 1
- Almaden Boulevard / Gated Parking Garage Driveway
  - Right-in/Right-out inbound/outbound access, 26-feet wide two-lane driveway
  - Driveway spaced approximately 290-feet south of Almaden/Woz
  - Gated secondary access to parking garage

Per City guidance, driveways should be spaced 150 feet minimum from any intersection. The proposed driveway locations for standard vehicle access satisfy this requirement to optimize sight distance and spacing with the existing roadway network.

The main parking garage entrance can be accessed by both project driveways on Woz Way and Almaden Boulevard and is assumed to be open during normal business hours. It is assumed that the gated parking garage driveway along Almaden on the southeast corner of the site will only be opened during overflow or peak commute times. Per City Municipal Code 20.90.100 and Table 20-220, the minimum width of a two-way drive aisle is 26-feet; however, the drive aisle width inside the parking garages ranges between 24 to 30-feet wide measured between the building columns and parking stalls while the driveway drive aisle width on the ground floor is 24-feet wide. The project is seeking a drive aisle width reduction to 20-feet minimum pursuant to Part C of Section 20.90.100 provided that the reduction will not impair the safe and convenient accessibility of the parking spaces affected and the safety of the site. On-site 90-degree uniform-size parking spaces are dimensioned 8.5-feet by 17-feet and satisfy City parking standards.

Woz Way Project Driveway 1 Operations

Full access for the garage driveway is proposed on Woz Way. The proposed project driveway is aligned with the south leg of the existing Woz/Locust intersection and consists of a standard City curb ramp design and 26-foot wide, two-lane ramp into site. From the intersection operations analysis described in Section 3, this driveway intersection is anticipated to operate at unacceptable LOS during plus project conditions with existing stop control geometry. To improve operations, the Woz Way project driveway would need to be signalized. With the proposed signal improvement, westbound vehicles along Woz Way would be able to make a left into the project driveway during a protected left turn phase while eastbound vehicles would be able to make a right turn into the project driveway from the shared through-right lane.

Almaden Boulevard Project Driveway 2 Operations

Due to the existing raised median, the Almaden Boulevard garage driveway will be limited to right-in and right-out access to the southbound through lanes only. Inbound vehicles traveling northbound at the Almaden/Woz intersection and wanting to enter the Almaden project driveway would have to make a U-turn movement at the northbound left-turn lane. Conversely, outbound vehicles exiting the Almaden project driveway and wanting to travel northbound along Almaden Boulevard would have to make a U-turn movement at the Grant Street intersection. Low clearance landscaping between the back of sidewalk and building frontage is also recommended to improve vehicle sight distance of approaching pedestrians and bicyclists on Almaden Boulevard.

6.3 Passenger Vehicle Access and Circulation

Vehicle maneuverability and access for the parking garage was analyzed using AutoTURN software which measures design vehicle swept paths and turning through simulation and clearance checks. A passenger car design from the American Association of State Highway and Transportation Officials (AASHTO) was assessed for the internal parking garage levels.

The parking garage for the project provides employee and resident access with up to 1,251 total parking spaces. The internal parking garage layout consists of a primary two-way drive aisle with branching parking aisle stalls that wrap around the perimeter of the project site. Turning analysis using the AASHTO template revealed that passenger vehicles could adequately access the driveway, maneuver through the garage, and park in the stalls without conflicting into other vehicles. The project's reduced drive aisle width provides sufficient vehicle clearance.

6.4 Heavy Vehicle Truck Access and Circulation

Per the City's proposed Woz Way-Almaden Blvd plan line, vehicle parking along Woz Way and Almaden Boulevard will be allowed. The installation of freight loading zones along the project frontages adjacent to the retail land uses will be further assessed during the implementation phase of the project. On-site loading areas are identified on the project site inside the South Tower parking garage loading bay and at the North Tower loading bay by the Woz project driveway. To minimize vehicle conflicts along Almaden Boulevard and Woz Way, a potential temporary freight loading area could also be staged outside peak hour commute times in the passenger drop-off zone by the Almaden project driveway.

The WB-40 truck based on AASHTO was assumed as the maximum size delivery truck that would be allowed due to truck route and maneuverability constraints in the downtown area and at the project driveways. Fire apparatus and garbage trucks were also checked for site access, and these vehicle dimensions were based on NCHRP 659 – Guide for the Geometric Design of Driveways.

WB-40 delivery trucks would be able to maneuver into the site at the Almaden Boulevard and Woz Way project driveways to access the loading dock areas at the North and South Tower. Because of potential vehicular, bicycle, and pedestrian conflicts, truck reversing movements along Woz Way or Almaden Boulevard needed to enter the loading dock areas are not recommended. Trucks entering and exiting the loading spaces would temporarily block vehicle access on the interior on-site street. Due to horizontal and visibility constraints, it is recommended that flaggers are present for traffic control during loading activity. In addition, it is recommended for loading activity to occur outside of AM and PM peak commute times to minimize potential vehicle, bicycle, and pedestrian conflicts on the City roadway network.

Garbage and recycling bins are proposed on the ground level in a dedicated storage room next to each loading dock in the North and South Tower. Waste collection vehicles would be able to enter the loading dock area to pick up bins and back out of the driveway when clear. Due to horizontal and visibility constraints, it is recommended that flaggers are present for traffic control during refuse activity. In addition, it is recommended for refuse collection activity to occur outside of AM and PM peak commute times to minimize potential vehicle, bicycle, and pedestrian conflicts on the roadway network.

In the event of an emergency, it is assumed that fire apparatus vehicles will stage adjacent to the project site on Almaden Boulevard, Woz Way, or within the interior on-site street. Existing fire hydrants on the southwest and northwest corners of the Almaden Boulevard / Woz Way intersection provides direct fire access for emergency personnel. The project driveways on Almaden and Woz are 20-feet wide, at least 10-feet high, and satisfy the 20-foot horizontal and 10-foot- vertical minimum access clearances from the 2016 CA Fire Code.

To ensure vehicles do not impede intersection and emergency operations, it is recommended to delineate red curb striping where street parking is not allowed in areas along the project frontage on Almaden Boulevard and on Woz Way between the project driveways and the signal.

Figures 14 - 18 show site access and vehicle turn templates at the project driveways and on-site parking garage for the design vehicles described above.

Figure 14: Passenger Vehicle Access

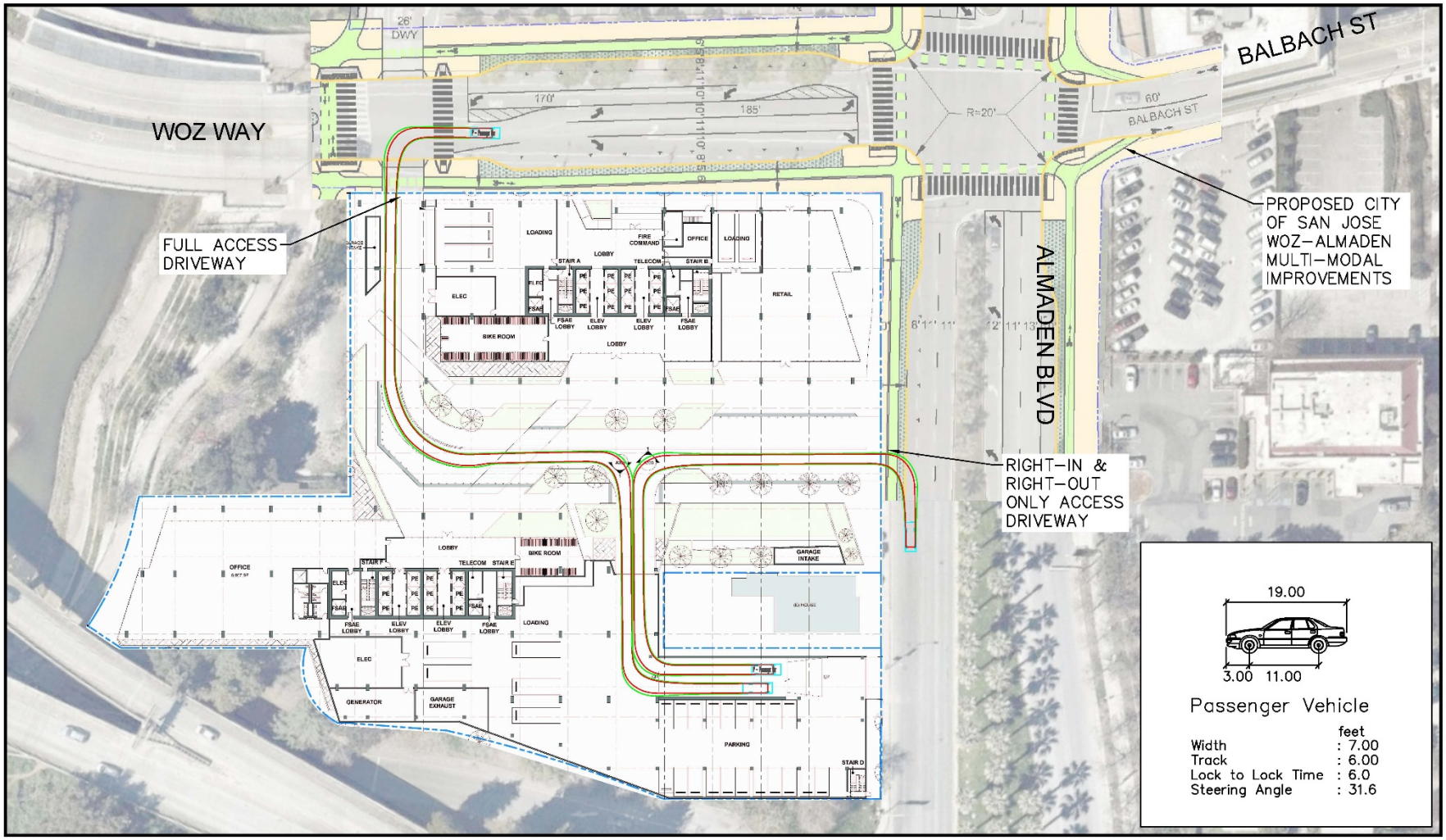


Figure 15: Passenger Vehicle Access

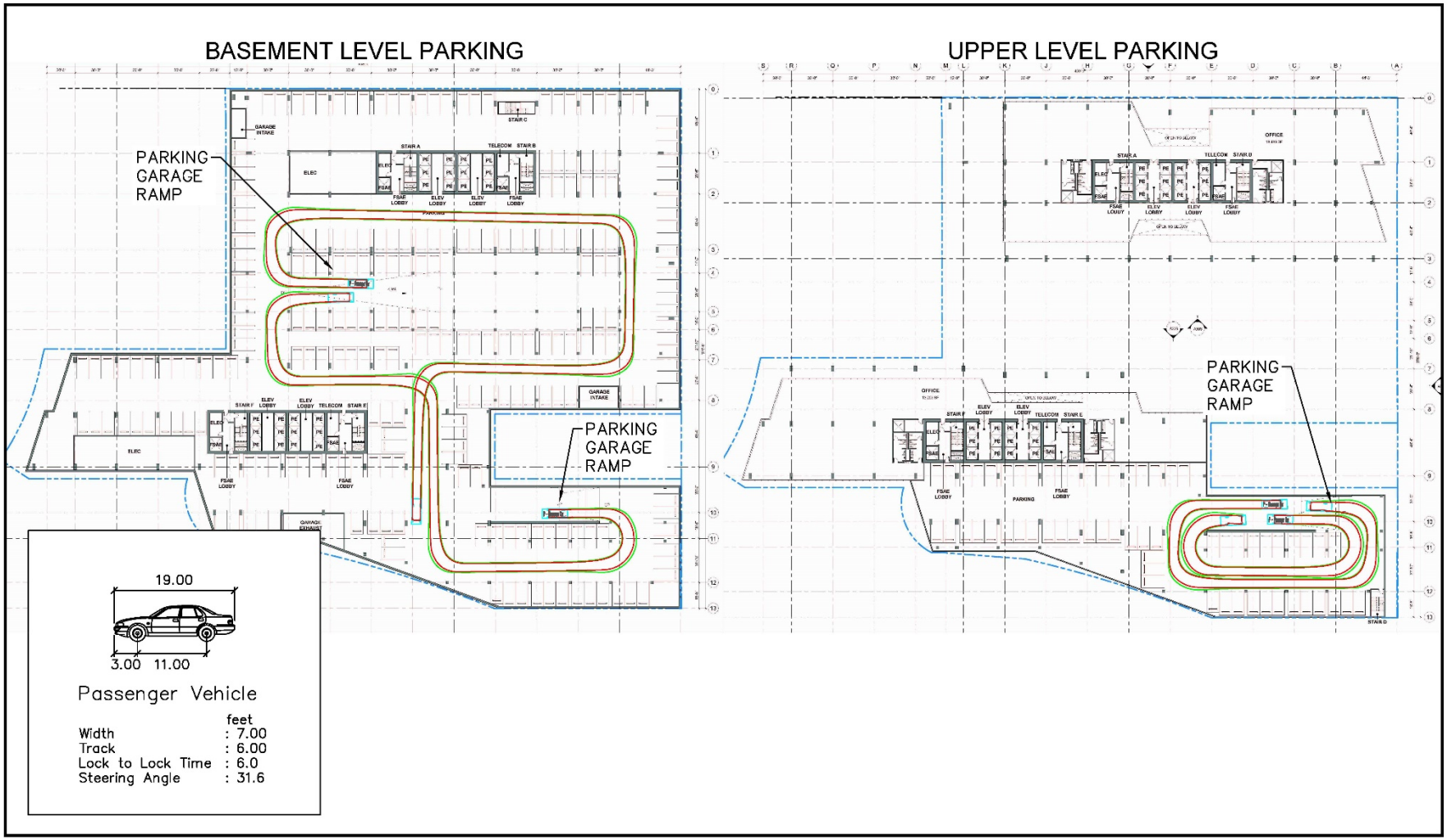


Figure 16: Delivery Vehicle Access

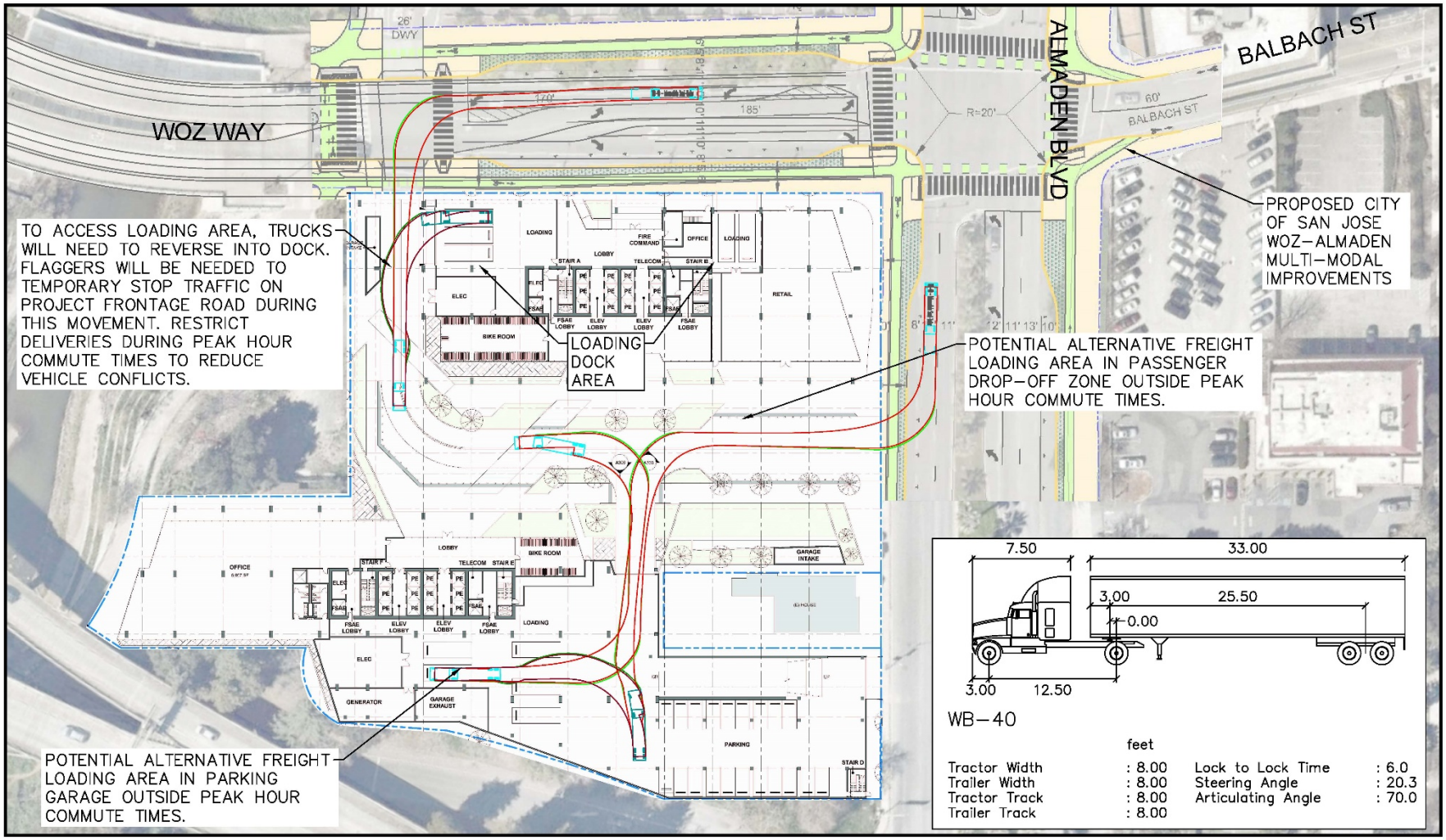


Figure 17: Garbage Truck Access

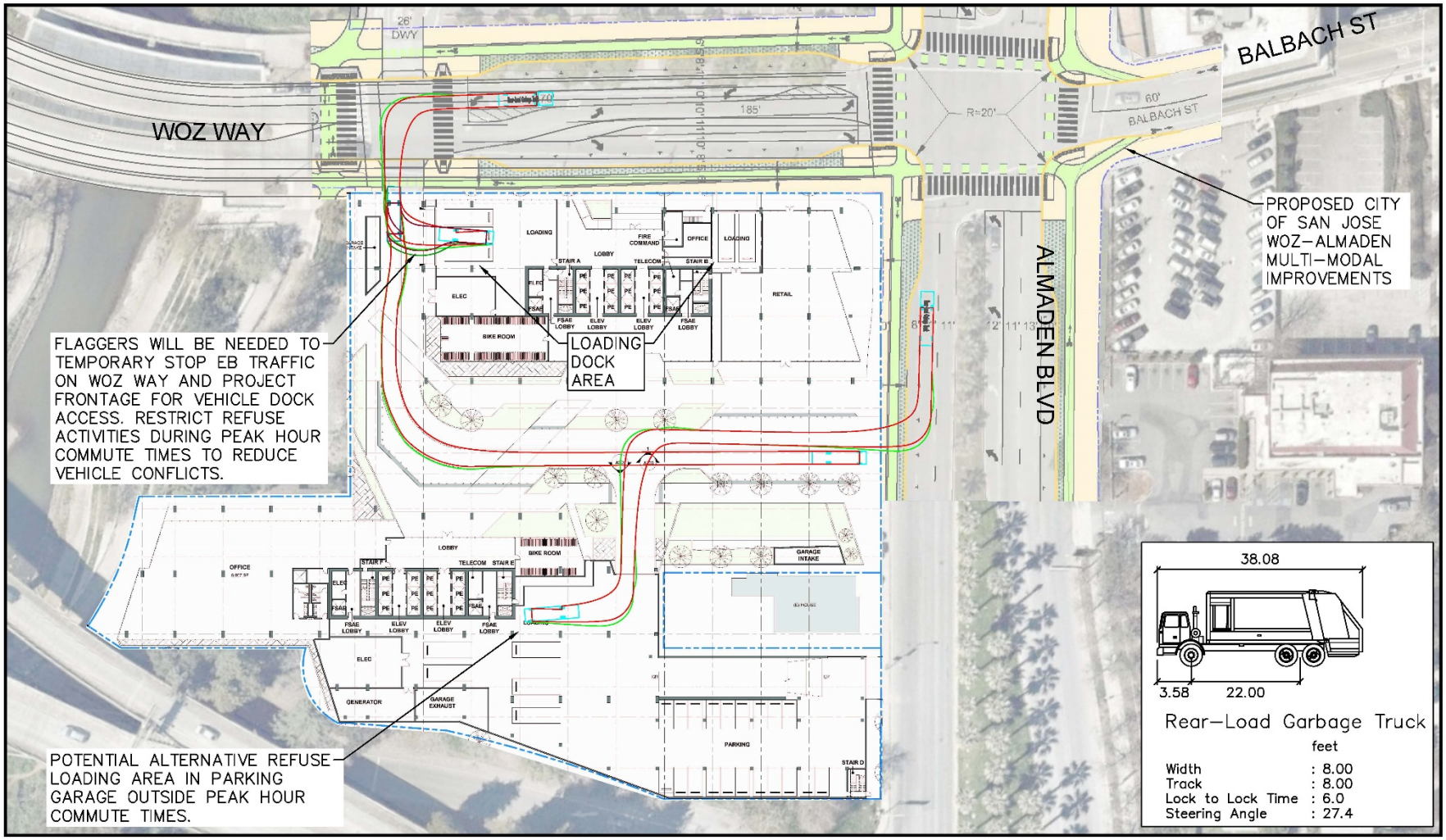
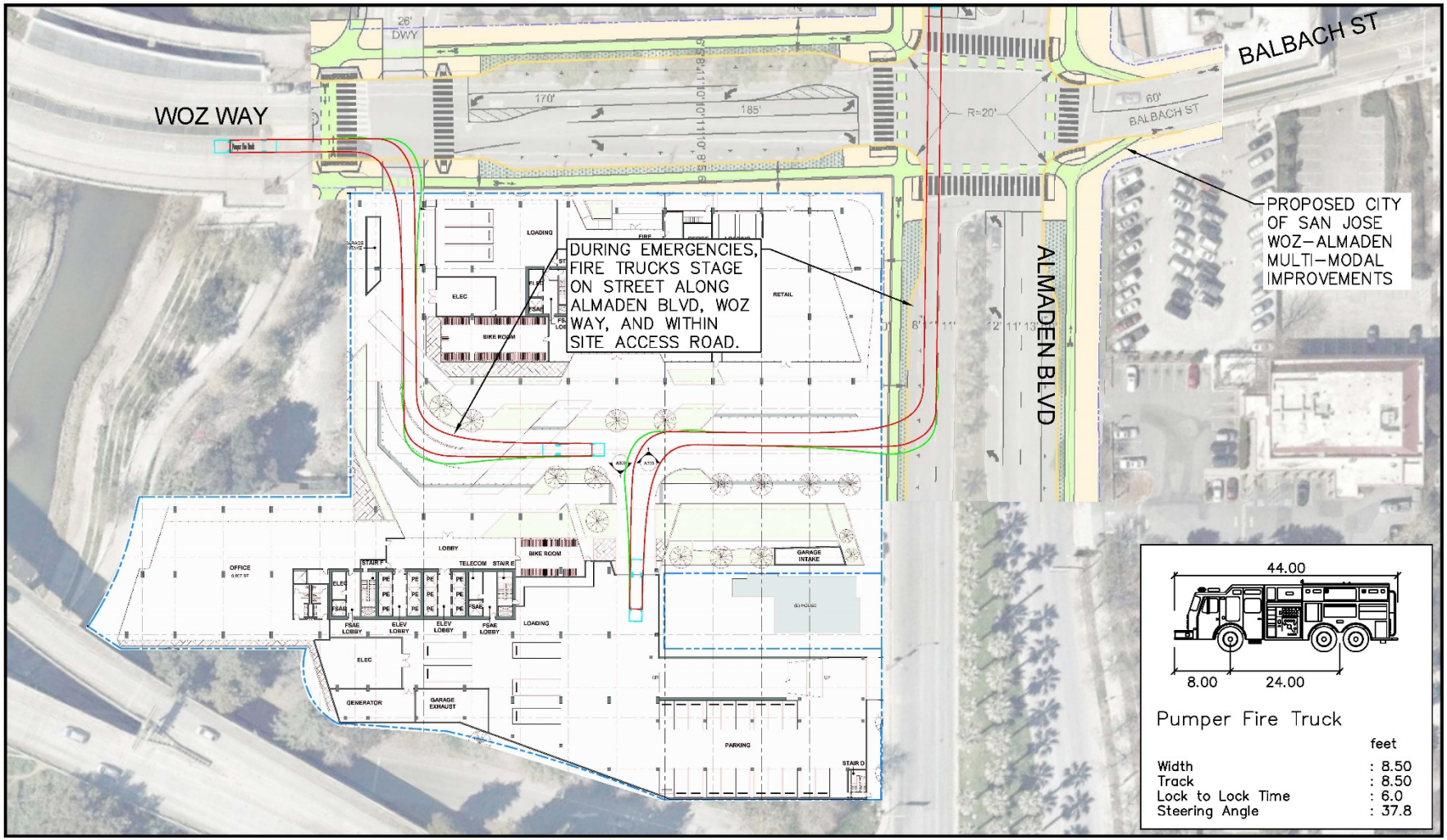


Figure 18: Fire Truck Access



6.5 Vehicle Sight Distance Analysis:

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

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

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

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

- Stopping Sight Distance on Almaden Boulevard and Woz Way
- Intersection Sight Distance Case B – Stop control at the proposed project driveway
    - Case B1 – Left turn from the minor road
    - Case B2 – Right turn from the minor road

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

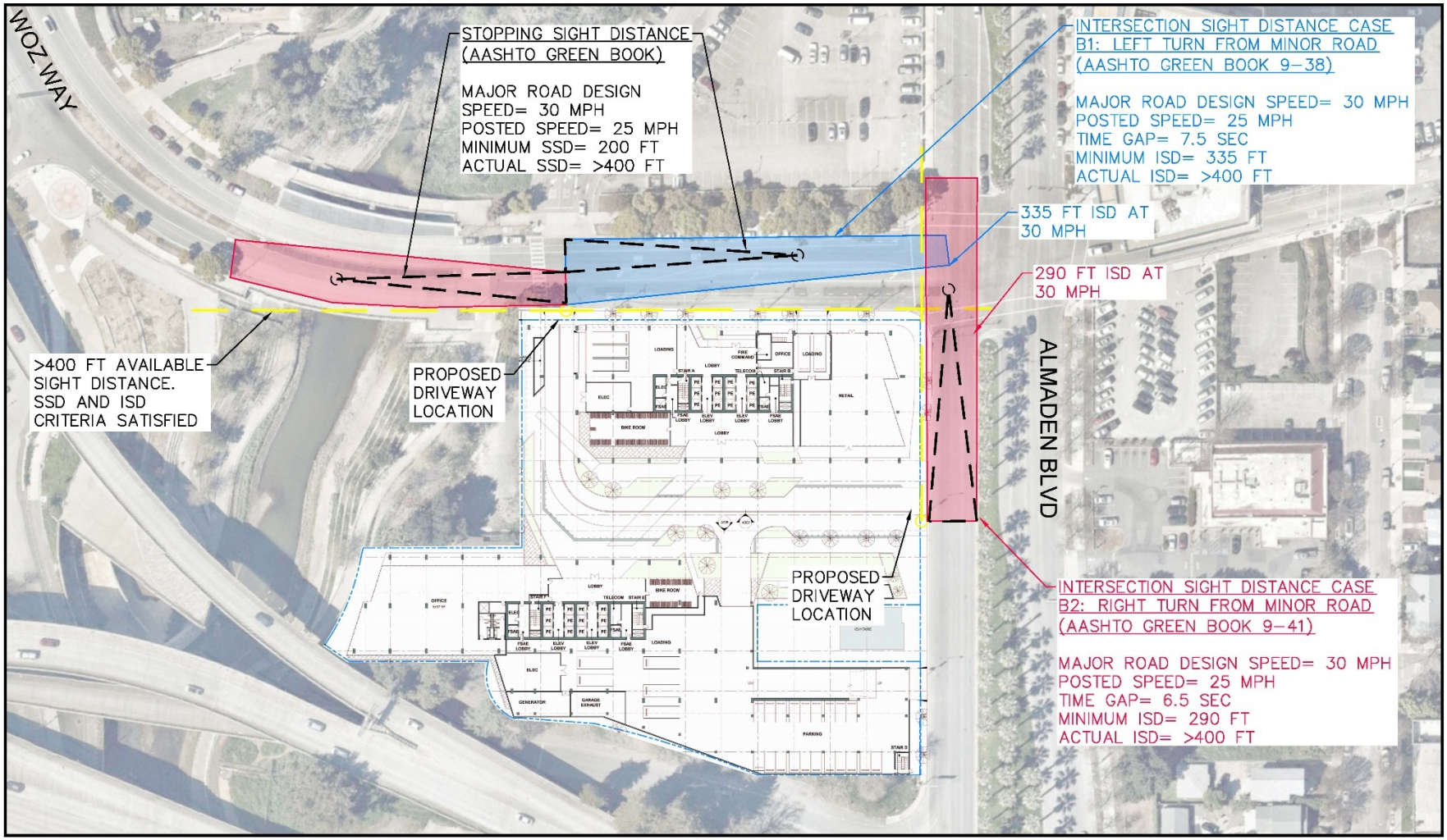
A site visit was taken to measure the available sight distance and departure sight triangles at the proposed driveway locations. From a 5-foot setback from the edge of travel way, the measured available sight distance is over 400 feet in the eastbound and westbound directions on Woz Way and over 400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

The proposed project driveway location satisfies the 200 feet minimum stopping sight distance required for all approaches on Almaden Boulevard and Woz Way. Vehicles on the road will have sufficient sight distance to react and stop safely if a vehicle from the project driveway enters or exits the road. It is assumed that vehicles

turning left or right at the Almaden / Woz Way intersection would be travelling less than 30 mph and would have sufficient visibility and stopping sight distance to stop and avoid any conflicting vehicles. Vehicles entering Almaden Boulevard and Woz Way from the project driveway will also have sufficient intersection sight distance in either direction to make a right or left turn onto the road per AASHTO Case B1 and B2 scenarios.

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

Figure 19: Sight Distance Analysis



6.6 Vehicle and Bicycle Parking

The project is subject to the parking standards in the Downtown zoning district from the City's municipal code. Per Chapter 20.70.100, Chapter 20.90.060, Table 20-190, and Table 20-210 of the San Jose Municipal Code (SJMC), the proposed 296 Woz Way project land uses are required to provide the following minimum off-street parking:

- Retail Sales, Goods, and Merchandise (assumed use due to unknown future tenant)
  - No vehicle parking requirement in Downtown
  - One (1) short-term and two (2) long-term bicycle parking space
- Offices, Business, and Administrative (assumed use due to unknown future tenant)
  - Two and one half (2.5) vehicle parking space per 1,000 square-feet of floor area
  - One (1) bicycle parking space per 4,000 square feet of floor area

Based on these ratios and the parking summary shown in **Table 15**, the project site plan is required to provide a minimum total of 3,114 off-street vehicle parking spaces and 315 bicycle parking spaces for the proposed office and retail uses. The project site proposes a total parking supply of 1,251 vehicle spaces and 264 bicycle spaces which results in a vehicle and bicycle parking shortfall per the City's off-street parking requirements.

To address the parking deficit, the project will need to implement a transportation demand management (TDM) program with applicable measures identified in the SJMC and Transportation Analysis Handbook. With alternative transportation, the project would be able to achieve the following SJMC parking reductions:

SJMC 20.90.220.A.1.a-b

Allows up to a 20 percent parking reduction for the project:

- Located within 2,000-feet of a proposed or existing rail station, bus rapid transit station, or an area designated as a neighborhood business district, urban village, or area development policy in the City's General Plan.
- Provides bicycle parking spaces in conformance with Table 20-90.

SJMC 20.90.220.A.1.c-d

Allows up to a 50 percent parking reduction for the project implementing a TDM program with at least:

- One (1) measure as listed in 20.90.220.A.1.c.
- Two (2) measures as listed in 20.90.220.A.1.d.

SJMC 20.70.330.A

Allows up to an additional 15 percent parking reduction for projects in downtown if:

- At least one of the TDM measures listed in 20.70.330.A.1 is implemented.
- The TDM plan can be maintained for the life of the project.

The maximum combined parking reduction allowed based on the above SJMC provisions is 65%. To satisfy the City's parking standards, the project would need a 60% parking reduction through TDM. The necessary parking reductions for the site plan could be applied since the project would be located within walking distance to downtown VTA transit stations, would provide additional bicycle parking to satisfy City standards, and would implement a TDM program with City approved measures.

It should be noted that the project site plan would be required satisfy the minimum bicycle parking requirement to be eligible for a parking reduction greater than 20%. The project would need to add 51 bicycle spaces to meet the 315-bicycle parking space minimum. With a TDM program and increased bicycle parking, the project would be able to satisfy the parking deficit and meet the City's vehicle and bicycle parking requirements.

Table 15: Project Parking Summary

PARKING DESCRIPTION					PROPOSED PROJECT - OFFICE			
GUIDELINE SOURCE	PARKING TYPE	LAND USE	PARKING STANDARD PER GUIDELINE	PARKING RATE (SPACE/UNIT)	PROJECT SIZE	UNIT	VEHICLE PARKING (# SPACES)	BICYCLE PARKING (# SPACES)
San Jose Municipal Code Table 20-140 Table 20-190	Vehicle	Retail Sales, Goods, Merchandise	No Parking Requirement	0	6	KSF	0	-
		Office, Businesses, Administration	2.5 space per 1 KSF	2.5	1,245	KSF	3,114	-
	Bicycle	Retail Sales, Goods, Merchandise	2 short-term spaces 1 long-term space	3	6	KSF	-	3
		Office, Businesses, Administration	1 space per 4 KSF	0.25	1,245	KSF	-	312
INITIAL PARKING SUMMARY					**PROPOSED PROJECT - OFFICE**			
TOTAL PARKING REQUIREMENT							**3,114**	**315**
PROPOSED PARKING SUPPLY							**1,251**	**264**
PARKING SURPLUS / SHORTFALL							**(1,863)**	**(51)**
SUFFICIENT PARKING?							**NO**	**NO**
FINAL PARKING SUMMARY WITH TDM & ADJUSTMENTS					**PROPOSED PROJECT - OFFICE**			
MAXIMUM PARKING REDUCTION CREDIT PER MUNICIPAL CODE							**65%**	**-**
PARKING REDUCTION NEEDED							**60%**	**-**
TOTAL PARKING REQUIREMENT WITH 60% PARKING REDUCTION							**1,251**	**315**
FINAL PROPOSED PARKING SUPPLY							**1,251**	**315**
PARKING SURPLUS / SHORTFALL							**0**	**0**
SUFFICIENT PARKING?							**YES**	**YES**

NOTES:

SQFT = Square Feet; KSF = 1,000 SQFT; DU = Dwelling Unit

Proposed parking supply based on project description and latest site plan from the applicant

Parking requirements per San Jose Municipal Code Chapter 20.70 & 20.90

6.7 Potential TDM Measures (Pending City and Applicant Coordination)

The applicant is planning to implement a TDM program to reduce parking demand, encourage alternative transportation modes, and satisfy the parking reduction that can be granted by the City. These TDM measures are programs and incentives that would be implemented by the project to reduce overall trip generation and reduce single occupancy vehicle (SOV) trips to and from the project. The TDM measures would be implemented for project trips or as specified in the individual measures. By reducing SOV trips, project parking demands and vehicle trip generation would be mitigated to meet City requirements. The final details of the TDM program such as effectiveness and monitoring would be provided in a separate document and would need to be coordinated between the project applicant and the City for approval.

The project applicant would be responsible for ensuring that the TDM trip reduction measures are implemented. After the development is constructed and the units are occupied, the property manager for the project would assume responsibility for implementing the ongoing TDM measures and be the TDM coordinator for developing, marketing, and evaluating the TDM program. Alternatively, a separate TDM coordinator could be identified for the project.

Table 16 and the section below provides an overview of the TDM measures the project is open to implement to further reduce overall parking demand and satisfy the provisions as described in the SJMC and 2018 Transportation Analysis Handbook. Based on Section 6.6, the project would need implement sufficient TDM measures to achieve a 60% parking reduction credit for the site.

Managed Carpool Service

A ride-share managed network program helps facilitate and provides convenient carpooling by matching drivers and passengers based on location and schedules. To optimize carpool matching and participation, the project could partner with a carpool service such as Scoop and join Scoop's corporate program which focuses on providing on-site implementation/marketing support, on-going program management, and monthly monitoring reports. Scoop currently offers two different pricing models, which include a "Standard" model where employee's rides are charged a subsidized cost or a "Free" model where employee's rides are covered by the employer. Due to Scoop's large open network platform, carpool matching is more successful amongst commuters in the Bay Area / Silicon Valley which provides a reliable transportation option for non-drivers.

This TDM measure can satisfy the provisions in SJMC 20.90.220.A.1.c.

VTA Transit Program for Residents and Employees

Developing a transit use incentive program for residents and employees, such as on-site distribution of passes or subsidized transit passes would be an effective transportation option due the project's proximity to existing VTA bus and LRT stations in downtown. Within 1/3-mile walking distance near the project site, VTA bus routes 66, 68, 82, and 304 and VTA LRT stations at the Convention Center and Children's Discovery Museum provide local and regional service for commuters between San José downtown and major transit destinations in Santa Clara County.

The 2020 annual VTA SmartPass cost for Corporate pass in Downtown San Jose is approximately $180 per person under 3,000 participants and $90 per person over 3,000 participants. To participate in the SmartPass program, the project would annually submit a completed SmartPass Agreement Form, comply with all SmartPass Terms and Conditions, and retain documentation of Corporate status. Required forms would be submitted to SmartPass@vta.org and SmartPass records would be maintained for program monitoring.

This TDM measure can satisfy the provisions in SJMC 20.90.220.A.1.c.

Bicycle Share Membership

A bike share program provides flexibility for members to rent/borrow a bicycle and use it to travel to and from their destination. This allows employees and visitors to bike without needing to purchase, store, and maintain a bicycle. Bike sharing can be achieved by partnering with local bike share vendors (such as Ford GoBike or Lyft) that provide docking stations where bikes are checked out and returned through an app system. An existing bike share station is located at the northeast corner of Almaden/Woz. Another option is to allow employees to borrow company owned bikes stored and maintained on-site for short errands in the surrounding area.

Car Share Membership

A car sharing program allows alternative mode commuters to have on-demand access to a shared fleet of vehicles on an as-needed basis for business trips and/or provide a guaranteed ride home option. User costs are typically determined through mileage, hourly rates, and/or annual membership fees, and the car-sharing program could be created through a local partnership or through a car-share company (such as Zipcar or Enterprise).

Guaranteed Ride Home

A guaranteed ride home (GRH) program provides an occasional subsidized ride to commuters who use alternative modes and eliminates a common constraint to the use of alternative transportation. This TDM measure would provide a guaranteed ride home for people who do not drive to work alone to ensure they are not stranded if they need to go home in the middle of the day due to an emergency or stay late and need a ride at a time when transit service is not available. The project can augment the GRH program through partnering with a Transportation Network Company (TNC such as Uber, Lyft, or Sidecar) to provide reliable transportation options for non-drivers.

Bicycle Parking, Showers, and Changing Facilities

The provision of bicycle parking and storage are important ways to enhance convenience and security for cyclists since inadequate facilities and fear of theft are major deterrents to bicycle transportation. Bicycle racks improve convenience for short-duration stops and bicycle storage facilities improve security for longer-duration stops. Class I parking facilities are intended for long-term parking and include bicycle lockers, restricted rooms, and enclosed cages. In addition, end-of-trip facilities including showers/changing room encourage active bicycle transportation.

Preferred Priority Parking for Electric and Carpool Vehicles

Providing preferential parking spaces for electric vehicles and high occupancy vehicles (HOVs) can provide an attractive incentive to carpool, rideshare, and use electric. To be effective, designated parking spaces and charging stations should be located in areas that are most desirable such as near building entrances, covered, and/or attended.

Parking "Cash-out" or Unbundling

Providing "cash-out" incentives gives employees the choice to forgo subsidized/free parking for a cash payment equivalent to the cost that the employer would otherwise pay for the parking space. Alternatively, unbundled parking separates the cost of parking spaces so that residents must rent parking spaces. These measures provide an alternative to subsidized/free parking that encourages commuters to travel by walking, biking, carpooling, and transit.

Telecommuting/Flexible Work Schedule

Telecommuting allows employees to work remotely and reduces trips to the work site while flexible work schedules allow employees to modify their work hours to be able to use transit or other travel modes or to commute during non-standard peak hours. Depending on project development, these policies can be incorporated into the office component of the project site to encourage alternative transportation.

TDM Marketing and Information Strategies

A strong marketing and public information campaign for the proposed TDM measures can help provide awareness to residential tenants and improve participation in these programs. The project can designate an on-site TDM manager and distribute the following for marketing its TDM plan:

- Information "Welcome" packets for new tenants which includes information about public transit services, discount transit passes, bicycle maps, bike share locations, and rideshare programs.
- Building / Project website with information and links to relevant TDM agencies, forms, and services.
- Regularly published electronic newsletter and e-blasts.
- Information boards located in the lobby of the project posting updates to relevant TDM programs and incentives.
- Describe the project's TDM plan in the covenants, conditions, and restrictions (CC&R) for tenants.

Table 16: Potential TDM Measures (Pending City and Application Coordination)

#	TDM MEASURE	DESCRIPTION	TYPE	APPLICATION	ACTION	NOTES
1	Implement a Carpool / Vanpool Program(1)	Establish a program that coordinates carpools/vanpools amongst individuals who have similar commutes. The program should be open to all employees/residents in the development. Project could partner with Scoop services for ride-share matching and monitoring.	Incentive	Employees and Residents	Low Monitoring	Satisfies SJMC provision 20.90.220.A.1.c
2	Implement Subsidized or Discounted Transit Program(1)	Provide either partially or fully subsidized/discounted transit passes to encourage people to use transit rather than driving. Measure would require annual participation in VTA SmartPass program and must be given to all applicable employees and residents.	Incentive	Employees and Residents	Continuous Monitoring	Satisfies SJMC provision 20.90.220.A.1.c
3	Implement Employee Parking "Cash-Out" Program	Providing "cash-out" incentives gives employees the choice to forgo subsidized/free parking for a cash payment equivalent to the cost that the employer would otherwise pay for the parking space. Providing an alternative to subsidized/free parking encourages commuters to travel by walking, biking, carpooling, and transit.	Incentive	Employees	Low Monitoring	
4	Implement Bike Sharing Program(1)	Dedicate land for or provide subsidies to a bike sharing system, such as Ford GoBike. Bike share trips replace some driving trips. Bike share also provides a first/last-mile connection for transit users. Requires coordination with the City and the bike share provider.	Incentive	Employees and Residents	Low Monitoring	
5	Implement Car Sharing Program(1)	Provide subsidies and promotions, as well as dedicated parking spaces, for carsharing services such as ZipCar, Car2Go, and GetAround, etc. Supporting a carsharing program gives people on-demand access to shared fleets of vehicles. Car-sharing reduces personal motorized vehicle dependence, which supports more walking, biking, carpooling, and transit use. Subject to negotiations with the City and possible negotiations with Car Share companies.	Incentive	Employees and Residents	Continuous Monitoring	
6	Operate a Free Direct Shuttle/Bus Service(1)	Provide shuttle service between the project site and areas of interest including transit stations. This measure reduces drive-alone commute trips.	Infrastructure	Employees and Residents	Continuous Monitoring	
7	Provide Showers/Changing Room Facilities	Provide showers and changing rooms for those walking/bicycling to and from the project.	Infrastructure	Employees and Residents	Construction	
8	Preferred Priority Parking for Electric or Alternatively-fueled Vehicles	Locate preferred parking close desirable areas such as building entrances, convered, and/or attended.	Infrastructure	Employees and Residents	Construction	
9	Implement Alternative Work Schedules / Telecommuting	Encourage employees to shift schedules, or commute outside of peak congestion periods by staggering the start time for classes. This measure reduces commute vehicle trips during the peak hour and can help reduce congestion at school pick-up/drop-off areas.	Management	Employees	Low Monitoring	
10	Price on-site workplace parking	Require commuter to pay for on-site parking. This measure provides a disincentive to driving and promotes use of alternative transportaion modes	Management	Employees	Continuous Monitoring	
11	Unbundle on-site parking costs	Provide the cost of parking spaces unbundled from the rental costs of occupied space (residents must rent parking spaces). Surrounding streets should have parking restrictions, such as metered parking, time limits, restricted overnight parking, and/or residential parking permits (RPP).	Management	Residents	Continuous Monitoring	
12	Implement Commute Trip Reduction Marketing / TDM Coordinator	Implement marketing/educational campaigns that identifies a TDM Coordinator and promotes the use of transit, shared rides, and travel through active modes. Strategies may include incorporation of alternative commute options into new staff orientations, event promotions, and publications.	Management	Employees and Residents	Continuous Monitoring	
13	Trip Cap(1)	Establishes a maximum number of daily personal motorized vehicle-trips allowed to be generated by a project. Requires annual monitoring and reporting and requires penalties for nonconformance.	Management	Employees and Residents	Continuous Monitoring	Required for annual project trip monitoring

NOTES:

(1) Coordination with the City is required to implement the measure.

List of TDM measures based on SJMC 20.90.220 and 2018 Transportation Analysis Handbook Table 4.

For planning purposes, "Action" qualitatively represents the actions needed for the TDM measure to be successful.
Construction = one time build; Low Monitoring = low intensive management effort; Continuous Monitoring = high intensive management effort

6.8 Construction Operations

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

Pedestrians and bicyclists would not be able to travel on the southwest corner of Almaden Boulevard / Woz Way during construction and would need to use the existing sidewalk and bike facilities on the opposite side of the street. Bikes and pedestrians travelling on the west side of Almaden Boulevard would need to either detour through the Guadalupe River Trail or travel on the east side of Almaden Boulevard to avoid the construction site and potential sidewalk/bike lane closure.

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

A short-term construction vehicle parking and stage construction area could be provided on Locust Street on-site or at the private parking lot located immediately north of the project site. This potential parking area would require the contractor to obtain necessary approval, right of entry, and permits with the City and property owners prior to construction.

7 CMP FREEWAY SEGMENT ANALYSIS

Since the project is expected to add more than 100 net new peak-hour vehicle trips to the roadway network, a Congestion Management Program (CMP) freeway analysis was prepared to be consistent with the methodologies set forth in the VTA's Transportation Impact Analysis Guidelines (2014). This chapter describes the existing and future operations of the freeway segments in the study area. The freeway segment analysis was prepared for informational purposes.

Based on direction from Caltrans, the following freeway segments were evaluated for level of service:

1. SR 87 – between Almaden Expressway and Alma Avenue
2. SR 87 – between Alma Avenue and Interstate 280 Off-Ramps
3. SR 87 – between Interstate 280 Off-Ramps and I-280 On-Ramps
4. SR 87 – between I-280 On-Ramps and Santa Clara Street Ramps
5. SR 87 – between Santa Clara Street Ramps and Julian Street Off-Ramps
6. SR 87 – between Julian Street Off-Ramps and Julian Street On-Ramps
7. SR 87 – between Julian Street On-Ramps and Taylor Street Off-Ramps
8. SR 87 – between Taylor Street Off-Ramps and Taylor Street On-Ramps
9. SR 87 – between Taylor Street On-Ramps and Skyport Drive
10. I-280 – between US 101 On-Ramps and McLaughlin Avenue Ramps
11. I-280 – between McLaughlin Avenue Ramps and 11th Street Off-Ramp
12. I-280 – between 11th Street Off-Ramp and 11th Street On-Ramp
13. I-280 – between 11th Street On-Ramp and 4th Street Ramps
14. I-280 – between 4th Street Ramps and SR 87 Off-Ramp
15. I-280 – between SR 87 Off-Ramp and SR 87 On-Ramp
16. I-280 – between SR 87 On-Ramp and Meridian Avenue Ramps
17. I-280 – between Meridian Avenue Ramps and Bascom Avenue Ramps
18. I-280 – between Bascom Avenue Ramps and I 880 / SR 17

7.1 Freeway Analysis Methodology

Freeway Segment Analysis

As prescribed in the CMP technical guidelines, the level of service for freeway segments is estimated based on vehicle density (vehicles per mile per lane) which is a function of peak hour volume, the number of travel lanes, and the average travel speed. **Table 17** summarizes the LOS operations for freeway capacity.

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

Table 17: Freeway Level of Service (Density)

Operations Standard	Descriptions	Density (vehicles/mile/lane)
A	Average operating speeds at the free-flow speed generally prevail. Vehicles are almost completely unimpeded in their ability to maneuver within the traffic stream.	11.0 or less
B	Speeds at the free-flow speed are generally maintained. The ability to maneuver within the traffic stream is only slightly restricted, and the general level of physical and psychological comfort provided to drivers is still high.	Between 11.1 and 18.0
C	Speeds at or near the free-flow speed of the freeway prevail. Freedom to maneuver within the traffic stream is noticeably restricted, and lane changes require more vigilance on the part of the driver.	Between 18.1 and 26.0
D	Speeds begin to decline slightly with increased flows at this level. Freedom to maneuver within the traffic stream is more noticeably limited, and the driver experiences reduced physical and psychological comfort levels.	Between 26.1 and 46.0
E	At this level, the freeway operates at or near capacity. Operations in this level are volatile, because there are virtually no usable gaps in the traffic stream, leaving little room to maneuver within the traffic stream.	Between 46.1 and 58.0
F	Vehicular flow breakdowns occur. Large queues form behind breakdown points.	Higher than 58.0

7.2 Existing Freeway Segment Level of Service

Traffic volumes for the study freeway segments were obtained from the 2017 CMP Annual Monitoring Report, which contains the most recent data collected for freeway segments located in Santa Clara County. The results of the freeway evaluation under existing conditions are shown in **Table 18** for SR 87 and **Table 19** for I-280.

The freeway analysis shows that mixed-flow lanes on several study freeway segments currently operate at an unacceptable LOS F during at least one of the peak hours of traffic. The results also show that eight (8) directional HOV lane segments analyzed currently operate at an unacceptable LOS F during at least one of the peak hours.

7.3 Freeway Segment Level of Service Under Project Conditions

The results of the freeway segment level of service analysis show that the project would cause substantial increases in traffic volumes (one percent or more of freeway capacity) on several study freeway segments. In addition, six (6) of the study freeway segments currently operating at an acceptable LOS E or better would worsen to LOS F as a result of the project. Therefore, based on CMP freeway impact criteria, six (6) of the study freeway segments would be adversely affected by the project.

Mitigation of the freeway impacts would require either widening of the freeway or reducing project trips to a level of insignificance. Caltrans has no plans to widen I-280 or SR 87, and the cost of freeway improvements is beyond the capability of the project. As described in Section 6.6 and 6.7, the project is planning to implement a TDM program to reduce project vehicle trips. The results of the freeway evaluation under projects conditions are shown in **Table 20** for SR 87 and **Table 21** for I-280.

Table 18: SR 87 Freeway Segment Operations Summary for Existing Conditions

Direction	Freeway Segment	Peak Hour	Criteria LOS	Lanes (ln)		Speed (mi/hr)		Volume (pc/hr/ln)		Density (pc/mi/ln)		LOS	
				Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
SR 87 NB	from Almaden Expwy to Alma Ave	AM	E	2	1	35.5	37.4	1831	1869	51.6	50.0	E	E
	from Alma Ave to I-280 Off-Ramps	AM	E	2	1	50.8	57.7	1990	1886	39.2	32.7	D	D
	from I-280 Off-Ramps to I-280 On-Ramps	AM	E	**2**	**1**	**28.3**	**23.8**	**1651**	**1505**	**58.4**	**63.3**	**F**	**F**
	from I-280 On-Ramps to Santa Clara St	AM	E	**2**	**1**	**14.8**	**21.4**	**1115**	**1417**	**75.3**	**66.1**	**F**	**F**
	from Santa Clara St to Julian St Off-Ramps	AM	E	**2**	**1**	**15.0**	**13.6**	**1123**	**1048**	**75.1**	**77.3**	**F**	**F**
	from Julian St Off-Ramps to Julian St On-Ramps	AM	E	**2**	**1**	**20.9**	**22.0**	**1397**	**1438**	**66.7**	**65.4**	**F**	**F**
	from Julian St On-Ramps to Taylor St Off-Ramps	AM	E	2	1	28.9	27.8	1679	1636	58.0	58.9	E	F
	from Taylor St Off-Ramps to Taylor St On-Ramps	AM	E	2	1	29.7	31.2	1724	1731	58.0	55.5	E	E
	from Taylor St On-Ramps to Skyport Dr	AM	E	2	1	44.6	49.4	1969	1992	44.1	40.3	D	D
	from Almaden Expwy to Alma Ave	PM	E	**2**	**1**	**28.6**	**62.2**	**1660**	**1606**	**58.1**	**25.8**	**F**	**C**
	from Alma Ave to I-280 Off-Ramps	PM	E	**2**	**1**	**24.9**	**53.3**	**1543**	**1973**	**62.0**	**37.0**	**F**	**D**
	from I-280 Off-Ramps to I-280 On-Ramps	PM	E	2	1	60.3	62.9	1768	1547	29.3	24.6	D	C
	from I-280 On-Ramps to Santa Clara St	PM	E	2	1	61.4	61.8	1688	1657	27.5	26.8	D	D
	from Santa Clara St to Julian St Off-Ramps	PM	E	2	1	56.1	63.1	1925	1526	34.3	24.2	D	C
	from Julian St Off-Ramps to Julian St On-Ramps	PM	E	2	1	60.0	63.8	1783	1422	29.7	22.3	D	C
	from Julian St On-Ramps to Taylor St Off-Ramps	PM	E	2	1	55.7	65.1	1937	1231	34.8	18.9	D	C
	from Taylor St Off-Ramps to Taylor St On-Ramps	PM	E	2	1	56.3	63.3	1925	1506	34.2	23.8	D	C
	from Taylor St On-Ramps to Skyport Dr	PM	E	2	1	62.8	65.9	1550	982	24.7	14.9	C	B
SR 87 SB	from Skyport Dr to Taylor St Off-Ramps	AM	E	2	1	56.8	65.3	1909	1176	33.6	18.0	D	B
	from Taylor St Off-Ramps to Taylor St On-Ramps	AM	E	2	1	57.8	63.7	1883	1459	32.6	22.9	D	C
	from Taylor St On-Ramps to Julian St Off-Ramps	AM	E	2	1	53.5	62.9	1970	1541	36.8	24.5	D	C
	from Julian St Off-Ramps to Julian St On-Ramps	AM	E	2	1	57.4	63.3	1893	1506	33.0	23.8	D	C
	from Julian St On-Ramps to I-280 On-Ramps	AM	E	2	1	57.3	64.4	1896	1340	33.1	20.8	D	C
	from I-280 On-Ramps to Alma Ave Off-Ramp	AM	E	2	1	59.0	64.3	1834	1369	31.1	21.3	D	C
	from Alma Ave Off-Ramp to Alma Ave On-Ramp	AM	E	2	1	58.1	67.5	1870	601	32.2	8.9	D	A
	from Alma Ave On-Ramp to Almaden Expwy	AM	E	2	1	59.0	68.8	1834	612	31.1	8.9	D	A
	from Skyport Dr to Taylor St Off-Ramps	PM	E	**2**	**1**	**27.8**	**41.2**	**1637**	**1923**	**58.9**	**46.7**	**F**	**E**
	from Taylor St Off-Ramps to Taylor St On-Ramps	PM	E	**2**	**1**	**26.7**	**37.5**	**1602**	**1870**	**60.1**	**49.9**	**F**	**E**
	from Taylor St On-Ramps to Julian St Off-Ramps	PM	E	2	1	28.9	39.6	1676	1906	58.0	48.1	E	E
	from Julian St Off-Ramps to Julian St On-Ramps	PM	E	2	1	29.6	36.2	1716	1844	58.0	51.0	E	E
	from Julian St On-Ramps to I-280 On-Ramps	PM	E	**2**	**1**	**27.4**	**43.1**	**1626**	**1953**	**59.3**	**45.3**	**F**	**D**
	from I-280 On-Ramps to Alma Ave Off-Ramp	PM	E	**2**	**1**	**21.4**	**30.2**	**1415**	**1704**	**66.1**	**56.5**	**F**	**E**
	from Alma Ave Off-Ramp to Alma Ave On-Ramp	PM	E	**2**	**1**	**26.4**	**33.0**	**1594**	**1777**	**60.3**	**53.8**	**F**	**E**
	from Alma Ave On-Ramp to Almaden Expwy	PM	E	2	1	36.5	37.5	1852	1869	50.7	49.9	E	E

Notes:

1. Data obtained from Santa Clara Valley Transportation Authroisty Congestion Management Program Monitoring Study, 2017.
2. Bold highlighted indicates unacceptable LOS.

Table 19: I-280 Freeway Segment Operations Summary for Existing Conditions

Direction	Freeway Segment	Peak Hour	Criteria LOS	Lanes (ln)		Speed (mi/hr)		Volume (pc/hr/ln)		Density (pc/mi/ln)		LOS	
				Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
I-280 NB	from US 101 to McLaughlin Ave	AM	E	**4**	**0**	**13.5**		**1045**		**77.4**		**F**	
	from McLaughlin Ave to 11th St Off-Ramps	AM	E	**4**	**0**	**18.3**		**1285**		**70.2**		**F**	
	from 11th St Off-Ramps to 11th St On-Ramps	AM	E	**4**	**0**	**20.9**		**1393**		**66.8**		**F**	
	from 11th St On-Ramps to 4th St Ramps	AM	E	**4**	**0**	**19.9**		**1356**		**68.0**		**F**	
	from 4th St Ramps to SR 87 Off-Ramps	AM	E	**4**	**0**	**20.7**		**1388**		**67.0**		**F**	
	from SR 87 Off-Ramps to SR 87 On-Ramps	AM	E	**4**	**0**	**22.4**		**1452**		**64.9**		**F**	
	from SR 87 On-Ramps to Meridian Ave Ramps	AM	E	**4**	**0**	**17.9**		**1268**		**70.7**		**F**	
	from Meridian Ave Ramps to Bascom Ave Ramps	AM	E	**4**	**0**	**16.8**		**1217**		**72.3**		**F**	
	from Bascom Ave Ramps to I-880 / SR 17	AM	E	**4**	**0**	**16.1**		**1183**		**73.3**		**F**	
	from US 101 to McLaughlin Ave	PM	E	4	0	57.3		1895		33.1		D	
	from McLaughlin Ave to 11th St Off-Ramps	PM	E	4	0	67.7		1991		29.4		D	
	from 11th St Off-Ramps to 11th St On-Ramps	PM	E	**4**	**0**	**28.3**		**1652**		**58.4**		**F**	
	from 11th St On-Ramps to 4th St Ramps	PM	E	**4**	**0**	**27.2**		**1619**		**59.5**		**F**	
	from 4th St Ramps to SR 87 Off-Ramps	PM	E	4	0	28.7		1663		58.0		E	
	from SR 87 Off-Ramps to SR 87 On-Ramps	PM	E	**4**	**0**	**27.4**		**1625**		**59.3**		**F**	
	from SR 87 On-Ramps to Meridian Ave Ramps	PM	E	4	0	33.7		1792		53.2		E	
	from Meridian Ave Ramps to Bascom Ave Ramps	PM	E	4	0	52.5		1981		37.7		D	
	from Bascom Ave Ramps to I-880 / SR 17	PM	E	4	0	61.9		1641		26.5		D	
I-280 SB	from I-880 / SR 17 to Bascom Ave Ramps	AM	E	3	1	58.6	68.9	1847	613	31.5	8.9	D	A
	from Bascom Ave Ramps to Meridian Ave Ramps	AM	E	3	1	62.5	64.6	1588	1279	25.4	19.8	C	C
	from Meridian Ave Ramps to Meridian Ave Ramps	AM	E	4	0	38.9		1895		48.7		E	
	from Meridian Ave Ramps to SR 87 Off-Ramps	AM	E	4	0	29.2		1694		58.0		E	
	from SR 87 Off-Ramps to SR 87 On-Ramps	AM	E	4	0	56.2		1927		34.3		D	
	from SR 87 On-Ramps to 4th St Ramps	AM	E	4	0	57.2		1900		33.2		D	
	from 4th St Ramps to 11th St Off-Ramps	AM	E	4	0	60.0		1782		29.7		D	
	from 11th St Off-Ramps to McLaughlin Ave	AM	E	4	0	58.6		1846		31.5		D	
	from McLaughlin Ave to US 101	AM	E	4	0	59.9		1785		29.8		D	
	from I-880 / SR 17 to Bascom Ave Ramps	PM	E	**3**	**1**	**9.9**		**813**		**82.5**		**F**	
	from Bascom Ave Ramps to Meridian Ave Ramps	PM	E	**3**	**1**	**10.7**		**880**		**82.3**		**F**	
	from Meridian Ave Ramps to Meridian Ave Ramps	PM	E	**4**	**0**	**11.1**		**906**		**81.5**		**F**	
	from Meridian Ave Ramps to SR 87 Off-Ramps	PM	E	**4**	**0**	**15.6**		**1154**		**74.1**		**F**	
	from SR 87 Off-Ramps to SR 87 On-Ramps	PM	E	**4**	**0**	**17.6**		**1251**		**71.2**		**F**	
	from SR 87 On-Ramps to 4th St Ramps	PM	E	**4**	**0**	**21.2**		**1407**		**66.4**		**F**	
	from 4th St Ramps to 11th St Off-Ramps	PM	E	**4**	**0**	**23.5**		**1496**		**63.6**		**F**	
	from 11th St Off-Ramps to McLaughlin Ave	PM	E	4	0	49.3		1992		40.4		D	
	from McLaughlin Ave to US 101	PM	E	4	0	57.2		1898		33.2		D	

Notes:

1. Data obtained from Santa Clara Valley Transportation Authroisty Congestion Management Program Monitoring Study, 2017.
2. Bold highlighted indicates unacceptable LOS.

Table 20: SR 87 Freeway Segment Operations Summary for Project Conditions

Direction	ID	Freeway Segment	Peak Hour	Criteria LOS	Lanes (ln)		Speed (mi/hr)		Existing Volume (pc/hr/ln)		Project Volume (pc/hr/ln)		Density (pc/mi/ln)		LOS		Project Trips (pc/hr)		% of Capacity	
					Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
SR 87 NB	1	from Almaden Expwy to Alma Ave	AM	E	2	1	35.5	37.4	1831	1869	1883	1881	53.1	50.3	E	E	104	12	1.19%	0.70%
	2	from Alma Ave to I-280 Off-Ramps	AM	E	2	1	50.8	57.7	1990	1886	2042	1898	40.2	32.9	D	D	104	12	1.19%	0.70%
	3	from I-280 Off-Ramps to I-280 On-Ramps	AM	E	**2**	**1**	**28.3**	**23.8**	**1651**	**1505**	**1703**	**1517**	**60.2**	**63.8**	**F**	**F**	**104**	**12**	**1.19%**	**0.70%**
	4	from I-280 On-Ramps to Santa Clara St	AM	E	**2**	**1**	**14.8**	**21.4**	**1115**	**1417**	**1167**	**1429**	**78.8**	**66.6**	**F**	**F**	**104**	**12**	**1.19%**	**0.70%**
	5	from Santa Clara St to Julian St Off-Ramps	AM	E	**2**	**1**	**15.0**	**13.6**	**1123**	**1048**	**1131**	**1050**	**75.6**	**77.4**	**F**	**F**	**15**	**2**	**0.17%**	**0.10%**
	6	from Julian St Off-Ramps to Julian St On-Ramps	AM	E	**2**	**1**	**20.9**	**22.0**	**1397**	**1438**	**1405**	**1440**	**67.1**	**65.5**	**F**	**F**	**15**	**2**	**0.17%**	**0.10%**
	7	from Julian St On-Ramps to Taylor St Off-Ramps	AM	E	**2**	**1**	**28.9**	**27.8**	**1679**	**1636**	**1687**	**1638**	**58.3**	**59.0**	**F**	**F**	**15**	**2**	**0.17%**	**0.10%**
	8	from Taylor St Off-Ramps to Taylor St On-Ramps	AM	E	**2**	**1**	**29.7**	**31.2**	**1724**	**1731**	**1732**	**1733**	**58.3**	**55.6**	**F**	**E**	**15**	**2**	**0.17%**	**0.10%**
	9	from Taylor St On-Ramps to Skyport Dr	AM	E	2	1	44.6	49.4	1969	1992	1977	1994	44.3	40.3	D	D	15	2	0.17%	0.10%
	1	from Almaden Expwy to Alma Ave	PM	E	**2**	**1**	**28.6**	**62.2**	**1660**	**1606**	**1669**	**1608**	**58.4**	**25.8**	**F**	**C**	**18**	**2**	**0.20%**	**0.12%**
	2	from Alma Ave to I-280 Off-Ramps	PM	E	**2**	**1**	**24.9**	**53.3**	**1543**	**1973**	**1552**	**1975**	**62.4**	**37.0**	**F**	**D**	**18**	**2**	**0.20%**	**0.12%**
	3	from I-280 Off-Ramps to I-280 On-Ramps	PM	E	2	1	60.3	62.9	1768	1547	1777	1549	29.4	24.6	D	C	18	2	0.20%	0.12%
	4	from I-280 On-Ramps to Santa Clara St	PM	E	2	1	61.4	61.8	1688	1657	1697	1659	27.6	26.8	D	D	18	2	0.20%	0.12%
	5	from Santa Clara St to Julian St Off-Ramps	PM	E	2	1	56.1	63.1	1925	1526	1976	1537	35.2	24.4	D	C	102	11	1.16%	0.68%
	6	from Julian St Off-Ramps to Julian St On-Ramps	PM	E	2	1	60.0	63.8	1783	1422	1834	1433	30.5	22.5	D	C	102	11	1.16%	0.68%
	7	from Julian St On-Ramps to Taylor St Off-Ramps	PM	E	2	1	55.7	65.1	1937	1231	1988	1242	35.7	19.1	D	C	102	11	1.16%	0.68%
	8	from Taylor St Off-Ramps to Taylor St On-Ramps	PM	E	2	1	56.3	63.3	1925	1506	1976	1517	35.1	24.0	D	C	102	11	1.16%	0.68%
	9	from Taylor St On-Ramps to Skyport Dr	PM	E	2	1	62.8	65.9	1550	982	1601	993	25.5	15.1	C	B	102	11	1.16%	0.68%
SR 87 SB	10	from Skyport Dr to Taylor St Off-Ramps	AM	E	2	1	56.8	65.3	1909	1176	1961	1188	34.5	18.2	D	C	104	12	1.19%	0.70%
	11	from Taylor St Off-Ramps to Taylor St On-Ramps	AM	E	2	1	57.8	63.7	1883	1459	1935	1471	33.5	23.1	D	C	104	12	1.19%	0.70%
	12	from Taylor St On-Ramps to Julian St Off-Ramps	AM	E	2	1	53.5	62.9	1970	1541	2022	1553	37.8	24.7	D	C	104	12	1.19%	0.70%
	13	from Julian St Off-Ramps to Julian St On-Ramps	AM	E	2	1	57.4	63.3	1893	1506	1945	1518	33.9	24.0	D	C	104	12	1.19%	0.70%
	14	from Julian St On-Ramps to I-280 On-Ramps	AM	E	2	1	57.3	64.4	1896	1340	1904	1342	33.2	20.8	D	C	15	2	0.17%	0.10%
	15	from I-280 On-Ramps to Alma Ave Off-Ramp	AM	E	2	1	59.0	64.3	1834	1369	1842	1371	31.2	21.3	D	C	15	2	0.17%	0.10%
	16	from Alma Ave Off-Ramp to Alma Ave On-Ramp	AM	E	2	1	58.1	67.5	1870	601	1878	603	32.3	8.9	D	A	15	2	0.17%	0.10%
	17	from Alma Ave On-Ramp to Almaden Expwy	AM	E	2	1	59.0	68.8	1834	612	1842	614	31.2	8.9	D	A	15	2	0.17%	0.10%
	10	from Skyport Dr to Taylor St Off-Ramps	PM	E	**2**	**1**	**27.8**	**41.2**	**1637**	**1923**	**1646**	**1925**	**59.2**	**46.7**	**F**	**E**	**18**	**2**	**0.20%**	**0.12%**
	11	from Taylor St Off-Ramps to Taylor St On-Ramps	PM	E	**2**	**1**	**26.7**	**37.5**	**1602**	**1870**	**1611**	**1872**	**60.4**	**50.0**	**F**	**E**	**18**	**2**	**0.20%**	**0.12%**
	12	from Taylor St On-Ramps to Julian St Off-Ramps	PM	E	**2**	**1**	**28.9**	**39.6**	**1676**	**1906**	**1685**	**1908**	**58.3**	**48.2**	**F**	**E**	**18**	**2**	**0.20%**	**0.12%**
	13	from Julian St Off-Ramps to Julian St On-Ramps	PM	E	**2**	**1**	**29.6**	**36.2**	**1716**	**1844**	**1725**	**1846**	**58.3**	**51.1**	**F**	**E**	**18**	**2**	**0.20%**	**0.12%**
	14	from Julian St On-Ramps to I-280 On-Ramps	PM	E	**2**	**1**	**27.4**	**43.1**	**1626**	**1953**	**1677**	**1964**	**61.2**	**45.6**	**F**	**D**	**102**	**11**	**1.16%**	**0.68%**
	15	from I-280 On-Ramps to Alma Ave Off-Ramp	PM	E	**2**	**1**	**21.4**	**30.2**	**1415**	**1704**	**1466**	**1715**	**68.5**	**56.9**	**F**	**E**	**102**	**11**	**1.16%**	**0.68%**
	16	from Alma Ave Off-Ramp to Alma Ave On-Ramp	PM	E	**2**	**1**	**26.4**	**33.0**	**1594**	**1777**	**1645**	**1788**	**62.2**	**54.1**	**F**	**E**	**102**	**11**	**1.16%**	**0.68%**
	17	from Alma Ave On-Ramp to Almaden Expwy	PM	E	2	1	36.5	37.5	1852	1869	1903	1880	52.1	50.2	E	E	102	11	1.16%	0.68%

Table 21: I-280 Freeway Segment Operations Summary for Project Conditions

Direction	ID	Freeway Segment	Peak Hour	Criteria LOS	Lanes (ln)		Speed (mi/hr)		Existing Volume (pc/hr/ln)		Project Volume (pc/hr/ln)		Density (pc/mi/ln)		LOS		Project Trips (pc/hr/ln)		% of Capacity	
					Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
I-280 NB	18	from US 101 to McLaughlin Ave	AM	E	**4**	**0**	**13.5**		**1045**		**1084**		**80.3**		**F**		**154**	**0**	**0.44%**	
	19	from McLaughlin Ave to 11th St Off-Ramps	AM	E	**4**	**0**	**18.3**		**1285**		**1324**		**72.3**		**F**		**154**	**0**	**0.44%**	
	20	from 11th St Off-Ramps to 11th St On-Ramps	AM	E	**4**	**0**	**20.9**		**1393**		**1432**		**68.6**		**F**		**154**	**0**	**0.44%**	
	21	from 11th St On-Ramps to 4th St Ramps	AM	E	**4**	**0**	**19.9**		**1356**		**1395**		**69.9**		**F**		**154**	**0**	**0.44%**	
	22	from 4th St Ramps to SR 87 Off-Ramps	AM	E	**4**	**0**	**20.7**		**1388**		**1427**		**68.9**		**F**		**154**	**0**	**0.44%**	
	23	from SR 87 Off-Ramps to SR 87 On-Ramps	AM	E	**4**	**0**	**22.4**		**1452**		**1491**		**66.6**		**F**		**154**	**0**	**0.44%**	
	24	from SR 87 On-Ramps to Meridian Ave Ramps	AM	E	**4**	**0**	**17.9**		**1268**		**1274**		**71.0**		**F**		**23**	**0**	**0.07%**	
	25	from Meridian Ave Ramps to Bascom Ave Ramps	AM	E	**4**	**0**	**16.8**		**1217**		**1223**		**72.6**		**F**		**23**	**0**	**0.07%**	
	26	from Bascom Ave Ramps to I-880 / SR 17	AM	E	**4**	**0**	**16.1**		**1183**		**1189**		**73.7**		**F**		**23**	**0**	**0.07%**	
	18	from US 101 to McLaughlin Ave	PM	E	4	0	57.3		1895		1902		33.2		D		27	0	0.08%	
	19	from McLaughlin Ave to 11th St Off-Ramps	PM	E	4	0	67.7		1991		1998		29.5		D		27	0	0.08%	
	20	from 11th St Off-Ramps to 11th St On-Ramps	PM	E	**4**	**0**	**28.3**		**1652**		**1659**		**58.6**		**F**		**27**	**0**	**0.08%**	
	21	from 11th St On-Ramps to 4th St Ramps	PM	E	**4**	**0**	**27.2**		**1619**		**1626**		**59.7**		**F**		**27**	**0**	**0.08%**	
	22	from 4th St Ramps to SR 87 Off-Ramps	PM	E	**4**	**0**	**28.7**		**1663**		**1670**		**58.2**		**F**		**27**	**0**	**0.08%**	
	23	from SR 87 Off-Ramps to SR 87 On-Ramps	PM	E	**4**	**0**	**27.4**		**1625**		**1632**		**59.5**		**F**		**27**	**0**	**0.08%**	
	24	from SR 87 On-Ramps to Meridian Ave Ramps	PM	E	4	0	33.7		1792		1830		54.3		E		150	0	0.43%	
	25	from Meridian Ave Ramps to Bascom Ave Ramps	PM	E	4	0	52.5		1981		2019		38.4		D		150	0	0.43%	
	26	from Bascom Ave Ramps to I-880 / SR 17	PM	E	4	0	61.9		1641		1679		27.1		D		150	0	0.43%	
I-280 SB	18	from I-880 / SR 17 to Bascom Ave Ramps	AM	E	3	1	58.6	68.9	1847	613	1893	628	32.3	9.1	D	A	139	15	0.70%	0.93%
	19	from Bascom Ave Ramps to Meridian Ave Ramps	AM	E	3	1	62.5	64.6	1588	1279	1634	1294	26.1	20.0	D	C	139	15	0.70%	0.93%
	20	from Meridian Ave Ramps to Meridian Ave Ramps	AM	E	4	0	38.9		1895		1934		49.7		E		154	0	0.44%	
	21	from Meridian Ave Ramps to SR 87 Off-Ramps	AM	E	**4**	**0**	**29.2**		**1694**		**1733**		**59.3**		**F**		**154**	**0**	**0.44%**	
	22	from SR 87 Off-Ramps to SR 87 On-Ramps	AM	E	4	0	56.2		1927		1966		35.0		D		154	0	0.44%	
	23	from SR 87 On-Ramps to 4th St Ramps	AM	E	4	0	57.2		1900		1906		33.3		D		23	0	0.07%	
	24	from 4th St Ramps to 11th St Off-Ramps	AM	E	4	0	60.0		1782		1788		29.8		D		23	0	0.07%	
	25	from 11th St Off-Ramps to McLaughlin Ave	AM	E	4	0	58.6		1846		1852		31.6		D		23	0	0.07%	
	26	from McLaughlin Ave to US 101	AM	E	4	0	59.9		1785		1791		29.9		D		23	0	0.07%	
	18	from I-880 / SR 17 to Bascom Ave Ramps	PM	E	**3**	**1**	**9.9**		**813**		**820**		**83.2**		**F**		**21**	**1**	**0.10%**	
	19	from Bascom Ave Ramps to Meridian Ave Ramps	PM	E	**3**	**1**	**10.7**		**880**		**887**		**82.9**		**F**		**21**	**1**	**0.10%**	
	20	from Meridian Ave Ramps to Meridian Ave Ramps	PM	E	**4**	**0**	**11.1**		**906**		**912**		**82.0**		**F**		**22**	**0**	**0.06%**	
	21	from Meridian Ave Ramps to SR 87 Off-Ramps	PM	E	**4**	**0**	**15.6**		**1154**		**1160**		**74.5**		**F**		**22**	**0**	**0.06%**	
	22	from SR 87 Off-Ramps to SR 87 On-Ramps	PM	E	**4**	**0**	**17.6**		**1251**		**1257**		**71.5**		**F**		**22**	**0**	**0.06%**	
	23	from SR 87 On-Ramps to 4th St Ramps	PM	E	**4**	**0**	**21.2**		**1407**		**1445**		**68.2**		**F**		**150**	**0**	**0.43%**	
	24	from 4th St Ramps to 11th St Off-Ramps	PM	E	**4**	**0**	**23.5**		**1496**		**1534**		**65.2**		**F**		**150**	**0**	**0.43%**	
	25	from 11th St Off-Ramps to McLaughlin Ave	PM	E	4	0	49.3		1992		2030		41.2		D		150	0	0.43%	
	26	from McLaughlin Ave to US 101	PM	E	4	0	57.2		1898		1936		33.9		D		150	0	0.43%	

7.4 Ramp Conditions

An analysis of metered freeway on-ramps providing access to SR 87 and I-280 from the project site was performed to identify the effects of project traffic on the vehicle queues and wait times at the metered on-ramps. It should be noted that the evaluation of metered freeway on-ramps is not required based on the City's transportation analysis guidelines. The evaluation of the metered freeway on-ramps that would be utilized by project-generated traffic is provided for informational purposes only.

The metered freeway on-ramps were evaluated during the AM and PM peak hours of traffic. Ramp meters were observed to be operating during the peak period in the direction of the commute traffic only. Uncontrolled freeway on-ramps are typically not evaluated since these ramps do not experience measurable queue lengths.

The study freeway on-ramps and the peak traffic period when their meters are operating are as follows:

- SR 87 NB On-Ramp at Park Avenue
- SR 87 SB On-Ramp at Auzerais Avenue
- I-280 NB On-Ramp at Almaden Boulevard
- I-280 SB On-Ramp at Market Street

A qualitative assessment of project traffic estimated to use the metered freeway ramps is discussed below. The existing vehicle queue lengths and meter service rates (the number of vehicles that can go through the meter during a specific time period, or the time the vehicle at the front of the queue must wait for the ramp meter to turn green) at each of the above metered ramps were measured in the field during the peak hours of traffic.

SR 87 NB On-Ramp at Park Avenue

The on-ramp has one (1) dedicated HOV lane and one (1) standard lane with approximately 320-feet of storage between the ramp meter and the Park Avenue exit off SR 87. Field observations show that the ramp operations are congested during the AM peak hour with little to no congestion during the PM peak hour.

The project is expected to add approximately 17 AM and 113 PM trips to the SR 87 NB on-ramp which is anticipated to create minimal increase in delay to existing ramp operations.

SR 87 SB On-Ramp at Auzerais Avenue

The on-ramp has one (1) dedicated HOV lane and one (1) standard lane with approximately 330-feet of storage between the ramp meter and the Auzerais Avenue exit off SR 87. Field observations show that the ramp operations have minimal congestion during the AM peak hour. Congestion is heavy during the PM peak hour with vehicle queues overflowing past the signalized Auzerais/SR 87 SB On-Ramp intersection in the standard metered lane.

The project is expected to add approximately 17 AM and 113 PM trips to the SR 87 SB on-ramp. Ramp operations during the AM peak is anticipated to experience minimal increase in delay while the PM peak is anticipated to experience additional congestion and longer vehicle queues at the on-ramp. Due to the existing PM queue already overflowing past the intersection, vehicle queues for the southbound through and westbound left turn lanes would increase.

I-280 NB On-Ramp at Almaden Boulevard

The on-ramp has one (1) dedicated HOV lane and one (1) standard lane with approximately 340-feet of storage between the ramp meter and the Almaden Boulevard exit off I-280. Field observations show that the ramp operations are congested during the AM peak hour with little to no congestion during the PM peak hour.

The project is expected to add approximately 25 AM and 169 PM trips to the I-280 NB on-ramp which is anticipated to create minimal increase in delay to existing ramp operations.

I-280 SB On-Ramp at Market Street and Reed Street

The existing loop on-ramp has one (1) metered lane with approximately 700-feet of storage between the ramp meter and Market Street including the striped southbound right-turn lane. Field observations show that the ramp operations have minimal congestion during the AM peak hour. Congestion is heavy during the PM peak hour with vehicle queues extending to the Market/Reed signalized intersection.

The project is expected to add approximately 17 AM and 133 PM trips to the I-280 SB on-ramp. Ramp operations during the AM peak is anticipated to experience minimal increase in delay while the PM peak is anticipated to experience additional congestion and longer vehicle queues at the on-ramp. Due to the existing PM queue already overflowing past the intersection, vehicle queues for the southbound through and westbound left turn lanes would increase.

8 CONCLUSIONS AND RECOMMENDATIONS

- The project site is located within the Downtown Growth Area Boundary, for which an Environmental Impact Report (EIR), Downtown San Jose Strategy Plan 2040 (DTS 2040), has been completed and approved. With adoption of DTS 2040, this project is covered under DTS 2040 and no CEQA transportation analysis is required.

- Development of the proposed project (based on project site plans dated 4/9/2020) with applicable trip reductions is anticipated to generate a net total of 7,528 daily, 885 AM peak hour, and 888 PM peak hour vehicle trips.

- When measured against the City of San Jose Intersection Operation Standards, the Almaden Blvd / Woz Way and Woz Way / Locust St intersections would experience adverse operations during Background Plus Project and Cumulative Plus Project conditions.

- Due to horizontal constraints, it is recommended for delivery trucks and refuse collection activity to occur outside of AM and PM peak commute times to minimize on-site vehicle and driveway access conflicts. To minimize vehicle conflicts along Almaden Boulevard and Woz Way, it is recommended to provide a freight loading zone within the internal project roadway between the Almaden and Woz project driveways.

- The project would not have an adverse effect on the existing pedestrian and bicycle facilities in the study area. The project frontage would incorporate the City's proposed Woz Way-Almaden Boulevard plan line which provides bicycle and pedestrian multi-modal improvements.

- The project would not have an adverse effect on the existing transit facilities in the study area.

- The project site plan is required to provide a minimum total of 3,114 off-street vehicle parking spaces and 315 bicycle parking spaces for the proposed office and retail uses. The project site proposes a total parking supply of 1,251 vehicle spaces and 264 bicycle spaces which results in a vehicle and bicycle parking shortfall per the City's off-street parking requirements. The vehicle parking deficit before applying parking reductions is about 60%.

- To address the vehicle parking deficit, the project will need to implement a transportation demand management (TDM) program with applicable measures identified in the SJMC and Transportation Analysis Handbook. To satisfy the City's bicycle parking requirement, the project will need to install at least 51 additional bicycle parking spaces on-site. These measures would satisfy the parking deficit and meet the City's vehicle and bicycle parking requirements.

9 APPENDICIES

Appendix A – 296 Woz Way Site Plan (Dated 4/9/2020)

Appendix B – San Jose VMT Evaluation Tool Summary Report

Appendix C – TRAFFIX Intersection Operations Analysis

Appendix D – Existing Traffic Counts Collected September 10, 2019

Appendix E – San Jose Approved Trip Inventory

Appendix F – SimTraffic Intersection Queue Analysis

Appendix G – Supplemental Transportation Analysis

Appendix A – 296 Woz Way Site Plan (Dated 4/9/2020)

WOZ WAY

280 WOZ WAY SAN JOSE, CA OFFICE DEVELOPMENT

NORTHWEST PERSPECTIVE



PROJECT DESCRIPTION

SITE DEVELOPMENT PERMIT APPLICATION FOR MIXED USE DEVELOPMENT WITH TWO OFFICE TOWERS 20 STORIES, TOTAL 1,832,159 GSF ON A 2.93 ACRE SITE. PROJECT INCLUDES FOUR LEVELS PARKING BELOW GRADE, FOUR ABOVE GRADE AND 6,000 SF RETAIL AT GROUND LEVEL.
GENERAL PLAN AMENDMENT FOR SITE IS IN PROGRESS UNDER PROJECT NUMBER GP19-008.

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G150	SHADE / SHADOW STUDY
CIVIL	
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A210	FLOOR PLAN - LEVELS 10,15, TYP LINK ROOF
A220	FLOOR PLAN - LEVEL 20
A221	ROOF PLAN
A301	EXTERIOR ELEVATION - NORTH
A302	EXTERIOR ELEVATION - WEST
A303	EXTERIOR ELEVATION - NORTH TOWER SOUTH
A304	EXTERIOR ELEVATION - SOUTH
A305	EXTERIOR ELEVATION - EAST
A306	EXTERIOR ELEVATION - SOUTH TOWER - NORTH

PROJECT TEAM

OWNER / DEVELOPER
KT Urban
21710 Stevens Creek Blvd., Ste. 200
Cupertino, CA 95014
P- 408.257.2100
CONTACT:
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CIVIL ENGINEER
Charles W. Davidson Co.
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P- 408.295.9162
CONTACT:
Peter Smith: psmith@cwdco.com

VICINITY MAP



PERMITS / REVIEWS

REVIEWING AGENCY		REVIEW STATUS
CITY OF SAN JOSE, CA		
COMPREHENSIVE PRELIMINARY REVIEW	FILE # PRE19-152	SUBMITTED 10/2/2019
GENERAL PLAN AMENDMENT	FILE # GP19-008	SUBMITTED 10/2/2019
SITE DEVELOPMENT PERMIT	FILE #	SUBMITTED 4/9/2020
DEPARTMENT OF PUBLIC WORKS	PROJECT # PERMIT #	
GRADING & DRAINAGE PERMIT	PW PROJECT #	
FEDERAL AVIATION ADMINISTRATION (FAA)	DETERMINATION OF NO HAZARD TO AIR NAVIGATION	

SDP SET GP19-008/PRE19-152

C2K
ARCHITECTURE
1645 NW HOYT
PORTLAND OREGON 97209
503 444 2200

CITY STAMP

WOZ WAY

OWNER:
KT URBAN

ADDRESS:
280 Woz Way
San Jose, CA

PROJECT NO.: 18120
DRAWN: Author
DATE: 9 APR 2020
SDP SET GP19-008/PRE19-152
REVISION: DESCRIPTION:

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PROGRESS SET

SHEET TITLE:
COVER SHEET

SCALE:
SHEET NO.:
G000

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BUILDING AREA SUMMARY

Woz Way - Office - Area Table

Floor		Gross Area	Parking Area	Parking Spaces	Retail Area	Common Open Space	Const. Type	Flr to Flr Height	Ht To Top of Floor	Ht To Floor Level	Floor	Office Area North	Office Area South	Office Area Link	Total Area
		SF	SF		SF	SF		FT	FT	FT		SF	SF	SF	
Roof		6,208	-	-	-	-	I-A	14.00	297.00	283.00	Roof				-
20th	Office	64,269	-	-	-	4,575	I-A	14.00	283.00	269.00	20th	33,634	30,635	-	64,269
19th	Office	68,945	-	-	-	-	I-A	14.00	269.00	255.00	19th	33,634	30,635	4,676	68,945
18th	Office	68,945	-	-	-	-	I-A	14.00	255.00	241.00	18th	33,634	30,635	4,676	64,269
17th	Office	64,269	-	-	-	-	I-A	14.00	241.00	227.00	17th	33,634	30,635	-	64,269
16th	Office	64,269	-	-	-	-	I-A	14.00	227.00	213.00	16th	33,634	30,635	-	64,269
15th	Office	64,269	-	-	-	4,575	I-A	14.00	213.00	199.00	15th	33,634	30,635	-	64,269
14th	Office	68,945	-	-	-	-	I-A	14.00	199.00	185.00	14th	33,634	30,635	4,676	68,945
13th	Office	68,945	-	-	-	-	I-A	14.00	185.00	171.00	13th	33,634	30,635	4,676	68,945
12th	Office	64,269	-	-	-	-	I-A	14.00	171.00	157.00	12th	33,634	30,635	-	64,269
11th	Office	64,269	-	-	-	4,575	I-A	14.00	157.00	143.00	11th	33,634	30,635	-	64,269
10th	Office	64,269	-	-	-	-	I-A	14.00	143.00	129.00	10th	33,634	30,635	-	64,269
9th	Office	68,945	-	-	-	-	I-A	14.00	129.00	115.00	9th	33,634	30,635	4,676	64,269
8th	Office	68,945	-	-	-	-	I-A	14.00	115.00	101.00	8th	33,634	30,635	4,676	68,945
7th	Office	64,269	-	-	-	-	I-A	14.00	101.00	87.00	7th	33,634	30,635	-	64,269
6th	Office	64,269	-	-	-	-	I-A	14.00	87.00	73.00	6th	33,634	30,635	-	64,269
5th	Office	64,269	-	-	-	16,893	I-A	14.00	73.00	59.00	5th	33,634	30,635	-	64,269
4th	Office/Parking	80,938	26,467	63	0	0	I-A	14.00	59.00	45.00	4th	33,634	20,837	0	54,471
3rd	Office/Parking	75,842	26,542	60	0	0	I-A	14.00	45.00	31.00	3rd	30,161	19,139	0	49,300
2nd	Office/Parking	68,270	27,205	61	0	0	I-A	14.00	31.00	17.00	2nd	22,961	18,104	0	41,065
1st	Lobby/Parking	68,881	18,605	21	6,073	-	I-A	17.00	17.00	0.00	1st	17,180	27,023	-	44,203
B1	Basement Parking	118,915	111,390	265	-	-	I-A	-11.00	-12.00	0.00	B1				-
B2	Basement Parking	118,915	111,390	279	-	-	I-A	-10.00	-22.00	0.00	B2				-
B3	Basement Parking	118,915	111,390	279	-	-	I-A	-10.00	-32.00	0.00	B3				-
B4	Basement Parking	118,915	111,390	223	-	-	I-A	-10.00	-42.00	0.00	B4				-
		Gross		Spaces											
Total		1,832,159	544,379	1,251	6,073	30,618		297.00	Total Building Height			642,080	575,263	28,056	1,236,047

Parking - Office	Ratio			
Office Parking Req'd Zoning	*2.5*	*/1,000 SF*	*2,646*	*Spaces*
20% Reduction	**2.0**	/1,000 SF	**2,117**	*Spaces*
*50% Reduction*20.90.220	**1.25**	/1,000 SF	**1,323**	*Spaces*
Number of Spaces Provided	**1.18**	/1,000 SF	**1,251**	Spaces

Parking - Office - Bicycle	Ratio			
Office Bicycle Parking Req'd	1.00	/4,000 sf	265	Spaces
Bike Parking Proposed - North			172	Spaces
Bike Parking Proposed - South			92	Spaces
Total Bike Parking Proposed			264	Spaces

Parking - Loading	Ratio			
Office Loading Spaces Req'd	1.00	/ first 175,000 sf	1	Spaces
	1.00	/100,000 sf over 175,000	11	
Retail Loading Spaces Req'd	1.00	/30,000 sf	0	
Loading Spaces Req'd			12	Spaces
Loading Spaces Provided			10	Spaces

BUILDING CODE DATA

PROJECT INFORMATION

PROJECT NAME: Woz Way Office Towers

ADDRESS: **280 Woz Way**
SAN JOSE, CA 95110

ASSESSOR PARCEL#: 264-31-037, 038, 039, 040, 041, 043, 044, 061, 062, 063, 064, 065, 066, 067, 092, 107,108

BUILDING NARRATIVE

1,832,159 GROSS SQUARE FEET, 20 STORY, MIXED USE OFFICE TOWER, INCLUDES FOUR LEVELS OF PARKING BELOW GRADE WITH RETAIL AT GROUND LEVEL.

APPLICABLE BUILDING REGULATIONS

PART 1 - 2019 CALIFORNIA BUILDING STANDARDS ADMINISTRATIVE CODE

PART 2 - 2019 CALIFORNIA BUILDING CODE (BASED ON 2018 IBC)
WITH SAN JOSE CITY AMENDMENTS

PART 3 - 2019 CALIFORNIA ELECTRICAL CODE (BASED ON 2017 NEC)
WITH SAN JOSE CITY AMENDMENTS

PART 4 - 2019 CALIFORNIA MECHANICAL CODE (BASED ON 2018 UMC)
WITH SAN JOSE CITY AMENDMENTS

PART 5 - 2019 CALIFORNIA PLUMBING CODE (BASED ON 2018 UPC)
WITH SAN JOSE CITY AMENDMENTS

PART 6 - 2019 CALIFORNIA ENERGY CODE

PART 9 - 2019 CALIFORNIA FIRE CODE (BASED ON 2018 IFC)

PART 11 - 2019 CALIFORNIA GREEN BUILDING STANDARDS CODE

PART 12 - 2019 CALIFORNIA REFERENCE STANDARDS CODE

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

BUILDING OCCUPANCY AND SEPARATIONS — CHAPTER 3

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

OCCUPANCY SEPARATION (TABLE 508.4): NON SEPARATED PER 508.3

ALLOWABLE HEIGHT AND AREA — CHAPTER 5

ALLOWABLE AREA PER FLOOR (TABLE 506.2): UNLIMITED

FRONTAGE INCREASE FACTORS

	NORTH	EAST	SOUTH	WEST
FRONTAGE (506.3)	30'-0"	30'-0"	0'-0"	0'-0"

FRONTAGE SHOWN BUT NOT USED FOR AREA INCREASE

CONSTRUCTION TYPE: I-A

	ALLOWABLE	PROPOSED
BUILDING HEIGHT (PER TABLE 504.3)	UNLIMITED*	297'
NUMBER OF STORIES (PER TABLE 504.4)	UNLIMITED*	20 STORIES*
AUTOMATIC SPRINKLER INCREASE	N/A	N/A

*SITE IS SUBJECT TO HEIGHT LIMITATIONS SET BY FAA FOR SAN JOSE AIRPORT OPERATIONS.

ZONING CODE DATA

ZONING

LOCATION:

APN 264-31-037, 038, 039, 040, 041, 043, 044, 061, 062, 063, 064, 065, 066, 067, 092, 107,108
Site bounded by Woz Way, Almaden Blvd, I-280

PLANNING ZONE		DC	Downtown Primary Commercial
GENERAL PLAN	CURRENT	P/QP	Public / Quasi-Public
LAND USE	PROPOSED	DT	Downtown
LOT SIZE	127,632 SF	=	2.93 ACRES Gross

FAR BUILDABLE AREA	127,632 SF	LOT AREA		
AREA PROPOSED	(FAR Gross)		=	1,356,499 SF
1,356,499 SF	/	127,632	=	10.6 FAR PROPOSED

CoSJ GENERAL PLAN 2040 **FAR:** Up to 30.0

C2K ARCHITECTURE
1645 NW HOYT
PORTLAND OREGON 97209
503 444 2200

CITY STAMP

WOZ WAY

OWNER:
KT URBAN

ADDRESS:
280 Woz Way
San Jose, CA

PROJECT NO.: 18120
DRAWN: Author
DATE: 9 APR 2020
SDP SET GP19-008/PRE19-152

REVISION: **DESCRIPTION:**

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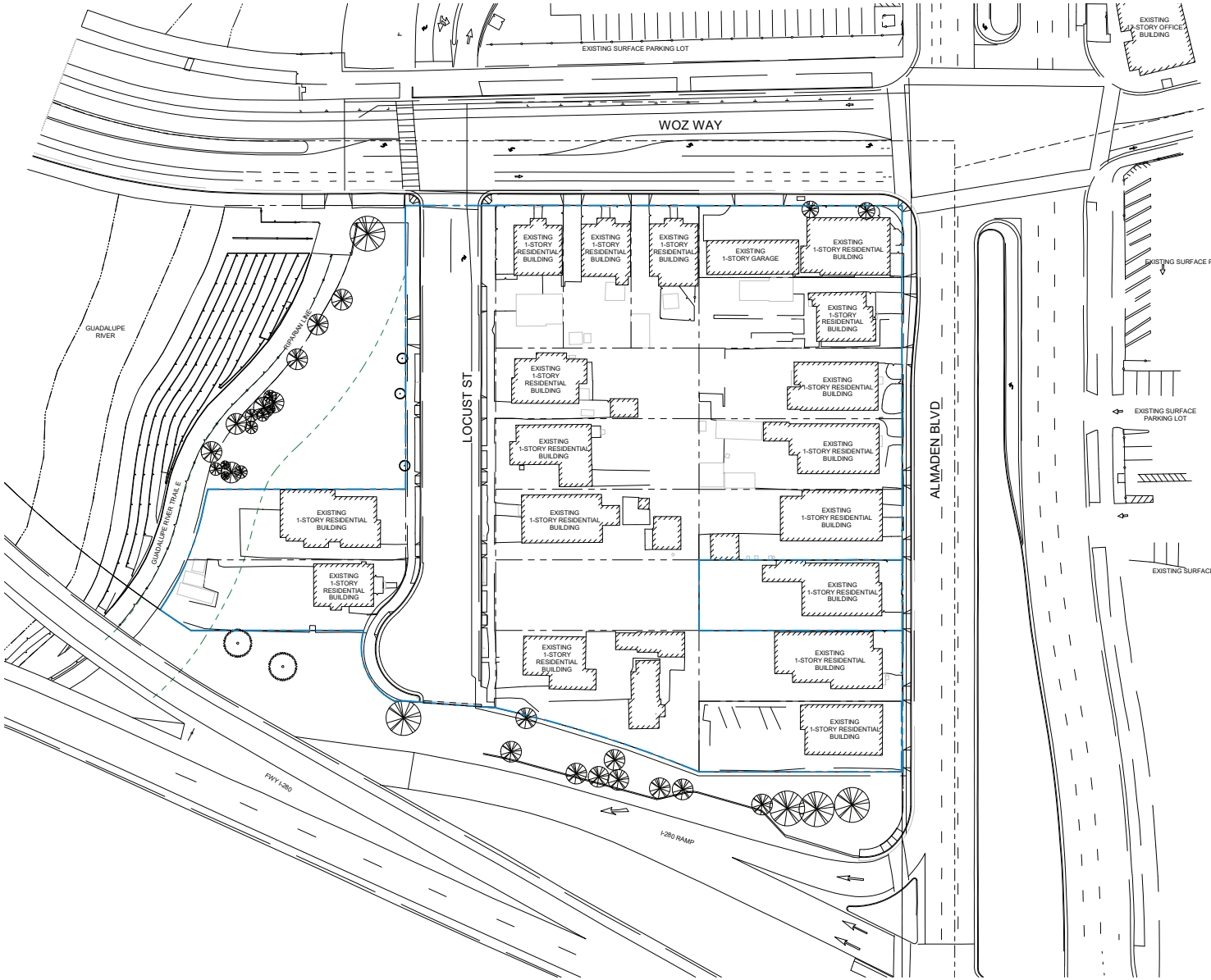
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SDP SET GP19-008/PRE19-152

SHEET TITLE:
CODE ANALYSIS

SCALE:
SHEET NO.:
G100

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4/8/2020 6:46:49 PM



C2K
ARCHITECTURE
1645 NW HOYT
PORTLAND OREGON 97209
503 444 2200

CITY STAMP

WOZ WAY

OWNER:
KT URBAN

ADDRESS:
280 Woz Way
San Jose, CA

PROJECT NO.: 18120
DRAWN: Author
DATE: 9 APR 2020
SDP SET GP19-008/PRE19-152

REVISION: DESCRIPTION:

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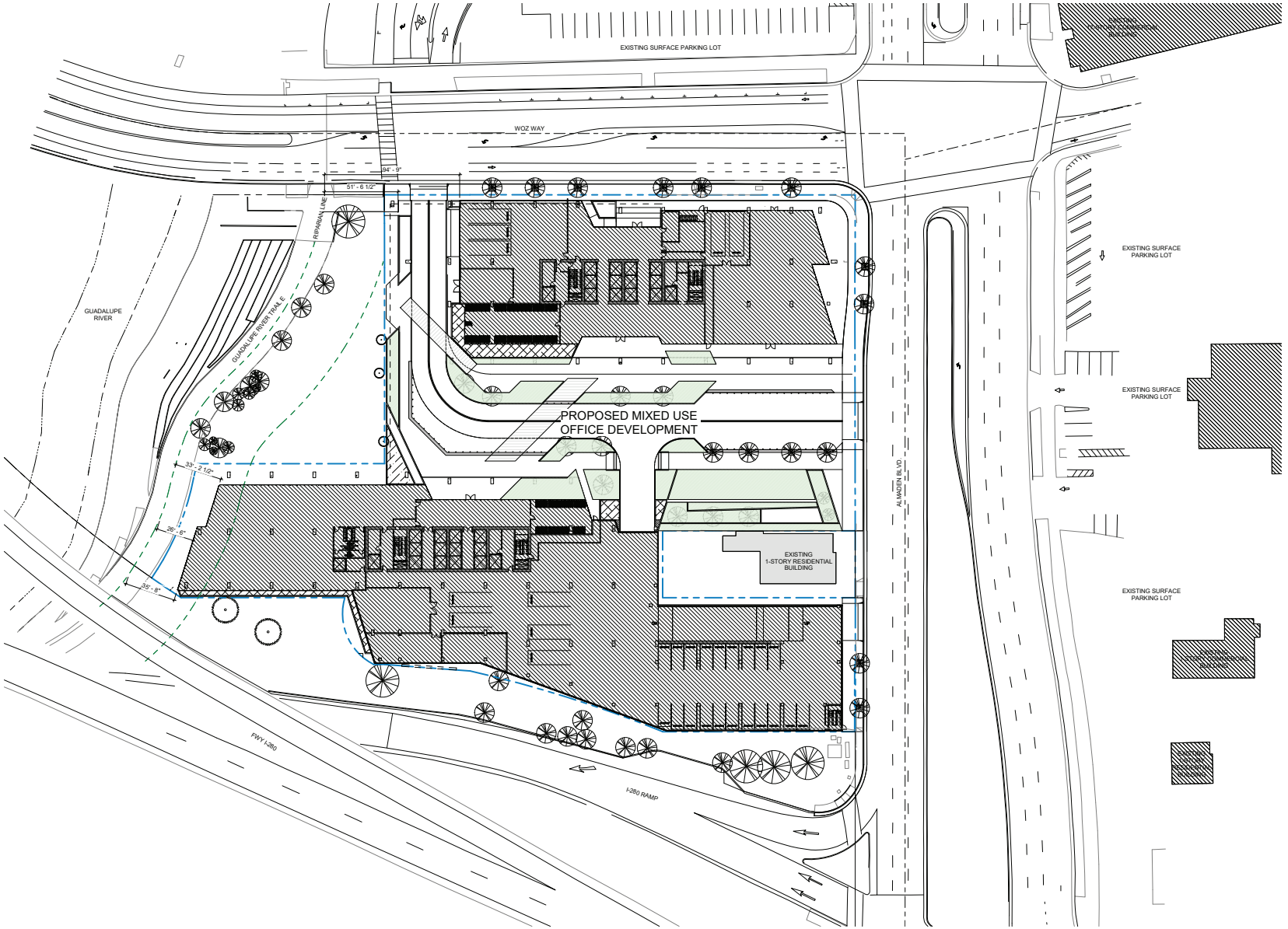
PROGRESS SET

SHEET TITLE:
EXISTING SITE PLAN

SCALE: 1/32" = 1'-0"
SHEET NO.:
A100

SDP SET GP19-008/PRE19-152

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4/8/2020 11:29:38 AM



C2K
ARCHITECTURE
1645 NW HOYT
PORTLAND OREGON 97209
503 444 2200

CITY STAMP

WOZ WAY

OWNER:
KT URBAN

ADDRESS:
280 Woz Way
San Jose, CA

PROJECT NO.: 18120
DRAWN: Author
DATE: 9 APR 2020
SDP SET GP19-008/PRE19-152

REVISION: DESCRIPTION:

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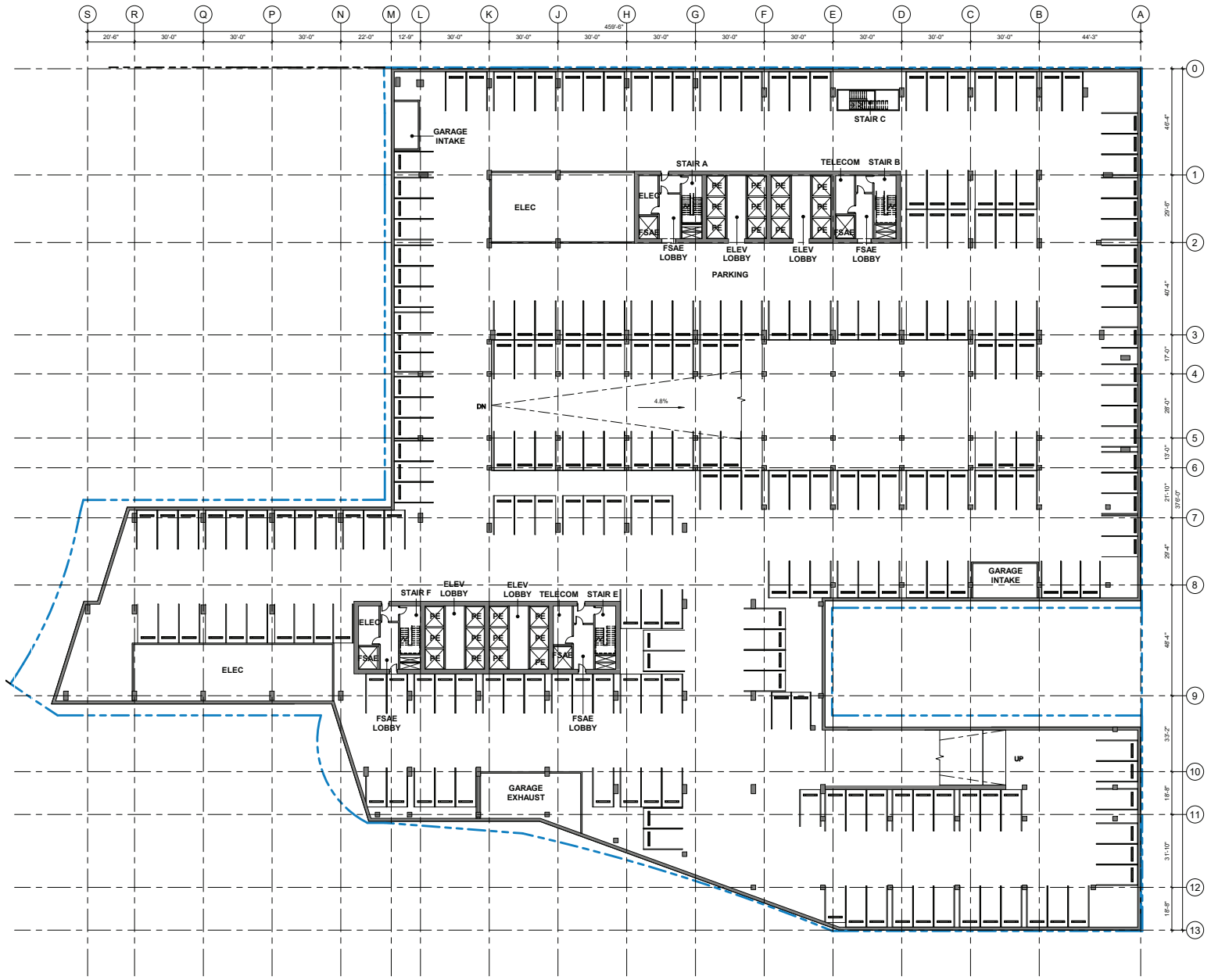
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SHEET TITLE:
SITE PLAN

SCALE: 1/32" = 1'-0"
SHEET NO.:
A101

SDP SET GP19-008/PRE19-152

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4/8/2020 10:59:01 AM



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4/8/2020 6:38:46 PM

C2K ARCHITECTURE

1645 NW HOYT
PORTLAND OREGON 97209
503 444 2200

CITY STAMP

WOZ WAY

OWNER:
KT URBAN

ADDRESS:
280 Woz Way
San Jose, CA

PROJECT NO.: 18120
DRAWN: Author
DATE: 9 APR 2020
SDP SET GP19-008/PRE19-152

REVISION: DESCRIPTION:

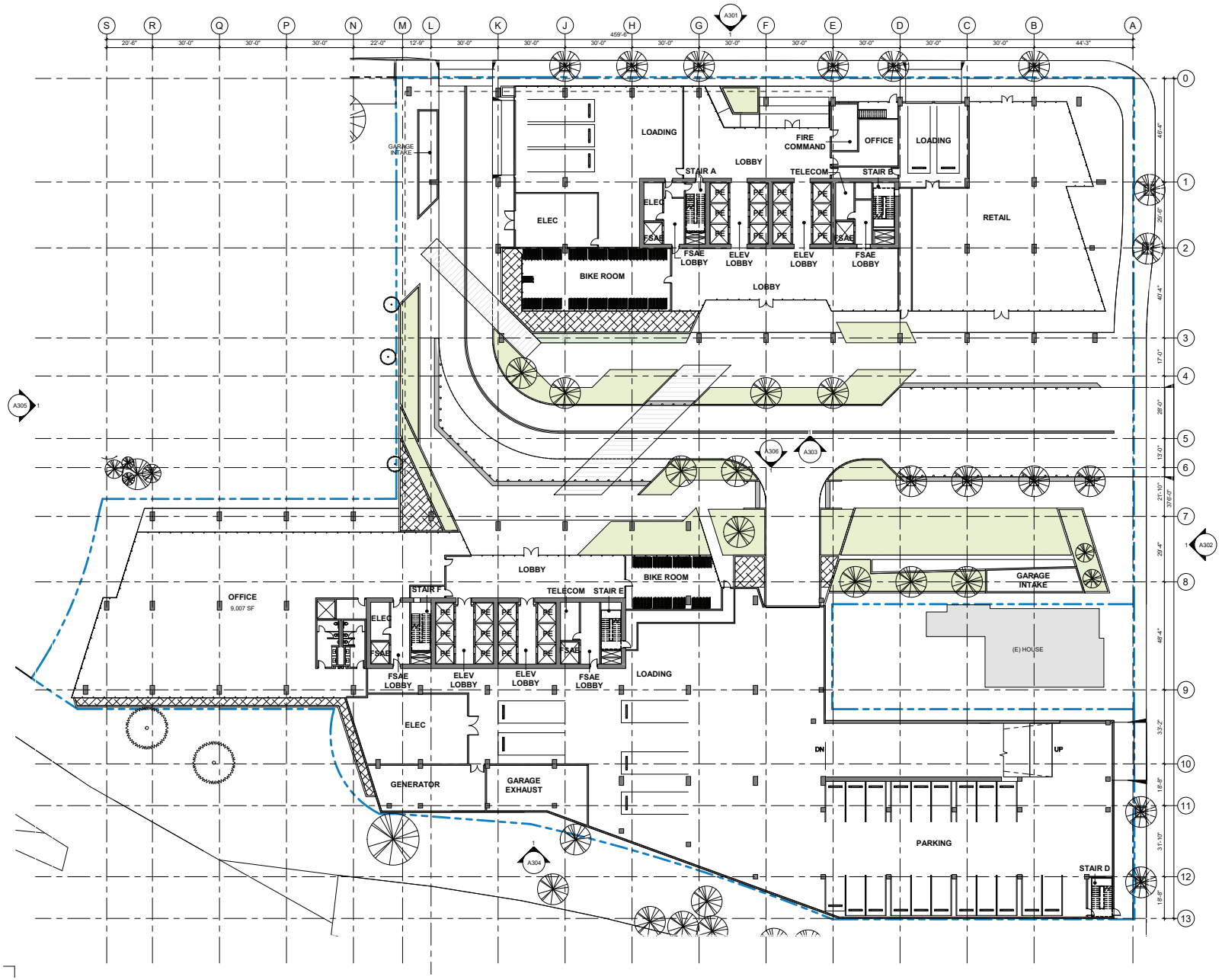
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PROGRESS SET

SDP SET GP19-008/PRE19-152

SHEET TITLE:
FLOOR PLAN - LEVEL B1

SCALE: 1" = 20'
SHEET NO.:
A2B1



C2K ARCHITECTURE
1645 NW HOYT
PORTLAND OREGON 97209
503 444 2200

CITY STAMP

WOZ WAY

OWNER:
KT URBAN

ADDRESS:
280 Woz Way
San Jose, CA

PROJECT NO.: 18120
DRAWN: Author
DATE: 9 APR 2020
SDP SET GP19-008/PRE19-152
REVISION: DESCRIPTION:

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PROGRESS SET

SHEET TITLE:
FLOOR PLAN - LEVEL 01

SCALE: 1" = 20'
SHEET NO.:
A201

SDP SET GP19-008/PRE19-152

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4/8/2020 6:37:26 PM

Appendix B – San Jose VMT Evaluation Tool Summary Report

CITY OF SAN JOSE VEHICLE MILES TRAVELED EVALUATION TOOL SUMMARY REPORT

PROJECT:

Name: Woz Way - Option 1 Office
Location: 296 Woz Way
Parcel: 26431037 Parcel Type: Urban High Transit
Tool Version: 2/29/2019
Date: 6/15/2020

Proposed Parking Spaces Vehicles: 1,251 Bicycles: 264

LAND USE:

Residential:

Single Family	0 DU
Multi Family	0 DU
Subtotal	0 DU

Office: 1245 KSF

Retail: 6 KSF

Industrial: 0 KSF

Percent of All Residential Units

Extremely Low Income (≤ 30% MFI)	0 % Affordable
Very Low Income (> 30% MFI, ≤ 50% MFI)	0 % Affordable
Low Income (> 50% MFI, ≤ 80% MFI)	0 % Affordable

VMT REDUCTION STRATEGIES

Tier 1 - Project Characteristics

Increase Residential Density
- Existing Density (DU/Residential Acres in half-mile buffer) 11
- With Project Density (DU/Residential Acres in half-mile buffer) 11

Increase Development Diversity
- Existing Activity Mix Index 0.83
- With Project Activity Mix Index 0.78

Integrate Affordable and Below Market Rate
- Extremely Low Income BMR units . . . . . 0 %
- Very Low Income BMR units . . . . . 0 %
- Low Income BMR units . . . . . 0 %

Increase Employment Density
- Existing Density (Jobs/Commercial Acres in half-mile buffer) 69
- With Project Density (Jobs/Commercial Acres in half-mile buffer) 95

Tier 2 - Multimodal Infrastructure

Tier 3 - Parking

Tier 4 - TDM Programs

Commute Trip Reduction Marketing/ Education
- Percent of Eligible Employees . . . . . 5 %

Employee Parking "Cash-Out" (On Site Parking)
- Percent of Eligible Eemployees . . . . . 5 %

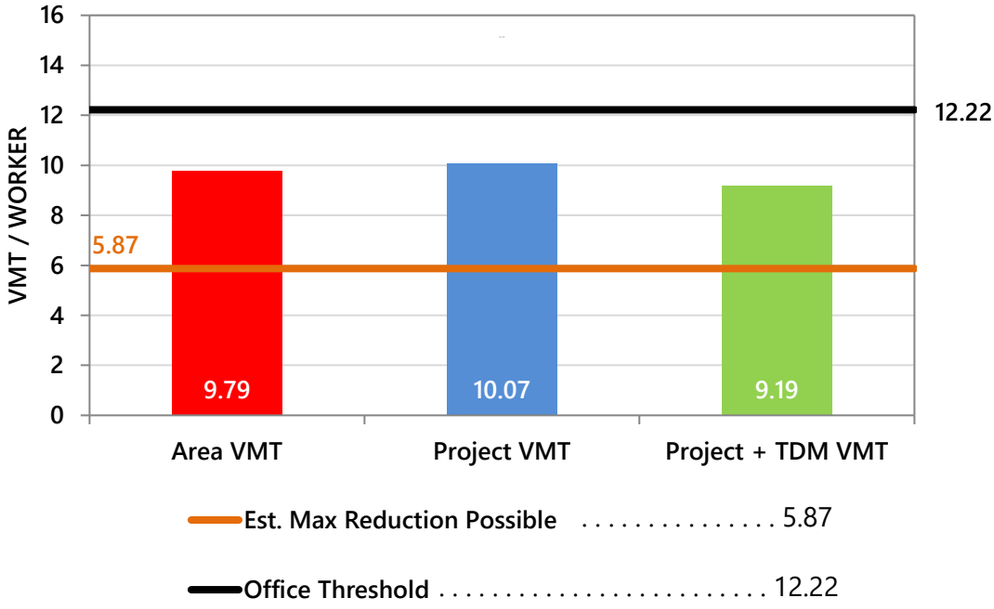
Subsidized or Discounted Transit Program
- Percent of Transit Subsidy . . . . . 25 %

Telecommuting and Alternative Work Schedule Program
- Alternative Work Schedule . . . . . 4/40 Schedule
- Percent of Eligible Eemployees . . . . . 5 %

Ride-Sharing Programs
- Percent of Eligible Eemployees . . . . . 5 %

EMPLOYMENT ONLY

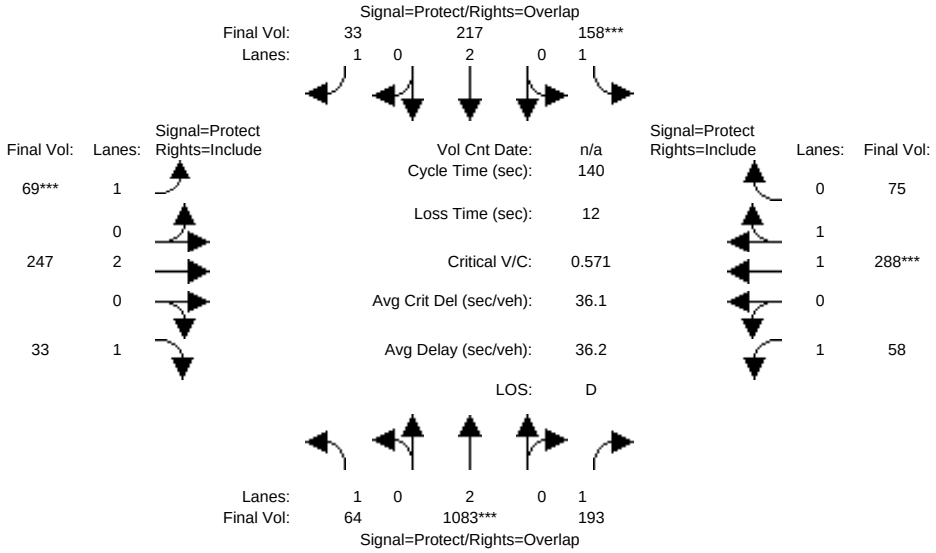
The tool estimates that the project would generate per non-industrial worker VMT below the City's threshold.



Appendix C – TRAFFIX Intersection Operations Analysis

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

Intersection #1: Almaden Blvd and San Carlos St



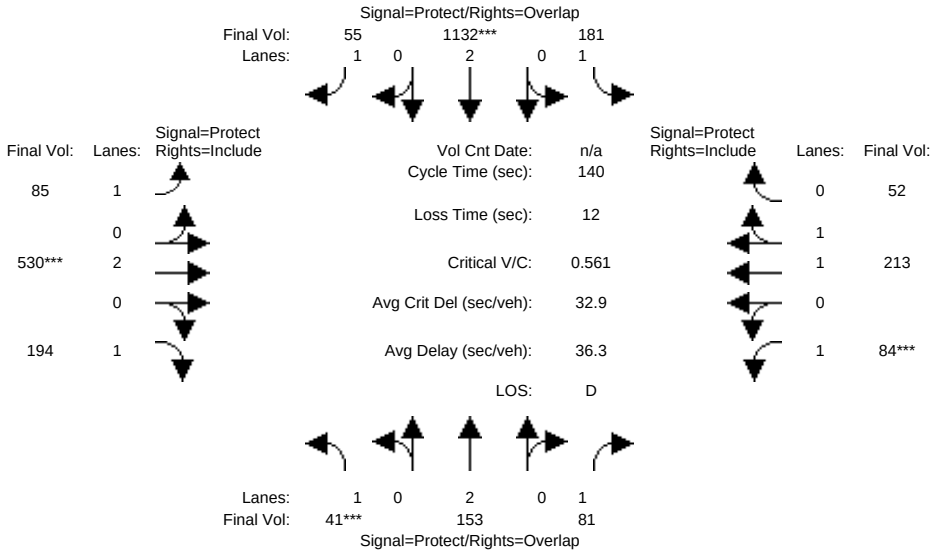
Street Name:	Almaden						San Carlos					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	10	10	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	64	1083	193	158	217	33	69	247	33	58	288	75
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	64	1083	193	158	217	33	69	247	33	58	288	75
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	64	1083	193	158	217	33	69	247	33	58	288	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	1083	193	158	217	33	69	247	33	58	288	75
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	64	1083	193	158	217	33	69	247	33	58	288	75
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.87	1.00	0.78	0.87	1.00	0.78	0.87	1.00	0.78	0.87	0.97	0.89
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.56	0.44
Final Sat.:	1663	3800	1488	1663	3800	1488	1663	3800	1488	1663	2871	748
Capacity Analysis Module:												
Vol/Sat:	0.04	0.28	0.13	0.10	0.06	0.02	0.04	0.07	0.02	0.03	0.10	0.10
Crit Moves:		****		****			****				****	
Green/Cycle:	0.27	0.50	0.62	0.17	0.39	0.46	0.07	0.12	0.12	0.12	0.18	0.18
Volume/Cap:	0.14	0.57	0.21	0.57	0.15	0.05	0.57	0.52	0.18	0.28	0.57	0.57
Uniform Del:	38.4	24.5	11.4	53.7	27.5	20.5	62.8	57.4	54.9	55.6	52.9	52.9
IncremntDel:	0.1	0.4	0.1	2.8	0.0	0.0	6.4	1.1	0.5	0.7	1.2	1.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	38.5	25.0	11.5	56.6	27.5	20.6	69.2	58.5	55.4	56.4	54.1	54.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.5	25.0	11.5	56.6	27.5	20.6	69.2	58.5	55.4	56.4	54.1	54.1
LOS by Move:	D	C	B	E	C	C	E	E	E	E	D	D
HCM2k95thQ:	4	28	7	14	6	2	6	10	3	5	15	15

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

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

Intersection #1: Almaden Blvd and San Carlos St



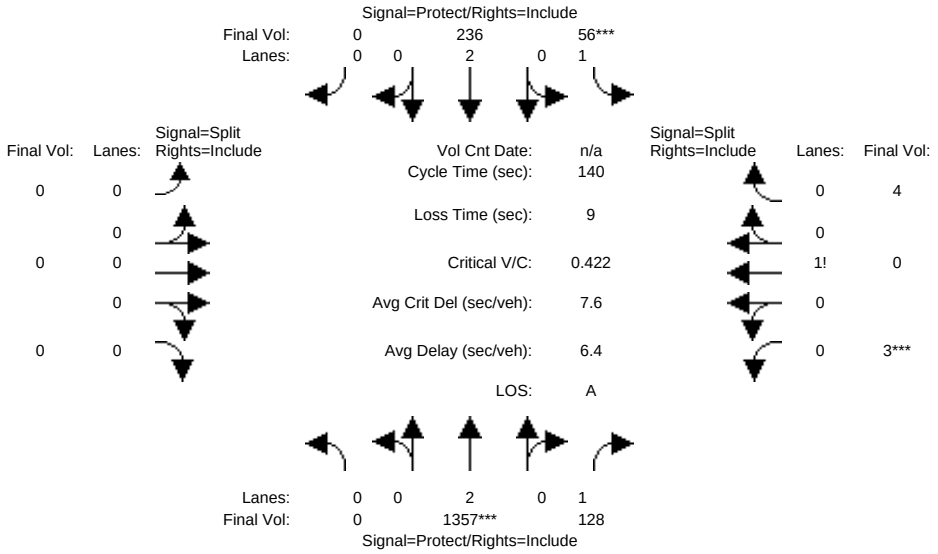
Street Name:	Almaden						San Carlos					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	10	10	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	41	153	81	181	1132	55	85	530	194	84	213	52
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	41	153	81	181	1132	55	85	530	194	84	213	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:	41	153	81	181	1132	55	85	530	194	84	213	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	153	81	181	1132	55	85	530	194	84	213	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:	41	153	81	181	1132	55	85	530	194	84	213	52
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.87	1.00	0.78	0.87	1.00	0.78	0.87	1.00	0.78	0.87	0.97	0.89
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.58	0.42
Final Sat.:	1663	3800	1488	1663	3800	1488	1663	3800	1488	1663	2917	712
Capacity Analysis Module:												
Vol/Sat:	0.02	0.04	0.05	0.11	0.30	0.04	0.05	0.14	0.13	0.05	0.07	0.07
Crit Moves:	****				****			****		****		
Green/Cycle:	0.05	0.23	0.32	0.35	0.53	0.67	0.14	0.25	0.25	0.09	0.20	0.20
Volume/Cap:	0.49	0.18	0.17	0.31	0.56	0.06	0.37	0.56	0.53	0.56	0.37	0.37
Uniform Del:	64.8	43.4	34.4	33.3	22.2	8.1	54.7	46.1	45.6	61.1	48.6	48.6
IncremntDel:	4.5	0.1	0.2	0.3	0.4	0.0	1.0	0.8	1.4	4.9	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:	69.3	43.5	34.6	33.6	22.6	8.1	55.7	46.9	47.1	66.1	48.9	48.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	69.3	43.5	34.6	33.6	22.6	8.1	55.7	46.9	47.1	66.1	48.9	48.9
LOS by Move:	E	D	C	C	C	A	E	D	D	E	D	D
HCM2k95thQ:	4	5	5	12	28	2	7	18	14	9	10	10

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

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

Intersection #2: Almaden Blvd and Convention Center



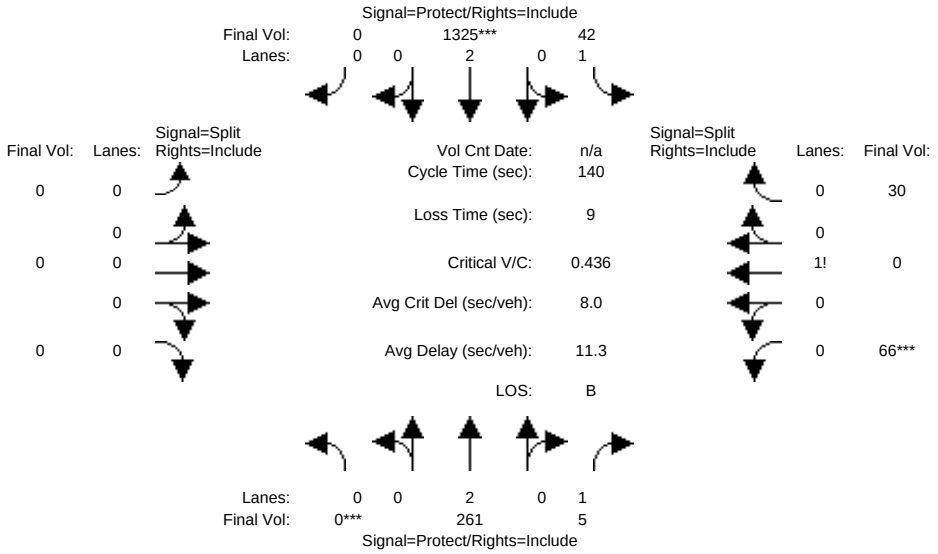
Street Name:	Almaden						Convention					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	10	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1357	128	56	236	0	0	0	0	3	0	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1357	128	56	236	0	0	0	0	3	0	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1357	128	56	236	0	0	0	0	3	0	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1357	128	56	236	0	0	0	0	3	0	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1357	128	56	236	0	0	0	0	3	0	4
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.78	0.87	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.83
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	0.43	0.00	0.57
Final Sat.:	0	3800	1488	1663	3800	0	0	0	0	678	0	904
Capacity Analysis Module:												
Vol/Sat:	0.00	0.36	0.09	0.03	0.06	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.79	0.79	0.07	0.86	0.00	0.00	0.00	0.00	0.07	0.00	0.07
Volume/Cap:	0.00	0.45	0.11	0.45	0.07	0.00	0.00	0.00	0.00	0.06	0.00	0.06
Uniform Del:	0.0	4.8	3.4	62.0	1.4	0.0	0.0	0.0	0.0	60.6	0.0	60.6
IncremntDel:	0.0	0.1	0.0	2.6	0.0	0.0	0.0	0.0	0.0	0.2	0.0	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:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	4.9	3.4	64.7	1.4	0.0	0.0	0.0	0.0	60.9	0.0	60.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	4.9	3.4	64.7	1.4	0.0	0.0	0.0	0.0	60.9	0.0	60.9
LOS by Move:	A	A	A	E	A	A	A	A	A	E	A	E
HCM2k95thQ:	0	17	3	5	2	0	0	0	0	1	0	1

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

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

Intersection #2: Almaden Blvd and Convention Center



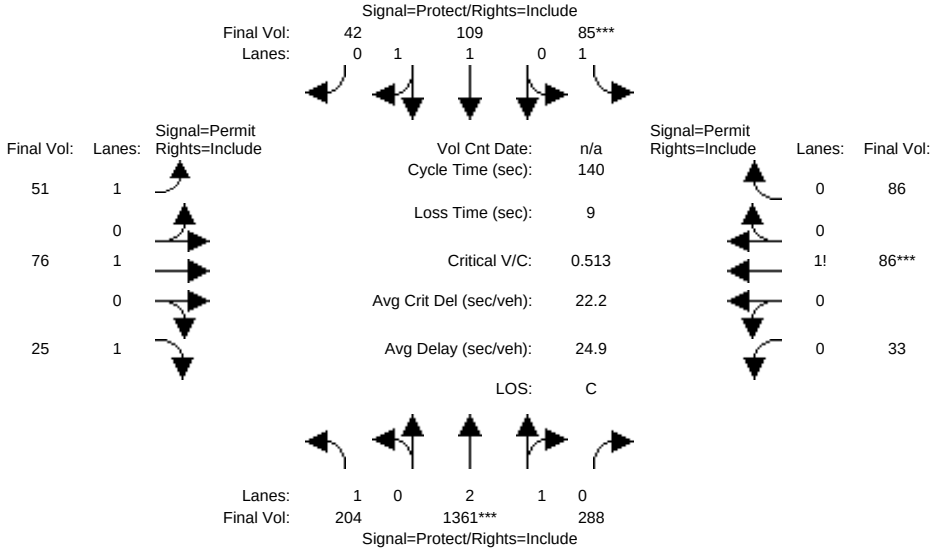
Street Name:	Almaden						Convention					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	10	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	261	5	42	1325	0	0	0	0	66	0	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	261	5	42	1325	0	0	0	0	66	0	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	261	5	42	1325	0	0	0	0	66	0	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	261	5	42	1325	0	0	0	0	66	0	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	261	5	42	1325	0	0	0	0	66	0	30
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.78	0.87	1.00	0.92	0.92	1.00	0.92	0.85	1.00	0.85
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	0.69	0.00	0.31
Final Sat.:	0	3800	1488	1663	3800	0	0	0	0	1115	0	507
Capacity Analysis Module:												
Vol/Sat:	0.00	0.07	0.00	0.03	0.35	0.00	0.00	0.00	0.00	0.06	0.00	0.06
Crit Moves:	****				****					****		
Green/Cycle:	0.00	0.40	0.40	0.40	0.80	0.00	0.00	0.00	0.00	0.14	0.00	0.14
Volume/Cap:	0.00	0.17	0.01	0.06	0.44	0.00	0.00	0.00	0.00	0.44	0.00	0.44
Uniform Del:	0.0	27.1	25.3	25.9	4.3	0.0	0.0	0.0	0.0	55.6	0.0	55.6
IncremntDel:	0.0	0.1	0.0	0.0	0.1	0.0	0.0	0.0	0.0	1.4	0.0	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:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	27.1	25.3	25.9	4.4	0.0	0.0	0.0	0.0	56.9	0.0	56.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	27.1	25.3	25.9	4.4	0.0	0.0	0.0	0.0	56.9	0.0	56.9
LOS by Move:	A	C	C	C	A	A	A	A	A	E	A	E
HCM2k95thQ:	0	7	0	2	16	0	0	0	0	9	0	9

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

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

Intersection #3: Almaden Blvd and Woz Way / Balbach St



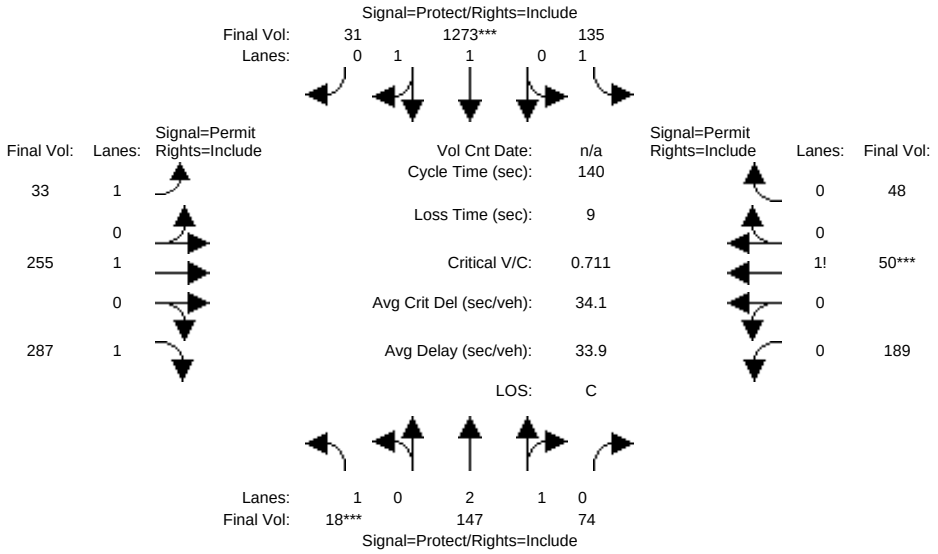
Street Name:	Almaden						Woz					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	10	10	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	204	1361	288	85	109	42	51	76	25	33	86	86
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	204	1361	288	85	109	42	51	76	25	33	86	86
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	204	1361	288	85	109	42	51	76	25	33	86	86
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	204	1361	288	85	109	42	51	76	25	33	86	86
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	204	1361	288	85	109	42	51	76	25	33	86	86
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.87	0.97	0.90	0.87	0.96	0.88	0.72	1.00	0.78	0.82	0.89	0.82
Lanes:	1.00	2.44	0.56	1.00	1.41	0.59	1.00	1.00	1.00	0.17	0.40	0.43
Final Sat.:	1663	4515	955	1663	2567	989	1370	1900	1488	259	676	676
Capacity Analysis Module:												
Vol/Sat:	0.12	0.30	0.30	0.05	0.04	0.04	0.04	0.04	0.02	0.13	0.13	0.13
Crit Moves:		****		****							****	
Green/Cycle:	0.43	0.59	0.59	0.10	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25
Volume/Cap:	0.28	0.51	0.51	0.51	0.17	0.17	0.15	0.16	0.07	0.51	0.51	0.51
Uniform Del:	25.5	17.0	17.0	59.8	40.8	40.8	41.1	41.2	40.2	45.3	45.3	45.3
IncremntDel:	0.2	0.1	0.1	2.7	0.1	0.1	0.2	0.2	0.1	1.1	1.1	1.1
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:	25.7	17.2	17.2	62.5	40.9	40.9	41.3	41.4	40.3	46.5	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	17.2	17.2	62.5	40.9	40.9	41.3	41.4	40.3	46.5	46.5	46.5
LOS by Move:	C	B	B	E	D	D	D	D	D	D	D	D
HCM2k95thQ:	11	25	25	7	5	5	4	5	2	15	15	15

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

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

Intersection #3: Almaden Blvd and Woz Way / Balbach St



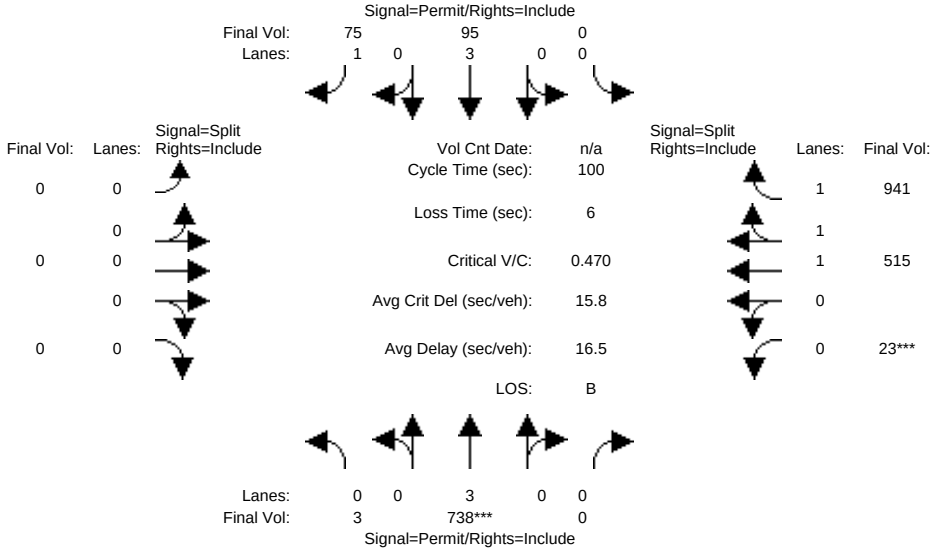
Street Name:	Almaden						Woz					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	10	10	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	18	147	74	135	1273	31	33	255	287	189	50	48
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	147	74	135	1273	31	33	255	287	189	50	48
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	18	147	74	135	1273	31	33	255	287	189	50	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	147	74	135	1273	31	33	255	287	189	50	48
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	18	147	74	135	1273	31	33	255	287	189	50	48
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.87	0.95	0.87	0.87	1.00	0.92	0.65	1.00	0.78	0.48	0.52	0.48
Lanes:	1.00	2.00	1.00	1.00	1.95	0.05	1.00	1.00	1.00	0.67	0.16	0.17
Final Sat.:	1663	3610	1663	1663	3687	90	1227	1900	1488	612	162	155
Capacity Analysis Module:												
Vol/Sat:	0.01	0.04	0.04	0.08	0.35	0.35	0.03	0.13	0.19	0.31	0.31	0.31
Crit Moves:	****				****						****	
Green/Cycle:	0.05	0.24	0.24	0.28	0.47	0.47	0.42	0.42	0.42	0.42	0.42	0.42
Volume/Cap:	0.22	0.17	0.18	0.29	0.74	0.74	0.06	0.32	0.46	0.74	0.74	0.74
Uniform Del:	63.9	41.9	42.1	40.0	30.3	30.3	24.3	27.4	29.4	34.3	34.3	34.3
IncremntDel:	1.3	0.1	0.1	0.4	1.7	1.7	0.1	0.2	0.5	7.3	7.3	7.3
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:	65.2	42.0	42.1	40.4	32.0	32.0	24.4	27.6	29.9	41.6	41.6	41.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.2	42.0	42.1	40.4	32.0	32.0	24.4	27.6	29.9	41.6	41.6	41.6
LOS by Move:	E	D	D	D	C	C	C	C	C	D	D	D
HCM2k95thQ:	2	5	5	9	38	38	2	13	17	22	22	22

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

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

Intersection #4: Almaden Blvd and I-280 NB On-Ramp



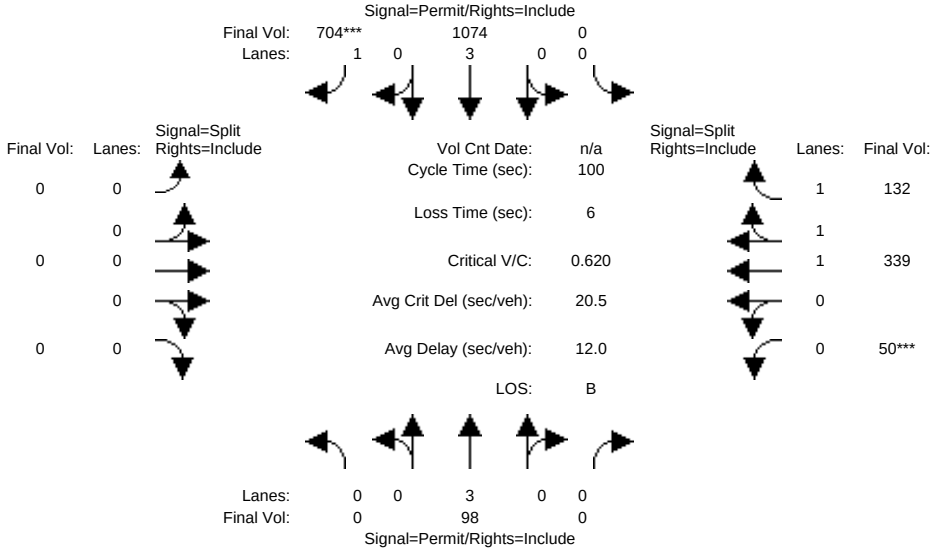
Street Name:	Almaden						I-280					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	3	738	0	0	95	75	0	0	0	23	515	941
Growth Adj:	1.00	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	738	0	0	95	75	0	0	0	23	515	941
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	738	0	0	95	75	0	0	0	23	515	941
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	738	0	0	95	75	0	0	0	23	515	941
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	3	738	0	0	95	75	0	0	0	23	515	941
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.87	0.94	0.92	0.92	1.00	0.78	0.92	1.00	0.92	0.83	0.90	0.83
Lanes:	0.01	2.99	0.00	0.00	3.00	1.00	0.00	0.00	0.00	0.05	0.99	1.96
Final Sat.:	22	5334	0	0	5700	1488	0	0	0	76	1698	3102
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.00	0.00	0.02	0.05	0.00	0.00	0.00	0.30	0.30	0.30
Crit Moves:		****								****		
Green/Cycle:	0.29	0.29	0.00	0.00	0.29	0.29	0.00	0.00	0.00	0.65	0.65	0.65
Volume/Cap:	0.47	0.47	0.00	0.00	0.06	0.17	0.00	0.00	0.00	0.47	0.47	0.47
Uniform Del:	28.9	28.9	0.0	0.0	25.3	26.2	0.0	0.0	0.0	9.0	9.0	9.0
IncremntDel:	0.2	0.2	0.0	0.0	0.0	0.2	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	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00
Delay/Veh:	29.1	29.1	0.0	0.0	25.3	26.4	0.0	0.0	0.0	9.1	9.1	9.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.1	29.1	0.0	0.0	25.3	26.4	0.0	0.0	0.0	9.1	9.1	9.1
LOS by Move:	C	C	A	A	C	C	A	A	A	A	A	A
HCM2k95thQ:	12	12	0	0	1	4	0	0	0	15	15	15

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

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

Intersection #4: Almaden Blvd and I-280 NB On-Ramp



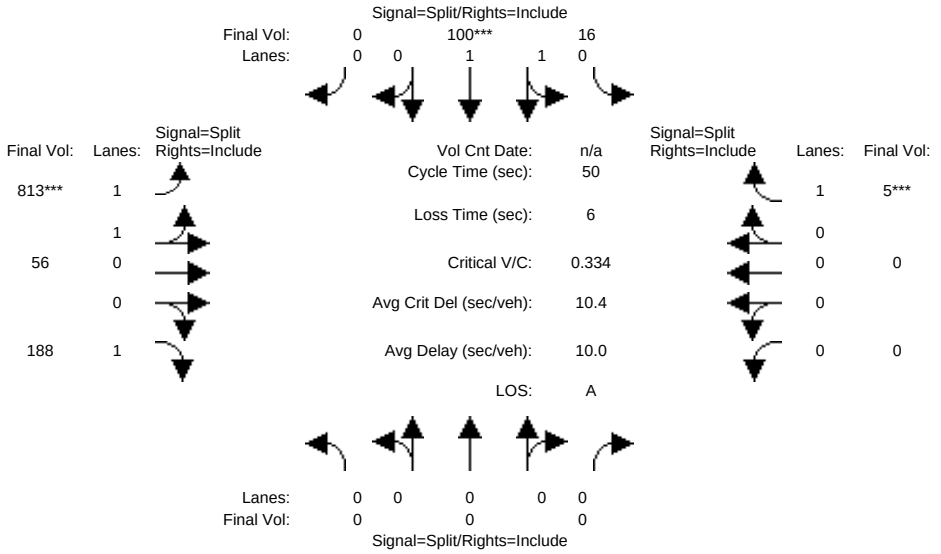
Street Name:	Almaden						I-280					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	98	0	0	1074	704	0	0	0	50	339	132
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	98	0	0	1074	704	0	0	0	50	339	132
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	98	0	0	1074	704	0	0	0	50	339	132
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	98	0	0	1074	704	0	0	0	50	339	132
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	98	0	0	1074	704	0	0	0	50	339	132
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.78	0.92	1.00	0.92	0.87	0.95	0.87
Lanes:	0.00	3.00	0.00	0.00	3.00	1.00	0.00	0.00	0.00	0.28	1.72	1.00
Final Sat.:	0	5700	0	0	5700	1488	0	0	0	458	3107	1660
Capacity Analysis Module:												
Vol/Sat:	0.00	0.02	0.00	0.00	0.19	0.47	0.00	0.00	0.00	0.11	0.11	0.08
Crit Moves:						****				****		
Green/Cycle:	0.00	0.76	0.00	0.00	0.76	0.76	0.00	0.00	0.00	0.18	0.18	0.18
Volume/Cap:	0.00	0.02	0.00	0.00	0.25	0.62	0.00	0.00	0.00	0.62	0.62	0.45
Uniform Del:	0.0	2.8	0.0	0.0	3.4	5.3	0.0	0.0	0.0	38.1	38.1	36.9
IncremntDel:	0.0	0.0	0.0	0.0	0.0	1.1	0.0	0.0	0.0	1.4	1.4	0.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00
Delay/Veh:	0.0	2.8	0.0	0.0	3.5	6.3	0.0	0.0	0.0	39.5	39.5	37.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	2.8	0.0	0.0	3.5	6.3	0.0	0.0	0.0	39.5	39.5	37.2
LOS by Move:	A	A	A	A	A	A	A	A	A	D	D	D
HCM2k95thQ:	0	1	0	0	6	20	0	0	0	13	13	9

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

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

Intersection #5: Almaden Blvd / Vine St and Grant St



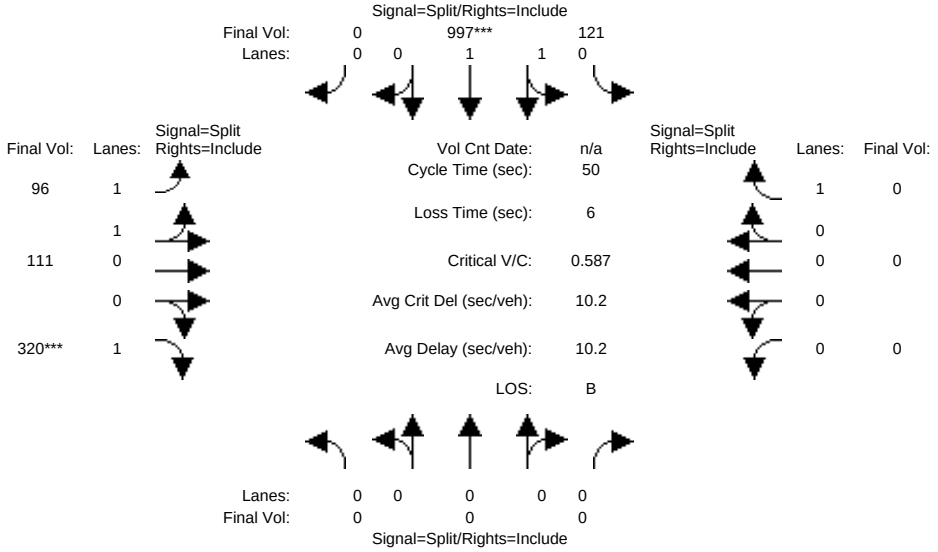
Street Name:	Almaden									Grant					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Min. Green:	0	0	0	10	10	0	10	10	10	0	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	16	100	0	813	56	188	0	0	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	16	100	0	813	56	188	0	0	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	16	100	0	813	56	188	0	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	16	100	0	813	56	188	0	0	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	16	100	0	813	56	188	0	0	5
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.90	0.98	0.92	0.88	0.96	0.78	0.92	1.00	0.80
Lanes:	0.00	0.00	0.00	0.30	1.70	0.00	1.88	0.12	1.00	0.00	0.00	1.00
Final Sat.:	0	0	0	507	3170	0	3143	216	1488	0	0	1514
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.03	0.00	0.26	0.26	0.13	0.00	0.00	0.00
Crit Moves:					****		****					****
Green/Cycle:	0.00	0.00	0.00	0.20	0.20	0.00	0.48	0.48	0.48	0.00	0.00	0.20
Volume/Cap:	0.00	0.00	0.00	0.16	0.16	0.00	0.54	0.54	0.26	0.00	0.00	0.02
Uniform Del:	0.0	0.0	0.0	16.5	16.5	0.0	9.1	9.1	7.7	0.0	0.0	16.1
IncremntDel:	0.0	0.0	0.0	0.1	0.1	0.0	0.4	0.4	0.2	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	0.00	1.00	1.00	1.00	0.00	0.00	1.00
Delay/Veh:	0.0	0.0	0.0	16.6	16.6	0.0	9.5	9.5	7.9	0.0	0.0	16.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	16.6	16.6	0.0	9.5	9.5	7.9	0.0	0.0	16.1
LOS by Move:	A	A	A	B	B	A	A	A	A	A	A	B
HCM2k95thQ:	0	0	0	2	2	0	11	11	4	0	0	0

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

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

Intersection #5: Almaden Blvd / Vine St and Grant St



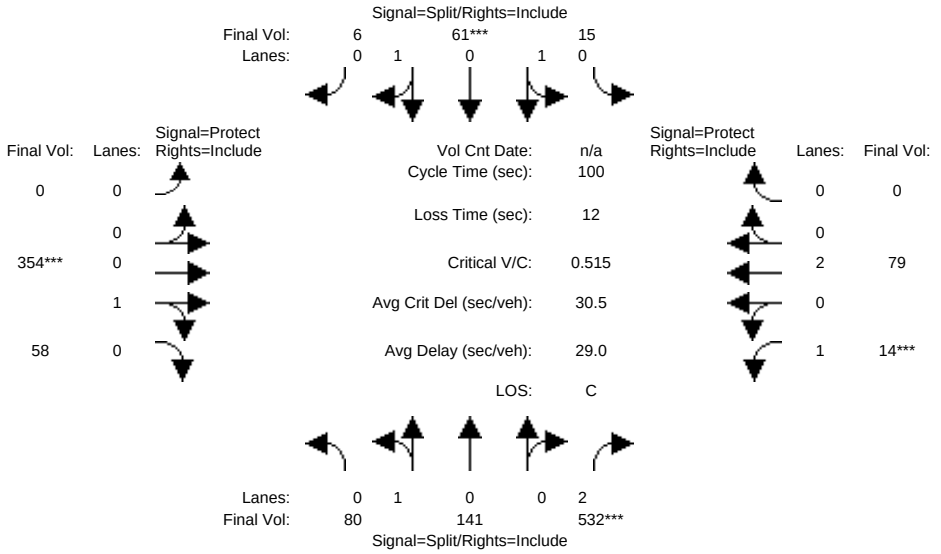
Street Name:	Almaden						Grant					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	0	10	10	10	0	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	121	997	0	96	111	320	0	0	0
Growth 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	121	997	0	96	111	320	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	121	997	0	96	111	320	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	121	997	0	96	111	320	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	121	997	0	96	111	320	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.91	0.98	0.92	0.90	0.97	0.78	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.23	1.77	0.00	1.00	1.00	1.00	0.00	0.00	1.00
Final Sat.:	0	0	0	401	3304	0	1703	1849	1488	0	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.30	0.30	0.00	0.06	0.06	0.22	0.00	0.00	0.00
Crit Moves:					****				****			
Green/Cycle:	0.00	0.00	0.00	0.51	0.51	0.00	0.37	0.37	0.37	0.00	0.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.59	0.59	0.00	0.15	0.16	0.59	0.00	0.00	0.00
Uniform Del:	0.0	0.0	0.0	8.5	8.5	0.0	10.6	10.7	12.8	0.0	0.0	0.0
IncremntDel:	0.0	0.0	0.0	0.5	0.5	0.0	0.1	0.1	1.7	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	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	8.9	8.9	0.0	10.7	10.7	14.5	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	8.9	8.9	0.0	10.7	10.7	14.5	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	B	B	B	A	A	A
HCM2k95thQ:	0	0	0	12	12	0	2	3	10	0	0	0

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

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

Intersection #6: Delmas Ave / SR 87 SB Off-Ramp and Park Ave [SR87 dummy NB]



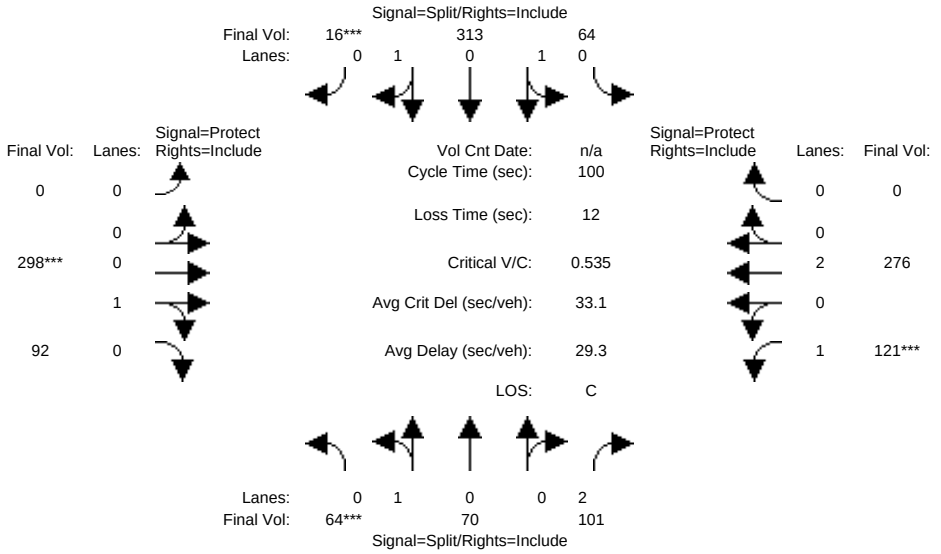
Street Name:	Delmas								Park			
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	0	10	10	10	10	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	80	141	532	15	61	6	0	354	58	14	79	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	141	532	15	61	6	0	354	58	14	79	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	80	141	532	15	61	6	0	354	58	14	79	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	141	532	15	61	6	0	354	58	14	79	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:	80	141	532	15	61	6	0	354	58	14	79	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.98	0.70	0.90	0.98	0.90	0.92	0.98	0.90	0.87	1.00	0.92
Lanes:	0.38	0.62	2.00	0.39	1.46	0.15	0.00	0.85	0.15	1.00	2.00	0.00
Final Sat.:	655	1155	2678	667	2711	267	0	1582	259	1663	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.20	0.02	0.02	0.02	0.00	0.22	0.22	0.01	0.02	0.00
Crit Moves:			****		****			****		****		
Green/Cycle:	0.32	0.32	0.32	0.10	0.10	0.10	0.00	0.36	0.36	0.10	0.46	0.00
Volume/Cap:	0.38	0.38	0.62	0.23	0.23	0.23	0.00	0.62	0.62	0.08	0.05	0.00
Uniform Del:	26.3	26.3	28.9	41.4	41.4	41.4	0.0	26.4	26.4	40.8	14.9	0.0
IncremntDel:	0.4	0.4	1.4	0.3	0.3	0.3	0.0	1.8	1.8	0.2	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	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	26.8	26.8	30.3	41.7	41.7	41.7	0.0	28.2	28.2	41.1	14.9	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:	26.8	26.8	30.3	41.7	41.7	41.7	0.0	28.2	28.2	41.1	14.9	0.0
LOS by Move:	C	C	C	D	D	D	A	C	C	D	B	A
HCM2k95thQ:	11	11	17	3	3	3	0	20	20	1	1	0

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

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

Intersection #6: Delmas Ave / SR 87 SB Off-Ramp and Park Ave [SR87 dummy NB]



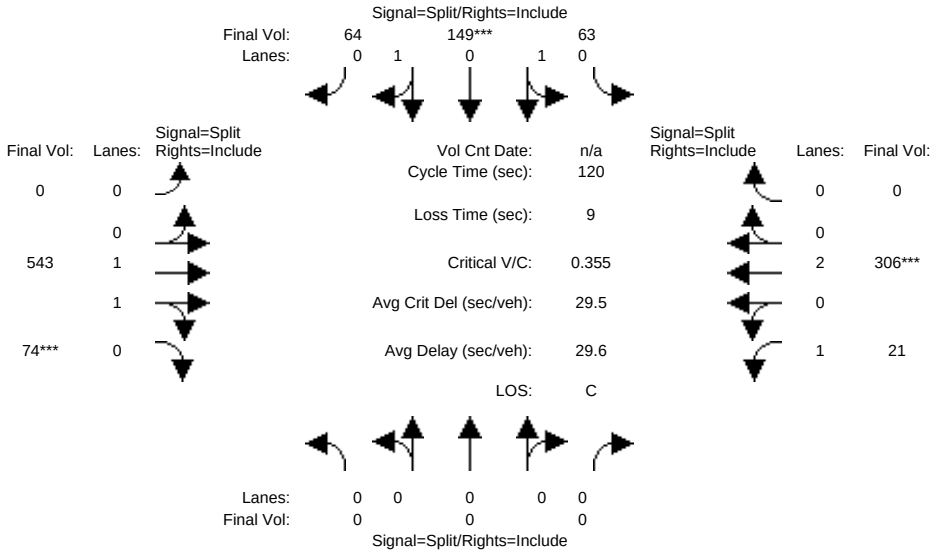
Street Name:	Delmas						Park					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	0	10	10	10	10	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	64	70	101	64	313	16	0	298	92	121	276	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	64	70	101	64	313	16	0	298	92	121	276	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	64	70	101	64	313	16	0	298	92	121	276	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	70	101	64	313	16	0	298	92	121	276	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:	64	70	101	64	313	16	0	298	92	121	276	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.98	0.70	0.91	0.99	0.91	0.92	0.97	0.89	0.87	1.00	0.92
Lanes:	0.50	0.50	2.00	0.35	1.56	0.09	0.00	0.75	0.25	1.00	2.00	0.00
Final Sat.:	852	932	2678	600	2933	150	0	1377	425	1663	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.04	0.11	0.11	0.11	0.00	0.22	0.22	0.07	0.07	0.00
Crit Moves:	****					****		****		****		
Green/Cycle:	0.14	0.14	0.14	0.20	0.20	0.20	0.00	0.40	0.40	0.14	0.54	0.00
Volume/Cap:	0.54	0.54	0.27	0.54	0.54	0.54	0.00	0.54	0.54	0.54	0.13	0.00
Uniform Del:	39.9	39.9	38.4	35.9	35.9	35.9	0.0	22.6	22.6	40.3	11.4	0.0
IncremntDel:	2.3	2.3	0.4	0.8	0.8	0.8	0.0	0.8	0.8	2.5	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	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	42.2	42.2	38.8	36.7	36.7	36.7	0.0	23.4	23.4	42.8	11.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.2	42.2	38.8	36.7	36.7	36.7	0.0	23.4	23.4	42.8	11.4	0.0
LOS by Move:	D	D	D	D	D	D	A	C	C	D	B	A
HCM2k95thQ:	9	9	4	12	12	12	0	18	18	7	4	0

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

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

Intersection #7: Delmas Ave and San Carlos St



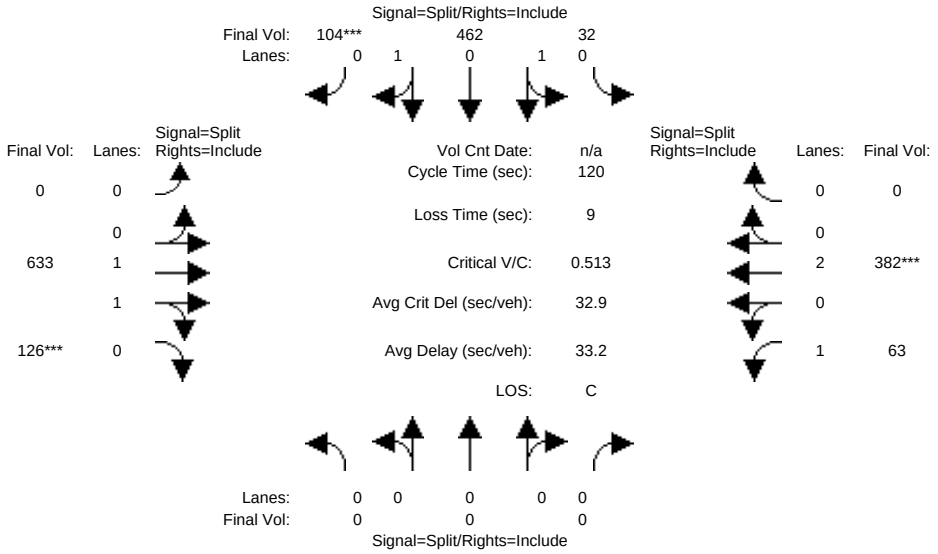
Street Name:	Delmas						San Carlos					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	0	10	10	10	0	10	10	10	10	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	63	149	64	0	543	74	21	306	0
Growth Adj:	1.00	1.00	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	63	149	64	0	543	74	21	306	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	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	63	149	64	0	543	74	21	306	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	63	149	64	0	543	74	21	306	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	63	149	64	0	543	74	21	306	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.86	0.93	0.86	0.92	0.98	0.90	0.87	1.00	0.92
Lanes:	0.00	0.00	0.00	0.48	1.04	0.48	0.00	1.74	0.26	1.00	2.00	0.00
Final Sat.:	0	0	0	778	1840	790	0	3251	443	1663	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.08	0.08	0.00	0.17	0.17	0.01	0.08	0.00
Crit Moves:					****				****		****	
Green/Cycle:	0.00	0.00	0.00	0.23	0.23	0.23	0.00	0.47	0.47	0.23	0.23	0.00
Volume/Cap:	0.00	0.00	0.00	0.36	0.36	0.36	0.00	0.36	0.36	0.06	0.36	0.00
Uniform Del:	0.0	0.0	0.0	38.9	38.9	38.9	0.0	20.2	20.2	36.3	39.0	0.0
IncremntDel:	0.0	0.0	0.0	0.3	0.3	0.3	0.0	0.1	0.1	0.1	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	39.2	39.2	39.2	0.0	20.3	20.3	36.4	39.3	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	39.2	39.2	39.2	0.0	20.3	20.3	36.4	39.3	0.0
LOS by Move:	A	A	A	D	D	D	A	C	C	D	D	A
HCM2k95thQ:	0	0	0	9	9	9	0	14	14	1	9	0

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

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

Intersection #7: Delmas Ave and San Carlos St



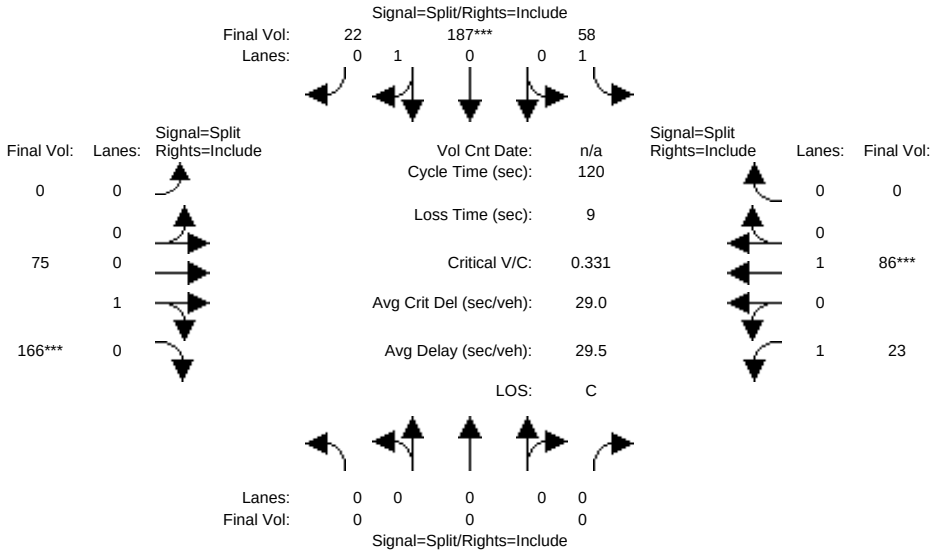
Street Name:	Delmas						San Carlos					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	0	10	10	10	0	10	10	10	10	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	32	462	104	0	633	126	63	382	0
Growth Adj:	1.00	1.00	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	462	104	0	633	126	63	382	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	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	462	104	0	633	126	63	382	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	32	462	104	0	633	126	63	382	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	462	104	0	633	126	63	382	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.89	0.97	0.89	0.92	0.98	0.90	0.87	1.00	0.92
Lanes:	0.00	0.00	0.00	0.11	1.52	0.37	0.00	1.64	0.36	1.00	2.00	0.00
Final Sat.:	0	0	0	193	2782	626	0	3047	606	1663	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.17	0.17	0.17	0.00	0.21	0.21	0.04	0.10	0.00
Crit Moves:						****			****		****	
Green/Cycle:	0.00	0.00	0.00	0.32	0.32	0.32	0.00	0.41	0.41	0.20	0.20	0.00
Volume/Cap:	0.00	0.00	0.00	0.51	0.51	0.51	0.00	0.51	0.51	0.19	0.51	0.00
Uniform Del:	0.0	0.0	0.0	32.9	32.9	32.9	0.0	26.8	26.8	40.3	43.1	0.0
IncremntDel:	0.0	0.0	0.0	0.4	0.4	0.4	0.0	0.3	0.3	0.3	0.6	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	33.3	33.3	33.3	0.0	27.1	27.1	40.6	43.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	33.3	33.3	33.3	0.0	27.1	27.1	40.6	43.7	0.0
LOS by Move:	A	A	A	C	C	C	A	C	C	D	D	A
HCM2k95thQ:	0	0	0	17	17	17	0	20	20	4	12	0

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

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

Intersection #8: Delmas Ave / SR 87 SB On-Ramp and Auzerais Ave



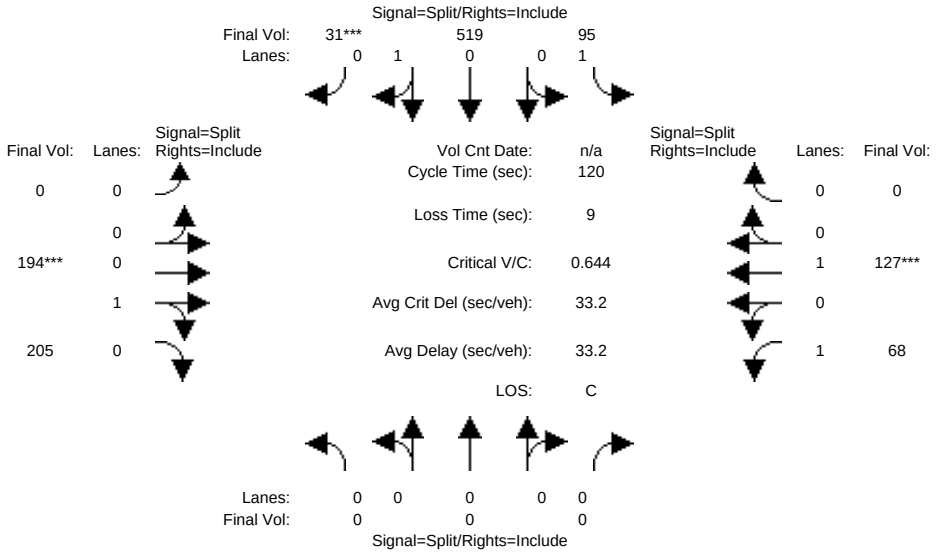
Street Name:	Delmas									Auzerais					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	10	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	58	187	22	0	75	166	23	86	0
Growth Adj:	1.00	1.00	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	58	187	22	0	75	166	23	86	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	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	58	187	22	0	75	166	23	86	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	58	187	22	0	75	166	23	86	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	58	187	22	0	75	166	23	86	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.78	0.98	0.91	0.92	0.91	0.84	0.87	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.89	0.11	0.00	0.29	0.71	1.00	1.00	0.00
Final Sat.:	0	0	0	1488	1658	195	0	506	1121	1663	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.11	0.11	0.00	0.15	0.15	0.01	0.05	0.00
Crit Moves:					****				****		****	
Green/Cycle:	0.00	0.00	0.00	0.34	0.34	0.34	0.00	0.45	0.45	0.14	0.14	0.00
Volume/Cap:	0.00	0.00	0.00	0.11	0.33	0.33	0.00	0.33	0.33	0.10	0.33	0.00
Uniform Del:	0.0	0.0	0.0	27.1	29.4	29.4	0.0	21.5	21.5	45.3	46.8	0.0
IncremntDel:	0.0	0.0	0.0	0.1	0.3	0.3	0.0	0.3	0.3	0.2	0.8	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	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	27.2	29.7	29.7	0.0	21.8	21.8	45.5	47.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	27.2	29.7	29.7	0.0	21.8	21.8	45.5	47.6	0.0
LOS by Move:	A	A	A	C	C	C	A	C	C	D	D	A
HCM2k95thQ:	0	0	0	3	11	11	0	12	12	2	6	0

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

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

Intersection #8: Delmas Ave / SR 87 SB On-Ramp and Auzerais Ave



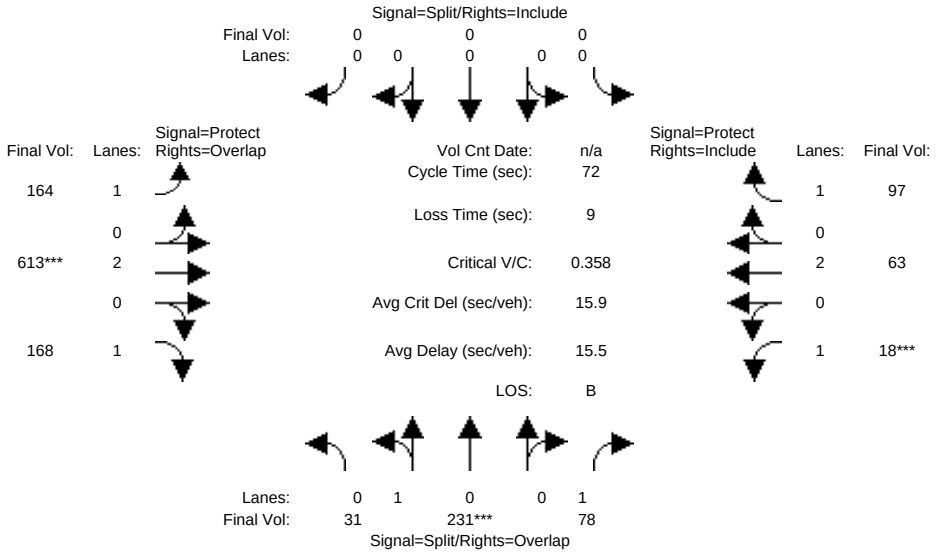
Street Name:	Delmas						Auzerais					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	10	10	10	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	95	519	31	0	194	205	68	127	0
Growth Adj:	1.00	1.00	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	95	519	31	0	194	205	68	127	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	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	95	519	31	0	194	205	68	127	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	95	519	31	0	194	205	68	127	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	95	519	31	0	194	205	68	127	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.78	0.99	0.91	0.92	0.93	0.86	0.87	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.94	0.06	0.00	0.47	0.53	1.00	1.00	0.00
Final Sat.:	0	0	0	1488	1770	106	0	824	870	1663	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.29	0.29	0.00	0.24	0.24	0.04	0.07	0.00
Crit Moves:						****		****			****	
Green/Cycle:	0.00	0.00	0.00	0.46	0.46	0.46	0.00	0.37	0.37	0.10	0.10	0.00
Volume/Cap:	0.00	0.00	0.00	0.14	0.64	0.64	0.00	0.64	0.64	0.39	0.64	0.00
Uniform Del:	0.0	0.0	0.0	19.0	25.2	25.2	0.0	31.6	31.6	50.2	51.6	0.0
IncremntDel:	0.0	0.0	0.0	0.1	1.7	1.7	0.0	2.3	2.3	1.5	7.1	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	19.1	26.9	26.9	0.0	33.9	33.9	51.7	58.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	19.1	26.9	26.9	0.0	33.9	33.9	51.7	58.8	0.0
LOS by Move:	A	A	A	B	C	C	A	C	C	D	E	A
HCM2k95thQ:	0	0	0	4	27	27	0	24	24	5	9	0

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

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

Intersection #9: Woz Way / SR 87 NB On-Ramp and Park Ave



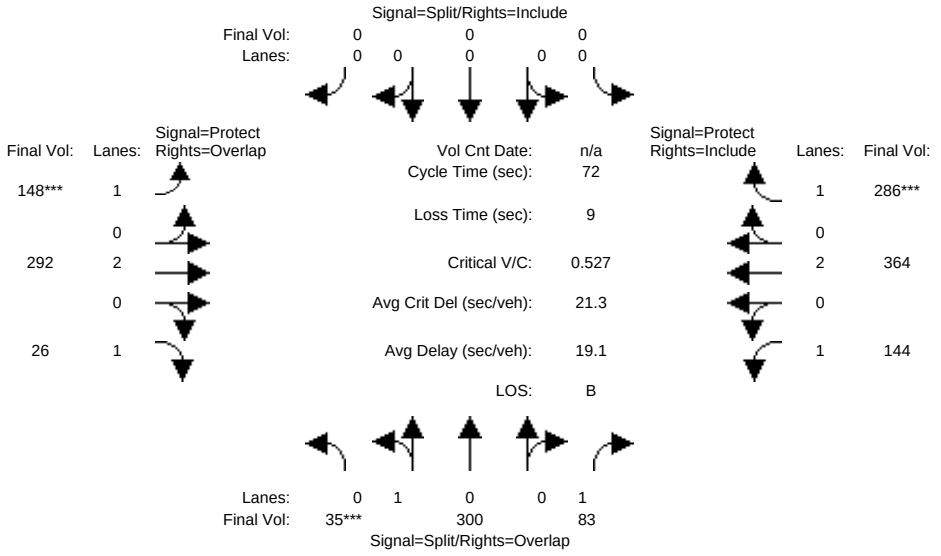
Street Name:	Woz						Park					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	0	0	0	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	31	231	78	0	0	0	164	613	168	18	63	97
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	31	231	78	0	0	0	164	613	168	18	63	97
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	31	231	78	0	0	0	164	613	168	18	63	97
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	231	78	0	0	0	164	613	168	18	63	97
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	31	231	78	0	0	0	164	613	168	18	63	97
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.91	0.99	0.78	0.92	1.00	0.92	0.87	1.00	0.78	0.87	1.00	0.78
Lanes:	0.13	0.87	1.00	0.00	0.00	0.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	219	1635	1488	0	0	0	1663	3800	1488	1663	3800	1488
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.05	0.00	0.00	0.00	0.10	0.16	0.11	0.01	0.02	0.07
Crit Moves:		****						****		****		
Green/Cycle:	0.36	0.36	0.46	0.00	0.00	0.00	0.21	0.41	0.78	0.10	0.30	0.30
Volume/Cap:	0.39	0.39	0.11	0.00	0.00	0.00	0.46	0.39	0.15	0.11	0.06	0.22
Uniform Del:	17.0	17.0	11.1	0.0	0.0	0.0	24.8	14.7	2.0	29.7	18.0	18.9
IncremntDel:	0.4	0.4	0.1	0.0	0.0	0.0	1.0	0.2	0.1	0.3	0.0	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	0.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	17.4	17.4	11.1	0.0	0.0	0.0	25.7	14.9	2.1	30.0	18.0	19.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.4	17.4	11.1	0.0	0.0	0.0	25.7	14.9	2.1	30.0	18.0	19.2
LOS by Move:	B	B	B	A	A	A	C	B	A	C	B	B
HCM2k95thQ:	8	8	2	0	0	0	7	9	2	1	1	4

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

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

Intersection #9: Woz Way / SR 87 NB On-Ramp and Park Ave



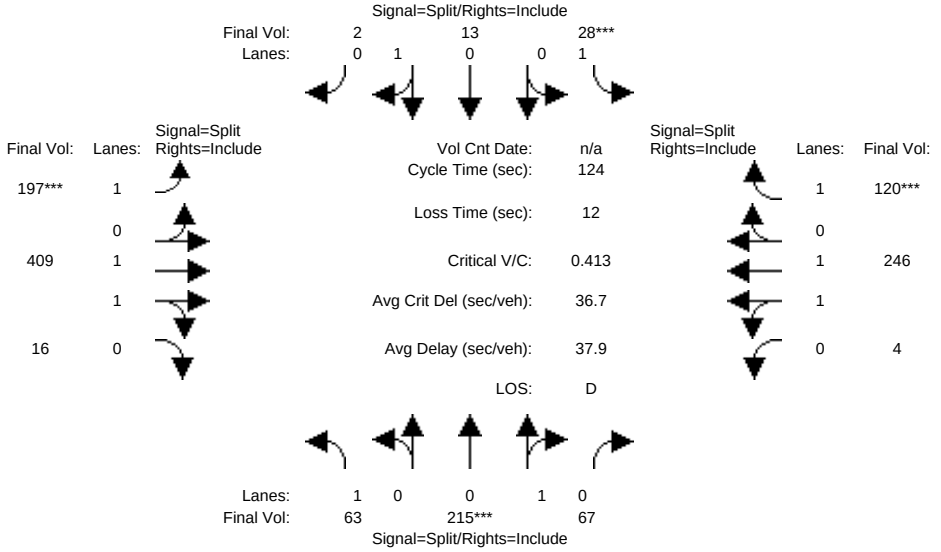
Street Name:	Woz						Park					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	0	0	0	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	35	300	83	0	0	0	148	292	26	144	364	286
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	300	83	0	0	0	148	292	26	144	364	286
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	35	300	83	0	0	0	148	292	26	144	364	286
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	300	83	0	0	0	148	292	26	144	364	286
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	35	300	83	0	0	0	148	292	26	144	364	286
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.91	0.99	0.78	0.92	1.00	0.92	0.87	1.00	0.78	0.87	1.00	0.78
Lanes:	0.11	0.89	1.00	0.00	0.00	0.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	194	1664	1488	0	0	0	1663	3800	1488	1663	3800	1488
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.06	0.00	0.00	0.00	0.09	0.08	0.02	0.09	0.10	0.19
Crit Moves:	****						****					****
Green/Cycle:	0.34	0.34	0.56	0.00	0.00	0.00	0.17	0.31	0.66	0.22	0.36	0.36
Volume/Cap:	0.53	0.53	0.10	0.00	0.00	0.00	0.53	0.24	0.03	0.39	0.26	0.53
Uniform Del:	19.0	19.0	7.3	0.0	0.0	0.0	27.3	18.4	4.4	24.0	16.1	18.0
IncremntDel:	0.8	0.8	0.1	0.0	0.0	0.0	1.9	0.1	0.0	0.7	0.1	1.0
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	1.00	1.00	1.00
Delay/Veh:	19.9	19.9	7.4	0.0	0.0	0.0	29.2	18.5	4.4	24.7	16.2	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:	19.9	19.9	7.4	0.0	0.0	0.0	29.2	18.5	4.4	24.7	16.2	19.0
LOS by Move:	B	B	A	A	A	A	C	B	A	C	B	B
HCM2k95thQ:	11	11	2	0	0	0	6	5	0	7	6	12

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

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

Intersection #10: Woz Way and San Carlos St



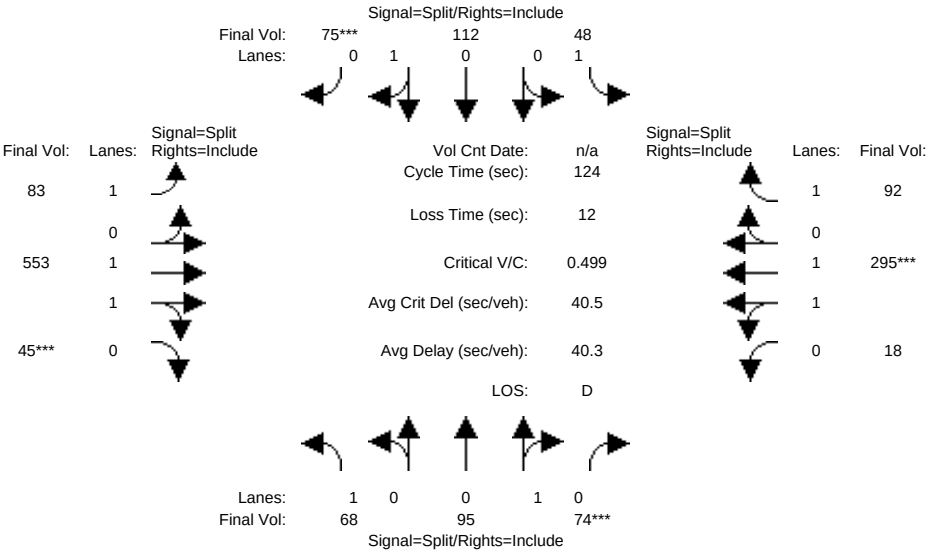
Street Name:	Woz						San Carlos					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	63	215	67	28	13	2	197	409	16	4	246	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	63	215	67	28	13	2	197	409	16	4	246	120
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	63	215	67	28	13	2	197	409	16	4	246	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	215	67	28	13	2	197	409	16	4	246	120
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	63	215	67	28	13	2	197	409	16	4	246	120
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.87	0.96	0.89	0.87	0.98	0.90	0.87	0.99	0.92	0.92	1.00	0.78
Lanes:	1.00	0.75	0.25	1.00	0.86	0.14	1.00	1.92	0.08	0.03	1.97	1.00
Final Sat.:	1663	1369	426	1663	1595	245	1663	3623	142	61	3730	1488
Capacity Analysis Module:												
Vol/Sat:	0.04	0.16	0.16	0.02	0.01	0.01	0.12	0.11	0.11	0.07	0.07	0.08
Crit Moves:		****		****			****					****
Green/Cycle:	0.36	0.36	0.36	0.08	0.08	0.08	0.27	0.27	0.27	0.19	0.19	0.19
Volume/Cap:	0.10	0.43	0.43	0.21	0.10	0.10	0.43	0.41	0.41	0.35	0.35	0.43
Uniform Del:	26.2	29.9	29.9	53.3	52.8	52.8	37.1	36.9	36.9	44.0	44.0	44.7
IncremntDel:	0.1	0.5	0.5	0.8	0.3	0.3	0.7	0.3	0.3	0.3	0.3	1.1
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:	26.2	30.3	30.3	54.1	53.1	53.1	37.8	37.1	37.1	44.3	44.3	45.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.2	30.3	30.3	54.1	53.1	53.1	37.8	37.1	37.1	44.3	44.3	45.7
LOS by Move:	C	C	C	D	D	D	D	D	D	D	D	D
HCM2k95thQ:	3	15	15	2	1	1	12	12	12	8	8	8

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

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

Intersection #10: Woz Way and San Carlos St



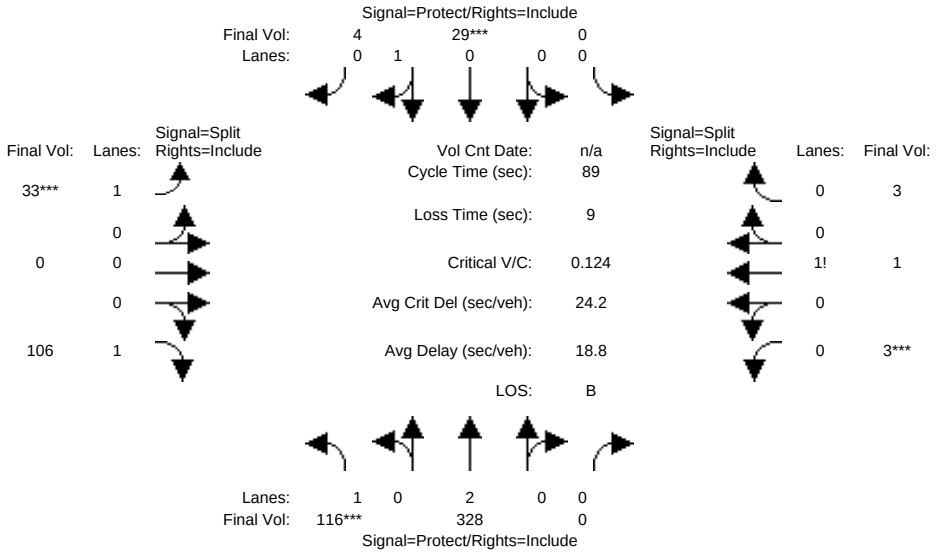
Street Name:	Woz						San Carlos					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	68	95	74	48	112	75	83	553	45	18	295	92
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	68	95	74	48	112	75	83	553	45	18	295	92
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	68	95	74	48	112	75	83	553	45	18	295	92
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	95	74	48	112	75	83	553	45	18	295	92
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	68	95	74	48	112	75	83	553	45	18	295	92
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.87	0.93	0.86	0.87	0.94	0.87	0.87	0.99	0.91	0.92	1.00	0.78
Lanes:	1.00	0.54	0.46	1.00	0.58	0.42	1.00	1.84	0.16	0.12	1.88	1.00
Final Sat.:	1663	961	749	1663	1034	693	1663	3453	281	217	3553	1488
Capacity Analysis Module:												
Vol/Sat:	0.04	0.10	0.10	0.03	0.11	0.11	0.05	0.16	0.16	0.08	0.08	0.06
Crit Moves:			****			****			****		****	
Green/Cycle:	0.20	0.20	0.20	0.22	0.22	0.22	0.32	0.32	0.32	0.17	0.17	0.17
Volume/Cap:	0.21	0.50	0.50	0.13	0.50	0.50	0.16	0.50	0.50	0.50	0.50	0.37
Uniform Del:	41.6	44.2	44.2	39.1	42.6	42.6	30.1	34.0	34.0	47.0	47.0	45.9
IncremntDel:	0.3	1.2	1.2	0.2	1.0	1.0	0.1	0.3	0.3	0.6	0.6	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:	41.9	45.4	45.4	39.3	43.6	43.6	30.2	34.3	34.3	47.6	47.6	46.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.9	45.4	45.4	39.3	43.6	43.6	30.2	34.3	34.3	47.6	47.6	46.8
LOS by Move:	D	D	D	D	D	D	C	C	C	D	D	D
HCM2k95thQ:	5	11	11	3	12	12	5	17	17	10	10	7

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

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

Intersection #11: Woz Way and Auzerais Ave



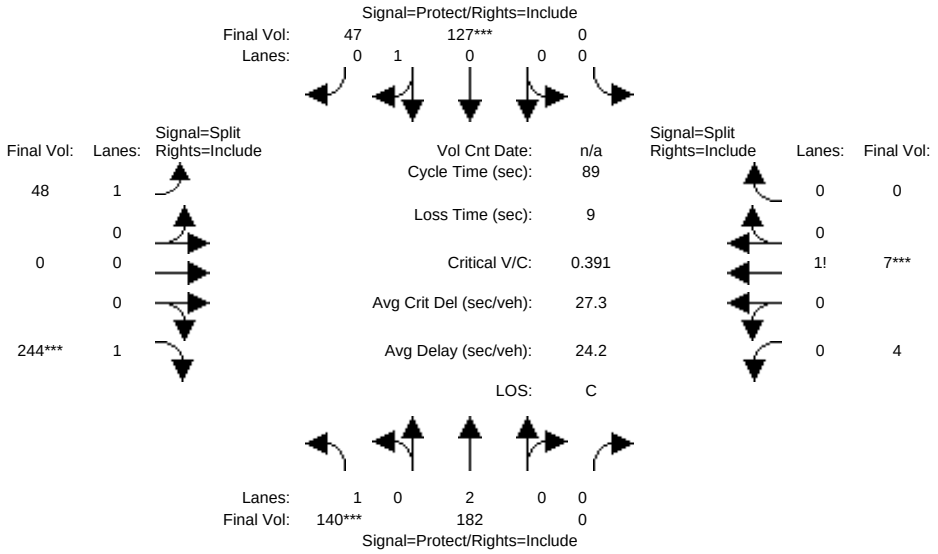
Street Name:	Woz						Auzerais					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	0	0	10	10	10	0	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	116	328	0	0	29	4	33	0	106	3	1	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	116	328	0	0	29	4	33	0	106	3	1	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	116	328	0	0	29	4	33	0	106	3	1	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	116	328	0	0	29	4	33	0	106	3	1	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	116	328	0	0	29	4	33	0	106	3	1	3
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.87	1.00	0.92	0.92	0.98	0.91	0.87	1.00	0.78	0.85	0.92	0.85
Lanes:	1.00	2.00	0.00	0.00	0.87	0.13	1.00	0.00	1.00	0.44	0.13	0.43
Final Sat.:	1663	3800	0	0	1626	224	1663	0	1488	700	233	700
Capacity Analysis Module:												
Vol/Sat:	0.07	0.09	0.00	0.00	0.02	0.02	0.02	0.00	0.07	0.00	0.00	0.00
Crit Moves:	****				****		****			****		
Green/Cycle:	0.33	0.45	0.00	0.00	0.11	0.11	0.34	0.00	0.34	0.11	0.11	0.11
Volume/Cap:	0.21	0.19	0.00	0.00	0.16	0.16	0.06	0.00	0.21	0.04	0.04	0.04
Uniform Del:	21.2	15.0	0.0	0.0	35.7	35.7	19.7	0.0	20.8	35.2	35.2	35.2
IncremntDel:	0.2	0.1	0.0	0.0	0.4	0.4	0.0	0.0	0.2	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	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Delay/Veh:	21.4	15.0	0.0	0.0	36.1	36.1	19.8	0.0	21.0	35.3	35.3	35.3
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:	21.4	15.0	0.0	0.0	36.1	36.1	19.8	0.0	21.0	35.3	35.3	35.3
LOS by Move:	C	B	A	A	D	D	B	A	C	D	D	D
HCM2k95thQ:	5	5	0	0	2	2	1	0	4	0	0	0

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

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

Intersection #11: Woz Way and Auzerais Ave



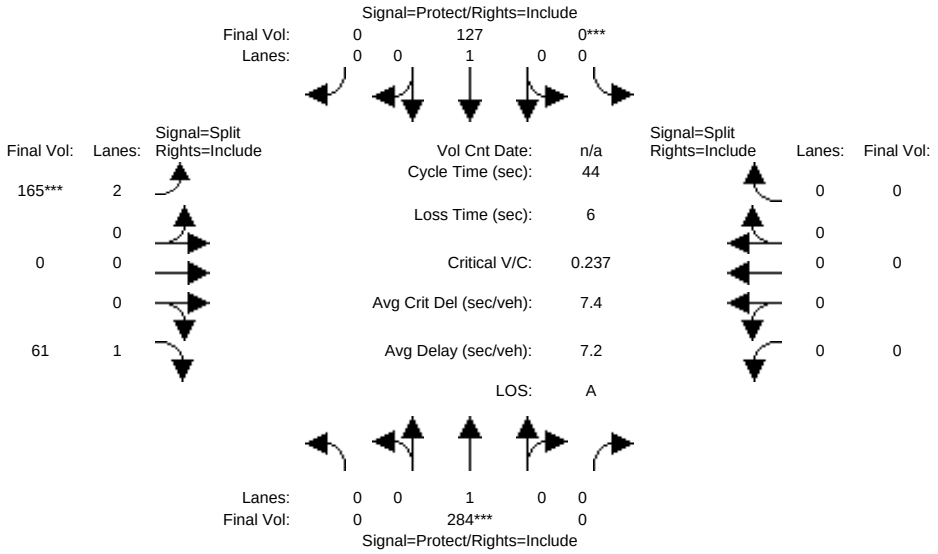
Street Name:	Woz						Auzerais					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	10	0	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	140	182	0	0	127	47	48	0	244	4	7	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	182	0	0	127	47	48	0	244	4	7	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	140	182	0	0	127	47	48	0	244	4	7	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	182	0	0	127	47	48	0	244	4	7	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:	140	182	0	0	127	47	48	0	244	4	7	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.87	1.00	0.92	0.92	0.96	0.89	0.87	1.00	0.78	0.90	0.98	0.92
Lanes:	1.00	2.00	0.00	0.00	0.71	0.29	1.00	0.00	1.00	0.38	0.62	0.00
Final Sat.:	1663	3800	0	0	1307	484	1663	0	1488	658	1151	0
Capacity Analysis Module:												
Vol/Sat:	0.08	0.05	0.00	0.00	0.10	0.10	0.03	0.00	0.16	0.01	0.01	0.00
Crit Moves:	****				****				****		****	
Green/Cycle:	0.19	0.41	0.00	0.00	0.22	0.22	0.37	0.00	0.37	0.11	0.11	0.00
Volume/Cap:	0.44	0.12	0.00	0.00	0.44	0.44	0.08	0.00	0.44	0.05	0.05	0.00
Uniform Del:	31.7	16.1	0.0	0.0	29.9	29.9	18.0	0.0	20.9	35.3	35.3	0.0
IncremntDel:	1.0	0.0	0.0	0.0	0.8	0.8	0.1	0.0	0.6	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:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00
Delay/Veh:	32.7	16.1	0.0	0.0	30.7	30.7	18.0	0.0	21.5	35.4	35.4	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:	32.7	16.1	0.0	0.0	30.7	30.7	18.0	0.0	21.5	35.4	35.4	0.0
LOS by Move:	C	B	A	A	C	C	B	A	C	D	D	A
HCM2k95thQ:	7	3	0	0	8	8	2	0	10	1	1	0

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

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

Intersection #12: Woz Way and SR 87 NB Off-Ramp



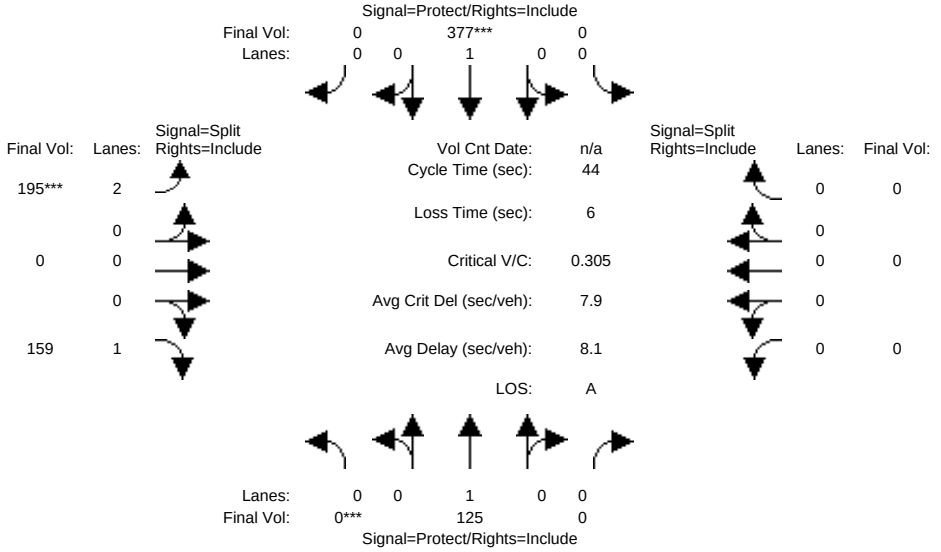
Street Name:	Woz						SR87					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	0	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	284	0	0	127	0	165	0	61	0	0	0
Growth Adj:	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	284	0	0	127	0	165	0	61	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	284	0	0	127	0	165	0	61	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	284	0	0	127	0	165	0	61	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	284	0	0	127	0	165	0	61	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.79	1.00	0.78	0.92	1.00	0.92
Lanes:	0.00	1.00	0.00	0.00	1.00	0.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	1900	0	0	1900	0	2993	0	1488	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.00	0.00	0.07	0.00	0.06	0.00	0.04	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green/Cycle:	0.00	0.63	0.00	0.00	0.63	0.00	0.23	0.00	0.23	0.00	0.00	0.00
Volume/Cap:	0.00	0.24	0.00	0.00	0.11	0.00	0.24	0.00	0.18	0.00	0.00	0.00
Uniform Del:	0.0	3.5	0.0	0.0	3.2	0.0	13.7	0.0	13.5	0.0	0.0	0.0
IncremntDel:	0.0	0.1	0.0	0.0	0.0	0.0	0.2	0.0	0.2	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	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	3.6	0.0	0.0	3.3	0.0	13.9	0.0	13.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	3.6	0.0	0.0	3.3	0.0	13.9	0.0	13.7	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	B	A	B	A	A	A
HCM2k95thQ:	0	4	0	0	1	0	3	0	2	0	0	0

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

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

Intersection #12: Woz Way and SR 87 NB Off-Ramp



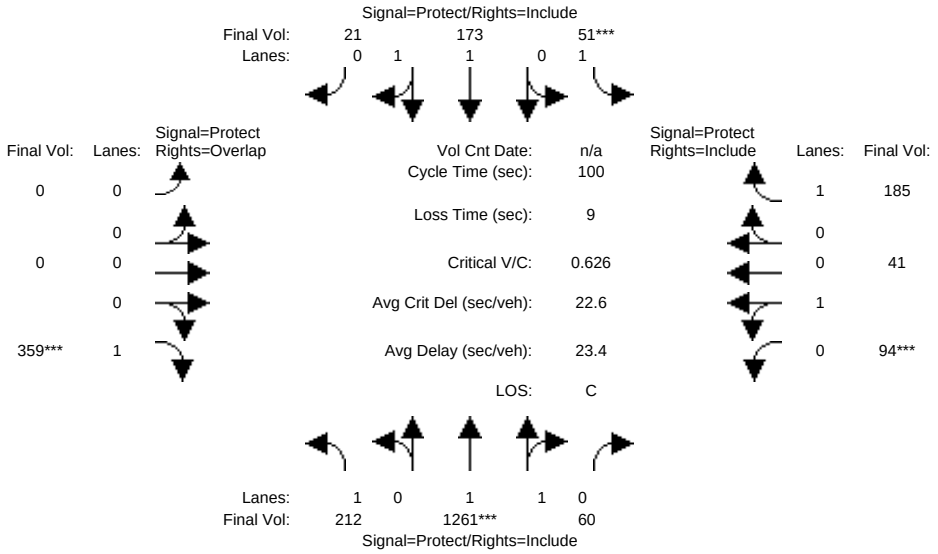
Street Name:	Woz						SR87					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	0	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	125	0	0	377	0	195	0	159	0	0	0
Growth Adj:	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	125	0	0	377	0	195	0	159	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	125	0	0	377	0	195	0	159	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	125	0	0	377	0	195	0	159	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	125	0	0	377	0	195	0	159	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.79	1.00	0.78	0.92	1.00	0.92
Lanes:	0.00	1.00	0.00	0.00	1.00	0.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	1900	0	0	1900	0	2993	0	1488	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.07	0.00	0.00	0.20	0.00	0.07	0.00	0.11	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green/Cycle:	0.00	0.51	0.00	0.00	0.51	0.00	0.35	0.00	0.35	0.00	0.00	0.00
Volume/Cap:	0.00	0.13	0.00	0.00	0.39	0.00	0.19	0.00	0.31	0.00	0.00	0.00
Uniform Del:	0.0	5.6	0.0	0.0	6.5	0.0	9.9	0.0	10.4	0.0	0.0	0.0
IncremntDel:	0.0	0.1	0.0	0.0	0.3	0.0	0.1	0.0	0.3	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	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	5.6	0.0	0.0	6.8	0.0	10.0	0.0	10.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	5.6	0.0	0.0	6.8	0.0	10.0	0.0	10.7	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	B	A	B	A	A	A
HCM2k95thQ:	0	2	0	0	6	0	3	0	4	0	0	0

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

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

Intersection #13: South Market St and East Reed St



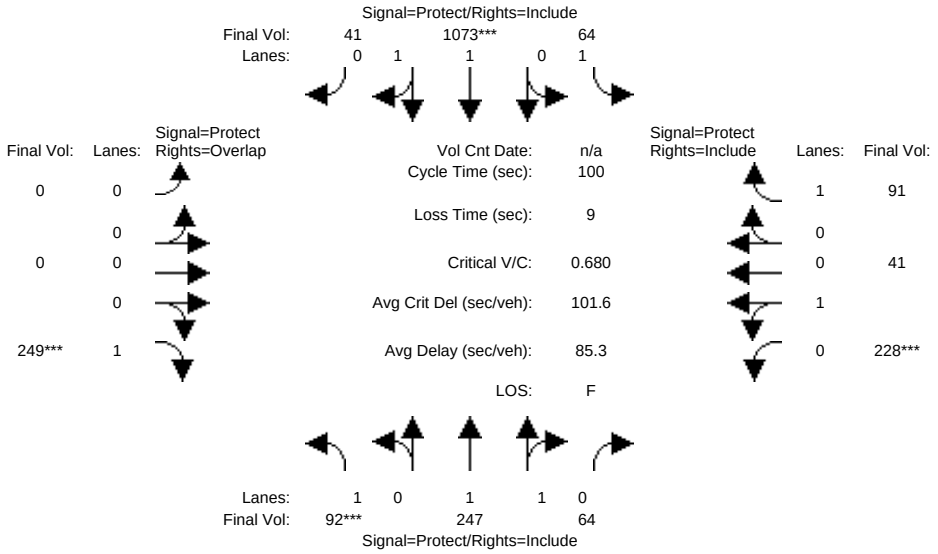
Street Name:	Market						Reed					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	0	0	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	212	1261	60	51	173	21	0	0	359	94	41	185
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	212	1261	60	51	173	21	0	0	359	94	41	185
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	212	1261	60	51	173	21	0	0	359	94	41	185
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	212	1261	60	51	173	21	0	0	359	94	41	185
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	212	1261	60	51	173	21	0	0	359	94	41	185
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.87	0.99	0.91	0.87	0.98	0.91	0.92	1.00	0.80	0.89	0.97	0.78
Lanes:	1.00	1.90	0.10	1.00	1.77	0.23	0.00	0.00	1.00	0.71	0.29	1.00
Final Sat.:	1663	3588	171	1663	3304	401	0	0	1514	1206	526	1488
Capacity Analysis Module:												
Vol/Sat:	0.13	0.35	0.35	0.03	0.05	0.05	0.00	0.00	0.24	0.08	0.08	0.12
Crit Moves:		****		****					****	****		
Green/Cycle:	0.35	0.55	0.55	0.07	0.27	0.27	0.00	0.00	0.35	0.12	0.29	0.29
Volume/Cap:	0.37	0.64	0.64	0.44	0.19	0.19	0.00	0.00	0.69	0.64	0.27	0.43
Uniform Del:	24.5	15.8	15.8	44.6	28.0	28.0	0.0	0.0	28.0	41.9	27.2	28.6
IncremntDel:	0.4	0.7	0.7	2.6	0.1	0.1	0.0	0.0	3.8	6.6	0.3	0.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00
Delay/Veh:	24.9	16.5	16.5	47.2	28.1	28.1	0.0	0.0	31.8	48.4	27.4	29.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.9	16.5	16.5	47.2	28.1	28.1	0.0	0.0	31.8	48.4	27.4	29.3
LOS by Move:	C	B	B	D	C	C	A	A	C	D	C	C
HCM2k95thQ:	10	26	26	4	5	5	0	0	21	10	7	10

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

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

Intersection #13: South Market St and East Reed St



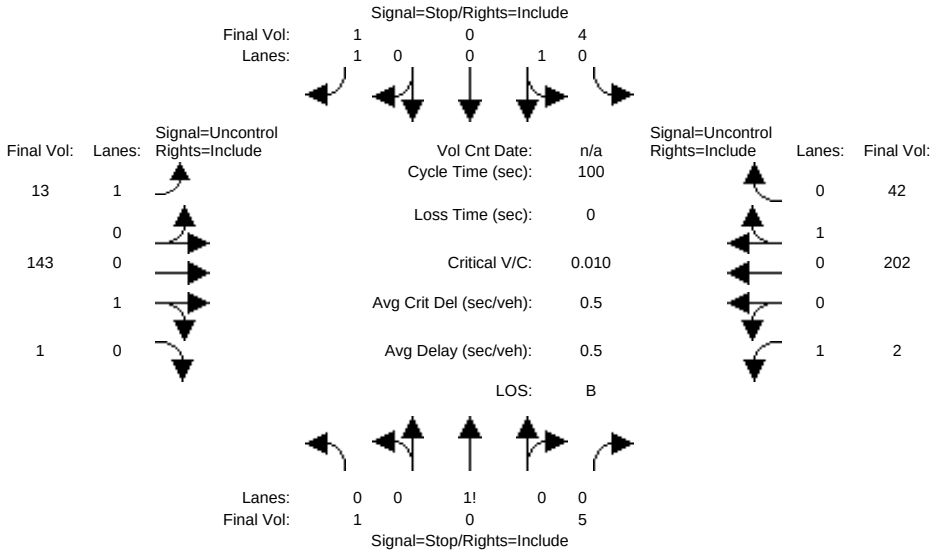
Street Name:	Market						Reed					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	0	0	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	92	247	64	64	1073	41	0	0	249	228	41	91
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	92	247	64	64	1073	41	0	0	249	228	41	91
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	92	247	64	64	1073	41	0	0	249	228	41	91
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	247	64	64	1073	41	0	0	249	228	41	91
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	92	247	64	64	1073	41	0	0	249	228	41	91
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.87	0.97	0.89	0.87	0.99	0.92	0.92	1.00	0.80	0.88	0.96	0.78
Lanes:	1.00	1.56	0.44	1.00	1.92	0.08	0.00	0.00	1.00	0.86	0.14	1.00
Final Sat.:	1663	2874	745	1663	3627	139	0	0	1514	1440	259	1488
Capacity Analysis Module:												
Vol/Sat:	0.06	0.09	0.09	0.04	0.30	0.30	0.00	0.00	0.16	0.16	0.16	0.06
Crit Moves:	****				****				****	****		
Green/Cycle:	0.08	0.30	0.30	0.21	0.44	0.44	0.00	0.00	0.08	0.23	0.37	0.37
Volume/Cap:	0.68	0.28	0.28	0.18	0.68	0.68	0.00	0.00	2.02	0.68	0.43	0.16
Uniform Del:	44.7	26.5	26.5	32.2	22.7	22.7	0.0	0.0	45.9	35.0	23.4	21.0
IncremntDel:	13.1	0.1	0.1	0.2	1.2	1.2	0.0	0.0	486.7	4.8	0.5	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	0.00	0.00	1.00	1.00	1.00	1.00
Delay/Veh:	57.8	26.7	26.7	32.5	23.8	23.8	0.0	0.0	532.7	39.7	23.9	21.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.8	26.7	26.7	32.5	23.8	23.8	0.0	0.0	532.7	39.7	23.9	21.2
LOS by Move:	E	C	C	C	C	C	A	A	F	D	C	C
HCM2k95thQ:	9	7	7	4	26	26	0	0	43	17	13	4

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

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Level Of Service Computation Report
2000 HCM Unsignalized (Base Volume Alternative)
EXAM

Intersection #14: Woz Way and Locust St (Project Driveway)



Street Name:	Locust						Woz					
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:	1	0	5	4	0	1	13	143	1	2	202	42
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	0	5	4	0	1	13	143	1	2	202	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:	1	0	5	4	0	1	13	143	1	2	202	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	1	0	5	4	0	1	13	143	1	2	202	42
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	397	418	144	399	397	223	244	xxxx	xxxxx	144	xxxx	xxxxx
Potent Cap.:	567	529	909	565	544	822	1334	xxxx	xxxxx	1451	xxxx	xxxxx
Move Cap.:	561	523	909	557	537	822	1334	xxxx	xxxxx	1451	xxxx	xxxxx
Volume/Cap:	0.00	0.00	0.01	0.01	0.00	0.00	0.01	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.0	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	9.4	7.7	xxxx	xxxxx	7.5	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	A	A	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	824	xxxxx	557	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.0	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	9.4	xxxxx	11.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	A	*	B	*	*	*	*	*	*	*	*
ApproachDel:	9.4			11.1			xxxxxx			xxxxxx		
ApproachLOS:	A			B			*			*		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #14 Woz Way and Locust St (Project Driveway)

****

Base 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		

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```
------------|--------------||--------------||--------------||--------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0  0  1! 0  0    0  1  0  0  1    1  0  0  1  0    1  0  0  1  0
Initial Vol:    1    0     5     4    0     1    13  143     1     2  202    42
ApproachDel:       9.4             11.1           xxxxxx           xxxxxx
------------|--------------||--------------||--------------||--------------|
Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=6]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=414]
   FAIL - Total volume less than 650 for intersection
          with less than four approaches.
--------------------------------------------------------------------------------
Approach[southbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
   FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=5]
   FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=414]
   FAIL - Total volume less than 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).

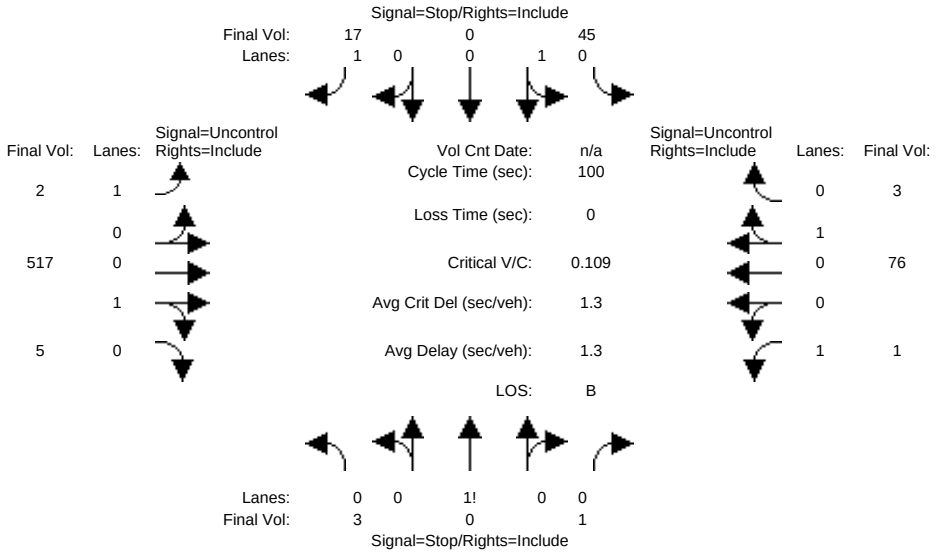
The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
                Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #14 Woz Way and Locust St (Project Driveway)
********************************************************************************
Base 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  1! 0  0    0  1  0  0  1    1  0  0  1  0    1  0  0  1  0
Initial Vol:    1    0     5     4    0     1    13  143     1     2  202    42
------------|--------------||--------------||--------------||--------------|
Major Street Volume:             403
Minor Approach Volume:           6
Minor Approach Volume Threshold: 598
--------------------------------------------------------------------------------
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.
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Level Of Service Computation Report
2000 HCM Unsignalized (Base Volume Alternative)
EXPM

Intersection #14: Woz Way and Locust St (Project Driveway)



Street Name:	Locust						Woz					
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:	3	0	1	45	0	17	2	517	5	1	76	3
Growth Adj:	1.00	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	0	1	45	0	17	2	517	5	1	76	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	3	0	1	45	0	17	2	517	5	1	76	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	3	0	1	45	0	17	2	517	5	1	76	3
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	612	605	520	604	606	78	79	xxxx	xxxxx	522	xxxx	xxxxx
Potent Cap.:	408	415	560	414	414	989	1532	xxxx	xxxxx	1055	xxxx	xxxxx
Move Cap.:	401	414	560	412	413	989	1532	xxxx	xxxxx	1055	xxxx	xxxxx
Volume/Cap:	0.01	0.00	0.00	0.11	0.00	0.02	0.00	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.1	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	8.7	7.4	xxxx	xxxxx	8.4	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	A	A	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	432	xxxxx	412	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.0	xxxxx	0.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	13.4	xxxxx	14.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	B	*	*	*	*	*	*	*	*
ApproachDel:	13.4			13.1			xxxxxx			xxxxxx		
ApproachLOS:	B			B			*			*		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #14 Woz Way and Locust St (Project Driveway)

****

Base 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

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```
------------|--------------||--------------||--------------||--------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0  0  1! 0  0    0  1  0  0  1    1  0  0  1  0    1  0  0  1  0
Initial Vol:    3    0     1    45    0    17     2  517     5     1   76     3
ApproachDel:      13.4             13.1           xxxxxx           xxxxxx
------------|--------------||--------------||--------------||--------------|
Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=4]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=670]
   FAIL - Total volume less than 650 for intersection
          with less than four approaches.
--------------------------------------------------------------------------------
Approach[southbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
   FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=62]
   FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=670]
   FAIL - Total volume less than 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).

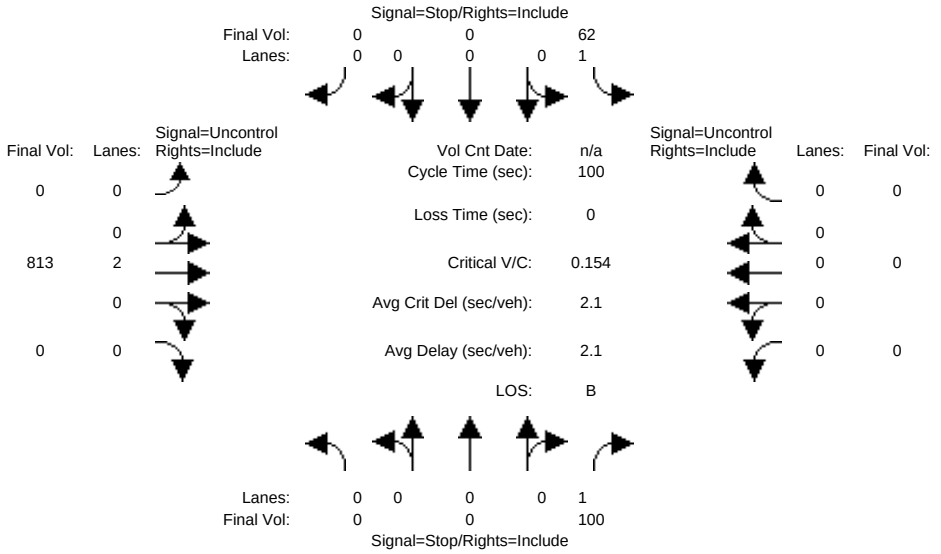
The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
                Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #14 Woz Way and Locust St (Project Driveway)
********************************************************************************
Base 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  1! 0  0    0  1  0  0  1    1  0  0  1  0    1  0  0  1  0
Initial Vol:    3    0     1    45    0    17     2  517     5     1   76     3
------------|--------------||--------------||--------------||--------------|
Major Street Volume:             604
Minor Approach Volume:           62
Minor Approach Volume Threshold: 591
--------------------------------------------------------------------------------
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.
```


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Level Of Service Computation Report
2000 HCM Unsignalized (Base Volume Alternative)
EXAM

Intersection #15: I-280 SB Off-Ramp and Grant St




```
Street Name:            Grant/Locust                          I280
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   100    62    0     0     0  813     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   100    62    0     0     0  813     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   100    62    0     0     0  813     0     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0    0   100    62    0     0     0  813     0     0    0     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx   6.2   7.1 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx   3.3   3.5 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx   407   407 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx   649   559 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx   649   472 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap:  xxxx xxxx  0.15  0.13 xxxx  xxxx  xxxx xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx   0.5   0.4 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx  11.6  13.8 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    *    *     B     B    *     *     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  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:      11.6             13.8           xxxxxx           xxxxxx
ApproachLOS:         B                B                *                *
Note: Queue reported is the number of cars per lane.
                  Peak Hour Delay Signal Warrant Report
********************************************************************************
Intersection #15 I-280 SB Off-Ramp and Grant St
********************************************************************************
Base 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
```

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```
------------|--------------||--------------||--------------||--------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0  0  0  0  1    1  0  0  0  0    0  0  2  0  0    0  0  0  0  0
Initial Vol:    0    0   100    62    0     0     0  813     0     0    0     0
ApproachDel:      11.6             13.8           xxxxxx           xxxxxx
------------|--------------||--------------||--------------||--------------|
Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.3]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=100]
   SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=975]
   SUCCEED - Total volume greater than or equal to 650 for intersection
             with less than four approaches.
--------------------------------------------------------------------------------
Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=62]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=975]
   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).

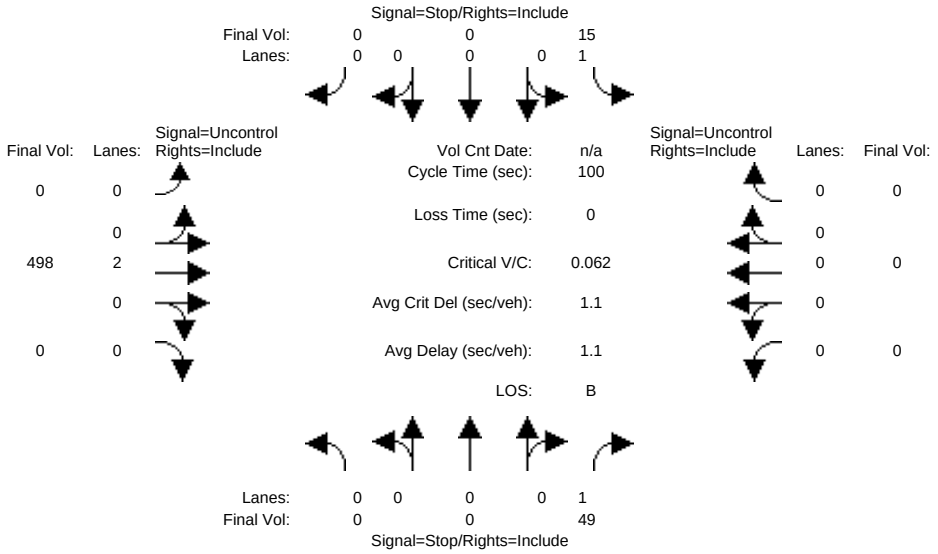
The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
                Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #15 I-280 SB Off-Ramp and Grant St
********************************************************************************
Base 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  1    1  0  0  0  0    0  0  2  0  0    0  0  0  0  0
Initial Vol:    0    0   100    62    0     0     0  813     0     0    0     0
------------|--------------||--------------||--------------||--------------|
Major Street Volume:             813
Minor Approach Volume:           100
Minor Approach Volume Threshold: 356
--------------------------------------------------------------------------------
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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jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
```


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Level Of Service Computation Report
2000 HCM Unsignalized (Base Volume Alternative)
EXPM

Intersection #15: I-280 SB Off-Ramp and Grant St




```
Street Name:            Grant/Locust                          I280
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    49    15    0     0     0  498     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    49    15    0     0     0  498     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    49    15    0     0     0  498     0     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0    0    49    15    0     0     0  498     0     0    0     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx   6.2   7.1 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx   3.3   3.5 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx   249   249 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx   795   709 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx   795   665 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap:  xxxx xxxx  0.06  0.02 xxxx  xxxx  xxxx xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx   0.2   0.1 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx   9.8  10.5 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    *    *     A     B    *     *     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  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:       9.8             10.5           xxxxxx           xxxxxx
ApproachLOS:         A                B                *                *
Note: Queue reported is the number of cars per lane.
                  Peak Hour Delay Signal Warrant Report
********************************************************************************
Intersection #15 I-280 SB Off-Ramp and Grant St
********************************************************************************
Base 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
```

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```
------------|--------------||--------------||--------------||--------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0  0  0  0  1    1  0  0  0  0    0  0  2  0  0    0  0  0  0  0
Initial Vol:    0    0    49    15    0     0     0  498     0     0    0     0
ApproachDel:       9.8             10.5           xxxxxx           xxxxxx
------------|--------------||--------------||--------------||--------------|
Approach[northbound][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=49]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=562]
   FAIL - Total volume less than 650 for intersection
          with less than four approaches.
--------------------------------------------------------------------------------
Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=15]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=562]
   FAIL - Total volume less than 650 for intersection
          with less than four approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
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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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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 #15 I-280 SB Off-Ramp and Grant St
********************************************************************************
Base 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  1    1  0  0  0  0    0  0  2  0  0    0  0  0  0  0
Initial Vol:    0    0    49    15    0     0     0  498     0     0    0     0
------------|--------------||--------------||--------------||--------------|
Major Street Volume:             498
Minor Approach Volume:           49
Minor Approach Volume Threshold: 525
--------------------------------------------------------------------------------
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).

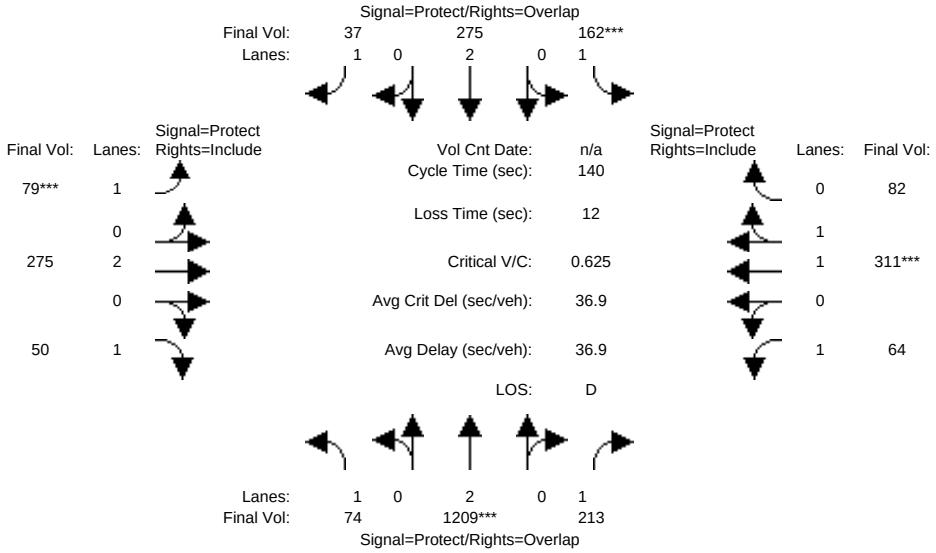
The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
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Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
BGAM

Intersection #1: Almaden Blvd and San Carlos St



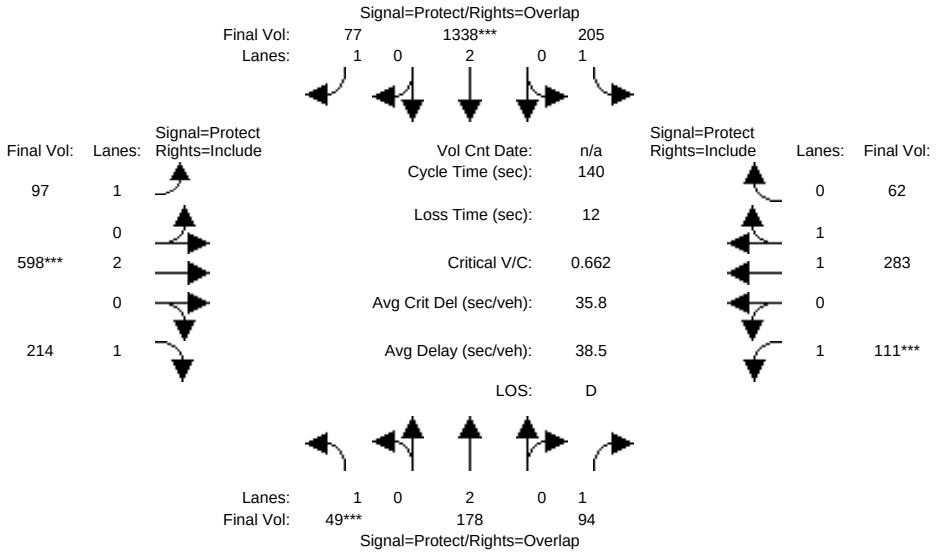
Street Name:	Almaden						San Carlos					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	10	10	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	74	1209	213	162	275	37	79	275	50	64	311	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:	74	1209	213	162	275	37	79	275	50	64	311	82
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	74	1209	213	162	275	37	79	275	50	64	311	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	74	1209	213	162	275	37	79	275	50	64	311	82
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	74	1209	213	162	275	37	79	275	50	64	311	82
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.87	1.00	0.78	0.87	1.00	0.78	0.87	1.00	0.78	0.87	0.97	0.89
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.55	0.45
Final Sat.:	1663	3800	1488	1663	3800	1488	1663	3800	1488	1663	2863	755
Capacity Analysis Module:												
Vol/Sat:	0.04	0.32	0.14	0.10	0.07	0.02	0.05	0.07	0.03	0.04	0.11	0.11
Crit Moves:		****			****			****			****	
Green/Cycle:	0.27	0.51	0.63	0.16	0.39	0.47	0.08	0.13	0.13	0.12	0.17	0.17
Volume/Cap:	0.16	0.63	0.23	0.63	0.18	0.05	0.63	0.58	0.27	0.31	0.63	0.63
Uniform Del:	38.9	24.8	11.0	55.3	27.8	20.2	62.7	57.7	55.4	55.9	53.6	53.6
IncremntDel:	0.2	0.7	0.1	4.7	0.1	0.0	9.5	1.7	0.8	0.9	2.0	2.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	39.0	25.4	11.1	60.0	27.9	20.3	72.2	59.4	56.1	56.7	55.6	55.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.0	25.4	11.1	60.0	27.9	20.3	72.2	59.4	56.1	56.7	55.6	55.6
LOS by Move:	D	C	B	E	C	C	E	E	E	E	E	E
HCM2k95thQ:	5	31	8	15	7	2	7	11	4	6	16	16

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

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

Intersection #1: Almaden Blvd and San Carlos St



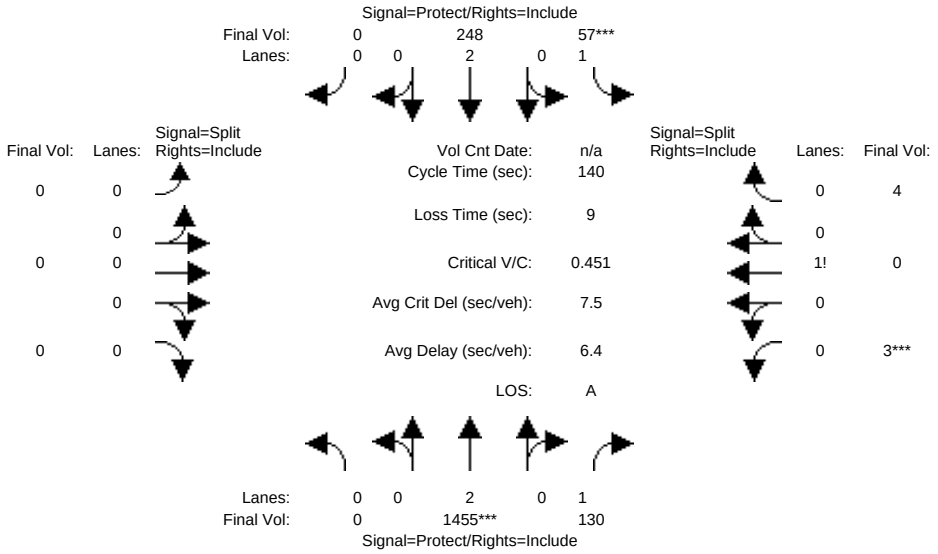
Street Name:	Almaden						San Carlos					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	10	10	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	49	178	94	205	1338	77	97	598	214	111	283	62
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	49	178	94	205	1338	77	97	598	214	111	283	62
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	49	178	94	205	1338	77	97	598	214	111	283	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	178	94	205	1338	77	97	598	214	111	283	62
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	49	178	94	205	1338	77	97	598	214	111	283	62
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.87	1.00	0.78	0.87	1.00	0.78	0.87	1.00	0.78	0.87	0.97	0.90
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.62	0.38
Final Sat.:	1663	3800	1488	1663	3800	1488	1663	3800	1488	1663	2987	654
Capacity Analysis Module:												
Vol/Sat:	0.03	0.05	0.06	0.12	0.35	0.05	0.06	0.16	0.14	0.07	0.09	0.09
Crit Moves:	****				****			****		****		
Green/Cycle:	0.05	0.21	0.31	0.37	0.53	0.66	0.13	0.24	0.24	0.10	0.21	0.21
Volume/Cap:	0.59	0.22	0.20	0.34	0.67	0.08	0.46	0.67	0.61	0.67	0.46	0.46
Uniform Del:	65.1	45.6	35.3	32.1	24.1	8.7	56.5	48.5	47.7	60.7	48.5	48.5
IncremntDel:	10.7	0.1	0.2	0.3	0.9	0.0	1.5	1.9	3.1	9.9	0.4	0.4
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:	75.8	45.7	35.6	32.4	24.9	8.8	58.1	50.4	50.8	70.6	48.9	48.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	75.8	45.7	35.6	32.4	24.9	8.8	58.1	50.4	50.8	70.6	48.9	48.9
LOS by Move:	E	D	D	C	C	A	E	D	D	E	D	D
HCM2k95thQ:	5	6	6	13	35	3	8	21	16	12	13	13

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

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

Intersection #2: Almaden Blvd and Convention Center



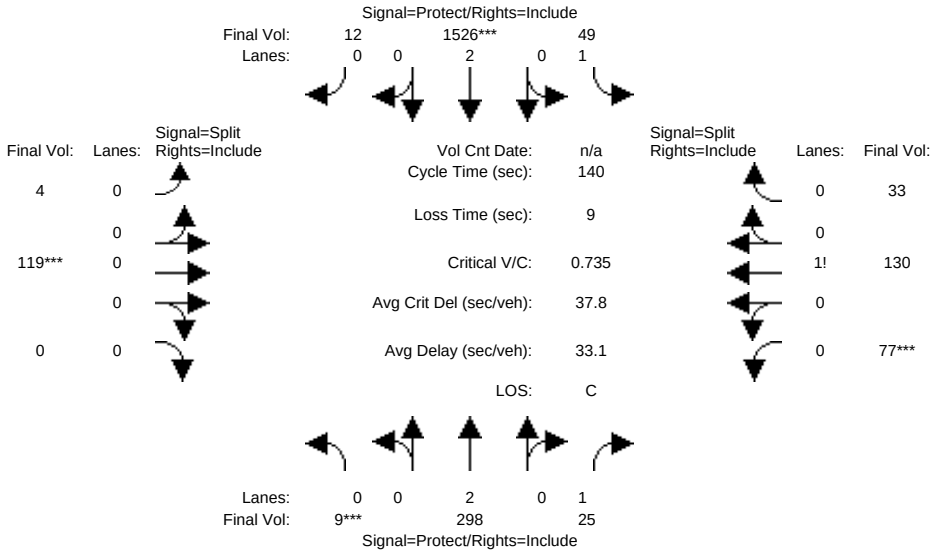
Street Name:	Almaden						Convention					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	10	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1455	130	57	248	0	0	0	0	3	0	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1455	130	57	248	0	0	0	0	3	0	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1455	130	57	248	0	0	0	0	3	0	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1455	130	57	248	0	0	0	0	3	0	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1455	130	57	248	0	0	0	0	3	0	4
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.78	0.87	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.83
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	0.43	0.00	0.57
Final Sat.:	0	3800	1488	1663	3800	0	0	0	0	678	0	904
Capacity Analysis Module:												
Vol/Sat:	0.00	0.38	0.09	0.03	0.07	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.79	0.79	0.07	0.86	0.00	0.00	0.00	0.00	0.07	0.00	0.07
Volume/Cap:	0.00	0.48	0.11	0.48	0.08	0.00	0.00	0.00	0.00	0.06	0.00	0.06
Uniform Del:	0.0	4.9	3.3	62.5	1.4	0.0	0.0	0.0	0.0	60.6	0.0	60.6
IncremntDel:	0.0	0.1	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	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:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	5.0	3.3	65.5	1.4	0.0	0.0	0.0	0.0	60.9	0.0	60.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	5.0	3.3	65.5	1.4	0.0	0.0	0.0	0.0	60.9	0.0	60.9
LOS by Move:	A	A	A	E	A	A	A	A	A	E	A	E
HCM2k95thQ:	0	19	3	5	2	0	0	0	0	1	0	1

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

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

Intersection #2: Almaden Blvd and Convention Center



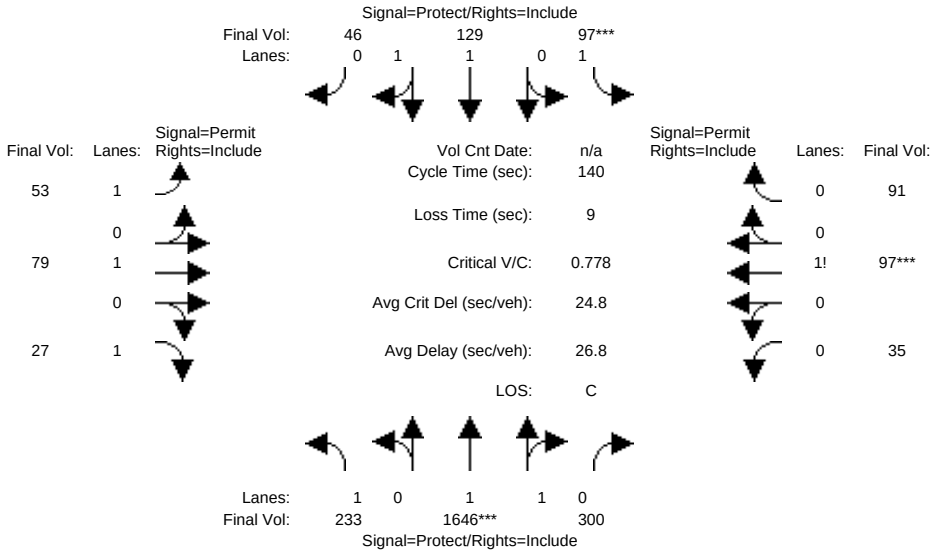
Street Name:	Almaden						Convention					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	10	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	9	298	25	49	1526	12	4	119	0	77	130	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:	9	298	25	49	1526	12	4	119	0	77	130	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:	9	298	25	49	1526	12	4	119	0	77	130	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	298	25	49	1526	12	4	119	0	77	130	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:	9	298	25	49	1526	12	4	119	0	77	130	33
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.78	0.87	1.00	0.92	0.92	1.00	0.92	0.89	0.97	0.89
Lanes:	0.06	1.94	1.00	1.00	1.98	0.02	0.04	0.96	0.00	0.34	0.52	0.14
Final Sat.:	111	3676	1488	1663	3764	30	61	1829	0	566	956	243
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.02	0.03	0.41	0.41	0.07	0.07	0.00	0.14	0.14	0.14
Crit Moves:	****				****			****			****	
Green/Cycle:	0.11	0.35	0.35	0.31	0.55	0.55	0.09	0.09	0.00	0.19	0.19	0.19
Volume/Cap:	0.73	0.23	0.05	0.10	0.73	0.73	0.73	0.73	0.00	0.73	0.73	0.73
Uniform Del:	60.3	32.0	29.9	34.3	23.7	23.7	62.2	62.2	0.0	53.8	53.8	53.8
IncremntDel:	6.7	0.1	0.0	0.1	1.4	1.4	15.5	15.5	0.0	8.4	8.4	8.4
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	0.00	1.00	1.00	1.00
Delay/Veh:	66.9	32.1	29.9	34.4	25.0	25.0	77.7	77.7	0.0	62.2	62.2	62.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	66.9	32.1	29.9	34.4	25.0	25.0	77.7	77.7	0.0	62.2	62.2	62.2
LOS by Move:	E	C	C	C	C	C	E	E	A	E	E	E
HCM2k95thQ:	13	9	2	3	40	40	13	13	0	21	21	21

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

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

Intersection #3: Almaden Blvd and Woz Way / Balbach St



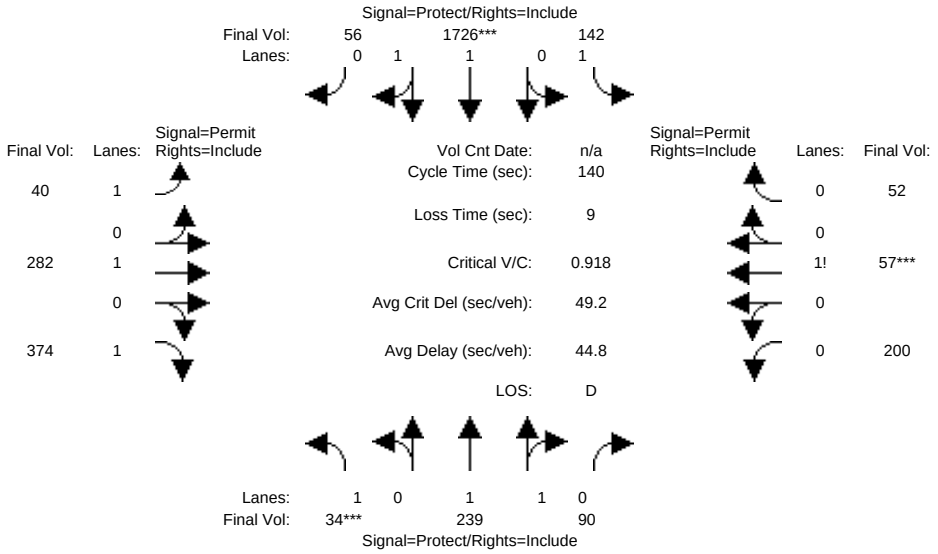
Street Name:	Almaden						Woz					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	10	10	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	233	1646	300	97	129	46	53	79	27	35	97	91
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	233	1646	300	97	129	46	53	79	27	35	97	91
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	233	1646	300	97	129	46	53	79	27	35	97	91
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	233	1646	300	97	129	46	53	79	27	35	97	91
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	233	1646	300	97	129	46	53	79	27	35	97	91
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.87	0.98	0.90	0.87	0.96	0.89	0.82	1.00	0.78	0.82	0.89	0.82
Lanes:	1.00	1.67	0.33	1.00	1.44	0.56	1.00	1.00	1.00	0.16	0.41	0.43
Final Sat.:	1663	3099	565	1663	2633	939	1556	1900	1488	253	700	657
Capacity Analysis Module:												
Vol/Sat:	0.14	0.53	0.53	0.06	0.05	0.05	0.03	0.04	0.02	0.14	0.14	0.14
Crit Moves:		****		****							****	
Green/Cycle:	0.50	0.68	0.68	0.07	0.26	0.26	0.18	0.18	0.18	0.18	0.18	0.18
Volume/Cap:	0.28	0.78	0.78	0.78	0.19	0.19	0.19	0.23	0.10	0.78	0.78	0.78
Uniform Del:	20.2	15.0	15.0	63.6	40.8	40.8	49.0	49.3	48.2	54.9	54.9	54.9
IncremntDel:	0.2	1.6	1.6	26.0	0.1	0.1	0.3	0.4	0.2	12.7	12.7	12.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	20.4	16.6	16.6	89.7	40.9	40.9	49.3	49.7	48.3	67.6	67.6	67.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.4	16.6	16.6	89.7	40.9	40.9	49.3	49.7	48.3	67.6	67.6	67.6
LOS by Move:	C	B	B	F	D	D	D	D	D	E	E	E
HCM2k95thQ:	12	47	47	9	6	6	4	6	2	21	21	21

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

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

Intersection #3: Almaden Blvd and Woz Way / Balbach St



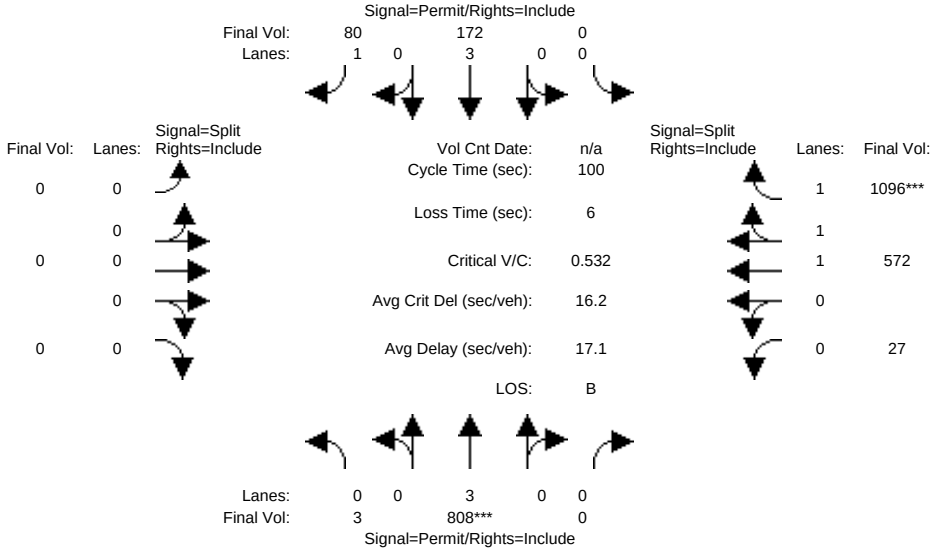
Street Name:	Almaden						Woz					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	10	10	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	34	239	90	142	1726	56	40	282	374	200	57	52
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	34	239	90	142	1726	56	40	282	374	200	57	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:	34	239	90	142	1726	56	40	282	374	200	57	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	239	90	142	1726	56	40	282	374	200	57	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:	34	239	90	142	1726	56	40	282	374	200	57	52
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.87	0.96	0.88	0.87	1.00	0.92	0.64	1.00	0.78	0.44	0.48	0.44
Lanes:	1.00	1.42	0.58	1.00	1.93	0.07	1.00	1.00	1.00	0.66	0.17	0.17
Final Sat.:	1663	2587	974	1663	3652	119	1225	1900	1488	547	156	142
Capacity Analysis Module:												
Vol/Sat:	0.02	0.09	0.09	0.09	0.47	0.47	0.03	0.15	0.25	0.37	0.37	0.37
Crit Moves:	****				****						****	
Green/Cycle:	0.05	0.29	0.29	0.26	0.50	0.50	0.39	0.39	0.39	0.39	0.39	0.39
Volume/Cap:	0.41	0.32	0.32	0.32	0.95	0.95	0.08	0.38	0.65	0.95	0.95	0.95
Uniform Del:	64.5	39.4	39.4	41.5	33.3	33.3	27.2	30.9	35.2	41.6	41.6	41.6
IncremntDel:	3.3	0.2	0.2	0.4	10.7	10.7	0.1	0.3	2.6	35.8	35.8	35.8
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	67.8	39.6	39.6	41.9	44.0	44.0	27.3	31.3	37.9	77.4	77.4	77.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	67.8	39.6	39.6	41.9	44.0	44.0	27.3	31.3	37.9	77.4	77.4	77.4
LOS by Move:	E	D	D	D	D	D	C	C	D	E	E	E
HCM2k95thQ:	4	11	11	10	60	60	2	16	25	31	31	31

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

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

Intersection #4: Almaden Blvd and I-280 NB On-Ramp



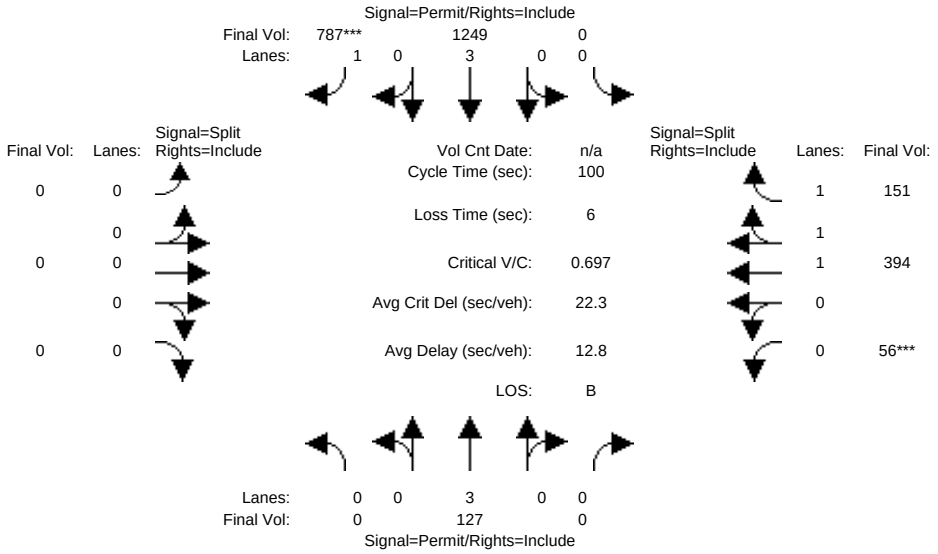
Street Name:	Almaden						I-280					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	3	808	0	0	172	80	0	0	0	27	572	1096
Growth Adj:	1.00	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	808	0	0	172	80	0	0	0	27	572	1096
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	808	0	0	172	80	0	0	0	27	572	1096
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	808	0	0	172	80	0	0	0	27	572	1096
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	3	808	0	0	172	80	0	0	0	27	572	1096
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	0.94	0.92	0.92	1.00	0.78	0.92	1.00	0.92	0.83	0.90	0.83
Lanes:	0.01	2.99	0.00	0.00	3.00	1.00	0.00	0.00	0.00	0.05	0.96	1.99
Final Sat.:	20	5331	0	0	5700	1488	0	0	0	77	1640	3143
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.00	0.00	0.03	0.05	0.00	0.00	0.00	0.35	0.35	0.35
Crit Moves:		****										****
Green/Cycle:	0.28	0.28	0.00	0.00	0.28	0.28	0.00	0.00	0.00	0.66	0.66	0.66
Volume/Cap:	0.53	0.53	0.00	0.00	0.11	0.19	0.00	0.00	0.00	0.53	0.53	0.53
Uniform Del:	30.1	30.1	0.0	0.0	26.4	27.0	0.0	0.0	0.0	9.1	9.1	9.1
IncremntDel:	0.4	0.4	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.2	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	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00
Delay/Veh:	30.5	30.5	0.0	0.0	26.4	27.2	0.0	0.0	0.0	9.3	9.3	9.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.5	30.5	0.0	0.0	26.4	27.2	0.0	0.0	0.0	9.3	9.3	9.3
LOS by Move:	C	C	A	A	C	C	A	A	A	A	A	A
HCM2k95thQ:	14	14	0	0	3	4	0	0	0	18	18	18

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

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

Intersection #4: Almaden Blvd and I-280 NB On-Ramp



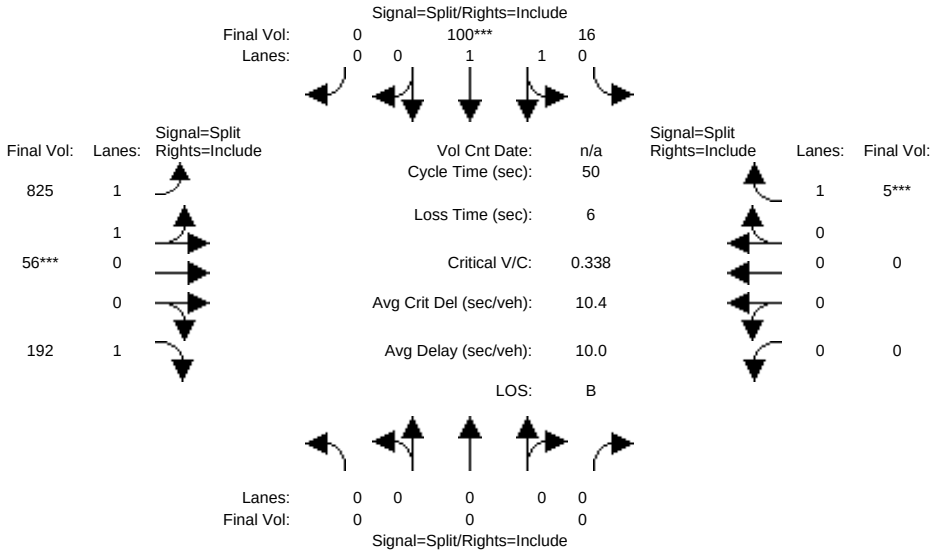
Street Name:	Almaden						I-280					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	127	0	0	1249	787	0	0	0	56	394	151
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	127	0	0	1249	787	0	0	0	56	394	151
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	127	0	0	1249	787	0	0	0	56	394	151
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	127	0	0	1249	787	0	0	0	56	394	151
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	127	0	0	1249	787	0	0	0	56	394	151
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.78	0.92	1.00	0.92	0.87	0.95	0.87
Lanes:	0.00	3.00	0.00	0.00	3.00	1.00	0.00	0.00	0.00	0.27	1.73	1.00
Final Sat.:	0	5700	0	0	5700	1488	0	0	0	444	3123	1660
Capacity Analysis Module:												
Vol/Sat:	0.00	0.02	0.00	0.00	0.22	0.53	0.00	0.00	0.00	0.13	0.13	0.09
Crit Moves:						****				****		
Green/Cycle:	0.00	0.76	0.00	0.00	0.76	0.76	0.00	0.00	0.00	0.18	0.18	0.18
Volume/Cap:	0.00	0.03	0.00	0.00	0.29	0.70	0.00	0.00	0.00	0.70	0.70	0.50
Uniform Del:	0.0	3.0	0.0	0.0	3.7	6.2	0.0	0.0	0.0	38.4	38.4	36.9
IncremntDel:	0.0	0.0	0.0	0.0	0.0	1.9	0.0	0.0	0.0	2.5	2.5	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:	0.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00
Delay/Veh:	0.0	3.0	0.0	0.0	3.8	8.1	0.0	0.0	0.0	40.9	40.9	37.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	3.0	0.0	0.0	3.8	8.1	0.0	0.0	0.0	40.9	40.9	37.2
LOS by Move:	A	A	A	A	A	A	A	A	A	D	D	D
HCM2k95thQ:	0	1	0	0	8	25	0	0	0	15	15	10

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

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Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
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Intersection #5: Almaden Blvd / Vine St and Grant St



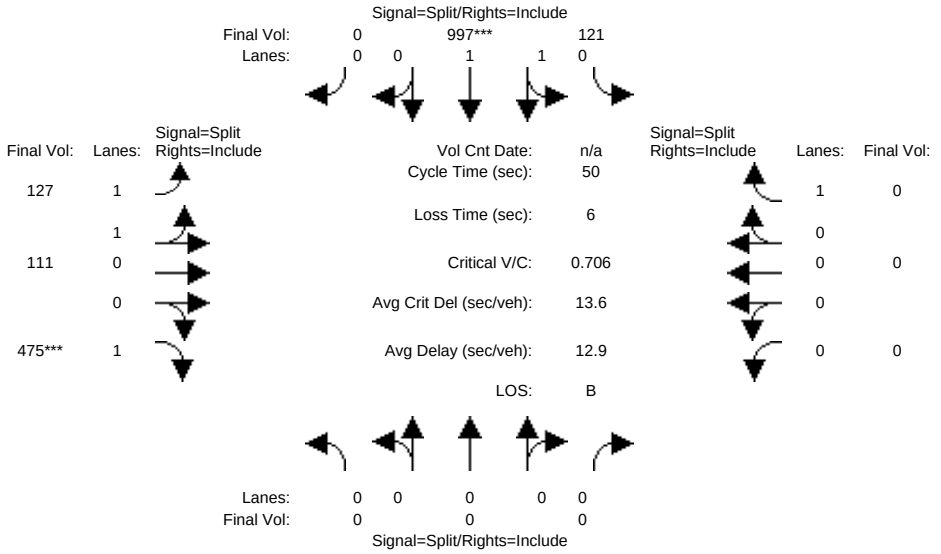
Street Name:	Almaden						Grant					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	0	10	10	0	10	10	10	0	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	16	100	0	825	56	192	0	0	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	16	100	0	825	56	192	0	0	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	16	100	0	825	56	192	0	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	16	100	0	825	56	192	0	0	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	16	100	0	825	56	192	0	0	5
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.90	0.98	0.92	0.88	0.96	0.78	0.92	1.00	0.80
Lanes:	0.00	0.00	0.00	0.30	1.70	0.00	1.88	0.12	1.00	0.00	0.00	1.00
Final Sat.:	0	0	0	507	3170	0	3146	214	1488	0	0	1514
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.03	0.00	0.26	0.26	0.13	0.00	0.00	0.00
Crit Moves:					****			****				****
Green/Cycle:	0.00	0.00	0.00	0.20	0.20	0.00	0.48	0.48	0.48	0.00	0.00	0.20
Volume/Cap:	0.00	0.00	0.00	0.16	0.16	0.00	0.55	0.55	0.27	0.00	0.00	0.02
Uniform Del:	0.0	0.0	0.0	16.5	16.5	0.0	9.2	9.2	7.8	0.0	0.0	16.1
IncremntDel:	0.0	0.0	0.0	0.1	0.1	0.0	0.4	0.4	0.2	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	0.00	1.00	1.00	1.00	0.00	0.00	1.00
Delay/Veh:	0.0	0.0	0.0	16.6	16.6	0.0	9.6	9.6	8.0	0.0	0.0	16.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	16.6	16.6	0.0	9.6	9.6	8.0	0.0	0.0	16.1
LOS by Move:	A	A	A	B	B	A	A	A	A	A	A	B
HCM2k95thQ:	0	0	0	2	2	0	11	11	4	0	0	0

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

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Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
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Intersection #5: Almaden Blvd / Vine St and Grant St



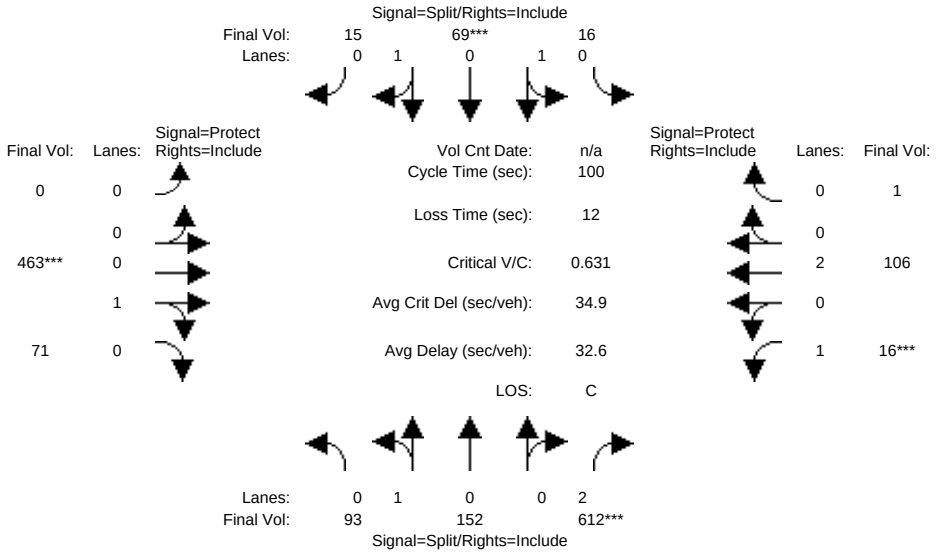
Street Name:	Almaden						Grant					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	10	0	10	10	10	0	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	121	997	0	127	111	475	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	121	997	0	127	111	475	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	121	997	0	127	111	475	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	121	997	0	127	111	475	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	121	997	0	127	111	475	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.91	0.98	0.92	0.90	0.97	0.78	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.23	1.77	0.00	1.11	0.89	1.00	0.00	0.00	1.00
Final Sat.:	0	0	0	401	3304	0	1887	1649	1488	0	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.30	0.30	0.00	0.07	0.07	0.32	0.00	0.00	0.00
Crit Moves:					****				****			
Green/Cycle:	0.00	0.00	0.00	0.43	0.43	0.00	0.45	0.45	0.45	0.00	0.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.71	0.71	0.00	0.15	0.15	0.71	0.00	0.00	0.00
Uniform Del:	0.0	0.0	0.0	11.7	11.7	0.0	8.0	8.0	11.0	0.0	0.0	0.0
IncremntDel:	0.0	0.0	0.0	1.5	1.5	0.0	0.0	0.0	3.4	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	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	13.2	13.2	0.0	8.1	8.1	14.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	13.2	13.2	0.0	8.1	8.1	14.4	0.0	0.0	0.0
LOS by Move:	A	A	A	B	B	A	A	A	B	A	A	A
HCM2k95thQ:	0	0	0	14	14	0	2	2	15	0	0	0

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

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Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
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Intersection #6: Delmas Ave / SR 87 SB Off-Ramp and Park Ave [SR87 dummy NB]



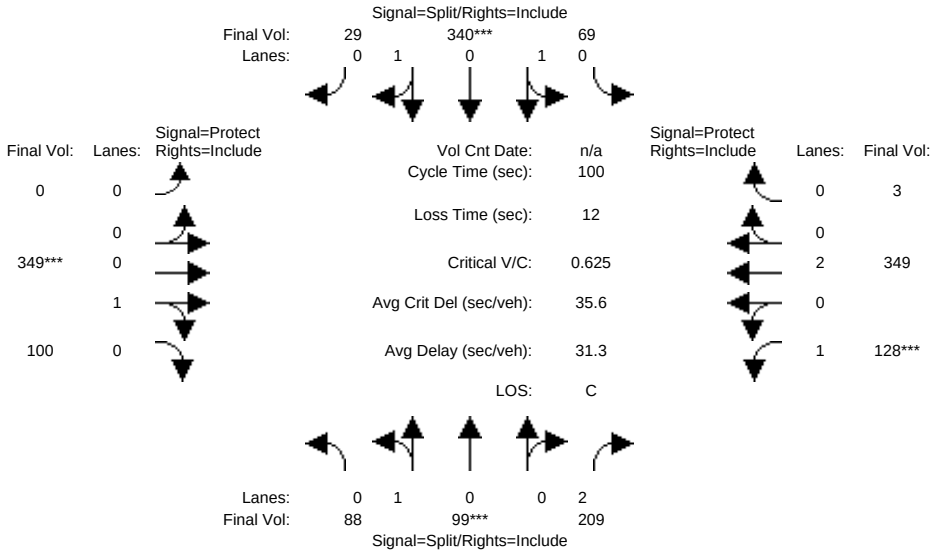
Street Name:	Delmas						Park					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	0	10	10	10	10	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	93	152	612	16	69	15	0	463	71	16	106	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	93	152	612	16	69	15	0	463	71	16	106	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	93	152	612	16	69	15	0	463	71	16	106	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	93	152	612	16	69	15	0	463	71	16	106	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	93	152	612	16	69	15	0	463	71	16	106	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.98	0.70	0.89	0.97	0.89	0.92	0.98	0.90	0.87	1.00	0.92
Lanes:	0.40	0.60	2.00	0.34	1.34	0.32	0.00	0.86	0.14	1.00	1.98	0.02
Final Sat.:	685	1120	2678	575	2478	539	0	1599	245	1663	3758	35
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.23	0.03	0.03	0.03	0.00	0.29	0.29	0.01	0.03	0.03
Crit Moves:			****		****			****		****		
Green/Cycle:	0.30	0.30	0.30	0.10	0.10	0.10	0.00	0.38	0.38	0.10	0.48	0.48
Volume/Cap:	0.45	0.45	0.76	0.28	0.28	0.28	0.00	0.76	0.76	0.10	0.06	0.06
Uniform Del:	28.3	28.3	31.8	41.7	41.7	41.7	0.0	27.1	27.1	40.9	13.9	13.9
IncremntDel:	0.6	0.6	4.3	0.4	0.4	0.4	0.0	4.9	4.9	0.3	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	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	28.9	28.9	36.1	42.1	42.1	42.1	0.0	32.0	32.0	41.1	13.9	13.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.9	28.9	36.1	42.1	42.1	42.1	0.0	32.0	32.0	41.1	13.9	13.9
LOS by Move:	C	C	D	D	D	D	A	C	C	D	B	B
HCM2k95thQ:	12	12	22	3	3	3	0	28	28	1	2	2

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

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

Intersection #6: Delmas Ave / SR 87 SB Off-Ramp and Park Ave [SR87 dummy NB]



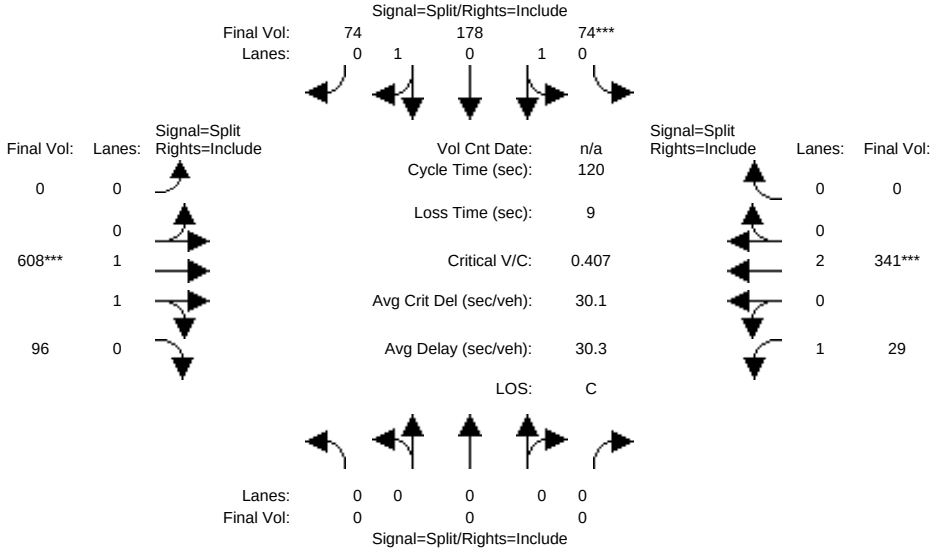
Street Name:	Delmas						Park					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	0	10	10	10	10	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	88	99	209	69	340	29	0	349	100	128	349	3
Growth Adj:	1.00	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	99	209	69	340	29	0	349	100	128	349	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	88	99	209	69	340	29	0	349	100	128	349	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	99	209	69	340	29	0	349	100	128	349	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	88	99	209	69	340	29	0	349	100	128	349	3
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.98	0.70	0.90	0.98	0.90	0.92	0.97	0.89	0.87	1.00	0.92
Lanes:	0.49	0.51	2.00	0.34	1.52	0.14	0.00	0.76	0.24	1.00	1.98	0.02
Final Sat.:	840	945	2678	577	2842	242	0	1406	403	1663	3761	32
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.08	0.12	0.12	0.12	0.00	0.25	0.25	0.08	0.09	0.09
Crit Moves:		****			****			****			****	
Green/Cycle:	0.17	0.17	0.17	0.19	0.19	0.19	0.00	0.40	0.40	0.12	0.52	0.52
Volume/Cap:	0.62	0.62	0.47	0.62	0.62	0.62	0.00	0.62	0.62	0.62	0.18	0.18
Uniform Del:	38.7	38.7	37.6	37.1	37.1	37.1	0.0	24.1	24.1	41.6	12.7	12.7
IncremntDel:	4.1	4.1	0.8	1.8	1.8	1.8	0.0	1.7	1.7	5.9	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	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	42.8	42.8	38.3	38.9	38.9	38.9	0.0	25.9	25.9	47.6	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:	42.8	42.8	38.3	38.9	38.9	38.9	0.0	25.9	25.9	47.6	12.7	12.7
LOS by Move:	D	D	D	D	D	D	A	C	C	D	B	B
HCM2k95thQ:	13	13	8	14	14	14	0	21	21	8	6	6

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

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

Intersection #7: Delmas Ave and San Carlos St



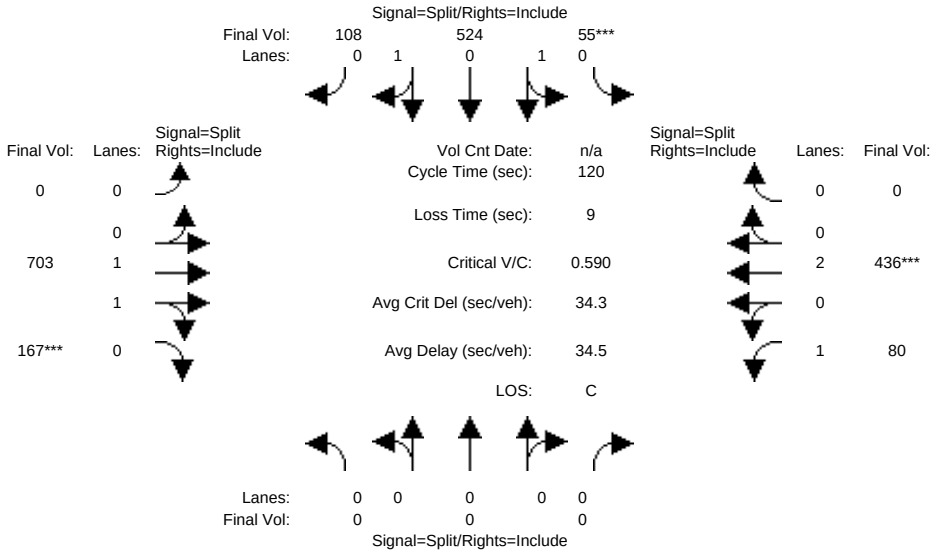
Street Name:	Delmas						San Carlos					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	10	10	0	10	10	10	10	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	74	178	74	0	608	96	29	341	0
Growth Adj:	1.00	1.00	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	74	178	74	0	608	96	29	341	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	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	74	178	74	0	608	96	29	341	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	74	178	74	0	608	96	29	341	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	74	178	74	0	608	96	29	341	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.86	0.93	0.86	0.92	0.98	0.90	0.87	1.00	0.92
Lanes:	0.00	0.00	0.00	0.47	1.06	0.47	0.00	1.71	0.29	1.00	2.00	0.00
Final Sat.:	0	0	0	775	1864	775	0	3179	502	1663	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.10	0.10	0.10	0.00	0.19	0.19	0.02	0.09	0.00
Crit Moves:				****				****			****	
Green/Cycle:	0.00	0.00	0.00	0.23	0.23	0.23	0.00	0.47	0.47	0.22	0.22	0.00
Volume/Cap:	0.00	0.00	0.00	0.41	0.41	0.41	0.00	0.41	0.41	0.08	0.41	0.00
Uniform Del:	0.0	0.0	0.0	38.9	38.9	38.9	0.0	20.8	20.8	37.1	40.1	0.0
IncremntDel:	0.0	0.0	0.0	0.3	0.3	0.3	0.0	0.2	0.2	0.1	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	39.2	39.2	39.2	0.0	21.0	21.0	37.2	40.4	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	39.2	39.2	39.2	0.0	21.0	21.0	37.2	40.4	0.0
LOS by Move:	A	A	A	D	D	D	A	C	C	D	D	A
HCM2k95thQ:	0	0	0	11	11	11	0	16	16	2	10	0

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

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

Intersection #7: Delmas Ave and San Carlos St



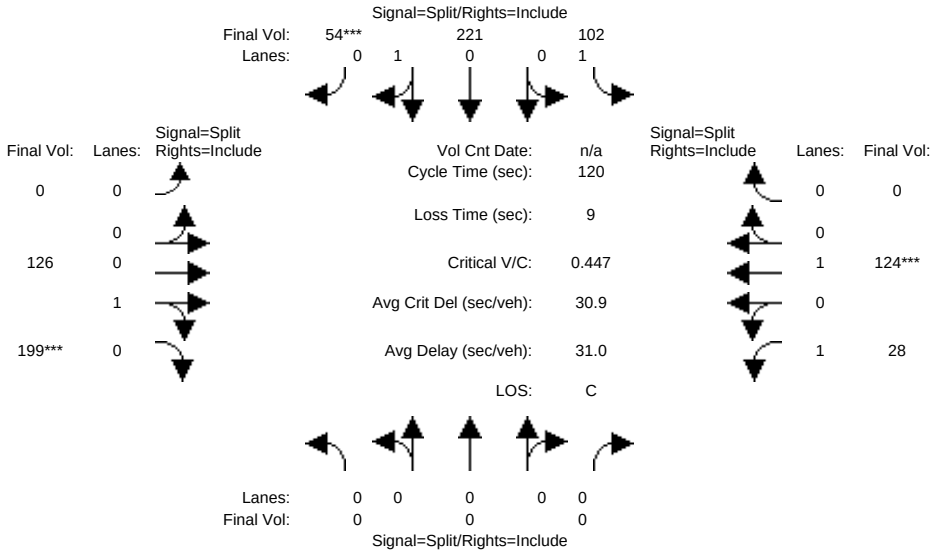
Street Name:	Delmas						San Carlos					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	0	10	10	10	0	10	10	10	10	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	55	524	108	0	703	167	80	436	0
Growth Adj:	1.00	1.00	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	55	524	108	0	703	167	80	436	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	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	55	524	108	0	703	167	80	436	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	55	524	108	0	703	167	80	436	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	55	524	108	0	703	167	80	436	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.89	0.96	0.89	0.92	0.97	0.89	0.87	1.00	0.92
Lanes:	0.00	0.00	0.00	0.17	1.50	0.33	0.00	1.59	0.41	1.00	2.00	0.00
Final Sat.:	0	0	0	288	2739	565	0	2933	697	1663	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.19	0.19	0.19	0.00	0.24	0.24	0.05	0.11	0.00
Crit Moves:				****					****		****	
Green/Cycle:	0.00	0.00	0.00	0.32	0.32	0.32	0.00	0.41	0.41	0.19	0.19	0.00
Volume/Cap:	0.00	0.00	0.00	0.59	0.59	0.59	0.00	0.59	0.59	0.25	0.59	0.00
Uniform Del:	0.0	0.0	0.0	33.9	33.9	33.9	0.0	27.8	27.8	40.9	44.0	0.0
IncremntDel:	0.0	0.0	0.0	0.8	0.8	0.8	0.0	0.6	0.6	0.4	1.3	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	34.7	34.7	34.7	0.0	28.5	28.5	41.3	45.2	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	34.7	34.7	34.7	0.0	28.5	28.5	41.3	45.2	0.0
LOS by Move:	A	A	A	C	C	C	A	C	C	D	D	A
HCM2k95thQ:	0	0	0	20	20	20	0	23	23	5	14	0

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

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

Intersection #8: Delmas Ave / SR 87 SB On-Ramp and Auzerais Ave



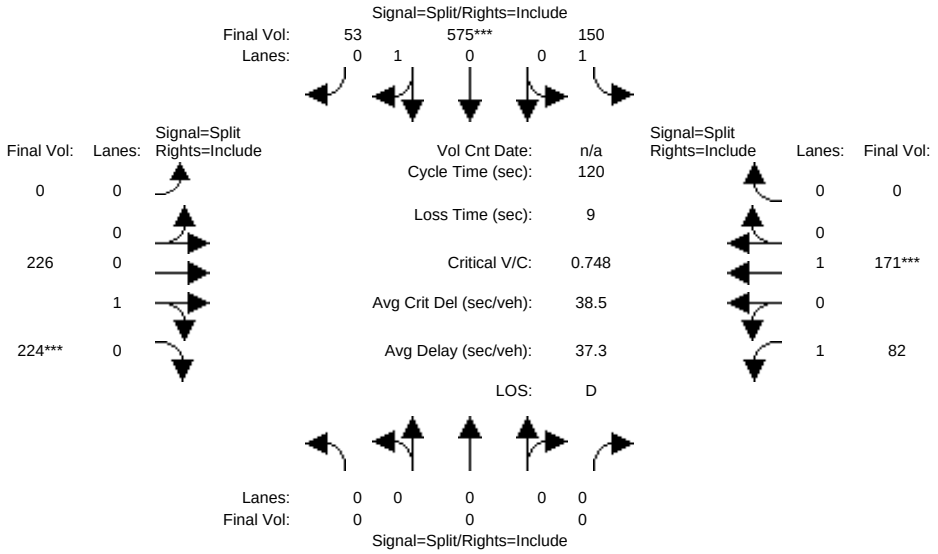
Street Name:	Delmas						Auzerais					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	0	10	10	10	10	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	102	221	54	0	126	199	28	124	0
Growth Adj:	1.00	1.00	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	102	221	54	0	126	199	28	124	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	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	102	221	54	0	126	199	28	124	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	102	221	54	0	126	199	28	124	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	102	221	54	0	126	199	28	124	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.78	0.97	0.89	0.92	0.92	0.84	0.87	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.79	0.21	0.00	0.37	0.63	1.00	1.00	0.00
Final Sat.:	0	0	0	1488	1458	356	0	642	1014	1663	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.15	0.15	0.00	0.20	0.20	0.02	0.07	0.00
Crit Moves:						****			****		****	
Green/Cycle:	0.00	0.00	0.00	0.34	0.34	0.34	0.00	0.44	0.44	0.15	0.15	0.00
Volume/Cap:	0.00	0.00	0.00	0.20	0.45	0.45	0.00	0.45	0.45	0.12	0.45	0.00
Uniform Del:	0.0	0.0	0.0	28.1	30.9	30.9	0.0	23.5	23.5	44.5	46.8	0.0
IncremntDel:	0.0	0.0	0.0	0.2	0.5	0.5	0.0	0.4	0.4	0.2	1.1	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	28.3	31.4	31.4	0.0	23.9	23.9	44.7	47.9	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	28.3	31.4	31.4	0.0	23.9	23.9	44.7	47.9	0.0
LOS by Move:	A	A	A	C	C	C	A	C	C	D	D	A
HCM2k95thQ:	0	0	0	6	15	15	0	16	16	2	8	0

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

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

Intersection #8: Delmas Ave / SR 87 SB On-Ramp and Auzerais Ave



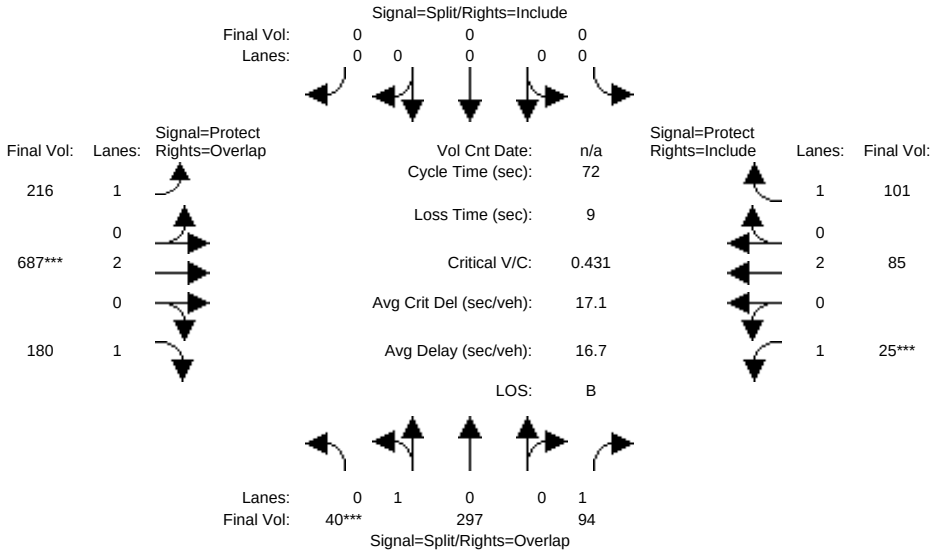
Street Name:	Delmas								Auzerais							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	0	0	0		10	10	10		10	10	10		7	10	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module:																
Base Vol:	0	0	0		150	575	53		0	226	224		82	171	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	0		150	575	53		0	226	224		82	171	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		150	575	53		0	226	224		82	171	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		150	575	53		0	226	224		82	171	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		150	575	53		0	226	224		82	171	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	1.00	0.92		0.78	0.99	0.91		0.92	0.93	0.86		0.87	1.00	0.92	
Lanes:	0.00	0.00	0.00		1.00	0.91	0.09		0.00	0.48	0.52		1.00	1.00	0.00	
Final Sat.:	0	0	0		1488	1705	157		0	854	846		1663	1900	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.10	0.34	0.34		0.00	0.26	0.26		0.05	0.09	0.00	
Crit Moves:						****					****			****		
Green/Cycle:	0.00	0.00	0.00		0.45	0.45	0.45		0.00	0.35	0.35		0.12	0.12	0.00	
Volume/Cap:	0.00	0.00	0.00		0.22	0.75	0.75		0.00	0.75	0.75		0.41	0.75	0.00	
Uniform Del:	0.0	0.0	0.0		20.1	27.3	27.3		0.0	34.1	34.1		48.8	51.0	0.0	
IncremntDel:	0.0	0.0	0.0		0.2	3.7	3.7		0.0	5.2	5.2		1.4	12.8	0.0	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	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		20.3	31.0	31.0		0.0	39.2	39.2		50.2	63.8	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	0.0	0.0		20.3	31.0	31.0		0.0	39.2	39.2		50.2	63.8	0.0	
LOS by Move:	A	A	A		C	C	C		A	D	D		D	E	A	
HCM2k95thQ:	0	0	0		7	33	33		0	29	29		6	12	0	

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

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

Intersection #9: Woz Way / SR 87 NB On-Ramp and Park Ave



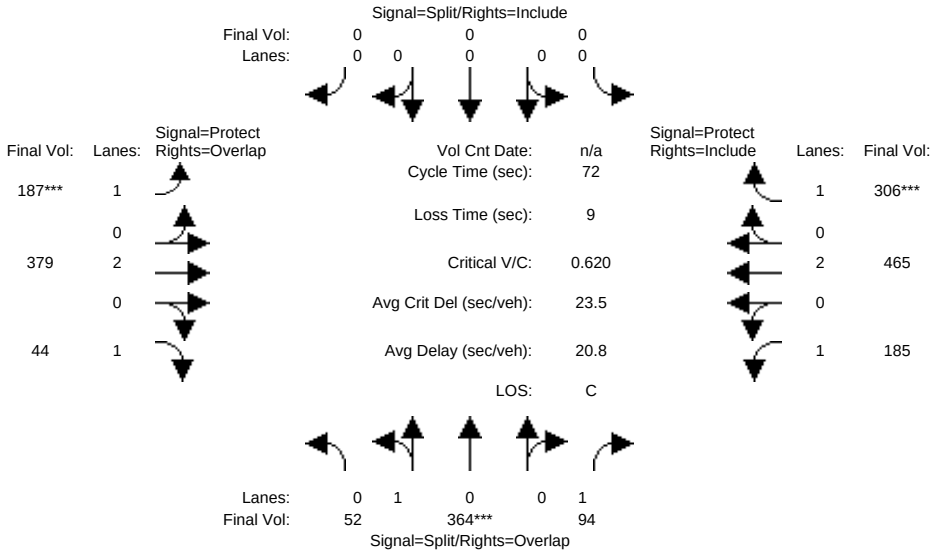
Street Name:	Woz						Park					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	40	297	94	0	0	0	216	687	180	25	85	101
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	297	94	0	0	0	216	687	180	25	85	101
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	297	94	0	0	0	216	687	180	25	85	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	297	94	0	0	0	216	687	180	25	85	101
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	297	94	0	0	0	216	687	180	25	85	101
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.91	0.99	0.78	0.92	1.00	0.92	0.87	1.00	0.78	0.87	1.00	0.78
Lanes:	0.13	0.87	1.00	0.00	0.00	0.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	220	1634	1488	0	0	0	1663	3800	1488	1663	3800	1488
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.06	0.00	0.00	0.00	0.13	0.18	0.12	0.02	0.02	0.07
Crit Moves:	****							****		****		
Green/Cycle:	0.39	0.39	0.49	0.00	0.00	0.00	0.23	0.39	0.78	0.10	0.25	0.25
Volume/Cap:	0.47	0.47	0.13	0.00	0.00	0.00	0.55	0.47	0.16	0.15	0.09	0.27
Uniform Del:	16.4	16.4	10.1	0.0	0.0	0.0	24.2	16.5	2.0	29.8	20.7	21.7
IncremntDel:	0.5	0.5	0.1	0.0	0.0	0.0	1.7	0.2	0.1	0.4	0.0	0.4
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	0.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	16.9	16.9	10.2	0.0	0.0	0.0	26.0	16.7	2.1	30.2	20.7	22.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	16.9	16.9	10.2	0.0	0.0	0.0	26.0	16.7	2.1	30.2	20.7	22.1
LOS by Move:	B	B	B	A	A	A	C	B	A	C	C	C
HCM2k95thQ:	11	11	2	0	0	0	9	10	2	1	2	4

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

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

Intersection #9: Woz Way / SR 87 NB On-Ramp and Park Ave



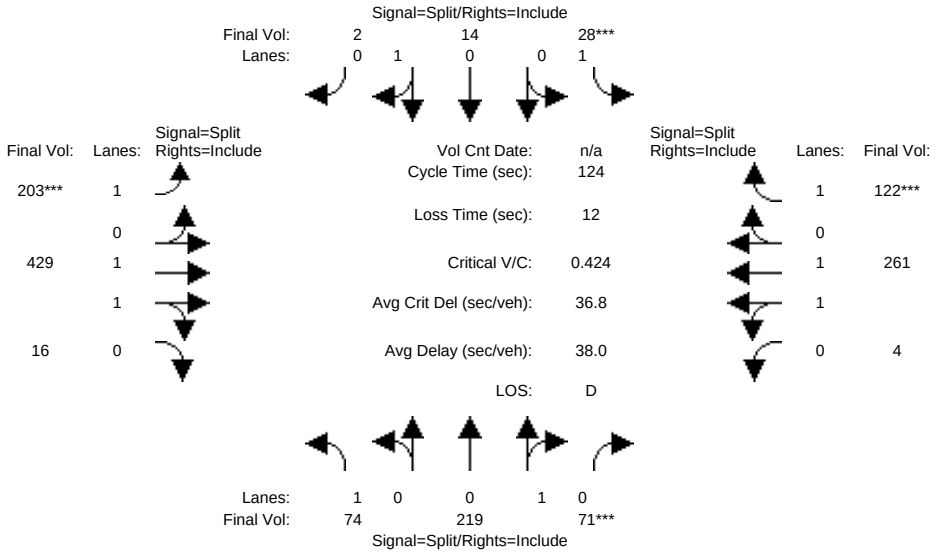
Street Name:	Woz						Park					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	0	0	0	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	52	364	94	0	0	0	187	379	44	185	465	306
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	52	364	94	0	0	0	187	379	44	185	465	306
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	52	364	94	0	0	0	187	379	44	185	465	306
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	364	94	0	0	0	187	379	44	185	465	306
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	52	364	94	0	0	0	187	379	44	185	465	306
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.91	0.99	0.78	0.92	1.00	0.92	0.87	1.00	0.78	0.87	1.00	0.78
Lanes:	0.13	0.87	1.00	0.00	0.00	0.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	231	1620	1488	0	0	0	1663	3800	1488	1663	3800	1488
Capacity Analysis Module:												
Vol/Sat:	0.22	0.22	0.06	0.00	0.00	0.00	0.11	0.10	0.03	0.11	0.12	0.21
Crit Moves:		****					****					****
Green/Cycle:	0.36	0.36	0.59	0.00	0.00	0.00	0.18	0.28	0.65	0.23	0.33	0.33
Volume/Cap:	0.62	0.62	0.11	0.00	0.00	0.00	0.62	0.35	0.05	0.49	0.37	0.62
Uniform Del:	18.9	18.9	6.5	0.0	0.0	0.0	27.2	20.5	4.6	24.1	18.3	20.3
IncremntDel:	1.8	1.8	0.1	0.0	0.0	0.0	3.9	0.2	0.0	1.0	0.2	2.4
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	0.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	20.7	20.7	6.5	0.0	0.0	0.0	31.1	20.7	4.6	25.1	18.5	22.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.7	20.7	6.5	0.0	0.0	0.0	31.1	20.7	4.6	25.1	18.5	22.7
LOS by Move:	C	C	A	A	A	A	C	C	A	C	B	C
HCM2k95thQ:	14	14	2	0	0	0	8	6	1	9	8	14

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

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

Intersection #10: Woz Way and San Carlos St



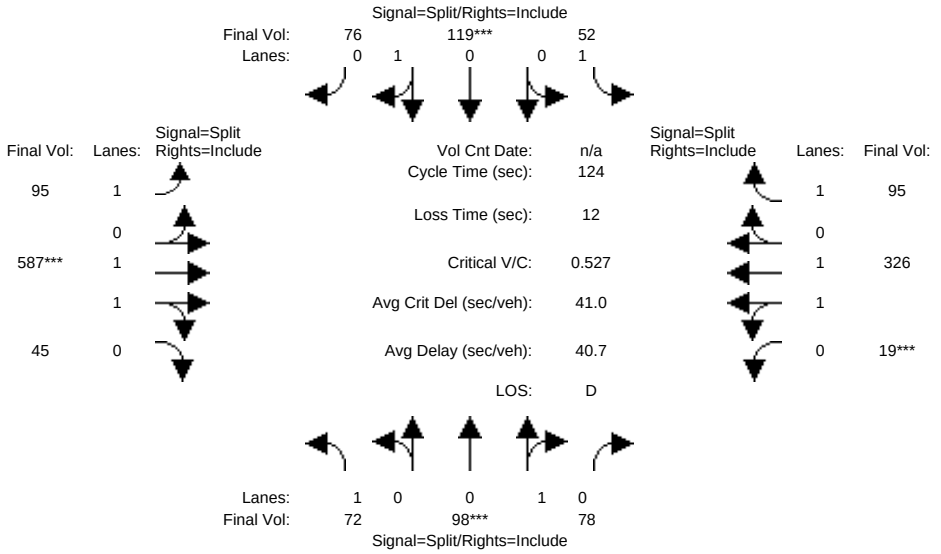
Street Name:	Woz						San Carlos					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	74	219	71	28	14	2	203	429	16	4	261	122
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	74	219	71	28	14	2	203	429	16	4	261	122
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	74	219	71	28	14	2	203	429	16	4	261	122
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	74	219	71	28	14	2	203	429	16	4	261	122
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	74	219	71	28	14	2	203	429	16	4	261	122
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.87	0.96	0.89	0.87	0.98	0.90	0.87	1.00	0.92	0.92	1.00	0.78
Lanes:	1.00	0.74	0.26	1.00	0.87	0.13	1.00	1.92	0.08	0.03	1.97	1.00
Final Sat.:	1663	1353	439	1663	1614	231	1663	3634	136	57	3734	1488
Capacity Analysis Module:												
Vol/Sat:	0.04	0.16	0.16	0.02	0.01	0.01	0.12	0.12	0.12	0.07	0.07	0.08
Crit Moves:			****	****			****					****
Green/Cycle:	0.36	0.36	0.36	0.08	0.08	0.08	0.27	0.27	0.27	0.18	0.18	0.18
Volume/Cap:	0.12	0.44	0.44	0.21	0.11	0.11	0.44	0.43	0.43	0.38	0.38	0.44
Uniform Del:	26.3	29.9	29.9	53.3	52.9	52.9	37.2	37.0	37.0	44.3	44.3	44.9
IncremntDel:	0.1	0.5	0.5	0.8	0.3	0.3	0.7	0.3	0.3	0.3	0.3	1.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	26.4	30.4	30.4	54.1	53.2	53.2	37.9	37.3	37.3	44.7	44.7	46.1
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:	26.4	30.4	30.4	54.1	53.2	53.2	37.9	37.3	37.3	44.7	44.7	46.1
LOS by Move:	C	C	C	D	D	D	D	D	D	D	D	D
HCM2k95thQ:	4	16	16	2	1	1	13	13	13	8	8	8

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

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

Intersection #10: Woz Way and San Carlos St



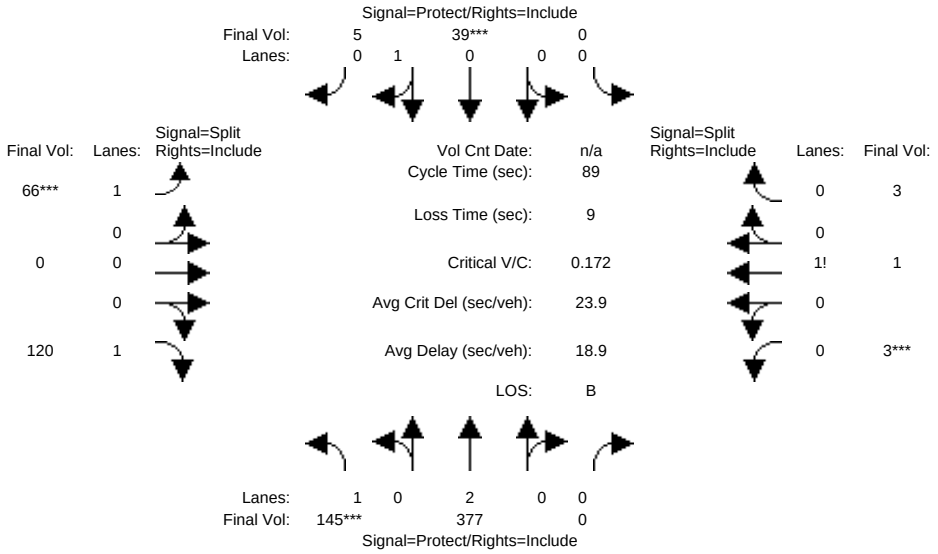
Street Name:	Woz						San Carlos					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	72	98	78	52	119	76	95	587	45	19	326	95
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	72	98	78	52	119	76	95	587	45	19	326	95
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	72	98	78	52	119	76	95	587	45	19	326	95
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	72	98	78	52	119	76	95	587	45	19	326	95
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	72	98	78	52	119	76	95	587	45	19	326	95
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.87	0.93	0.86	0.87	0.94	0.87	0.87	0.99	0.91	0.92	1.00	0.78
Lanes:	1.00	0.54	0.46	1.00	0.59	0.41	1.00	1.85	0.15	0.12	1.88	1.00
Final Sat.:	1663	952	758	1663	1057	675	1663	3469	266	208	3563	1488
Capacity Analysis Module:												
Vol/Sat:	0.04	0.10	0.10	0.03	0.11	0.11	0.06	0.17	0.17	0.09	0.09	0.06
Crit Moves:		****			****			****			****	
Green/Cycle:	0.20	0.20	0.20	0.21	0.21	0.21	0.32	0.32	0.32	0.17	0.17	0.17
Volume/Cap:	0.22	0.53	0.53	0.15	0.53	0.53	0.18	0.53	0.53	0.53	0.53	0.37
Uniform Del:	42.0	44.8	44.8	39.6	43.2	43.2	30.3	34.4	34.4	46.6	46.6	45.2
IncremntDel:	0.3	1.6	1.6	0.2	1.4	1.4	0.2	0.4	0.4	0.8	0.8	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:	42.3	46.3	46.3	39.8	44.6	44.6	30.5	34.9	34.9	47.4	47.4	46.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.3	46.3	46.3	39.8	44.6	44.6	30.5	34.9	34.9	47.4	47.4	46.1
LOS by Move:	D	D	D	D	D	D	C	C	C	D	D	D
HCM2k95thQ:	5	12	12	3	13	13	5	18	18	11	11	7

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

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

Intersection #11: Woz Way and Auzerais Ave



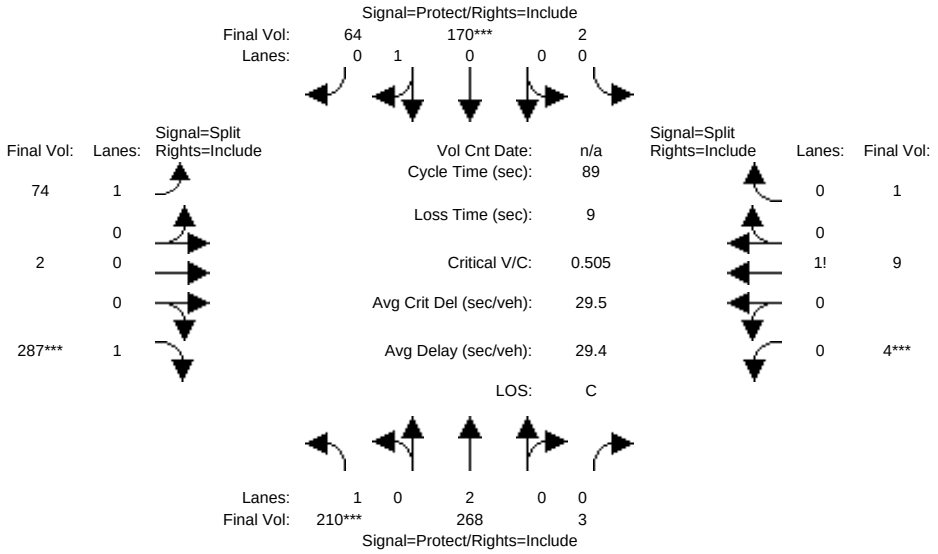
Street Name:	Woz						Auzerais					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	10	0	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	145	377	0	0	39	5	66	0	120	3	1	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	145	377	0	0	39	5	66	0	120	3	1	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	145	377	0	0	39	5	66	0	120	3	1	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	145	377	0	0	39	5	66	0	120	3	1	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	145	377	0	0	39	5	66	0	120	3	1	3
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.87	1.00	0.92	0.92	0.99	0.91	0.87	1.00	0.78	0.85	0.92	0.85
Lanes:	1.00	2.00	0.00	0.00	0.88	0.12	1.00	0.00	1.00	0.44	0.13	0.43
Final Sat.:	1663	3800	0	0	1643	211	1663	0	1488	700	233	700
Capacity Analysis Module:												
Vol/Sat:	0.09	0.10	0.00	0.00	0.02	0.02	0.04	0.00	0.08	0.00	0.00	0.00
Crit Moves:	****				****		****			****		
Green/Cycle:	0.35	0.46	0.00	0.00	0.11	0.11	0.32	0.00	0.32	0.11	0.11	0.11
Volume/Cap:	0.25	0.21	0.00	0.00	0.21	0.21	0.12	0.00	0.25	0.04	0.04	0.04
Uniform Del:	20.6	14.3	0.0	0.0	35.9	35.9	21.2	0.0	22.1	35.2	35.2	35.2
IncremntDel:	0.2	0.1	0.0	0.0	0.5	0.5	0.1	0.0	0.3	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	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Delay/Veh:	20.8	14.3	0.0	0.0	36.4	36.4	21.3	0.0	22.4	35.3	35.3	35.3
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:	20.8	14.3	0.0	0.0	36.4	36.4	21.3	0.0	22.4	35.3	35.3	35.3
LOS by Move:	C	B	A	A	D	D	C	A	C	D	D	D
HCM2k95thQ:	6	6	0	0	2	2	3	0	5	0	0	0

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

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

Intersection #11: Woz Way and Auzerais Ave



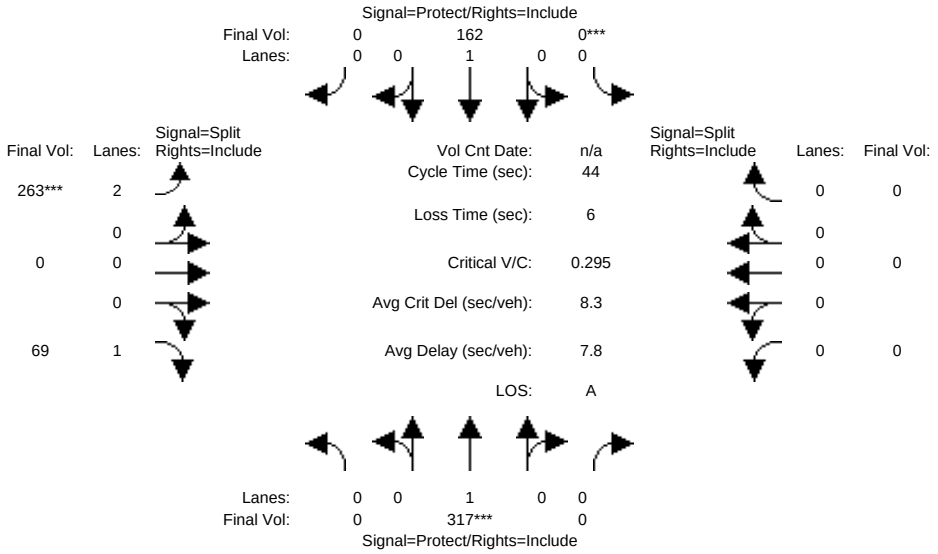
Street Name:	Woz						Auzerais					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	0	0	10	10	10	0	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	210	268	3	2	170	64	74	2	287	4	9	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	210	268	3	2	170	64	74	2	287	4	9	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	210	268	3	2	170	64	74	2	287	4	9	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	210	268	3	2	170	64	74	2	287	4	9	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	210	268	3	2	170	64	74	2	287	4	9	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.87	1.00	0.92	0.89	0.96	0.89	0.80	0.87	0.80	0.90	0.98	0.90
Lanes:	1.00	1.98	0.02	0.01	0.70	0.29	0.98	0.02	1.00	0.30	0.62	0.08
Final Sat.:	1663	3747	42	15	1287	485	1489	40	1526	514	1157	129
Capacity Analysis Module:												
Vol/Sat:	0.13	0.07	0.07	0.13	0.13	0.13	0.05	0.05	0.19	0.01	0.01	0.01
Crit Moves:	****				****				****	****		
Green/Cycle:	0.22	0.21	0.21	0.25	0.23	0.23	0.33	0.33	0.33	0.11	0.11	0.11
Volume/Cap:	0.57	0.34	0.34	0.54	0.57	0.57	0.15	0.15	0.57	0.07	0.07	0.07
Uniform Del:	30.8	30.0	30.0	29.2	30.2	30.2	20.9	20.9	24.5	35.3	35.3	35.3
IncremntDel:	2.1	0.3	0.3	1.3	1.8	1.8	0.0	0.0	1.2	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:	32.9	30.2	30.2	30.5	32.0	32.0	21.0	21.0	25.7	35.5	35.5	35.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.9	30.2	30.2	30.5	32.0	32.0	21.0	21.0	25.7	35.5	35.5	35.5
LOS by Move:	C	C	C	C	C	C	C	C	C	D	D	D
HCM2k95thQ:	11	6	6	11	11	11	3	3	13	1	1	1

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

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

Intersection #12: Woz Way and SR 87 NB Off-Ramp



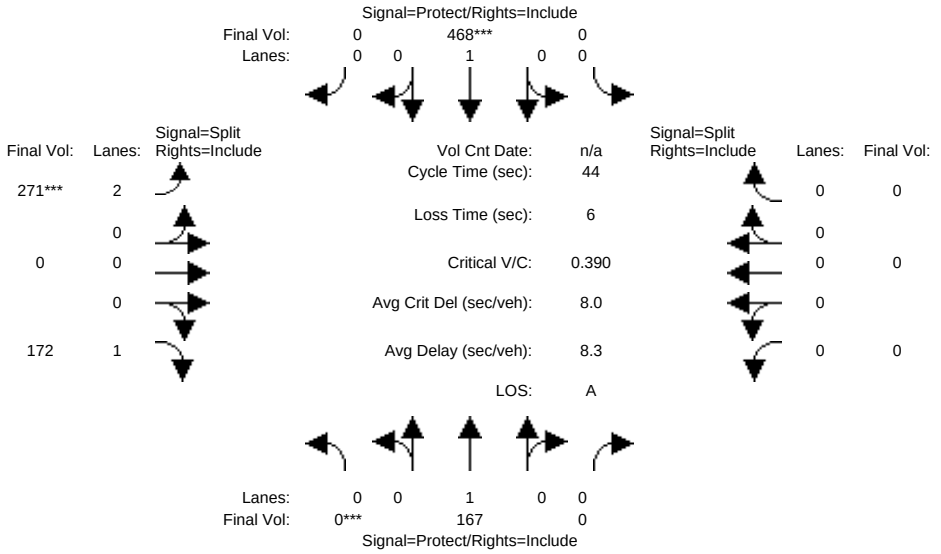
Street Name:	Woz						SR87					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	0	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	317	0	0	162	0	263	0	69	0	0	0
Growth Adj:	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	317	0	0	162	0	263	0	69	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	317	0	0	162	0	263	0	69	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	317	0	0	162	0	263	0	69	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	317	0	0	162	0	263	0	69	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.79	1.00	0.78	0.92	1.00	0.92
Lanes:	0.00	1.00	0.00	0.00	1.00	0.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	1900	0	0	1900	0	2993	0	1488	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.00	0.00	0.09	0.00	0.09	0.00	0.05	0.00	0.00	0.00
Crit Moves:		****			****			****				
Green/Cycle:	0.00	0.57	0.00	0.00	0.57	0.00	0.30	0.00	0.30	0.00	0.00	0.00
Volume/Cap:	0.00	0.29	0.00	0.00	0.15	0.00	0.29	0.00	0.16	0.00	0.00	0.00
Uniform Del:	0.0	5.0	0.0	0.0	4.5	0.0	11.9	0.0	11.4	0.0	0.0	0.0
IncremntDel:	0.0	0.2	0.0	0.0	0.1	0.0	0.2	0.0	0.2	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	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	5.1	0.0	0.0	4.6	0.0	12.1	0.0	11.5	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	5.1	0.0	0.0	4.6	0.0	12.1	0.0	11.5	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	B	A	B	A	A	A
HCM2k95thQ:	0	5	0	0	2	0	4	0	2	0	0	0

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

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

Intersection #12: Woz Way and SR 87 NB Off-Ramp



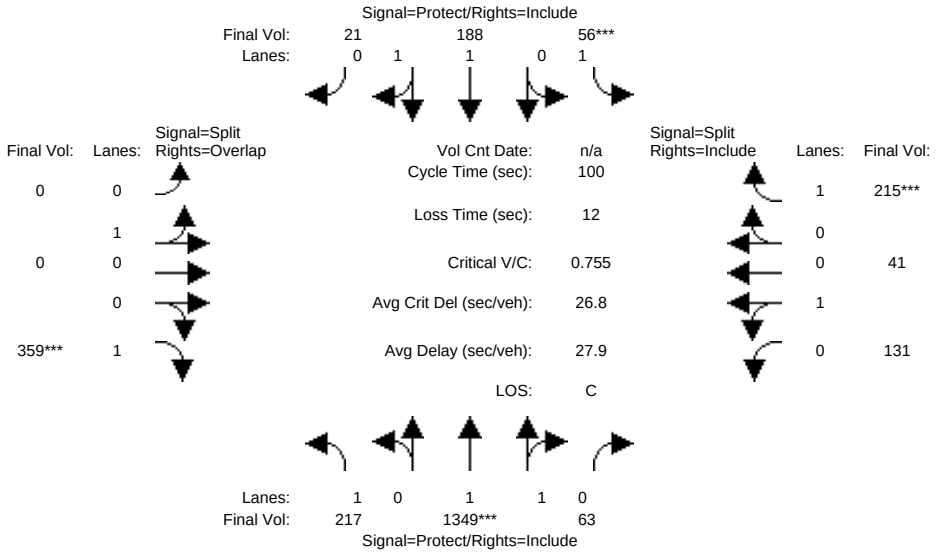
Street Name:	Woz						SR87					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	0	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	167	0	0	468	0	271	0	172	0	0	0
Growth Adj:	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	167	0	0	468	0	271	0	172	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	167	0	0	468	0	271	0	172	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	167	0	0	468	0	271	0	172	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	167	0	0	468	0	271	0	172	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.79	1.00	0.78	0.92	1.00	0.92
Lanes:	0.00	1.00	0.00	0.00	1.00	0.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	1900	0	0	1900	0	2993	0	1488	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.09	0.00	0.00	0.25	0.00	0.09	0.00	0.12	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green/Cycle:	0.00	0.59	0.00	0.00	0.59	0.00	0.28	0.00	0.28	0.00	0.00	0.00
Volume/Cap:	0.00	0.15	0.00	0.00	0.42	0.00	0.33	0.00	0.42	0.00	0.00	0.00
Uniform Del:	0.0	4.1	0.0	0.0	5.0	0.0	12.7	0.0	13.0	0.0	0.0	0.0
IncremntDel:	0.0	0.1	0.0	0.0	0.3	0.0	0.2	0.0	0.7	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	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	4.2	0.0	0.0	5.2	0.0	12.9	0.0	13.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	4.2	0.0	0.0	5.2	0.0	12.9	0.0	13.7	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	B	A	B	A	A	A
HCM2k95thQ:	0	2	0	0	7	0	4	0	5	0	0	0

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

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

Intersection #13: South Market St and East Reed St



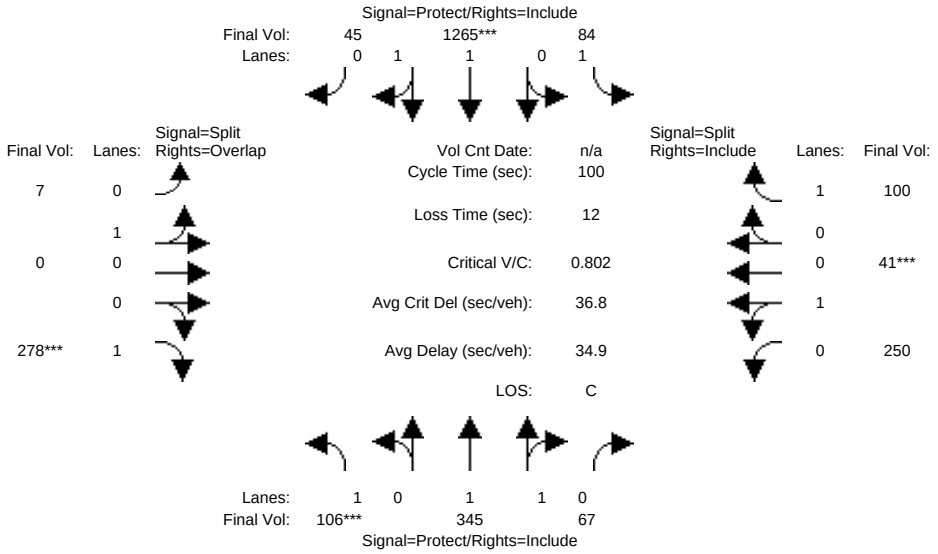
Street Name:	Market						Reed					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	217	1349	63	56	188	21	0	0	359	131	41	215
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	217	1349	63	56	188	21	0	0	359	131	41	215
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	217	1349	63	56	188	21	0	0	359	131	41	215
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	217	1349	63	56	188	21	0	0	359	131	41	215
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	217	1349	63	56	188	21	0	0	359	131	41	215
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.87	0.99	0.91	0.87	0.99	0.91	0.92	1.00	0.78	0.89	0.96	0.78
Lanes:	1.00	1.90	0.10	1.00	1.78	0.22	0.00	1.00	1.00	0.78	0.22	1.00
Final Sat.:	1663	3591	168	1663	3338	373	0	1900	1488	1308	409	1488
Capacity Analysis Module:												
Vol/Sat:	0.13	0.38	0.38	0.03	0.06	0.06	0.00	0.00	0.24	0.10	0.10	0.14
Crit Moves:		****			****				****			****
Green/Cycle:	0.31	0.48	0.48	0.07	0.24	0.24	0.00	0.00	0.45	0.19	0.19	0.19
Volume/Cap:	0.42	0.78	0.78	0.48	0.24	0.24	0.00	0.00	0.53	0.54	0.54	0.78
Uniform Del:	27.2	21.5	21.5	44.8	30.6	30.6	0.0	0.0	19.6	36.9	36.9	38.8
IncremntDel:	0.5	2.2	2.2	3.1	0.1	0.1	0.0	0.0	0.8	1.9	1.9	13.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00
Delay/Veh:	27.7	23.7	23.7	47.9	30.8	30.8	0.0	0.0	20.4	38.7	38.7	52.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.7	23.7	23.7	47.9	30.8	30.8	0.0	0.0	20.4	38.7	38.7	52.0
LOS by Move:	C	C	C	D	C	C	A	A	C	D	D	D
HCM2k95thQ:	11	33	33	5	5	5	0	0	17	11	11	17

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

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

Intersection #13: South Market St and East Reed St



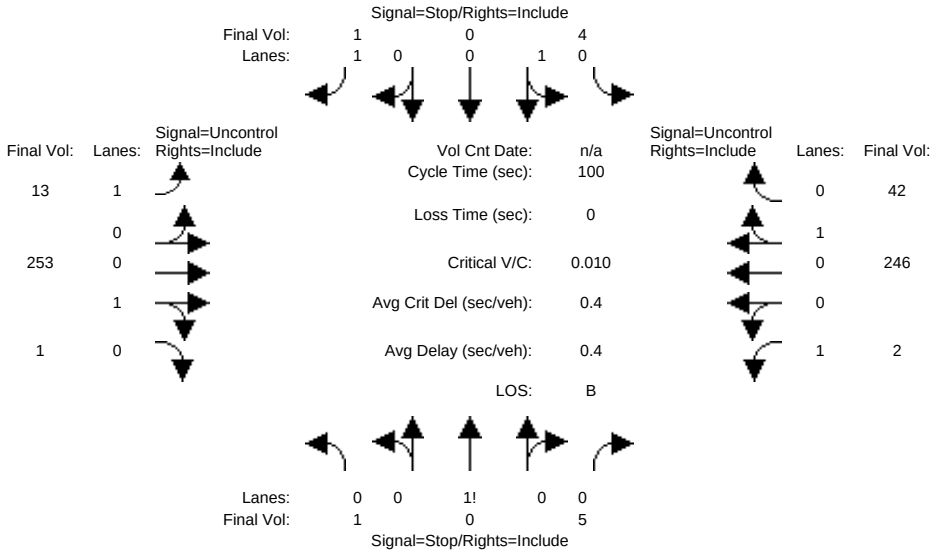
Street Name:	Market						Reed					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	106	345	67	84	1265	45	7	0	278	250	41	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	106	345	67	84	1265	45	7	0	278	250	41	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	106	345	67	84	1265	45	7	0	278	250	41	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	106	345	67	84	1265	45	7	0	278	250	41	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	106	345	67	84	1265	45	7	0	278	250	41	100
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.87	0.98	0.90	0.87	1.00	0.92	0.88	1.00	0.78	0.88	0.96	0.78
Lanes:	1.00	1.65	0.35	1.00	1.93	0.07	1.00	0.00	1.00	0.87	0.13	1.00
Final Sat.:	1663	3063	595	1663	3640	130	1666	0	1488	1458	239	1488
Capacity Analysis Module:												
Vol/Sat:	0.06	0.11	0.11	0.05	0.35	0.35	0.00	0.00	0.19	0.17	0.17	0.07
Crit Moves:	****				****				****		****	
Green/Cycle:	0.08	0.32	0.32	0.20	0.43	0.43	0.15	0.00	0.23	0.21	0.21	0.21
Volume/Cap:	0.80	0.36	0.36	0.26	0.80	0.80	0.03	0.00	0.83	0.80	0.80	0.31
Uniform Del:	45.3	26.3	26.3	34.0	24.6	24.6	36.6	0.0	36.9	37.3	37.3	33.1
IncremntDel:	28.6	0.2	0.2	0.4	3.0	3.0	0.0	0.0	15.8	12.1	12.1	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	0.00	1.00	1.00	1.00	1.00
Delay/Veh:	73.8	26.5	26.5	34.4	27.6	27.6	36.7	0.0	52.7	49.4	49.4	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:	73.8	26.5	26.5	34.4	27.6	27.6	36.7	0.0	52.7	49.4	49.4	33.7
LOS by Move:	E	C	C	C	C	C	D	A	D	D	D	C
HCM2k95thQ:	11	10	10	5	33	33	0	0	21	21	21	6

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

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Level Of Service Computation Report
2000 HCM Unsignalized (Base Volume Alternative)
BGAM

Intersection #14: Woz Way and Locust St (Project Driveway)



Street Name:	Locust						Woz					
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:	1	0	5	4	0	1	13	253	1	2	246	42
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	0	5	4	0	1	13	253	1	2	246	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:	1	0	5	4	0	1	13	253	1	2	246	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	1	0	5	4	0	1	13	253	1	2	246	42
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	551	572	254	553	551	267	288	xxxx	xxxxx	254	xxxx	xxxxx
Potent Cap.:	448	433	790	447	445	777	1286	xxxx	xxxxx	1323	xxxx	xxxxx
Move Cap.:	444	428	790	440	440	777	1286	xxxx	xxxxx	1323	xxxx	xxxxx
Volume/Cap:	0.00	0.00	0.01	0.01	0.00	0.00	0.01	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.0	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	9.6	7.8	xxxx	xxxxx	7.7	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	A	A	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	699	xxxxx	440	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.0	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	10.2	xxxxx	13.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	B	*	*	*	*	*	*	*	*
ApproachDel:	10.2			12.5			xxxxxx			xxxxxx		
ApproachLOS:	B			B			*			*		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #14 Woz Way and Locust St (Project Driveway)

****

Base 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		

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```
------------|--------------||--------------||--------------||--------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0  0  1! 0  0    0  1  0  0  1    1  0  0  1  0    1  0  0  1  0
Initial Vol:    1    0     5     4    0     1    13  253     1     2  246    42
ApproachDel:      10.2             12.5           xxxxxx           xxxxxx
------------|--------------||--------------||--------------||--------------|
Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=6]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=568]
   FAIL - Total volume less than 650 for intersection
          with less than four approaches.
--------------------------------------------------------------------------------
Approach[southbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
   FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=5]
   FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=568]
   FAIL - Total volume less than 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).

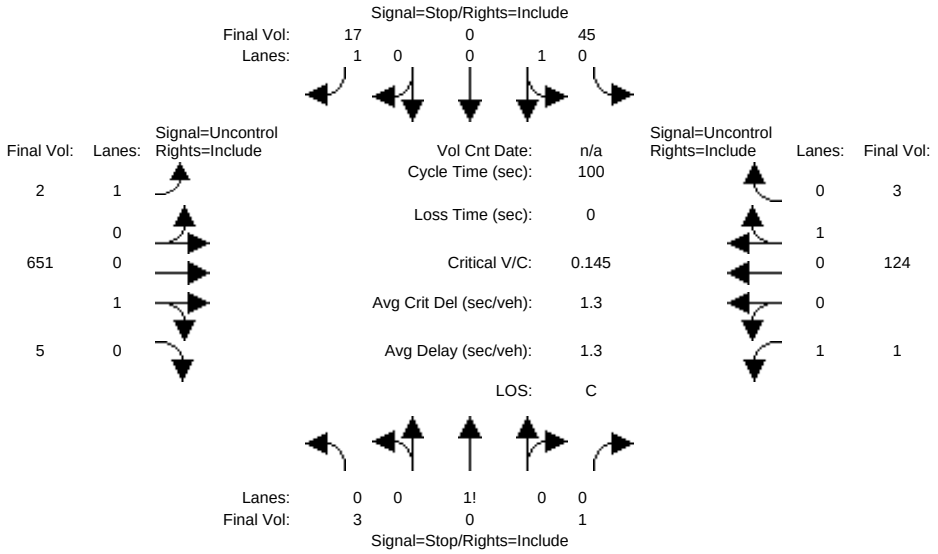
The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
                Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #14 Woz Way and Locust St (Project Driveway)
********************************************************************************
Base 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  1! 0  0    0  1  0  0  1    1  0  0  1  0    1  0  0  1  0
Initial Vol:    1    0     5     4    0     1    13  253     1     2  246    42
------------|--------------||--------------||--------------||--------------|
Major Street Volume:             557
Minor Approach Volume:           6
Minor Approach Volume Threshold: 486
--------------------------------------------------------------------------------
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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jurisdiction.  Consideration of the other signal warrants, which is beyond
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```


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Level Of Service Computation Report
2000 HCM Unsignalized (Base Volume Alternative)
BGPM

Intersection #14: Woz Way and Locust St (Project Driveway)




```
Street Name:                Locust                          Woz
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:       3    0     1    45    0    17     2  651     5     1  124     3
Growth Adj:  1.00 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    0     1    45    0    17     2  651     5     1  124     3
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     3    0     1    45    0    17     2  651     5     1  124     3
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    3    0     1    45    0    17     2  651     5     1  124     3
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  7.1  6.5   6.2   7.1  6.5   6.2   4.1 xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:  3.5  4.0   3.3   3.5  4.0   3.3   2.2 xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  794  787   654   786  788   126   127 xxxx xxxxx   656 xxxx xxxxx
Potent Cap.:  309  326   471   312  326   930  1472 xxxx xxxxx   941 xxxx xxxxx
Move Cap.:    302  325   471   311  325   930  1472 xxxx xxxxx   941 xxxx xxxxx
Volume/Cap:  0.01 0.00  0.00  0.14 0.00  0.02  0.00 xxxx  xxxx  0.00 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx   0.1   0.0 xxxx xxxxx   0.0 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx   8.9   7.4 xxxx xxxxx   8.8 xxxx xxxxx
LOS by Move:    *    *     *     *    *     A     A    *     *     A    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx  332 xxxxx   311 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx  0.0 xxxxx   0.5 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx 16.0 xxxxx  18.5 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    C     *     C    *     *     *    *     *     *    *     *
ApproachDel:      16.0             15.9           xxxxxx           xxxxxx
ApproachLOS:         C                C                *                *
Note: Queue reported is the number of cars per lane.
                  Peak Hour Delay Signal Warrant Report
********************************************************************************
Intersection #14 Woz Way and Locust St (Project Driveway)
********************************************************************************
Base 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
```

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```
------------|--------------||--------------||--------------||--------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0  0  1! 0  0    0  1  0  0  1    1  0  0  1  0    1  0  0  1  0
Initial Vol:    3    0     1    45    0    17     2  651     5     1  124     3
ApproachDel:      16.0             15.9           xxxxxx           xxxxxx
------------|--------------||--------------||--------------||--------------|
Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=4]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=852]
   SUCCEED - Total volume greater than or equal to 800 for intersection
             with four or more approaches.
--------------------------------------------------------------------------------
Approach[southbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.3]
   FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=62]
   FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=852]
   SUCCEED - Total volume greater than or equal to 800 for intersection
             with four or more approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
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"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).

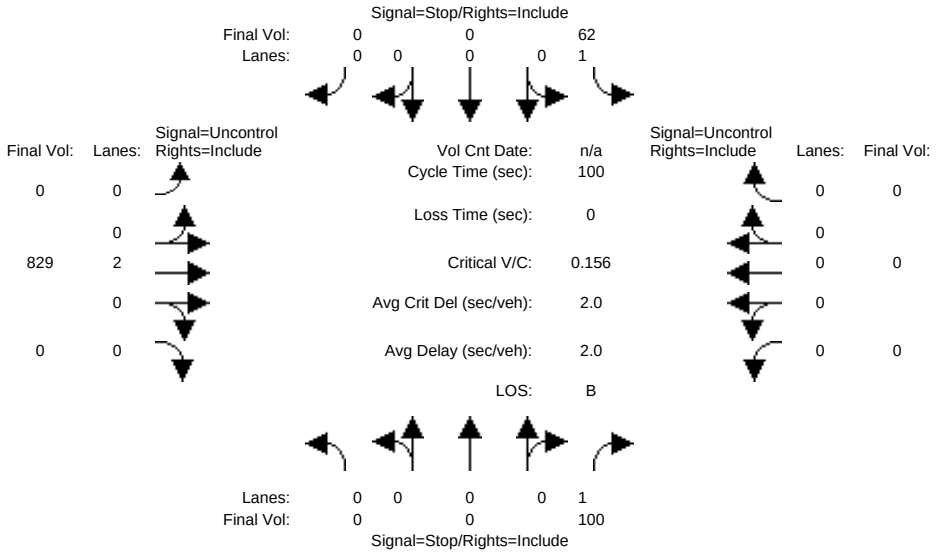
The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
                Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #14 Woz Way and Locust St (Project Driveway)
********************************************************************************
Base 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  1! 0  0    0  1  0  0  1    1  0  0  1  0    1  0  0  1  0
Initial Vol:    3    0     1    45    0    17     2  651     5     1  124     3
------------|--------------||--------------||--------------||--------------|
Major Street Volume:             786
Minor Approach Volume:           62
Minor Approach Volume Threshold: 478
--------------------------------------------------------------------------------
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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```


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Level Of Service Computation Report
2000 HCM Unsignalized (Base Volume Alternative)
BGAM

Intersection #15: I-280 SB Off-Ramp and Grant St




```
Street Name:            Grant/Locust                          I280
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   100    62    0     0     0  829     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   100    62    0     0     0  829     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   100    62    0     0     0  829     0     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0    0   100    62    0     0     0  829     0     0    0     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx   6.2   7.1 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx   3.3   3.5 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx   415   415 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx   642   552 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx   642   466 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap:  xxxx xxxx  0.16  0.13 xxxx  xxxx  xxxx xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx   0.5   0.5 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx  11.6  13.9 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    *    *     B     B    *     *     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  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:      11.6             13.9           xxxxxx           xxxxxx
ApproachLOS:         B                B                *                *
Note: Queue reported is the number of cars per lane.
                  Peak Hour Delay Signal Warrant Report
********************************************************************************
Intersection #15 I-280 SB Off-Ramp and Grant St
********************************************************************************
Base 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
```

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```
------------|--------------||--------------||--------------||--------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0  0  0  0  1    1  0  0  0  0    0  0  2  0  0    0  0  0  0  0
Initial Vol:    0    0   100    62    0     0     0  829     0     0    0     0
ApproachDel:      11.6             13.9           xxxxxx           xxxxxx
------------|--------------||--------------||--------------||--------------|
Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.3]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=100]
   SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=991]
   SUCCEED - Total volume greater than or equal to 650 for intersection
             with less than four approaches.
--------------------------------------------------------------------------------
Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=62]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=991]
   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).

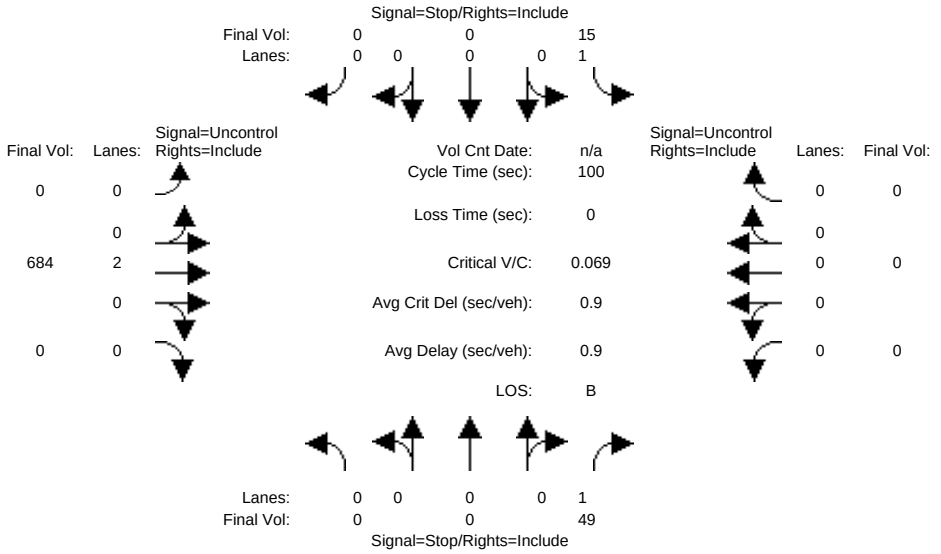
The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
                Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #15 I-280 SB Off-Ramp and Grant St
********************************************************************************
Base 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  1    1  0  0  0  0    0  0  2  0  0    0  0  0  0  0
Initial Vol:    0    0   100    62    0     0     0  829     0     0    0     0
------------|--------------||--------------||--------------||--------------|
Major Street Volume:             829
Minor Approach Volume:           100
Minor Approach Volume Threshold: 349
--------------------------------------------------------------------------------
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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jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
```


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Level Of Service Computation Report
2000 HCM Unsignalized (Base Volume Alternative)
BGPM

Intersection #15: I-280 SB Off-Ramp and Grant St




```
Street Name:            Grant/Locust                          I280
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    49    15    0     0     0  684     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    49    15    0     0     0  684     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    49    15    0     0     0  684     0     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0    0    49    15    0     0     0  684     0     0    0     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx   6.2   7.1 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx   3.3   3.5 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx   342   342 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx   705   616 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx   705   573 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap:  xxxx xxxx  0.07  0.03 xxxx  xxxx  xxxx xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx   0.2   0.1 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx  10.5  11.5 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    *    *     B     B    *     *     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  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:      10.5             11.5           xxxxxx           xxxxxx
ApproachLOS:         B                B                *                *
Note: Queue reported is the number of cars per lane.
                  Peak Hour Delay Signal Warrant Report
********************************************************************************
Intersection #15 I-280 SB Off-Ramp and Grant St
********************************************************************************
Base 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
```

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```
------------|--------------||--------------||--------------||--------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0  0  0  0  1    1  0  0  0  0    0  0  2  0  0    0  0  0  0  0
Initial Vol:    0    0    49    15    0     0     0  684     0     0    0     0
ApproachDel:      10.5             11.5           xxxxxx           xxxxxx
------------|--------------||--------------||--------------||--------------|
Approach[northbound][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=49]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=748]
   SUCCEED - Total volume greater than or equal to 650 for intersection
             with less than four approaches.
--------------------------------------------------------------------------------
Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=15]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=748]
   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).

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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 #15 I-280 SB Off-Ramp and Grant St
********************************************************************************
Base 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  1    1  0  0  0  0    0  0  2  0  0    0  0  0  0  0
Initial Vol:    0    0    49    15    0     0     0  684     0     0    0     0
------------|--------------||--------------||--------------||--------------|
Major Street Volume:             684
Minor Approach Volume:           49
Minor Approach Volume Threshold: 416
--------------------------------------------------------------------------------
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).

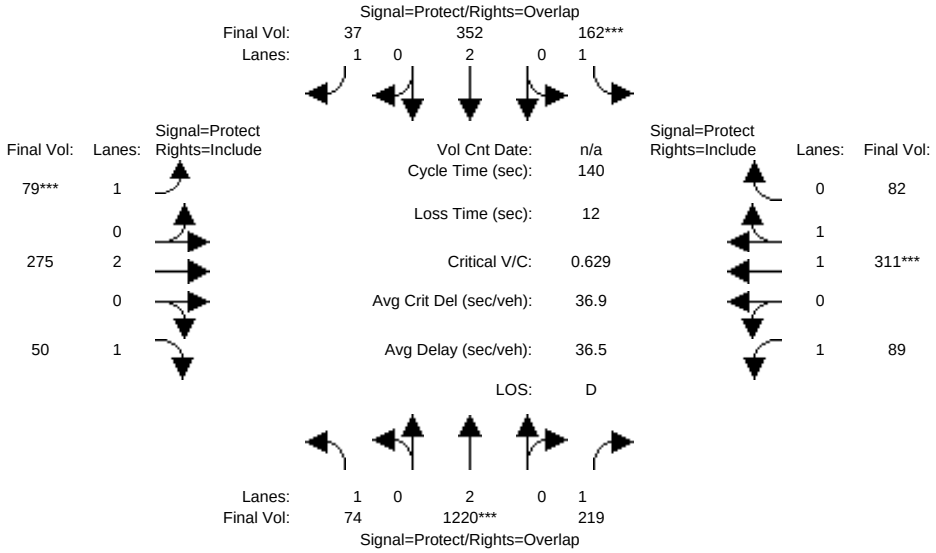
The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
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Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
BGPPAM-O1

Intersection #1: Almaden Blvd and San Carlos St



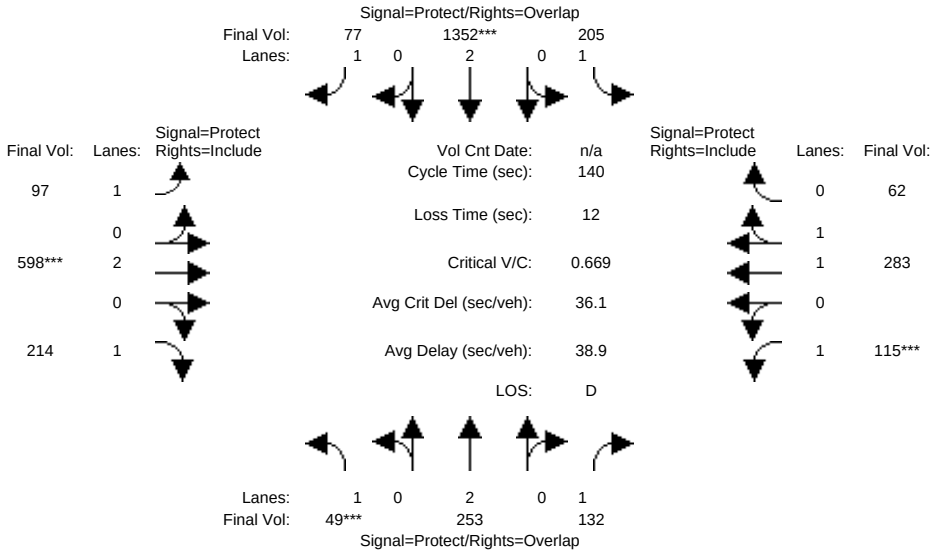
Street Name:	Almaden						San Carlos					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	10	10	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	74	1220	219	162	352	37	79	275	50	89	311	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:	74	1220	219	162	352	37	79	275	50	89	311	82
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	74	1220	219	162	352	37	79	275	50	89	311	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	74	1220	219	162	352	37	79	275	50	89	311	82
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	74	1220	219	162	352	37	79	275	50	89	311	82
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.87	1.00	0.78	0.87	1.00	0.78	0.87	1.00	0.78	0.87	0.97	0.89
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.55	0.45
Final Sat.:	1663	3800	1488	1663	3800	1488	1663	3800	1488	1663	2863	755
Capacity Analysis Module:												
Vol/Sat:	0.04	0.32	0.15	0.10	0.09	0.02	0.05	0.07	0.03	0.05	0.11	0.11
Crit Moves:		****			****			****			****	
Green/Cycle:	0.23	0.51	0.63	0.16	0.43	0.51	0.08	0.13	0.13	0.12	0.17	0.17
Volume/Cap:	0.19	0.63	0.23	0.63	0.21	0.05	0.63	0.58	0.27	0.43	0.63	0.63
Uniform Del:	43.1	24.7	11.0	55.4	24.9	17.4	62.8	57.8	55.5	56.8	53.7	53.7
IncremntDel:	0.2	0.7	0.1	4.9	0.1	0.0	9.7	1.8	0.8	1.5	2.0	2.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	43.3	25.3	11.1	60.3	24.9	17.4	72.5	59.6	56.2	58.3	55.8	55.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.3	25.3	11.1	60.3	24.9	17.4	72.5	59.6	56.2	58.3	55.8	55.8
LOS by Move:	D	C	B	E	C	B	E	E	E	E	E	E
HCM2k95thQ:	5	32	8	15	9	2	7	11	4	8	16	16

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

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Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
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Intersection #1: Almaden Blvd and San Carlos St



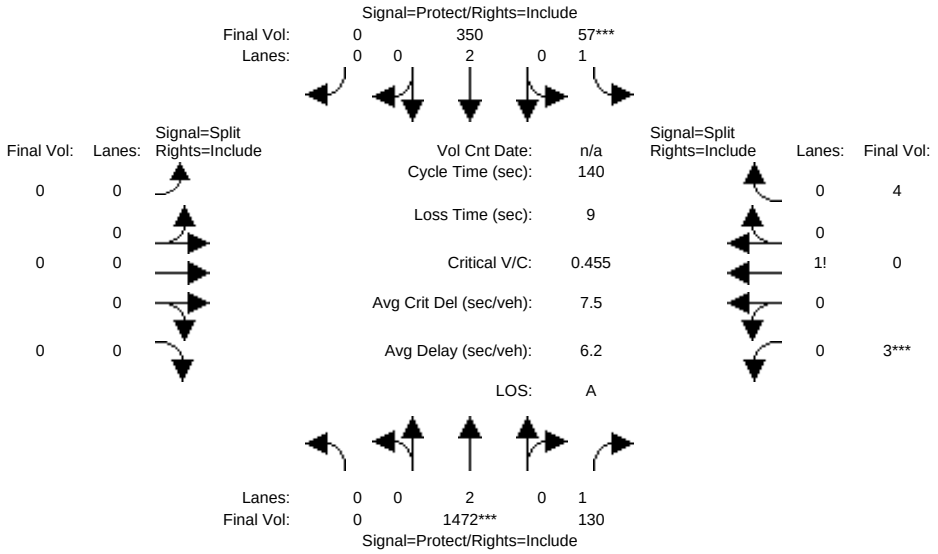
Street Name:	Almaden						San Carlos					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	10	10	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	49	253	132	205	1352	77	97	598	214	115	283	62
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	49	253	132	205	1352	77	97	598	214	115	283	62
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	49	253	132	205	1352	77	97	598	214	115	283	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	253	132	205	1352	77	97	598	214	115	283	62
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	49	253	132	205	1352	77	97	598	214	115	283	62
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.87	1.00	0.78	0.87	1.00	0.78	0.87	1.00	0.78	0.87	0.97	0.90
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.62	0.38
Final Sat.:	1663	3800	1488	1663	3800	1488	1663	3800	1488	1663	2987	654
Capacity Analysis Module:												
Vol/Sat:	0.03	0.07	0.09	0.12	0.36	0.05	0.06	0.16	0.14	0.07	0.09	0.09
Crit Moves:	****				****			****		****		
Green/Cycle:	0.05	0.21	0.31	0.37	0.53	0.66	0.13	0.23	0.23	0.10	0.21	0.21
Volume/Cap:	0.59	0.31	0.28	0.34	0.67	0.08	0.46	0.67	0.62	0.67	0.46	0.46
Uniform Del:	65.1	46.6	36.1	32.1	24.2	8.7	56.5	48.8	48.0	60.6	48.5	48.5
IncremntDel:	10.7	0.2	0.3	0.3	0.9	0.0	1.5	2.1	3.3	10.1	0.4	0.4
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:	75.8	46.8	36.4	32.4	25.1	8.8	58.1	50.9	51.3	70.7	48.9	48.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	75.8	46.8	36.4	32.4	25.1	8.8	58.1	50.9	51.3	70.7	48.9	48.9
LOS by Move:	E	D	D	C	C	A	E	D	D	E	D	D
HCM2k95thQ:	5	9	9	13	36	3	8	21	16	12	13	13

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

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Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
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Intersection #2: Almaden Blvd and Convention Center



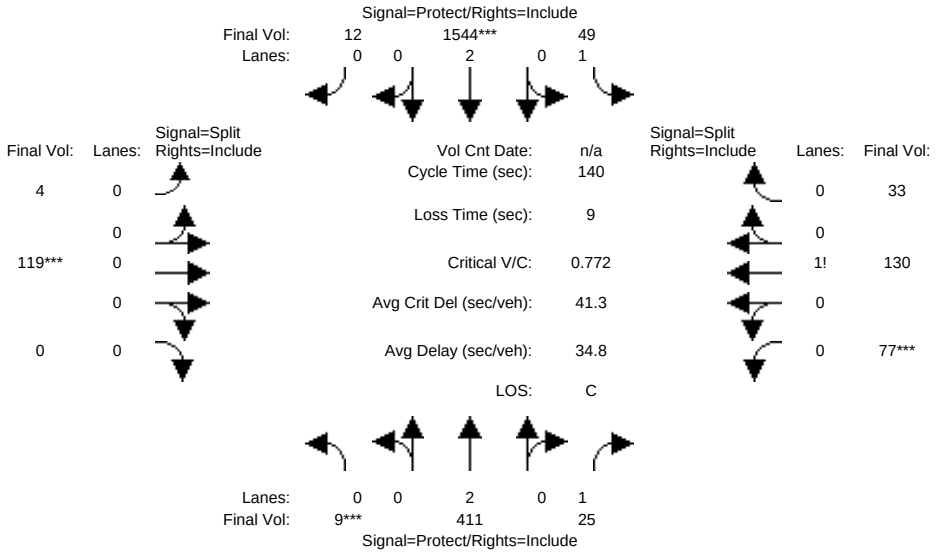
Street Name:	Almaden						Convention					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	10	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1472	130	57	350	0	0	0	0	3	0	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1472	130	57	350	0	0	0	0	3	0	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1472	130	57	350	0	0	0	0	3	0	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1472	130	57	350	0	0	0	0	3	0	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1472	130	57	350	0	0	0	0	3	0	4
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.78	0.87	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.83
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	0.43	0.00	0.57
Final Sat.:	0	3800	1488	1663	3800	0	0	0	0	678	0	904
Capacity Analysis Module:												
Vol/Sat:	0.00	0.39	0.09	0.03	0.09	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.79	0.79	0.07	0.86	0.00	0.00	0.00	0.00	0.07	0.00	0.07
Volume/Cap:	0.00	0.49	0.11	0.48	0.11	0.00	0.00	0.00	0.00	0.06	0.00	0.06
Uniform Del:	0.0	4.9	3.3	62.5	1.4	0.0	0.0	0.0	0.0	60.6	0.0	60.6
IncremntDel:	0.0	0.1	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	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:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	5.0	3.3	65.5	1.4	0.0	0.0	0.0	0.0	60.9	0.0	60.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	5.0	3.3	65.5	1.4	0.0	0.0	0.0	0.0	60.9	0.0	60.9
LOS by Move:	A	A	A	E	A	A	A	A	A	E	A	E
HCM2k95thQ:	0	19	3	5	2	0	0	0	0	1	0	1

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

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Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
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Intersection #2: Almaden Blvd and Convention Center



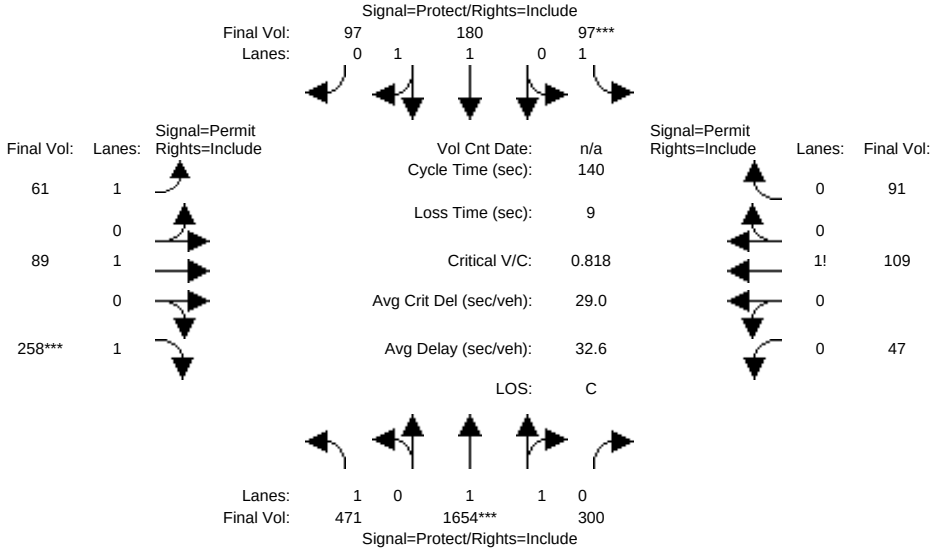
Street Name:	Almaden						Convention					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	10	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	9	411	25	49	1544	12	4	119	0	77	130	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:	9	411	25	49	1544	12	4	119	0	77	130	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:	9	411	25	49	1544	12	4	119	0	77	130	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	411	25	49	1544	12	4	119	0	77	130	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:	9	411	25	49	1544	12	4	119	0	77	130	33
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.78	0.87	1.00	0.92	0.92	1.00	0.92	0.89	0.97	0.89
Lanes:	0.05	1.95	1.00	1.00	1.98	0.02	0.04	0.96	0.00	0.34	0.52	0.14
Final Sat.:	81	3708	1488	1663	3764	29	61	1829	0	566	956	243
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.02	0.03	0.41	0.41	0.07	0.07	0.00	0.14	0.14	0.14
Crit Moves:	****				****			****			****	
Green/Cycle:	0.14	0.41	0.41	0.26	0.53	0.53	0.08	0.08	0.00	0.18	0.18	0.18
Volume/Cap:	0.77	0.27	0.04	0.11	0.77	0.77	0.77	0.77	0.00	0.77	0.77	0.77
Uniform Del:	57.7	27.4	24.7	39.0	26.0	26.0	62.8	62.8	0.0	55.0	55.0	55.0
IncremntDel:	6.7	0.1	0.0	0.1	1.9	1.9	20.4	20.4	0.0	11.3	11.3	11.3
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	0.00	1.00	1.00	1.00
Delay/Veh:	64.5	27.4	24.8	39.1	27.9	27.9	83.2	83.2	0.0	66.3	66.3	66.3
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:	64.5	27.4	24.8	39.1	27.9	27.9	83.2	83.2	0.0	66.3	66.3	66.3
LOS by Move:	E	C	C	D	C	C	F	F	A	E	E	E
HCM2k95thQ:	17	11	1	3	43	43	13	13	0	22	22	22

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

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Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
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Intersection #3: Almaden Blvd and Woz Way / Balbach St



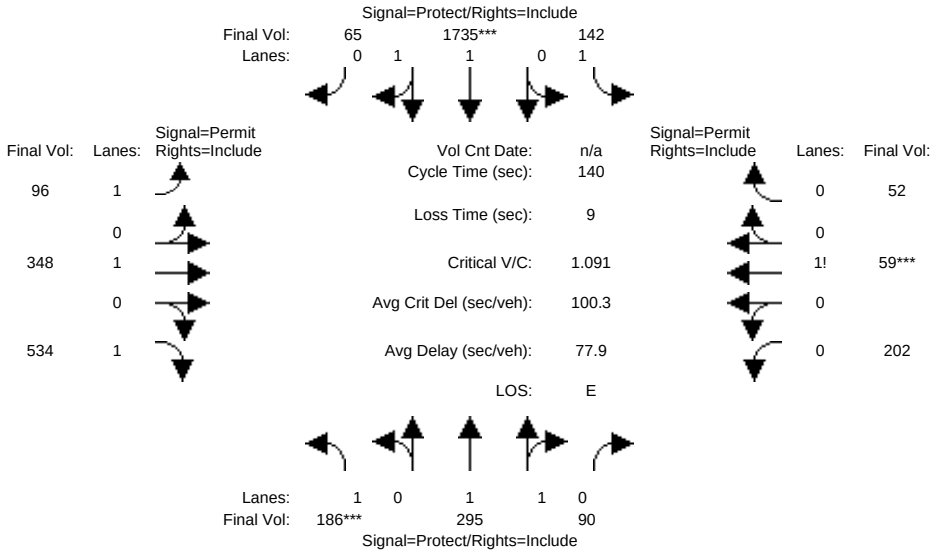
Street Name:	Almaden						Woz					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	10	10	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	471	1654	300	97	180	97	61	89	258	47	109	91
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	471	1654	300	97	180	97	61	89	258	47	109	91
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	471	1654	300	97	180	97	61	89	258	47	109	91
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	471	1654	300	97	180	97	61	89	258	47	109	91
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	471	1654	300	97	180	97	61	89	258	47	109	91
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.87	0.98	0.90	0.87	0.95	0.87	0.78	1.00	0.78	0.81	0.88	0.81
Lanes:	1.00	1.67	0.33	1.00	1.26	0.74	1.00	1.00	1.00	0.20	0.42	0.38
Final Sat.:	1663	3102	563	1663	2273	1225	1486	1900	1488	303	702	586
Capacity Analysis Module:												
Vol/Sat:	0.28	0.53	0.53	0.06	0.08	0.08	0.04	0.05	0.17	0.16	0.16	0.16
Crit Moves:		****		****					****			
Green/Cycle:	0.57	0.65	0.65	0.07	0.16	0.16	0.21	0.21	0.21	0.21	0.21	0.21
Volume/Cap:	0.50	0.82	0.82	0.82	0.50	0.50	0.19	0.22	0.82	0.73	0.73	0.73
Uniform Del:	18.4	18.1	18.1	64.1	53.9	53.9	45.3	45.6	52.6	51.4	51.4	51.4
IncremntDel:	0.4	2.3	2.3	34.0	0.7	0.7	0.3	0.3	15.3	8.0	8.0	8.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	18.9	20.5	20.5	98.1	54.6	54.6	45.6	45.9	67.8	59.4	59.4	59.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.9	20.5	20.5	98.1	54.6	54.6	45.6	45.9	67.8	59.4	59.4	59.4
LOS by Move:	B	C	C	F	D	D	D	D	E	E	E	E
HCM2k95thQ:	23	52	52	10	11	11	5	6	22	21	21	21

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

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2000 HCM Operations (Base Volume Alternative)
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Intersection #3: Almaden Blvd and Woz Way / Balbach St



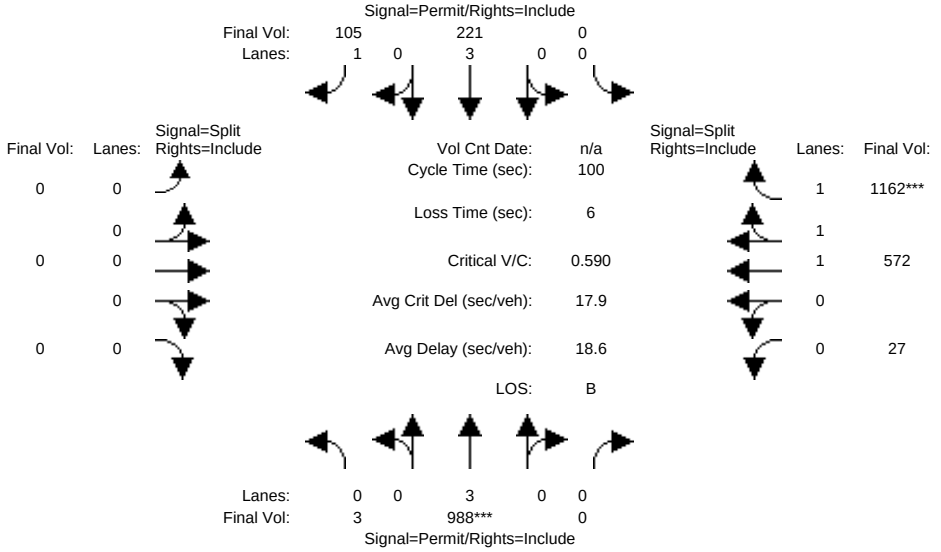
Street Name:	Almaden						Woz					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	10	10	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	186	295	90	142	1735	65	96	348	534	202	59	52
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	186	295	90	142	1735	65	96	348	534	202	59	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:	186	295	90	142	1735	65	96	348	534	202	59	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	186	295	90	142	1735	65	96	348	534	202	59	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:	186	295	90	142	1735	65	96	348	534	202	59	52
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.87	0.97	0.89	0.87	1.00	0.92	0.64	1.00	0.78	0.38	0.41	0.38
Lanes:	1.00	1.50	0.50	1.00	1.92	0.08	1.00	1.00	1.00	0.65	0.18	0.17
Final Sat.:	1663	2755	840	1663	3633	136	1215	1900	1488	469	137	121
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.11	0.09	0.48	0.48	0.08	0.18	0.36	0.43	0.43	0.43
Crit Moves:	****				****						****	
Green/Cycle:	0.10	0.30	0.30	0.24	0.44	0.44	0.40	0.40	0.40	0.40	0.40	0.40
Volume/Cap:	1.09	0.36	0.36	0.36	1.09	1.09	0.20	0.46	0.91	1.09	1.09	1.09
Uniform Del:	62.8	38.3	38.3	44.2	39.3	39.3	27.8	31.3	39.9	42.3	42.3	42.3
IncremntDel:	95.2	0.2	0.2	0.5	51.2	51.2	0.2	0.5	18.0	79.5	79.5	79.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	158.0	38.5	38.5	44.8	90.5	90.5	28.0	31.8	58.0	121.8	122	121.8
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:	158.0	38.5	38.5	44.8	90.5	90.5	28.0	31.8	58.0	121.8	122	121.8
LOS by Move:	F	D	D	D	F	F	C	C	E	F	F	F
HCM2k95thQ:	25	13	13	10	74	74	6	20	42	36	36	36

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

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Intersection #4: Almaden Blvd and I-280 NB On-Ramp



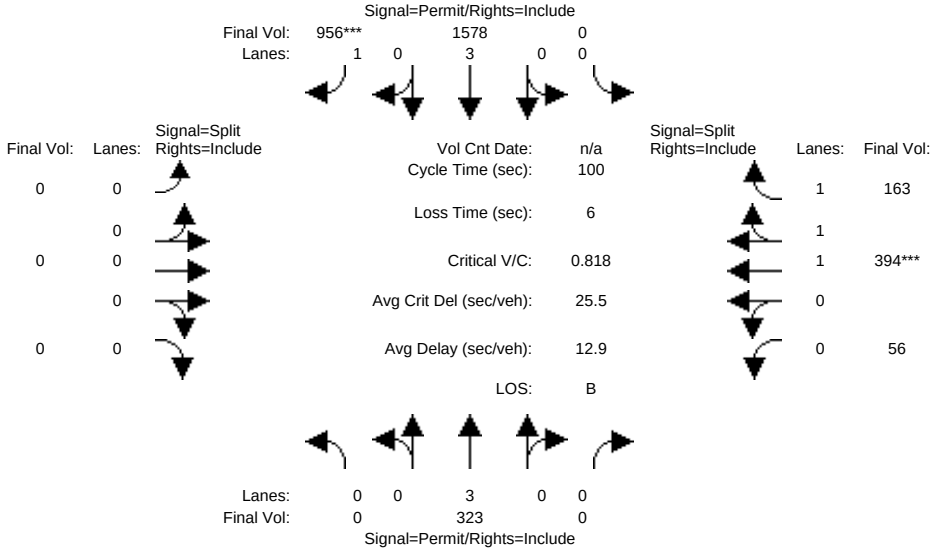
Street Name:	Almaden						I-280					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	3	988	0	0	221	105	0	0	0	27	572	1162
Growth Adj:	1.00	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	988	0	0	221	105	0	0	0	27	572	1162
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	988	0	0	221	105	0	0	0	27	572	1162
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	988	0	0	221	105	0	0	0	27	572	1162
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	3	988	0	0	221	105	0	0	0	27	572	1162
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	0.94	0.92	0.92	1.00	0.78	0.92	1.00	0.92	0.83	0.90	0.83
Lanes:	0.01	2.99	0.00	0.00	3.00	1.00	0.00	0.00	0.00	0.05	0.95	2.00
Final Sat.:	16	5335	0	0	5700	1488	0	0	0	77	1625	3147
Capacity Analysis Module:												
Vol/Sat:	0.19	0.19	0.00	0.00	0.04	0.07	0.00	0.00	0.00	0.35	0.35	0.37
Crit Moves:		****										****
Green/Cycle:	0.31	0.31	0.00	0.00	0.31	0.31	0.00	0.00	0.00	0.63	0.63	0.63
Volume/Cap:	0.59	0.59	0.00	0.00	0.12	0.22	0.00	0.00	0.00	0.56	0.56	0.59
Uniform Del:	28.9	28.9	0.0	0.0	24.5	25.3	0.0	0.0	0.0	10.8	10.8	11.1
IncremntDel:	0.6	0.6	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.2	0.2	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	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00
Delay/Veh:	29.4	29.4	0.0	0.0	24.5	25.6	0.0	0.0	0.0	11.0	11.0	11.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.4	29.4	0.0	0.0	24.5	25.6	0.0	0.0	0.0	11.0	11.0	11.4
LOS by Move:	C	C	A	A	C	C	A	A	A	B	B	B
HCM2k95thQ:	17	17	0	0	3	5	0	0	0	20	20	21

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

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Intersection #4: Almaden Blvd and I-280 NB On-Ramp



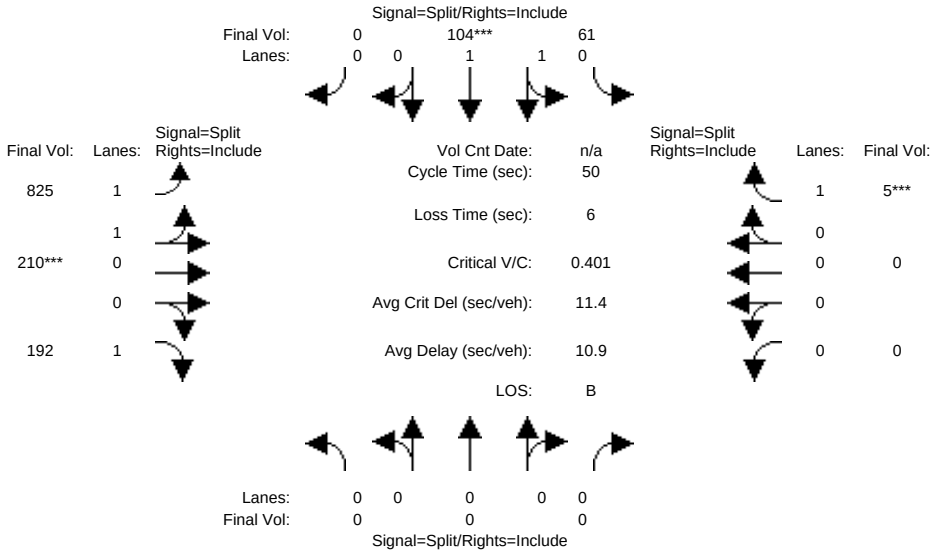
Street Name:	Almaden						I-280					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	323	0	0	1578	956	0	0	0	56	394	163
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	323	0	0	1578	956	0	0	0	56	394	163
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	323	0	0	1578	956	0	0	0	56	394	163
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	323	0	0	1578	956	0	0	0	56	394	163
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	323	0	0	1578	956	0	0	0	56	394	163
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.78	0.92	1.00	0.92	0.87	0.95	0.87
Lanes:	0.00	3.00	0.00	0.00	3.00	1.00	0.00	0.00	0.00	0.27	1.73	1.00
Final Sat.:	0	5700	0	0	5700	1488	0	0	0	443	3116	1656
Capacity Analysis Module:												
Vol/Sat:	0.00	0.06	0.00	0.00	0.28	0.64	0.00	0.00	0.00	0.13	0.13	0.10
Crit Moves:						****					****	
Green/Cycle:	0.00	0.79	0.00	0.00	0.79	0.79	0.00	0.00	0.00	0.15	0.15	0.15
Volume/Cap:	0.00	0.07	0.00	0.00	0.35	0.82	0.00	0.00	0.00	0.82	0.82	0.64
Uniform Del:	0.0	2.4	0.0	0.0	3.2	6.4	0.0	0.0	0.0	40.9	40.9	39.6
IncremntDel:	0.0	0.0	0.0	0.0	0.0	4.7	0.0	0.0	0.0	7.1	7.1	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:	0.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00
Delay/Veh:	0.0	2.4	0.0	0.0	3.2	11.1	0.0	0.0	0.0	48.0	48.0	41.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	2.4	0.0	0.0	3.2	11.1	0.0	0.0	0.0	48.0	48.0	41.1
LOS by Move:	A	A	A	A	A	B	A	A	A	D	D	D
HCM2k95thQ:	0	2	0	0	10	36	0	0	0	17	17	12

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

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Intersection #5: Almaden Blvd / Vine St and Grant St



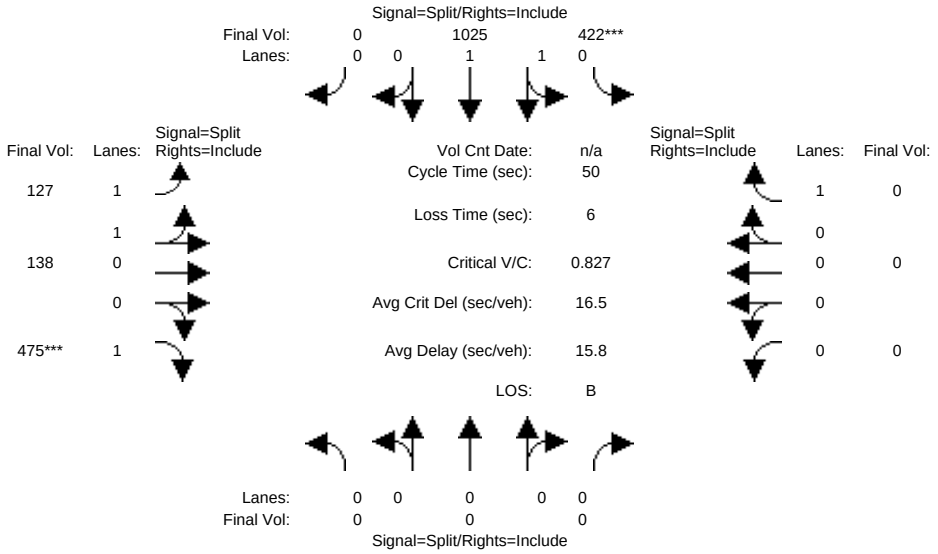
Street Name:	Almaden						Grant					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	0	10	10	0	10	10	10	0	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	61	104	0	825	210	192	0	0	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	61	104	0	825	210	192	0	0	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	61	104	0	825	210	192	0	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	61	104	0	825	210	192	0	0	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	61	104	0	825	210	192	0	0	5
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.87	0.95	0.92	0.89	0.96	0.78	0.92	1.00	0.80
Lanes:	0.00	0.00	0.00	0.78	1.22	0.00	1.62	0.38	1.00	0.00	0.00	1.00
Final Sat.:	0	0	0	1287	2194	0	2728	694	1488	0	0	1514
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.05	0.00	0.30	0.30	0.13	0.00	0.00	0.00
Crit Moves:					****			****				****
Green/Cycle:	0.00	0.00	0.00	0.20	0.20	0.00	0.48	0.48	0.48	0.00	0.00	0.20
Volume/Cap:	0.00	0.00	0.00	0.24	0.24	0.00	0.63	0.63	0.27	0.00	0.00	0.02
Uniform Del:	0.0	0.0	0.0	16.8	16.8	0.0	9.7	9.7	7.8	0.0	0.0	16.1
IncremntDel:	0.0	0.0	0.0	0.2	0.2	0.0	0.8	0.8	0.2	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	0.00	1.00	1.00	1.00	0.00	0.00	1.00
Delay/Veh:	0.0	0.0	0.0	17.0	17.0	0.0	10.5	10.5	8.0	0.0	0.0	16.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	17.0	17.0	0.0	10.5	10.5	8.0	0.0	0.0	16.1
LOS by Move:	A	A	A	B	B	A	B	B	A	A	A	B
HCM2k95thQ:	0	0	0	2	2	0	14	14	4	0	0	0

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

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Intersection #5: Almaden Blvd / Vine St and Grant St



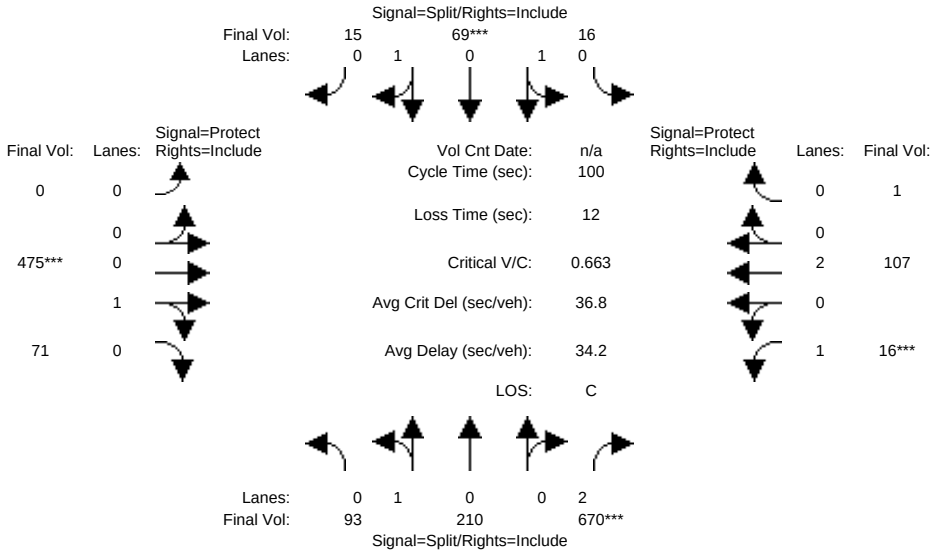
Street Name:	Almaden						Grant					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	0	10	10	0	10	10	10	0	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	422	1025	0	127	138	475	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	422	1025	0	127	138	475	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	422	1025	0	127	138	475	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	422	1025	0	127	138	475	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	422	1025	0	127	138	475	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.88	0.96	0.92	0.90	0.97	0.78	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.62	1.38	0.00	1.00	1.00	1.00	0.00	0.00	1.00
Final Sat.:	0	0	0	1034	2511	0	1705	1851	1488	0	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.41	0.41	0.00	0.07	0.07	0.32	0.00	0.00	0.00
Crit Moves:				****					****			
Green/Cycle:	0.00	0.00	0.00	0.49	0.49	0.00	0.39	0.39	0.39	0.00	0.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.83	0.83	0.00	0.19	0.19	0.83	0.00	0.00	0.00
Uniform Del:	0.0	0.0	0.0	10.8	10.8	0.0	10.2	10.2	13.8	0.0	0.0	0.0
IncremntDel:	0.0	0.0	0.0	3.4	3.4	0.0	0.1	0.1	9.6	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	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	14.2	14.2	0.0	10.2	10.2	23.5	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	14.2	14.2	0.0	10.2	10.2	23.5	0.0	0.0	0.0
LOS by Move:	A	A	A	B	B	A	B	B	C	A	A	A
HCM2k95thQ:	0	0	0	20	20	0	3	3	19	0	0	0

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

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Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
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Intersection #6: Delmas Ave / SR 87 SB Off-Ramp and Park Ave [SR87 dummy NB]



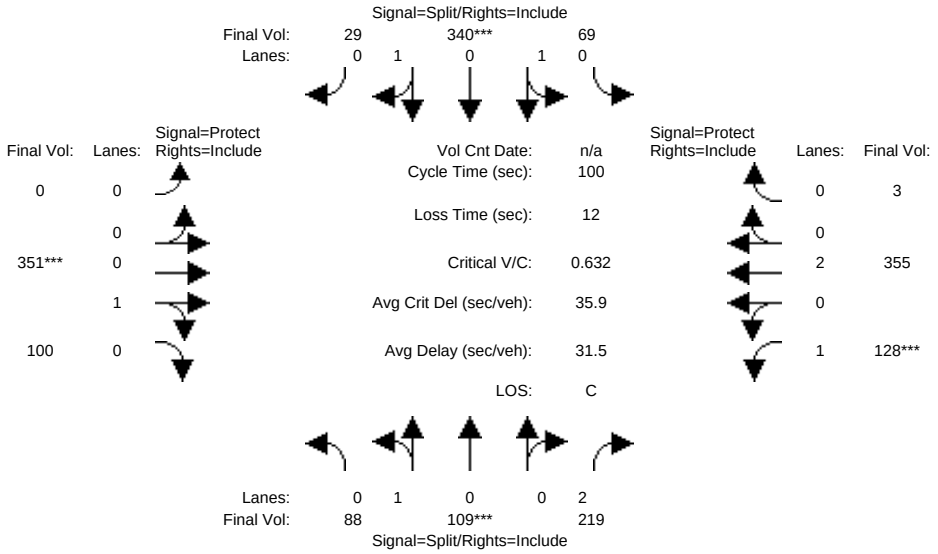
Street Name:	Delmas						Park					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	0	10	10	10	10	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	93	210	670	16	69	15	0	475	71	16	107	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	93	210	670	16	69	15	0	475	71	16	107	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	93	210	670	16	69	15	0	475	71	16	107	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	93	210	670	16	69	15	0	475	71	16	107	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	93	210	670	16	69	15	0	475	71	16	107	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.91	0.99	0.70	0.89	0.97	0.89	0.92	0.98	0.90	0.87	1.00	0.92
Lanes:	0.32	0.68	2.00	0.34	1.34	0.32	0.00	0.86	0.14	1.00	1.98	0.02
Final Sat.:	560	1264	2678	575	2478	539	0	1605	240	1663	3758	35
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.25	0.03	0.03	0.03	0.00	0.30	0.30	0.01	0.03	0.03
Crit Moves:			****		****			****		****		
Green/Cycle:	0.31	0.31	0.31	0.10	0.10	0.10	0.00	0.37	0.37	0.10	0.47	0.47
Volume/Cap:	0.53	0.53	0.80	0.28	0.28	0.28	0.00	0.80	0.80	0.10	0.06	0.06
Uniform Del:	28.4	28.4	31.6	41.7	41.7	41.7	0.0	28.3	28.3	40.9	14.5	14.5
IncremntDel:	1.0	1.0	5.7	0.4	0.4	0.4	0.0	6.9	6.9	0.3	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	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	29.4	29.4	37.3	42.1	42.1	42.1	0.0	35.2	35.2	41.1	14.6	14.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.4	29.4	37.3	42.1	42.1	42.1	0.0	35.2	35.2	41.1	14.6	14.6
LOS by Move:	C	C	D	D	D	D	A	D	D	D	B	B
HCM2k95thQ:	15	15	24	3	3	3	0	30	30	1	2	2

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

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Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
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Intersection #6: Delmas Ave / SR 87 SB Off-Ramp and Park Ave [SR87 dummy NB]



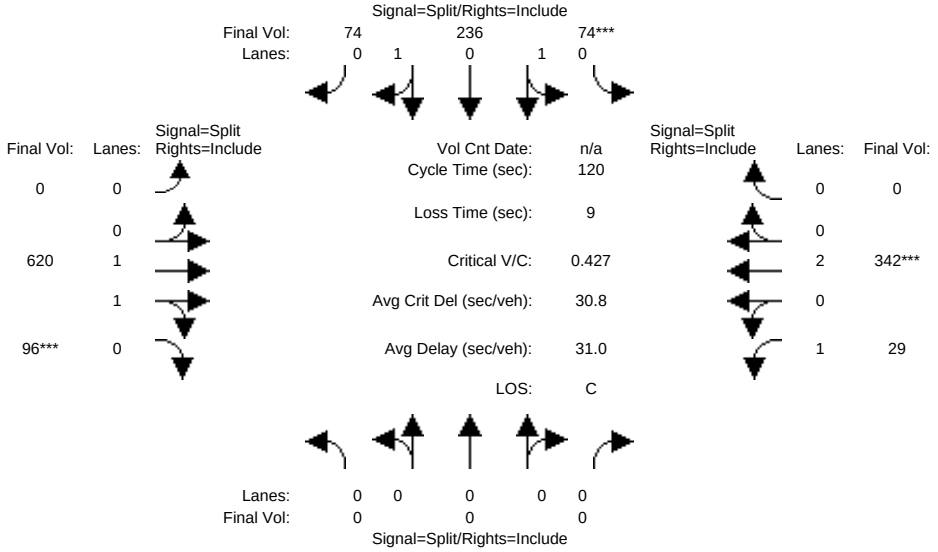
Street Name:	Delmas						Park					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	0	10	10	10	10	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	88	109	219	69	340	29	0	351	100	128	355	3
Growth Adj:	1.00	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	109	219	69	340	29	0	351	100	128	355	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	88	109	219	69	340	29	0	351	100	128	355	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	109	219	69	340	29	0	351	100	128	355	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	88	109	219	69	340	29	0	351	100	128	355	3
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.98	0.70	0.90	0.98	0.90	0.92	0.97	0.89	0.87	1.00	0.92
Lanes:	0.47	0.53	2.00	0.34	1.52	0.14	0.00	0.76	0.24	1.00	1.98	0.02
Final Sat.:	799	990	2678	577	2842	242	0	1408	401	1663	3762	32
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.08	0.12	0.12	0.12	0.00	0.25	0.25	0.08	0.09	0.09
Crit Moves:		****			****			****		****		
Green/Cycle:	0.17	0.17	0.17	0.19	0.19	0.19	0.00	0.39	0.39	0.12	0.52	0.52
Volume/Cap:	0.63	0.63	0.47	0.63	0.63	0.63	0.00	0.63	0.63	0.63	0.18	0.18
Uniform Del:	38.3	38.3	37.1	37.3	37.3	37.3	0.0	24.4	24.4	41.8	12.9	12.9
IncremntDel:	4.2	4.2	0.7	1.9	1.9	1.9	0.0	1.8	1.8	6.3	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	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	42.5	42.5	37.9	39.2	39.2	39.2	0.0	26.3	26.3	48.1	13.0	13.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.5	42.5	37.9	39.2	39.2	39.2	0.0	26.3	26.3	48.1	13.0	13.0
LOS by Move:	D	D	D	D	D	D	A	C	C	D	B	B
HCM2k95thQ:	13	13	8	14	14	14	0	22	22	8	6	6

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

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Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
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Intersection #7: Delmas Ave and San Carlos St



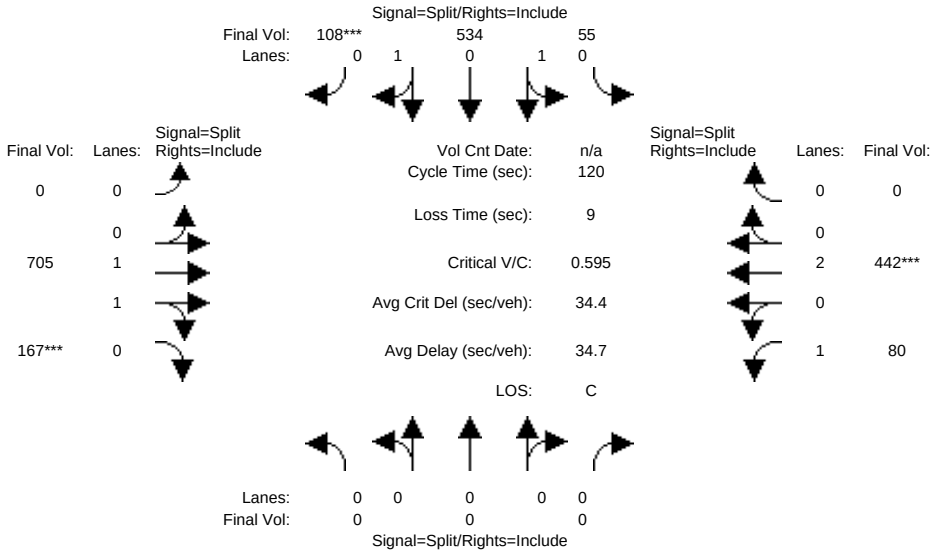
Street Name:	Delmas						San Carlos					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	0	10	10	10	0	10	10	10	10	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	74	236	74	0	620	96	29	342	0
Growth Adj:	1.00	1.00	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	74	236	74	0	620	96	29	342	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	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	74	236	74	0	620	96	29	342	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	74	236	74	0	620	96	29	342	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	74	236	74	0	620	96	29	342	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.87	0.94	0.87	0.92	0.98	0.90	0.87	1.00	0.92
Lanes:	0.00	0.00	0.00	0.40	1.19	0.41	0.00	1.71	0.29	1.00	2.00	0.00
Final Sat.:	0	0	0	668	2132	668	0	3188	494	1663	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.11	0.11	0.11	0.00	0.19	0.19	0.02	0.09	0.00
Crit Moves:				****					****		****	
Green/Cycle:	0.00	0.00	0.00	0.26	0.26	0.26	0.00	0.46	0.46	0.21	0.21	0.00
Volume/Cap:	0.00	0.00	0.00	0.43	0.43	0.43	0.00	0.43	0.43	0.08	0.43	0.00
Uniform Del:	0.0	0.0	0.0	37.0	37.0	37.0	0.0	22.1	22.1	38.0	41.1	0.0
IncremntDel:	0.0	0.0	0.0	0.3	0.3	0.3	0.0	0.2	0.2	0.1	0.4	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	37.4	37.4	37.4	0.0	22.3	22.3	38.1	41.4	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	37.4	37.4	37.4	0.0	22.3	22.3	38.1	41.4	0.0
LOS by Move:	A	A	A	D	D	D	A	C	C	D	D	A
HCM2k95thQ:	0	0	0	12	12	12	0	17	17	2	10	0

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

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2000 HCM Operations (Base Volume Alternative)
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Intersection #7: Delmas Ave and San Carlos St



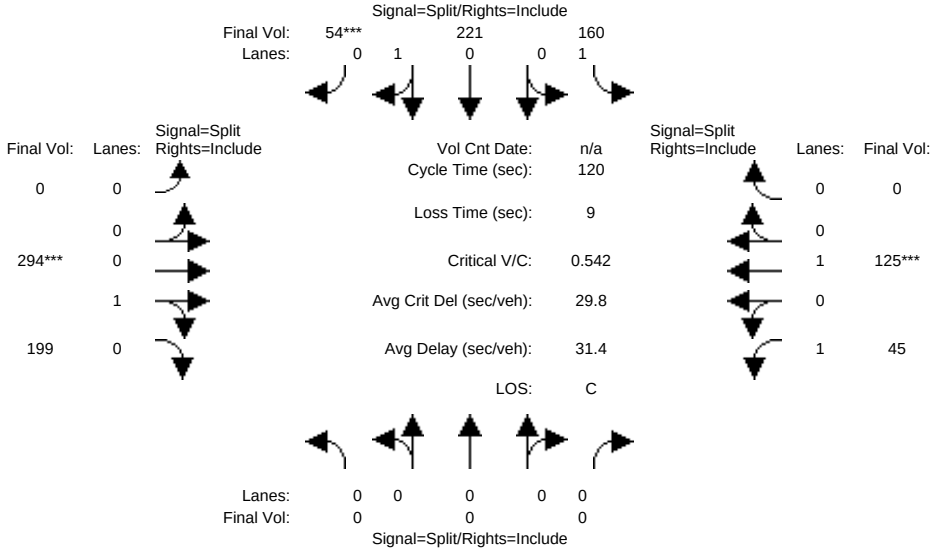
Street Name:	Delmas						San Carlos					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	0	10	10	10	0	10	10	10	10	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	55	534	108	0	705	167	80	442	0
Growth Adj:	1.00	1.00	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	55	534	108	0	705	167	80	442	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	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	55	534	108	0	705	167	80	442	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	55	534	108	0	705	167	80	442	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	55	534	108	0	705	167	80	442	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.89	0.97	0.89	0.92	0.97	0.89	0.87	1.00	0.92
Lanes:	0.00	0.00	0.00	0.17	1.50	0.33	0.00	1.59	0.41	1.00	2.00	0.00
Final Sat.:	0	0	0	284	2755	557	0	2935	695	1663	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.19	0.19	0.19	0.00	0.24	0.24	0.05	0.12	0.00
Crit Moves:						****			****		****	
Green/Cycle:	0.00	0.00	0.00	0.33	0.33	0.33	0.00	0.40	0.40	0.20	0.20	0.00
Volume/Cap:	0.00	0.00	0.00	0.59	0.59	0.59	0.00	0.59	0.59	0.25	0.59	0.00
Uniform Del:	0.0	0.0	0.0	33.8	33.8	33.8	0.0	28.1	28.1	40.8	43.9	0.0
IncremntDel:	0.0	0.0	0.0	0.8	0.8	0.8	0.0	0.7	0.7	0.4	1.3	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	34.7	34.7	34.7	0.0	28.7	28.7	41.2	45.3	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	34.7	34.7	34.7	0.0	28.7	28.7	41.2	45.3	0.0
LOS by Move:	A	A	A	C	C	C	A	C	C	D	D	A
HCM2k95thQ:	0	0	0	21	21	21	0	23	23	5	14	0

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

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Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
BGPPAM-O1

Intersection #8: Delmas Ave / SR 87 SB On-Ramp and Auzerais Ave



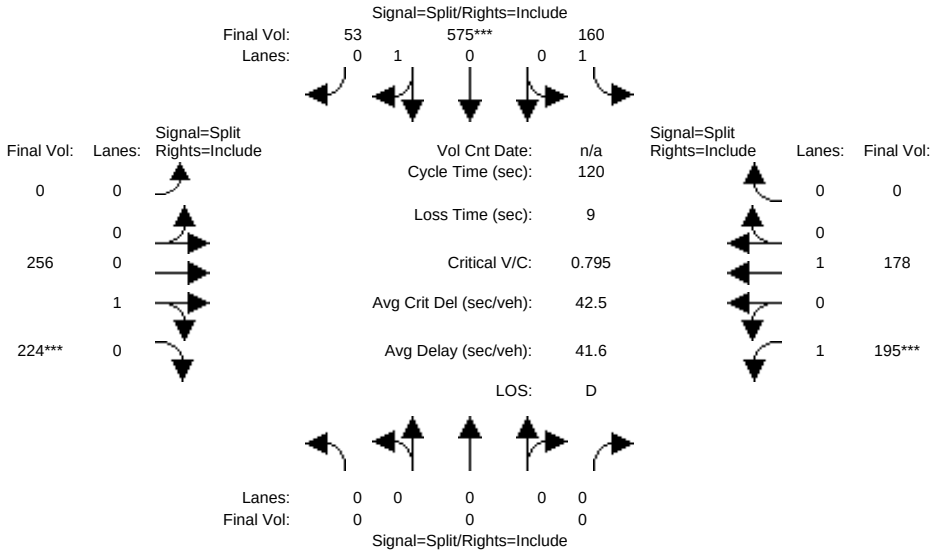
Street Name:	Delmas						Auzerais					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	10	10	10	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	160	221	54	0	294	199	45	125	0
Growth Adj:	1.00	1.00	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	160	221	54	0	294	199	45	125	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	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	160	221	54	0	294	199	45	125	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	160	221	54	0	294	199	45	125	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	160	221	54	0	294	199	45	125	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.78	0.97	0.89	0.92	0.95	0.87	0.87	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.79	0.21	0.00	0.58	0.42	1.00	1.00	0.00
Final Sat.:	0	0	0	1488	1458	356	0	1035	701	1663	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.11	0.15	0.15	0.00	0.28	0.28	0.03	0.07	0.00
Crit Moves:						****		****			****	
Green/Cycle:	0.00	0.00	0.00	0.28	0.28	0.28	0.00	0.52	0.52	0.12	0.12	0.00
Volume/Cap:	0.00	0.00	0.00	0.38	0.54	0.54	0.00	0.54	0.54	0.22	0.54	0.00
Uniform Del:	0.0	0.0	0.0	34.9	36.7	36.7	0.0	19.0	19.0	47.6	49.6	0.0
IncremntDel:	0.0	0.0	0.0	0.6	1.2	1.2	0.0	0.7	0.7	0.6	2.6	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	35.5	37.9	37.9	0.0	19.7	19.7	48.2	52.2	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	35.5	37.9	37.9	0.0	19.7	19.7	48.2	52.2	0.0
LOS by Move:	A	A	A	D	D	D	A	B	B	D	D	A
HCM2k95thQ:	0	0	0	10	16	16	0	22	22	3	8	0

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

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Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
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Intersection #8: Delmas Ave / SR 87 SB On-Ramp and Auzerais Ave



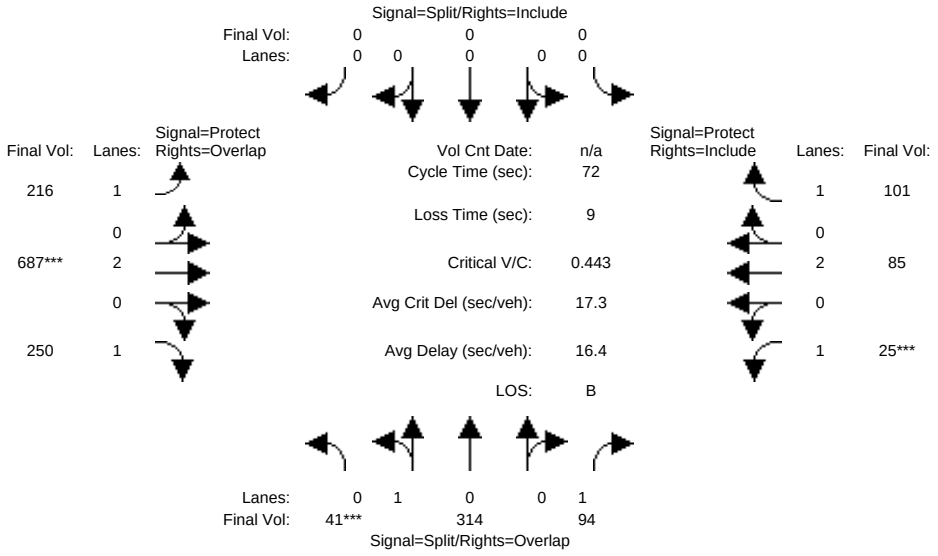
Street Name:	Delmas						Auzerais					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	10	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	160	575	53	0	256	224	195	178	0
Growth Adj:	1.00	1.00	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	160	575	53	0	256	224	195	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	160	575	53	0	256	224	195	178	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	160	575	53	0	256	224	195	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	160	575	53	0	256	224	195	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	0.78	0.99	0.91	0.92	0.94	0.86	0.87	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.91	0.09	0.00	0.51	0.49	1.00	1.00	0.00
Final Sat.:	0	0	0	1488	1705	157	0	913	799	1663	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.11	0.34	0.34	0.00	0.28	0.28	0.12	0.09	0.00
Crit Moves:					****				****	****		
Green/Cycle:	0.00	0.00	0.00	0.42	0.42	0.42	0.00	0.35	0.35	0.15	0.15	0.00
Volume/Cap:	0.00	0.00	0.00	0.25	0.79	0.79	0.00	0.79	0.79	0.79	0.63	0.00
Uniform Del:	0.0	0.0	0.0	22.3	30.0	30.0	0.0	34.9	34.9	49.4	48.1	0.0
IncremntDel:	0.0	0.0	0.0	0.2	5.6	5.6	0.0	7.2	7.2	16.2	4.7	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	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	22.5	35.6	35.6	0.0	42.1	42.1	65.6	52.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	22.5	35.6	35.6	0.0	42.1	42.1	65.6	52.8	0.0
LOS by Move:	A	A	A	C	D	D	A	D	D	E	D	A
HCM2k95thQ:	0	0	0	8	34	34	0	31	31	15	12	0

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

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Intersection #9: Woz Way / SR 87 NB On-Ramp and Park Ave



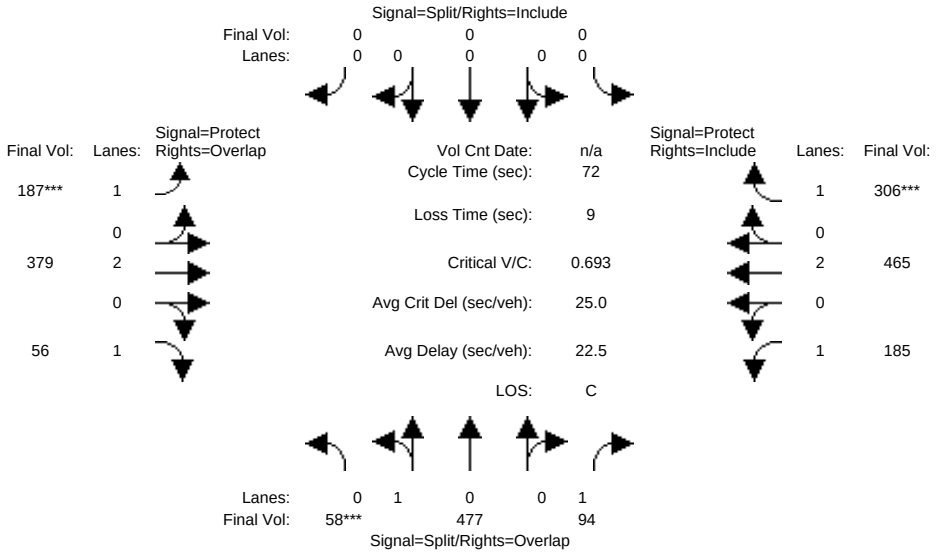
Street Name:	Woz						Park					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	41	314	94	0	0	0	216	687	250	25	85	101
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	41	314	94	0	0	0	216	687	250	25	85	101
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	41	314	94	0	0	0	216	687	250	25	85	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	314	94	0	0	0	216	687	250	25	85	101
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	41	314	94	0	0	0	216	687	250	25	85	101
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.91	0.99	0.78	0.92	1.00	0.92	0.87	1.00	0.78	0.87	1.00	0.78
Lanes:	0.12	0.88	1.00	0.00	0.00	0.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	214	1641	1488	0	0	0	1663	3800	1488	1663	3800	1488
Capacity Analysis Module:												
Vol/Sat:	0.19	0.19	0.06	0.00	0.00	0.00	0.13	0.18	0.17	0.02	0.02	0.07
Crit Moves:	****							****		****		
Green/Cycle:	0.40	0.40	0.50	0.00	0.00	0.00	0.23	0.38	0.78	0.10	0.25	0.25
Volume/Cap:	0.48	0.48	0.13	0.00	0.00	0.00	0.57	0.48	0.22	0.15	0.09	0.28
Uniform Del:	16.0	16.0	9.7	0.0	0.0	0.0	24.6	17.0	2.1	29.8	21.0	22.0
IncremntDel:	0.5	0.5	0.1	0.0	0.0	0.0	2.0	0.3	0.1	0.4	0.0	0.4
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	0.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	16.5	16.5	9.8	0.0	0.0	0.0	26.5	17.3	2.2	30.2	21.0	22.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	16.5	16.5	9.8	0.0	0.0	0.0	26.5	17.3	2.2	30.2	21.0	22.4
LOS by Move:	B	B	A	A	A	A	C	B	A	C	C	C
HCM2k95thQ:	11	11	2	0	0	0	9	11	3	1	2	4

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

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Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
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Intersection #9: Woz Way / SR 87 NB On-Ramp and Park Ave



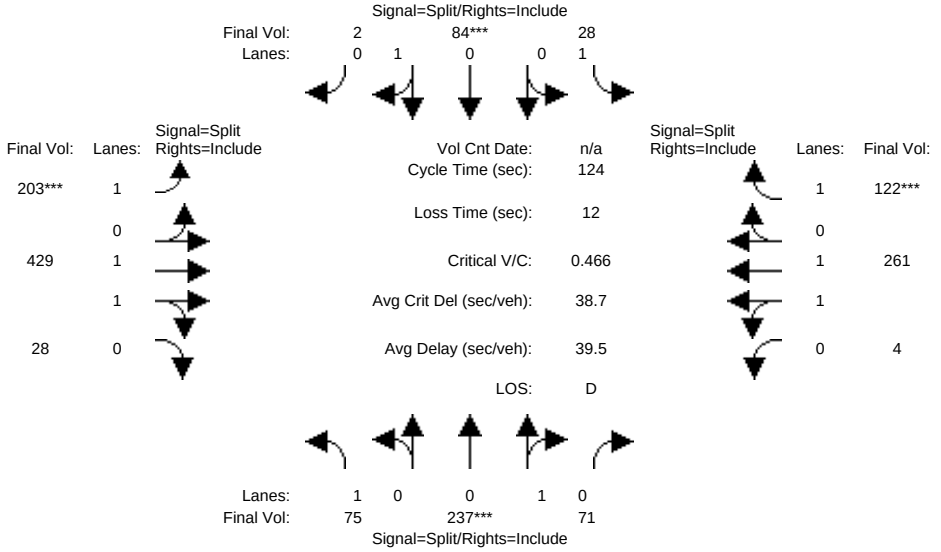
Street Name:	Woz						Park					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	58	477	94	0	0	0	187	379	56	185	465	306
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	58	477	94	0	0	0	187	379	56	185	465	306
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	58	477	94	0	0	0	187	379	56	185	465	306
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	477	94	0	0	0	187	379	56	185	465	306
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	58	477	94	0	0	0	187	379	56	185	465	306
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.91	0.99	0.78	0.92	1.00	0.92	0.87	1.00	0.78	0.87	1.00	0.78
Lanes:	0.12	0.88	1.00	0.00	0.00	0.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	201	1655	1488	0	0	0	1663	3800	1488	1663	3800	1488
Capacity Analysis Module:												
Vol/Sat:	0.29	0.29	0.06	0.00	0.00	0.00	0.11	0.10	0.04	0.11	0.12	0.21
Crit Moves:	****						****					****
Green/Cycle:	0.42	0.42	0.62	0.00	0.00	0.00	0.16	0.25	0.67	0.20	0.30	0.30
Volume/Cap:	0.69	0.69	0.10	0.00	0.00	0.00	0.69	0.39	0.06	0.54	0.41	0.69
Uniform Del:	17.3	17.3	5.5	0.0	0.0	0.0	28.5	22.2	4.1	25.7	20.3	22.4
IncremntDel:	2.7	2.7	0.0	0.0	0.0	0.0	7.6	0.3	0.0	1.8	0.2	4.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	20.0	20.0	5.6	0.0	0.0	0.0	36.0	22.5	4.1	27.5	20.5	27.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.0	20.0	5.6	0.0	0.0	0.0	36.0	22.5	4.1	27.5	20.5	27.1
LOS by Move:	B	B	A	A	A	A	D	C	A	C	C	C
HCM2k95thQ:	18	18	2	0	0	0	8	7	1	9	9	15

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

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Intersection #10: Woz Way and San Carlos St



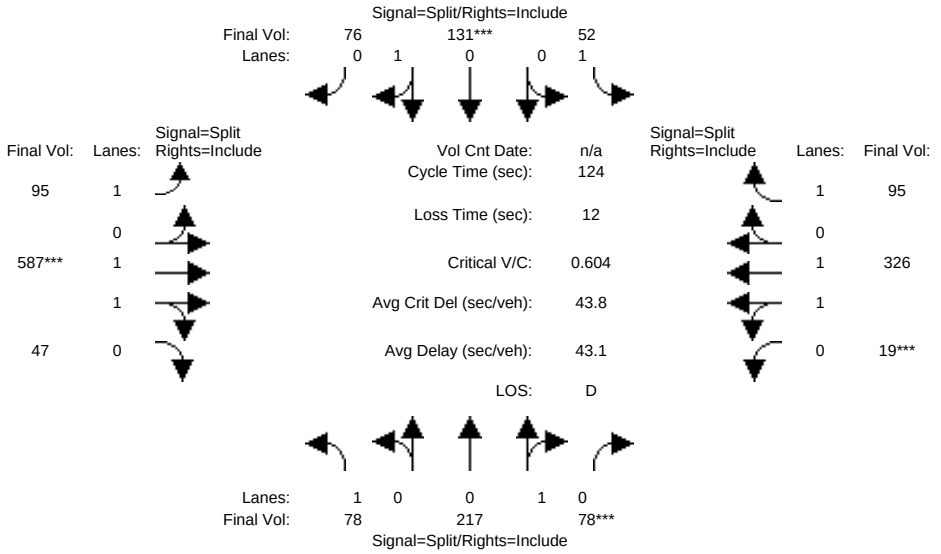
Street Name:	Woz						San Carlos					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	75	237	71	28	84	2	203	429	28	4	261	122
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	75	237	71	28	84	2	203	429	28	4	261	122
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	75	237	71	28	84	2	203	429	28	4	261	122
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	237	71	28	84	2	203	429	28	4	261	122
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	75	237	71	28	84	2	203	429	28	4	261	122
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.87	0.97	0.89	0.87	1.00	0.92	0.87	0.99	0.91	0.92	1.00	0.78
Lanes:	1.00	0.75	0.25	1.00	0.97	0.03	1.00	1.87	0.13	0.03	1.97	1.00
Final Sat.:	1663	1384	414	1663	1847	44	1663	3517	230	57	3734	1488
Capacity Analysis Module:												
Vol/Sat:	0.05	0.17	0.17	0.02	0.05	0.05	0.12	0.12	0.12	0.07	0.07	0.08
Crit Moves:		****			****		****					****
Green/Cycle:	0.37	0.37	0.37	0.10	0.10	0.10	0.26	0.26	0.26	0.18	0.18	0.18
Volume/Cap:	0.12	0.47	0.47	0.17	0.47	0.47	0.47	0.47	0.47	0.40	0.40	0.47
Uniform Del:	26.0	29.9	29.9	51.4	52.9	52.9	38.5	38.5	38.5	45.3	45.3	45.9
IncremntDel:	0.1	0.5	0.5	0.5	1.9	1.9	0.8	0.4	0.4	0.4	0.4	1.3
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:	26.1	30.4	30.4	51.9	54.8	54.8	39.3	38.8	38.8	45.7	45.7	47.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.1	30.4	30.4	51.9	54.8	54.8	39.3	38.8	38.8	45.7	45.7	47.2
LOS by Move:	C	C	C	D	D	D	D	D	D	D	D	D
HCM2k95thQ:	4	16	16	2	6	6	13	13	13	8	8	9

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

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Intersection #10: Woz Way and San Carlos St



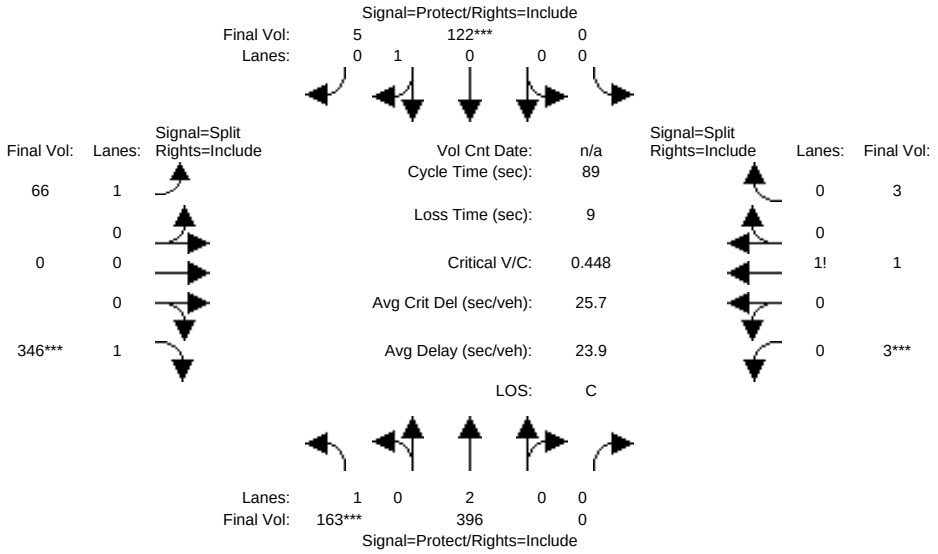
Street Name:	Woz						San Carlos					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	78	217	78	52	131	76	95	587	47	19	326	95
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	78	217	78	52	131	76	95	587	47	19	326	95
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	78	217	78	52	131	76	95	587	47	19	326	95
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	217	78	52	131	76	95	587	47	19	326	95
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	78	217	78	52	131	76	95	587	47	19	326	95
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.87	0.96	0.88	0.87	0.95	0.87	0.87	0.99	0.91	0.92	1.00	0.78
Lanes:	1.00	0.72	0.28	1.00	0.61	0.39	1.00	1.84	0.16	0.12	1.88	1.00
Final Sat.:	1663	1312	472	1663	1102	639	1663	3458	277	208	3563	1488
Capacity Analysis Module:												
Vol/Sat:	0.05	0.17	0.17	0.03	0.12	0.12	0.06	0.17	0.17	0.09	0.09	0.06
Crit Moves:			****			****			****			****
Green/Cycle:	0.27	0.27	0.27	0.20	0.20	0.20	0.28	0.28	0.28	0.15	0.15	0.15
Volume/Cap:	0.17	0.60	0.60	0.16	0.60	0.60	0.20	0.60	0.60	0.60	0.60	0.42
Uniform Del:	34.3	39.2	39.2	41.3	45.4	45.4	34.0	38.6	38.6	49.1	49.1	47.7
IncremntDel:	0.2	2.1	2.1	0.2	3.0	3.0	0.2	1.0	1.0	1.8	1.8	1.3
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:	34.5	41.3	41.3	41.5	48.4	48.4	34.2	39.6	39.6	51.0	51.0	49.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.5	41.3	41.3	41.5	48.4	48.4	34.2	39.6	39.6	51.0	51.0	49.0
LOS by Move:	C	D	D	D	D	D	C	D	D	D	D	D
HCM2k95thQ:	5	18	18	3	14	14	6	19	19	12	12	7

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

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Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
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Intersection #11: Woz Way and Auzerais Ave



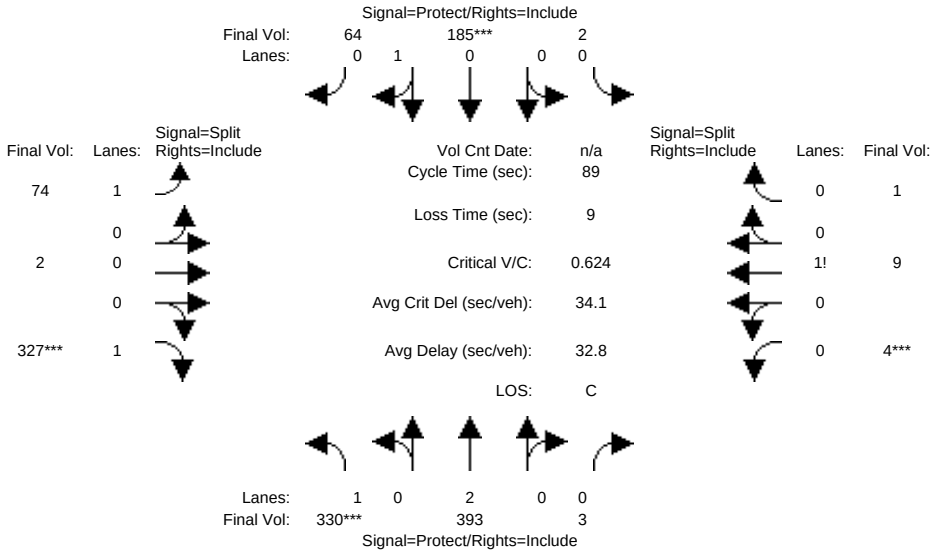
Street Name:	Woz						Auzerais					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	0	0	10	10	10	0	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	163	396	0	0	122	5	66	0	346	3	1	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	163	396	0	0	122	5	66	0	346	3	1	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	163	396	0	0	122	5	66	0	346	3	1	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	163	396	0	0	122	5	66	0	346	3	1	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	163	396	0	0	122	5	66	0	346	3	1	3
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.87	1.00	0.92	0.92	1.00	0.92	0.87	1.00	0.78	0.85	0.92	0.85
Lanes:	1.00	2.00	0.00	0.00	0.96	0.04	1.00	0.00	1.00	0.44	0.13	0.43
Final Sat.:	1663	3800	0	0	1810	74	1663	0	1488	700	233	700
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.00	0.00	0.07	0.07	0.04	0.00	0.23	0.00	0.00	0.00
Crit Moves:	****				****				****	****		
Green/Cycle:	0.19	0.33	0.00	0.00	0.13	0.13	0.46	0.00	0.46	0.11	0.11	0.11
Volume/Cap:	0.51	0.32	0.00	0.00	0.51	0.51	0.09	0.00	0.51	0.04	0.04	0.04
Uniform Del:	32.1	22.5	0.0	0.0	35.9	35.9	13.5	0.0	16.9	35.2	35.2	35.2
IncremntDel:	1.3	0.1	0.0	0.0	1.7	1.7	0.0	0.0	0.6	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	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Delay/Veh:	33.4	22.7	0.0	0.0	37.5	37.5	13.6	0.0	17.6	35.3	35.3	35.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.4	22.7	0.0	0.0	37.5	37.5	13.6	0.0	17.6	35.3	35.3	35.3
LOS by Move:	C	C	A	A	D	D	B	A	B	D	D	D
HCM2k95thQ:	8	8	0	0	6	6	2	0	13	0	0	0

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

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Level Of Service Computation Report
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Intersection #11: Woz Way and Auzerais Ave



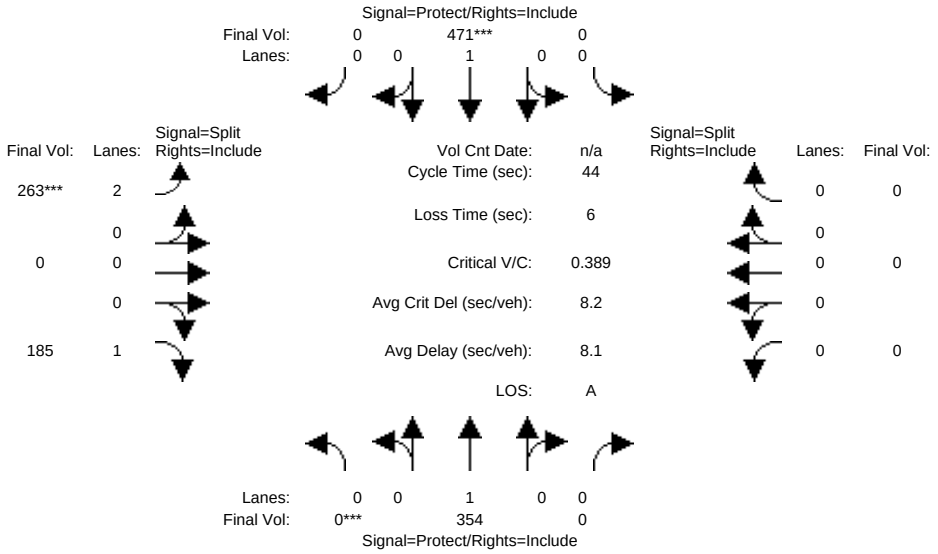
Street Name:	Woz						Auzerais					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	0	0	10	10	10	0	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	330	393	3	2	185	64	74	2	327	4	9	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	330	393	3	2	185	64	74	2	327	4	9	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	330	393	3	2	185	64	74	2	327	4	9	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	330	393	3	2	185	64	74	2	327	4	9	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	330	393	3	2	185	64	74	2	327	4	9	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.87	1.00	0.92	0.89	0.97	0.89	0.80	0.87	0.80	0.90	0.98	0.90
Lanes:	1.00	1.98	0.02	0.01	0.72	0.27	0.98	0.02	1.00	0.30	0.62	0.08
Final Sat.:	1663	3765	29	14	1323	458	1486	40	1523	514	1157	129
Capacity Analysis Module:												
Vol/Sat:	0.20	0.10	0.10	0.14	0.14	0.14	0.05	0.05	0.21	0.01	0.01	0.01
Crit Moves:	****				****				****	****		
Green/Cycle:	0.28	0.21	0.21	0.27	0.20	0.20	0.31	0.31	0.31	0.11	0.11	0.11
Volume/Cap:	0.70	0.49	0.49	0.52	0.70	0.70	0.16	0.16	0.70	0.07	0.07	0.07
Uniform Del:	28.6	30.7	30.7	27.8	33.2	33.2	22.6	22.6	27.3	35.3	35.3	35.3
IncremntDel:	4.8	0.5	0.5	1.1	6.2	6.2	0.0	0.0	3.9	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:	33.4	31.1	31.1	28.9	39.4	39.4	22.6	22.6	31.3	35.5	35.5	35.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.4	31.1	31.1	28.9	39.4	39.4	22.6	22.6	31.3	35.5	35.5	35.5
LOS by Move:	C	C	C	C	D	D	C	C	C	D	D	D
HCM2k95thQ:	17	9	9	11	13	13	3	3	16	1	1	1

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

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Intersection #12: Woz Way and SR 87 NB Off-Ramp



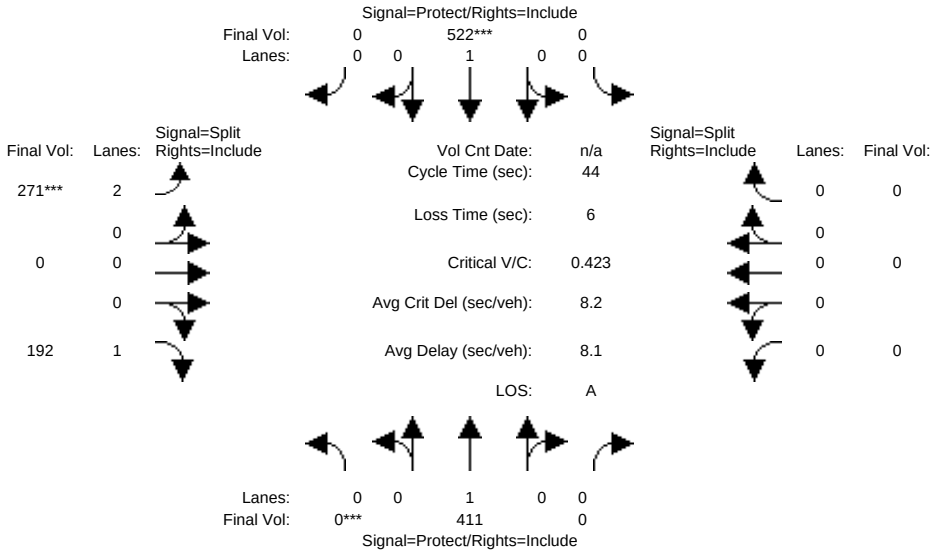
Street Name:	Woz						SR87					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	0	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	354	0	0	471	0	263	0	185	0	0	0
Growth Adj:	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	354	0	0	471	0	263	0	185	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	354	0	0	471	0	263	0	185	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	354	0	0	471	0	263	0	185	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	354	0	0	471	0	263	0	185	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.79	1.00	0.78	0.92	1.00	0.92
Lanes:	0.00	1.00	0.00	0.00	1.00	0.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	1900	0	0	1900	0	2993	0	1488	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.00	0.00	0.25	0.00	0.09	0.00	0.12	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green/Cycle:	0.00	0.54	0.00	0.00	0.54	0.00	0.32	0.00	0.32	0.00	0.00	0.00
Volume/Cap:	0.00	0.34	0.00	0.00	0.46	0.00	0.27	0.00	0.39	0.00	0.00	0.00
Uniform Del:	0.0	5.6	0.0	0.0	6.1	0.0	11.2	0.0	11.6	0.0	0.0	0.0
IncremntDel:	0.0	0.2	0.0	0.0	0.3	0.0	0.2	0.0	0.5	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	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	5.8	0.0	0.0	6.4	0.0	11.3	0.0	12.2	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	5.8	0.0	0.0	6.4	0.0	11.3	0.0	12.2	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	B	A	B	A	A	A
HCM2k95thQ:	0	6	0	0	8	0	4	0	5	0	0	0

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

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2000 HCM Operations (Base Volume Alternative)
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Intersection #12: Woz Way and SR 87 NB Off-Ramp



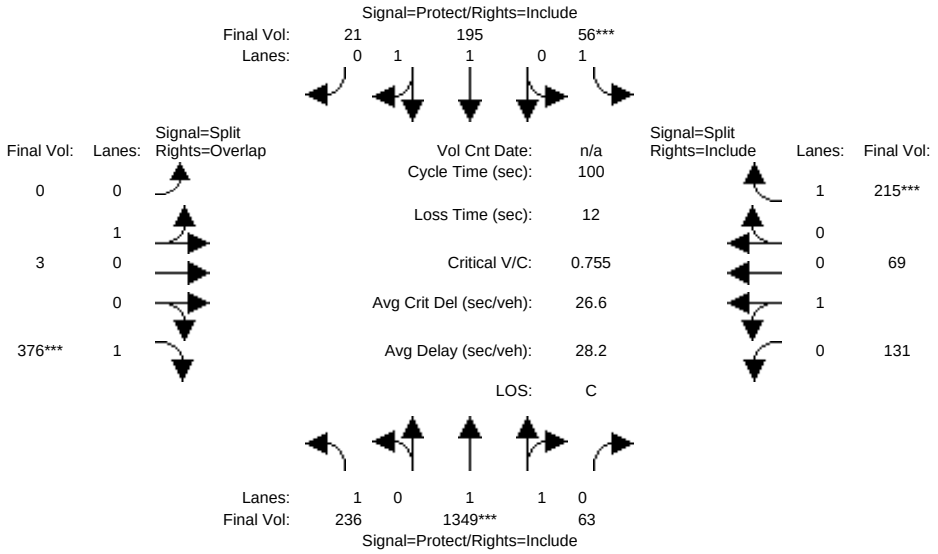
Street Name:	Woz						SR87					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	0	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	411	0	0	522	0	271	0	192	0	0	0
Growth Adj:	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	411	0	0	522	0	271	0	192	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	411	0	0	522	0	271	0	192	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	411	0	0	522	0	271	0	192	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	411	0	0	522	0	271	0	192	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.79	1.00	0.78	0.92	1.00	0.92
Lanes:	0.00	1.00	0.00	0.00	1.00	0.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	1900	0	0	1900	0	2993	0	1488	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.22	0.00	0.00	0.27	0.00	0.09	0.00	0.13	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green/Cycle:	0.00	0.56	0.00	0.00	0.56	0.00	0.31	0.00	0.31	0.00	0.00	0.00
Volume/Cap:	0.00	0.39	0.00	0.00	0.49	0.00	0.30	0.00	0.42	0.00	0.00	0.00
Uniform Del:	0.0	5.5	0.0	0.0	5.9	0.0	11.7	0.0	12.2	0.0	0.0	0.0
IncremntDel:	0.0	0.2	0.0	0.0	0.4	0.0	0.2	0.0	0.6	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	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	5.7	0.0	0.0	6.3	0.0	11.9	0.0	12.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	5.7	0.0	0.0	6.3	0.0	11.9	0.0	12.8	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	B	A	B	A	A	A
HCM2k95thQ:	0	7	0	0	8	0	4	0	6	0	0	0

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

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Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
BGPPAM-O1

Intersection #13: South Market St and East Reed St



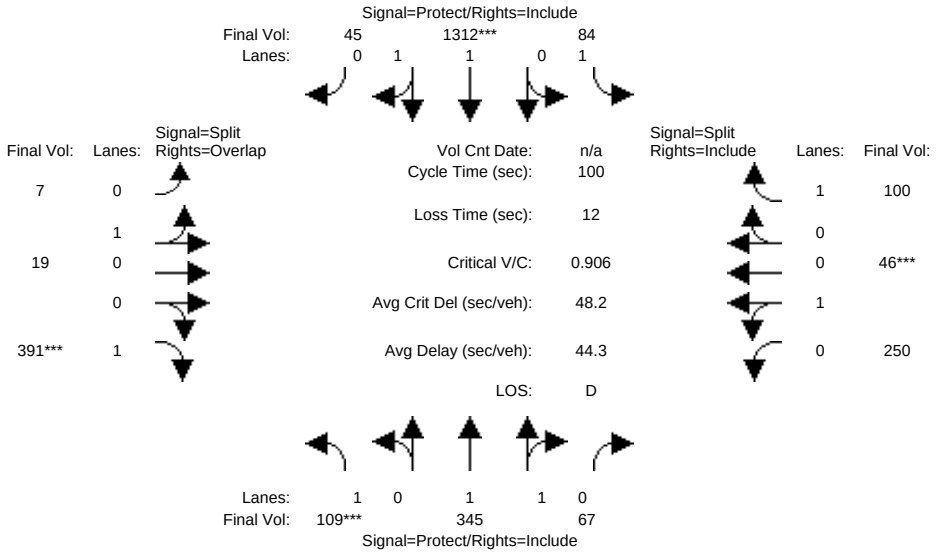
Street Name:	Market						Reed					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	236	1349	63	56	195	21	0	3	376	131	69	215
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	236	1349	63	56	195	21	0	3	376	131	69	215
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	236	1349	63	56	195	21	0	3	376	131	69	215
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	236	1349	63	56	195	21	0	3	376	131	69	215
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	236	1349	63	56	195	21	0	3	376	131	69	215
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.87	0.99	0.91	0.87	0.99	0.91	0.92	1.00	0.78	0.89	0.97	0.78
Lanes:	1.00	1.90	0.10	1.00	1.79	0.21	0.00	1.00	1.00	0.67	0.33	1.00
Final Sat.:	1663	3591	168	1663	3351	361	0	1900	1488	1141	601	1488
Capacity Analysis Module:												
Vol/Sat:	0.14	0.38	0.38	0.03	0.06	0.06	0.00	0.00	0.25	0.11	0.11	0.14
Crit Moves:		****		****					****			****
Green/Cycle:	0.32	0.48	0.48	0.07	0.23	0.23	0.00	0.14	0.47	0.19	0.19	0.19
Volume/Cap:	0.44	0.78	0.78	0.48	0.25	0.25	0.00	0.01	0.54	0.62	0.62	0.78
Uniform Del:	26.6	21.5	21.5	44.8	31.6	31.6	0.0	36.8	19.1	37.5	37.5	38.8
IncremntDel:	0.6	2.2	2.2	3.1	0.2	0.2	0.0	0.0	0.9	3.6	3.6	13.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	27.2	23.7	23.7	47.9	31.8	31.8	0.0	36.9	19.9	41.1	41.1	52.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.2	23.7	23.7	47.9	31.8	31.8	0.0	36.9	19.9	41.1	41.1	52.0
LOS by Move:	C	C	C	D	C	C	A	D	B	D	D	D
HCM2k95thQ:	12	33	33	5	6	6	0	0	17	13	13	17

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

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Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
BGPPPM-O1

Intersection #13: South Market St and East Reed St



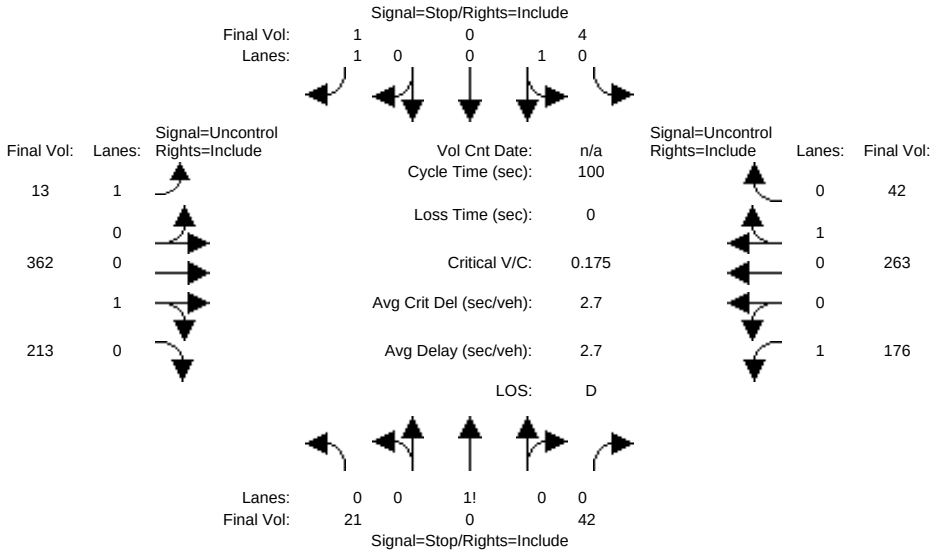
Street Name:	Market						Reed					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	109	345	67	84	1312	45	7	19	391	250	46	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	109	345	67	84	1312	45	7	19	391	250	46	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	109	345	67	84	1312	45	7	19	391	250	46	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	109	345	67	84	1312	45	7	19	391	250	46	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	109	345	67	84	1312	45	7	19	391	250	46	100
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.87	0.98	0.90	0.87	1.00	0.92	0.91	0.99	0.78	0.88	0.96	0.78
Lanes:	1.00	1.65	0.35	1.00	1.93	0.07	0.29	0.71	1.00	0.86	0.14	1.00
Final Sat.:	1663	3063	595	1663	3645	125	494	1340	1488	1435	264	1488
Capacity Analysis Module:												
Vol/Sat:	0.07	0.11	0.11	0.05	0.36	0.36	0.01	0.01	0.26	0.17	0.17	0.07
Crit Moves:	****				****				****		****	
Green/Cycle:	0.07	0.29	0.29	0.18	0.40	0.40	0.21	0.21	0.29	0.19	0.19	0.19
Volume/Cap:	0.91	0.39	0.39	0.28	0.91	0.91	0.07	0.07	0.92	0.91	0.91	0.35
Uniform Del:	46.0	28.4	28.4	35.4	28.4	28.4	31.4	31.4	34.6	39.5	39.5	35.0
IncremntDel:	53.8	0.2	0.2	0.5	8.2	8.2	0.1	0.1	25.3	27.3	27.3	0.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	99.8	28.7	28.7	35.9	36.6	36.6	31.5	31.5	59.9	66.8	66.8	35.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	99.8	28.7	28.7	35.9	36.6	36.6	31.5	31.5	59.9	66.8	66.8	35.7
LOS by Move:	F	C	C	D	D	D	C	C	E	E	E	D
HCM2k95thQ:	12	10	10	5	39	39	1	1	29	24	24	6

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

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Level Of Service Computation Report
2000 HCM Unsignalized (Base Volume Alternative)
BGPPAM-O1

Intersection #14: Woz Way and Locust St (Project Driveway)




```
Street Name:                Locust                          Woz
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:       21    0    42     4    0     1    13  362   213   176  263    42
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    21    0    42     4    0     1    13  362   213   176  263    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:     21    0    42     4    0     1    13  362   213   176  263    42
Reduct Vol:      0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    21    0    42     4    0     1    13  362   213   176  263    42
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  7.1  6.5   6.2   7.1  6.5   6.2   4.1 xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:  3.5  4.0   3.3   3.5  4.0   3.3   2.2 xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 1131 1152   469  1152 1237   284   305 xxxx xxxxx   575 xxxx xxxxx
Potent Cap.:  182  199   599   176  177   760  1267 xxxx xxxxx  1008 xxxx xxxxx
Move Cap.:    156  163   599   141  145   760  1267 xxxx xxxxx  1008 xxxx xxxxx
Volume/Cap:  0.13 0.00  0.07  0.03 0.00  0.00  0.01 xxxx  xxxx  0.17 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx   0.0   0.0 xxxx xxxxx   0.6 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx   9.7   7.9 xxxx xxxxx   9.3 xxxx xxxxx
LOS by Move:    *    *     *     *    *     A     A    *     *     A    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx  308 xxxxx   141 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx  0.8 xxxxx   0.1 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx 19.7 xxxxx  31.3 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    C     *     D    *     *     *    *     *     *    *     *
ApproachDel:      19.7             27.0           xxxxxx           xxxxxx
ApproachLOS:         C                D                *                *
Note: Queue reported is the number of cars per lane.
                  Peak Hour Delay Signal Warrant Report
********************************************************************************
Intersection #14 Woz Way and Locust St (Project Driveway)
********************************************************************************
Base 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
```

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```
------------|--------------||--------------||--------------||--------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0  0  1! 0  0    0  1  0  0  1    1  0  0  1  0    1  0  0  1  0
Initial Vol:   21    0    42     4    0     1    13  362   213   176  263    42
ApproachDel:      19.7             27.0           xxxxxx           xxxxxx
------------|--------------||--------------||--------------||--------------|
Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.3]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=63]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1137]
   SUCCEED - Total volume greater than or equal to 800 for intersection
             with four or more approaches.
--------------------------------------------------------------------------------
Approach[southbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
   FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=5]
   FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1137]
   SUCCEED - Total volume greater than or equal to 800 for intersection
             with four or more 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).

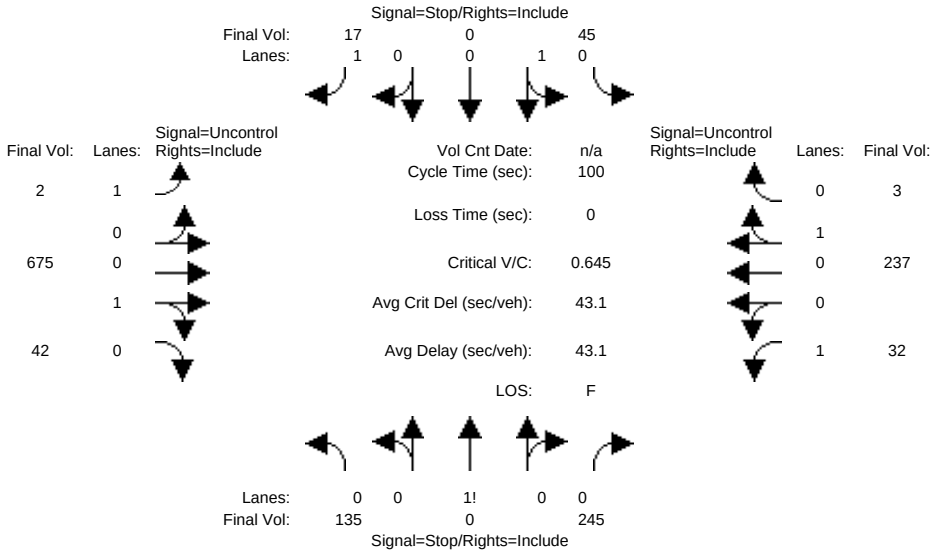
The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
                Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #14 Woz Way and Locust St (Project Driveway)
********************************************************************************
Base 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  1! 0  0    0  1  0  0  1    1  0  0  1  0    1  0  0  1  0
Initial Vol:   21    0    42     4    0     1    13  362   213   176  263    42
------------|--------------||--------------||--------------||--------------|
Major Street Volume:             1069
Minor Approach Volume:           63
Minor Approach Volume Threshold: 262
--------------------------------------------------------------------------------
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.
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Level Of Service Computation Report
2000 HCM Unsignalized (Base Volume Alternative)
BGPPPM-O1

Intersection #14: Woz Way and Locust St (Project Driveway)



Street Name:	Locust						Woz					
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:	135	0	245	45	0	17	2	675	42	32	237	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	135	0	245	45	0	17	2	675	42	32	237	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	135	0	245	45	0	17	2	675	42	32	237	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	135	0	245	45	0	17	2	675	42	32	237	3
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1011	1004	696	1125	1024	239	240	xxxx	xxxxx	717	xxxx	xxxxx
Potent Cap.:	220	244	445	184	237	805	1339	xxxx	xxxxx	893	xxxx	xxxxx
Move Cap.:	209	235	445	80	229	805	1339	xxxx	xxxxx	893	xxxx	xxxxx
Volume/Cap:	0.65	0.00	0.55	0.56	0.00	0.02	0.00	xxxx	xxxx	0.04	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.1	0.0	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	9.6	7.7	xxxx	xxxxx	9.2	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	A	A	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	318	xxxxx	80	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	16.4	xxxxx	2.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	150	xxxxx	96.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	F	*	F	*	*	*	*	*	*	*	*
ApproachDel:	150.0			72.4			xxxxxx			xxxxxx		
ApproachLOS:	F			F			*			*		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #14 Woz Way and Locust St (Project Driveway)

****

Base 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

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```
------------|--------------||--------------||--------------||--------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0  0  1! 0  0    0  1  0  0  1    1  0  0  1  0    1  0  0  1  0
Initial Vol:  135    0   245    45    0    17     2  675    42    32  237     3
ApproachDel:     150.0            72.4           xxxxxx           xxxxxx
------------|--------------||--------------||--------------||--------------|
Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=15.8]
   SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=380]
   SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1433]
   SUCCEED - Total volume greater than or equal to 800 for intersection
             with four or more approaches.
--------------------------------------------------------------------------------
Approach[southbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=1.2]
   FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=62]
   FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1433]
   SUCCEED - Total volume greater than or equal to 800 for intersection
             with four or more 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).

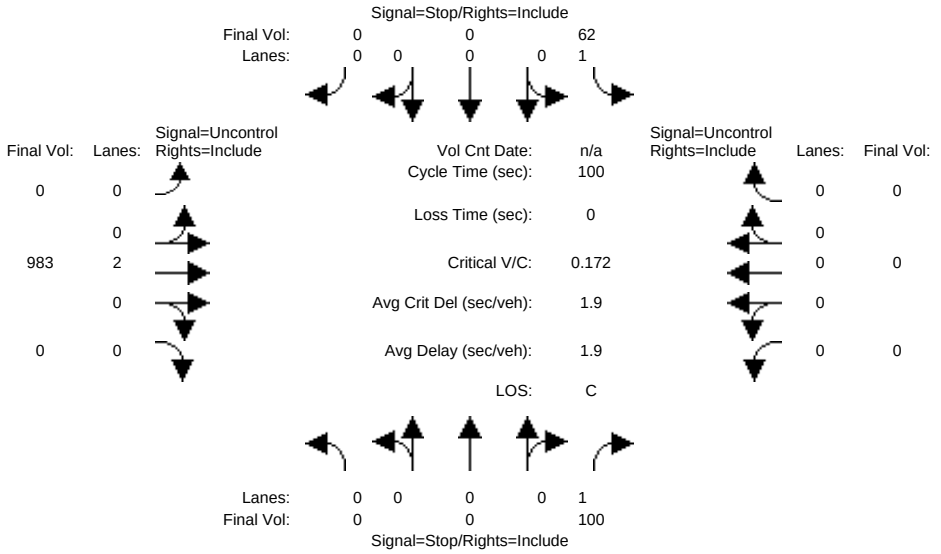
The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
                Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #14 Woz Way and Locust St (Project Driveway)
********************************************************************************
Base 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  1! 0  0    0  1  0  0  1    1  0  0  1  0    1  0  0  1  0
Initial Vol:  135    0   245    45    0    17     2  675    42    32  237     3
------------|--------------||--------------||--------------||--------------|
Major Street Volume:              991
Minor Approach Volume:            380
Minor Approach Volume Threshold: 288
--------------------------------------------------------------------------------
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.
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Level Of Service Computation Report
2000 HCM Unsignalized (Base Volume Alternative)
BGPPAM-O1

Intersection #15: I-280 SB Off-Ramp and Grant St



Street Name:	Grant/Locust						I280					
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	100	62	0	0	0	983	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	100	62	0	0	0	983	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	100	62	0	0	0	983	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	100	62	0	0	0	983	0	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.2	7.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	3.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	492	492	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	581	491	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	581	406	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.17	0.15	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	0.6	0.5	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	12.5	15.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	B	C	*	*	*	*	*	*	*	*
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:	12.5			15.4			xxxxxx			xxxxxx		
ApproachLOS:	B			C			*			*		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #15 I-280 SB Off-Ramp and Grant St

****

Base 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

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```
------------|--------------||--------------||--------------||--------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0  0  0  0  1    1  0  0  0  0    0  0  2  0  0    0  0  0  0  0
Initial Vol:    0    0   100    62    0     0     0  983     0     0    0     0
ApproachDel:      12.5             15.4           xxxxxx           xxxxxx
------------|--------------||--------------||--------------||--------------|
Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.3]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=100]
   SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1145]
   SUCCEED - Total volume greater than or equal to 650 for intersection
             with less than four approaches.
--------------------------------------------------------------------------------
Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.3]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=62]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1145]
   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).

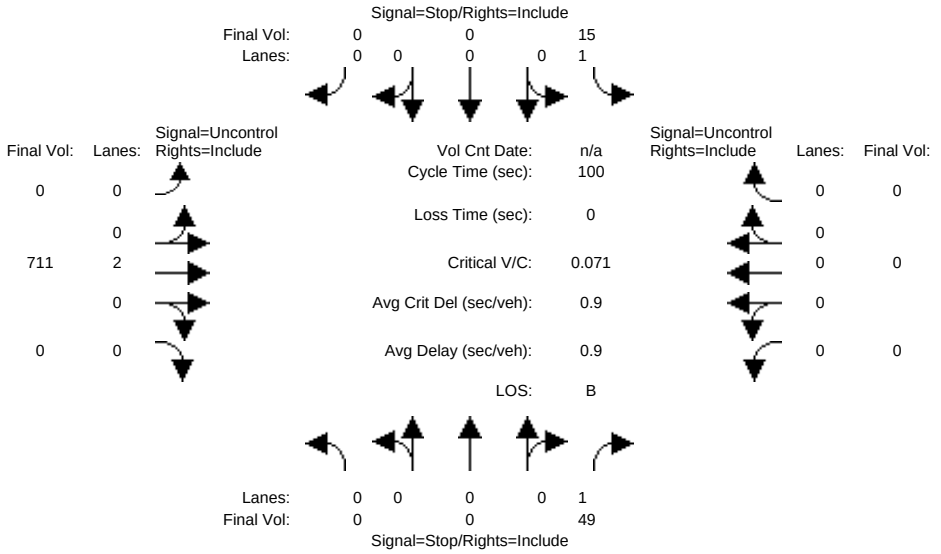
The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
                Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #15 I-280 SB Off-Ramp and Grant St
********************************************************************************
Base 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  1    1  0  0  0  0    0  0  2  0  0    0  0  0  0  0
Initial Vol:    0    0   100    62    0     0     0  983     0     0    0     0
------------|--------------||--------------||--------------||--------------|
Major Street Volume:              983
Minor Approach Volume:            100
Minor Approach Volume Threshold: 291
--------------------------------------------------------------------------------
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.
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Level Of Service Computation Report
2000 HCM Unsignalized (Base Volume Alternative)
BGPPPM-O1

Intersection #15: I-280 SB Off-Ramp and Grant St




```
Street Name:            Grant/Locust                          I280
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    49    15    0     0     0  711     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    49    15    0     0     0  711     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    49    15    0     0     0  711     0     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0    0    49    15    0     0     0  711     0     0    0     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx   6.2   7.1 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx   3.3   3.5 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx   356   356 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx   693   603 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx   693   561 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap:  xxxx xxxx  0.07  0.03 xxxx  xxxx  xxxx xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx   0.2   0.1 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx  10.6  11.6 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    *    *     B     B    *     *     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  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:      10.6             11.6           xxxxxx           xxxxxx
ApproachLOS:         B                B                *                *
Note: Queue reported is the number of cars per lane.
                  Peak Hour Delay Signal Warrant Report
********************************************************************************
Intersection #15 I-280 SB Off-Ramp and Grant St
********************************************************************************
Base 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
```

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Control:	Stop Sign	Stop Sign	Uncontrolled	Uncontrolled
Lanes:	0 0 0 0 1	1 0 0 0 0	0 0 2 0 0	0 0 0 0 0
Initial Vol:	0 0 49	15 0 0	0 711 0	0 0 0
ApproachDel:	10.6	11.6	xxxxxx	xxxxxx

Approach[northbound][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=49]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=775]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=15]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=775]
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 #15 I-280 SB Off-Ramp and Grant St

****

Base 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 1	1 0 0 0 0	0 0 2 0 0	0 0 0 0 0
Initial Vol:	0 0 49	15 0 0	0 711 0	0 0 0

Major Street Volume: 711
Minor Approach Volume: 49
Minor Approach Volume Threshold: 402

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).

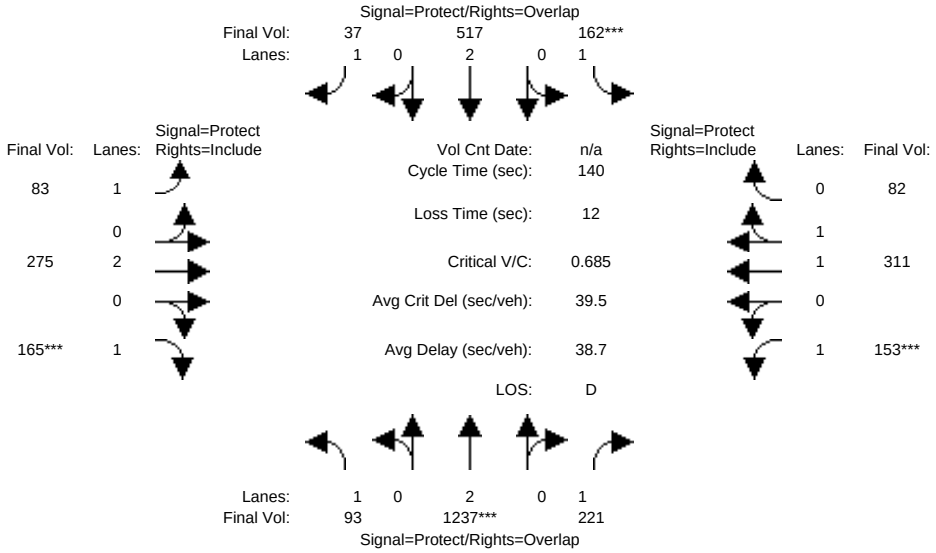
The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

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

Intersection #1: Almaden Blvd and San Carlos St



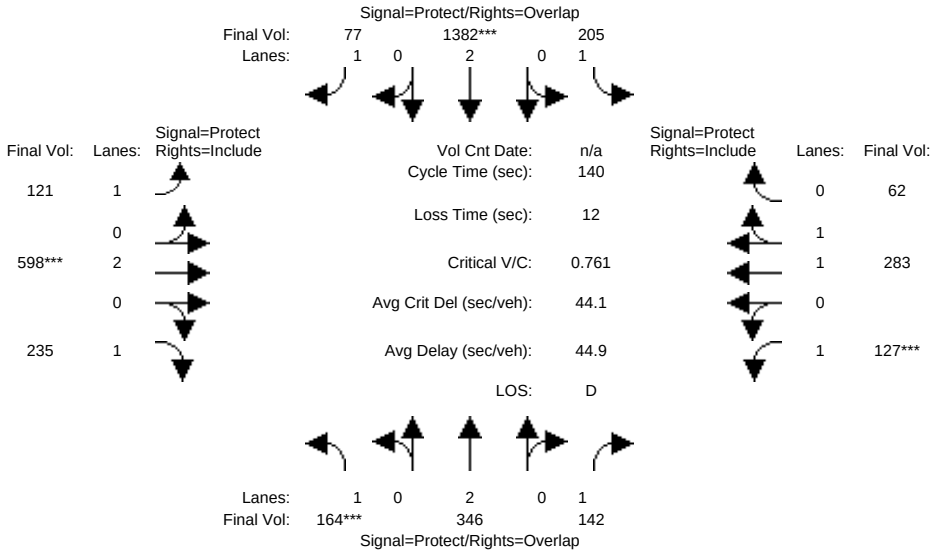
Street Name:	Almaden						San Carlos					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	10	10	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	93	1237	221	162	517	37	83	275	165	153	311	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:	93	1237	221	162	517	37	83	275	165	153	311	82
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	93	1237	221	162	517	37	83	275	165	153	311	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	93	1237	221	162	517	37	83	275	165	153	311	82
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	93	1237	221	162	517	37	83	275	165	153	311	82
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.87	1.00	0.78	0.87	1.00	0.78	0.87	1.00	0.78	0.87	0.97	0.89
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.55	0.45
Final Sat.:	1663	3800	1488	1663	3800	1488	1663	3800	1488	1663	2863	755
Capacity Analysis Module:												
Vol/Sat:	0.06	0.33	0.15	0.10	0.14	0.02	0.05	0.07	0.11	0.09	0.11	0.11
Crit Moves:		****			****				****	****		
Green/Cycle:	0.18	0.48	0.61	0.14	0.44	0.53	0.09	0.16	0.16	0.13	0.20	0.20
Volume/Cap:	0.31	0.68	0.24	0.68	0.31	0.05	0.53	0.45	0.68	0.68	0.54	0.54
Uniform Del:	49.9	28.6	12.5	57.1	25.6	15.8	60.6	53.0	55.3	57.8	49.9	49.9
IncremntDel:	0.6	1.1	0.1	8.1	0.1	0.0	3.6	0.5	7.9	8.5	0.8	0.8
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	50.5	29.7	12.7	65.1	25.7	15.8	64.1	53.5	63.2	66.3	50.7	50.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.5	29.7	12.7	65.1	25.7	15.8	64.1	53.5	63.2	66.3	50.7	50.7
LOS by Move:	D	C	B	E	C	B	E	D	E	E	D	D
HCM2k95thQ:	7	34	9	16	13	2	7	10	14	15	15	15

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

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

Intersection #1: Almaden Blvd and San Carlos St



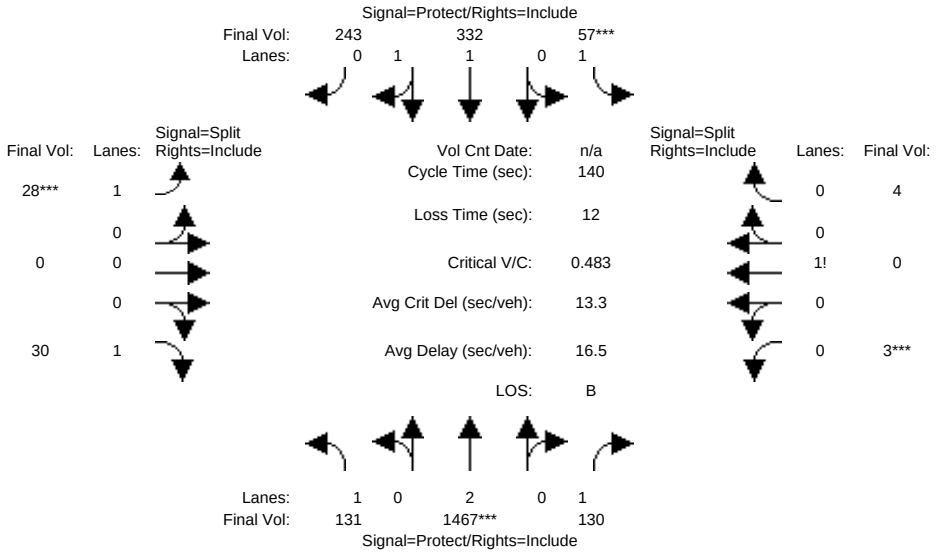
Street Name:	Almaden						San Carlos					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	10	10	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	164	346	142	205	1382	77	121	598	235	127	283	62
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	164	346	142	205	1382	77	121	598	235	127	283	62
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	164	346	142	205	1382	77	121	598	235	127	283	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	164	346	142	205	1382	77	121	598	235	127	283	62
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	164	346	142	205	1382	77	121	598	235	127	283	62
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.87	1.00	0.78	0.87	1.00	0.78	0.87	1.00	0.78	0.87	0.97	0.90
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.62	0.38
Final Sat.:	1663	3800	1488	1663	3800	1488	1663	3800	1488	1663	2987	654
Capacity Analysis Module:												
Vol/Sat:	0.10	0.09	0.10	0.12	0.36	0.05	0.07	0.16	0.16	0.08	0.09	0.09
Crit Moves:	****				****			****		****		
Green/Cycle:	0.13	0.26	0.36	0.35	0.48	0.61	0.13	0.21	0.21	0.10	0.17	0.17
Volume/Cap:	0.76	0.35	0.27	0.35	0.76	0.08	0.55	0.76	0.76	0.76	0.55	0.55
Uniform Del:	58.8	42.4	31.9	33.8	30.0	11.2	56.7	52.3	52.3	61.3	52.8	52.8
IncremntDel:	14.7	0.2	0.3	0.4	1.9	0.0	2.8	4.4	10.9	18.4	1.0	1.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	73.5	42.6	32.1	34.2	32.0	11.2	59.5	56.7	63.2	79.7	53.8	53.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	73.5	42.6	32.1	34.2	32.0	11.2	59.5	56.7	63.2	79.7	53.8	53.8
LOS by Move:	E	D	C	C	C	B	E	E	E	E	D	D
HCM2k95thQ:	15	11	9	13	41	3	10	22	19	14	14	14

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

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

Intersection #2: Almaden Blvd and Convention Center



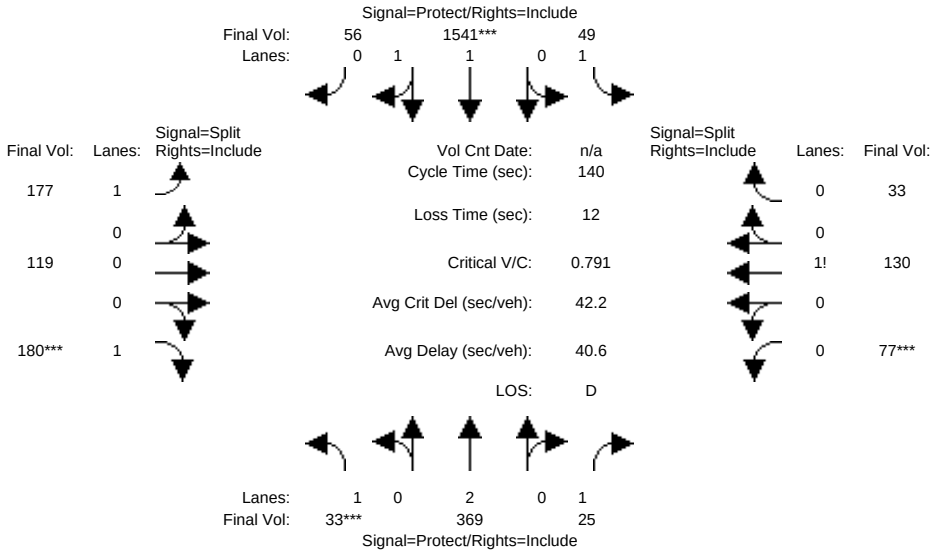
Street Name:	Almaden						Convention					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	131	1467	130	57	332	243	28	0	30	3	0	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	131	1467	130	57	332	243	28	0	30	3	0	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	131	1467	130	57	332	243	28	0	30	3	0	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	131	1467	130	57	332	243	28	0	30	3	0	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	131	1467	130	57	332	243	28	0	30	3	0	4
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.87	1.00	0.78	0.87	0.94	0.86	0.87	1.00	0.78	0.83	1.00	0.83
Lanes:	1.00	2.00	1.00	1.00	1.11	0.89	1.00	0.00	1.00	0.43	0.00	0.57
Final Sat.:	1663	3800	1488	1663	1984	1452	1663	0	1488	678	0	904
Capacity Analysis Module:												
Vol/Sat:	0.08	0.39	0.09	0.03	0.17	0.17	0.02	0.00	0.02	0.00	0.00	0.00
Crit Moves:		****		****			****			****		
Green/Cycle:	0.25	0.71	0.71	0.06	0.52	0.52	0.07	0.00	0.07	0.07	0.00	0.07
Volume/Cap:	0.32	0.54	0.12	0.54	0.32	0.32	0.24	0.00	0.28	0.06	0.00	0.06
Uniform Del:	43.1	9.7	6.5	63.7	19.0	19.0	61.4	0.0	61.6	60.6	0.0	60.6
IncremntDel:	0.5	0.2	0.1	5.8	0.1	0.1	1.0	0.0	1.5	0.2	0.0	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	0.00	1.00	1.00	0.00	1.00
Delay/Veh:	43.5	9.9	6.6	69.5	19.1	19.1	62.4	0.0	63.1	60.9	0.0	60.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.5	9.9	6.6	69.5	19.1	19.1	62.4	0.0	63.1	60.9	0.0	60.9
LOS by Move:	D	A	A	E	B	B	E	A	E	E	A	E
HCM2k95thQ:	9	25	4	5	13	13	3	0	3	1	0	1

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

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

Intersection #2: Almaden Blvd and Convention Center



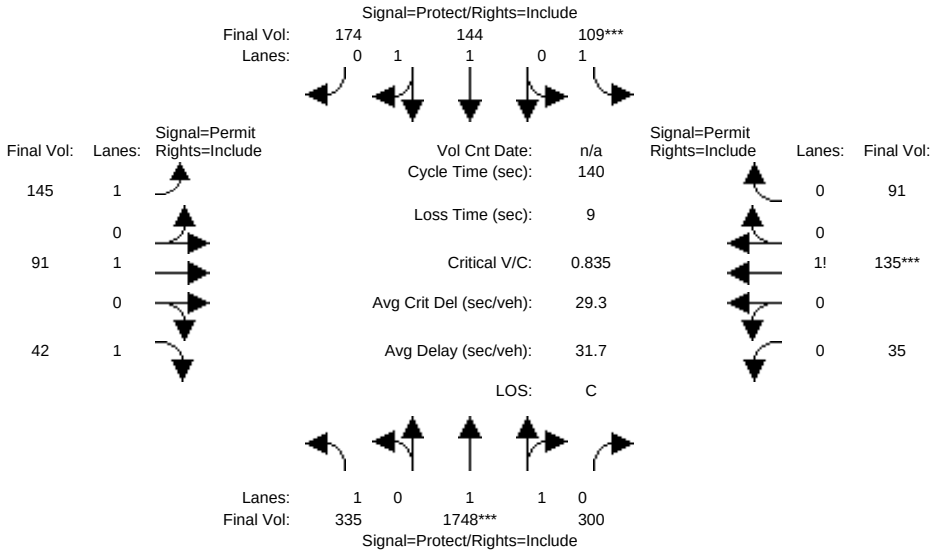
Street Name:	Almaden						Convention					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	33	369	25	49	1541	56	177	119	180	77	130	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:	33	369	25	49	1541	56	177	119	180	77	130	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:	33	369	25	49	1541	56	177	119	180	77	130	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	369	25	49	1541	56	177	119	180	77	130	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:	33	369	25	49	1541	56	177	119	180	77	130	33
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.87	1.00	0.78	0.87	1.00	0.92	0.85	0.93	0.85	0.89	0.97	0.89
Lanes:	1.00	2.00	1.00	1.00	1.92	0.08	0.76	0.47	0.77	0.34	0.52	0.14
Final Sat.:	1663	3800	1488	1663	3637	132	1229	827	1250	566	956	243
Capacity Analysis Module:												
Vol/Sat:	0.02	0.10	0.02	0.03	0.42	0.42	0.14	0.14	0.14	0.14	0.14	0.14
Crit Moves:	****				****				****	****		
Green/Cycle:	0.05	0.38	0.38	0.19	0.52	0.52	0.18	0.18	0.18	0.17	0.17	0.17
Volume/Cap:	0.40	0.26	0.04	0.15	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Uniform Del:	64.5	30.1	27.7	46.9	27.9	27.9	55.4	55.4	55.4	56.2	56.2	56.2
IncremntDel:	3.1	0.1	0.0	0.2	2.7	2.7	8.6	8.6	8.6	15.8	15.8	15.8
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	67.6	30.2	27.7	47.1	30.7	30.7	64.0	64.0	64.0	72.0	72.0	72.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	67.6	30.2	27.7	47.1	30.7	30.7	64.0	64.0	64.0	72.0	72.0	72.0
LOS by Move:	E	C	C	D	C	C	E	E	E	E	E	E
HCM2k95thQ:	3	10	1	4	45	45	23	23	23	22	22	22

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

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

Intersection #3: Almaden Blvd and Woz Way / Balbach St



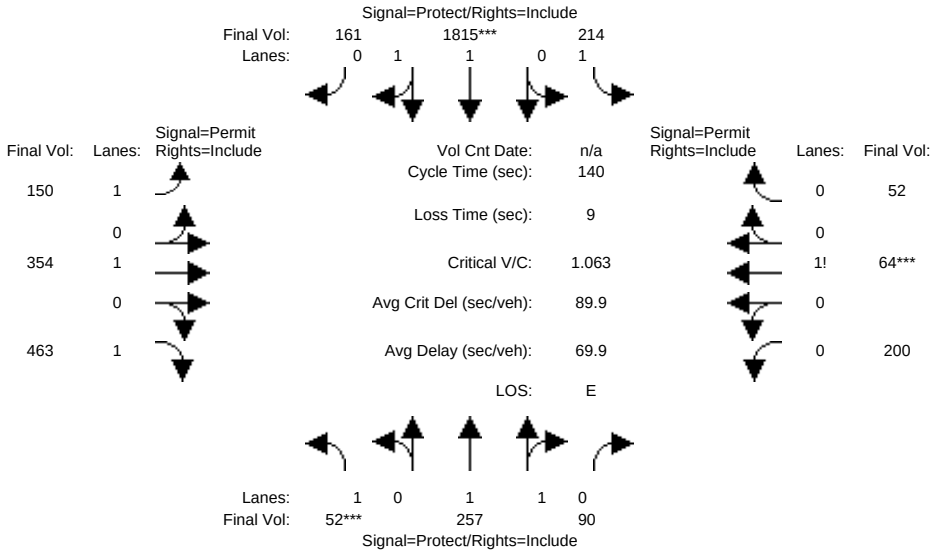
Street Name:	Almaden						Woz					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	10	10	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	335	1748	300	109	144	174	145	91	42	35	135	91
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	335	1748	300	109	144	174	145	91	42	35	135	91
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	335	1748	300	109	144	174	145	91	42	35	135	91
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	335	1748	300	109	144	174	145	91	42	35	135	91
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	335	1748	300	109	144	174	145	91	42	35	135	91
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.87	0.98	0.90	0.87	0.92	0.85	0.83	1.00	0.78	0.83	0.90	0.83
Lanes:	1.00	1.69	0.31	1.00	1.00	1.00	1.00	1.00	1.00	0.14	0.50	0.36
Final Sat.:	1663	3133	538	1663	1744	1607	1579	1900	1488	221	853	575
Capacity Analysis Module:												
Vol/Sat:	0.20	0.56	0.56	0.07	0.08	0.11	0.09	0.05	0.03	0.16	0.16	0.16
Crit Moves:		****		****							****	
Green/Cycle:	0.49	0.67	0.67	0.08	0.26	0.26	0.19	0.19	0.19	0.19	0.19	0.19
Volume/Cap:	0.42	0.84	0.84	0.84	0.32	0.42	0.49	0.25	0.15	0.84	0.84	0.84
Uniform Del:	23.2	17.5	17.5	63.6	41.7	42.9	50.7	48.3	47.3	54.6	54.6	54.6
IncremntDel:	0.3	2.7	2.7	35.0	0.2	0.4	1.2	0.4	0.2	17.4	17.4	17.4
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:	23.6	20.1	20.1	98.6	41.9	43.2	51.9	48.7	47.6	72.1	72.1	72.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.6	20.1	20.1	98.6	41.9	43.2	51.9	48.7	47.6	72.1	72.1	72.1
LOS by Move:	C	C	C	F	D	D	D	D	D	E	E	E
HCM2k95thQ:	18	55	55	11	9	12	11	6	3	24	24	24

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

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

Intersection #3: Almaden Blvd and Woz Way / Balbach St



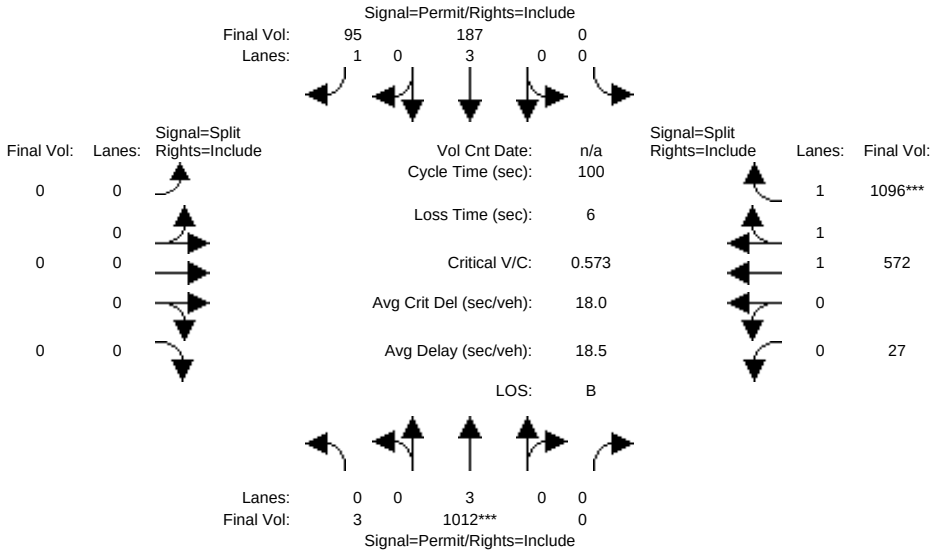
Street Name:	Almaden						Woz					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	10	10	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	52	257	90	214	1815	161	150	354	463	200	64	52
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	52	257	90	214	1815	161	150	354	463	200	64	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:	52	257	90	214	1815	161	150	354	463	200	64	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	257	90	214	1815	161	150	354	463	200	64	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:	52	257	90	214	1815	161	150	354	463	200	64	52
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.87	0.96	0.89	0.87	0.99	0.91	0.64	1.00	0.78	0.38	0.41	0.38
Lanes:	1.00	1.45	0.55	1.00	1.82	0.18	1.00	1.00	1.00	0.64	0.19	0.17
Final Sat.:	1663	2646	927	1663	3425	304	1213	1900	1488	461	148	120
Capacity Analysis Module:												
Vol/Sat:	0.03	0.10	0.10	0.13	0.53	0.53	0.12	0.19	0.31	0.43	0.43	0.43
Crit Moves:	****				****						****	
Green/Cycle:	0.05	0.23	0.23	0.31	0.49	0.49	0.40	0.40	0.40	0.40	0.40	0.40
Volume/Cap:	0.63	0.42	0.42	0.42	1.09	1.09	0.31	0.47	0.78	1.09	1.09	1.09
Uniform Del:	65.2	45.8	45.8	38.7	35.9	35.9	28.9	31.1	36.8	42.1	42.1	42.1
IncremntDel:	14.1	0.3	0.3	0.6	49.4	49.4	0.4	0.5	6.6	78.3	78.3	78.3
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:	79.3	46.2	46.2	39.2	85.3	85.3	29.3	31.6	43.4	120.4	120	120.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	79.3	46.2	46.2	39.2	85.3	85.3	29.3	31.6	43.4	120.4	120	120.4
LOS by Move:	E	D	D	D	F	F	C	C	D	F	F	F
HCM2k95thQ:	7	13	13	14	80	80	9	20	33	36	36	36

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

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

Intersection #4: Almaden Blvd and I-280 NB On-Ramp



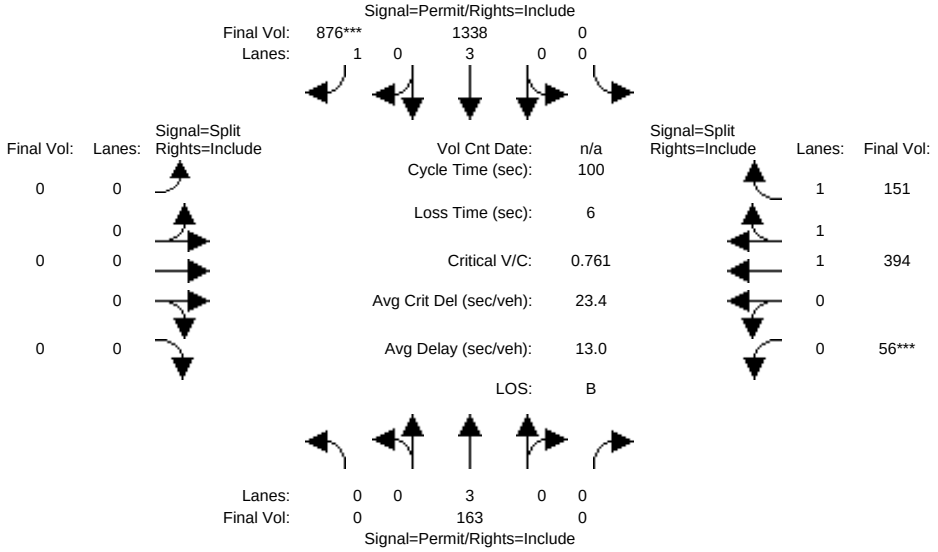
Street Name:	Almaden						I-280					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	3	1012	0	0	187	95	0	0	0	27	572	1096
Growth Adj:	1.00	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	1012	0	0	187	95	0	0	0	27	572	1096
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1012	0	0	187	95	0	0	0	27	572	1096
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	1012	0	0	187	95	0	0	0	27	572	1096
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	3	1012	0	0	187	95	0	0	0	27	572	1096
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	0.94	0.92	0.92	1.00	0.78	0.92	1.00	0.92	0.83	0.90	0.83
Lanes:	0.01	2.99	0.00	0.00	3.00	1.00	0.00	0.00	0.00	0.05	0.96	1.99
Final Sat.:	16	5335	0	0	5700	1488	0	0	0	77	1640	3143
Capacity Analysis Module:												
Vol/Sat:	0.19	0.19	0.00	0.00	0.03	0.06	0.00	0.00	0.00	0.35	0.35	0.35
Crit Moves:		****										****
Green/Cycle:	0.33	0.33	0.00	0.00	0.33	0.33	0.00	0.00	0.00	0.61	0.61	0.61
Volume/Cap:	0.57	0.57	0.00	0.00	0.10	0.19	0.00	0.00	0.00	0.57	0.57	0.57
Uniform Del:	27.6	27.6	0.0	0.0	23.1	23.9	0.0	0.0	0.0	11.7	11.7	11.7
IncremntDel:	0.5	0.5	0.0	0.0	0.0	0.2	0.0	0.0	0.0	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	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00
Delay/Veh:	28.1	28.1	0.0	0.0	23.1	24.1	0.0	0.0	0.0	12.0	12.0	12.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.1	28.1	0.0	0.0	23.1	24.1	0.0	0.0	0.0	12.0	12.0	12.0
LOS by Move:	C	C	A	A	C	C	A	A	A	B	B	B
HCM2k95thQ:	17	17	0	0	3	5	0	0	0	21	21	21

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

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

Intersection #4: Almaden Blvd and I-280 NB On-Ramp



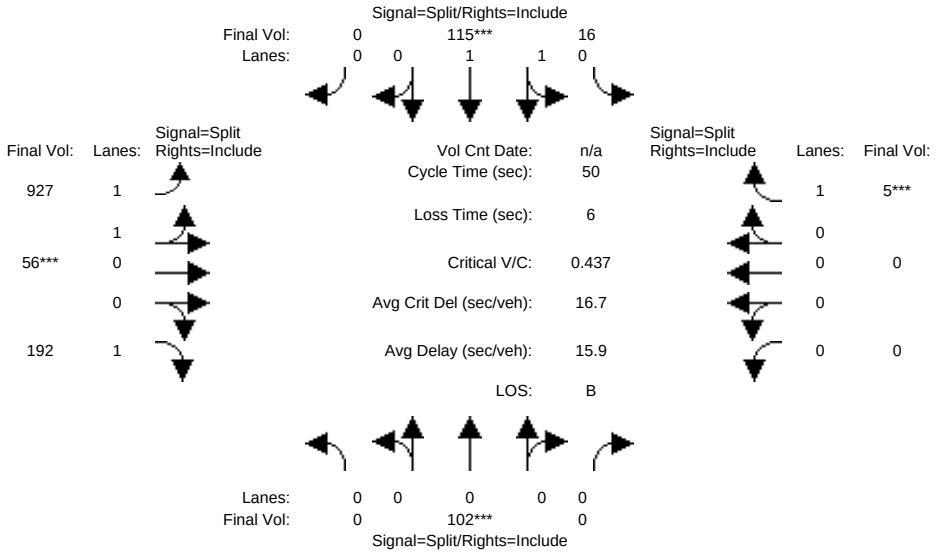
Street Name:	Almaden						I-280					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	163	0	0	1338	876	0	0	0	56	394	151
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	163	0	0	1338	876	0	0	0	56	394	151
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	163	0	0	1338	876	0	0	0	56	394	151
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	163	0	0	1338	876	0	0	0	56	394	151
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	163	0	0	1338	876	0	0	0	56	394	151
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.78	0.92	1.00	0.92	0.87	0.95	0.87
Lanes:	0.00	3.00	0.00	0.00	3.00	1.00	0.00	0.00	0.00	0.27	1.73	1.00
Final Sat.:	0	5700	0	0	5700	1488	0	0	0	444	3123	1660
Capacity Analysis Module:												
Vol/Sat:	0.00	0.03	0.00	0.00	0.23	0.59	0.00	0.00	0.00	0.13	0.13	0.09
Crit Moves:						****				****		
Green/Cycle:	0.00	0.77	0.00	0.00	0.77	0.77	0.00	0.00	0.00	0.17	0.17	0.17
Volume/Cap:	0.00	0.04	0.00	0.00	0.30	0.76	0.00	0.00	0.00	0.76	0.76	0.55
Uniform Del:	0.0	2.6	0.0	0.0	3.3	6.2	0.0	0.0	0.0	39.8	39.8	38.3
IncremntDel:	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	0.0	4.4	4.4	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:	0.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00
Delay/Veh:	0.0	2.6	0.0	0.0	3.4	9.2	0.0	0.0	0.0	44.2	44.2	38.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	2.6	0.0	0.0	3.4	9.2	0.0	0.0	0.0	44.2	44.2	38.9
LOS by Move:	A	A	A	A	A	A	A	A	A	D	D	D
HCM2k95thQ:	0	1	0	0	8	30	0	0	0	16	16	10

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

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

Intersection #5: Almaden Blvd / Vine St and Grant St



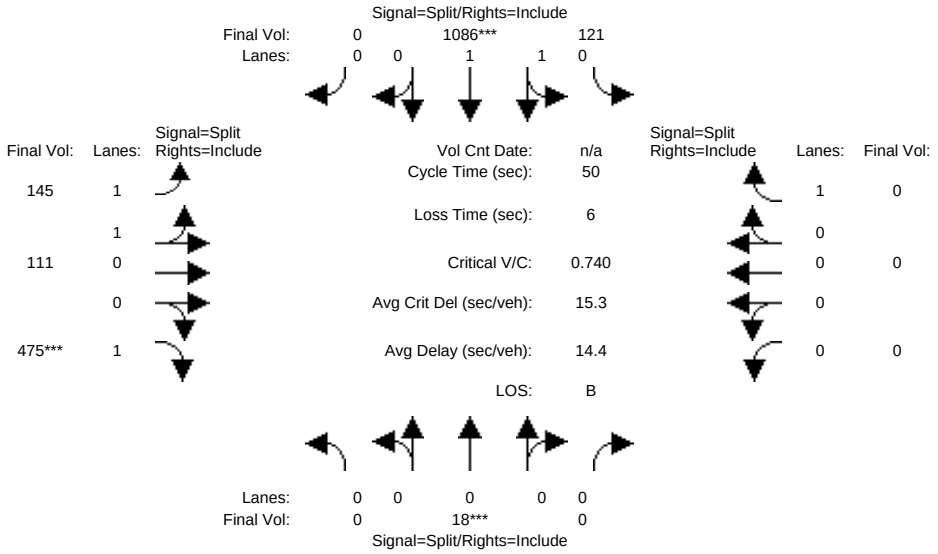
Street Name:	Almaden						Grant					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	10	0	10	10	10	0	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	102	0	16	115	0	927	56	192	0	0	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	102	0	16	115	0	927	56	192	0	0	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	102	0	16	115	0	927	56	192	0	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	102	0	16	115	0	927	56	192	0	0	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	102	0	16	115	0	927	56	192	0	0	5
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.99	0.92	0.88	0.96	0.78	0.92	1.00	0.80
Lanes:	0.00	1.00	0.00	0.26	1.74	0.00	1.89	0.11	1.00	0.00	0.00	1.00
Final Sat.:	0	1900	0	457	3282	0	3166	191	1488	0	0	1514
Capacity Analysis Module:												
Vol/Sat:	0.00	0.05	0.00	0.04	0.04	0.00	0.29	0.29	0.13	0.00	0.00	0.00
Crit Moves:		****			****			****				****
Green/Cycle:	0.00	0.07	0.00	0.20	0.20	0.00	0.41	0.41	0.41	0.00	0.00	0.20
Volume/Cap:	0.00	0.72	0.00	0.18	0.18	0.00	0.72	0.72	0.32	0.00	0.00	0.02
Uniform Del:	0.0	22.6	0.0	16.6	16.6	0.0	12.5	12.5	10.1	0.0	0.0	16.1
IncremntDel:	0.0	16.6	0.0	0.1	0.1	0.0	1.9	1.9	0.3	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	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00
Delay/Veh:	0.0	39.3	0.0	16.7	16.7	0.0	14.4	14.4	10.4	0.0	0.0	16.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	39.3	0.0	16.7	16.7	0.0	14.4	14.4	10.4	0.0	0.0	16.1
LOS by Move:	A	D	A	B	B	A	B	B	B	A	A	B
HCM2k95thQ:	0	7	0	2	2	0	16	16	5	0	0	0

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

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

Intersection #5: Almaden Blvd / Vine St and Grant St



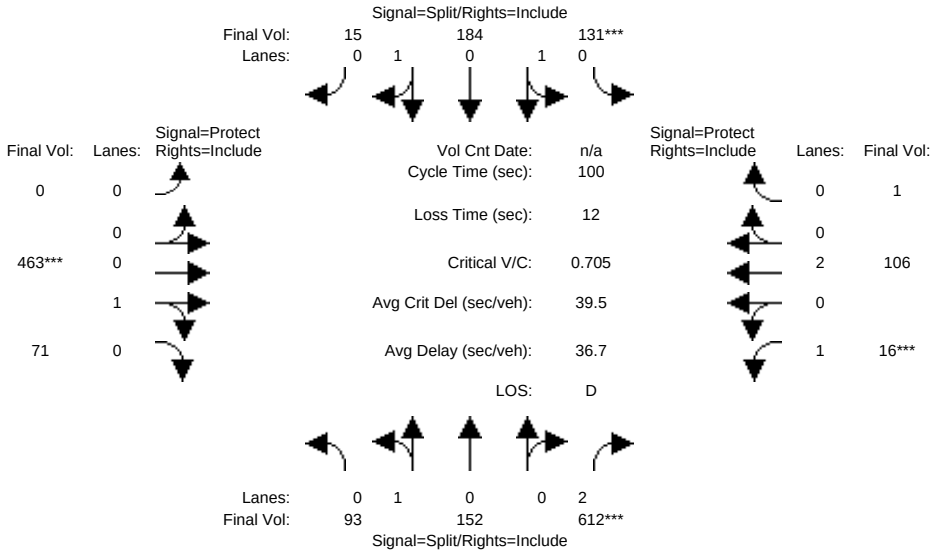
Street Name:	Almaden						Grant					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	10	0	10	10	10	0	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	18	0	121	1086	0	145	111	475	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	18	0	121	1086	0	145	111	475	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	18	0	121	1086	0	145	111	475	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	18	0	121	1086	0	145	111	475	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	18	0	121	1086	0	145	111	475	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.89	0.97	0.78	0.92	1.00	0.92
Lanes:	0.00	1.00	0.00	0.22	1.78	0.00	1.17	0.83	1.00	0.00	0.00	1.00
Final Sat.:	0	1900	0	376	3373	0	1991	1524	1488	0	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.01	0.00	0.32	0.32	0.00	0.07	0.07	0.32	0.00	0.00	0.00
Crit Moves:		****			****				****			
Green/Cycle:	0.00	0.01	0.00	0.44	0.44	0.00	0.43	0.43	0.43	0.00	0.00	0.00
Volume/Cap:	0.00	0.74	0.00	0.74	0.74	0.00	0.17	0.17	0.74	0.00	0.00	0.00
Uniform Del:	0.0	24.6	0.0	11.8	11.8	0.0	8.7	8.7	11.9	0.0	0.0	0.0
IncremntDel:	0.0	75.9	0.0	1.8	1.8	0.0	0.1	0.1	4.6	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	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	100	0.0	13.6	13.6	0.0	8.8	8.8	16.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	100	0.0	13.6	13.6	0.0	8.8	8.8	16.4	0.0	0.0	0.0
LOS by Move:	A	F	A	B	B	A	A	A	B	A	A	A
HCM2k95thQ:	0	3	0	15	15	0	3	3	16	0	0	0

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

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

Intersection #6: Delmas Ave / SR 87 SB Off-Ramp and Park Ave [SR87 dummy NB]



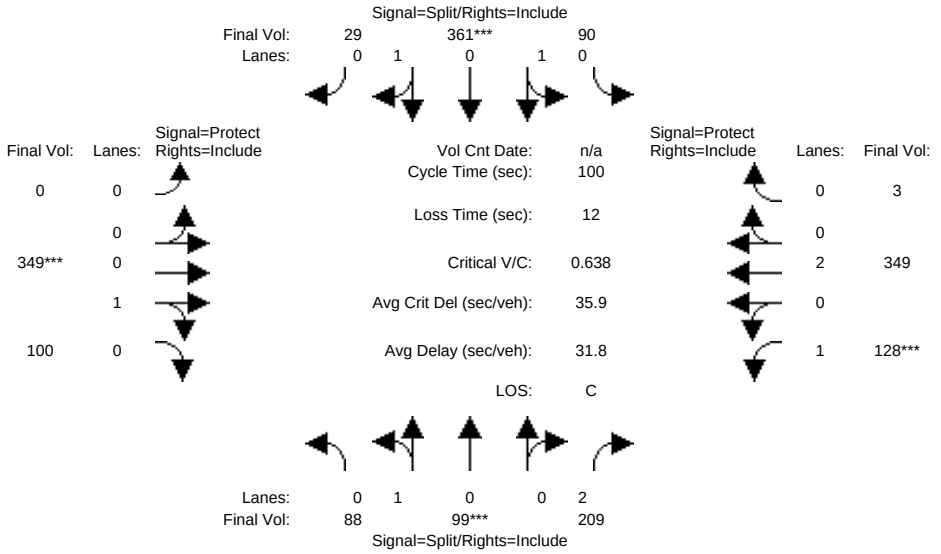
Street Name:	Delmas						Park					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	0	10	10	10	10	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	93	152	612	131	184	15	0	463	71	16	106	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	93	152	612	131	184	15	0	463	71	16	106	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	93	152	612	131	184	15	0	463	71	16	106	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	93	152	612	131	184	15	0	463	71	16	106	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	93	152	612	131	184	15	0	463	71	16	106	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.98	0.70	0.90	0.97	0.90	0.92	0.98	0.90	0.87	1.00	0.92
Lanes:	0.40	0.60	2.00	0.83	1.07	0.10	0.00	0.86	0.14	1.00	1.98	0.02
Final Sat.:	685	1120	2678	1416	1989	162	0	1599	245	1663	3758	35
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.23	0.09	0.09	0.09	0.00	0.29	0.29	0.01	0.03	0.03
Crit Moves:			****	****				****		****		
Green/Cycle:	0.29	0.29	0.29	0.12	0.12	0.12	0.00	0.37	0.37	0.10	0.47	0.47
Volume/Cap:	0.46	0.46	0.78	0.78	0.78	0.78	0.00	0.78	0.78	0.10	0.06	0.06
Uniform Del:	29.0	29.0	32.5	42.8	42.8	42.8	0.0	27.9	27.9	40.9	14.5	14.5
IncremntDel:	0.7	0.7	5.2	9.2	9.2	9.2	0.0	5.9	5.9	0.3	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	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	29.6	29.6	37.7	52.1	52.1	52.1	0.0	33.8	33.8	41.1	14.5	14.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.6	29.6	37.7	52.1	52.1	52.1	0.0	33.8	33.8	41.1	14.5	14.5
LOS by Move:	C	C	D	D	D	D	A	C	C	D	B	B
HCM2k95thQ:	13	13	22	14	14	14	0	29	29	1	2	2

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

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

Intersection #6: Delmas Ave / SR 87 SB Off-Ramp and Park Ave [SR87 dummy NB]



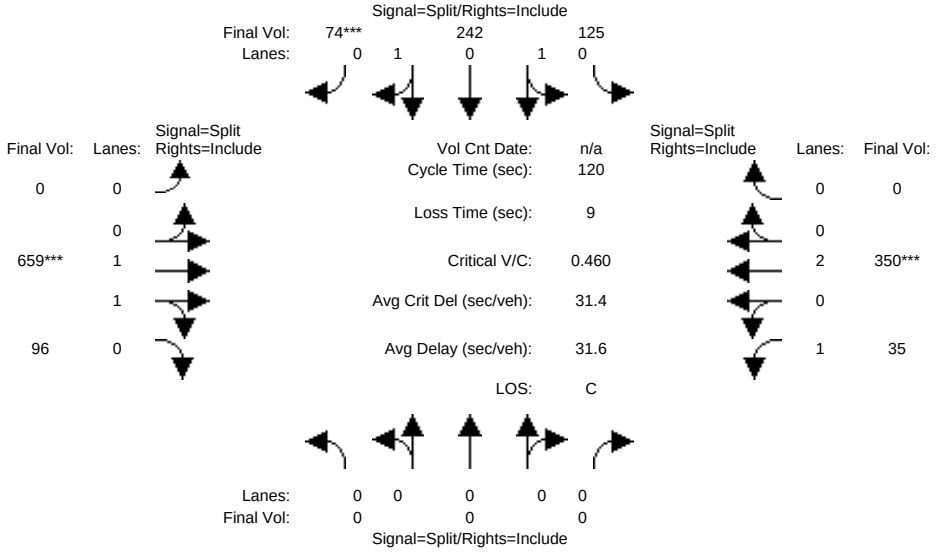
Street Name:	Delmas						Park					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	0	10	10	10	10	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	88	99	209	90	361	29	0	349	100	128	349	3
Growth Adj:	1.00	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	99	209	90	361	29	0	349	100	128	349	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	88	99	209	90	361	29	0	349	100	128	349	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	99	209	90	361	29	0	349	100	128	349	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	88	99	209	90	361	29	0	349	100	128	349	3
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.98	0.70	0.90	0.98	0.90	0.92	0.97	0.89	0.87	1.00	0.92
Lanes:	0.49	0.51	2.00	0.40	1.47	0.13	0.00	0.76	0.24	1.00	1.98	0.02
Final Sat.:	840	945	2678	685	2748	221	0	1406	403	1663	3761	32
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.08	0.13	0.13	0.13	0.00	0.25	0.25	0.08	0.09	0.09
Crit Moves:		****			****			****		****		
Green/Cycle:	0.16	0.16	0.16	0.21	0.21	0.21	0.00	0.39	0.39	0.12	0.51	0.51
Volume/Cap:	0.64	0.64	0.48	0.64	0.64	0.64	0.00	0.64	0.64	0.64	0.18	0.18
Uniform Del:	39.0	39.0	37.9	36.3	36.3	36.3	0.0	24.8	24.8	41.9	13.2	13.2
IncremntDel:	4.6	4.6	0.8	1.8	1.8	1.8	0.0	2.0	2.0	6.7	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	43.6	43.6	38.7	38.1	38.1	38.1	0.0	26.8	26.8	48.6	13.3	13.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.6	43.6	38.7	38.1	38.1	38.1	0.0	26.8	26.8	48.6	13.3	13.3
LOS by Move:	D	D	D	D	D	D	A	C	C	D	B	B
HCM2k95thQ:	13	13	8	15	15	15	0	22	22	8	6	6

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

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

Intersection #7: Delmas Ave and San Carlos St



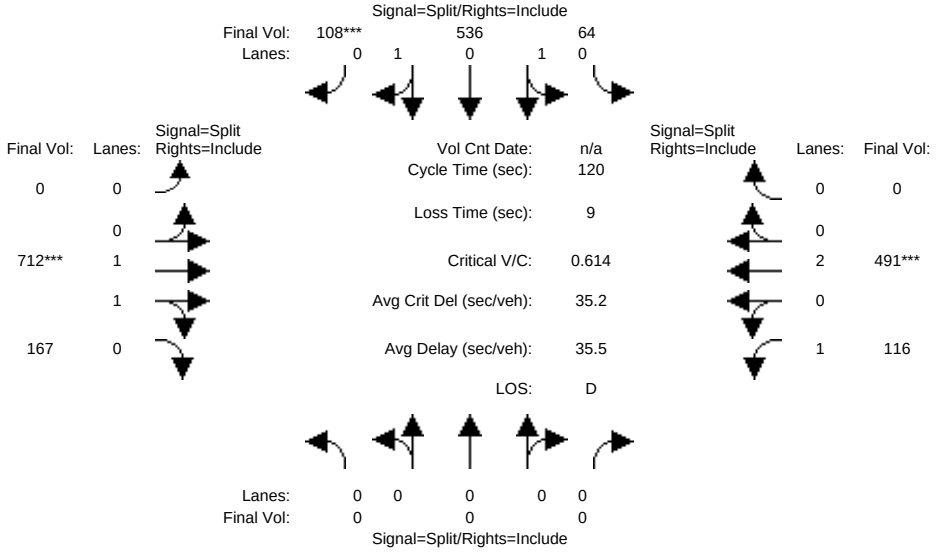
Street Name:	Delmas						San Carlos					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	0	10	10	10	0	10	10	10	10	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	125	242	74	0	659	96	35	350	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	125	242	74	0	659	96	35	350	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	125	242	74	0	659	96	35	350	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	125	242	74	0	659	96	35	350	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	125	242	74	0	659	96	35	350	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.86	0.93	0.86	0.92	0.98	0.90	0.87	1.00	0.92
Lanes:	0.00	0.00	0.00	0.59	1.06	0.35	0.00	1.73	0.27	1.00	2.00	0.00
Final Sat.:	0	0	0	969	1875	573	0	3219	469	1663	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.13	0.13	0.13	0.00	0.20	0.20	0.02	0.09	0.00
Crit Moves:						****		****			****	
Green/Cycle:	0.00	0.00	0.00	0.28	0.28	0.28	0.00	0.44	0.44	0.20	0.20	0.00
Volume/Cap:	0.00	0.00	0.00	0.46	0.46	0.46	0.00	0.46	0.46	0.11	0.46	0.00
Uniform Del:	0.0	0.0	0.0	35.7	35.7	35.7	0.0	23.3	23.3	39.2	42.3	0.0
IncremntDel:	0.0	0.0	0.0	0.4	0.4	0.4	0.0	0.2	0.2	0.1	0.4	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	36.0	36.0	36.0	0.0	23.5	23.5	39.4	42.7	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	36.0	36.0	36.0	0.0	23.5	23.5	39.4	42.7	0.0
LOS by Move:	A	A	A	D	D	D	A	C	C	D	D	A
HCM2k95thQ:	0	0	0	14	14	14	0	18	18	2	11	0

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

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Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
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Intersection #7: Delmas Ave and San Carlos St



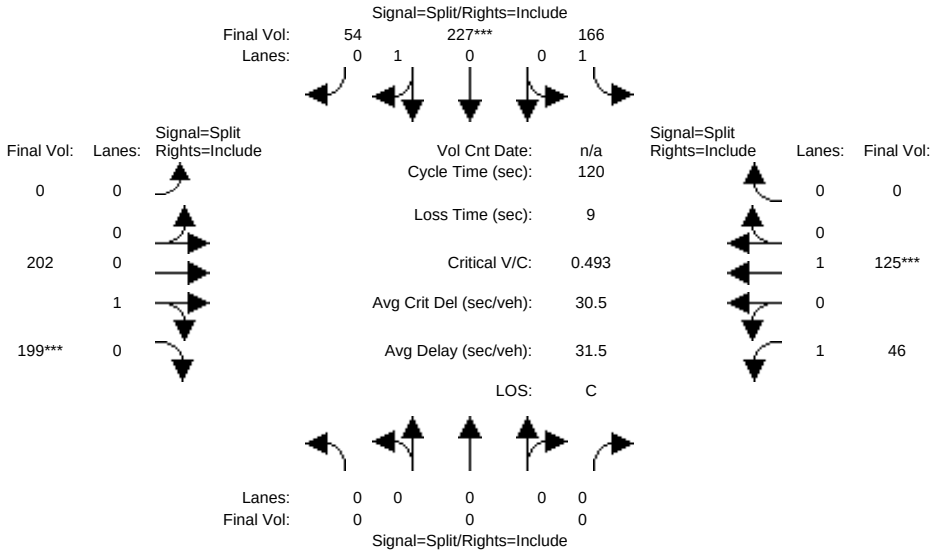
Street Name:	Delmas						San Carlos					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	0	10	10	10	0	10	10	10	10	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	64	536	108	0	712	167	116	491	0
Growth Adj:	1.00	1.00	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	64	536	108	0	712	167	116	491	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	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	64	536	108	0	712	167	116	491	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	64	536	108	0	712	167	116	491	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	64	536	108	0	712	167	116	491	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.89	0.96	0.89	0.92	0.97	0.90	0.87	1.00	0.92
Lanes:	0.00	0.00	0.00	0.19	1.49	0.32	0.00	1.59	0.41	1.00	2.00	0.00
Final Sat.:	0	0	0	324	2718	548	0	2944	690	1663	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.20	0.20	0.20	0.00	0.24	0.24	0.07	0.13	0.00
Crit Moves:						****		****			****	
Green/Cycle:	0.00	0.00	0.00	0.32	0.32	0.32	0.00	0.39	0.39	0.21	0.21	0.00
Volume/Cap:	0.00	0.00	0.00	0.61	0.61	0.61	0.00	0.61	0.61	0.33	0.61	0.00
Uniform Del:	0.0	0.0	0.0	34.5	34.5	34.5	0.0	29.1	29.1	40.2	43.0	0.0
IncremntDel:	0.0	0.0	0.0	1.0	1.0	1.0	0.0	0.8	0.8	0.6	1.4	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	35.5	35.5	35.5	0.0	29.9	29.9	40.8	44.4	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	35.5	35.5	35.5	0.0	29.9	29.9	40.8	44.4	0.0
LOS by Move:	A	A	A	D	D	D	A	C	C	D	D	A
HCM2k95thQ:	0	0	0	21	21	21	0	24	24	7	15	0

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

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

Intersection #8: Delmas Ave / SR 87 SB On-Ramp and Auzerais Ave



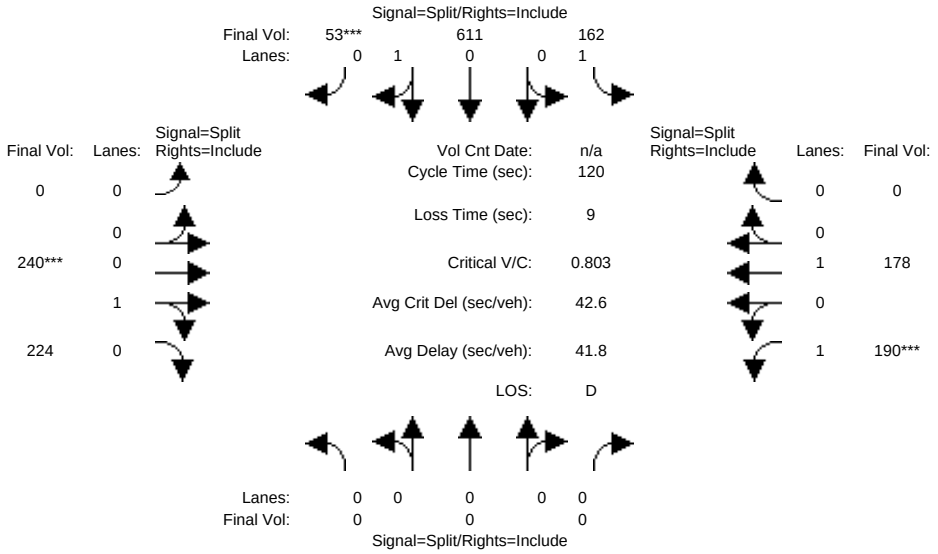
Street Name:	Delmas						Auzerais					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	10	10	10	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	166	227	54	0	202	199	46	125	0
Growth Adj:	1.00	1.00	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	166	227	54	0	202	199	46	125	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	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	166	227	54	0	202	199	46	125	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	166	227	54	0	202	199	46	125	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	166	227	54	0	202	199	46	125	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.78	0.97	0.89	0.92	0.93	0.86	0.87	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.79	0.21	0.00	0.48	0.52	1.00	1.00	0.00
Final Sat.:	0	0	0	1488	1466	349	0	857	844	1663	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.11	0.15	0.15	0.00	0.24	0.24	0.03	0.07	0.00
Crit Moves:					****				****		****	
Green/Cycle:	0.00	0.00	0.00	0.31	0.31	0.31	0.00	0.48	0.48	0.13	0.13	0.00
Volume/Cap:	0.00	0.00	0.00	0.36	0.49	0.49	0.00	0.49	0.49	0.21	0.49	0.00
Uniform Del:	0.0	0.0	0.0	31.8	33.4	33.4	0.0	21.4	21.4	46.3	48.2	0.0
IncremntDel:	0.0	0.0	0.0	0.5	0.7	0.7	0.0	0.5	0.5	0.5	1.5	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	32.3	34.1	34.1	0.0	21.9	21.9	46.8	49.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	32.3	34.1	34.1	0.0	21.9	21.9	46.8	49.8	0.0
LOS by Move:	A	A	A	C	C	C	A	C	C	D	D	A
HCM2k95thQ:	0	0	0	10	15	15	0	19	19	3	8	0

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

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

Intersection #8: Delmas Ave / SR 87 SB On-Ramp and Auzerais Ave



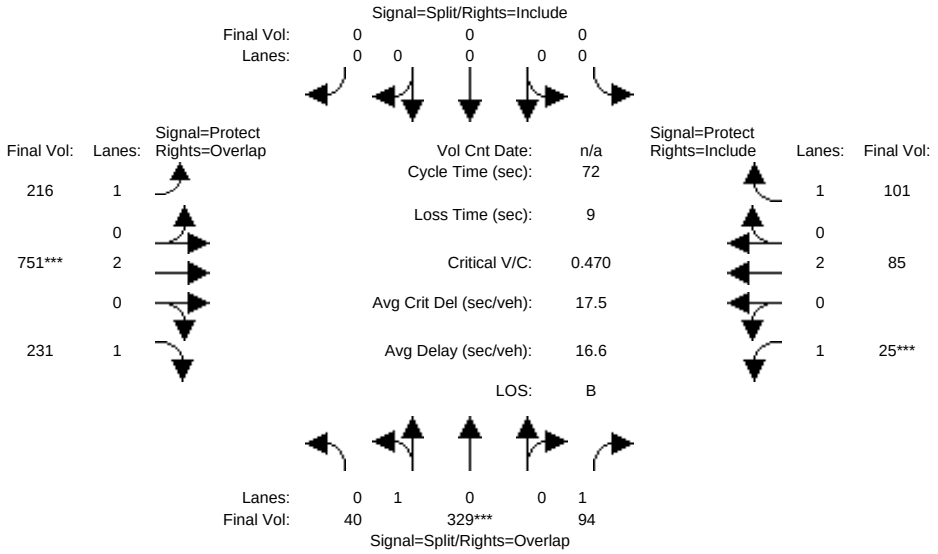
Street Name:	Delmas						Auzerais					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	10	10	10	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	162	611	53	0	240	224	190	178	0
Growth Adj:	1.00	1.00	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	162	611	53	0	240	224	190	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	162	611	53	0	240	224	190	178	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	162	611	53	0	240	224	190	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	162	611	53	0	240	224	190	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	0.78	0.99	0.91	0.92	0.94	0.86	0.87	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.91	0.09	0.00	0.50	0.50	1.00	1.00	0.00
Final Sat.:	0	0	0	1488	1716	149	0	882	824	1663	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.11	0.36	0.36	0.00	0.27	0.27	0.11	0.09	0.00
Crit Moves:						****		****		****		
Green/Cycle:	0.00	0.00	0.00	0.44	0.44	0.44	0.00	0.34	0.34	0.14	0.14	0.00
Volume/Cap:	0.00	0.00	0.00	0.25	0.80	0.80	0.00	0.80	0.80	0.80	0.66	0.00
Uniform Del:	0.0	0.0	0.0	20.8	28.8	28.8	0.0	36.0	36.0	49.8	48.7	0.0
IncremntDel:	0.0	0.0	0.0	0.2	5.7	5.7	0.0	8.0	8.0	17.6	5.8	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	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	21.0	34.5	34.5	0.0	44.0	44.0	67.5	54.5	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	21.0	34.5	34.5	0.0	44.0	44.0	67.5	54.5	0.0
LOS by Move:	A	A	A	C	C	C	A	D	D	E	D	A
HCM2k95thQ:	0	0	0	8	36	36	0	31	31	15	12	0

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

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

Intersection #9: Woz Way / SR 87 NB On-Ramp and Park Ave



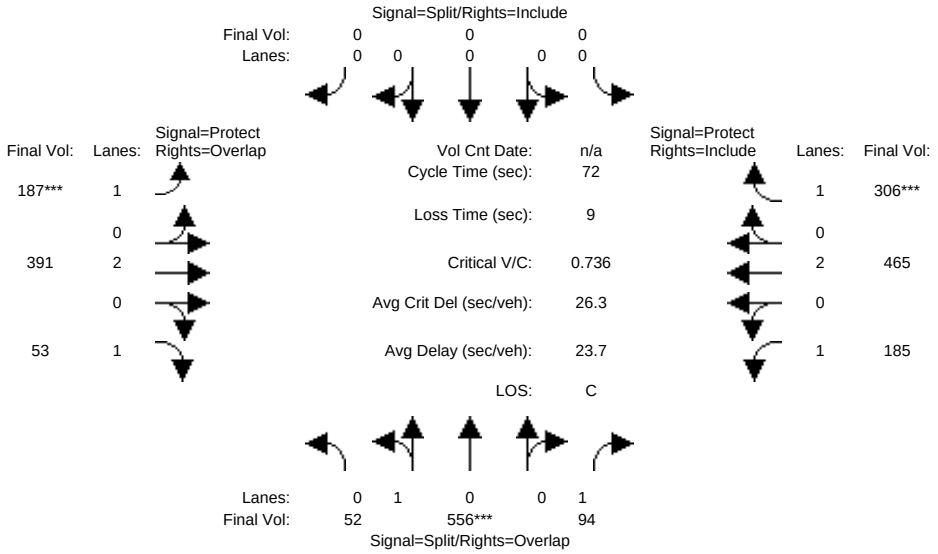
Street Name:	Woz						Park					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	0	0	0	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	40	329	94	0	0	0	216	751	231	25	85	101
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	329	94	0	0	0	216	751	231	25	85	101
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	329	94	0	0	0	216	751	231	25	85	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	329	94	0	0	0	216	751	231	25	85	101
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	329	94	0	0	0	216	751	231	25	85	101
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.91	0.99	0.78	0.92	1.00	0.92	0.87	1.00	0.78	0.87	1.00	0.78
Lanes:	0.12	0.88	1.00	0.00	0.00	0.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	201	1657	1488	0	0	0	1663	3800	1488	1663	3800	1488
Capacity Analysis Module:												
Vol/Sat:	0.20	0.20	0.06	0.00	0.00	0.00	0.13	0.20	0.16	0.02	0.02	0.07
Crit Moves:		****						****		****		
Green/Cycle:	0.39	0.39	0.49	0.00	0.00	0.00	0.23	0.39	0.78	0.10	0.25	0.25
Volume/Cap:	0.51	0.51	0.13	0.00	0.00	0.00	0.55	0.51	0.20	0.15	0.09	0.27
Uniform Del:	16.7	16.7	10.1	0.0	0.0	0.0	24.2	16.8	2.1	29.8	20.7	21.7
IncremntDel:	0.6	0.6	0.1	0.0	0.0	0.0	1.7	0.3	0.1	0.4	0.0	0.4
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	0.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	17.3	17.3	10.2	0.0	0.0	0.0	26.0	17.1	2.2	30.2	20.7	22.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.3	17.3	10.2	0.0	0.0	0.0	26.0	17.1	2.2	30.2	20.7	22.1
LOS by Move:	B	B	B	A	A	A	C	B	A	C	C	C
HCM2k95thQ:	12	12	2	0	0	0	9	12	3	1	2	4

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

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

Intersection #9: Woz Way / SR 87 NB On-Ramp and Park Ave



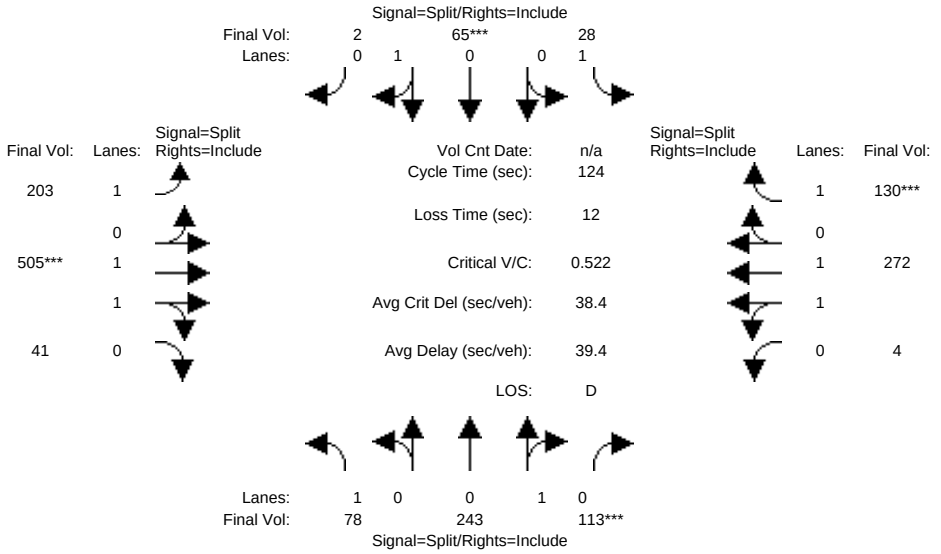
Street Name:	Woz						Park					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	0	0	0	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	52	556	94	0	0	0	187	391	53	185	465	306
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	52	556	94	0	0	0	187	391	53	185	465	306
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	52	556	94	0	0	0	187	391	53	185	465	306
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	556	94	0	0	0	187	391	53	185	465	306
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	52	556	94	0	0	0	187	391	53	185	465	306
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.91	0.99	0.78	0.92	1.00	0.92	0.87	1.00	0.78	0.87	1.00	0.78
Lanes:	0.09	0.91	1.00	0.00	0.00	0.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	160	1706	1488	0	0	0	1663	3800	1488	1663	3800	1488
Capacity Analysis Module:												
Vol/Sat:	0.33	0.33	0.06	0.00	0.00	0.00	0.11	0.10	0.04	0.11	0.12	0.21
Crit Moves:		****					****					****
Green/Cycle:	0.44	0.44	0.64	0.00	0.00	0.00	0.15	0.24	0.68	0.19	0.28	0.28
Volume/Cap:	0.74	0.74	0.10	0.00	0.00	0.00	0.74	0.43	0.05	0.58	0.44	0.74
Uniform Del:	16.6	16.6	5.1	0.0	0.0	0.0	29.1	23.2	3.8	26.4	21.3	23.5
IncremntDel:	3.5	3.5	0.0	0.0	0.0	0.0	10.7	0.3	0.0	2.6	0.3	6.8
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	20.1	20.1	5.2	0.0	0.0	0.0	39.8	23.5	3.8	29.1	21.6	30.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.1	20.1	5.2	0.0	0.0	0.0	39.8	23.5	3.8	29.1	21.6	30.3
LOS by Move:	C	C	A	A	A	A	D	C	A	C	C	C
HCM2k95thQ:	20	20	2	0	0	0	9	7	1	10	9	16

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

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

Intersection #10: Woz Way and San Carlos St



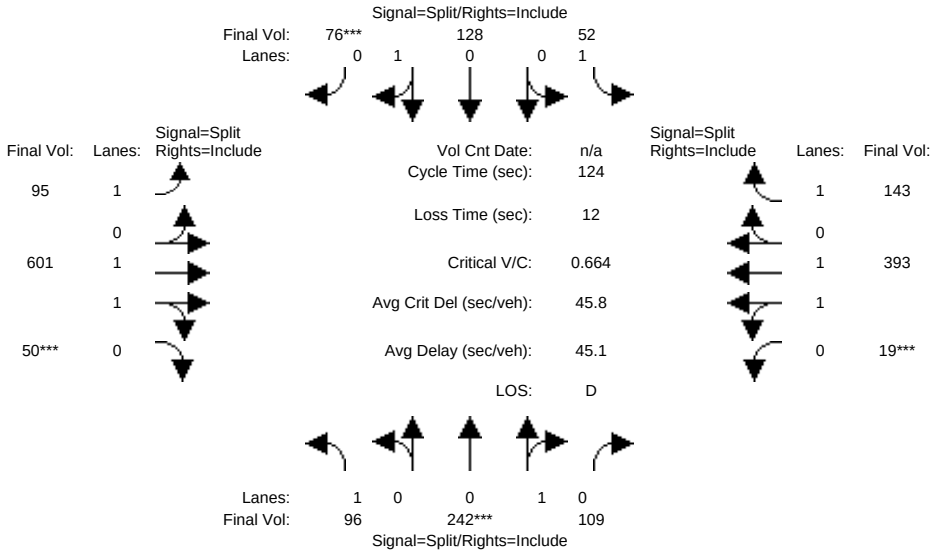
Street Name:	Woz						San Carlos					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	78	243	113	28	65	2	203	505	41	4	272	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	78	243	113	28	65	2	203	505	41	4	272	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	78	243	113	28	65	2	203	505	41	4	272	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	243	113	28	65	2	203	505	41	4	272	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	78	243	113	28	65	2	203	505	41	4	272	130
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.87	0.95	0.88	0.87	1.00	0.92	0.87	0.99	0.91	0.92	1.00	0.78
Lanes:	1.00	0.66	0.34	1.00	0.97	0.03	1.00	1.84	0.16	0.03	1.97	1.00
Final Sat.:	1663	1202	559	1663	1831	56	1663	3454	280	55	3737	1488
Capacity Analysis Module:												
Vol/Sat:	0.05	0.20	0.20	0.02	0.04	0.04	0.12	0.15	0.15	0.07	0.07	0.09
Crit Moves:			****		****			****				****
Green/Cycle:	0.38	0.38	0.38	0.08	0.08	0.08	0.28	0.28	0.28	0.16	0.16	0.16
Volume/Cap:	0.12	0.53	0.53	0.21	0.44	0.44	0.44	0.53	0.53	0.44	0.44	0.53
Uniform Del:	24.9	29.7	29.7	53.3	54.3	54.3	37.0	38.1	38.1	46.6	46.6	47.4
IncremntDel:	0.1	0.8	0.8	0.8	2.0	2.0	0.7	0.5	0.5	0.5	0.5	2.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	25.0	30.5	30.5	54.1	56.4	56.4	37.7	38.6	38.6	47.1	47.1	49.6
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:	25.0	30.5	30.5	54.1	56.4	56.4	37.7	38.6	38.6	47.1	47.1	49.6
LOS by Move:	C	C	C	D	E	E	D	D	D	D	D	D
HCM2k95thQ:	4	19	19	2	5	5	13	16	16	9	9	9

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

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

Intersection #10: Woz Way and San Carlos St



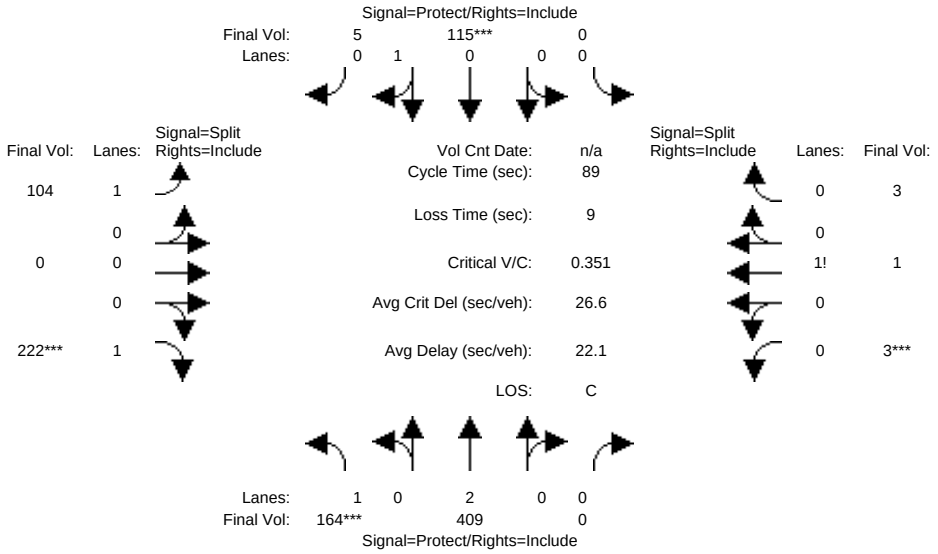
Street Name:	Woz						San Carlos					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	96	242	109	52	128	76	95	601	50	19	393	143
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	96	242	109	52	128	76	95	601	50	19	393	143
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	96	242	109	52	128	76	95	601	50	19	393	143
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	96	242	109	52	128	76	95	601	50	19	393	143
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	96	242	109	52	128	76	95	601	50	19	393	143
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.87	0.95	0.88	0.87	0.94	0.87	0.87	0.99	0.91	0.92	1.00	0.78
Lanes:	1.00	0.67	0.33	1.00	0.61	0.39	1.00	1.83	0.17	0.10	1.90	1.00
Final Sat.:	1663	1216	548	1663	1091	648	1663	3443	286	174	3603	1488
Capacity Analysis Module:												
Vol/Sat:	0.06	0.20	0.20	0.03	0.12	0.12	0.06	0.17	0.17	0.11	0.11	0.10
Crit Moves:		****				****			****	****		
Green/Cycle:	0.30	0.30	0.30	0.18	0.18	0.18	0.26	0.26	0.26	0.16	0.16	0.16
Volume/Cap:	0.19	0.66	0.66	0.18	0.66	0.66	0.22	0.66	0.66	0.66	0.66	0.59
Uniform Del:	32.3	38.0	38.0	43.4	47.6	47.6	35.7	40.8	40.8	48.6	48.6	47.9
IncremntDel:	0.2	3.2	3.2	0.3	5.4	5.4	0.3	1.7	1.7	2.7	2.7	3.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	32.5	41.2	41.2	43.7	53.0	53.0	36.0	42.6	42.6	51.3	51.3	51.6
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:	32.5	41.2	41.2	43.7	53.0	53.0	36.0	42.6	42.6	51.3	51.3	51.6
LOS by Move:	C	D	D	D	D	D	D	D	D	D	D	D
HCM2k95thQ:	6	21	21	4	14	14	6	20	20	14	14	10

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

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

Intersection #11: Woz Way and Auzerais Ave



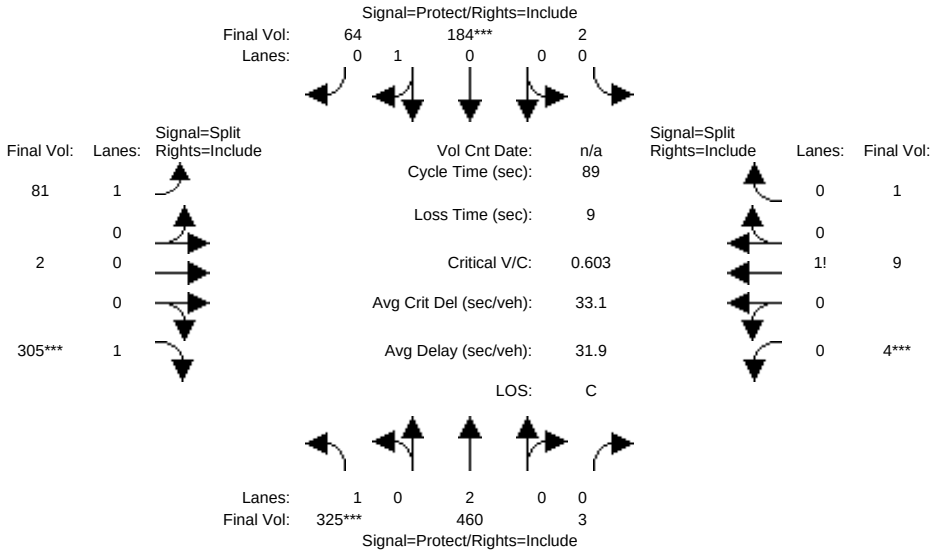
Street Name:	Woz						Auzerais					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	0	0	10	10	10	0	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	164	409	0	0	115	5	104	0	222	3	1	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	164	409	0	0	115	5	104	0	222	3	1	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	164	409	0	0	115	5	104	0	222	3	1	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	164	409	0	0	115	5	104	0	222	3	1	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	164	409	0	0	115	5	104	0	222	3	1	3
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.87	1.00	0.92	0.92	0.99	0.92	0.87	1.00	0.78	0.85	0.92	0.85
Lanes:	1.00	2.00	0.00	0.00	0.95	0.05	1.00	0.00	1.00	0.44	0.13	0.43
Final Sat.:	1663	3800	0	0	1803	78	1663	0	1488	700	233	700
Capacity Analysis Module:												
Vol/Sat:	0.10	0.11	0.00	0.00	0.06	0.06	0.06	0.00	0.15	0.00	0.00	0.00
Crit Moves:	****				****				****	****		
Green/Cycle:	0.25	0.41	0.00	0.00	0.16	0.16	0.38	0.00	0.38	0.11	0.11	0.11
Volume/Cap:	0.40	0.26	0.00	0.00	0.40	0.40	0.17	0.00	0.40	0.04	0.04	0.04
Uniform Del:	27.8	17.4	0.0	0.0	33.5	33.5	18.4	0.0	20.3	35.2	35.2	35.2
IncremntDel:	0.6	0.1	0.0	0.0	0.9	0.9	0.1	0.0	0.5	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	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Delay/Veh:	28.5	17.5	0.0	0.0	34.3	34.3	18.6	0.0	20.8	35.3	35.3	35.3
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:	28.5	17.5	0.0	0.0	34.3	34.3	18.6	0.0	20.8	35.3	35.3	35.3
LOS by Move:	C	B	A	A	C	C	B	A	C	D	D	D
HCM2k95thQ:	8	7	0	0	6	6	4	0	9	0	0	0

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

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

Intersection #11: Woz Way and Auzerais Ave



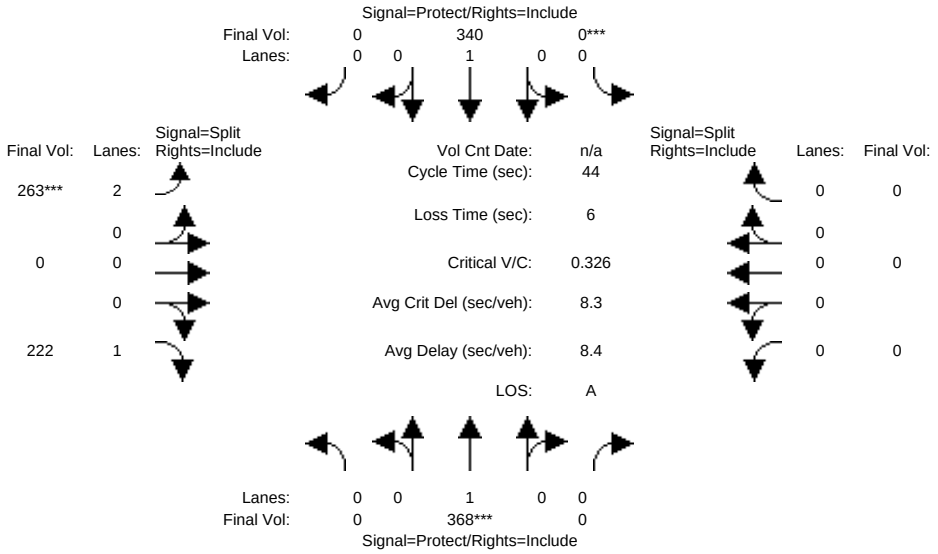
Street Name:	Woz						Auzerais					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	0	0	10	10	10	0	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	325	460	3	2	184	64	81	2	305	4	9	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	325	460	3	2	184	64	81	2	305	4	9	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	325	460	3	2	184	64	81	2	305	4	9	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	325	460	3	2	184	64	81	2	305	4	9	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	325	460	3	2	184	64	81	2	305	4	9	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.87	1.00	0.92	0.89	0.97	0.89	0.80	0.87	0.80	0.90	0.98	0.90
Lanes:	1.00	1.99	0.01	0.01	0.72	0.27	0.98	0.02	1.00	0.30	0.62	0.08
Final Sat.:	1663	3770	25	14	1320	459	1494	37	1528	514	1157	129
Capacity Analysis Module:												
Vol/Sat:	0.20	0.12	0.12	0.14	0.14	0.14	0.05	0.05	0.20	0.01	0.01	0.01
Crit Moves:	****				****				****	****		
Green/Cycle:	0.29	0.23	0.23	0.26	0.21	0.21	0.29	0.29	0.29	0.11	0.11	0.11
Volume/Cap:	0.68	0.53	0.53	0.53	0.68	0.68	0.18	0.18	0.68	0.07	0.07	0.07
Uniform Del:	28.1	30.1	30.1	28.1	32.7	32.7	23.5	23.5	27.7	35.3	35.3	35.3
IncremntDel:	3.9	0.6	0.6	1.2	5.1	5.1	0.0	0.0	3.3	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:	32.0	30.7	30.7	29.3	37.8	37.8	23.5	23.5	31.1	35.5	35.5	35.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.0	30.7	30.7	29.3	37.8	37.8	23.5	23.5	31.1	35.5	35.5	35.5
LOS by Move:	C	C	C	C	D	D	C	C	C	D	D	D
HCM2k95thQ:	16	11	11	11	12	12	3	3	15	1	1	1

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

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

Intersection #12: Woz Way and SR 87 NB Off-Ramp



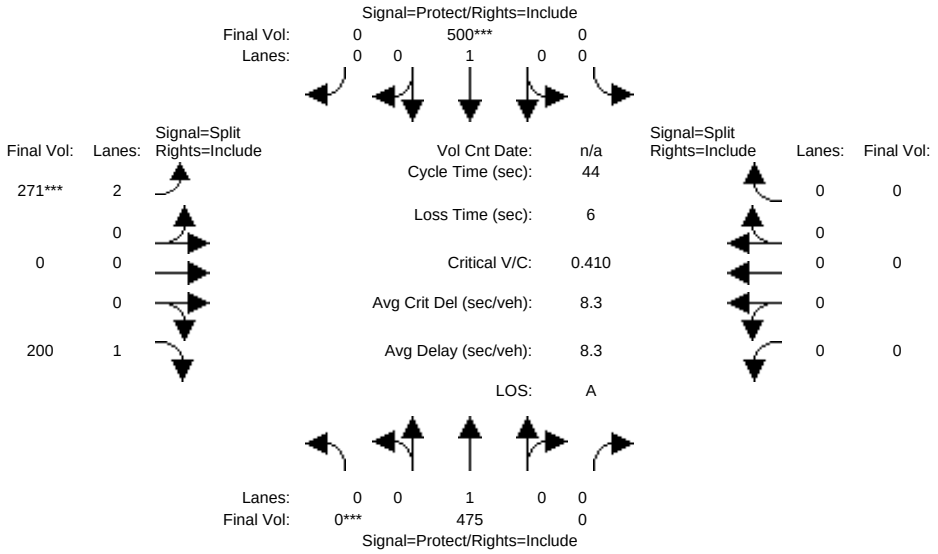
Street Name:	Woz						SR87					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	0	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	368	0	0	340	0	263	0	222	0	0	0
Growth Adj:	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	368	0	0	340	0	263	0	222	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	368	0	0	340	0	263	0	222	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	368	0	0	340	0	263	0	222	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	368	0	0	340	0	263	0	222	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.79	1.00	0.78	0.92	1.00	0.92
Lanes:	0.00	1.00	0.00	0.00	1.00	0.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	1900	0	0	1900	0	2993	0	1488	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.00	0.00	0.18	0.00	0.09	0.00	0.15	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green/Cycle:	0.00	0.49	0.00	0.00	0.49	0.00	0.38	0.00	0.38	0.00	0.00	0.00
Volume/Cap:	0.00	0.40	0.00	0.00	0.37	0.00	0.23	0.00	0.40	0.00	0.00	0.00
Uniform Del:	0.0	7.2	0.0	0.0	7.0	0.0	9.4	0.0	10.1	0.0	0.0	0.0
IncremntDel:	0.0	0.3	0.0	0.0	0.2	0.0	0.1	0.0	0.5	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	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	7.4	0.0	0.0	7.3	0.0	9.5	0.0	10.5	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	7.4	0.0	0.0	7.3	0.0	9.5	0.0	10.5	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	B	A	A	A
HCM2k95thQ:	0	7	0	0	6	0	3	0	6	0	0	0

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

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

Intersection #12: Woz Way and SR 87 NB Off-Ramp



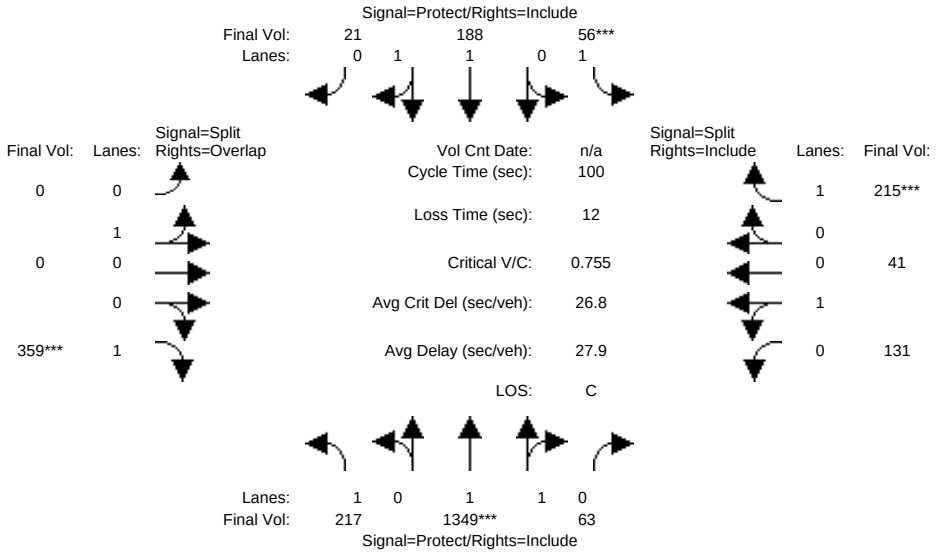
Street Name:	Woz						SR87					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	0	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	475	0	0	500	0	271	0	200	0	0	0
Growth Adj:	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	475	0	0	500	0	271	0	200	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	475	0	0	500	0	271	0	200	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	475	0	0	500	0	271	0	200	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	475	0	0	500	0	271	0	200	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.79	1.00	0.78	0.92	1.00	0.92
Lanes:	0.00	1.00	0.00	0.00	1.00	0.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	1900	0	0	1900	0	2993	0	1488	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.00	0.00	0.26	0.00	0.09	0.00	0.13	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green/Cycle:	0.00	0.54	0.00	0.00	0.54	0.00	0.33	0.00	0.33	0.00	0.00	0.00
Volume/Cap:	0.00	0.47	0.00	0.00	0.49	0.00	0.28	0.00	0.41	0.00	0.00	0.00
Uniform Del:	0.0	6.3	0.0	0.0	6.4	0.0	10.9	0.0	11.5	0.0	0.0	0.0
IncremntDel:	0.0	0.3	0.0	0.0	0.4	0.0	0.2	0.0	0.6	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	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	6.7	0.0	0.0	6.8	0.0	11.1	0.0	12.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	6.7	0.0	0.0	6.8	0.0	11.1	0.0	12.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	B	A	B	A	A	A
HCM2k95thQ:	0	9	0	0	8	0	4	0	6	0	0	0

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

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

Intersection #13: South Market St and East Reed St



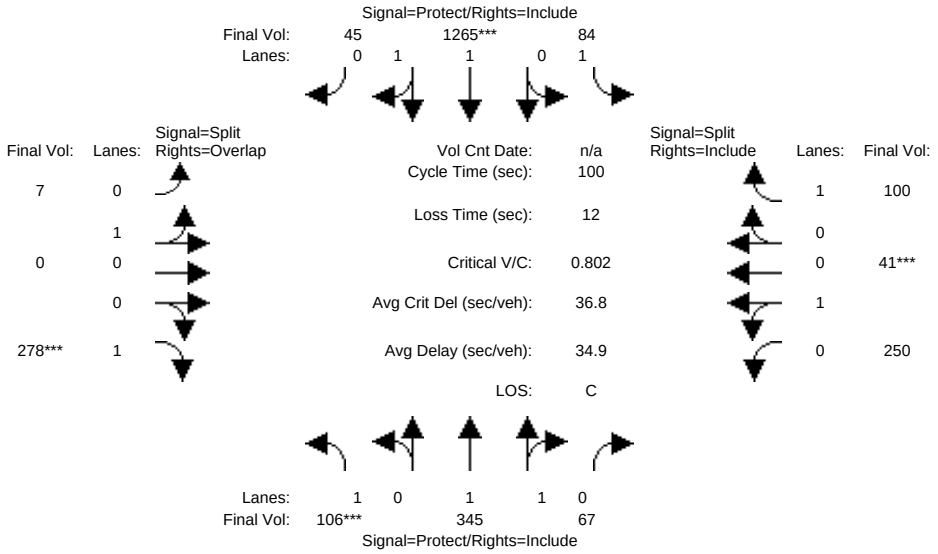
Street Name:	Market						Reed					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	217	1349	63	56	188	21	0	0	359	131	41	215
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	217	1349	63	56	188	21	0	0	359	131	41	215
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	217	1349	63	56	188	21	0	0	359	131	41	215
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	217	1349	63	56	188	21	0	0	359	131	41	215
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	217	1349	63	56	188	21	0	0	359	131	41	215
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.87	0.99	0.91	0.87	0.99	0.91	0.92	1.00	0.78	0.89	0.96	0.78
Lanes:	1.00	1.90	0.10	1.00	1.78	0.22	0.00	1.00	1.00	0.78	0.22	1.00
Final Sat.:	1663	3591	168	1663	3338	373	0	1900	1488	1308	409	1488
Capacity Analysis Module:												
Vol/Sat:	0.13	0.38	0.38	0.03	0.06	0.06	0.00	0.00	0.24	0.10	0.10	0.14
Crit Moves:		****			****				****			****
Green/Cycle:	0.31	0.48	0.48	0.07	0.24	0.24	0.00	0.00	0.45	0.19	0.19	0.19
Volume/Cap:	0.42	0.78	0.78	0.48	0.24	0.24	0.00	0.00	0.53	0.54	0.54	0.78
Uniform Del:	27.2	21.5	21.5	44.8	30.6	30.6	0.0	0.0	19.6	36.9	36.9	38.8
IncremntDel:	0.5	2.2	2.2	3.1	0.1	0.1	0.0	0.0	0.8	1.9	1.9	13.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00
Delay/Veh:	27.7	23.7	23.7	47.9	30.8	30.8	0.0	0.0	20.4	38.7	38.7	52.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.7	23.7	23.7	47.9	30.8	30.8	0.0	0.0	20.4	38.7	38.7	52.0
LOS by Move:	C	C	C	D	C	C	A	A	C	D	D	D
HCM2k95thQ:	11	33	33	5	5	5	0	0	17	11	11	17

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

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

Intersection #13: South Market St and East Reed St



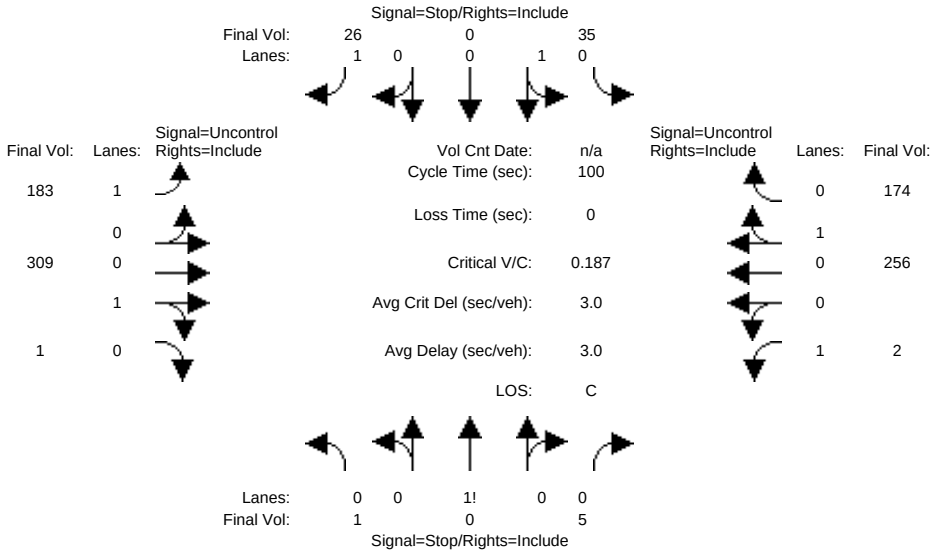
Street Name:	Market						Reed					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	106	345	67	84	1265	45	7	0	278	250	41	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	106	345	67	84	1265	45	7	0	278	250	41	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	106	345	67	84	1265	45	7	0	278	250	41	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	106	345	67	84	1265	45	7	0	278	250	41	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	106	345	67	84	1265	45	7	0	278	250	41	100
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.87	0.98	0.90	0.87	1.00	0.92	0.88	1.00	0.78	0.88	0.96	0.78
Lanes:	1.00	1.65	0.35	1.00	1.93	0.07	1.00	0.00	1.00	0.87	0.13	1.00
Final Sat.:	1663	3063	595	1663	3640	130	1666	0	1488	1458	239	1488
Capacity Analysis Module:												
Vol/Sat:	0.06	0.11	0.11	0.05	0.35	0.35	0.00	0.00	0.19	0.17	0.17	0.07
Crit Moves:	****				****				****		****	
Green/Cycle:	0.08	0.32	0.32	0.20	0.43	0.43	0.15	0.00	0.23	0.21	0.21	0.21
Volume/Cap:	0.80	0.36	0.36	0.26	0.80	0.80	0.03	0.00	0.83	0.80	0.80	0.31
Uniform Del:	45.3	26.3	26.3	34.0	24.6	24.6	36.6	0.0	36.9	37.3	37.3	33.1
IncremntDel:	28.6	0.2	0.2	0.4	3.0	3.0	0.0	0.0	15.8	12.1	12.1	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	0.00	1.00	1.00	1.00	1.00
Delay/Veh:	73.8	26.5	26.5	34.4	27.6	27.6	36.7	0.0	52.7	49.4	49.4	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:	73.8	26.5	26.5	34.4	27.6	27.6	36.7	0.0	52.7	49.4	49.4	33.7
LOS by Move:	E	C	C	C	C	C	D	A	D	D	D	C
HCM2k95thQ:	11	10	10	5	33	33	0	0	21	21	21	6

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

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Level Of Service Computation Report
2000 HCM Unsignalized (Base Volume Alternative)
CUMAM

Intersection #14: Woz Way and Locust St (Project Driveway)



Street Name:	Locust						Woz					
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:	1	0	5	35	0	26	183	309	1	2	256	174
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	0	5	35	0	26	183	309	1	2	256	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:	1	0	5	35	0	26	183	309	1	2	256	174
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	1	0	5	35	0	26	183	309	1	2	256	174
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1036	1110	310	1025	1023	343	430	xxxx	xxxxx	310	xxxx	xxxxx
Potent Cap.:	212	211	735	215	238	704	1140	xxxx	xxxxx	1262	xxxx	xxxxx
Move Cap.:	179	177	735	187	199	704	1140	xxxx	xxxxx	1262	xxxx	xxxxx
Volume/Cap:	0.01	0.00	0.01	0.19	0.00	0.04	0.16	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.1	0.6	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	10.3	8.8	xxxx	xxxxx	7.9	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	B	A	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	484	xxxxx	187	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.0	xxxxx	0.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	12.5	xxxxx	28.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	D	*	*	*	*	*	*	*	*
ApproachDel:		12.5			20.8			xxxxxx			xxxxxx	
ApproachLOS:		B			C			*			*	

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

Peak Hour Delay Signal Warrant Report

****

Intersection #14 Woz Way and Locust St (Project Driveway)

****

Base 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

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```
------------|--------------||--------------||--------------||--------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0  0  1! 0  0    0  1  0  0  1    1  0  0  1  0    1  0  0  1  0
Initial Vol:    1    0     5    35    0    26   183  309     1     2  256   174
ApproachDel:      12.5             20.8           xxxxxx           xxxxxx
------------|--------------||--------------||--------------||--------------|
Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=6]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=992]
   SUCCEED - Total volume greater than or equal to 800 for intersection
             with four or more approaches.
--------------------------------------------------------------------------------
Approach[southbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.4]
   FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=61]
   FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=992]
   SUCCEED - Total volume greater than or equal to 800 for intersection
             with four or more 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).

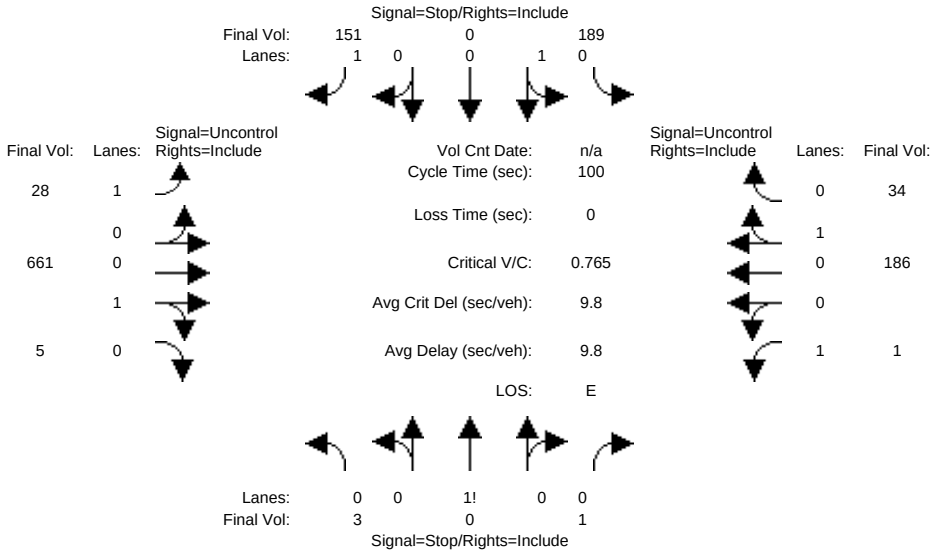
The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
                Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #14 Woz Way and Locust St (Project Driveway)
********************************************************************************
Base 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  1! 0  0    0  1  0  0  1    1  0  0  1  0    1  0  0  1  0
Initial Vol:    1    0     5    35    0    26   183  309     1     2  256   174
------------|--------------||--------------||--------------||--------------|
Major Street Volume:             925
Minor Approach Volume:           61
Minor Approach Volume Threshold: 408
--------------------------------------------------------------------------------
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.
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Level Of Service Computation Report
2000 HCM Unsignalized (Base Volume Alternative)
CUMPM

Intersection #14: Woz Way and Locust St (Project Driveway)




```
Street Name:                Locust                          Woz
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:       3    0     1   189    0   151    28  661     5     1  186    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:    3    0     1   189    0   151    28  661     5     1  186    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:     3    0     1   189    0   151    28  661     5     1  186    34
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    3    0     1   189    0   151    28  661     5     1  186    34
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  7.1  6.5   6.2   7.1  6.5   6.2   4.1 xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:  3.5  4.0   3.3   3.5  4.0   3.3   2.2 xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 1000  942   664   925  927   203   220 xxxx xxxxx   666 xxxx xxxxx
Potent Cap.:  224  265   464   252  270   843  1361 xxxx xxxxx   933 xxxx xxxxx
Move Cap.:    181  259   464   247  265   843  1361 xxxx xxxxx   933 xxxx xxxxx
Volume/Cap:  0.02 0.00  0.00  0.77 0.00  0.18  0.02 xxxx  xxxx  0.00 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx   0.6   0.1 xxxx xxxxx   0.0 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx  10.2   7.7 xxxx xxxxx   8.9 xxxx xxxxx
LOS by Move:    *    *     *     *    *     B     A    *     *     A    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx  213 xxxxx   247 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx  0.1 xxxxx   5.5 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx 22.2 xxxxx  55.2 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    C     *     F    *     *     *    *     *     *    *     *
ApproachDel:      22.2             35.2           xxxxxx           xxxxxx
ApproachLOS:         C                E                *                *
Note: Queue reported is the number of cars per lane.
                  Peak Hour Delay Signal Warrant Report
********************************************************************************
Intersection #14 Woz Way and Locust St (Project Driveway)
********************************************************************************
Base 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
```

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```
------------|--------------||--------------||--------------||--------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0  0  1! 0  0    0  1  0  0  1    1  0  0  1  0    1  0  0  1  0
Initial Vol:    3    0     1   189    0   151    28  661     5     1  186    34
ApproachDel:      22.2             35.2           xxxxxx           xxxxxx
------------|--------------||--------------||--------------||--------------|
Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=4]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1259]
   SUCCEED - Total volume greater than or equal to 800 for intersection
             with four or more approaches.
--------------------------------------------------------------------------------
Approach[southbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=3.3]
   FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=340]
   SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1259]
   SUCCEED - Total volume greater than or equal to 800 for intersection
             with four or more 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).

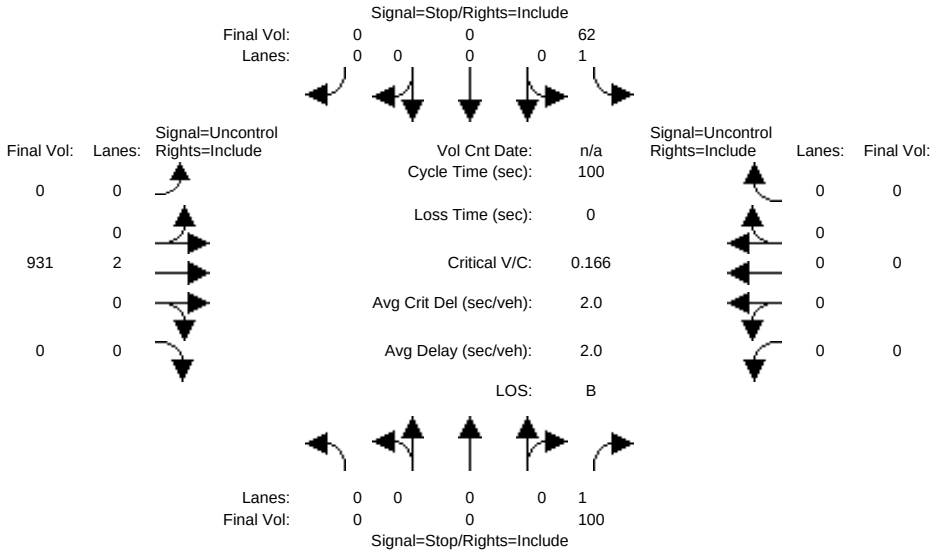
The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
                Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #14 Woz Way and Locust St (Project Driveway)
********************************************************************************
Base 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  1! 0  0    0  1  0  0  1    1  0  0  1  0    1  0  0  1  0
Initial Vol:    3    0     1   189    0   151    28  661     5     1  186    34
------------|--------------||--------------||--------------||--------------|
Major Street Volume:             915
Minor Approach Volume:           340
Minor Approach Volume Threshold: 412
--------------------------------------------------------------------------------
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.
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Level Of Service Computation Report
2000 HCM Unsignalized (Base Volume Alternative)
CUMAM

Intersection #15: I-280 SB Off-Ramp and Grant St



Street Name:	Grant/Locust						I280					
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	100	62	0	0	0	931	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	100	62	0	0	0	931	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	100	62	0	0	0	931	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	100	62	0	0	0	931	0	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.2	7.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	3.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	466	466	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	601	511	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	601	426	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.17	0.15	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	0.6	0.5	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	12.2	14.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	B	B	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	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:	12.2			14.9			xxxxxx			xxxxxx		
ApproachLOS:	B			B			*			*		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #15 I-280 SB Off-Ramp and Grant St

****

Base 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

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```
------------|--------------||--------------||--------------||--------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0  0  0  0  1    1  0  0  0  0    0  0  2  0  0    0  0  0  0  0
Initial Vol:    0    0   100    62    0     0     0  931     0     0    0     0
ApproachDel:      12.2             14.9           xxxxxx           xxxxxx
------------|--------------||--------------||--------------||--------------|
Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.3]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=100]
   SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1093]
   SUCCEED - Total volume greater than or equal to 650 for intersection
             with less than four approaches.
--------------------------------------------------------------------------------
Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.3]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=62]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1093]
   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).

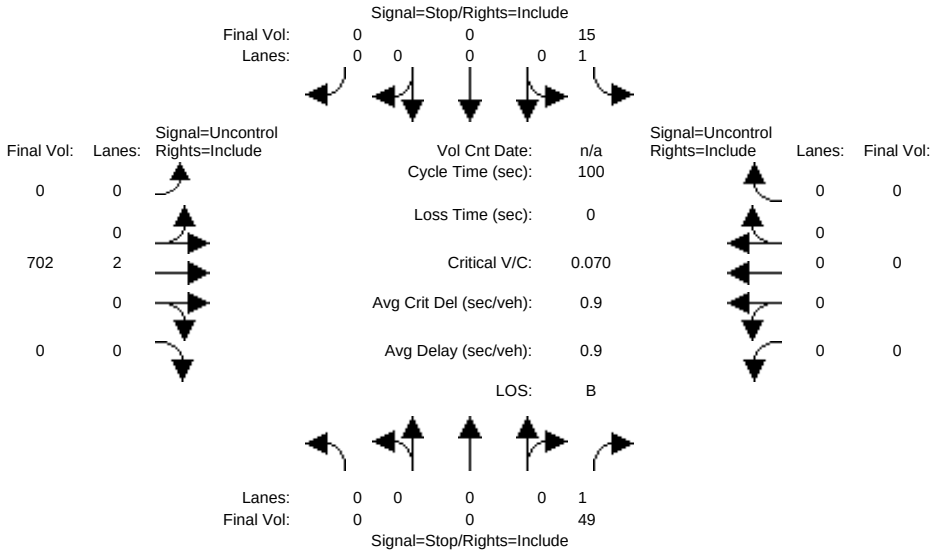
The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
                Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #15 I-280 SB Off-Ramp and Grant St
********************************************************************************
Base 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  1    1  0  0  0  0    0  0  2  0  0    0  0  0  0  0
Initial Vol:    0    0   100    62    0     0     0  931     0     0    0     0
------------|--------------||--------------||--------------||--------------|
Major Street Volume:             931
Minor Approach Volume:           100
Minor Approach Volume Threshold: 309
--------------------------------------------------------------------------------
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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jurisdiction.  Consideration of the other signal warrants, which is beyond
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Level Of Service Computation Report
2000 HCM Unsignalized (Base Volume Alternative)
CUMPM

Intersection #15: I-280 SB Off-Ramp and Grant St




```
Street Name:            Grant/Locust                          I280
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    49    15    0     0     0  702     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    49    15    0     0     0  702     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    49    15    0     0     0  702     0     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0    0    49    15    0     0     0  702     0     0    0     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx   6.2   7.1 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx   3.3   3.5 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx   351   351 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx   697   608 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx   697   565 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap:  xxxx xxxx  0.07  0.03 xxxx  xxxx  xxxx xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx   0.2   0.1 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx  10.6  11.5 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    *    *     B     B    *     *     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  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:      10.6             11.5           xxxxxx           xxxxxx
ApproachLOS:         B                B                *                *
Note: Queue reported is the number of cars per lane.
                  Peak Hour Delay Signal Warrant Report
********************************************************************************
Intersection #15 I-280 SB Off-Ramp and Grant St
********************************************************************************
Base 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
```

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Control:	Stop Sign	Stop Sign	Uncontrolled	Uncontrolled
Lanes:	0 0 0 0 1	1 0 0 0 0	0 0 2 0 0	0 0 0 0 0
Initial Vol:	0 0 49	15 0 0	0 702 0	0 0 0
ApproachDel:	10.6	11.5	xxxxxx	xxxxxx

Approach[northbound][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=49]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=766]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=15]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=766]
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).

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Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #15 I-280 SB Off-Ramp and Grant St

****

Base 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 1	1 0 0 0 0	0 0 2 0 0	0 0 0 0 0
Initial Vol:	0 0 49	15 0 0	0 702 0	0 0 0

Major Street Volume: 702
Minor Approach Volume: 49
Minor Approach Volume Threshold: 407

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).

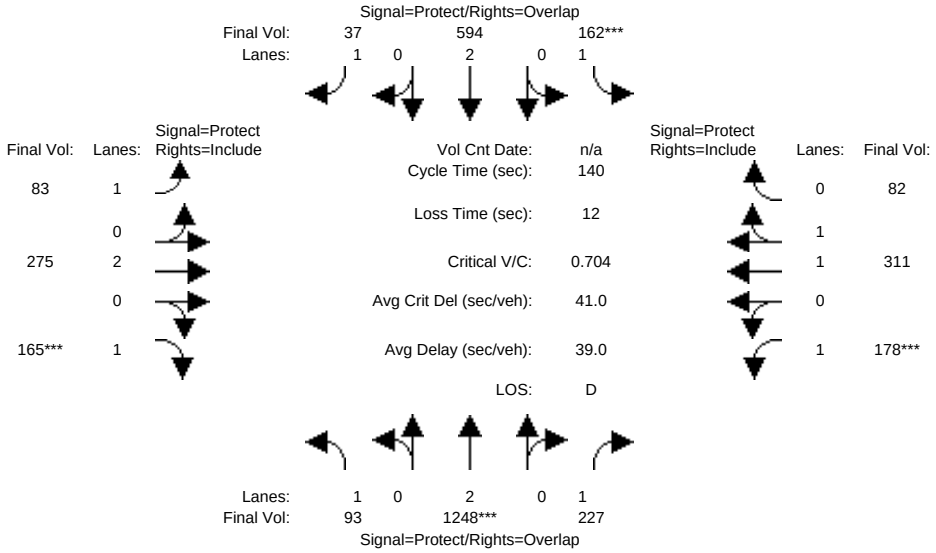
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Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
CUMPPAM-O1

Intersection #1: Almaden Blvd and San Carlos St



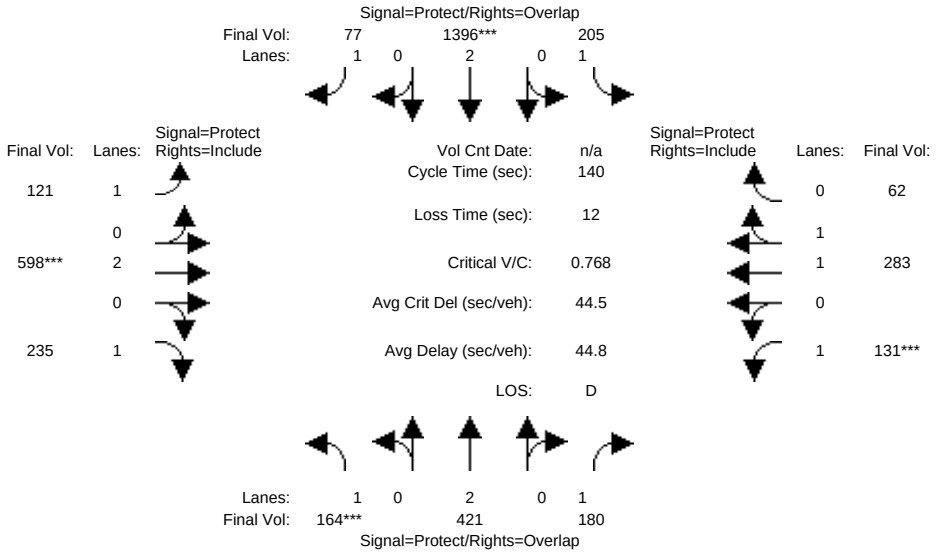
Street Name:	Almaden						San Carlos					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	10	10	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	93	1248	227	162	594	37	83	275	165	178	311	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:	93	1248	227	162	594	37	83	275	165	178	311	82
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	93	1248	227	162	594	37	83	275	165	178	311	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	93	1248	227	162	594	37	83	275	165	178	311	82
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	93	1248	227	162	594	37	83	275	165	178	311	82
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.87	1.00	0.78	0.87	1.00	0.78	0.87	1.00	0.78	0.87	0.97	0.89
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.55	0.45
Final Sat.:	1663	3800	1488	1663	3800	1488	1663	3800	1488	1663	2863	755
Capacity Analysis Module:												
Vol/Sat:	0.06	0.33	0.15	0.10	0.16	0.02	0.05	0.07	0.11	0.11	0.11	0.11
Crit Moves:		****			****				****	****		
Green/Cycle:	0.16	0.47	0.62	0.14	0.45	0.54	0.10	0.16	0.16	0.15	0.21	0.21
Volume/Cap:	0.35	0.70	0.25	0.70	0.35	0.05	0.51	0.46	0.70	0.70	0.51	0.51
Uniform Del:	52.4	29.7	12.0	57.6	25.5	15.0	60.0	53.6	55.9	56.4	48.8	48.8
IncremntDel:	0.8	1.3	0.1	9.5	0.1	0.0	2.7	0.6	9.3	8.7	0.6	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:	53.2	31.0	12.2	67.1	25.7	15.0	62.7	54.1	65.2	65.1	49.4	49.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.2	31.0	12.2	67.1	25.7	15.0	62.7	54.1	65.2	65.1	49.4	49.4
LOS by Move:	D	C	B	E	C	B	E	D	E	E	D	D
HCM2k95thQ:	7	35	9	16	15	2	7	10	14	17	15	15

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

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Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
CUMPPPM-O1

Intersection #1: Almaden Blvd and San Carlos St



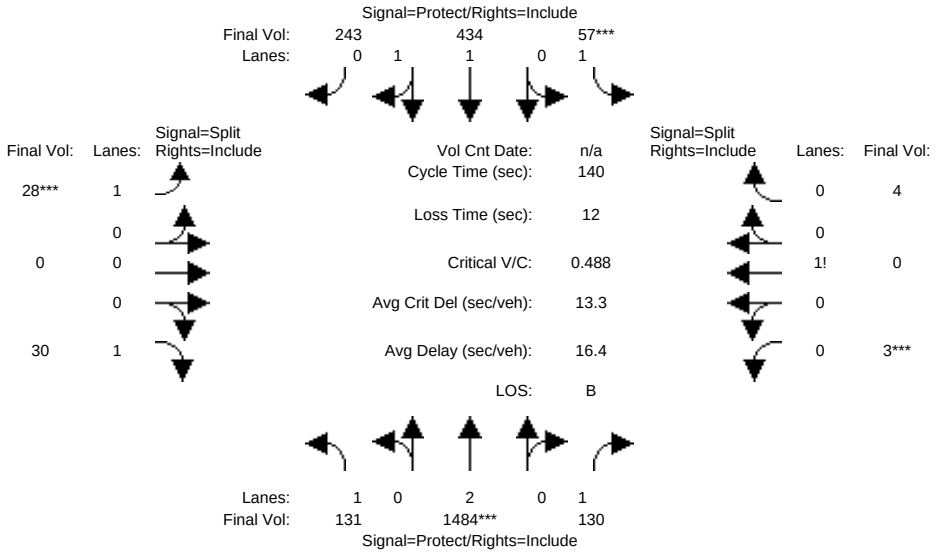
Street Name:	Almaden						San Carlos					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	10	10	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	164	421	180	205	1396	77	121	598	235	131	283	62
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	164	421	180	205	1396	77	121	598	235	131	283	62
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	164	421	180	205	1396	77	121	598	235	131	283	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	164	421	180	205	1396	77	121	598	235	131	283	62
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	164	421	180	205	1396	77	121	598	235	131	283	62
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.87	1.00	0.78	0.87	1.00	0.78	0.87	1.00	0.78	0.87	0.97	0.90
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.62	0.38
Final Sat.:	1663	3800	1488	1663	3800	1488	1663	3800	1488	1663	2987	654
Capacity Analysis Module:												
Vol/Sat:	0.10	0.11	0.12	0.12	0.37	0.05	0.07	0.16	0.16	0.08	0.09	0.09
Crit Moves:	****				****			****		****		
Green/Cycle:	0.13	0.29	0.39	0.32	0.48	0.61	0.13	0.20	0.20	0.10	0.17	0.17
Volume/Cap:	0.77	0.39	0.31	0.39	0.77	0.08	0.54	0.77	0.77	0.77	0.54	0.54
Uniform Del:	59.0	40.0	29.7	37.0	30.1	11.1	56.7	52.5	52.6	61.2	52.8	52.8
IncremntDel:	15.4	0.2	0.3	0.5	2.0	0.0	2.8	4.7	11.4	18.8	1.0	1.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	74.4	40.2	30.0	37.4	32.2	11.2	59.5	57.2	64.0	80.0	53.8	53.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	74.4	40.2	30.0	37.4	32.2	11.2	59.5	57.2	64.0	80.0	53.8	53.8
LOS by Move:	E	D	C	D	C	B	E	E	E	E	D	D
HCM2k95thQ:	15	13	11	14	42	3	10	22	19	15	14	14

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

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Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
CUMPPAM-O1

Intersection #2: Almaden Blvd and Convention Center



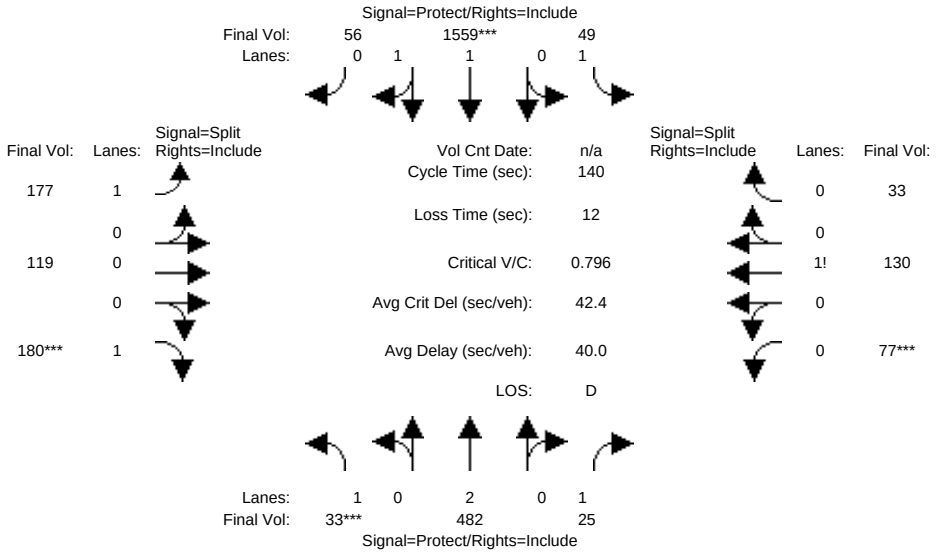
Street Name:	Almaden						Convention					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	131	1484	130	57	434	243	28	0	30	3	0	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	131	1484	130	57	434	243	28	0	30	3	0	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	131	1484	130	57	434	243	28	0	30	3	0	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	131	1484	130	57	434	243	28	0	30	3	0	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	131	1484	130	57	434	243	28	0	30	3	0	4
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.87	1.00	0.78	0.87	0.95	0.87	0.87	1.00	0.78	0.83	1.00	0.83
Lanes:	1.00	2.00	1.00	1.00	1.24	0.76	1.00	0.00	1.00	0.43	0.00	0.57
Final Sat.:	1663	3800	1488	1663	2236	1252	1663	0	1488	678	0	904
Capacity Analysis Module:												
Vol/Sat:	0.08	0.39	0.09	0.03	0.19	0.19	0.02	0.00	0.02	0.00	0.00	0.00
Crit Moves:		****			****			****			****	
Green/Cycle:	0.22	0.71	0.71	0.06	0.55	0.55	0.07	0.00	0.07	0.07	0.00	0.07
Volume/Cap:	0.35	0.55	0.12	0.55	0.35	0.35	0.24	0.00	0.28	0.06	0.00	0.06
Uniform Del:	45.9	9.7	6.5	63.7	17.7	17.7	61.4	0.0	61.6	60.6	0.0	60.6
IncremntDel:	0.6	0.2	0.1	6.2	0.1	0.1	1.0	0.0	1.5	0.2	0.0	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	0.00	1.00	1.00	0.00	1.00
Delay/Veh:	46.5	10.0	6.5	70.0	17.8	17.8	62.4	0.0	63.1	60.9	0.0	60.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.5	10.0	6.5	70.0	17.8	17.8	62.4	0.0	63.1	60.9	0.0	60.9
LOS by Move:	D	A	A	E	B	B	E	A	E	E	A	E
HCM2k95thQ:	9	25	4	5	15	15	3	0	3	1	0	1

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

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Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
CUMPPPM-O1

Intersection #2: Almaden Blvd and Convention Center



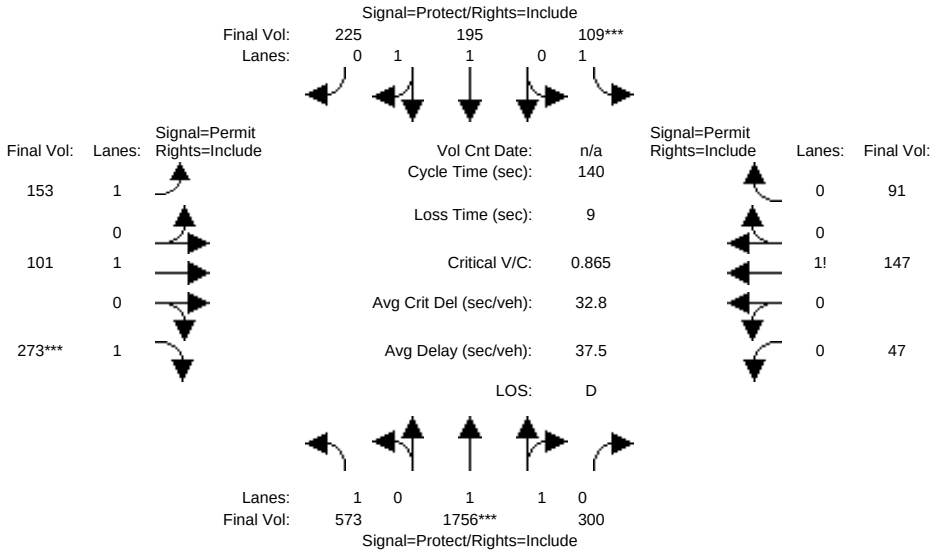
Street Name:	Almaden						Convention					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	33	482	25	49	1559	56	177	119	180	77	130	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:	33	482	25	49	1559	56	177	119	180	77	130	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:	33	482	25	49	1559	56	177	119	180	77	130	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	482	25	49	1559	56	177	119	180	77	130	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:	33	482	25	49	1559	56	177	119	180	77	130	33
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.87	1.00	0.78	0.87	1.00	0.92	0.85	0.93	0.85	0.89	0.97	0.89
Lanes:	1.00	2.00	1.00	1.00	1.92	0.08	0.76	0.47	0.77	0.34	0.52	0.14
Final Sat.:	1663	3800	1488	1663	3639	131	1229	827	1250	566	956	243
Capacity Analysis Module:												
Vol/Sat:	0.02	0.13	0.02	0.03	0.43	0.43	0.14	0.14	0.14	0.14	0.14	0.14
Crit Moves:	****				****				****	****		
Green/Cycle:	0.05	0.41	0.41	0.16	0.52	0.52	0.18	0.18	0.18	0.17	0.17	0.17
Volume/Cap:	0.40	0.31	0.04	0.18	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Uniform Del:	64.5	27.8	24.7	50.7	27.9	27.9	55.6	55.6	55.6	56.4	56.4	56.4
IncremntDel:	3.1	0.1	0.0	0.3	2.9	2.9	9.0	9.0	9.0	16.5	16.5	16.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	67.6	27.9	24.7	51.0	30.8	30.8	64.6	64.6	64.6	72.9	72.9	72.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	67.6	27.9	24.7	51.0	30.8	30.8	64.6	64.6	64.6	72.9	72.9	72.9
LOS by Move:	E	C	C	D	C	C	E	E	E	E	E	E
HCM2k95thQ:	3	13	1	4	46	46	23	23	23	22	22	22

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

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Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
CUMPPAM-O1

Intersection #3: Almaden Blvd and Woz Way / Balbach St



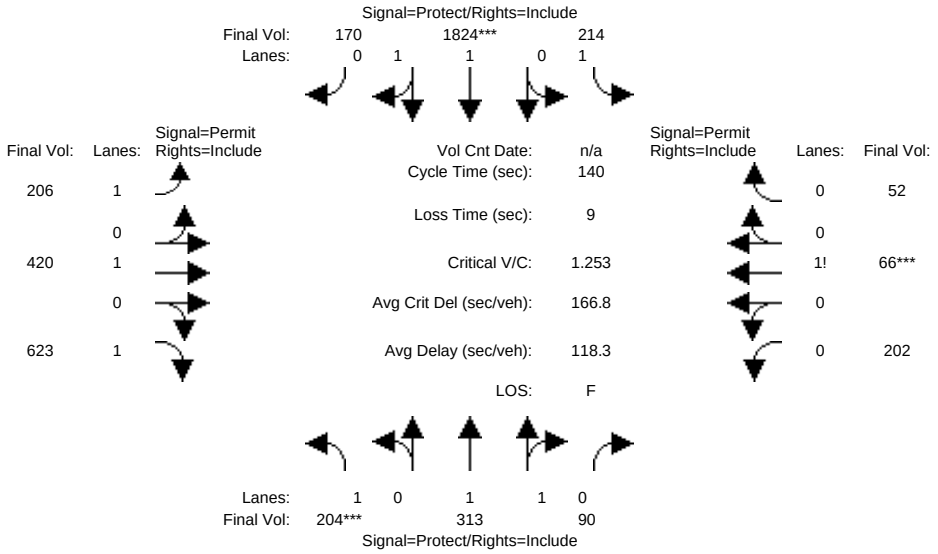
Street Name:	Almaden						Woz					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	10	10	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	573	1756	300	109	195	225	153	101	273	47	147	91
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	573	1756	300	109	195	225	153	101	273	47	147	91
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	573	1756	300	109	195	225	153	101	273	47	147	91
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	573	1756	300	109	195	225	153	101	273	47	147	91
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	573	1756	300	109	195	225	153	101	273	47	147	91
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.87	0.98	0.90	0.87	0.92	0.85	0.81	1.00	0.78	0.82	0.89	0.82
Lanes:	1.00	1.69	0.31	1.00	1.00	1.00	1.00	1.00	1.00	0.17	0.50	0.33
Final Sat.:	1663	3135	536	1663	1748	1610	1533	1900	1488	267	837	518
Capacity Analysis Module:												
Vol/Sat:	0.34	0.56	0.56	0.07	0.11	0.14	0.10	0.05	0.18	0.18	0.18	0.18
Crit Moves:		****		****					****			
Green/Cycle:	0.51	0.65	0.65	0.08	0.21	0.21	0.21	0.21	0.21	0.21	0.21	0.21
Volume/Cap:	0.67	0.86	0.86	0.86	0.53	0.67	0.47	0.25	0.86	0.83	0.83	0.83
Uniform Del:	25.1	19.8	19.8	64.0	49.3	50.9	48.3	45.9	53.2	52.7	52.7	52.7
IncremntDel:	2.1	3.6	3.6	42.3	0.7	2.8	1.1	0.3	21.2	15.2	15.2	15.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	27.2	23.3	23.3	106.2	50.1	53.8	49.3	46.2	74.4	68.0	68.0	68.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.2	23.3	23.3	106.2	50.1	53.8	49.3	46.2	74.4	68.0	68.0	68.0
LOS by Move:	C	C	C	F	D	D	D	D	E	E	E	E
HCM2k95thQ:	34	59	59	11	14	18	12	7	24	25	25	25

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

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Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
CUMPPPM-O1

Intersection #3: Almaden Blvd and Woz Way / Balbach St



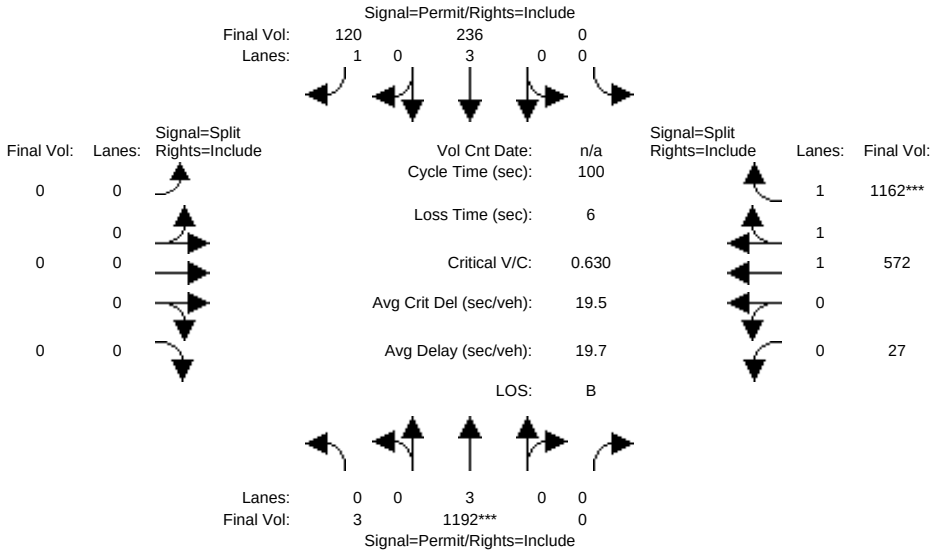
Street Name:	Almaden						Woz					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	10	10	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	204	313	90	214	1824	170	206	420	623	202	66	52
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	204	313	90	214	1824	170	206	420	623	202	66	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:	204	313	90	214	1824	170	206	420	623	202	66	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	204	313	90	214	1824	170	206	420	623	202	66	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:	204	313	90	214	1824	170	206	420	623	202	66	52
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.87	0.97	0.89	0.87	0.99	0.91	0.63	1.00	0.78	0.32	0.35	0.32
Lanes:	1.00	1.52	0.48	1.00	1.82	0.18	1.00	1.00	1.00	0.64	0.19	0.17
Final Sat.:	1663	2800	805	1663	3406	317	1201	1900	1488	393	128	101
Capacity Analysis Module:												
Vol/Sat:	0.12	0.11	0.11	0.13	0.54	0.54	0.17	0.22	0.42	0.51	0.51	0.51
Crit Moves:	****				****						****	
Green/Cycle:	0.10	0.24	0.24	0.28	0.43	0.43	0.41	0.41	0.41	0.41	0.41	0.41
Volume/Cap:	1.25	0.46	0.46	0.46	1.25	1.25	0.42	0.54	1.02	1.25	1.25	1.25
Uniform Del:	63.1	45.0	45.0	41.5	40.1	40.1	29.4	31.3	41.3	41.3	41.3	41.3
IncremntDel:	154.1	0.4	0.4	0.7	119	119.0	0.6	0.8	41.9	141.7	142	141.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	217.2	45.4	45.4	42.2	159	159.1	30.0	32.0	83.1	183.0	183	183.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	217.2	45.4	45.4	42.2	159	159.1	30.0	32.0	83.1	183.0	183	183.0
LOS by Move:	F	D	D	D	F	F	C	C	F	F	F	F
HCM2k95thQ:	30	14	14	15	100	100	13	24	55	42	42	42

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

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Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
CUMPPAM-O1

Intersection #4: Almaden Blvd and I-280 NB On-Ramp



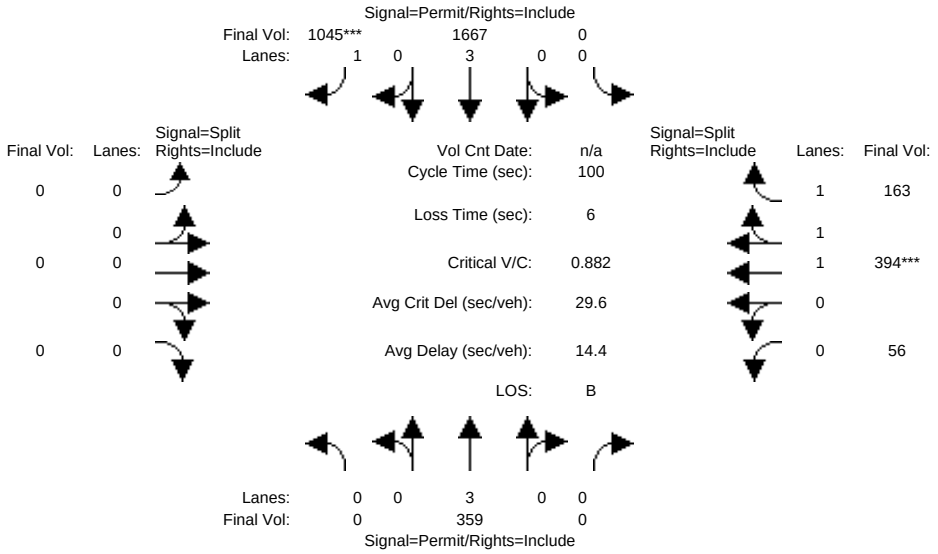
Street Name:	Almaden						I-280					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	3	1192	0	0	236	120	0	0	0	27	572	1162
Growth Adj:	1.00	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	1192	0	0	236	120	0	0	0	27	572	1162
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1192	0	0	236	120	0	0	0	27	572	1162
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	1192	0	0	236	120	0	0	0	27	572	1162
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	3	1192	0	0	236	120	0	0	0	27	572	1162
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	0.94	0.92	0.92	1.00	0.78	0.92	1.00	0.92	0.83	0.90	0.83
Lanes:	0.01	2.99	0.00	0.00	3.00	1.00	0.00	0.00	0.00	0.05	0.95	2.00
Final Sat.:	13	5338	0	0	5700	1488	0	0	0	77	1625	3147
Capacity Analysis Module:												
Vol/Sat:	0.22	0.22	0.00	0.00	0.04	0.08	0.00	0.00	0.00	0.35	0.35	0.37
Crit Moves:		****										****
Green/Cycle:	0.35	0.35	0.00	0.00	0.35	0.35	0.00	0.00	0.00	0.59	0.59	0.59
Volume/Cap:	0.63	0.63	0.00	0.00	0.12	0.23	0.00	0.00	0.00	0.60	0.60	0.63
Uniform Del:	26.8	26.8	0.0	0.0	21.7	22.7	0.0	0.0	0.0	13.2	13.2	13.6
IncremntDel:	0.7	0.7	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.4	0.4	0.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00
Delay/Veh:	27.5	27.5	0.0	0.0	21.8	22.9	0.0	0.0	0.0	13.6	13.6	14.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.5	27.5	0.0	0.0	21.8	22.9	0.0	0.0	0.0	13.6	13.6	14.1
LOS by Move:	C	C	A	A	C	C	A	A	A	B	B	B
HCM2k95thQ:	20	20	0	0	3	6	0	0	0	22	22	24

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

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Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
CUMPPPM-O1

Intersection #4: Almaden Blvd and I-280 NB On-Ramp



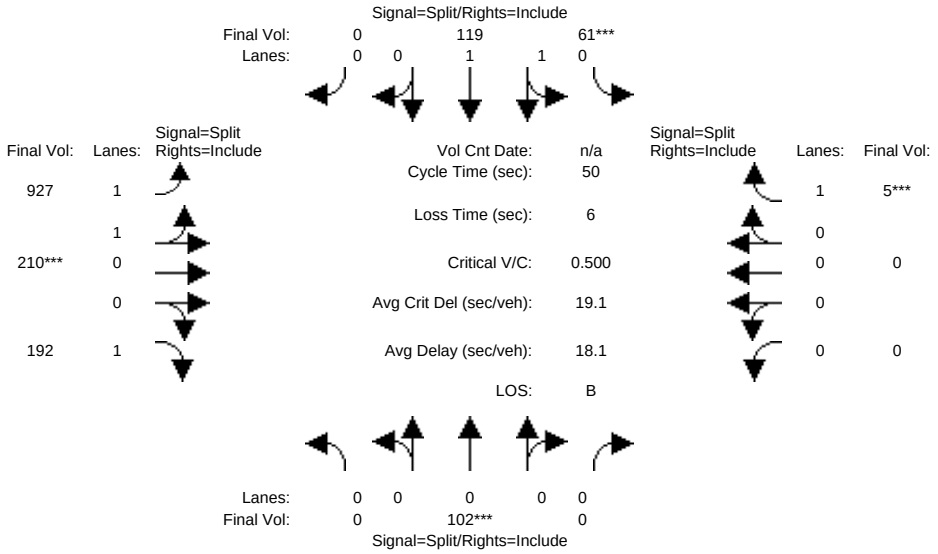
Street Name:	Almaden						I-280					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	359	0	0	1667	1045	0	0	0	56	394	163
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	359	0	0	1667	1045	0	0	0	56	394	163
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	359	0	0	1667	1045	0	0	0	56	394	163
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	359	0	0	1667	1045	0	0	0	56	394	163
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	359	0	0	1667	1045	0	0	0	56	394	163
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.78	0.92	1.00	0.92	0.87	0.95	0.87
Lanes:	0.00	3.00	0.00	0.00	3.00	1.00	0.00	0.00	0.00	0.27	1.73	1.00
Final Sat.:	0	5700	0	0	5700	1488	0	0	0	443	3116	1656
Capacity Analysis Module:												
Vol/Sat:	0.00	0.06	0.00	0.00	0.29	0.70	0.00	0.00	0.00	0.13	0.13	0.10
Crit Moves:						****					****	
Green/Cycle:	0.00	0.80	0.00	0.00	0.80	0.80	0.00	0.00	0.00	0.14	0.14	0.14
Volume/Cap:	0.00	0.08	0.00	0.00	0.37	0.88	0.00	0.00	0.00	0.88	0.88	0.69
Uniform Del:	0.0	2.2	0.0	0.0	2.9	7.0	0.0	0.0	0.0	42.0	42.0	40.7
IncremntDel:	0.0	0.0	0.0	0.0	0.1	8.0	0.0	0.0	0.0	12.7	12.7	2.2
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:	0.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00
Delay/Veh:	0.0	2.2	0.0	0.0	3.0	14.9	0.0	0.0	0.0	54.7	54.7	42.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	2.2	0.0	0.0	3.0	14.9	0.0	0.0	0.0	54.7	54.7	42.9
LOS by Move:	A	A	A	A	A	B	A	A	A	D	D	D
HCM2k95thQ:	0	2	0	0	10	45	0	0	0	18	18	13

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

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Intersection #5: Almaden Blvd / Vine St and Grant St



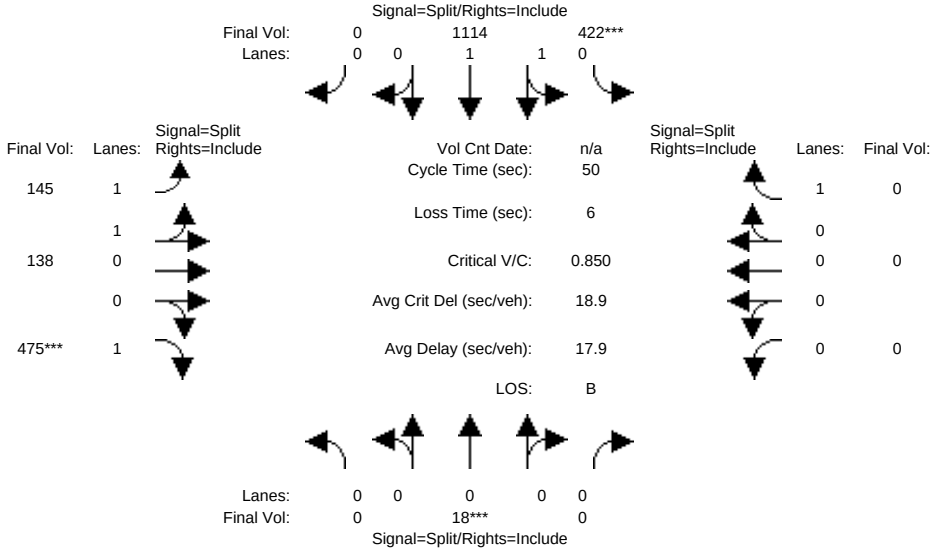
Street Name:	Almaden						Grant					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	10	0	10	10	10	0	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	102	0	61	119	0	927	210	192	0	0	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	102	0	61	119	0	927	210	192	0	0	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	102	0	61	119	0	927	210	192	0	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	102	0	61	119	0	927	210	192	0	0	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	102	0	61	119	0	927	210	192	0	0	5
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.91	0.98	0.92	0.89	0.96	0.78	0.92	1.00	0.80
Lanes:	0.00	1.00	0.00	0.72	1.28	0.00	1.65	0.35	1.00	0.00	0.00	1.00
Final Sat.:	0	1900	0	1230	2400	0	2783	630	1488	0	0	1514
Capacity Analysis Module:												
Vol/Sat:	0.00	0.05	0.00	0.05	0.05	0.00	0.33	0.33	0.13	0.00	0.00	0.00
Crit Moves:		****		****				****				****
Green/Cycle:	0.00	0.07	0.00	0.20	0.20	0.00	0.41	0.41	0.41	0.00	0.00	0.20
Volume/Cap:	0.00	0.81	0.00	0.25	0.25	0.00	0.81	0.81	0.31	0.00	0.00	0.02
Uniform Del:	0.0	23.0	0.0	16.8	16.8	0.0	12.9	12.9	9.9	0.0	0.0	16.1
IncremntDel:	0.0	30.2	0.0	0.2	0.2	0.0	3.5	3.5	0.3	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	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00
Delay/Veh:	0.0	53.2	0.0	17.0	17.0	0.0	16.4	16.4	10.2	0.0	0.0	16.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	53.2	0.0	17.0	17.0	0.0	16.4	16.4	10.2	0.0	0.0	16.1
LOS by Move:	A	D	A	B	B	A	B	B	B	A	A	B
HCM2k95thQ:	0	7	0	2	2	0	20	20	5	0	0	0

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

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Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
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Intersection #5: Almaden Blvd / Vine St and Grant St



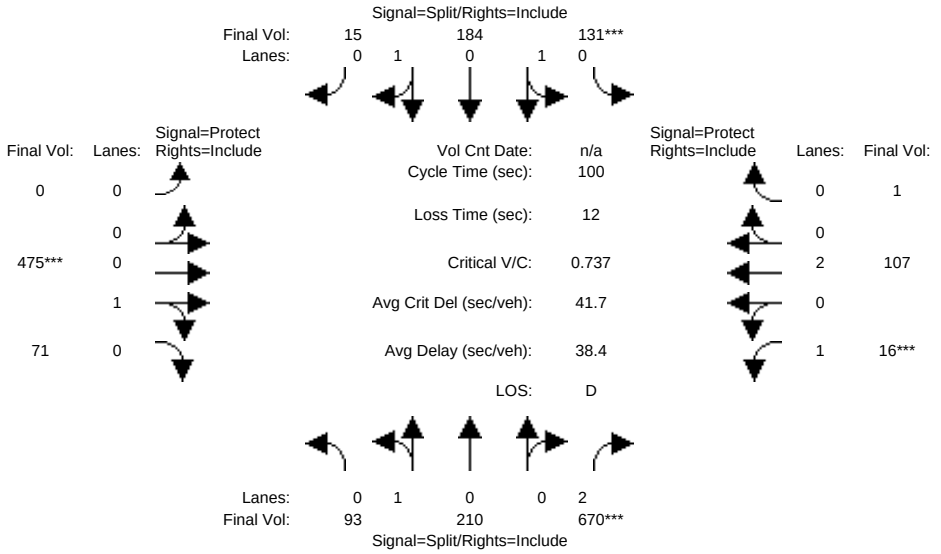
Street Name:	Almaden						Grant					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	10	0	10	10	10	0	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	18	0	422	1114	0	145	138	475	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	18	0	422	1114	0	145	138	475	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	18	0	422	1114	0	145	138	475	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	18	0	422	1114	0	145	138	475	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	18	0	422	1114	0	145	138	475	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.91	0.99	0.92	0.89	0.97	0.78	0.92	1.00	0.92
Lanes:	0.00	1.00	0.00	0.58	1.42	0.00	1.07	0.93	1.00	0.00	0.00	1.00
Final Sat.:	0	1900	0	1006	2655	0	1811	1724	1488	0	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.01	0.00	0.42	0.42	0.00	0.08	0.08	0.32	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green/Cycle:	0.00	0.01	0.00	0.49	0.49	0.00	0.38	0.38	0.38	0.00	0.00	0.00
Volume/Cap:	0.00	0.85	0.00	0.85	0.85	0.00	0.21	0.21	0.85	0.00	0.00	0.00
Uniform Del:	0.0	24.7	0.0	11.1	11.1	0.0	10.6	10.6	14.3	0.0	0.0	0.0
IncremntDel:	0.0	127	0.0	4.1	4.1	0.0	0.1	0.1	11.9	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	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	152	0.0	15.1	15.1	0.0	10.7	10.7	26.2	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	152	0.0	15.1	15.1	0.0	10.7	10.7	26.2	0.0	0.0	0.0
LOS by Move:	A	F	A	B	B	A	B	B	C	A	A	A
HCM2k95thQ:	0	3	0	21	21	0	3	3	20	0	0	0

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

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Level Of Service Computation Report
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CUMPPAM-O1

Intersection #6: Delmas Ave / SR 87 SB Off-Ramp and Park Ave [SR87 dummy NB]



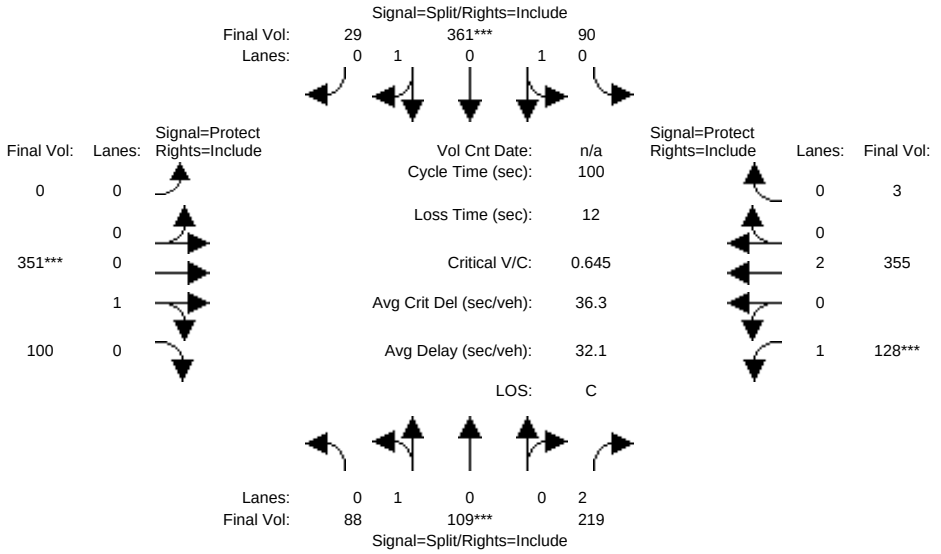
Street Name:	Delmas						Park					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	0	10	10	10	10	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	93	210	670	131	184	15	0	475	71	16	107	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	93	210	670	131	184	15	0	475	71	16	107	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	93	210	670	131	184	15	0	475	71	16	107	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	93	210	670	131	184	15	0	475	71	16	107	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	93	210	670	131	184	15	0	475	71	16	107	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.91	0.99	0.70	0.90	0.97	0.90	0.92	0.98	0.90	0.87	1.00	0.92
Lanes:	0.32	0.68	2.00	0.83	1.07	0.10	0.00	0.86	0.14	1.00	1.98	0.02
Final Sat.:	560	1264	2678	1416	1989	162	0	1605	240	1663	3758	35
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.25	0.09	0.09	0.09	0.00	0.30	0.30	0.01	0.03	0.03
Crit Moves:			****	****				****		****		
Green/Cycle:	0.31	0.31	0.31	0.11	0.11	0.11	0.00	0.36	0.36	0.10	0.46	0.46
Volume/Cap:	0.54	0.54	0.82	0.82	0.82	0.82	0.00	0.82	0.82	0.10	0.06	0.06
Uniform Del:	28.9	28.9	32.2	43.3	43.3	43.3	0.0	29.0	29.0	40.9	14.9	14.9
IncremntDel:	1.1	1.1	6.5	12.4	12.4	12.4	0.0	7.9	7.9	0.3	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	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	30.0	30.0	38.7	55.8	55.8	55.8	0.0	36.9	36.9	41.1	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:	30.0	30.0	38.7	55.8	55.8	55.8	0.0	36.9	36.9	41.1	14.9	14.9
LOS by Move:	C	C	D	E	E	E	A	D	D	D	B	B
HCM2k95thQ:	16	16	25	14	14	14	0	30	30	1	2	2

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

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Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
CUMPPPM-O1

Intersection #6: Delmas Ave / SR 87 SB Off-Ramp and Park Ave [SR87 dummy NB]



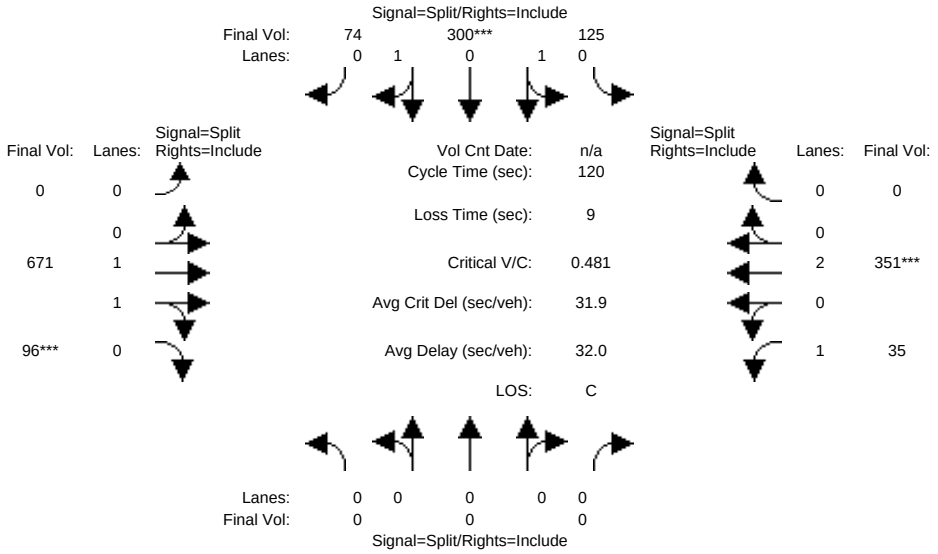
Street Name:	Delmas						Park					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	0	10	10	10	10	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	88	109	219	90	361	29	0	351	100	128	355	3
Growth Adj:	1.00	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	109	219	90	361	29	0	351	100	128	355	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	88	109	219	90	361	29	0	351	100	128	355	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	109	219	90	361	29	0	351	100	128	355	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	88	109	219	90	361	29	0	351	100	128	355	3
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.98	0.70	0.90	0.98	0.90	0.92	0.97	0.89	0.87	1.00	0.92
Lanes:	0.47	0.53	2.00	0.40	1.47	0.13	0.00	0.76	0.24	1.00	1.98	0.02
Final Sat.:	799	990	2678	685	2748	221	0	1408	401	1663	3762	32
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.08	0.13	0.13	0.13	0.00	0.25	0.25	0.08	0.09	0.09
Crit Moves:		****			****			****			****	
Green/Cycle:	0.17	0.17	0.17	0.20	0.20	0.20	0.00	0.39	0.39	0.12	0.51	0.51
Volume/Cap:	0.65	0.65	0.48	0.65	0.65	0.65	0.00	0.65	0.65	0.65	0.19	0.19
Uniform Del:	38.6	38.6	37.5	36.5	36.5	36.5	0.0	25.1	25.1	42.0	13.5	13.5
IncremntDel:	4.7	4.7	0.8	2.0	2.0	2.0	0.0	2.1	2.1	7.1	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	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	43.4	43.4	38.3	38.5	38.5	38.5	0.0	27.2	27.2	49.2	13.5	13.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.4	43.4	38.3	38.5	38.5	38.5	0.0	27.2	27.2	49.2	13.5	13.5
LOS by Move:	D	D	D	D	D	D	A	C	C	D	B	B
HCM2k95thQ:	13	13	8	15	15	15	0	22	22	8	6	6

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

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Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
CUMPPAM-O1

Intersection #7: Delmas Ave and San Carlos St



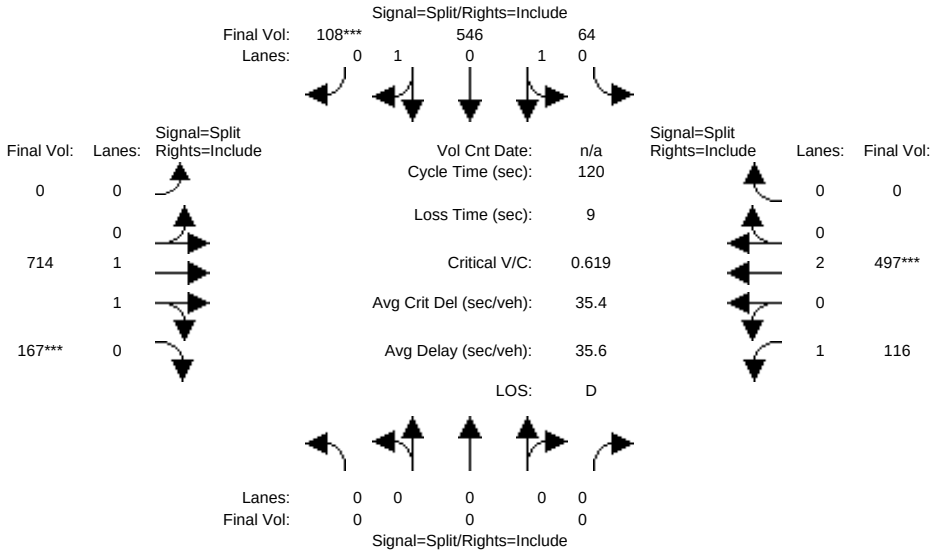
Street Name:	Delmas						San Carlos					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	0	10	10	10	0	10	10	10	10	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	125	300	74	0	671	96	35	351	0
Growth Adj:	1.00	1.00	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	125	300	74	0	671	96	35	351	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	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	125	300	74	0	671	96	35	351	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	125	300	74	0	671	96	35	351	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	125	300	74	0	671	96	35	351	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.87	0.94	0.87	0.92	0.98	0.90	0.87	1.00	0.92
Lanes:	0.00	0.00	0.00	0.53	1.16	0.31	0.00	1.73	0.27	1.00	2.00	0.00
Final Sat.:	0	0	0	866	2078	513	0	3227	462	1663	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.14	0.14	0.14	0.00	0.21	0.21	0.02	0.09	0.00
Crit Moves:					****				****		****	
Green/Cycle:	0.00	0.00	0.00	0.30	0.30	0.30	0.00	0.43	0.43	0.19	0.19	0.00
Volume/Cap:	0.00	0.00	0.00	0.48	0.48	0.48	0.00	0.48	0.48	0.11	0.48	0.00
Uniform Del:	0.0	0.0	0.0	34.3	34.3	34.3	0.0	24.4	24.4	40.0	43.1	0.0
IncremntDel:	0.0	0.0	0.0	0.4	0.4	0.4	0.0	0.2	0.2	0.2	0.5	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	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	34.7	34.7	34.7	0.0	24.6	24.6	40.2	43.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	34.7	34.7	34.7	0.0	24.6	24.6	40.2	43.6	0.0
LOS by Move:	A	A	A	C	C	C	A	C	C	D	D	A
HCM2k95thQ:	0	0	0	15	15	15	0	19	19	2	11	0

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

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Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
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Intersection #7: Delmas Ave and San Carlos St



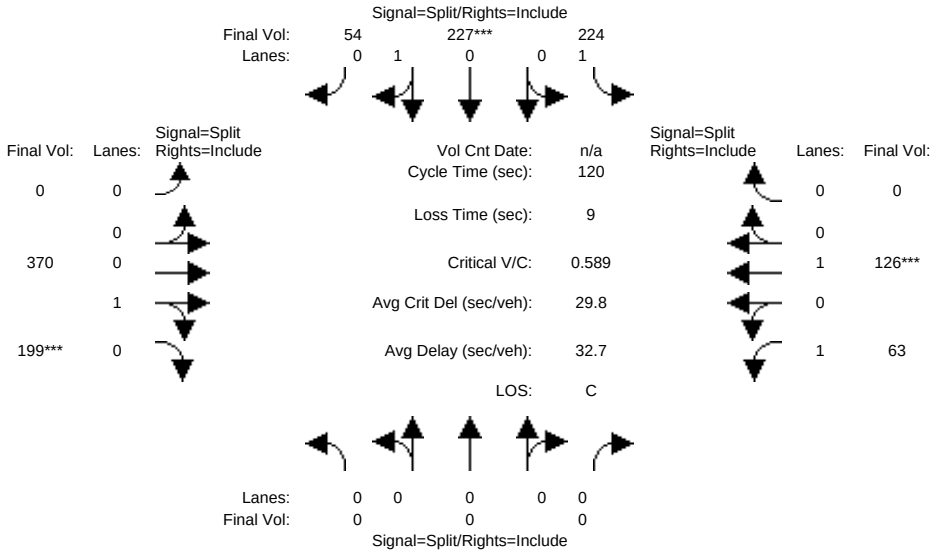
Street Name:	Delmas						San Carlos					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	0	10	10	10	0	10	10	10	10	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	64	546	108	0	714	167	116	497	0
Growth Adj:	1.00	1.00	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	64	546	108	0	714	167	116	497	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	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	64	546	108	0	714	167	116	497	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	64	546	108	0	714	167	116	497	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	64	546	108	0	714	167	116	497	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.89	0.97	0.89	0.92	0.97	0.90	0.87	1.00	0.92
Lanes:	0.00	0.00	0.00	0.19	1.49	0.32	0.00	1.59	0.41	1.00	2.00	0.00
Final Sat.:	0	0	0	320	2733	541	0	2946	689	1663	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.20	0.20	0.20	0.00	0.24	0.24	0.07	0.13	0.00
Crit Moves:						****			****		****	
Green/Cycle:	0.00	0.00	0.00	0.32	0.32	0.32	0.00	0.39	0.39	0.21	0.21	0.00
Volume/Cap:	0.00	0.00	0.00	0.62	0.62	0.62	0.00	0.62	0.62	0.33	0.62	0.00
Uniform Del:	0.0	0.0	0.0	34.4	34.4	34.4	0.0	29.3	29.3	40.1	43.0	0.0
IncremntDel:	0.0	0.0	0.0	1.0	1.0	1.0	0.0	0.8	0.8	0.6	1.5	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	35.4	35.4	35.4	0.0	30.2	30.2	40.7	44.4	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	35.4	35.4	35.4	0.0	30.2	30.2	40.7	44.4	0.0
LOS by Move:	A	A	A	D	D	D	A	C	C	D	D	A
HCM2k95thQ:	0	0	0	22	22	22	0	24	24	7	15	0

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

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Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
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Intersection #8: Delmas Ave / SR 87 SB On-Ramp and Auzerais Ave



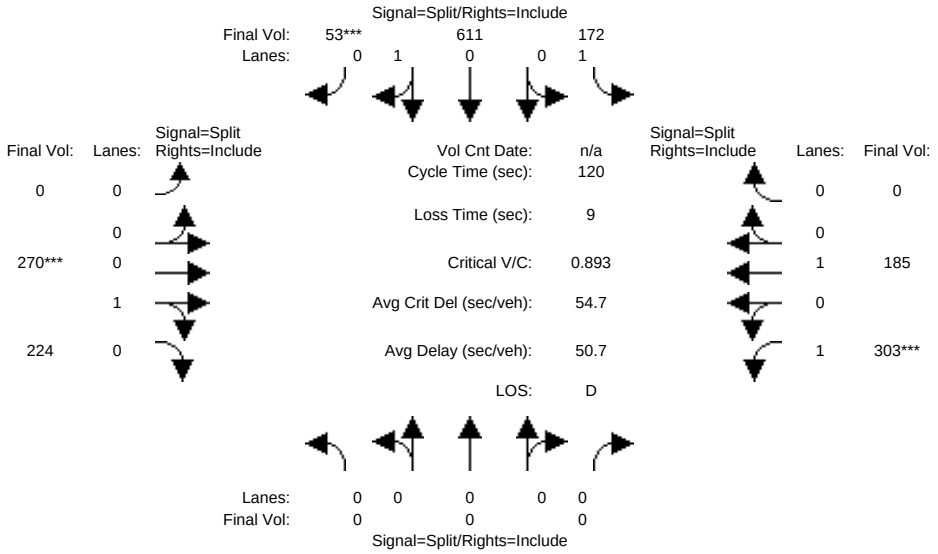
Street Name:	Delmas						Auzerais					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	10	10	10	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	224	227	54	0	370	199	63	126	0
Growth Adj:	1.00	1.00	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	224	227	54	0	370	199	63	126	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	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	224	227	54	0	370	199	63	126	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	224	227	54	0	370	199	63	126	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	224	227	54	0	370	199	63	126	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.78	0.97	0.89	0.92	0.95	0.88	0.87	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.79	0.21	0.00	0.63	0.37	1.00	1.00	0.00
Final Sat.:	0	0	0	1488	1466	349	0	1143	615	1663	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.15	0.15	0.15	0.00	0.32	0.32	0.04	0.07	0.00
Crit Moves:					****				****		****	
Green/Cycle:	0.00	0.00	0.00	0.26	0.26	0.26	0.00	0.55	0.55	0.11	0.11	0.00
Volume/Cap:	0.00	0.00	0.00	0.57	0.59	0.59	0.00	0.59	0.59	0.34	0.59	0.00
Uniform Del:	0.0	0.0	0.0	38.4	38.6	38.6	0.0	18.0	18.0	49.1	50.6	0.0
IncremntDel:	0.0	0.0	0.0	2.1	1.9	1.9	0.0	1.0	1.0	1.1	4.3	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	40.4	40.5	40.5	0.0	19.0	19.0	50.2	54.9	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	40.4	40.5	40.5	0.0	19.0	19.0	50.2	54.9	0.0
LOS by Move:	A	A	A	D	D	D	A	B	B	D	D	A
HCM2k95thQ:	0	0	0	14	17	17	0	25	25	5	9	0

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

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2000 HCM Operations (Base Volume Alternative)
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Intersection #8: Delmas Ave / SR 87 SB On-Ramp and Auzerais Ave



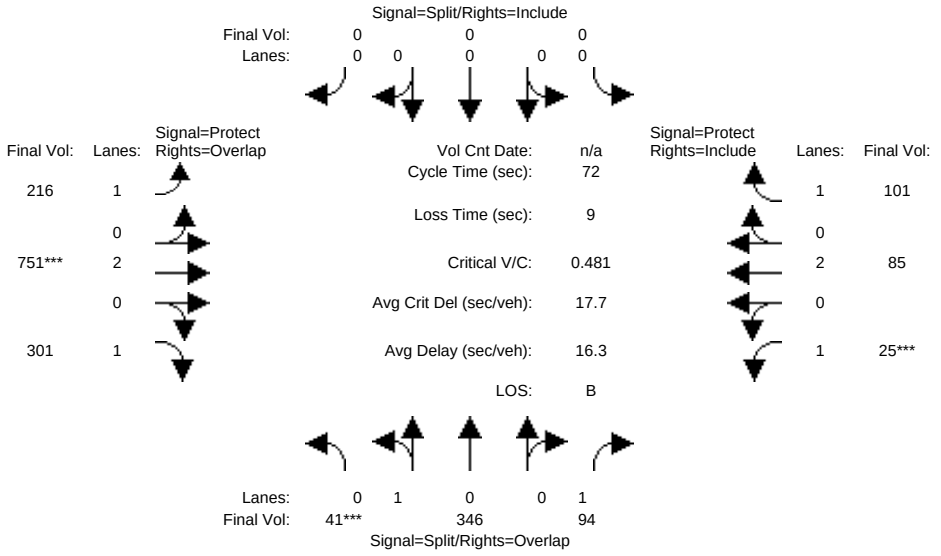
Street Name:	Delmas						Auzerais					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	10	10	10	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	172	611	53	0	270	224	303	185	0
Growth Adj:	1.00	1.00	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	172	611	53	0	270	224	303	185	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	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	172	611	53	0	270	224	303	185	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	172	611	53	0	270	224	303	185	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	172	611	53	0	270	224	303	185	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.78	0.99	0.91	0.92	0.94	0.86	0.87	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.91	0.09	0.00	0.53	0.47	1.00	1.00	0.00
Final Sat.:	0	0	0	1488	1716	149	0	939	779	1663	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.12	0.36	0.36	0.00	0.29	0.29	0.18	0.10	0.00
Crit Moves:						****		****		****		
Green/Cycle:	0.00	0.00	0.00	0.40	0.40	0.40	0.00	0.32	0.32	0.20	0.20	0.00
Volume/Cap:	0.00	0.00	0.00	0.29	0.89	0.89	0.00	0.89	0.89	0.89	0.48	0.00
Uniform Del:	0.0	0.0	0.0	24.5	33.7	33.7	0.0	38.7	38.7	46.5	42.1	0.0
IncremntDel:	0.0	0.0	0.0	0.3	13.2	13.2	0.0	16.7	16.7	24.4	0.9	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	0.0	0.0	0.0	24.8	46.8	46.8	0.0	55.4	55.4	70.8	43.0	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	24.8	46.8	46.8	0.0	55.4	55.4	70.8	43.0	0.0
LOS by Move:	A	A	A	C	D	D	A	E	E	E	D	A
HCM2k95thQ:	0	0	0	9	40	40	0	36	36	24	11	0

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

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Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
CUMPPAM-O1

Intersection #9: Woz Way / SR 87 NB On-Ramp and Park Ave



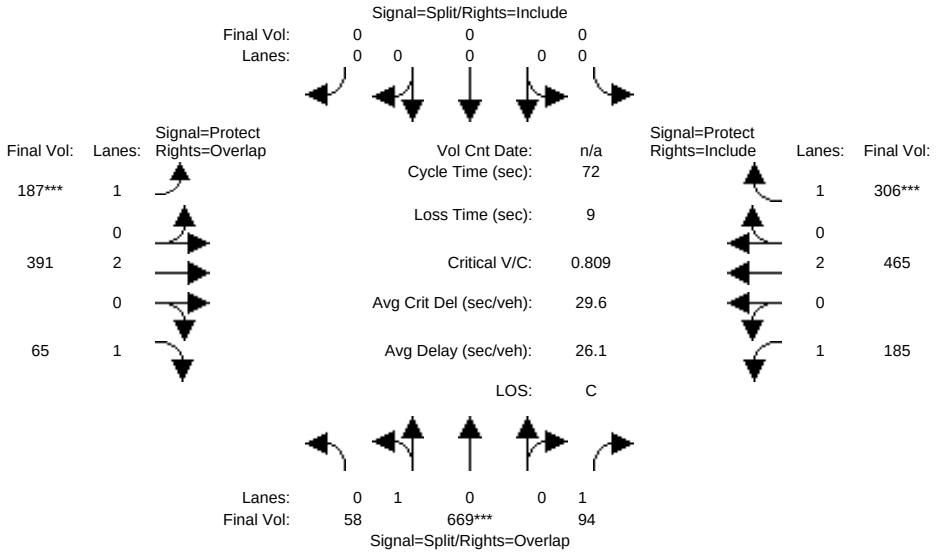
Street Name:	Woz						Park					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	0	0	0	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	41	346	94	0	0	0	216	751	301	25	85	101
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	41	346	94	0	0	0	216	751	301	25	85	101
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	41	346	94	0	0	0	216	751	301	25	85	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	346	94	0	0	0	216	751	301	25	85	101
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	41	346	94	0	0	0	216	751	301	25	85	101
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.91	0.99	0.78	0.92	1.00	0.92	0.87	1.00	0.78	0.87	1.00	0.78
Lanes:	0.11	0.89	1.00	0.00	0.00	0.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	197	1662	1488	0	0	0	1663	3800	1488	1663	3800	1488
Capacity Analysis Module:												
Vol/Sat:	0.21	0.21	0.06	0.00	0.00	0.00	0.13	0.20	0.20	0.02	0.02	0.07
Crit Moves:	****							****		****		
Green/Cycle:	0.40	0.40	0.50	0.00	0.00	0.00	0.23	0.38	0.78	0.10	0.25	0.25
Volume/Cap:	0.52	0.52	0.13	0.00	0.00	0.00	0.56	0.52	0.26	0.15	0.09	0.28
Uniform Del:	16.4	16.4	9.8	0.0	0.0	0.0	24.5	17.3	2.2	29.8	20.9	22.0
IncremntDel:	0.7	0.7	0.1	0.0	0.0	0.0	2.0	0.3	0.1	0.4	0.0	0.4
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	0.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	17.1	17.1	9.8	0.0	0.0	0.0	26.5	17.7	2.3	30.2	21.0	22.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.1	17.1	9.8	0.0	0.0	0.0	26.5	17.7	2.3	30.2	21.0	22.4
LOS by Move:	B	B	A	A	A	A	C	B	A	C	C	C
HCM2k95thQ:	12	12	2	0	0	0	9	12	4	1	2	4

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

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Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
CUMPPPM-O1

Intersection #9: Woz Way / SR 87 NB On-Ramp and Park Ave



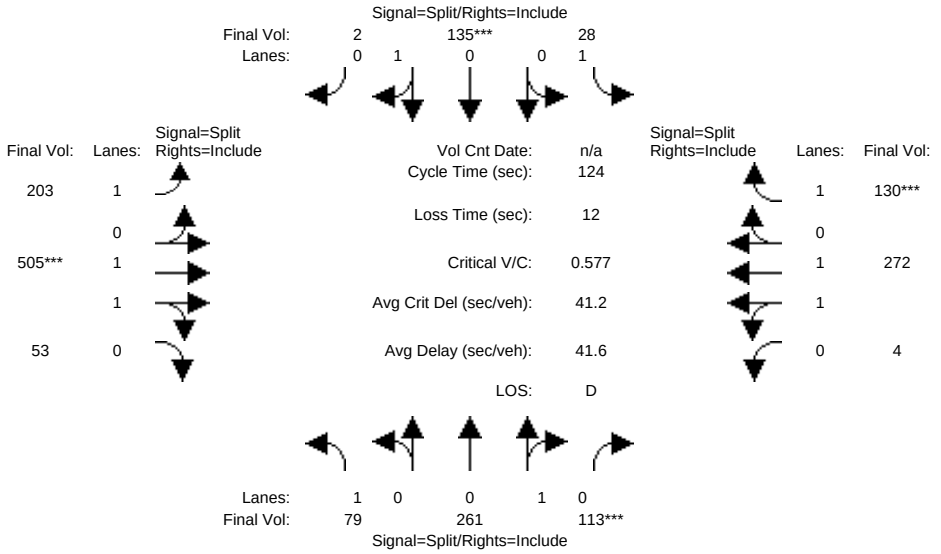
Street Name:	Woz						Park					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	58	669	94	0	0	0	187	391	65	185	465	306
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	58	669	94	0	0	0	187	391	65	185	465	306
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	58	669	94	0	0	0	187	391	65	185	465	306
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	669	94	0	0	0	187	391	65	185	465	306
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	58	669	94	0	0	0	187	391	65	185	465	306
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.91	0.99	0.78	0.92	1.00	0.92	0.87	1.00	0.78	0.87	1.00	0.78
Lanes:	0.09	0.91	1.00	0.00	0.00	0.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	149	1717	1488	0	0	0	1663	3800	1488	1663	3800	1488
Capacity Analysis Module:												
Vol/Sat:	0.39	0.39	0.06	0.00	0.00	0.00	0.11	0.10	0.04	0.11	0.12	0.21
Crit Moves:		****					****					****
Green/Cycle:	0.48	0.48	0.66	0.00	0.00	0.00	0.14	0.22	0.70	0.17	0.25	0.25
Volume/Cap:	0.81	0.81	0.10	0.00	0.00	0.00	0.81	0.47	0.06	0.64	0.48	0.81
Uniform Del:	15.8	15.8	4.5	0.0	0.0	0.0	30.1	24.5	3.4	27.6	22.8	25.2
IncremntDel:	5.5	5.5	0.0	0.0	0.0	0.0	18.8	0.4	0.0	4.6	0.4	12.2
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	0.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	21.4	21.4	4.6	0.0	0.0	0.0	48.8	24.9	3.4	32.2	23.2	37.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.4	21.4	4.6	0.0	0.0	0.0	48.8	24.9	3.4	32.2	23.2	37.4
LOS by Move:	C	C	A	A	A	A	D	C	A	C	C	D
HCM2k95thQ:	25	25	2	0	0	0	9	7	1	10	10	17

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

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2000 HCM Operations (Base Volume Alternative)
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Intersection #10: Woz Way and San Carlos St



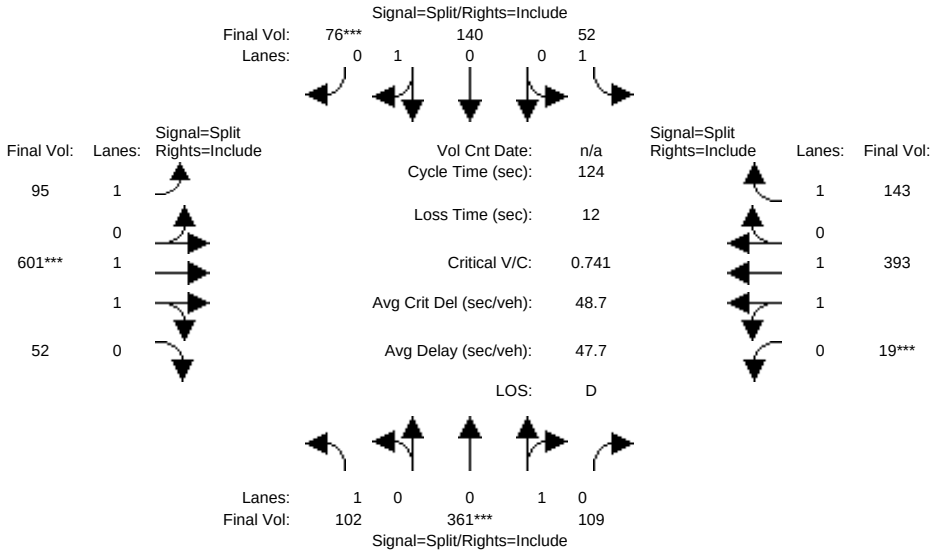
Street Name:	Woz						San Carlos					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	79	261	113	28	135	2	203	505	53	4	272	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	79	261	113	28	135	2	203	505	53	4	272	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	79	261	113	28	135	2	203	505	53	4	272	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	79	261	113	28	135	2	203	505	53	4	272	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	79	261	113	28	135	2	203	505	53	4	272	130
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.87	0.96	0.88	0.87	1.00	0.92	0.87	0.99	0.91	0.92	1.00	0.78
Lanes:	1.00	0.68	0.32	1.00	0.98	0.02	1.00	1.80	0.20	0.03	1.97	1.00
Final Sat.:	1663	1234	534	1663	1866	28	1663	3364	353	55	3737	1488
Capacity Analysis Module:												
Vol/Sat:	0.05	0.21	0.21	0.02	0.07	0.07	0.12	0.15	0.15	0.07	0.07	0.09
Crit Moves:			****			****			****			****
Green/Cycle:	0.37	0.37	0.37	0.13	0.13	0.13	0.26	0.26	0.26	0.15	0.15	0.15
Volume/Cap:	0.13	0.58	0.58	0.13	0.58	0.58	0.47	0.58	0.58	0.48	0.48	0.58
Uniform Del:	26.1	31.6	31.6	48.2	51.1	51.1	38.7	39.9	39.9	48.2	48.2	48.9
IncremntDel:	0.1	1.3	1.3	0.3	3.5	3.5	0.8	0.9	0.9	0.6	0.6	3.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	26.2	32.9	32.9	48.5	54.6	54.6	39.5	40.8	40.8	48.8	48.8	52.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.2	32.9	32.9	48.5	54.6	54.6	39.5	40.8	40.8	48.8	48.8	52.6
LOS by Move:	C	C	C	D	D	D	D	D	D	D	D	D
HCM2k95thQ:	4	21	21	2	10	10	13	17	17	9	9	10

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

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Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
CUMPPPM-O1

Intersection #10: Woz Way and San Carlos St



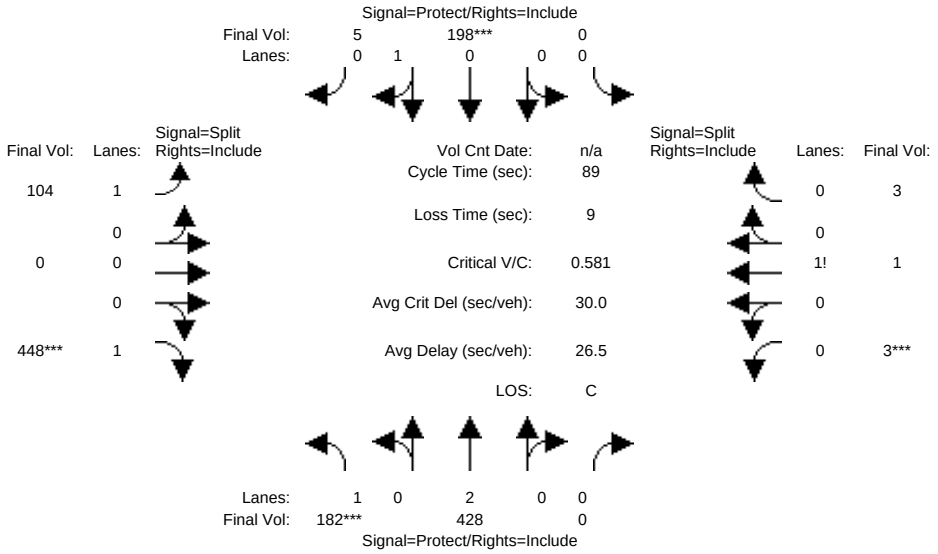
Street Name:	Woz						San Carlos					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	102	361	109	52	140	76	95	601	52	19	393	143
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	102	361	109	52	140	76	95	601	52	19	393	143
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	102	361	109	52	140	76	95	601	52	19	393	143
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	102	361	109	52	140	76	95	601	52	19	393	143
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	102	361	109	52	140	76	95	601	52	19	393	143
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.87	0.97	0.89	0.87	0.95	0.87	0.87	0.99	0.91	0.92	1.00	0.78
Lanes:	1.00	0.75	0.25	1.00	0.63	0.37	1.00	1.83	0.17	0.10	1.90	1.00
Final Sat.:	1663	1381	417	1663	1132	615	1663	3432	297	174	3603	1488
Capacity Analysis Module:												
Vol/Sat:	0.06	0.26	0.26	0.03	0.12	0.12	0.06	0.18	0.18	0.11	0.11	0.10
Crit Moves:		****				****		****		****		
Green/Cycle:	0.35	0.35	0.35	0.17	0.17	0.17	0.24	0.24	0.24	0.15	0.15	0.15
Volume/Cap:	0.17	0.74	0.74	0.19	0.74	0.74	0.24	0.74	0.74	0.74	0.74	0.65
Uniform Del:	27.7	35.2	35.2	44.4	49.1	49.1	38.3	43.8	43.8	50.6	50.6	49.9
IncremntDel:	0.1	4.7	4.7	0.3	9.7	9.7	0.3	3.4	3.4	5.3	5.3	6.9
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:	27.8	39.8	39.8	44.8	58.8	58.8	38.7	47.2	47.2	55.9	55.9	56.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.8	39.8	39.8	44.8	58.8	58.8	38.7	47.2	47.2	55.9	55.9	56.8
LOS by Move:	C	D	D	D	E	E	D	D	D	E	E	E
HCM2k95thQ:	6	28	28	4	16	16	6	21	21	14	14	11

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

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2000 HCM Operations (Base Volume Alternative)
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Intersection #11: Woz Way and Auzerais Ave



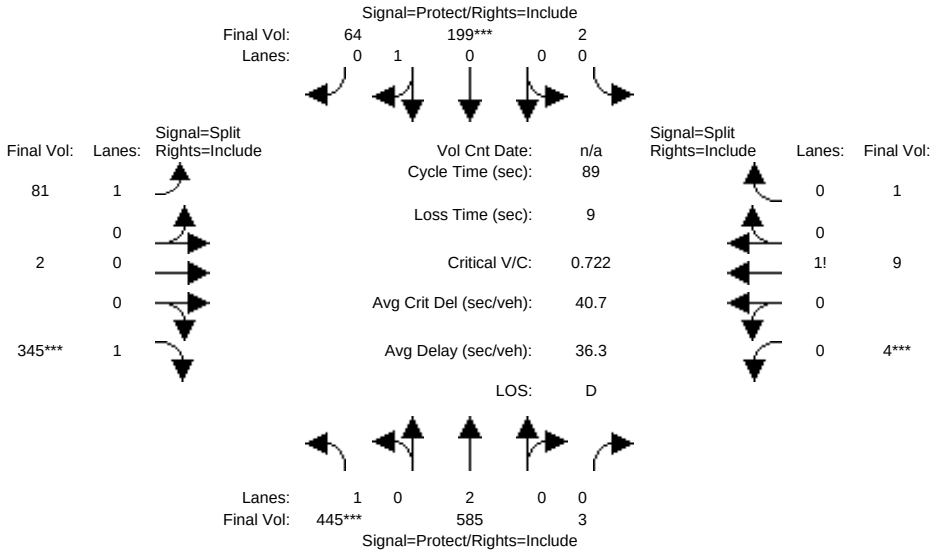
Street Name:	Woz						Auzerais					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	10	0	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	182	428	0	0	198	5	104	0	448	3	1	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	182	428	0	0	198	5	104	0	448	3	1	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	182	428	0	0	198	5	104	0	448	3	1	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	182	428	0	0	198	5	104	0	448	3	1	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	182	428	0	0	198	5	104	0	448	3	1	3
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.87	1.00	0.92	0.92	1.00	0.92	0.87	1.00	0.78	0.85	0.92	0.85
Lanes:	1.00	2.00	0.00	0.00	0.97	0.03	1.00	0.00	1.00	0.44	0.13	0.43
Final Sat.:	1663	3800	0	0	1844	47	1663	0	1488	700	233	700
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.00	0.00	0.11	0.11	0.06	0.00	0.30	0.00	0.00	0.00
Crit Moves:	****				****				****	****		
Green/Cycle:	0.17	0.33	0.00	0.00	0.16	0.16	0.46	0.00	0.46	0.11	0.11	0.11
Volume/Cap:	0.66	0.34	0.00	0.00	0.66	0.66	0.14	0.00	0.66	0.04	0.04	0.04
Uniform Del:	34.7	22.6	0.0	0.0	34.9	34.9	14.0	0.0	18.8	35.2	35.2	35.2
IncremntDel:	5.7	0.2	0.0	0.0	5.2	5.2	0.1	0.0	2.4	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	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Delay/Veh:	40.5	22.7	0.0	0.0	40.1	40.1	14.1	0.0	21.1	35.3	35.3	35.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.5	22.7	0.0	0.0	40.1	40.1	14.1	0.0	21.1	35.3	35.3	35.3
LOS by Move:	D	C	A	A	D	D	B	A	C	D	D	D
HCM2k95thQ:	10	8	0	0	10	10	3	0	19	0	0	0

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

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Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
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Intersection #11: Woz Way and Auzerais Ave



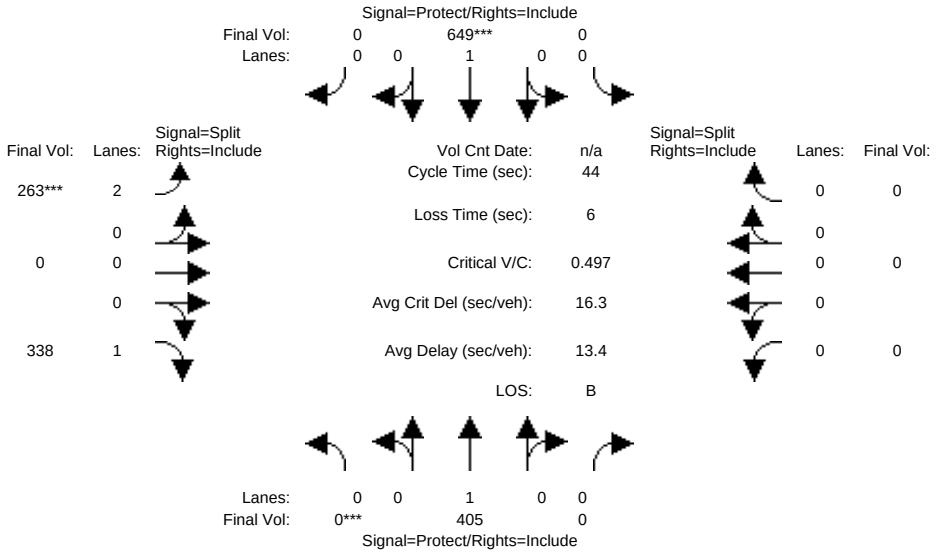
Street Name:	Woz						Auzerais					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	0	0	10	10	10	0	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	445	585	3	2	199	64	81	2	345	4	9	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	445	585	3	2	199	64	81	2	345	4	9	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	445	585	3	2	199	64	81	2	345	4	9	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	445	585	3	2	199	64	81	2	345	4	9	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	445	585	3	2	199	64	81	2	345	4	9	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.87	1.00	0.92	0.89	0.97	0.89	0.80	0.87	0.80	0.90	0.98	0.90
Lanes:	1.00	1.99	0.01	0.01	0.73	0.26	0.98	0.02	1.00	0.30	0.62	0.08
Final Sat.:	1663	3775	19	14	1351	434	1491	37	1524	514	1157	129
Capacity Analysis Module:												
Vol/Sat:	0.27	0.15	0.15	0.15	0.15	0.15	0.05	0.05	0.23	0.01	0.01	0.01
Crit Moves:	****				****				****	****		
Green/Cycle:	0.33	0.26	0.26	0.25	0.18	0.18	0.28	0.28	0.28	0.11	0.11	0.11
Volume/Cap:	0.82	0.59	0.59	0.59	0.82	0.82	0.20	0.20	0.82	0.07	0.07	0.07
Uniform Del:	27.4	28.8	28.8	29.5	35.0	35.0	24.6	24.6	30.0	35.3	35.3	35.3
IncremntDel:	9.2	1.0	1.0	2.2	14.6	14.6	0.0	0.0	9.6	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:	36.7	29.7	29.7	31.7	49.7	49.7	24.6	24.6	39.6	35.5	35.5	35.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.7	29.7	29.7	31.7	49.7	49.7	24.6	24.6	39.6	35.5	35.5	35.5
LOS by Move:	D	C	C	C	D	D	C	C	D	D	D	D
HCM2k95thQ:	22	13	13	12	14	14	4	4	17	1	1	1

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

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Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
CUMPPAM-O1

Intersection #12: Woz Way and SR 87 NB Off-Ramp



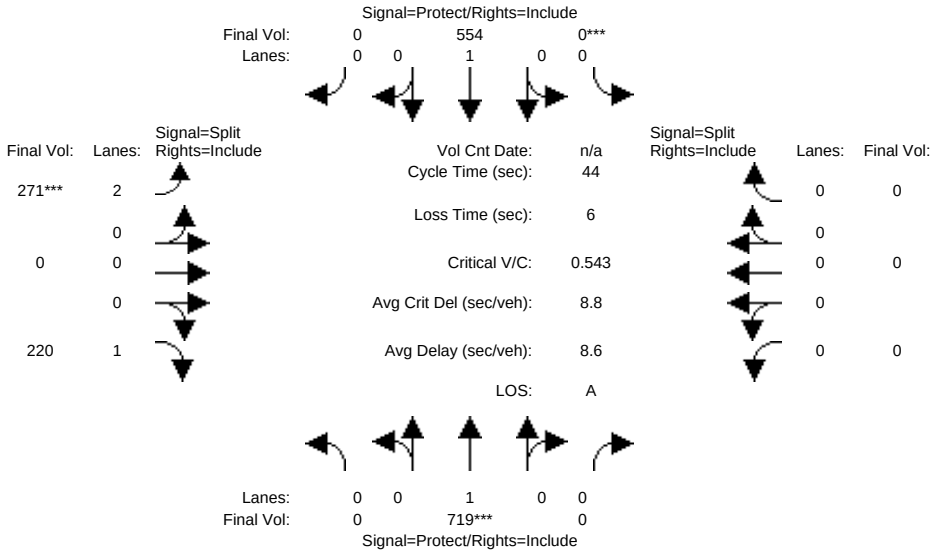
Street Name:	Woz						SR87					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	0	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	405	0	0	649	0	263	0	338	0	0	0
Growth Adj:	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	405	0	0	649	0	263	0	338	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	405	0	0	649	0	263	0	338	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	405	0	0	649	0	263	0	338	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	405	0	0	649	0	263	0	338	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.79	1.00	0.78	0.92	1.00	0.92
Lanes:	0.00	1.00	0.00	0.00	1.00	0.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	1900	0	0	1900	0	2993	0	1488	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.21	0.00	0.00	0.34	0.00	0.09	0.00	0.23	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green/Cycle:	0.00	0.41	0.00	0.00	0.41	0.00	0.46	0.00	0.46	0.00	0.00	0.00
Volume/Cap:	0.00	0.52	0.00	0.00	0.84	0.00	0.19	0.00	0.50	0.00	0.00	0.00
Uniform Del:	0.0	9.8	0.0	0.0	11.8	0.0	7.1	0.0	8.4	0.0	0.0	0.0
IncremntDel:	0.0	0.7	0.0	0.0	8.2	0.0	0.1	0.0	0.6	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	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	10.5	0.0	0.0	19.9	0.0	7.2	0.0	9.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	10.5	0.0	0.0	19.9	0.0	7.2	0.0	9.0	0.0	0.0	0.0
LOS by Move:	A	B	A	A	B	A	A	A	A	A	A	A
HCM2k95thQ:	0	9	0	0	16	0	3	0	8	0	0	0

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

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Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
CUMPPPM-O1

Intersection #12: Woz Way and SR 87 NB Off-Ramp



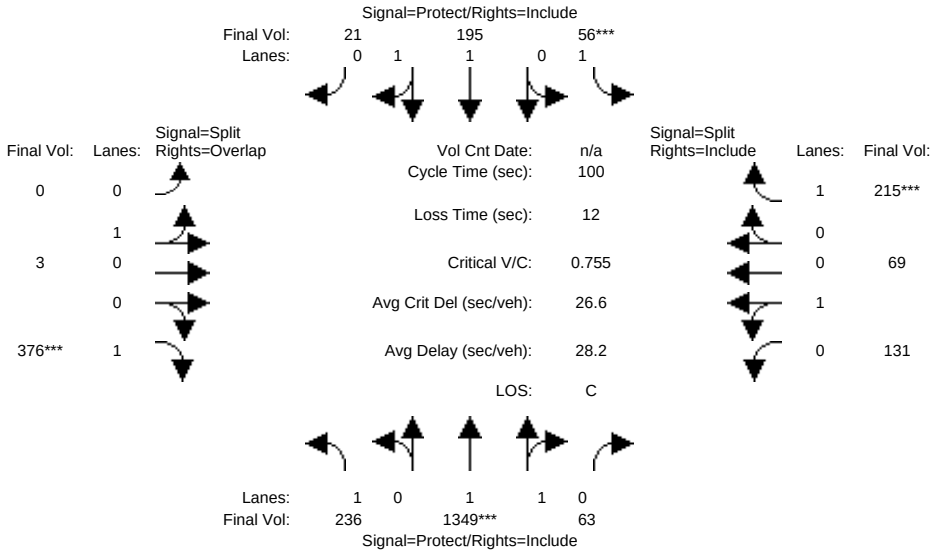
Street Name:	Woz						SR87					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	0	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	719	0	0	554	0	271	0	220	0	0	0
Growth Adj:	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	719	0	0	554	0	271	0	220	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	719	0	0	554	0	271	0	220	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	719	0	0	554	0	271	0	220	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	719	0	0	554	0	271	0	220	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.79	1.00	0.78	0.92	1.00	0.92
Lanes:	0.00	1.00	0.00	0.00	1.00	0.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	1900	0	0	1900	0	2993	0	1488	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.38	0.00	0.00	0.29	0.00	0.09	0.00	0.15	0.00	0.00	0.00
Crit Moves:		****			****			****				
Green/Cycle:	0.00	0.59	0.00	0.00	0.59	0.00	0.27	0.00	0.27	0.00	0.00	0.00
Volume/Cap:	0.00	0.64	0.00	0.00	0.49	0.00	0.33	0.00	0.54	0.00	0.00	0.00
Uniform Del:	0.0	5.9	0.0	0.0	5.2	0.0	12.8	0.0	13.7	0.0	0.0	0.0
IncremntDel:	0.0	1.3	0.0	0.0	0.3	0.0	0.2	0.0	1.5	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	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	7.2	0.0	0.0	5.5	0.0	13.0	0.0	15.2	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	7.2	0.0	0.0	5.5	0.0	13.0	0.0	15.2	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	B	A	B	A	A	A
HCM2k95thQ:	0	14	0	0	8	0	4	0	7	0	0	0

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

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Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
CUMPPAM-O1

Intersection #13: South Market St and East Reed St



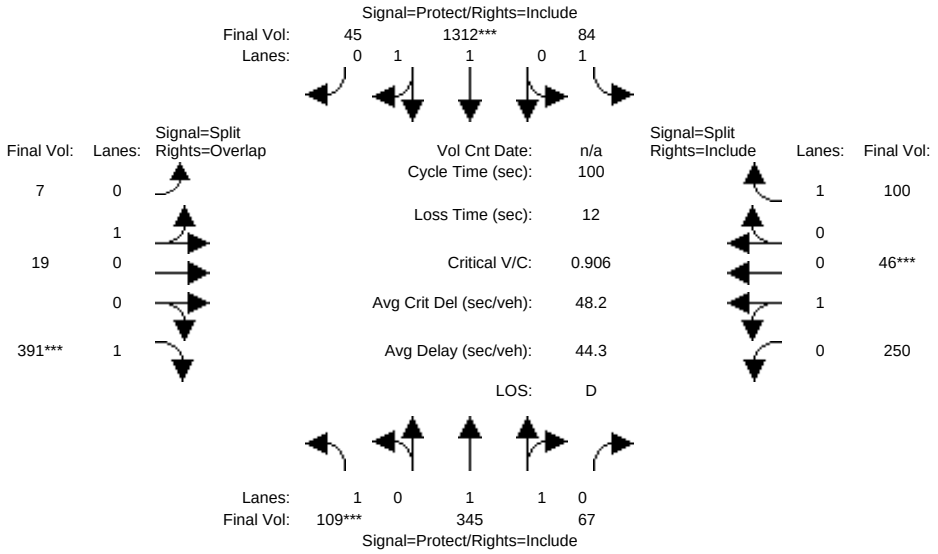
Street Name:	Market						Reed					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	236	1349	63	56	195	21	0	3	376	131	69	215
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	236	1349	63	56	195	21	0	3	376	131	69	215
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	236	1349	63	56	195	21	0	3	376	131	69	215
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	236	1349	63	56	195	21	0	3	376	131	69	215
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	236	1349	63	56	195	21	0	3	376	131	69	215
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.87	0.99	0.91	0.87	0.99	0.91	0.92	1.00	0.78	0.89	0.97	0.78
Lanes:	1.00	1.90	0.10	1.00	1.79	0.21	0.00	1.00	1.00	0.67	0.33	1.00
Final Sat.:	1663	3591	168	1663	3351	361	0	1900	1488	1141	601	1488
Capacity Analysis Module:												
Vol/Sat:	0.14	0.38	0.38	0.03	0.06	0.06	0.00	0.00	0.25	0.11	0.11	0.14
Crit Moves:		****		****					****			****
Green/Cycle:	0.32	0.48	0.48	0.07	0.23	0.23	0.00	0.14	0.47	0.19	0.19	0.19
Volume/Cap:	0.44	0.78	0.78	0.48	0.25	0.25	0.00	0.01	0.54	0.62	0.62	0.78
Uniform Del:	26.6	21.5	21.5	44.8	31.6	31.6	0.0	36.8	19.1	37.5	37.5	38.8
IncremntDel:	0.6	2.2	2.2	3.1	0.2	0.2	0.0	0.0	0.9	3.6	3.6	13.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	27.2	23.7	23.7	47.9	31.8	31.8	0.0	36.9	19.9	41.1	41.1	52.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.2	23.7	23.7	47.9	31.8	31.8	0.0	36.9	19.9	41.1	41.1	52.0
LOS by Move:	C	C	C	D	C	C	A	D	B	D	D	D
HCM2k95thQ:	12	33	33	5	6	6	0	0	17	13	13	17

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

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Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
CUMPPPM-O1

Intersection #13: South Market St and East Reed St



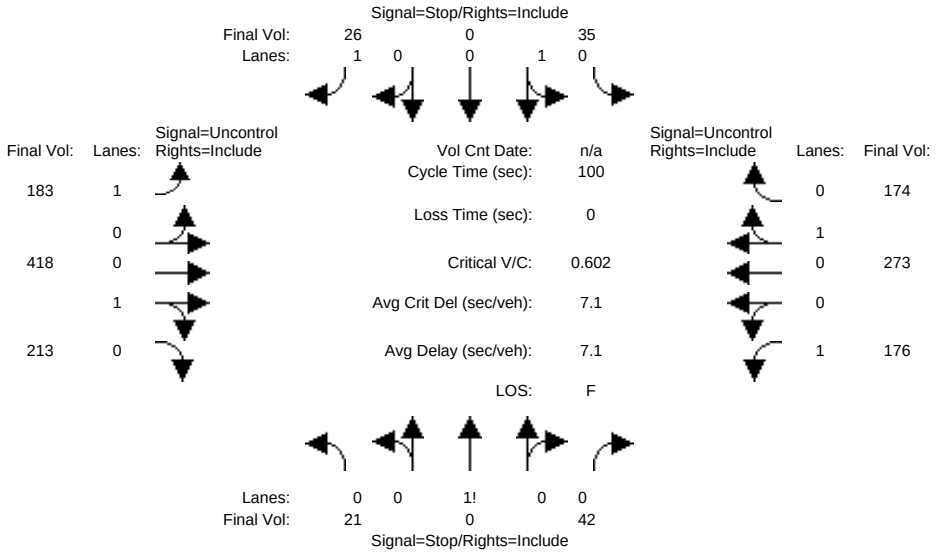
Street Name:	Market						Reed					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	109	345	67	84	1312	45	7	19	391	250	46	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	109	345	67	84	1312	45	7	19	391	250	46	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	109	345	67	84	1312	45	7	19	391	250	46	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	109	345	67	84	1312	45	7	19	391	250	46	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	109	345	67	84	1312	45	7	19	391	250	46	100
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.87	0.98	0.90	0.87	1.00	0.92	0.91	0.99	0.78	0.88	0.96	0.78
Lanes:	1.00	1.65	0.35	1.00	1.93	0.07	0.29	0.71	1.00	0.86	0.14	1.00
Final Sat.:	1663	3063	595	1663	3645	125	494	1340	1488	1435	264	1488
Capacity Analysis Module:												
Vol/Sat:	0.07	0.11	0.11	0.05	0.36	0.36	0.01	0.01	0.26	0.17	0.17	0.07
Crit Moves:	****				****				****		****	
Green/Cycle:	0.07	0.29	0.29	0.18	0.40	0.40	0.21	0.21	0.29	0.19	0.19	0.19
Volume/Cap:	0.91	0.39	0.39	0.28	0.91	0.91	0.07	0.07	0.92	0.91	0.91	0.35
Uniform Del:	46.0	28.4	28.4	35.4	28.4	28.4	31.4	31.4	34.6	39.5	39.5	35.0
IncremntDel:	53.8	0.2	0.2	0.5	8.2	8.2	0.1	0.1	25.3	27.3	27.3	0.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	99.8	28.7	28.7	35.9	36.6	36.6	31.5	31.5	59.9	66.8	66.8	35.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	99.8	28.7	28.7	35.9	36.6	36.6	31.5	31.5	59.9	66.8	66.8	35.7
LOS by Move:	F	C	C	D	D	D	C	C	E	E	E	D
HCM2k95thQ:	12	10	10	5	39	39	1	1	29	24	24	6

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

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Level Of Service Computation Report
2000 HCM Unsignalized (Base Volume Alternative)
CUMPPAM-O1

Intersection #14: Woz Way and Locust St (Project Driveway)




```
Street Name:                Locust                          Woz
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:       21    0    42    35    0    26   183  418   213   176  273   174
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    21    0    42    35    0    26   183  418   213   176  273   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:     21    0    42    35    0    26   183  418   213   176  273   174
Reduct Vol:      0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    21    0    42    35    0    26   183  418   213   176  273   174
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  7.1  6.5   6.2   7.1  6.5   6.2   4.1 xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:  3.5  4.0   3.3   3.5  4.0   3.3   2.2 xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 1616 1690   525  1624 1709   360   447 xxxx xxxxx   631 xxxx xxxxx
Potent Cap.:   84   94   557    83   92   689  1124 xxxx xxxxx   961 xxxx xxxxx
Move Cap.:     61   65   557    58   63   689  1124 xxxx xxxxx   961 xxxx xxxxx
Volume/Cap:  0.34 0.00  0.08  0.60 0.00  0.04  0.16 xxxx  xxxx  0.18 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx   0.1   0.6 xxxx xxxxx   0.7 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx  10.4   8.8 xxxx xxxxx   9.6 xxxx xxxxx
LOS by Move:    *    *     *     *    *     B     A    *     *     A    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx  151 xxxxx    58 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx  1.8 xxxxx   2.5 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx 45.1 xxxxx 135.0 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    E     *     F    *     *     *    *     *     *    *     *
ApproachDel:       45.1             81.9           xxxxxx           xxxxxx
ApproachLOS:          E                F                *                *
Note: Queue reported is the number of cars per lane.
                  Peak Hour Delay Signal Warrant Report
********************************************************************************
Intersection #14 Woz Way and Locust St (Project Driveway)
********************************************************************************
Base 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
```

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Control:	Stop Sign	Stop Sign	Uncontrolled	Uncontrolled
Lanes:	0 0 1! 0 0	0 1 0 0 1	1 0 0 1 0	1 0 0 1 0
Initial Vol:	21 0 42	35 0 26	183 418 213	176 273 174
ApproachDel:	45.1	81.9	xxxxxx	xxxxxx

Approach[northbound][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=63]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1561]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[southbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=1.4]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=61]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1561]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more 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).

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Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #14 Woz Way and Locust St (Project Driveway)

****

Base 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 1! 0 0	0 1 0 0 1	1 0 0 1 0	1 0 0 1 0
Initial Vol:	21 0 42	35 0 26	183 418 213	176 273 174

Major Street Volume: 1437
Minor Approach Volume: 63
Minor Approach Volume Threshold: 160

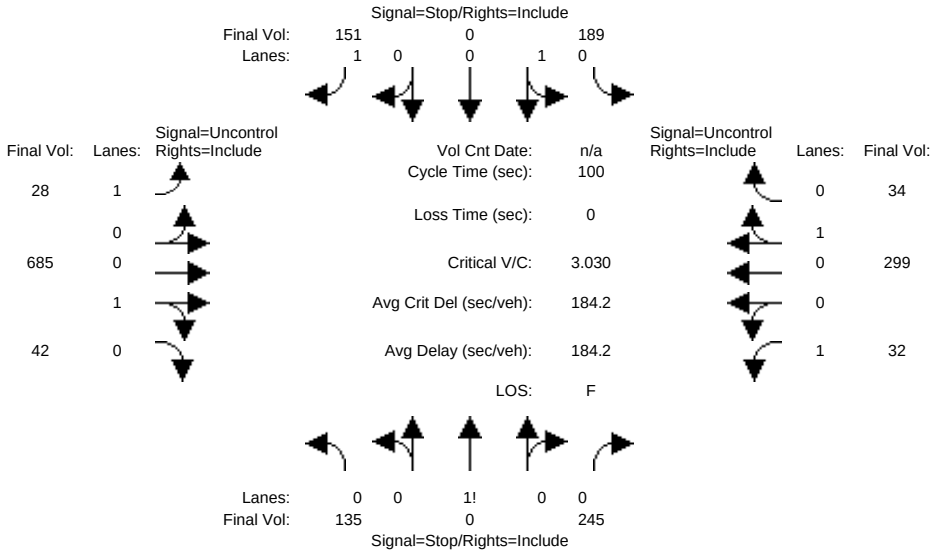
SIGNAL WARRANT DISCLAIMER
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Level Of Service Computation Report
2000 HCM Unsignalized (Base Volume Alternative)
CUMPPPM-O1

Intersection #14: Woz Way and Locust St (Project Driveway)



Street Name:	Locust						Woz					
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:	135	0	245	189	0	151	28	685	42	32	299	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:	135	0	245	189	0	151	28	685	42	32	299	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:	135	0	245	189	0	151	28	685	42	32	299	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	135	0	245	189	0	151	28	685	42	32	299	34
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1218	1159	706	1265	1163	316	333	xxxx	xxxxx	727	xxxx	xxxxx
Potent Cap.:	159	197	439	148	196	729	1238	xxxx	xxxxx	886	xxxx	xxxxx
Move Cap.:	120	186	439	62	185	729	1238	xxxx	xxxxx	886	xxxx	xxxxx
Volume/Cap:	1.12	0.00	0.56	3.03	0.00	0.21	0.02	xxxx	xxxx	0.04	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.8	0.1	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	11.2	8.0	xxxx	xxxxx	9.2	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	B	A	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	226	xxxxx	62	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	24.9	xxxxx	19.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	361	xxxxx	1055	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	F	*	F	*	*	*	*	*	*	*	*
ApproachDel:	361.4			591.6			xxxxxx			xxxxxx		
ApproachLOS:	F			F			*			*		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #14 Woz Way and Locust St (Project Driveway)

****

Base 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

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Control:	Stop Sign	Stop Sign	Uncontrolled	Uncontrolled
Lanes:	0 0 1! 0 0	0 1 0 0 1	1 0 0 1 0	1 0 0 1 0
Initial Vol:	135 0 245	189 0 151	28 685 42	32 299 34
ApproachDel:	361.4	591.6	xxxxxx	xxxxxx

Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=38.1]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=380]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1840]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[southbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=55.9]
SUCCEED - Vehicle-hours >= 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=340]
SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1840]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more 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).

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Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #14 Woz Way and Locust St (Project Driveway)

****

Base 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 1! 0 0	0 1 0 0 1	1 0 0 1 0	1 0 0 1 0
Initial Vol:	135 0 245	189 0 151	28 685 42	32 299 34

Major Street Volume: 1120
Minor Approach Volume: 380
Minor Approach Volume Threshold: 246

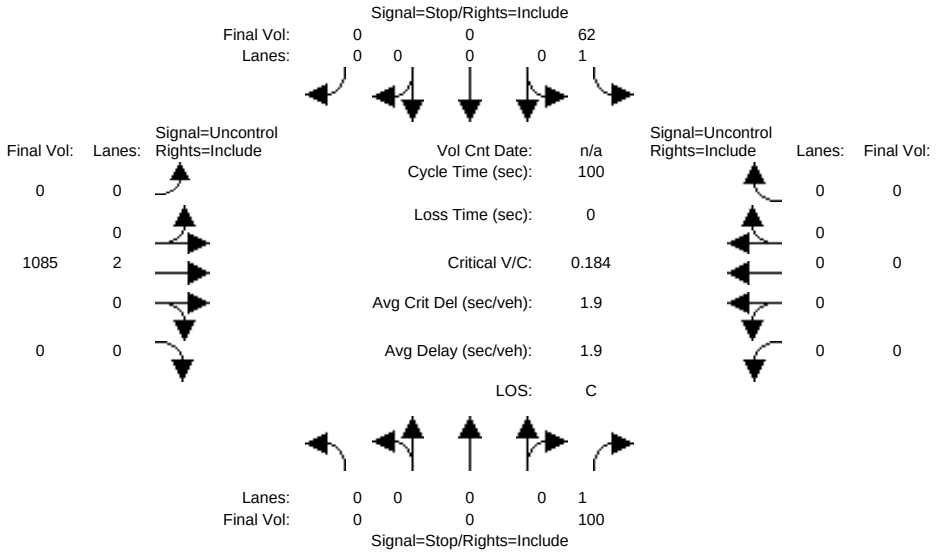
SIGNAL WARRANT DISCLAIMER
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Level Of Service Computation Report
2000 HCM Unsignalized (Base Volume Alternative)
CUMPPAM-O1

Intersection #15: I-280 SB Off-Ramp and Grant St




```
Street Name:            Grant/Locust                          I280
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   100    62    0     0     0 1085     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   100    62    0     0     0 1085     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   100    62    0     0     0 1085     0     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0    0   100    62    0     0     0 1085     0     0    0     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx   6.2   7.1 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx   3.3   3.5 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx   543   543 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx   544   454 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx   544   371 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap:  xxxx xxxx  0.18  0.17 xxxx  xxxx  xxxx xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx   0.7   0.6 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx  13.1  16.7 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    *    *     B     C    *     *     *    *     *     *    *     *
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:      13.1             16.7           xxxxxx           xxxxxx
ApproachLOS:         B                C                *                *
Note: Queue reported is the number of cars per lane.
                  Peak Hour Delay Signal Warrant Report
********************************************************************************
Intersection #15 I-280 SB Off-Ramp and Grant St
********************************************************************************
Base 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
```


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```
------------|--------------||--------------||--------------||--------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0  0  0  0  1    1  0  0  0  0    0  0  2  0  0    0  0  0  0  0
Initial Vol:    0    0   100    62    0     0     0 1085     0     0    0     0
ApproachDel:      13.1             16.7           xxxxxx           xxxxxx
------------|--------------||--------------||--------------||--------------|
Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.4]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=100]
   SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1247]
   SUCCEED - Total volume greater than or equal to 650 for intersection
             with less than four approaches.
--------------------------------------------------------------------------------
Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.3]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=62]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1247]
   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).

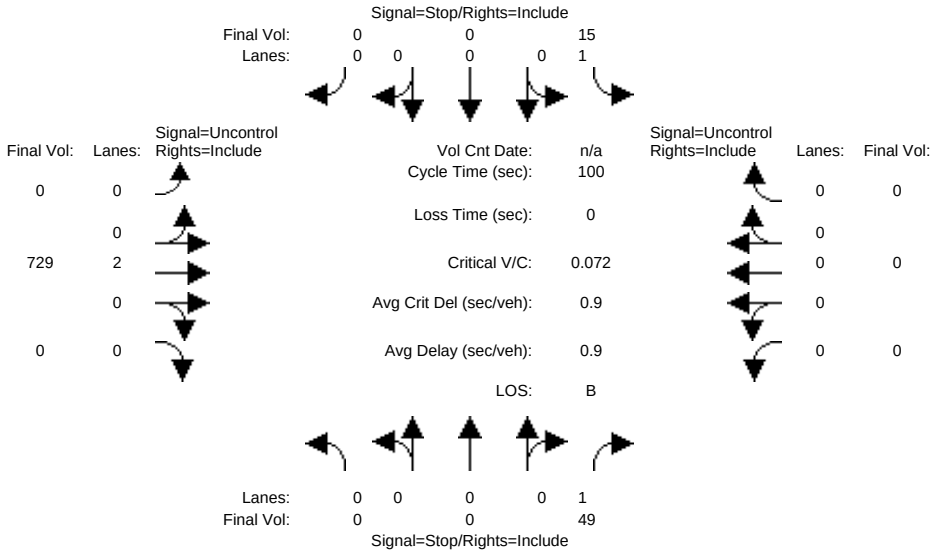
The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
                Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #15 I-280 SB Off-Ramp and Grant St
********************************************************************************
Base 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  1    1  0  0  0  0    0  0  2  0  0    0  0  0  0  0
Initial Vol:    0    0   100    62    0     0     0 1085     0     0    0     0
------------|--------------||--------------||--------------||--------------|
Major Street Volume:             1085
Minor Approach Volume:           100
Minor Approach Volume Threshold: 257
--------------------------------------------------------------------------------
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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jurisdiction.  Consideration of the other signal warrants, which is beyond
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```


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Level Of Service Computation Report
2000 HCM Unsignalized (Base Volume Alternative)
CUMPPPM-O1

Intersection #15: I-280 SB Off-Ramp and Grant St




```
Street Name:            Grant/Locust                          I280
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    49    15    0     0     0  729     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    49    15    0     0     0  729     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    49    15    0     0     0  729     0     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0    0    49    15    0     0     0  729     0     0    0     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx   6.2   7.1 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx   3.3   3.5 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx   365   365 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx   685   595 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx   685   553 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap:  xxxx xxxx  0.07  0.03 xxxx  xxxx  xxxx xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx   0.2   0.1 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx  10.7  11.7 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    *    *     B     B    *     *     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  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:      10.7             11.7           xxxxxx           xxxxxx
ApproachLOS:         B                B                *                *
Note: Queue reported is the number of cars per lane.
                  Peak Hour Delay Signal Warrant Report
********************************************************************************
Intersection #15 I-280 SB Off-Ramp and Grant St
********************************************************************************
Base 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
```

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```
------------|--------------||--------------||--------------||--------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0  0  0  0  1    1  0  0  0  0    0  0  2  0  0    0  0  0  0  0
Initial Vol:    0    0    49    15    0     0     0  729     0     0    0     0
ApproachDel:      10.7             11.7           xxxxxx           xxxxxx
------------|--------------||--------------||--------------||--------------|
Approach[northbound][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=49]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=793]
   SUCCEED - Total volume greater than or equal to 650 for intersection
             with less than four approaches.
--------------------------------------------------------------------------------
Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=15]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=793]
   SUCCEED - Total volume greater than or equal to 650 for intersection
             with less than four approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
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"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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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 #15 I-280 SB Off-Ramp and Grant St
********************************************************************************
Base 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  1    1  0  0  0  0    0  0  2  0  0    0  0  0  0  0
Initial Vol:    0    0    49    15    0     0     0  729     0     0    0     0
------------|--------------||--------------||--------------||--------------|
Major Street Volume:             729
Minor Approach Volume:           49
Minor Approach Volume Threshold: 394
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
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"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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```


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

Intersection #14 Woz Way and Locust St (Project Driveway)

Cycle (sec):	70	Critical Vol./Cap.(X):	0.528
Loss Time (sec):	0	Average Delay (sec/veh):	17.0
Optimal Cycle:	OPTIMIZED	Level Of Service:	B

Street Name:	Locust						Woz					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0	0	0	1	0	0	1	1	0	0	1	0	1	0	0	1	0
Volume Module:												
Base Vol:	20	0	41	4	0	1	13	464	212	175	263	42
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	0	41	4	0	1	13	464	212	175	263	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:	20	0	41	4	0	1	13	464	212	175	263	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	0	41	4	0	1	13	464	212	175	263	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:	20	0	41	4	0	1	13	464	212	175	263	42
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.82	1.00	0.82	0.88	1.00	0.78	0.87	0.95	0.88	0.87	0.98	0.90
Lanes:	0.33	0.00	0.67	1.00	0.00	1.00	1.00	0.67	0.33	1.00	0.85	0.15
Final Sat.:	513	0	1052	1666	0	1488	1663	1210	553	1663	1585	253
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.04	0.00	0.00	0.00	0.01	0.38	0.38	0.11	0.17	0.17
Crit Moves:	****					****		****		****		
Green/Cycle:	0.14	0.00	0.14	0.22	0.00	0.14	0.27	0.56	0.56	0.15	0.45	0.45
Volume/Cap:	0.27	0.00	0.27	0.01	0.00	0.00	0.03	0.68	0.68	0.68	0.37	0.37
Uniform Del:	26.8	0.0	26.8	21.1	0.0	25.7	18.9	11.0	11.0	28.0	12.9	12.9
IncremntDel:	0.7	0.0	0.7	0.0	0.0	0.0	0.0	2.0	2.0	7.4	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	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	27.4	0.0	27.4	21.1	0.0	25.7	18.9	13.0	13.0	35.5	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:	27.4	0.0	27.4	21.1	0.0	25.7	18.9	13.0	13.0	35.5	13.2	13.2
LOS by Move:	C	A	C	C	A	C	B	B	B	D	B	B
HCM2k95thQ:	3	0	3	0	0	0	0	20	20	8	8	8

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

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                 Level Of Service Detailed Computation Report
                          2000 HCM Operations Method
                            Base Volume Alternative
********************************************************************************
Intersection #14 Woz Way and Locust St (Project Driveway)
********************************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
HCM Ops Adjusted Lane Utilization Module:
Lanes:        0  0  1! 0  0    0  1  0  0  1    1  0  0  1  0    1  0  0  1  0
Lane Group:   LTR  LTR   LTR   LT   LT     R     L   RT     RT    L   RT     RT
#LnsInGrps:     1    1     1     1    1     1     1    1     1     1    1     1
------------|---------------||---------------||---------------||---------------|
HCM Ops Input Saturation Adj Module:
Lane Width:    12   12    12    12   12    12    12   12    12    12   12    12
CrsswalkWid:         8                8                8                8
% Hev Veh:           0                0                0                0
Grade:              0%               0%               0%               0%
Parking/Hr:         No               No               No               No
Bus Stp/Hr:          0                0                0                0
Area Type:    < < < < < < < < < < < < < < Other  > > > > > > > > > > > > > > > >
Cnft Ped/Hr:         0                0                0                0
ExclusiveRT:     Include          Include          Include          Include
% RT Prtct:          0                0                0                0
------------|---------------||---------------||---------------||---------------|
HCM Ops f(lt) Adj Case Module:
f(lt) Case:     4 xxxx     4     4 xxxx  xxxx     1 xxxx  xxxx     1 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
HCM Ops Saturation Adj Module:
Ln Wid Adj:  1.00 xxxx  1.00  1.00 xxxx  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Hev Veh Adj: 1.00 xxxx  1.00  1.00 xxxx  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Grade Adj:   1.00 xxxx  1.00  1.00 xxxx  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Parking Adj: 1.00 xxxx  1.00  xxxx xxxx  1.00  xxxx 1.00  1.00  xxxx 1.00  1.00
Bus Stp Adj: 1.00 xxxx  1.00  xxxx xxxx  1.00  xxxx 1.00  1.00  xxxx 1.00  1.00
Area Adj:    1.00 xxxx  1.00  1.00 xxxx  1.00  1.00 1.00  1.00  1.00 1.00  1.00
RT Adj:      0.91 xxxx  0.91  xxxx xxxx  0.85  xxxx 0.95  0.95  xxxx 0.98  0.98
LT Adj:      0.98 xxxx  0.98  0.95 xxxx xxxxx  0.95 xxxx xxxxx  0.95 xxxx xxxxx
PedBike Adj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
HCM Sat Adj: 0.89 1.00  0.89  0.95 1.00  0.85  0.95 0.95  0.95  0.95 0.98  0.98
Usr Sat Adj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Sat Adj: 0.92 1.00  0.92  0.92 1.00  0.92  0.92 1.00  0.92  0.92 1.00  0.92
Fnl Sat Adj: 0.82 1.00  0.82  0.88 1.00  0.78  0.87 0.95  0.88  0.87 0.98  0.90
------------|---------------||---------------||---------------||---------------|
Delay Adjustment Factor Module:
Coordinated:  < < < < < < < < < < < < < < <  No  > > > > > > > > > > > > > > > > >
Signal Type:  < < < < < < < < < < < <     Actuated     > > > > > > > > > > > > > > 
DelAdjFctr:  1.00 0.00  1.00  1.00 0.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
********************************************************************************
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Level Of Service Detailed Computation Report (HCM2000 Queue Method)
2000 HCM Operations Method
Base Volume Alternative

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Intersection #14 Woz Way and Locust St (Project Driveway)

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Green/Cycle:	0.14	0.00	0.14	0.22	0.00	0.14	0.27	0.56	0.56	0.15	0.45	0.45
ArrivalType:		3			3			3			3	
ProgFactor:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Q1:	1.1	0.0	1.1	0.1	0.0	0.0	0.2	9.6	9.6	3.5	4.0	4.0
UpstreamVC:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.74	0.74	0.74
UpstreamAdj:	0.00	0.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	0.60	0.60	0.60
EarlyArrAdj:	1.00	0.00	1.00	1.00	0.00	1.00	0.38	0.60	0.60	0.17	0.32	0.32
Q2:	0.4	0.0	0.4	0.0	0.0	0.0	0.0	1.3	1.3	0.3	0.2	0.2
HCM2KQueue:	1.5	0.0	1.5	0.1	0.0	0.0	0.2	10.9	10.9	3.8	4.2	4.2
70th%Factor:	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.18	1.18	1.19	1.19	1.19
HCM2k70thQ:	1.8	0.0	1.8	0.1	0.0	0.0	0.3	12.8	12.8	4.6	5.0	5.0
85th%Factor:	1.59	1.60	1.59	1.60	1.60	1.60	1.60	1.51	1.51	1.56	1.56	1.56
HCM2k85thQ:	2.4	0.0	2.4	0.1	0.0	0.0	0.3	16.4	16.4	6.0	6.5	6.5
90th%Factor:	1.77	1.80	1.77	1.80	1.80	1.80	1.80	1.63	1.63	1.73	1.72	1.72
HCM2k90thQ:	2.7	0.0	2.7	0.1	0.0	0.0	0.4	17.8	17.8	6.6	7.2	7.2
95th%Factor:	2.05	2.10	2.05	2.10	2.10	2.10	2.09	1.83	1.83	1.98	1.98	1.98
HCM2k95thQ:	3.1	0.0	3.1	0.2	0.0	0.0	0.4	19.9	19.9	7.6	8.3	8.3
98th%Factor:	2.59	2.70	2.59	2.69	2.70	2.70	2.68	2.13	2.13	2.44	2.43	2.43
HCM2k98thQ:	3.9	0.0	3.9	0.2	0.0	0.1	0.6	23.2	23.2	9.4	10.1	10.1

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Fuel Consumption and Emissions
2000 HCM Operations Method
Base Volume Alternative

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Intersection #14 Woz Way and Locust St (Project Driveway)

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Run Speed:	30 MPH			30 MPH			30 MPH			30 MPH		
NumOfStops:	4.5	0.0	9.1	0.8	0.0	0.2	2.4	82.7	37.8	41.4	43.7	7.0

Name: year 1995 composite fleet
Fuel Consumption: 29.854 pounds
4.836 gallons
Carbon Dioxide: 93.143 pounds
Carbon Monoxide: 7.042 pounds
Hydrocarbons: 1.194 pounds
Nitrogen Oxides: 0.291 pounds

Name: year 2000 composite fleet
Fuel Consumption: 29.854 pounds
4.836 gallons
Carbon Dioxide: 93.143 pounds
Carbon Monoxide: 7.042 pounds
Hydrocarbons: 1.194 pounds
Nitrogen Oxides: 0.291 pounds

DISCLAIMER
The fuel consumption and emissions measures should be used with caution and only for comparisons of different signal timings, geometric design alternatives or for general planning applications, as these calculations are applied to the analysis of a single intersection within the CCG and TRAFFIX. Network models are more appropriate since they can account for the influence of the adjacent control measures and other system elements.

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

Intersection #14 Woz Way and Locust St (Project Driveway)

Cycle (sec):	70	Critical Vol./Cap.(X):	0.675
Loss Time (sec):	0	Average Delay (sec/veh):	24.0
Optimal Cycle:	OPTIMIZED	Level Of Service:	C

Street Name:	Locust						Woz					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0	0	0	1	0	0	1	1	0	0	1	0	1	0	0	1	0
Volume Module:												
Base Vol:	133	0	243	45	0	17	2	688	42	31	236	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	133	0	243	45	0	17	2	688	42	31	236	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	133	0	243	45	0	17	2	688	42	31	236	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	133	0	243	45	0	17	2	688	42	31	236	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	133	0	243	45	0	17	2	688	42	31	236	3
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.83	0.88	1.00	0.78	0.87	0.99	0.91	0.87	1.00	0.92
Lanes:	0.35	0.00	0.65	1.00	0.00	1.00	1.00	0.94	0.06	1.00	0.99	0.01
Final Sat.:	556	0	1015	1666	0	1488	1663	1766	108	1663	1870	24
Capacity Analysis Module:												
Vol/Sat:	0.24	0.00	0.24	0.03	0.00	0.01	0.00	0.39	0.39	0.02	0.13	0.13
Crit Moves:			****	****				****		****		
Green/Cycle:	0.41	0.00	0.29	0.14	0.00	0.14	0.23	0.47	0.47	0.10	0.33	0.33
Volume/Cap:	0.58	0.00	0.83	0.19	0.00	0.08	0.01	0.83	0.83	0.19	0.38	0.38
Uniform Del:	15.9	0.0	23.3	26.4	0.0	26.0	20.5	16.2	16.2	28.9	17.7	17.7
IncremntDel:	1.4	0.0	12.3	0.4	0.0	0.2	0.0	6.7	6.7	0.5	0.4	0.4
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	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	17.3	0.0	35.6	26.8	0.0	26.2	20.6	22.9	22.9	29.4	18.1	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:	17.3	0.0	35.6	26.8	0.0	26.2	20.6	22.9	22.9	29.4	18.1	18.1
LOS by Move:	B	A	D	C	A	C	C	C	C	C	B	B
HCM2k95thQ:	14	0	20	2	0	1	0	26	26	1	7	7

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

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Level Of Service Detailed Computation Report
2000 HCM Operations Method
Base Volume Alternative

Intersection #14 Woz Way and Locust St (Project Driveway)

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
HCM Ops Adjusted Lane Utilization Module:												
Lanes:	0 0	1! 0	0	0 1	0 0	1	1 0	0 1	0	1 0	0 1	0
Lane Group:	LTR	LTR	LTR	LT	LT	R	L	RT	RT	L	RT	RT
#LnsInGrps:	1	1	1	1	1	1	1	1	1	1	1	1
HCM Ops Input Saturation Adj Module:												
Lane Width:	12	12	12	12	12	12	12	12	12	12	12	12
CrsswalkWid:		8			8			8			8	
% Hev Veh:		0			0			0			0	
Grade:		0%			0%			0%			0%	
Parking/Hr:		No			No			No			No	
Bus Stp/Hr:		0			0			0			0	
Area Type:	< < < < < < < < < < < < < < < Other > > > > > > > > > > > > > > >											
Cnft Ped/Hr:		0			0			0			0	
ExclusiveRT:		Include			Include			Include			Include	
% RT Prtct:		0			0			0			0	
HCM Ops f(lt) Adj Case Module:												
f(lt) Case:	4 xxxx	4	4 xxxx	xxxx		1 xxxx	xxxx		1 xxxx	xxxx		
HCM Ops Saturation Adj Module:												
Ln Wid Adj:	1.00 xxxx	1.00	1.00 xxxx	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Hev Veh Adj:	1.00 xxxx	1.00	1.00 xxxx	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Grade Adj:	1.00 xxxx	1.00	1.00 xxxx	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Parking Adj:	1.00 xxxx	1.00	xxxx xxxx	1.00	xxxx	1.00	1.00	xxxx	1.00	1.00		
Bus Stp Adj:	1.00 xxxx	1.00	xxxx xxxx	1.00	xxxx	1.00	1.00	xxxx	1.00	1.00		
Area Adj:	1.00 xxxx	1.00	1.00 xxxx	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
RT Adj:	0.91 xxxx	0.91	xxxx xxxx	0.85	xxxx	0.99	0.99	xxxx	1.00	1.00		
LT Adj:	0.98 xxxx	0.98	0.95 xxxx	xxxxx	0.95	xxxx	xxxxx	0.95	xxxx	xxxxx		
PedBike Adj:	1.00 1.00	1.00	1.00 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
HCM Sat Adj:	0.90 1.00	0.90	0.95 1.00	0.85	0.95	0.99	0.99	0.95	1.00	1.00		
Usr Sat Adj:	1.00 1.00	1.00	1.00 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
MLF Sat Adj:	0.92 1.00	0.92	0.92 1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92		
Fnl Sat Adj:	0.83 1.00	0.83	0.88 1.00	0.78	0.87	0.99	0.91	0.87	1.00	0.92		
Delay Adjustment Factor Module:												
Coordinated:	< < < < < < < < < < < < < < < < < No > > > > > > > > > > > > > > >											
Signal Type:	< < < < < < < < < < < < < Actuated > > > > > > > > > > > > > > >											
DelAdjFctr:	1.00 0.00	1.00	1.00 0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		

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Level Of Service Detailed Computation Report (HCM2000 Queue Method)
2000 HCM Operations Method
Base Volume Alternative

****

Intersection #14 Woz Way and Locust St (Project Driveway)

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Green/Cycle:	0.41	0.00	0.29	0.14	0.00	0.14	0.23	0.47	0.47	0.10	0.33	0.33
ArrivalType:		3			3			3			3	
ProgFactor:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Q1:	6.1	0.0	7.4	0.8	0.0	0.3	0.0	12.4	12.4	0.6	3.5	3.5
UpstreamVC:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.09	1.09	1.09
UpstreamAdj:	0.00	0.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	0.09	0.09	0.09
EarlyArrAdj:	1.00	0.00	1.00	1.00	0.00	1.00	0.35	0.55	0.55	0.02	0.04	0.04
Q2:	1.3	0.0	3.6	0.2	0.0	0.1	0.0	2.4	2.4	0.0	0.0	0.0
HCM2KQueue:	7.5	0.0	11.1	1.1	0.0	0.4	0.0	14.8	14.8	0.6	3.6	3.6
70th%Factor:	1.18	1.20	1.18	1.20	1.20	1.20	1.20	1.17	1.17	1.20	1.19	1.19
HCM2k70thQ:	8.9	0.0	13.0	1.3	0.0	0.5	0.0	17.3	17.3	0.7	4.2	4.2
85th%Factor:	1.53	1.60	1.51	1.59	1.60	1.60	1.60	1.48	1.48	1.59	1.57	1.57
HCM2k85thQ:	11.5	0.0	16.7	1.7	0.0	0.6	0.1	22.0	22.0	1.0	5.6	5.6
90th%Factor:	1.68	1.80	1.63	1.78	1.80	1.79	1.80	1.59	1.59	1.79	1.73	1.73
HCM2k90thQ:	12.5	0.0	18.0	1.9	0.0	0.7	0.1	23.6	23.6	1.1	6.2	6.2
95th%Factor:	1.90	2.10	1.82	2.07	2.10	2.09	2.10	1.76	1.76	2.08	1.99	1.99
HCM2k95thQ:	14.2	0.0	20.2	2.2	0.0	0.8	0.1	26.1	26.1	1.3	7.1	7.1
98th%Factor:	2.26	2.70	2.13	2.62	2.70	2.67	2.70	2.02	2.02	2.65	2.46	2.46
HCM2k98thQ:	16.9	0.0	23.5	2.8	0.0	1.1	0.1	29.9	29.9	1.6	8.8	8.8

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Fuel Consumption and Emissions
2000 HCM Operations Method
Base Volume Alternative

Intersection #14 Woz Way and Locust St (Project Driveway)

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Run Speed:	30 MPH			30 MPH			30 MPH			30 MPH		
NumOfStops:	25.7	0.0	56.9	9.9	0.0	3.7	0.4	150	9.1	7.1	44.9	0.6

Name: year 1995 composite fleet
Fuel Consumption: 42.269 pounds
6.848 gallons
Carbon Dioxide: 131.878 pounds
Carbon Monoxide: 10.309 pounds
Hydrocarbons: 1.855 pounds
Nitrogen Oxides: 0.391 pounds

Name: year 2000 composite fleet
Fuel Consumption: 42.269 pounds
6.848 gallons
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Nitrogen Oxides: 0.391 pounds

DISCLAIMER
The fuel consumption and emissions measures should be used with caution and only for comparisons of different signal timings, geometric design alternatives or for general planning applications, as these calculations are applied to the analysis of a single intersection within the CCG and TRAFFIX. Network models are more appropriate since they can account for the influence of the adjacent control measures and other system elements.

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

Intersection #14 Woz Way and Locust St (Project Driveway)

Cycle (sec):	70	Critical Vol./Cap.(X):	0.595
Loss Time (sec):	0	Average Delay (sec/veh):	18.3
Optimal Cycle:	OPTIMIZED	Level Of Service:	B

Street Name:	Locust						Woz					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0	0	0	1! 0	1	0	0 1	0	1	0 0 1 0
Volume Module:												
Base Vol:	20	0	41	35	0	26	183	520	212	175	273	174
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	0	41	35	0	26	183	520	212	175	273	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:	20	0	41	35	0	26	183	520	212	175	273	174
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	0	41	35	0	26	183	520	212	175	273	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:	20	0	41	35	0	26	183	520	212	175	273	174
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.82	1.00	0.82	0.84	1.00	0.84	0.87	0.96	0.88	0.87	0.94	0.87
Lanes:	0.33	0.00	0.67	0.57	0.00	0.43	1.00	0.69	0.31	1.00	0.59	0.41
Final Sat.:	513	0	1052	919	0	683	1663	1260	514	1663	1058	674
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.04	0.04	0.00	0.04	0.11	0.41	0.41	0.11	0.26	0.26
Crit Moves:	****			****				****		****		
Green/Cycle:	0.14	0.00	0.14	0.14	0.00	0.14	0.21	0.57	0.57	0.15	0.50	0.50
Volume/Cap:	0.27	0.00	0.27	0.27	0.00	0.27	0.52	0.72	0.72	0.72	0.52	0.52
Uniform Del:	26.8	0.0	26.8	26.7	0.0	26.7	24.3	11.1	11.1	28.6	11.8	11.8
IncremntDel:	0.7	0.0	0.7	0.6	0.0	0.6	1.3	2.6	2.6	10.4	0.5	0.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	27.4	0.0	27.4	27.4	0.0	27.4	25.6	13.7	13.7	39.0	12.3	12.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.4	0.0	27.4	27.4	0.0	27.4	25.6	13.7	13.7	39.0	12.3	12.3
LOS by Move:	C	A	C	C	A	C	C	B	B	D	B	B
HCM2k95thQ:	3	0	3	3	0	3	7	22	22	8	12	12

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

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Level Of Service Detailed Computation Report
2000 HCM Operations Method
Base Volume Alternative

Intersection #14 Woz Way and Locust St (Project Driveway)

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
HCM Ops Adjusted Lane Utilization Module:												
Lanes:	0	0 1! 0	0	0	0 1! 0	0	1	0 0 1	0	1	0 0 1	0
Lane Group:	LTR			LTR			L	RT		RT	L	RT
#LnsInGrps:	1	1	1	1	1	1	1	1	1	1	1	1
HCM Ops Input Saturation Adj Module:												
Lane Width:	12	12	12	12	12	12	12	12	12	12	12	12
CrsswalkWid:		8			8			8			8	
% Hev Veh:		0			0			0			0	
Grade:		0%			0%			0%			0%	
Parking/Hr:		No			No			No			No	
Bus Stp/Hr:		0			0			0			0	
Area Type:	< < < < < < < < < < < < < < < Other > > > > > > > > > > > > > > >											
Cnft Ped/Hr:		0			0			0			0	
ExclusiveRT:		Include			Include			Include			Include	
% RT Prtct:		0			0			0			0	
HCM Ops f(lt) Adj Case Module:												
f(lt) Case:	4 xxxx		4	4 xxxx		4	1 xxxx	xxxx		1 xxxx	xxxx	
HCM Ops Saturation Adj Module:												
Ln Wid Adj:	1.00 xxxx	1.00	1.00	1.00 xxxx	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Hev Veh Adj:	1.00 xxxx	1.00	1.00	1.00 xxxx	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Grade Adj:	1.00 xxxx	1.00	1.00	1.00 xxxx	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Parking Adj:	1.00 xxxx	1.00	1.00	1.00 xxxx	1.00	xxxx	1.00	1.00	xxxx	1.00	1.00	1.00
Bus Stp Adj:	1.00 xxxx	1.00	1.00	1.00 xxxx	1.00	xxxx	1.00	1.00	xxxx	1.00	1.00	1.00
Area Adj:	1.00 xxxx	1.00	1.00	1.00 xxxx	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
RT Adj:	0.91 xxxx	0.91	0.94	0.94 xxxx	0.94	xxxx	0.96	0.96	xxxx	0.94	0.94	
LT Adj:	0.98 xxxx	0.98	0.97	0.97 xxxx	0.97	0.95	xxxx	xxxxx	0.95	xxxx	xxxxx	
PedBike Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
HCM Sat Adj:	0.89	1.00	0.89	0.92	1.00	0.92	0.95	0.96	0.96	0.95	0.94	0.94
Usr Sat Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Sat Adj:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Fnl Sat Adj:	0.82	1.00	0.82	0.84	1.00	0.84	0.87	0.96	0.88	0.87	0.94	0.87
Delay Adjustment Factor Module:												
Coordinated:	< < < < < < < < < < < < < < < < < No > > > > > > > > > > > > > > > > >											
Signal Type:	< < < < < < < < < < < < < < < Actuated > > > > > > > > > > > > > > >											
DelAdjFctr:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

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Level Of Service Detailed Computation Report (HCM2000 Queue Method)
2000 HCM Operations Method
Base Volume Alternative

****

Intersection #14 Woz Way and Locust St (Project Driveway)

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Green/Cycle:	0.14	0.00	0.14	0.14	0.00	0.14	0.21	0.57	0.57	0.15	0.50	0.50
ArrivalType:		3			3			3			3	
ProgFactor:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Q1:	1.1	0.0	1.1	1.1	0.0	1.1	3.4	10.7	10.7	3.5	6.0	6.0
UpstreamVC:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.83	0.83	0.83
UpstreamAdj:	0.00	0.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	0.44	0.44	0.44
EarlyArrAdj:	1.00	0.00	1.00	1.00	0.00	1.00	0.33	0.61	0.61	0.12	0.25	0.25
Q2:	0.4	0.0	0.4	0.4	0.0	0.4	0.4	1.5	1.5	0.3	0.3	0.3
HCM2KQueue:	1.5	0.0	1.5	1.5	0.0	1.5	3.8	12.2	12.2	3.8	6.3	6.3
70th%Factor:	1.20	1.20	1.20	1.20	1.20	1.20	1.19	1.17	1.17	1.19	1.19	1.19
HCM2k70thQ:	1.8	0.0	1.8	1.8	0.0	1.8	4.5	14.4	14.4	4.6	7.5	7.5
85th%Factor:	1.59	1.60	1.59	1.59	1.60	1.59	1.56	1.50	1.50	1.56	1.54	1.54
HCM2k85thQ:	2.4	0.0	2.4	2.4	0.0	2.4	5.9	18.3	18.3	6.0	9.7	9.7
90th%Factor:	1.77	1.80	1.77	1.77	1.80	1.77	1.73	1.62	1.62	1.73	1.69	1.69
HCM2k90thQ:	2.7	0.0	2.7	2.7	0.0	2.7	6.5	19.8	19.8	6.6	10.7	10.7
95th%Factor:	2.05	2.10	2.05	2.05	2.10	2.05	1.99	1.80	1.80	1.99	1.92	1.92
HCM2k95thQ:	3.1	0.0	3.1	3.1	0.0	3.1	7.5	22.1	22.1	7.6	12.1	12.1
98th%Factor:	2.59	2.70	2.59	2.59	2.70	2.59	2.45	2.09	2.09	2.44	2.32	2.32
HCM2k98thQ:	3.9	0.0	3.9	3.9	0.0	3.9	9.2	25.6	25.6	9.4	14.6	14.6

Fuel Consumption and Emissions
2000 HCM Operations Method
Base Volume Alternative

****

Intersection #14 Woz Way and Locust St (Project Driveway)

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Run Speed:	30 MPH			30 MPH			30 MPH			30 MPH		
NumOfStops:	4.5	0.0	9.1	7.8	0.0	5.8	40.4	95.4	38.9	41.8	45.9	29.3

Name: year 1995 composite fleet
Fuel Consumption: 41.720 pounds
6.759 gallons
Carbon Dioxide: 130.166 pounds
Carbon Monoxide: 9.913 pounds
Hydrocarbons: 1.703 pounds
Nitrogen Oxides: 0.403 pounds

Name: year 2000 composite fleet
Fuel Consumption: 41.720 pounds
6.759 gallons
Carbon Dioxide: 130.166 pounds
Carbon Monoxide: 9.913 pounds
Hydrocarbons: 1.703 pounds
Nitrogen Oxides: 0.403 pounds

DISCLAIMER
The fuel consumption and emissions measures should be used with caution and only for comparisons of different signal timings, geometric design alternatives or for general planning applications, as these calculations are applied to the analysis of a single intersection within the CCG and TRAFFIX. Network models are more appropriate since they can account for the influence of the adjacent control measures and other system elements.

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

Intersection #14 Woz Way and Locust St (Project Driveway)

Cycle (sec):	70	Critical Vol./Cap.(X):	0.865
Loss Time (sec):	0	Average Delay (sec/veh):	42.1
Optimal Cycle:	OPTIMIZED	Level Of Service:	D

Street Name:	Locust						Woz					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0	0	0	1! 0	1	0	0 1	0	1	0 0 1 0
Volume Module:												
Base Vol:	133	0	243	189	0	151	28	698	42	31	298	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:	133	0	243	189	0	151	28	698	42	31	298	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:	133	0	243	189	0	151	28	698	42	31	298	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	133	0	243	189	0	151	28	698	42	31	298	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:	133	0	243	189	0	151	28	698	42	31	298	34
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.83	0.84	1.00	0.84	0.87	0.99	0.91	0.87	0.99	0.91
Lanes:	0.35	0.00	0.65	0.56	0.00	0.44	1.00	0.94	0.06	1.00	0.89	0.11
Final Sat.:	556	0	1015	890	0	711	1663	1767	106	1663	1665	190
Capacity Analysis Module:												
Vol/Sat:	0.24	0.00	0.24	0.21	0.00	0.21	0.02	0.39	0.39	0.02	0.18	0.18
Crit Moves:	****					****		****		****		
Green/Cycle:	0.25	0.00	0.25	0.23	0.00	0.23	0.19	0.42	0.42	0.10	0.33	0.33
Volume/Cap:	0.94	0.00	0.94	0.94	0.00	0.94	0.09	0.94	0.94	0.19	0.54	0.54
Uniform Del:	25.6	0.0	25.6	26.6	0.0	26.6	23.6	19.5	19.5	28.9	18.9	18.9
IncremntDel:	30.3	0.0	30.3	32.4	0.0	32.4	0.1	19.2	19.2	0.5	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	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	55.9	0.0	55.9	59.0	0.0	59.0	23.7	38.6	38.6	29.4	19.9	19.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.9	0.0	55.9	59.0	0.0	59.0	23.7	38.6	38.6	29.4	19.9	19.9
LOS by Move:	E	A	E	E	A	E	C	D	D	C	B	B
HCM2k95thQ:	24	0	24	23	0	23	1	32	32	1	10	10

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

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Level Of Service Detailed Computation Report
2000 HCM Operations Method
Base Volume Alternative

Intersection #14 Woz Way and Locust St (Project Driveway)

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
HCM Ops Adjusted Lane Utilization Module:												
Lanes:	0	0 1! 0	0	0	0 1! 0	0	1	0 0 1	0	1	0 0 1	0
Lane Group:	LTR			LTR			L	RT		RT		
#LnsInGrps:	1	1	1	1	1	1	1	1	1	1	1	1
HCM Ops Input Saturation Adj Module:												
Lane Width:	12	12	12	12	12	12	12	12	12	12	12	12
CrsswalkWid:		8			8			8			8	
% Hev Veh:		0			0			0			0	
Grade:		0%			0%			0%			0%	
Parking/Hr:		No			No			No			No	
Bus Stp/Hr:		0			0			0			0	
Area Type:	< < < < < < < < < < < < < < < Other > > > > > > > > > > > > > > >											
Cnft Ped/Hr:		0			0			0			0	
ExclusiveRT:		Include			Include			Include			Include	
% RT Prtct:		0			0			0			0	
HCM Ops f(lt) Adj Case Module:												
f(lt) Case:	4 xxxx		4	4 xxxx		4	1 xxxx	xxxx		1 xxxx	xxxx	
HCM Ops Saturation Adj Module:												
Ln Wid Adj:	1.00 xxxx	1.00	1.00	1.00 xxxx	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Hev Veh Adj:	1.00 xxxx	1.00	1.00	1.00 xxxx	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Grade Adj:	1.00 xxxx	1.00	1.00	1.00 xxxx	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Parking Adj:	1.00 xxxx	1.00	1.00	1.00 xxxx	1.00	xxxx	1.00	1.00	xxxx	1.00	1.00	1.00
Bus Stp Adj:	1.00 xxxx	1.00	1.00	1.00 xxxx	1.00	xxxx	1.00	1.00	xxxx	1.00	1.00	1.00
Area Adj:	1.00 xxxx	1.00	1.00	1.00 xxxx	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
RT Adj:	0.91 xxxx	0.91	0.94	xxxx	0.94	xxxx	0.99	0.99	xxxx	0.99	0.99	
LT Adj:	0.98 xxxx	0.98	0.97	xxxx	0.97	0.95	xxxx	xxxxx	0.95	xxxx	xxxxx	
PedBike Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
HCM Sat Adj:	0.90	1.00	0.90	0.91	1.00	0.91	0.95	0.99	0.99	0.95	0.99	0.99
Usr Sat Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Sat Adj:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Fnl Sat Adj:	0.83	1.00	0.83	0.84	1.00	0.84	0.87	0.99	0.91	0.87	0.99	0.91
Delay Adjustment Factor Module:												
Coordinated:	< < < < < < < < < < < < < < < < < < < No > > > > > > > > > > > > > > > > > > >											
Signal Type:	< < < < < < < < < < < < < < < < < < < Actuated > > > > > > > > > > > > > > > > > > >											
DelAdjFctr:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to K-H, PHOENIX, AZ

Level Of Service Detailed Computation Report (HCM2000 Queue Method)
2000 HCM Operations Method
Base Volume Alternative

****

Intersection #14 Woz Way and Locust St (Project Driveway)

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Green/Cycle:	0.25	0.00	0.25	0.23	0.00	0.23	0.19	0.42	0.42	0.10	0.33	0.33
ArrivalType:		3			3			3			3	
ProgFactor:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Q1:	7.8	0.0	7.8	7.1	0.0	7.1	0.5	13.9	13.9	0.6	5.3	5.3
UpstreamVC:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.25	1.25	1.25
UpstreamAdj:	0.00	0.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	0.09	0.09	0.09
EarlyArrAdj:	1.00	0.00	1.00	1.00	0.00	1.00	0.31	0.52	0.52	0.02	0.04	0.04
Q2:	5.7	0.0	5.7	5.5	0.0	5.5	0.0	4.6	4.6	0.0	0.0	0.0
HCM2KQueue:	13.5	0.0	13.5	12.6	0.0	12.6	0.5	18.5	18.5	0.6	5.3	5.3
70th%Factor:	1.17	1.20	1.17	1.17	1.20	1.17	1.20	1.16	1.16	1.20	1.19	1.19
HCM2k70thQ:	15.8	0.0	15.8	14.7	0.0	14.7	0.6	21.5	21.5	0.7	6.3	6.3
85th%Factor:	1.49	1.60	1.49	1.50	1.60	1.50	1.59	1.46	1.46	1.59	1.55	1.55
HCM2k85thQ:	20.1	0.0	20.1	18.8	0.0	18.8	0.8	27.0	27.0	1.0	8.3	8.3
90th%Factor:	1.60	1.80	1.60	1.61	1.80	1.61	1.79	1.56	1.56	1.79	1.71	1.71
HCM2k90thQ:	21.6	0.0	21.6	20.3	0.0	20.3	0.9	28.8	28.8	1.1	9.1	9.1
95th%Factor:	1.78	2.10	1.78	1.80	2.10	1.80	2.08	1.72	1.72	2.08	1.95	1.95
HCM2k95thQ:	24.1	0.0	24.1	22.6	0.0	22.6	1.1	31.7	31.7	1.3	10.4	10.4
98th%Factor:	2.05	2.70	2.05	2.08	2.70	2.08	2.66	1.94	1.94	2.65	2.36	2.36
HCM2k98thQ:	27.7	0.0	27.7	26.1	0.0	26.1	1.4	35.8	35.8	1.6	12.6	12.6

Fuel Consumption and Emissions
2000 HCM Operations Method
Base Volume Alternative

****

Intersection #14 Woz Way and Locust St (Project Driveway)

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Run Speed:	30 MPH			30 MPH			30 MPH			30 MPH		
NumOfStops:	32.6	0.0	59.5	46.4	0.0	37.1	5.8	167	10.1	7.1	60.5	6.9

Name: year 1995 composite fleet
Fuel Consumption: 77.725 pounds
12.591 gallons
Carbon Dioxide: 242.501 pounds
Carbon Monoxide: 19.890 pounds
Hydrocarbons: 3.899 pounds
Nitrogen Oxides: 0.629 pounds

Name: year 2000 composite fleet
Fuel Consumption: 77.725 pounds
12.591 gallons
Carbon Dioxide: 242.501 pounds
Carbon Monoxide: 19.890 pounds
Hydrocarbons: 3.899 pounds
Nitrogen Oxides: 0.629 pounds

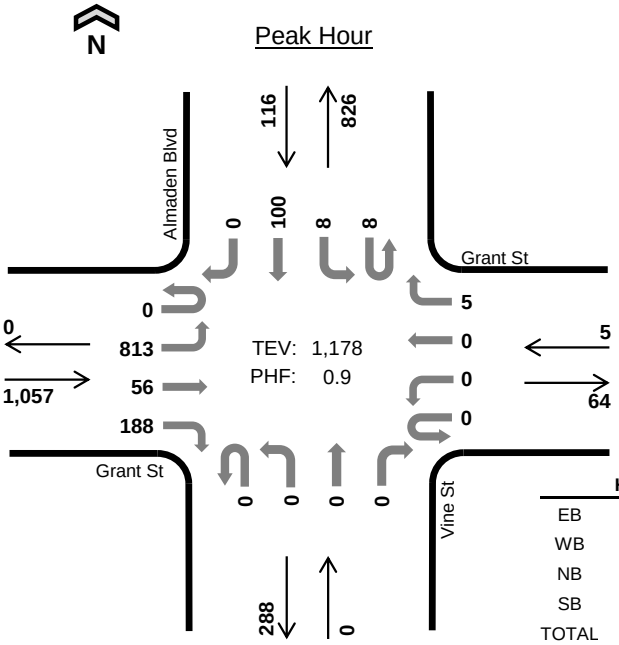
DISCLAIMER
The fuel consumption and emissions measures should be used with caution and only for comparisons of different signal timings, geometric design alternatives or for general planning applications, as these calculations are applied to the analysis of a single intersection within the CCG and TRAFFIX. Network models are more appropriate since they can account for the influence of the adjacent control measures and other system elements.

Appendix D – Existing Traffic Counts Collected September 10, 2019

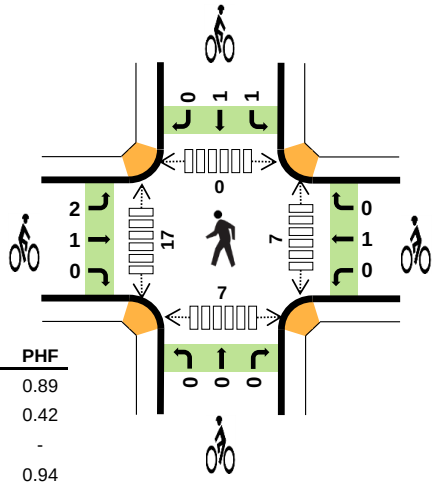
Almaden Blvd
Grant St

Date: 09-10-2019
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 8:00 AM to 9:00 AM

Peak Hour



	HV %:	PHF
EB	0.5%	0.89
WB	0.0%	0.42
NB	-	-
SB	3.4%	0.94
TOTAL	0.8%	0.90



Two-Hour Count Summaries

Interval Start	Grant St Eastbound				Grant St Westbound				Vine St Northbound				Almaden Blvd Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	61	10	36	0	0	0	1	0	0	0	0	3	3	23	0	137	0
7:15 AM	0	91	15	53	0	0	0	1	0	0	0	0	2	2	46	0	210	0
7:30 AM	0	122	26	70	0	0	0	1	0	0	0	0	0	4	41	0	264	0
7:45 AM	0	153	31	76	0	0	0	0	0	0	0	0	2	1	31	0	294	905
8:00 AM	**0**	**156**	**18**	**61**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**2**	**0**	**28**	**0**	**266**	1,034
8:15 AM	**0**	**202**	**10**	**49**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**2**	**24**	**0**	**289**	1,113
8:30 AM	**0**	**219**	**9**	**37**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**2**	**5**	**20**	**0**	**295**	1,144
8:45 AM	**0**	**236**	**19**	**41**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**2**	**1**	**28**	**0**	**328**	**1,178**
Count Total	0	1,240	138	423	0	0	0	8	0	0	0	0	15	18	241	0	2,083	0
Peak Hour All	**0**	**813**	**56**	**188**	**0**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**8**	**8**	**100**	**0**	**1,178**	**0**
Peak Hour HV	**0**	**3**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**3**	**0**	**9**	**0**
Peak Hour HV%	**-**	**0%**	**0%**	**1%**	**-**	**-**	**-**	**0%**	**-**	**-**	**-**	**-**	**13%**	**0%**	**3%**	**-**	**1%**	**0**

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	2	0	0	3	*5*	2	0	0	0	*2*	3	0	0	0	*3*
7:15 AM	0	0	0	2	*2*	0	0	0	0	*0*	3	2	0	3	*8*
7:30 AM	0	0	0	0	*0*	1	0	2	0	*3*	2	2	0	0	*4*
7:45 AM	1	0	0	1	*2*	1	0	0	0	*1*	2	1	0	2	*5*
8:00 AM	**1**	**0**	**0**	**0**	***1***	**0**	**0**	**0**	**1**	***1***	**0**	**2**	**0**	**3**	*5*
8:15 AM	**1**	**0**	**0**	**1**	***2***	**1**	**0**	**0**	**1**	***2***	**1**	**5**	**0**	**1**	*7*
8:30 AM	**0**	**0**	**0**	**2**	***2***	**1**	**1**	**0**	**0**	***2***	**3**	**4**	**0**	**0**	*7*
8:45 AM	**3**	**0**	**0**	**1**	***4***	**1**	**0**	**0**	**0**	***1***	**3**	**6**	**0**	**3**	***12***
Count Total	8	0	0	10	*18*	7	1	2	2	*12*	17	22	0	12	*51*
Peak Hour	**5**	**0**	**0**	**4**	***9***	**3**	**1**	**0**	**2**	***6***	**7**	**17**	**0**	**7**	***31***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Grant St Eastbound				Grant St Westbound				Vine St Northbound				Almaden Blvd Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	3	0	0	0	5	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	9
8:00 AM	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	5
8:15 AM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**2**	5
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**2**	7
8:45 AM	**0**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**4**	**9**
Count Total	0	5	0	3	0	0	0	0	0	0	0	0	5	0	5	0	18	0
Peak Hour	**0**	**3**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**3**	**0**	**9**	**0**

Two-Hour Count Summaries - Bikes

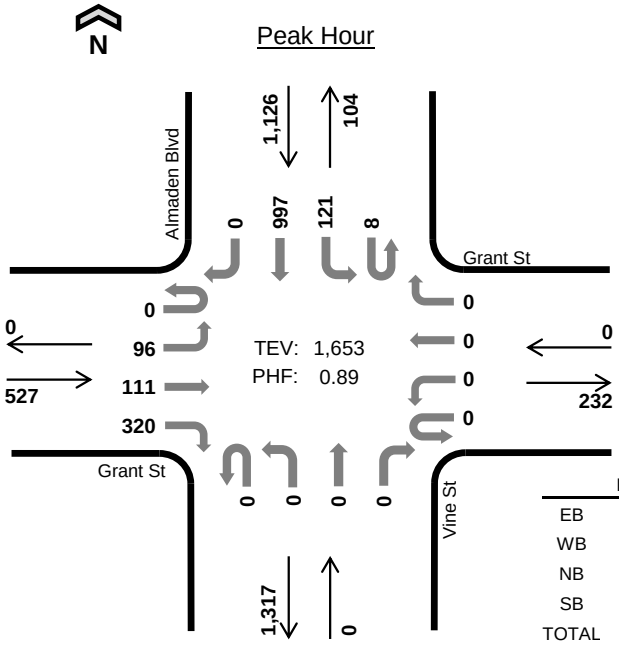
Interval Start	Grant St Eastbound			Grant St Westbound			Vine St Northbound			Almaden Blvd Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	2	0	0	0	0	0	0	0	0	0	0	0	2	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	1	0	0	0	0	0	2	0	0	0	0	3	0
7:45 AM	1	0	0	0	0	0	0	0	0	0	0	0	1	6
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	5
8:15 AM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**2**	7
8:30 AM	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	6
8:45 AM	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**6**
Count Total	5	2	0	0	1	0	0	2	0	1	1	0	12	0
Peak Hour	**2**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**6**	**0**

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

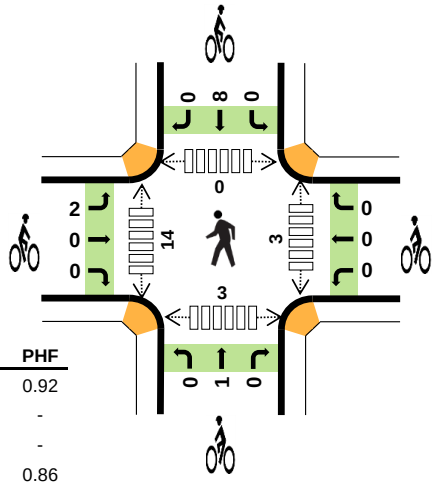
Almaden Blvd
Grant St

Date: 09-10-2019
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 5:00 PM to 6:00 PM

Peak Hour



	HV %:	PHF
EB	1.7%	0.92
WB	-	-
NB	-	-
SB	0.3%	0.86
TOTAL	0.7%	0.89



Two-Hour Count Summaries

Interval Start		Grant St Eastbound				Grant St Westbound				Vine St Northbound				Almaden Blvd Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		0	35	24	112	0	0	0	1	0	0	0	0	1	14	127	0	314	0
4:15 PM		0	23	13	90	0	0	0	0	0	0	0	0	2	12	142	0	282	0
4:30 PM		0	23	18	102	0	0	0	0	0	0	0	0	3	21	178	0	345	0
4:45 PM		0	26	15	84	0	0	0	0	0	0	0	0	0	24	183	0	332	1,273
5:00 PM		**0**	**24**	**32**	**87**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**23**	**211**	**0**	**380**	1,339
5:15 PM		**0**	**26**	**27**	**73**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**43**	**267**	**0**	**438**	1,495
5:30 PM		**0**	**25**	**30**	**83**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**32**	**293**	**0**	**464**	1,614
5:45 PM		**0**	**21**	**22**	**77**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**23**	**226**	**0**	**371**	**1,653**
Count Total		0	203	181	708	0	0	0	1	0	0	0	0	14	192	1,627	0	2,926	0
Peak Hour	**All**	**0**	**96**	**111**	**320**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	**121**	**997**	**0**	**1,653**	**0**
	HV	**0**	**0**	**1**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**1**	**0**	**12**	**0**
	HV%	**-**	**0%**	**1%**	**3%**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**13%**	**1%**	**0%**	**-**	**1%**	**0**

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	3	0	0	1	*4*	0	0	0	6	*6*	0	0	0	0	*0*
4:15 PM	1	0	0	0	*1*	0	0	1	2	*3*	1	2	0	2	*5*
4:30 PM	1	0	0	1	*2*	0	0	0	0	*0*	0	0	0	2	*2*
4:45 PM	0	0	0	1	*1*	0	1	0	0	*1*	0	4	0	2	*6*
5:00 PM	**0**	**0**	**0**	**1**	***1***	**0**	**0**	**0**	**1**	***1***	**1**	**6**	**0**	**1**	*8*
5:15 PM	**6**	**0**	**0**	**0**	***6***	**0**	**0**	**0**	**3**	***3***	**1**	**3**	**0**	**2**	*6*
5:30 PM	**2**	**0**	**0**	**1**	***3***	**1**	**0**	**1**	**0**	***2***	**1**	**2**	**0**	**0**	*3*
5:45 PM	**1**	**0**	**0**	**1**	***2***	**1**	**0**	**0**	**4**	***5***	**0**	**3**	**0**	**0**	***3***
Count Total	14	0	0	6	*20*	2	1	2	16	*21*	4	20	0	9	*33*
Peak Hour	**9**	**0**	**0**	**3**	***12***	**2**	**0**	**1**	**8**	***11***	**3**	**14**	**0**	**3**	***20***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Grant St Eastbound				Grant St Westbound				Vine St Northbound				Almaden Blvd Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	3	0	0	0	0	0	0	0	0	0	0	1	0	4	0
4:15 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0
4:30 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	2	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	8
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	5
5:15 PM	**0**	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	10
5:30 PM	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**3**	11
5:45 PM	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**2**	**12**
Count Total	0	0	1	13	0	0	0	0	0	0	0	0	1	2	3	0	20	0
Peak Hour	**0**	**0**	**1**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**1**	**0**	**12**	**0**

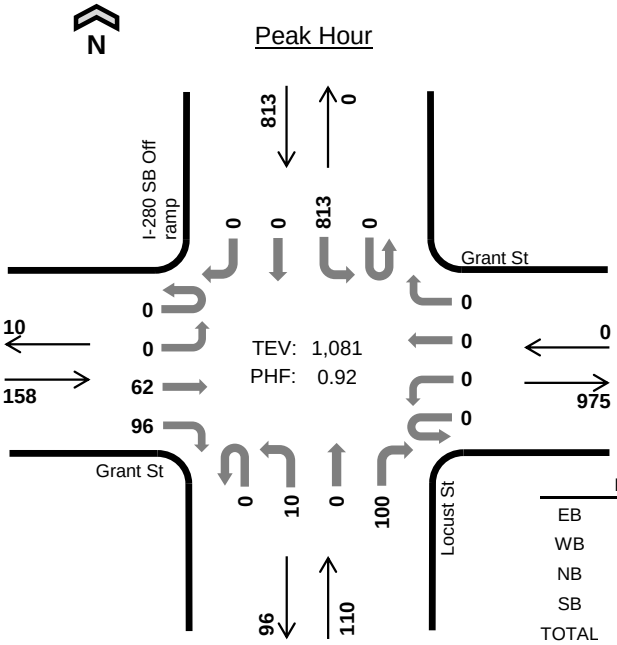
Two-Hour Count Summaries - Bikes

Interval Start	Grant St Eastbound			Grant St Westbound			Vine St Northbound			Almaden Blvd Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	6	0	6	0
4:15 PM	0	0	0	0	0	0	0	1	0	0	2	0	3	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	1	10
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	5
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**3**	5
5:30 PM	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**2**	7
5:45 PM	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**5**	**11**
Count Total	2	0	0	0	0	1	0	2	0	0	16	0	21	0
Peak Hour	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**8**	**0**	**11**	**0**

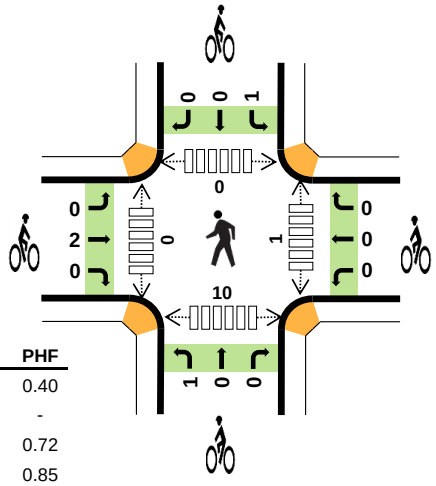
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

I-280 SB Off ramp
Grant St

Date: 09-10-2019
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:30 AM to 8:30 AM



	HV %:	PHF
EB	0.0%	0.40
WB	-	-
NB	0.0%	0.72
SB	0.4%	0.85
TOTAL	0.3%	0.92



Two-Hour Count Summaries

Interval Start		Grant St Eastbound				Grant St Westbound				Locust St Northbound				I-280 SB Off ramp Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	0	5	2	0	0	0	0	0	1	0	12	0	91	0	0	111	0
7:15 AM		0	0	15	42	0	0	0	0	0	1	0	17	0	130	0	0	205	0
7:30 AM		**0**	**0**	**25**	**73**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**35**	**0**	**158**	**0**	**0**	**293**	0
7:45 AM		**0**	**0**	**22**	**20**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**35**	**0**	**201**	**0**	**0**	**281**	890
8:00 AM		**0**	**0**	**9**	**2**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**19**	**0**	**214**	**0**	**0**	**246**	1,025
8:15 AM		**0**	**0**	**6**	**1**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**11**	**0**	**240**	**0**	**0**	**261**	**1,081**
8:30 AM		0	0	6	0	0	0	0	0	0	1	0	12	0	251	0	0	270	1,058
8:45 AM		0	0	11	0	0	0	0	0	0	2	0	13	0	267	0	0	293	1,070
Count Total		0	0	99	140	0	0	0	0	0	15	0	154	0	1,552	0	0	1,960	0
Peak Hour	**All**	**0**	**0**	**62**	**96**	**0**	**0**	**0**	**0**	**0**	**10**	**0**	**100**	**0**	**813**	**0**	**0**	**1,081**	**0**
	HV	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**3**	**0**
	HV%	**-**	**-**	**0%**	**0%**	**-**	**-**	**-**	**-**	**-**	**0%**	**-**	**0%**	**-**	**0%**	**-**	**-**	**0%**	**0**

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	0	0	2	*2*	2	0	1	1	*4*	1	0	0	0	*1*
7:15 AM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	2	*2*
7:30 AM	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**1**	***1***	**1**	**0**	**0**	**2**	*3*
7:45 AM	**0**	**0**	**0**	**1**	***1***	**1**	**0**	**1**	**0**	***2***	**0**	**0**	**0**	**0**	*0*
8:00 AM	**0**	**0**	**0**	**1**	***1***	**1**	**0**	**0**	**0**	***1***	**0**	**0**	**0**	**3**	*3*
8:15 AM	**0**	**0**	**0**	**1**	***1***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**5**	***5***
8:30 AM	0	0	0	0	*0*	0	1	1	0	*2*	0	1	0	2	*3*
8:45 AM	0	0	0	3	*3*	1	0	0	0	*1*	0	0	0	2	*2*
Count Total	0	0	0	8	*8*	5	1	3	2	*11*	2	1	0	16	*19*
Peak Hour	**0**	**0**	**0**	**3**	***3***	**2**	**0**	**1**	**1**	***4***	**1**	**0**	**0**	**10**	***11***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Grant St Eastbound				Grant St Westbound				Locust St Northbound				I-280 SB Off ramp Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	3
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	2
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**3**
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	5
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	8	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**3**	**0**

Two-Hour Count Summaries - Bikes

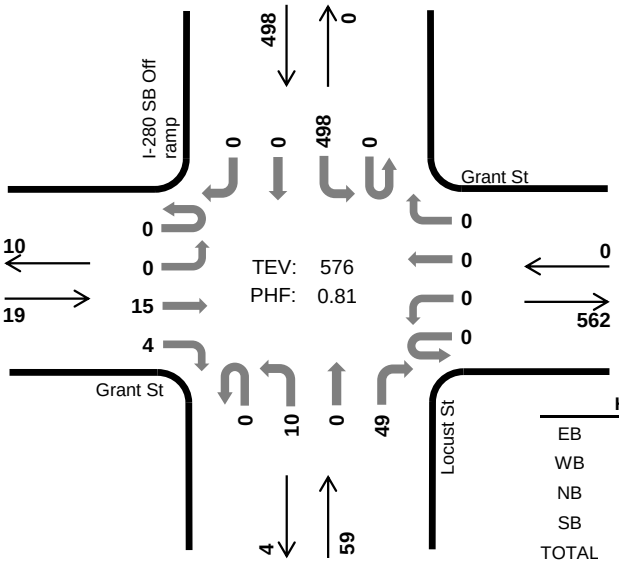
Interval Start	Grant St Eastbound			Grant St Westbound			Locust St Northbound			I-280 SB Off ramp Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	1	1	0	0	0	0	0	0	1	1	0	0	4	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	0
7:45 AM	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**2**	7
8:00 AM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	4
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**
8:30 AM	0	0	0	0	0	1	0	0	1	0	0	0	2	5
8:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	4
Count Total	1	4	0	0	0	1	1	0	2	2	0	0	11	0
Peak Hour	**0**	**2**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**4**	**0**

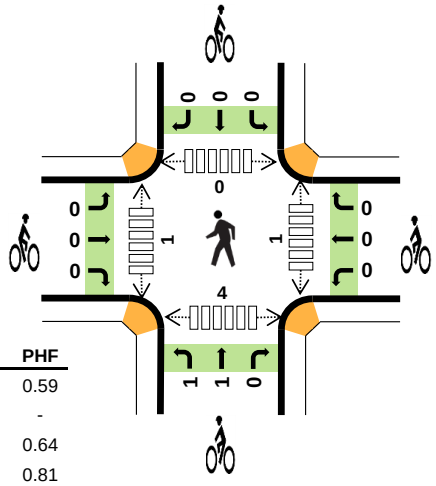
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

I-280 SB Off ramp
Grant St

Date: 09-10-2019
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:00 PM to 5:00 PM

Peak Hour





	HV %:	PHF
EB	0.0%	0.59
WB	-	-
NB	1.7%	0.64
SB	1.0%	0.81
TOTAL	1.0%	0.81

Two-Hour Count Summaries

Interval Start	Grant St Eastbound				Grant St Westbound				Locust St Northbound				I-280 SB Off ramp Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**5**	**0**	**18**	**0**	**153**	**0**	**0**	**178**	0
4:15 PM	**0**	**0**	**6**	**2**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**11**	**0**	**109**	**0**	**0**	**131**	0
4:30 PM	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**8**	**0**	**127**	**0**	**0**	**141**	0
4:45 PM	**0**	**0**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**12**	**0**	**109**	**0**	**0**	**126**	**576**
5:00 PM	1	0	7	1	0	0	0	0	0	1	0	22	0	118	0	0	150	548
5:15 PM	0	0	5	0	0	0	0	0	0	0	0	16	0	102	0	0	123	540
5:30 PM	0	0	7	0	0	0	0	0	0	1	0	19	0	112	0	0	139	538
5:45 PM	0	0	5	0	0	0	0	0	1	1	0	11	0	103	0	0	121	533
Count Total	1	0	39	5	0	0	0	0	1	13	0	117	0	933	0	0	1,109	0
Peak Hour All	**0**	**0**	**15**	**4**	**0**	**0**	**0**	**0**	**0**	**10**	**0**	**49**	**0**	**498**	**0**	**0**	**576**	**0**
Peak Hour HV	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**5**	**0**	**0**	**6**	**0**
Peak Hour HV%	**-**	**-**	**0%**	**0%**	**-**	**-**	**-**	**-**	**-**	**10%**	**-**	**0%**	**-**	**1%**	**-**	**-**	**1%**	**0**

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	**0**	**0**	**0**	**3**	***3***	**0**	**0**	**1**	**0**	***1***	**0**	**0**	**0**	**0**	*0*
4:15 PM	**0**	**0**	**0**	**1**	***1***	**0**	**0**	**1**	**0**	***1***	**0**	**0**	**0**	**4**	*4*
4:30 PM	**0**	**0**	**0**	**1**	***1***	**0**	**0**	**0**	**0**	***0***	**1**	**1**	**0**	**0**	*2*
4:45 PM	**0**	**0**	**1**	**0**	***1***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
5:00 PM	0	0	0	0	*0*	0	0	1	0	*1*	0	1	0	1	*2*
5:15 PM	0	0	0	6	*6*	0	0	0	0	*0*	1	4	0	3	*8*
5:30 PM	0	0	0	2	*2*	1	0	2	0	*3*	0	0	1	0	*1*
5:45 PM	0	0	0	1	*1*	1	0	0	0	*1*	0	0	0	1	*1*
Count Total	0	0	1	14	*15*	2	0	5	0	*7*	2	6	1	9	*18*
Peak Hour	**0**	**0**	**1**	**5**	***6***	**0**	**0**	**2**	**0**	***2***	**1**	**1**	**0**	**4**	***6***

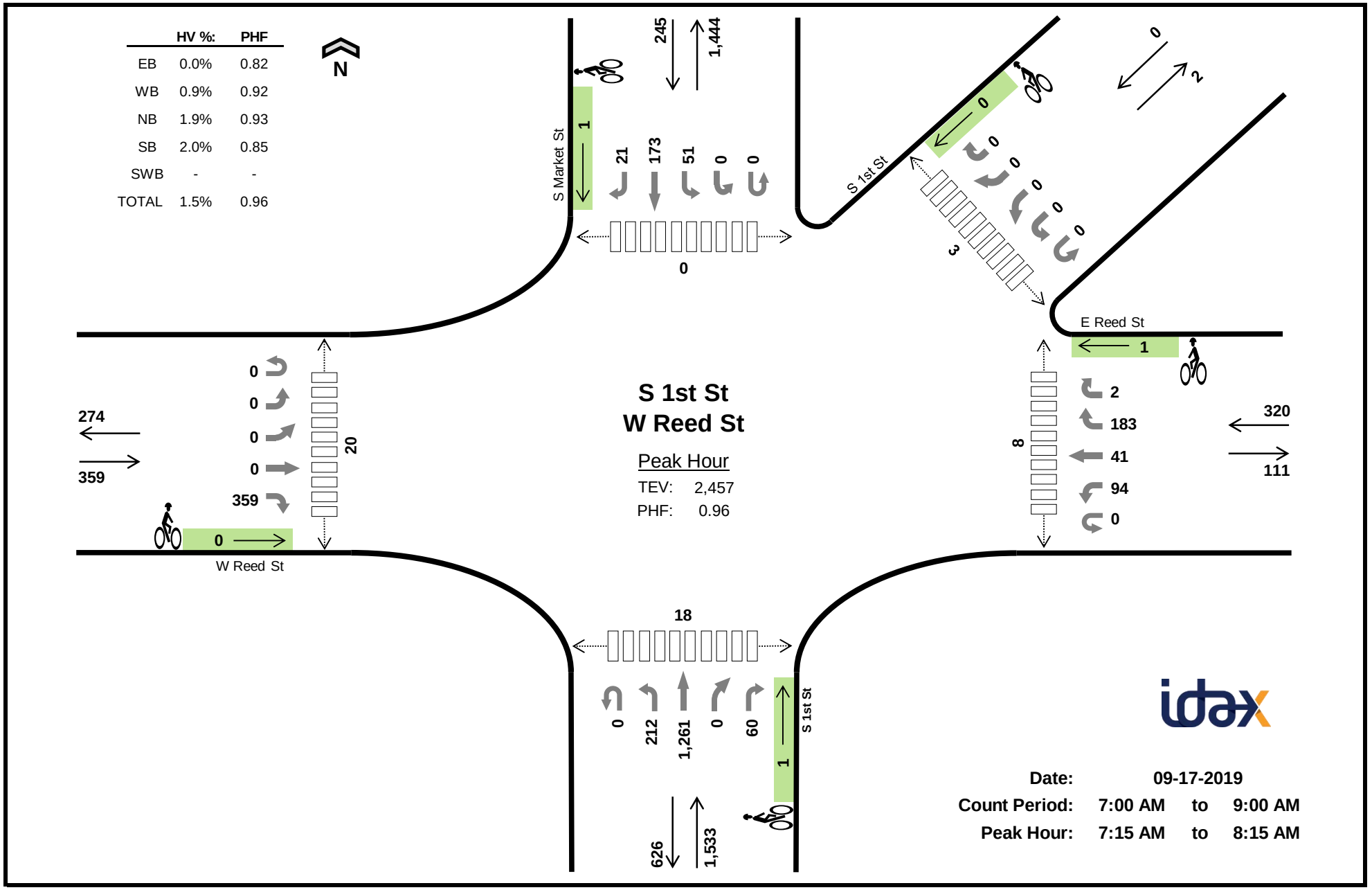
Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Grant St Eastbound				Grant St Westbound				Locust St Northbound				I-280 SB Off ramp Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**3**	0
4:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	0
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	0
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**6**
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	8
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	9
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	9
Count Total	0	0	0	0	0	0	0	0	0	1	0	0	0	14	0	0	15	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**5**	**0**	**0**	**6**	**0**

Two-Hour Count Summaries - Bikes

Interval Start	Grant St Eastbound			Grant St Westbound			Locust St Northbound			I-280 SB Off ramp Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	0
4:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	0
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**
5:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	1	2
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	1	0	0	0	1	0	1	0	0	0	3	4
5:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	5
Count Total	0	1	1	0	0	0	2	1	2	0	0	0	7	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**2**	**0**

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



Project Manager: (415) 310-6469

project.manager.ca@idaxdata.com

Two-Hour Count Summaries

Interval Start		W Reed St Eastbound					E Reed St Westbound					S 1st St Northbound					S Market St Southbound					S 1st St Southwestbound					15-min Total	Rolling One Hour
		UT	LT	BL	TH	RT	UT	LT	TH	RT	HR	UT	LT	TH	BR	RT	UT	HL	LT	TH	RT	UT	HL	BL	BR	HR		
7:00 AM		0	0	0	0	72	0	15	6	21	0	0	53	250	0	9	0	0	4	33	1	0	0	0	0	0	464	0
7:15 AM		**0**	**0**	**0**	**0**	**109**	**0**	**29**	**9**	**37**	**1**	**0**	**53**	**282**	**0**	**15**	**0**	**0**	**11**	**44**	**4**	**0**	**0**	**0**	**0**	**0**	**594**	0
7:30 AM		**0**	**0**	**0**	**0**	**97**	**0**	**23**	**12**	**44**	**1**	**0**	**46**	**327**	**0**	**16**	**0**	**0**	**14**	**53**	**5**	**0**	**0**	**0**	**0**	**0**	**638**	0
7:45 AM		**0**	**0**	**0**	**0**	**85**	**0**	**23**	**9**	**45**	**0**	**0**	**58**	**335**	**0**	**17**	**0**	**0**	**9**	**46**	**8**	**0**	**0**	**0**	**0**	**0**	**635**	2,331
8:00 AM		**0**	**0**	**0**	**0**	**68**	**0**	**19**	**11**	**57**	**0**	**0**	**55**	**317**	**0**	**12**	**0**	**0**	**17**	**30**	**4**	**0**	**0**	**0**	**0**	**0**	**590**	**2,457**
8:15 AM		0	0	0	0	65	0	17	3	45	0	0	53	325	0	17	0	0	12	44	8	0	0	0	0	0	589	2,452
8:30 AM		0	0	0	0	46	0	18	8	48	0	0	52	334	0	27	0	0	4	49	7	0	0	0	0	0	593	2,407
8:45 AM		0	0	0	0	46	0	23	11	37	0	0	51	298	0	25	0	0	9	45	5	0	0	0	0	0	550	2,322
Count Total		0	0	0	0	588	0	167	69	334	2	0	421	2,468	0	138	0	0	80	344	42	0	0	0	0	0	4,653	0
Peak Hour	**All**	**0**	**0**	**0**	**0**	**359**	**0**	**94**	**41**	**183**	**2**	**0**	**212**	**1,261**	**0**	**60**	**0**	**0**	**51**	**173**	**21**	**0**	**0**	**0**	**0**	**0**	**2,457**	**0**
	HV	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**1**	**0**	**0**	**6**	**21**	**0**	**2**	**0**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**37**	**0**
	HV%	**-**	**-**	**-**	**-**	**0%**	**-**	**2%**	**0%**	**1%**	**0%**	**-**	**3%**	**2%**	**-**	**3%**	**-**	**-**	**0%**	**3%**	**0%**	**-**	**-**	**-**	**-**	**-**	**2%**	**0**

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

Interval Start	Heavy Vehicle Totals						Bicycles						Pedestrians (Crossing Leg)					
	EB	WB	NB	SB	SWB	Total	EB	WB	NB	SB	SWB	Total	East	West	North	South	Northeast	Total
7:00 AM	2	1	3	2	0	*8*	0	0	0	0	0	*0*	1	0	0	3	3	*7*
7:15 AM	**0**	**0**	**6**	**1**	**0**	***7***	**0**	**0**	**0**	**0**	**0**	***0***	**2**	**1**	**0**	**1**	**1**	***5***
7:30 AM	**0**	**2**	**8**	**2**	**0**	***12***	**0**	**1**	**0**	**1**	**0**	***2***	**0**	**9**	**0**	**3**	**2**	***14***
7:45 AM	**0**	**1**	**9**	**1**	**0**	***11***	**0**	**0**	**0**	**0**	**0**	***0***	**2**	**6**	**0**	**12**	**0**	***20***
8:00 AM	**0**	**0**	**6**	**1**	**0**	***7***	**0**	**0**	**1**	**0**	**0**	***1***	**4**	**4**	**0**	**2**	**0**	***10***
8:15 AM	0	2	5	0	0	*7*	0	1	0	1	0	*2*	1	6	0	4	0	*11*
8:30 AM	0	2	2	3	0	*7*	0	0	2	0	0	*2*	3	1	0	3	0	*7*
8:45 AM	2	1	9	5	0	*17*	0	0	1	0	0	*1*	7	3	0	11	0	*21*
Count Total	4	9	48	15	0	*76*	0	2	4	2	0	*8*	20	30	0	39	6	*95*
Peak Hr	**0**	**3**	**29**	**5**	**0**	***37***	**0**	**1**	**1**	**1**	**0**	***3***	**8**	**20**	**0**	**18**	**3**	*49*

Project Manager: (415) 310-6469

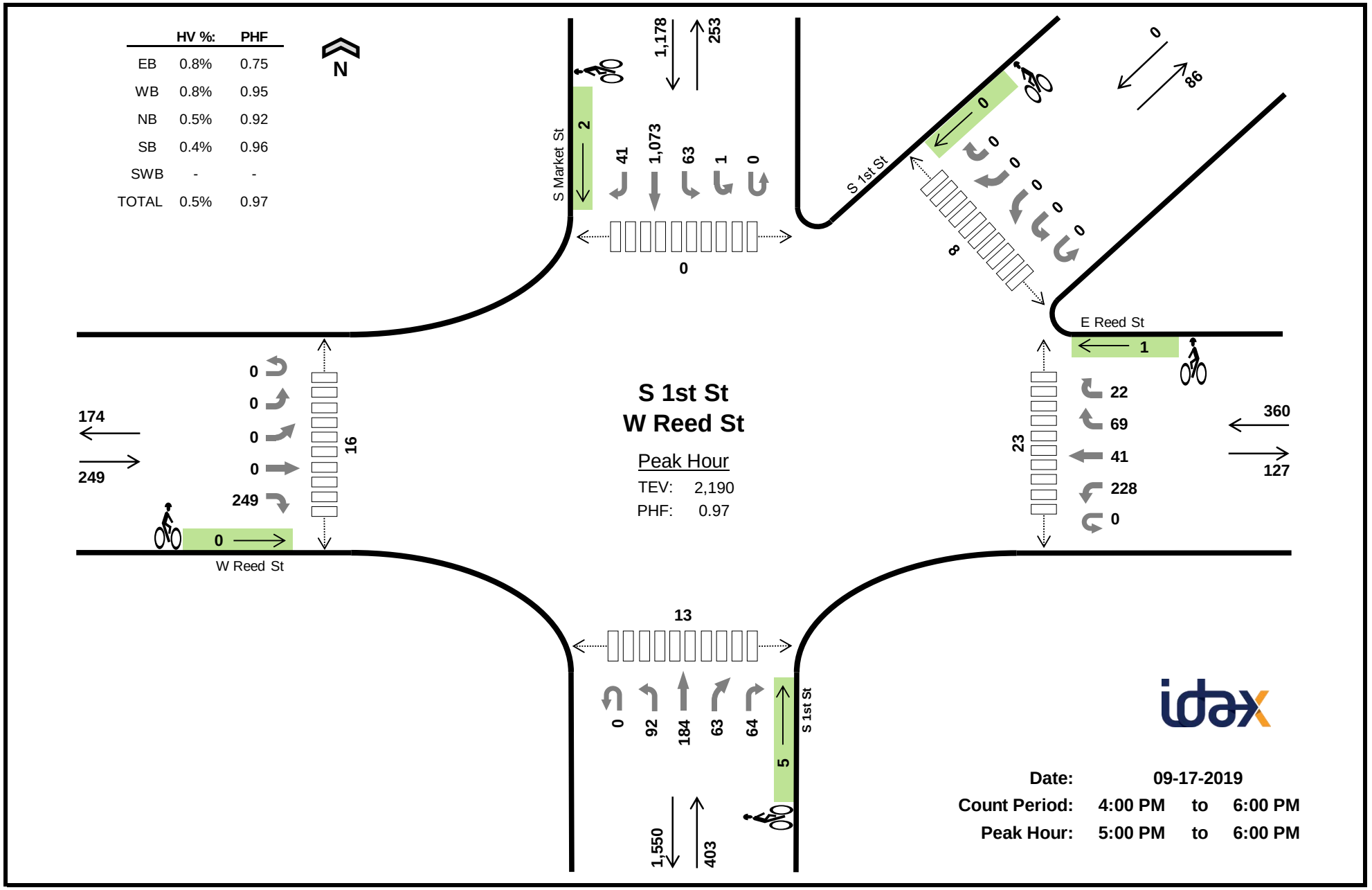
project.manager.ca@idaxdata.com

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	W Reed St Eastbound					E Reed St Westbound					S 1st St Northbound					S Market St Southbound					S 1st St Southwestbound					15-min Total	Rolling One Hour
	UT	LT	BL	TH	RT	UT	LT	TH	RT	HR	UT	LT	TH	BR	RT	UT	HL	LT	TH	RT	UT	HL	BL	BR	HR		
7:00 AM	0	0	0	0	2	0	0	1	0	0	0	1	1	0	1	0	0	1	1	0	0	0	0	0	0	8	0
7:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	0
7:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**3**	**5**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**12**	0
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**7**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**11**	38
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**3**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**37**
8:15 AM	0	0	0	0	0	0	0	1	1	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	7	37
8:30 AM	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	3	0	0	0	0	0	0	7	32
8:45 AM	0	0	0	0	2	0	0	0	1	0	0	1	7	0	1	0	0	1	4	0	0	0	0	0	0	17	38
Count Total	0	0	0	0	4	0	2	2	5	0	0	8	36	0	4	0	0	2	13	0	0	0	0	0	0	76	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**1**	**0**	**0**	**6**	**21**	**0**	**2**	**0**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	37	**0**

Two-Hour Count Summaries - Bikes

Interval Start	W Reed St Eastbound					E Reed St Westbound					S 1st St Northbound					S Market St Southbound					S 1st St Southwestbound					15-min Total	Rolling One Hour
	UT	LT	BL	TH	RT	UT	LT	TH	RT	HR	UT	LT	TH	BR	RT	UT	HL	LT	TH	RT	UT	HL	BL	BR	HR		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
7:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**2**	0
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	2
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**3**
8:15 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2	5
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	5
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	6
Count Total	0	0	0	0	0	0	1	0	1	0	0	0	2	0	2	0	0	0	1	1	0	0	0	0	0	8	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	3	**0**


HV %: PHF
EB 0.8% 0.75
WB 0.8% 0.95
NB 0.5% 0.92
SB 0.4% 0.96
SWB - -
TOTAL 0.5% 0.97
N
S Market St
2
41
1,073
63
1
0
1,178
253
0
S 1st St
0
0
0
0
0
0
8
0
86
E Reed St
1
22
69
41
228
0
23
360
127
174
249
0
0
0
0
249
16
0
W Reed St
13
0
92
184
63
64
5
S 1st St
1,550
403
S 1st St
W Reed St
Peak Hour
TEV: 2,190
PHF: 0.97
idax
Date: 09-17-2019
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 5:00 PM to 6:00 PM

Two-Hour Count Summaries

Interval Start	W Reed St Eastbound					E Reed St Westbound					S 1st St Northbound					S Market St Southbound					S 1st St Southwestbound					15-min Total	Rolling One Hour
	UT	LT	BL	TH	RT	UT	LT	TH	RT	HR	UT	LT	TH	BR	RT	UT	HL	LT	TH	RT	UT	HL	BL	BR	HR		
4:00 PM	0	0	0	0	45	0	54	5	22	0	0	20	59	0	18	0	0	14	223	11	0	0	0	0	0	471	0
4:15 PM	0	0	0	0	38	0	46	8	15	2	0	22	43	22	15	0	0	13	244	6	0	0	0	0	0	474	0
4:30 PM	0	0	0	0	46	0	41	11	7	2	0	27	43	16	20	0	0	14	286	13	0	0	0	0	0	526	0
4:45 PM	0	0	0	0	60	0	46	10	15	7	0	20	37	16	14	0	0	18	256	6	0	0	0	0	0	505	1,976
5:00 PM	**0**	**0**	**0**	**0**	**52**	**0**	**67**	**10**	**14**	**4**	**0**	**19**	**46**	**15**	**14**	**0**	**1**	**17**	**278**	**11**	**0**	**0**	**0**	**0**	**0**	**548**	2,053
5:15 PM	**0**	**0**	**0**	**0**	**83**	**0**	**57**	**12**	**18**	**4**	**0**	**27**	**45**	**15**	**15**	**0**	**0**	**11**	**267**	**10**	**0**	**0**	**0**	**0**	**0**	**564**	2,143
5:30 PM	**0**	**0**	**0**	**0**	**52**	**0**	**55**	**10**	**15**	**5**	**0**	**22**	**49**	**21**	**18**	**0**	**0**	**21**	**271**	**12**	**0**	**0**	**0**	**0**	**0**	**551**	2,168
5:45 PM	**0**	**0**	**0**	**0**	**62**	**0**	**49**	**9**	**22**	**9**	**0**	**24**	**44**	**12**	**17**	**0**	**0**	**14**	**257**	**8**	**0**	**0**	**0**	**0**	**0**	**527**	**2,190**
Count Total	0	0	0	0	438	0	415	75	128	33	0	181	366	117	131	0	1	122	2,082	77	0	0	0	0	0	4,166	0
Peak Hour All	**0**	**0**	**0**	**0**	**249**	**0**	**228**	**41**	**69**	**22**	**0**	**92**	**184**	**63**	**64**	**0**	**1**	**63**	**1,073**	**41**	**0**	**0**	**0**	**0**	**0**	**2,190**	**0**
Peak Hour HV	**0**	**0**	**0**	**0**	**2**	**0**	**1**	**0**	**2**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**12**	**0**
Peak Hour HV%	**-**	**-**	**-**	**-**	**1%**	**-**	**0%**	**0%**	**3%**	**0%**	**-**	**0%**	**1%**	**0%**	**0%**	**-**	**0%**	**0%**	**0%**	**0%**	**-**	**-**	**-**	**-**	**-**	**1%**	**0**

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

Interval Start	Heavy Vehicle Totals						Bicycles						Pedestrians (Crossing Leg)					
	EB	WB	NB	SB	SWB	Total	EB	WB	NB	SB	SWB	Total	East	West	North	South	Northeast	Total
4:00 PM	0	1	2	2	0	*5*	0	0	1	1	0	*2*	6	2	0	1	1	*10*
4:15 PM	0	0	0	2	0	*2*	0	1	0	2	0	*3*	3	1	0	7	0	*11*
4:30 PM	1	0	2	0	0	*3*	1	0	1	0	0	*2*	1	5	0	5	2	*13*
4:45 PM	0	0	2	1	0	*3*	0	0	0	1	0	*1*	5	6	0	5	0	*16*
5:00 PM	**0**	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**2**	**1**	**0**	***3***	**5**	**1**	**0**	**2**	**1**	***9***
5:15 PM	**2**	**1**	**1**	**0**	**0**	***4***	**0**	**1**	**1**	**0**	**0**	***2***	**6**	**2**	**0**	**6**	**0**	***14***
5:30 PM	**0**	**1**	**1**	**3**	**0**	***5***	**0**	**0**	**1**	**0**	**0**	***1***	**6**	**9**	**0**	**2**	**3**	***20***
5:45 PM	**0**	**1**	**0**	**2**	**0**	***3***	**0**	**0**	**1**	**1**	**0**	***2***	**6**	**4**	**0**	**3**	**4**	***17***
Count Total	3	4	8	10	0	*25*	1	2	7	6	0	*16*	38	30	0	31	11	*110*
Peak Hr	**2**	**3**	**2**	**5**	**0**	***12***	**0**	**1**	**5**	**2**	**0**	***8***	**23**	**16**	**0**	**13**	**8**	*60*

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	W Reed St Eastbound					E Reed St Westbound					S 1st St Northbound					S Market St Southbound					S 1st St Southwestbound					15-min Total	Rolling One Hour
	UT	LT	BL	TH	RT	UT	LT	TH	RT	HR	UT	LT	TH	BR	RT	UT	HL	LT	TH	RT	UT	HL	BL	BR	HR		
4:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	1	0	1	0	0	0	2	0	0	0	0	0	0	5	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	0
4:30 PM	0	0	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1	0	0	0	0	0	0	3	13
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	8
5:15 PM	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	10
5:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	12
5:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**12**
Count Total	0	0	0	0	3	0	2	0	2	0	0	1	4	1	2	0	0	0	10	0	0	0	0	0	0	25	0
Peak Hour	**0**	**0**	**0**	**0**	**2**	**0**	**1**	**0**	**2**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	12	**0**

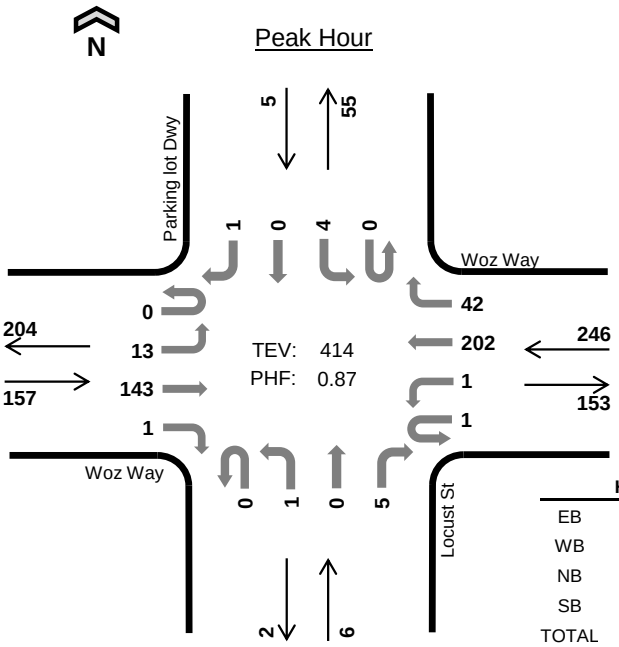
Two-Hour Count Summaries - Bikes

Interval Start	W Reed St Eastbound					E Reed St Westbound					S 1st St Northbound					S Market St Southbound					S 1st St Southwestbound					15-min Total	Rolling One Hour
	UT	LT	BL	TH	RT	UT	LT	TH	RT	HR	UT	LT	TH	BR	RT	UT	HL	LT	TH	RT	UT	HL	BL	BR	HR		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	2	0
4:15 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	3	0
4:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	8
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	9
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	8
5:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	7
5:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**8**
Count Total	0	0	0	0	1	0	1	0	1	0	0	0	3	3	1	0	0	0	6	0	0	0	0	0	0	16	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**2**	**2**	**1**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	8	**0**

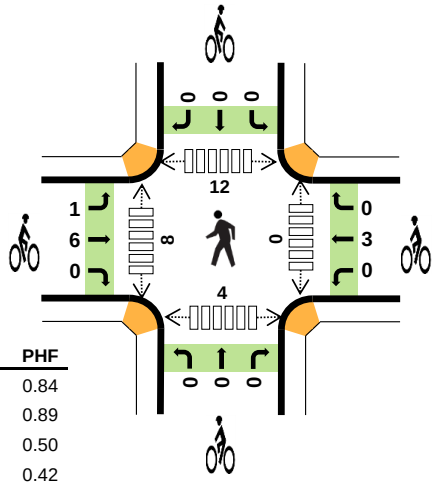
Locust St
Woz Way

Date: 09-10-2019
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:30 AM to 8:30 AM

Peak Hour



	HV %:	PHF
EB	1.9%	0.84
WB	1.6%	0.89
NB	0.0%	0.50
SB	0.0%	0.42
TOTAL	1.7%	0.87



Two-Hour Count Summaries

Interval Start	Woz Way Eastbound				Woz Way Westbound				Locust St Northbound				Parking lot Dwy Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	2	15	0	0	2	25	4	0	1	0	0	0	1	0	0	50	0
7:15 AM	0	4	20	1	0	0	34	4	0	2	0	3	0	1	0	0	69	0
7:30 AM	**0**	**0**	**39**	**0**	**1**	**1**	**46**	**5**	**0**	**0**	**0**	**3**	**0**	**1**	**0**	**0**	**96**	0
7:45 AM	**0**	**3**	**43**	**1**	**0**	**0**	**59**	**9**	**0**	**1**	**0**	**0**	**0**	**2**	**0**	**1**	**119**	334
8:00 AM	**0**	**3**	**31**	**0**	**0**	**0**	**43**	**13**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**90**	374
8:15 AM	**0**	**7**	**30**	**0**	**0**	**0**	**54**	**15**	**0**	**0**	**0**	**2**	**0**	**1**	**0**	**0**	**109**	**414**
8:30 AM	0	4	22	0	0	1	51	16	0	0	0	1	0	0	0	1	96	414
8:45 AM	0	7	27	0	0	0	56	16	0	0	0	0	0	0	0	1	107	402
Count Total	0	30	227	2	1	4	368	82	0	4	0	9	0	6	0	3	736	0
Peak Hour All	**0**	**13**	**143**	**1**	**1**	**1**	**202**	**42**	**0**	**1**	**0**	**5**	**0**	**4**	**0**	**1**	**414**	**0**
Peak Hour HV	**0**	**0**	**3**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**0**
Peak Hour HV%	**-**	**0%**	**2%**	**0%**	**0%**	**0%**	**2%**	**0%**	**-**	**0%**	**-**	**0%**	**-**	**0%**	**-**	**0%**	**2%**	**0**

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	1	0	0	*1*	1	1	0	0	*2*	0	0	2	2	*4*
7:15 AM	0	0	0	0	*0*	2	0	0	1	*3*	0	1	1	1	*3*
7:30 AM	**2**	**0**	**0**	**0**	***2***	**1**	**2**	**0**	**0**	***3***	**0**	**0**	**3**	**0**	*3*
7:45 AM	**0**	**1**	**0**	**0**	***1***	**2**	**1**	**0**	**0**	***3***	**0**	**1**	**1**	**0**	*2*
8:00 AM	**0**	**1**	**0**	**0**	***1***	**2**	**0**	**0**	**0**	***2***	**0**	**4**	**4**	**1**	*9*
8:15 AM	**1**	**2**	**0**	**0**	***3***	**2**	**0**	**0**	**0**	***2***	**0**	**3**	**4**	**3**	***10***
8:30 AM	0	0	1	0	*1*	0	2	0	0	*2*	0	0	5	0	*5*
8:45 AM	0	0	0	0	*0*	1	1	0	0	*2*	3	1	6	4	*14*
Count Total	3	5	1	0	*9*	11	7	0	1	*19*	3	10	26	11	*50*
Peak Hour	**3**	**4**	**0**	**0**	***7***	**7**	**3**	**0**	**0**	***10***	**0**	**8**	**12**	**4**	***24***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Woz Way Eastbound				Woz Way Westbound				Locust St Northbound				Parking lot Dwy Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	0
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	4
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	4
8:15 AM	**0**	**0**	**1**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**7**
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	6
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
Count Total	0	0	3	0	0	1	4	0	0	0	0	1	0	0	0	0	9	0
Peak Hour	**0**	**0**	**3**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**0**

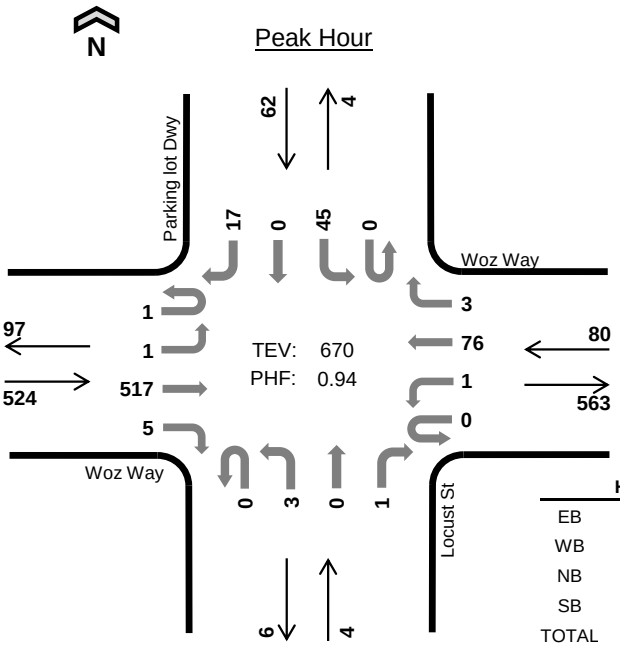
Two-Hour Count Summaries - Bikes

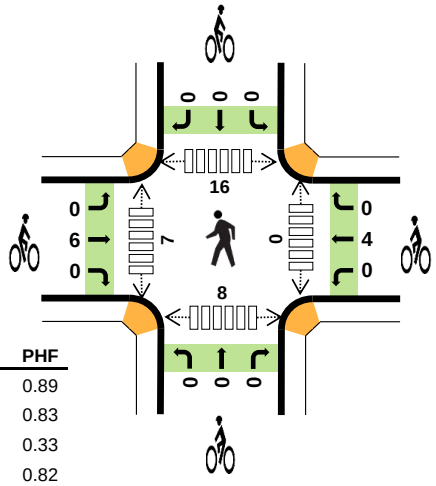
Interval Start	Woz Way Eastbound			Woz Way Westbound			Locust St Northbound			Parking lot Dwy Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	1	0	0	1	0	0	0	0	0	0	2	0
7:15 AM	1	1	0	0	0	0	0	0	0	1	0	0	3	0
7:30 AM	**1**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	0
7:45 AM	**0**	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	11
8:00 AM	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	11
8:15 AM	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**10**
8:30 AM	0	0	0	0	2	0	0	0	0	0	0	0	2	9
8:45 AM	1	0	0	0	1	0	0	0	0	0	0	0	2	8
Count Total	3	7	1	0	6	1	0	0	0	1	0	0	19	0
Peak Hour	**1**	**6**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**10**	**0**

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

Locust St
Woz Way

Date: 09-10-2019
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 5:00 PM to 6:00 PM





	HV %:	PHF
EB	0.0%	0.89
WB	0.0%	0.83
NB	0.0%	0.33
SB	0.0%	0.82
TOTAL	0.0%	0.94

Two-Hour Count Summaries

Interval Start	Woz Way Eastbound				Woz Way Westbound				Locust St Northbound				Parking lot Dwy Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	71	1	0	0	13	2	0	0	0	1	0	3	0	2	93	0
4:15 PM	0	0	75	2	0	1	24	1	0	1	0	0	0	2	0	4	110	0
4:30 PM	1	0	93	1	0	2	17	2	0	0	0	2	0	5	0	0	123	0
4:45 PM	0	0	94	3	1	1	20	0	0	1	0	2	0	11	0	6	139	465
5:00 PM	**0**	**1**	**113**	**1**	**0**	**1**	**19**	**0**	**0**	**0**	**0**	**0**	**0**	**13**	**0**	**4**	**152**	524
5:15 PM	**1**	**0**	**146**	**1**	**0**	**0**	**15**	**0**	**0**	**1**	**0**	**0**	**0**	**10**	**0**	**4**	**178**	592
5:30 PM	**0**	**0**	**129**	**1**	**0**	**0**	**24**	**0**	**0**	**0**	**0**	**0**	**0**	**9**	**0**	**3**	**166**	635
5:45 PM	**0**	**0**	**129**	**2**	**0**	**0**	**18**	**3**	**0**	**2**	**0**	**1**	**0**	**13**	**0**	**6**	**174**	**670**
Count Total	2	1	850	12	1	5	150	8	0	5	0	6	0	66	0	29	1,135	0
Peak Hour All	**1**	**1**	**517**	**5**	**0**	**1**	**76**	**3**	**0**	**3**	**0**	**1**	**0**	**45**	**0**	**17**	**670**	**0**
Peak Hour HV	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Peak Hour HV%	**0%**	**0%**	**0%**	**0%**	**-**	**0%**	**0%**	**0%**	**-**	**0%**	**-**	**0%**	**-**	**0%**	**-**	**0%**	**0%**	**0**

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	0	0	0	*0*	4	0	0	1	*5*	0	0	1	2	*3*
4:15 PM	1	1	0	0	*2*	1	1	0	0	*2*	0	0	24	0	*24*
4:30 PM	1	0	0	0	*1*	1	1	0	0	*2*	0	0	0	3	*3*
4:45 PM	0	0	0	0	*0*	0	3	0	0	*3*	1	3	1	2	*7*
5:00 PM	**0**	**0**	**0**	**0**	***0***	**4**	**2**	**0**	**0**	***6***	**0**	**1**	**5**	**2**	*8*
5:15 PM	**0**	**0**	**0**	**0**	***0***	**0**	**1**	**0**	**0**	***1***	**0**	**3**	**4**	**2**	*9*
5:30 PM	**0**	**0**	**0**	**0**	***0***	**2**	**1**	**0**	**0**	***3***	**0**	**0**	**1**	**1**	*2*
5:45 PM	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***	**0**	**3**	**6**	**3**	***12***
Count Total	2	1	0	0	*3*	12	9	0	1	*22*	1	10	42	15	*68*
Peak Hour	**0**	**0**	**0**	**0**	***0***	**6**	**4**	**0**	**0**	***10***	**0**	**7**	**16**	**8**	***31***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Woz Way Eastbound				Woz Way Westbound				Locust St Northbound				Parking lot Dwy Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0
4:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	3
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	1
5:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
5:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Count Total	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	3	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

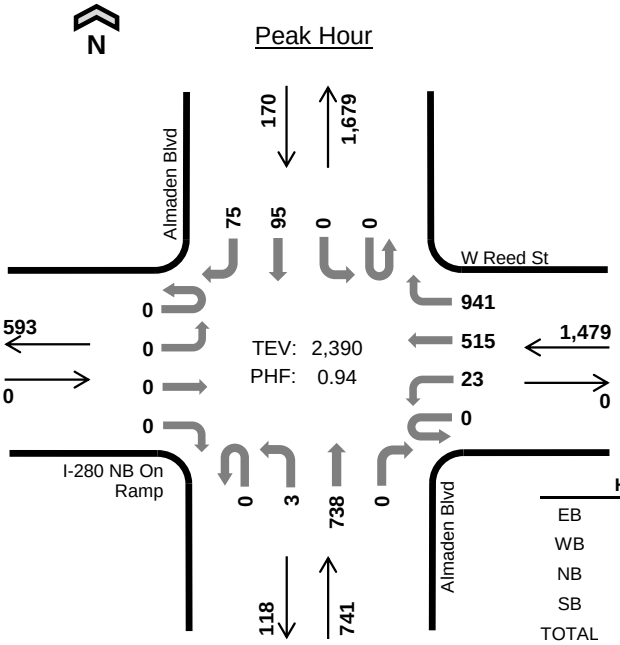
Two-Hour Count Summaries - Bikes

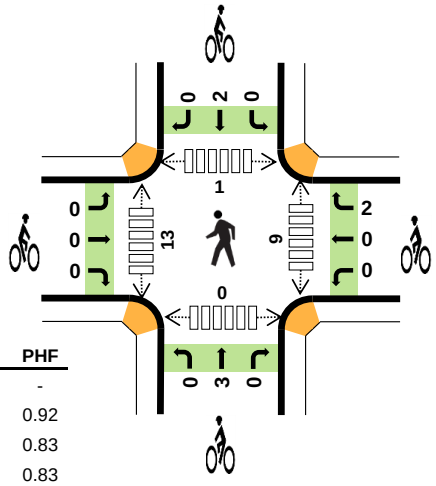
Interval Start	Woz Way Eastbound			Woz Way Westbound			Locust St Northbound			Parking lot Dwy Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	1	3	0	0	0	0	0	0	0	1	0	0	5	0
4:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	2	0
4:30 PM	1	0	0	0	1	0	0	0	0	0	0	0	2	0
4:45 PM	0	0	0	2	1	0	0	0	0	0	0	0	3	12
5:00 PM	**0**	**4**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	13
5:15 PM	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	12
5:30 PM	**0**	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	13
5:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**10**
Count Total	2	10	0	2	7	0	0	0	0	1	0	0	22	0
Peak Hour	**0**	**6**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**10**	**0**

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

Almaden Blvd
I-280 NB On Ramp

Date: 09-10-2019
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:45 AM to 8:45 AM





	HV %:	PHF
EB	-	-
WB	1.1%	0.92
NB	0.3%	0.83
SB	2.9%	0.83
TOTAL	1.0%	0.94

Two-Hour Count Summaries

Interval Start	I-280 NB On Ramp Eastbound				W Reed St Westbound				Almaden Blvd Northbound				Almaden Blvd Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	7	150	144	0	0	64	0	0	0	19	5	389	0
7:15 AM	0	0	0	0	0	15	148	198	0	1	90	0	0	0	35	10	497	0
7:30 AM	0	0	0	0	0	15	174	214	0	0	121	0	0	0	32	12	568	0
7:45 AM	**0**	**0**	**0**	**0**	**0**	**6**	**148**	**248**	**0**	**0**	**157**	**0**	**0**	**0**	**28**	**12**	**599**	2,053
8:00 AM	**0**	**0**	**0**	**0**	**0**	**6**	**127**	**235**	**0**	**0**	**158**	**0**	**0**	**0**	**24**	**13**	**563**	2,227
8:15 AM	**0**	**0**	**0**	**0**	**0**	**7**	**123**	**254**	**0**	**0**	**203**	**0**	**0**	**0**	**26**	**25**	**638**	2,368
8:30 AM	**0**	**0**	**0**	**0**	**0**	**4**	**117**	**204**	**0**	**3**	**220**	**0**	**0**	**0**	**17**	**25**	**590**	**2,390**
8:45 AM	0	0	0	0	0	5	113	158	0	2	234	0	0	0	27	14	553	2,344
Count Total	0	0	0	0	0	65	1,100	1,655	0	6	1,247	0	0	0	208	116	4,397	0
Peak Hour All	**0**	**0**	**0**	**0**	**0**	**23**	**515**	**941**	**0**	**3**	**738**	**0**	**0**	**0**	**95**	**75**	**2,390**	**0**
Peak Hour HV	**0**	**0**	**0**	**0**	**0**	**0**	**9**	**8**	**0**	**0**	**2**	**0**	**0**	**0**	**4**	**1**	**24**	**0**
Peak Hour HV%	**-**	**-**	**-**	**-**	**-**	**0%**	**2%**	**1%**	**-**	**0%**	**0%**	**-**	**-**	**-**	**4%**	**1%**	**1%**	**0**

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

Interval Start	Heavy Vehicle Totals EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) East	West	North	South	Total
7:00 AM	0	7	4	0	*11*	0	0	1	0	*1*	4	3	0	0	*7*
7:15 AM	0	4	2	1	*7*	0	0	0	0	*0*	4	2	0	0	*6*
7:30 AM	0	5	0	1	*6*	0	1	2	0	*3*	3	3	0	1	*7*
7:45 AM	**0**	**1**	**1**	**1**	***3***	**0**	**1**	**2**	**0**	***3***	**2**	**1**	**0**	**0**	*3*
8:00 AM	**0**	**7**	**0**	**0**	***7***	**0**	**1**	**0**	**1**	***2***	**4**	**2**	**0**	**0**	*6*
8:15 AM	**0**	**8**	**1**	**1**	***10***	**0**	**0**	**0**	**1**	***1***	**1**	**6**	**1**	**0**	*8*
8:30 AM	**0**	**1**	**0**	**3**	***4***	**0**	**0**	**1**	**0**	***1***	**2**	**4**	**0**	**0**	***6***
8:45 AM	0	3	3	2	*8*	0	1	1	0	*2*	8	6	0	1	*15*
Count Total	0	36	11	9	*56*	0	4	7	2	*13*	28	27	1	2	*58*
Peak Hour	**0**	**17**	**2**	**5**	***24***	**0**	**2**	**3**	**2**	***7***	**9**	**13**	**1**	**0**	***23***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	I-280 NB On Ramp				W Reed St				Almaden Blvd				Almaden Blvd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	4	3	0	0	4	0	0	0	0	0	11	0
7:15 AM	0	0	0	0	0	0	4	0	0	0	2	0	0	0	1	0	7	0
7:30 AM	0	0	0	0	0	0	5	0	0	0	0	0	0	0	1	0	6	0
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**3**	27
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	23
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**4**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**10**	26
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**1**	**4**	**24**
8:45 AM	0	0	0	0	0	0	3	0	0	0	3	0	0	0	1	1	8	29
Count Total	0	0	0	0	0	0	25	11	0	0	11	0	0	0	7	2	56	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**9**	**8**	**0**	**0**	**2**	**0**	**0**	**0**	**4**	**1**	**24**	**0**

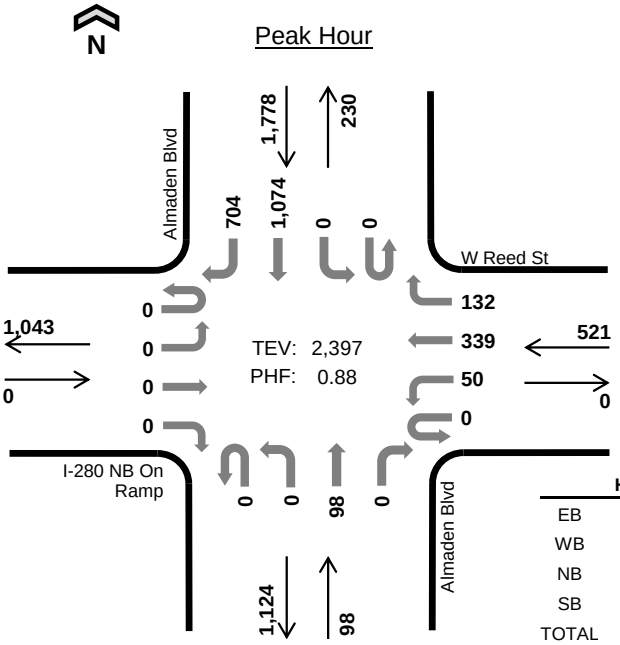
Two-Hour Count Summaries - Bikes

Interval Start	I-280 NB On Ramp			W Reed St			Almaden Blvd			Almaden Blvd			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	1	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	1	0	2	0	0	0	0	3	0
7:45 AM	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**2**	**0**	**0**	**0**	**0**	**3**	7
8:00 AM	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**2**	8
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	9
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**7**
8:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	2	6
Count Total	0	0	0	0	0	4	0	7	0	0	2	0	13	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**3**	**0**	**0**	**2**	**0**	**7**	**0**

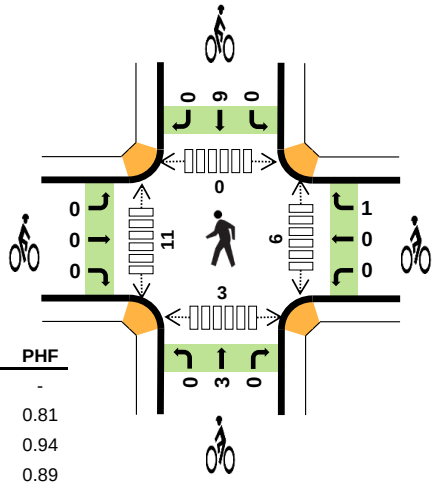
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Almaden Blvd
I-280 NB On Ramp

Date: 09-10-2019
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 5:00 PM to 6:00 PM



	HV %:	PHF
EB	-	-
WB	0.6%	0.81
NB	1.0%	0.94
SB	0.2%	0.89
TOTAL	0.3%	0.88



Two-Hour Count Summaries

Interval Start	I-280 NB On Ramp				W Reed St				Almaden Blvd				Almaden Blvd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	7	75	21	0	0	34	0	0	0	138	113	388	0
4:15 PM	0	0	0	0	0	10	75	31	0	0	29	0	0	0	152	107	404	0
4:30 PM	0	0	0	0	0	9	67	27	0	0	25	0	0	0	193	131	452	0
4:45 PM	0	0	0	0	0	8	66	22	0	1	29	0	0	0	198	127	451	1,695
5:00 PM	**0**	**0**	**0**	**0**	**0**	**11**	**64**	**34**	**0**	**0**	**26**	**0**	**0**	**0**	**225**	**188**	**548**	1,855
5:15 PM	**0**	**0**	**0**	**0**	**0**	**21**	**101**	**38**	**0**	**0**	**23**	**0**	**0**	**0**	**294**	**206**	**683**	2,134
5:30 PM	**0**	**0**	**0**	**0**	**0**	**14**	**97**	**29**	**0**	**0**	**24**	**0**	**0**	**0**	**306**	**166**	**636**	2,318
5:45 PM	**0**	**0**	**0**	**0**	**0**	**4**	**77**	**31**	**0**	**0**	**25**	**0**	**0**	**0**	**249**	**144**	**530**	**2,397**
Count Total	0	0	0	0	0	84	622	233	0	1	215	0	0	0	1,755	1,182	4,092	0
Peak Hour All	**0**	**0**	**0**	**0**	**0**	**50**	**339**	**132**	**0**	**0**	**98**	**0**	**0**	**0**	**1,074**	**704**	**2,397**	**0**
Peak Hour HV	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**3**	**0**	**7**	**0**
Peak Hour HV%	**-**	**-**	**-**	**-**	**-**	**0%**	**1%**	**1%**	**-**	**-**	**1%**	**-**	**-**	**-**	**0%**	**0%**	**0%**	**0**

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	0	0	1	*1*	0	0	0	6	*6*	3	2	0	0	*5*
4:15 PM	0	1	0	0	*1*	0	1	1	2	*4*	0	4	0	0	*4*
4:30 PM	0	0	0	1	*1*	0	0	0	0	*0*	1	1	0	1	*3*
4:45 PM	0	1	0	1	*2*	0	1	1	0	*2*	5	1	0	1	*7*
5:00 PM	**0**	**0**	**0**	**1**	***1***	**0**	**0**	**0**	**2**	***2***	**0**	**6**	**0**	**1**	*7*
5:15 PM	**0**	**1**	**0**	**0**	***1***	**0**	**0**	**0**	**2**	***2***	**3**	**0**	**0**	**2**	*5*
5:30 PM	**0**	**0**	**0**	**1**	***1***	**0**	**1**	**1**	**0**	***2***	**0**	**3**	**0**	**0**	*3*
5:45 PM	**0**	**2**	**1**	**1**	***4***	**0**	**0**	**2**	**5**	***7***	**3**	**2**	**0**	**0**	***5***
Count Total	0	5	1	6	*12*	0	3	5	17	*25*	15	19	0	5	*39*
Peak Hour	**0**	**3**	**1**	**3**	***7***	**0**	**1**	**3**	**9**	***13***	**6**	**11**	**0**	**3**	***20***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	I-280 NB On Ramp				W Reed St				Almaden Blvd				Almaden Blvd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0
4:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0
4:45 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	2	5
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	5
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	5
5:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	5
5:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**4**	**7**
Count Total	0	0	0	0	0	0	3	2	0	0	1	0	0	0	6	0	12	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**3**	**0**	**7**	**0**

Two-Hour Count Summaries - Bikes

Interval Start	I-280 NB On Ramp			W Reed St			Almaden Blvd			Almaden Blvd			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	6	0	6	0
4:15 PM	0	0	0	1	0	0	0	1	0	0	2	0	4	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	2	12
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**2**	8
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**2**	6
5:30 PM	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**2**	8
5:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**5**	**0**	**7**	**13**
Count Total	0	0	0	1	0	2	0	5	0	0	17	0	25	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**3**	**0**	**0**	**9**	**0**	**13**	**0**

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

IDAX Data Solution
Project: 19391 - San Jose - Woz Way Counts
Date: 9/10/2019
Location: Almaden Blvd/Vine St & Grant St

Scooters

Southbound			Westbound			Northbound			Eastbound		
Time:	WB	EB	Time:	SB	NB	Time:	WB	EB	Time:	SB	NB
7:00	0	0	7:00	0	0	7:00	0	0	7:00	0	0
7:15	0	0	7:15	0	0	7:15	0	0	7:15	0	0
7:30	0	0	7:30	0	0	7:30	0	0	7:30	0	0
7:45	0	0	7:45	0	0	7:45	0	0	7:45	0	0
8:00	0	0	8:00	0	0	8:00	0	0	8:00	0	0
8:15	0	0	8:15	0	0	8:15	0	0	8:15	0	0
8:30	0	0	8:30	0	0	8:30	0	0	8:30	0	0
8:45	0	0	8:45	0	0	8:45	0	0	8:45	0	0
16:00	0	0	16:00	0	0	16:00	0	0	16:00	0	0
16:15	0	0	16:15	0	0	16:15	0	0	16:15	0	0
16:30	0	0	16:30	1	0	16:30	0	0	16:30	0	0
16:45	0	0	16:45	0	0	16:45	0	0	16:45	0	0
17:00	0	0	17:00	0	0	17:00	0	0	17:00	0	0
17:15	0	0	17:15	0	0	17:15	0	0	17:15	0	0
17:30	0	0	17:30	0	0	17:30	0	0	17:30	0	0
17:45	0	0	17:45	0	0	17:45	0	0	17:45	0	0
AM Total:	0	0	AM Total:	0	0	AM Total:	0	0	AM Total:	0	0
PM Total:	0	0	PM Total:	1	0	PM Total:	0	0	PM Total:	0	0
Daily Total:	0	0	Daily Total:	1	0	Daily Total:	0	0	Daily Total:	0	0

Buses

Southbound				Westbound				Northbound				Eastbound			
Time:	Left	Thru	Right	Time:	Left	Thru	Right	Time:	Left	Thru	Right	Time:	Left	Thru	Right
7:00	0	0	0	7:00	0	0	0	7:00	0	0	0	7:00	0	0	0
7:15	0	1	0	7:15	0	0	0	7:15	0	0	0	7:15	0	0	3
7:30	0	0	0	7:30	0	0	0	7:30	0	0	0	7:30	1	0	0
7:45	0	1	0	7:45	0	0	0	7:45	0	0	0	7:45	0	0	0
8:00	0	0	0	8:00	0	0	0	8:00	0	0	0	8:00	0	0	0
8:15	0	0	0	8:15	0	0	0	8:15	0	0	0	8:15	0	0	0
8:30	0	0	0	8:30	0	0	0	8:30	0	0	0	8:30	0	0	0
8:45	0	0	0	8:45	0	0	0	8:45	0	0	0	8:45	0	0	0
16:00	0	0	0	16:00	0	0	0	16:00	0	0	0	16:00	0	0	1
16:15	0	1	0	16:15	0	0	0	16:15	0	0	0	16:15	1	0	0
16:30	0	0	0	16:30	0	0	0	16:30	0	0	0	16:30	1	0	0
16:45	0	0	0	16:45	0	0	0	16:45	0	0	0	16:45	0	0	0
17:00	0	0	0	17:00	0	0	0	17:00	0	0	0	17:00	1	0	0
17:15	0	0	0	17:15	0	0	0	17:15	0	0	0	17:15	0	0	0
17:30	0	0	0	17:30	0	0	0	17:30	0	0	0	17:30	1	0	0
17:45	0	0	0	17:45	0	0	0	17:45	0	0	0	17:45	1	0	0
AM Total:	0	2	0	AM Total:	0	0	0	AM Total:	0	0	0	AM Total:	1	0	3
PM Total:	0	1	0	PM Total:	0	0	0	PM Total:	0	0	0	PM Total:	5	0	1
Daily Total:	0	3	0	Daily Total:	0	0	0	Daily Total:	0	0	0	Daily Total	6	0	4

IDAX Data Solution
Project: 19391 - San Jose - Woz Way Counts
Date: 9/10/2019
Location: I-280 SB Off Ramp & Grant St

Scooters

Southbound			Westbound			Northbound			Eastbound		
Time:	WB	EB	Time:	SB	NB	Time:	WB	EB	Time:	SB	NB
7:00	0	0	7:00	0	0	7:00	0	0	7:00	0	0
7:15	0	0	7:15	0	0	7:15	0	0	7:15	0	0
7:30	0	0	7:30	0	0	7:30	0	1	7:30	0	0
7:45	0	0	7:45	0	0	7:45	0	0	7:45	0	0
8:00	0	0	8:00	0	0	8:00	0	0	8:00	0	0
8:15	0	0	8:15	0	0	8:15	0	0	8:15	0	0
8:30	0	0	8:30	0	0	8:30	0	0	8:30	0	0
8:45	0	0	8:45	0	0	8:45	0	0	8:45	0	0
16:00	0	0	16:00	0	0	16:00	0	0	16:00	0	0
16:15	0	0	16:15	0	0	16:15	0	0	16:15	0	0
16:30	0	0	16:30	0	0	16:30	0	0	16:30	0	0
16:45	0	0	16:45	0	0	16:45	0	0	16:45	0	0
17:00	0	0	17:00	0	0	17:00	0	0	17:00	0	0
17:15	0	0	17:15	0	0	17:15	0	0	17:15	0	0
17:30	0	0	17:30	0	0	17:30	0	0	17:30	0	0
17:45	0	0	17:45	0	0	17:45	1	1	17:45	0	0
AM Total:	0	0	AM Total:	0	0	AM Total:	0	1	AM Total:	0	0
PM Total:	0	0	PM Total:	0	0	PM Total:	1	1	PM Total:	0	0
Daily Total:	0	0	Daily Total:	0	0	Daily Total:	1	2	Daily Total:	0	0

Buses

Southbound				Westbound				Northbound				Eastbound			
Time:	Left	Thru	Right	Time:	Left	Thru	Right	Time:	Left	Thru	Right	Time:	Left	Thru	Right
7:00	0	0	0	7:00	0	0	0	7:00	0	0	0	7:00	0	0	0
7:15	3	0	0	7:15	0	0	0	7:15	0	0	0	7:15	0	0	0
7:30	1	0	0	7:30	0	0	0	7:30	0	0	0	7:30	0	0	1
7:45	0	0	0	7:45	0	0	0	7:45	0	0	0	7:45	0	0	0
8:00	0	0	0	8:00	0	0	0	8:00	0	0	0	8:00	0	0	0
8:15	0	0	0	8:15	0	0	0	8:15	0	0	0	8:15	0	0	0
8:30	0	0	0	8:30	0	0	0	8:30	0	0	0	8:30	0	0	0
8:45	0	0	0	8:45	0	0	0	8:45	0	0	0	8:45	0	0	0
16:00	1	0	0	16:00	0	0	0	16:00	0	0	0	16:00	0	0	0
16:15	1	0	0	16:15	0	0	0	16:15	0	0	0	16:15	0	0	0
16:30	1	0	0	16:30	0	0	0	16:30	0	0	0	16:30	0	0	0
16:45	0	0	0	16:45	0	0	0	16:45	0	0	0	16:45	0	0	0
17:00	1	0	0	17:00	0	0	0	17:00	0	0	0	17:00	0	0	0
17:15	0	0	0	17:15	0	0	0	17:15	0	0	0	17:15	0	0	0
17:30	1	0	0	17:30	0	0	0	17:30	0	0	0	17:30	0	0	0
17:45	1	0	0	17:45	0	0	0	17:45	0	0	0	17:45	0	0	0
AM Total:	4	0	0	AM Total:	0	0	0	AM Total:	0	0	0	AM Total:	0	0	1
PM Total:	6	0	0	PM Total:	0	0	0	PM Total:	0	0	0	PM Total:	0	0	0
Daily Total:	10	0	0	Daily Total:	0	0	0	Daily Total:	0	0	0	Daily Total	0	0	1

IDAX Data Solution
Project: 19391 - San Jose - Woz Way Counts
Date: 9/10/2019
Location: S Market St/S 1st St & Reed St

Scooters

Southbound			Westbound			Northbound			Eastbound		
Time:	WB	EB	Time:	SB	NB	Time:	WB	EB	Time:	SB	NB
7:00	0	0	7:00	0	0	7:00	0	0	7:00	0	0
7:15	0	0	7:15	0	0	7:15	0	0	7:15	0	0
7:30	0	0	7:30	0	0	7:30	0	0	7:30	0	1
7:45	0	0	7:45	0	0	7:45	0	0	7:45	0	2
8:00	0	0	8:00	0	0	8:00	0	0	8:00	0	0
8:15	1	0	8:15	0	0	8:15	0	0	8:15	0	0
8:30	0	0	8:30	0	1	8:30	0	0	8:30	0	0
8:45	0	0	8:45	0	0	8:45	0	0	8:45	0	0
16:00	0	0	16:00	0	1	16:00	1	0	16:00	0	3
16:15	0	0	16:15	0	1	16:15	0	0	16:15	1	1
16:30	0	0	16:30	0	0	16:30	0	0	16:30	0	0
16:45	0	0	16:45	0	0	16:45	0	0	16:45	1	0
17:00	0	0	17:00	0	0	17:00	0	1	17:00	2	0
17:15	0	0	17:15	0	0	17:15	0	1	17:15	3	0
17:30	0	0	17:30	0	0	17:30	0	0	17:30	0	0
17:45	0	0	17:45	1	0	17:45	0	0	17:45	0	0
AM Total:	1	0	AM Total:	0	1	AM Total:	0	0	AM Total:	0	3
PM Total:	0	0	PM Total:	1	2	PM Total:	1	2	PM Total:	7	4
Daily Total:	1	0	Daily Total:	1	3	Daily Total:	1	2	Daily Total:	7	7

Buses

Southbound				Westbound				Northbound				Eastbound			
Time:	Left	Thru	Right	Time:	Left	Thru	Right	Time:	Left	Thru	Right	Time:	Left	Thru	Right
7:00	0	1		7:00	6		0	7:00		2	0	7:00			
7:15	0	0		7:15	3		0	7:15		3	0	7:15			
7:30	0	0		7:30	3		0	7:30		4	0	7:30			
7:45	0	0		7:45	2		0	7:45		1	1	7:45			
8:00	0	0		8:00	3		0	8:00		4	0	8:00			
8:15	0	2		8:15	3		0	8:15		2	0	8:15			
8:30	0	0		8:30	2		0	8:30		3	0	8:30			
8:45	0	0		8:45	2		0	8:45		3	0	8:45			
16:00	0	0		16:00	3		0	16:00		5	0	16:00			
16:15	0	0		16:15	3		0	16:15		2	0	16:15			
16:30	0	0		16:30	3		0	16:30		3	0	16:30			
16:45	1	0		16:45	3		0	16:45		3	0	16:45			
17:00	0	0		17:00	3		0	17:00		3	0	17:00			
17:15	0	0		17:15	2		0	17:15		2	0	17:15			
17:30	0	0		17:30	3		0	17:30		1	0	17:30			
17:45	0	0		17:45	3		0	17:45		3	0	17:45			
AM Total:	0	3	0	AM Total:	24	0	0	AM Total:	0	22	1	AM Total:	0	0	0
PM Total:	1	0	0	PM Total:	23	0	0	PM Total:	0	22	0	PM Total:	0	0	0
Daily Total:	1	3	0	Daily Total:	47	0	0	Daily Total:	0	44	1	Daily Total	0	0	0

IDAX Data Solution
Project: 19391 - San Jose - Woz Way Counts
Date: 9/10/2019
Location: Locust St & Woz Way

Scooters												
Southbound			Westbound			Northbound			Eastbound			
Time:	WB	EB	Time:	SB	NB	Time:	WB	EB	Time:	SB	NB	
7:00	0	0	7:00	0	0	7:00	0	0	7:00	0	0	
7:15	0	0	7:15	0	0	7:15	0	0	7:15	0	0	
7:30	0	0	7:30	0	0	7:30	0	0	7:30	0	0	
7:45	0	0	7:45	0	0	7:45	0	0	7:45	0	0	
8:00	0	0	8:00	0	0	8:00	0	0	8:00	0	0	
8:15	0	0	8:15	0	0	8:15	0	0	8:15	0	0	
8:30	0	0	8:30	0	0	8:30	0	0	8:30	0	0	
8:45	0	0	8:45	0	0	8:45	0	0	8:45	0	0	
16:00	0	0	16:00	0	0	16:00	0	0	16:00	0	0	
16:15	0	0	16:15	0	0	16:15	0	0	16:15	0	0	
16:30	1	0	16:30	0	0	16:30	0	0	16:30	0	0	
16:45	0	0	16:45	0	0	16:45	0	0	16:45	0	0	
17:00	1	0	17:00	0	0	17:00	0	0	17:00	1	0	
17:15	0	0	17:15	0	0	17:15	0	0	17:15	0	0	
17:30	0	0	17:30	0	0	17:30	0	0	17:30	0	0	
17:45	0	0	17:45	0	0	17:45	0	0	17:45	0	0	
AM Total:	0	0	AM Total:	0	0	AM Total:	0	0	AM Total:	0	0	
PM Total:	2	0	PM Total:	0	0	PM Total:	0	0	PM Total:	1	0	
Daily Total:	2	0	Daily Total:	0	0	Daily Total:	0	0	Daily Total:	1	0	

Buses																
Southbound				Westbound				Northbound				Eastbound				
Time:	Left	Thru	Right	Time:	Left	Thru	Right	Time:	Left	Thru	Right	Time:	Left	Thru	Right	
7:00	0	0	0	7:00	0	0	0	7:00	0	0	0	7:00	0	0	0	
7:15	0	0	0	7:15	0	0	0	7:15	0	0	0	7:15	0	0	0	
7:30	0	0	0	7:30	0	0	0	7:30	0	0	0	7:30	0	0	0	
7:45	0	0	0	7:45	0	0	0	7:45	0	0	0	7:45	0	1	0	
8:00	0	0	0	8:00	0	0	0	8:00	0	0	0	8:00	0	0	0	
8:15	0	0	0	8:15	0	0	0	8:15	0	0	0	8:15	0	0	0	
8:30	0	0	0	8:30	0	0	0	8:30	0	0	0	8:30	0	0	0	
8:45	0	0	0	8:45	0	0	0	8:45	0	0	0	8:45	0	0	0	
16:00	0	0	0	16:00	0	0	0	16:00	0	0	0	16:00	0	1	0	
16:15	0	0	0	16:15	0	0	0	16:15	0	0	0	16:15	0	0	0	
16:30	0	0	0	16:30	0	0	0	16:30	0	0	0	16:30	0	0	0	
16:45	0	0	0	16:45	0	0	0	16:45	0	0	0	16:45	0	1	0	
17:00	0	0	0	17:00	0	0	0	17:00	0	0	0	17:00	0	0	0	
17:15	0	0	0	17:15	0	0	0	17:15	0	0	0	17:15	0	0	0	
17:30	0	0	0	17:30	0	0	0	17:30	0	0	0	17:30	0	0	0	
17:45	0	0	0	17:45	0	0	0	17:45	0	0	0	17:45	0	0	0	
AM Total:	0	0	0	AM Total:	0	0	0	AM Total:	0	0	0	AM Total:	0	1	0	
PM Total:	0	0	0	PM Total:	0	0	0	PM Total:	0	0	0	PM Total:	0	2	0	
Daily Total:	0	0	0	Daily Total:	0	0	0	Daily Total:	0	0	0	Daily Total	0	3	0	

IDAX Data Solution
Project: 19391 - San Jose - Woz Way Counts
Date: 9/10/2019
Location: Almaden Blvd & I-280 NB On Ramp/Reed St

Scooters

Southbound			Westbound			Northbound			Eastbound		
Time:	WB	EB	Time:	SB	NB	Time:	WB	EB	Time:	SB	NB
7:00	0	0	7:00	0	0	7:00	0	0	7:00	0	0
7:15	0	0	7:15	0	0	7:15	0	0	7:15	0	0
7:30	0	0	7:30	0	0	7:30	0	0	7:30	0	0
7:45	0	0	7:45	0	0	7:45	0	0	7:45	0	0
8:00	0	0	8:00	0	0	8:00	0	0	8:00	0	0
8:15	0	0	8:15	0	0	8:15	0	0	8:15	0	0
8:30	0	0	8:30	0	0	8:30	0	0	8:30	0	0
8:45	0	0	8:45	0	0	8:45	0	0	8:45	0	0
16:00	0	0	16:00	0	0	16:00	0	0	16:00	0	0
16:15	0	0	16:15	0	0	16:15	0	0	16:15	0	0
16:30	0	0	16:30	1	0	16:30	0	0	16:30	0	0
16:45	0	0	16:45	0	0	16:45	0	0	16:45	0	0
17:00	0	0	17:00	0	0	17:00	0	0	17:00	0	0
17:15	0	0	17:15	0	0	17:15	0	0	17:15	0	0
17:30	0	0	17:30	0	0	17:30	0	0	17:30	0	0
17:45	0	0	17:45	0	0	17:45	0	0	17:45	0	0
AM Total:	0	0	AM Total:	0	0	AM Total:	0	0	AM Total:	0	0
PM Total:	0	0	PM Total:	1	0	PM Total:	0	0	PM Total:	0	0
Daily Total:	0	0	Daily Total:	1	0	Daily Total:	0	0	Daily Total:	0	0

Buses

Southbound				Westbound				Northbound				Eastbound			
Time:	Left	Thru	Right	Time:	Left	Thru	Right	Time:	Left	Thru	Right	Time:	Left	Thru	Right
7:00	0	0	0	7:00	0	1	1	7:00	0	0	0	7:00	0	0	0
7:15	0	0	0	7:15	1	0	0	7:15	0	0	0	7:15	0	0	0
7:30	0	0	0	7:30	0	0	0	7:30	0	1	0	7:30	0	0	0
7:45	0	1	2	7:45	0	2	0	7:45	0	0	0	7:45	0	0	0
8:00	0	0	1	8:00	0	0	1	8:00	0	0	0	8:00	0	0	0
8:15	0	0	2	8:15	0	1	0	8:15	0	0	0	8:15	0	0	0
8:30	0	0	0	8:30	0	0	0	8:30	0	0	0	8:30	0	0	0
8:45	0	0	0	8:45	0	0	0	8:45	0	0	0	8:45	0	0	0
16:00	0	0	1	16:00	0	0	0	16:00	0	0	0	16:00	0	0	0
16:15	0	1	0	16:15	0	0	0	16:15	0	1	0	16:15	0	0	0
16:30	0	0	1	16:30	0	2	0	16:30	0	1	0	16:30	0	0	0
16:45	0	0	1	16:45	0	1	0	16:45	0	0	0	16:45	0	0	0
17:00	0	0	0	17:00	0	3	0	17:00	0	1	0	17:00	0	0	0
17:15	0	0	1	17:15	0	1	0	17:15	0	0	0	17:15	0	0	0
17:30	0	0	0	17:30	0	3	0	17:30	0	0	0	17:30	0	0	0
17:45	0	0	0	17:45	0	2	0	17:45	0	2	0	17:45	0	0	0
AM Total:	0	1	5	AM Total:	1	4	2	AM Total:	0	1	0	AM Total:	0	0	0
PM Total:	0	1	4	PM Total:	0	12	0	PM Total:	0	5	0	PM Total:	0	0	0
Daily Total:	0	2	9	Daily Total:	1	16	2	Daily Total:	0	6	0	Daily Total	0	0	0

Location: Locust St, S/O Woz Way
Date Range: 9/10/2019 - 9/16/2019
Site Code: 01

	Tuesday			Wednesday			Thursday			Friday			Saturday			Sunday			Monday			Mid-Week Average		
	9/10/2019			9/11/2019			9/12/2019			9/13/2019			9/14/2019			9/15/2019			9/16/2019					
Time	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total
12:00 AM	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	0	0
1:00 AM	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	0	0
2:00 AM	2	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	2	4
3:00 AM	6	2	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	6	2	8
4:00 AM	2	0	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	0	2
5:00 AM	1	1	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	1	2
6:00 AM	11	4	15	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	11	4	15
7:00 AM	**13**	**6**	**19**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**13**	**6**	**19**
8:00 AM	5	1	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5	1	6
9:00 AM	5	4	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5	4	9
10:00 AM	2	1	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	1	3
11:00 AM	1	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	2	3
12:00 PM	8	5	13	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	8	5	13
1:00 PM	3	3	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3	3	6
2:00 PM	2	3	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	3	5
3:00 PM	8	8	16	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	8	8	16
4:00 PM	**10**	**11**	**21**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**10**	**11**	**21**
5:00 PM	5	6	11	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5	6	11
6:00 PM	4	8	12	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4	8	12
7:00 PM	9	4	13	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	9	4	13
8:00 PM	0	1	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	1	1
9:00 PM	0	3	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	3	3
10:00 PM	2	1	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	1	3
11:00 PM	5	2	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5	2	7
Total	104	78	182	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	104	78	182
Percent	57%	43%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	57%	43%	-
AM Peak	07:00	07:00	07:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	07:00	07:00	07:00
Vol.	13	6	19	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	13	6	19
PM Peak	16:00	16:00	16:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	16:00	16:00	16:00
Vol.	10	11	21	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	10	11	21

1. Mid-week average includes data between Tuesday and Thursday.

Project Manager: (415) 310-6469
project.manager.ca@idaxdata.com

IDAX Data Solution
Project: 19391 - San Jose - Woz Way Driveway Counts
Date: 9/10/2019

Driveway 2					
0:00 - 12:00			12:00 - 0:00		
Time:	In	Out	Time:	In	Out
0:00	0	0	12:00	2	0
0:15	0	0	12:15	0	0
0:30	0	0	12:30	0	0
0:45	0	0	12:45	0	1
1:00	0	0	13:00	0	1
1:15	0	0	13:15	0	0
1:30	0	0	13:30	0	0
1:45	0	0	13:45	0	0
2:00	0	0	14:00	0	0
2:15	0	0	14:15	0	0
2:30	0	0	14:30	0	0
2:45	0	0	14:45	0	0
3:00	0	0	15:00	0	0
3:15	0	0	15:15	0	0
3:30	0	0	15:30	0	0
3:45	0	0	15:45	0	0
4:00	0	0	16:00	0	0
4:15	0	0	16:15	0	0
4:30	0	0	16:30	0	0
4:45	0	0	16:45	1	0
5:00	0	0	17:00	0	0
5:15	0	0	17:15	0	1
5:30	0	0	17:30	0	0
5:45	0	0	17:45	1	0
6:00	0	0	18:00	0	0
6:15	0	1	18:15	0	0
6:30	0	0	18:30	0	0
6:45	0	0	18:45	0	0
7:00	0	1	19:00	0	0
7:15	1	0	19:15	1	0
7:30	0	0	19:30	0	0
7:45	0	0	19:45	0	0
8:00	0	0	20:00	0	0
8:15	0	2	20:15	0	0
8:30	1	0	20:30	0	0
8:45	0	0	20:45	0	0
9:00	0	0	21:00	0	0
9:15	0	0	21:15	0	0
9:30	0	0	21:30	0	0
9:45	0	0	21:45	0	0
10:00	0	0	22:00	0	0
10:15	0	0	22:15	0	0
10:30	0	0	22:30	0	0
10:45	0	0	22:45	0	0
11:00	0	0	23:00	0	0
11:15	0	0	23:15	0	0
11:30	0	0	23:30	0	0
11:45	0	0	23:45	0	0
AM Total:	2	4	PM Total:	5	3
Daily Total	7	7			

Driveway 3						
0:00 - 12:00				12:00 - 0:00		
Time:	In	Out		Time:	In	Out
0:00	0	0		12:00	1	0
0:15	0	0		12:15	1	0
0:30	0	0		12:30	0	2
0:45	0	0		12:45	0	0
1:00	0	0		13:00	1	1
1:15	0	0		13:15	1	1
1:30	0	0		13:30	0	1
1:45	0	0		13:45	3	0
2:00	0	0		14:00	0	1
2:15	0	0		14:15	0	0
2:30	0	0		14:30	2	0
2:45	0	0		14:45	0	0
3:00	0	0		15:00	1	1
3:15	0	0		15:15	0	0
3:30	0	0		15:30	1	0
3:45	0	0		15:45	0	2
4:00	0	0		16:00	0	0
4:15	0	0		16:15	1	3
4:30	0	0		16:30	0	0
4:45	0	0		16:45	2	0
5:00	0	0		17:00	1	0
5:15	0	0		17:15	1	1
5:30	0	0		17:30	0	1
5:45	0	0		17:45	1	0
6:00	0	0		18:00	1	0
6:15	0	0		18:15	1	0
6:30	0	0		18:30	0	1
6:45	0	0		18:45	1	0
7:00	0	0		19:00	0	1
7:15	0	3		19:15	0	0
7:30	0	0		19:30	1	0
7:45	0	0		19:45	0	1
8:00	0	2		20:00	0	0
8:15	0	1		20:15	0	0
8:30	1	0		20:30	1	0
8:45	0	0		20:45	0	0
9:00	0	0		21:00	1	0
9:15	0	0		21:15	0	0
9:30	1	0		21:30	0	1
9:45	0	0		21:45	0	0
10:00	0	0		22:00	1	0
10:15	0	0		22:15	0	0
10:30	1	0		22:30	2	0
10:45	0	0		22:45	0	0
11:00	0	0		23:00	0	0
11:15	0	0		23:15	0	0
11:30	1	0		23:30	0	1
11:45	0	1		23:45	0	0
AM Total:	4	7		PM Total:	26	19
Daily Total	30	26				

Appendix E – San Jose Approved Trip Inventory

AM PROJECT TRIPS

08/07/2019

Intersection of : Almaden Bl / Vine St & W San Carlos St

Traffix Node Number : 3061

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	83	15	4	10	4	9	24	1	6	21	7
H15-039 Retail/Commercial 1402 MONTEREY ROAD DCP	2	7	0	0	24	0	0	0	8	0	0	0
H16-013 (3-10278) Retail/Commercial 353 W JULIAN ST RIVER CORPORATE CENTER BLDG 3	2	7	0	0	24	0	0	0	8	0	0	0
NSJ LEGACY NORTH SAN JOSE	1	29	5	0	0	0	1	4	0	0	2	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	14	5	17	0	92	0	0	0	122	71	0	0

TOTAL:	**24**	**131**	**37**	**4**	**150**	**4**	**10**	**28**	**139**	**77**	**23**	**7**

	LEFT	THRU	RIGHT
NORTH	4	150	4
EAST	77	23	7
SOUTH	24	131	37
WEST	10	28	139

PM PROJECT TRIPS

08/07/2019

Intersection of : Almaden Bl / Vine St & W San Carlos St

Traffix Node Number : 3061

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	7	22	12	20	166	18	12	67	20	26	67	10
H15-039 Retail/Commercial 1402 MONTEREY ROAD DCP	0	0	0	0	0	0	0	0	0	0	0	0
H16-013 (3-10278) Retail/Commercial 353 W JULIAN ST RIVER CORPORATE CENTER BLDG 3	0	0	0	0	0	0	0	0	0	0	0	0
NSJ LEGACY NORTH SAN JOSE	1	3	1	4	40	4	0	1	0	1	3	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	204	66	236	0	11	0	0	0	15	9	0	0

TOTAL:	**212**	**91**	**249**	**24**	**217**	**22**	**12**	**68**	**35**	**36**	**70**	**10**

	LEFT	**THRU**	**RIGHT**
NORTH	24	217	22
EAST	36	70	10
SOUTH	212	91	249
WEST	12	68	35

AM PROJECT TRIPS

08/07/2019

Intersection of : NB 87 To Woz Rp & Woz Wy

Traffix Node Number : 3209

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	25	0	0	24	0	74	0	7	0	0	0
NSJ LEGACY NORTH SAN JOSE	0	1	0	0	0	0	14	0	1	0	0	0
PDC08-061RES (3-18215) LEGACY S/W CORNER W. SAN CARLOS AND SUNOL OHLONE	0	6	0	0	11	0	9	0	0	0	0	0
PDC08-061RET (3-18215) LEGACY S/W CORNER W.SAN CARLOS AND SUNOL OHLONE	0	1	0	0	0	0	1	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	0	0	26	0	103	0	0	0

TOTAL:	**0**	**33**	**0**	**0**	**35**	**0**	**124**	**0**	**111**	**0**	**0**	**0**

	LEFT	THRU	RIGHT
NORTH	0	35	0
EAST	0	0	0
SOUTH	0	33	0
WEST	124	0	111

PM PROJECT TRIPS

08/07/2019

Intersection of : NB 87 To Woz Rp & Woz Wy

Traffix Node Number : 3209

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	24	0	0	83	0	54	0	13	0	0	0
NSJ LEGACY NORTH SAN JOSE	0	6	0	0	0	0	2	0	0	0	0	0
PDC08-061RES (3-18215) LEGACY S/W CORNER W. SAN CARLOS AND SUNOL OHLONE	0	10	0	0	6	0	17	0	0	0	0	0
PDC08-061RET (3-18215) LEGACY S/W CORNER W.SAN CARLOS AND SUNOL OHLONE	0	2	0	0	2	0	3	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	0	0	3	0	13	0	0	0

TOTAL:	**0**	**42**	**0**	**0**	**91**	**0**	**79**	**0**	**26**	**0**	**0**	**0**

	LEFT	THRU	RIGHT
NORTH	0	91	0
EAST	0	0	0
SOUTH	0	42	0
WEST	79	0	26

AM PROJECT TRIPS

08/07/2019

Intersection of : Balbach Bl / Woz Wy & Vine St

Traffix Node Number : 3244

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	29	285	12	12	20	4	2	3	2	2	11	5
NSJ LEGACY NORTH SAN JOSE	0	0	0	0	0	0	0	0	0	0	0	0
PDC84-07-059 (3-05912) Retail/Commercial PARK & WOZ (SE/C) RIVER PARK II	0	0	0	0	0	0	0	0	0	0	0	0
RH00-05-005 (3-14920) Retail/Commercial ALMADEN BLVD/WOZ WAY (NW/C) BOSTON PROP	0	469	0	0	19	0	103	0	0	0	0	0
TOTAL:	**29**	**754**	**12**	**12**	**39**	**4**	**105**	**3**	**2**	**2**	**11**	**5**

	LEFT	THRU	RIGHT
NORTH	12	39	4
EAST	2	11	5
SOUTH	29	754	12
WEST	105	3	2

PM PROJECT TRIPS

08/07/2019

Intersection of : Balbach Bl / Woz Wy & Vine St

Traffix Node Number : 3244

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	16	87	16	7	453	25	7	27	87	11	7	4
NSJ LEGACY NORTH SAN JOSE	0	5	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	58	0	0	272	0	13	0	0	0	0	0
TOTAL:	**16**	**150**	**16**	**7**	**725**	**25**	**20**	**27**	**87**	**11**	**7**	**4**

	LEFT	THRU	RIGHT
NORTH	7	725	25
EAST	11	7	4
SOUTH	16	150	16
WEST	20	27	87

AM PROJECT TRIPS

08/07/2019

Intersection of : Grant St & Vine St

Traffix Node Number : 3247

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	46	0	0	0	0	11	0	4	0	0	0
H15-039 Retail/Commercial 1402 MONTEREY ROAD DCP	0	9	0	0	0	0	0	0	0	0	0	0
H16-013 (3-10278) Retail/Commercial 353 W JULIAN ST RIVER CORPORATE CENTER BLDG 3	0	9	0	0	0	0	0	0	0	0	0	0
NSJ LEGACY NORTH SAN JOSE	0	57	0	0	0	0	1	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	34	0	0	0	0	0	0	0	0	0	0

TOTAL:	**2**	**155**	**0**	**0**	**0**	**0**	**12**	**0**	**4**	**0**	**0**	**0**

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	0	0	0
SOUTH	2	155	0
WEST	12	0	4

PM PROJECT TRIPS

08/07/2019

Intersection of : Grant St & Vine St

Traffix Node Number : 3247

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	4	90	0	0	0	0	31	0	155	0	0	0
H15-039 Retail/Commercial 1402 MONTEREY ROAD DCP	0	0	0	0	0	0	0	0	0	0	0	0
H16-013 (3-10278) Retail/Commercial 353 W JULIAN ST RIVER CORPORATE CENTER BLDG 3	0	0	0	0	0	0	0	0	0	0	0	0
NSJ LEGACY NORTH SAN JOSE	0	5	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	4	0	0	0	0	0	0	0	0	0	0

TOTAL:	**4**	**99**	**0**	**0**	**0**	**0**	**31**	**0**	**155**	**0**	**0**	**0**

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	0	0	0
SOUTH	4	99	0
WEST	31	0	155

AM PROJECT TRIPS

08/07/2019

Intersection of : Auzerais Av & Delmas Av / SB 87 From Delmas Rp

Traffix Node Number : 3267

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
C15-047 (3-16866) LEGACY	0	0	0	20	5	26	0	0	0	0	0	0
DOWNTOWN LEGACY DOWNTOWN CORE DOWNTOWN STRATEGY PLAN 2000	0	0	0	5	22	5	0	16	16	5	21	0
NSJ LEGACY NORTH SAN JOSE	0	0	0	0	0	0	0	0	0	0	0	0
PDC08-061RES (3-18215) LEGACY S/W CORNER W. SAN CARLOS AND SUNOL OHLONE	0	0	0	19	7	0	0	35	17	0	15	0
PDC08-061RET (3-18215) LEGACY S/W CORNER W.SAN CARLOS AND SUNOL OHLONE	0	0	0	0	0	1	0	0	0	0	2	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	8	0	0	0	0	0	0	0

TOTAL:	**0**	**0**	**0**	**44**	**42**	**32**	**0**	**51**	**33**	**5**	**38**	**0**

	LEFT	THRU	RIGHT
NORTH	44	42	32
EAST	5	38	0
SOUTH	0	0	0
WEST	0	51	33

PM PROJECT TRIPS

08/07/2019

Intersection of : Auzerais Av & Delmas Av / SB 87 From Delmas Rp

Traffix Node Number : 3267

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
C15-047 (3-16866) LEGACY	0	0	0	11	3	14	0	0	0	0	0	0
DOWNTOWN LEGACY DOWNTOWN CORE DOWNTOWN STRATEGY PLAN 2000	0	0	0	9	48	7	0	12	7	14	12	0
NSJ LEGACY NORTH SAN JOSE	1	10	0	0	0	0	0	0	0	0	0	0
PDC08-061RES (3-18215) LEGACY S/W CORNER W. SAN CARLOS AND SUNOL OHLONE	0	0	0	35	4	0	0	18	9	0	28	0
PDC08-061RET (3-18215) LEGACY S/W CORNER W.SAN CARLOS AND SUNOL OHLONE	0	0	0	0	1	1	0	2	3	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	117	0	0	0	0	0	0	0

TOTAL:	**1**	**10**	**0**	**55**	**173**	**22**	**0**	**32**	**19**	**14**	**44**	**0**

	LEFT	THRU	RIGHT
NORTH	55	173	22
EAST	14	44	0
SOUTH	1	10	0
WEST	0	32	19

AM PROJECT TRIPS

08/07/2019

Intersection of : Auzerais Av & Woz Wy

Traffix Node Number : 3271

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	12	49	0	0	5	1	5	0	8	0	0	0
NSJ LEGACY NORTH SAN JOSE	0	0	0	0	1	0	0	0	0	0	0	0
PDC08-061RES (3-18215) LEGACY S/W CORNER W. SAN CARLOS AND SUNOL OHLONE	15	0	0	0	4	0	28	0	6	0	0	0
PDC08-061RET (3-18215) LEGACY S/W CORNER W.SAN CARLOS AND SUNOL OHLONE	2	0	0	0	0	0	0	0	0	0	0	0
PDC84-07-059 (3-05912) Retail/Commercial PARK & WOZ (SE/C) RIVER PARK II	0	0	0	0	0	0	0	0	0	0	0	0
RH00-05-005 (3-14920) Retail/Commercial ALMADEN BLVD/WOZ WAY (NW/C) BOSTON PROP	0	26	0	0	0	0	0	0	0	0	0	0

TOTAL:	**29**	**75**	**0**	**0**	**10**	**1**	**33**	**0**	**14**	**0**	**0**	**0**

	LEFT	THRU	RIGHT
NORTH	0	10	1
EAST	0	0	0
SOUTH	29	75	0
WEST	33	0	14

PM PROJECT TRIPS

08/07/2019

Intersection of : Auzerais Av & Woz Wy

Traffix Node Number : 3271

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	32	56	0	0	32	17	10	0	39	0	2	1
NSJ LEGACY NORTH SAN JOSE	6	30	3	2	8	0	0	2	0	0	0	0
PDC08-061RES (3-18215) LEGACY S/W CORNER W. SAN CARLOS AND SUNOL OHLONE	28	0	0	0	2	0	15	0	3	0	0	0
PDC08-061RET (3-18215) LEGACY S/W CORNER W.SAN CARLOS AND SUNOL OHLONE	4	0	0	0	1	0	1	0	1	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	3	0	0	0	0	0	0	0	0	0	0

TOTAL:	**70**	**89**	**3**	**2**	**43**	**17**	**26**	**2**	**43**	**0**	**2**	**1**

	LEFT	THRU	RIGHT
NORTH	2	43	17
EAST	0	2	1
SOUTH	70	89	3
WEST	26	2	43

AM PROJECT TRIPS

08/07/2019

Intersection of : Delmas Av & Park Av & SB 87 To Park Rp

Traffix Node Number : 3445

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	10	11	42	1	8	3	0	35	5	2	16	0
NSJ LEGACY NORTH SAN JOSE	0	0	0	0	0	0	0	11	1	0	1	0
PDC05-037 (3-03516) LEGACY NE CORNER PARK AV AND LAUREL GROVE LN PARK AVE. LOFTS	0	0	0	0	0	0	0	22	4	0	3	0
PDC08-034 (3-18353) LEGACY BOUNDED BY SUNOL STREET TO THE WEST AND WEST SA SUNOL COURT STUDIO APARTMENTS	0	0	0	0	0	6	0	12	0	0	0	0
PDC08-061RES (3-18215) LEGACY S/W CORNER W. SAN CARLOS AND SUNOL OHLONE	0	0	38	0	0	0	0	21	0	0	4	0
PDC08-061RET (3-18215) LEGACY S/W CORNER W.SAN CARLOS AND SUNOL OHLONE	0	0	0	0	0	0	0	0	0	0	0	1
PDC13-012 (3-03516) LEGACY 777 PARK AVENUE 777 PARK AVENUE RESIDENTIAL	3	0	0	0	0	0	0	8	3	0	3	0

AM PROJECT TRIPS

08/07/2019

Intersection of : Delmas Av & Park Av & SB 87 To Park Rp

Traffix Node Number : 3445

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
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	62	0	0	0	0	0	0	0	0	0
TOTAL:	**13**	**11**	**142**	**1**	**8**	**9**	**0**	**109**	**13**	**2**	**27**	**1**

	LEFT	THRU	RIGHT
NORTH	1	8	9
EAST	2	27	1
SOUTH	13	11	142
WEST	0	109	13

PM PROJECT TRIPS

08/07/2019

Intersection of : Delmas Av & Park Av & SB 87 To Park Rp

Traffix Node Number : 3445

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	29	38	5	27	2	0	19	5	6	43	0
NSJ LEGACY NORTH SAN JOSE	0	0	0	0	0	0	0	2	0	1	5	0
PDC05-037 (3-03516) LEGACY NE CORNER PARK AV AND LAUREL GROVE LN PARK AVE. LOFTS	0	0	0	0	0	0	0	7	1	0	12	0
PDC08-034 (3-18353) LEGACY BOUNDED BY SUNOL STREET TO THE WEST AND WEST SA SUNOL COURT STUDIO APARTMENTS	0	0	0	0	0	11	0	6	0	0	0	0
PDC08-061RES (3-18215) LEGACY S/W CORNER W. SAN CARLOS AND SUNOL OHLONE	0	0	70	0	0	0	0	11	0	0	7	0
PDC08-061RET (3-18215) LEGACY S/W CORNER W.SAN CARLOS AND SUNOL OHLONE	0	0	0	0	0	0	0	1	0	0	0	3
PDC13-012 (3-03516) LEGACY 777 PARK AVENUE 777 PARK AVENUE RESIDENTIAL	6	0	0	0	0	0	0	5	2	0	6	0

PM PROJECT TRIPS

08/07/2019

Intersection of : Delmas Av & Park Av & SB 87 To Park Rp

Traffix Node Number : 3445

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
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	8	0	0	0	0	0	0	0	0	0
TOTAL:	**24**	**29**	**116**	**5**	**27**	**13**	**0**	**51**	**8**	**7**	**73**	**3**

	LEFT	THRU	RIGHT
NORTH	5	27	13
EAST	7	73	3
SOUTH	24	29	116
WEST	0	51	8

AM PROJECT TRIPS

08/07/2019

Intersection of : Delmas Av & W San Carlos St

Traffix Node Number : 3446

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
C15-047 (3-16866) LEGACY	0	0	0	0	7	0	0	0	13	8	0	0
DOWNTOWN LEGACY DOWNTOWN CORE DOWNTOWN STRATEGY PLAN 2000	0	0	0	1	2	0	0	13	1	0	9	0
NSJ LEGACY NORTH SAN JOSE	0	0	0	0	0	0	0	5	0	0	4	0
PDC08-061RES (3-18215) LEGACY S/W CORNER W. SAN CARLOS AND SUNOL OHLONE	0	0	0	10	19	0	0	45	7	0	7	0
PDC08-061RET (3-18215) LEGACY S/W CORNER W.SAN CARLOS AND SUNOL OHLONE	0	0	0	0	1	0	0	0	0	0	0	0
PDC14-068 (3-10478) Retail/Commercial 3161 OLSEN DRIVE SANTANA WEST	0	0	0	0	0	10	0	2	1	0	15	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

AM PROJECT TRIPS

08/07/2019

Intersection of : Delmas Av & W San Carlos St

Traffix Node Number : 3446

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
RH00-05-005 (3-14920) Retail/Commercial ALMADEN BLVD/WOZ WAY (NW/C) BOSTON PROP	0	0	0	62	0	0	0	34	0	8	2	0
TOTAL:	**0**	**0**	**0**	**73**	**29**	**10**	**0**	**99**	**22**	**16**	**37**	**0**

	LEFT	THRU	RIGHT
NORTH	73	29	10
EAST	16	37	0
SOUTH	0	0	0
WEST	0	99	22

PM PROJECT TRIPS

08/07/2019

Intersection of : Delmas Av & W San Carlos St

Traffix Node Number : 3446

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
C15-047 (3-16866) LEGACY	0	0	0	0	13	0	0	0	23	15	0	0
DOWNTOWN LEGACY DOWNTOWN CORE DOWNTOWN STRATEGY PLAN 2000	0	0	0	6	13	1	0	25	3	1	25	0
NSJ LEGACY NORTH SAN JOSE	0	0	0	0	0	0	0	5	1	1	14	0
PDC08-061RES (3-18215) LEGACY S/W CORNER W. SAN CARLOS AND SUNOL OHLONE	0	0	0	17	35	0	0	23	4	0	12	0
PDC08-061RET (3-18215) LEGACY S/W CORNER W.SAN CARLOS AND SUNOL OHLONE	0	0	0	0	1	1	0	3	1	0	1	0
PDC14-068 (3-10478) Retail/Commercial 3161 OLSEN DRIVE SANTANA WEST	0	0	0	0	0	2	0	14	9	0	2	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

PM PROJECT TRIPS

08/07/2019

Intersection of : Delmas Av & W San Carlos St

Traffix Node Number : 3446

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
RH00-05-005 (3-14920) Retail/Commercial ALMADEN BLVD/WOZ WAY (NW/C) BOSTON PROP	0	0	0	8	0	0	0	4	0	117	31	0
TOTAL:	**0**	**0**	**0**	**31**	**62**	**4**	**0**	**74**	**41**	**134**	**85**	**0**

	LEFT	THRU	RIGHT
NORTH	31	62	4
EAST	134	85	0
SOUTH	0	0	0
WEST	0	74	41

AM PROJECT TRIPS

08/07/2019

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

08/07/2019

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

08/07/2019

Intersection of : Park Av & NB 280 To NB 87 Rp

Traffix Node Number : 3731

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	10	16	0	0	0	6	57	12	7	14	4
PDC05-037 (3-03516) LEGACY NE CORNER PARK AV AND LAUREL GROVE LN PARK AVE. LOFTS	1	0	0	0	0	0	15	7	0	0	2	0
PDC08-034 (3-18353) LEGACY BOUNDED BY SUNOL STREET TO THE WEST AND WEST SA SUNOL COURT STUDIO APARTMENTS	0	0	0	0	0	0	12	0	0	0	0	0
PDC08-061RES (3-18215) LEGACY S/W CORNER W. SAN CARLOS AND SUNOL OHLONE	0	56	0	0	0	0	14	7	0	0	4	0
PDC08-061RET (3-18215) LEGACY S/W CORNER W.SAN CARLOS AND SUNOL OHLONE	0	0	0	0	0	0	0	0	0	0	0	0
PDC13-012 (3-03516) LEGACY 777 PARK AVENUE 777 PARK AVENUE RESIDENTIAL	2	0	0	0	0	0	5	3	0	0	2	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

AM PROJECT TRIPS

08/07/2019

Intersection of : Park Av & NB 280 To NB 87 Rp

Traffix Node Number : 3731

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
RH00-05-005 (3-14920) Retail/Commercial ALMADEN BLVD/WOZ WAY (NW/C) BOSTON PROP	0	4	0	0	0	0	0	0	0	0	0	0
TOTAL:	**9**	**70**	**16**	**0**	**0**	**0**	**52**	**74**	**12**	**7**	**22**	**4**

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	7	22	4
SOUTH	9	70	16
WEST	52	74	12

PM PROJECT TRIPS

08/07/2019

Intersection of : Park Av & NB 280 To NB 87 Rp

Traffix Node Number : 3731

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	8	33	11	0	0	0	17	79	18	41	85	20
PDC05-037 (3-03516) LEGACY NE CORNER PARK AV AND LAUREL GROVE LN PARK AVE. LOFTS	6	0	0	0	0	0	5	2	0	0	6	0
PDC08-034 (3-18353) LEGACY BOUNDED BY SUNOL STREET TO THE WEST AND WEST SA SUNOL COURT STUDIO APARTMENTS	0	0	0	0	0	0	6	0	0	0	0	0
PDC08-061RES (3-18215) LEGACY S/W CORNER W. SAN CARLOS AND SUNOL OHLONE	0	29	0	0	0	0	7	4	0	0	7	0
PDC08-061RET (3-18215) LEGACY S/W CORNER W.SAN CARLOS AND SUNOL OHLONE	0	2	0	0	0	0	1	0	0	0	0	0
PDC13-012 (3-03516) LEGACY 777 PARK AVENUE 777 PARK AVENUE RESIDENTIAL	3	0	0	0	0	0	3	2	0	0	3	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

PM PROJECT TRIPS

08/07/2019

Intersection of : Park Av & NB 280 To NB 87 Rp

Traffix Node Number : 3731

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
RH00-05-005 (3-14920) Retail/Commercial ALMADEN BLVD/WOZ WAY (NW/C) BOSTON PROP	0	56	0	0	0	0	0	0	0	0	0	0
TOTAL:	**17**	**120**	**11**	**0**	**0**	**0**	**39**	**87**	**18**	**41**	**101**	**20**

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	41	101	20
SOUTH	17	120	11
WEST	39	87	18

AM PROJECT TRIPS

08/07/2019

Intersection of : W San Carlos St & N Woz Wy / Woz Wy

Traffix Node Number : 3763

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	4	4	0	1	0	3	12	0	0	9	2
NSJ LEGACY NORTH SAN JOSE	0	0	0	0	0	0	2	7	0	0	0	0
PDC14-068 (3-10478) Retail/Commercial 3161 OLSEN DRIVE SANTANA WEST	10	0	0	0	0	0	1	1	0	0	6	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	26	0	0	0	0	96	0	0	10	4
TOTAL:	**11**	**4**	**30**	**0**	**1**	**0**	**6**	**116**	**0**	**0**	**25**	**6**

	LEFT	THRU	RIGHT
NORTH	0	1	0
EAST	0	25	6
SOUTH	11	4	30
WEST	6	116	0

PM PROJECT TRIPS

08/07/2019

Intersection of : W San Carlos St & N Woz Wy / Woz Wy

Traffix Node Number : 3763

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	3	4	4	7	1	2	20	0	1	23	2
NSJ LEGACY NORTH SAN JOSE	0	0	0	0	0	0	1	8	0	0	7	1
PDC14-068 (3-10478) Retail/Commercial 3161 OLSEN DRIVE SANTANA WEST	2	0	0	0	0	0	9	6	0	0	1	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	3	0	0	0	0	12	0	0	148	56
TOTAL:	**4**	**3**	**7**	**4**	**7**	**1**	**12**	**46**	**0**	**1**	**179**	**59**

	LEFT	THRU	RIGHT
NORTH	4	7	1
EAST	1	179	59
SOUTH	4	3	7
WEST	12	46	0

AM PROJECT TRIPS

08/07/2019

Intersection of : Vine St

Traffix Node Number : 3863

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	98	2	1	12	0	0	0	0	0	0	0
NSJ LEGACY NORTH SAN JOSE	0	0	0	0	0	0	0	0	0	0	0	0
PDC84-07-059 (3-05912) Retail/Commercial PARK & WOZ (SE/C) RIVER PARK II	0	0	0	0	0	0	0	0	0	0	0	0
RH00-05-005 (3-14920) Retail/Commercial ALMADEN BLVD/WOZ WAY (NW/C) BOSTON PROP	0	571	0	0	19	0	0	0	0	0	0	0
TOTAL:	**0**	**669**	**2**	**1**	**31**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

	LEFT	THRU	RIGHT
NORTH	1	31	0
EAST	0	0	0
SOUTH	0	669	2
WEST	0	0	0

PM PROJECT TRIPS

08/07/2019

Intersection of : Vine St

Traffix Node Number : 3863

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	35	6	5	201	0	0	0	0	5	0	1
NSJ LEGACY NORTH SAN JOSE	9	2	14	2	0	12	4	119	0	6	130	2
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	71	0	0	272	0	0	0	0	0	0	0
TOTAL:	**9**	**108**	**20**	**7**	**473**	**12**	**4**	**119**	**0**	**11**	**130**	**3**

	LEFT	THRU	RIGHT
NORTH	7	473	12
EAST	11	130	3
SOUTH	9	108	20
WEST	4	119	0

AM PROJECT TRIPS

08/07/2019

Intersection of : NB 280 From Vine Rp & W Reed St & Vine St

Traffix Node Number : 3957

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	70	0	0	13	5	0	0	0	4	57	137
H15-039 Retail/Commercial 1402 MONTEREY ROAD DCP	0	0	0	0	32	0	0	0	0	0	0	9
H16-013 (3-10278) Retail/Commercial 353 W JULIAN ST RIVER CORPORATE CENTER BLDG 3	0	0	0	0	32	0	0	0	0	0	0	9
TOTAL:	**0**	**70**	**0**	**0**	**77**	**5**	**0**	**0**	**0**	**4**	**57**	**155**

	LEFT	THRU	RIGHT
NORTH	0	77	5
EAST	4	57	155
SOUTH	0	70	0
WEST	0	0	0

PM PROJECT TRIPS

08/07/2019

Intersection of : NB 280 From Vine Rp & W Reed St & Vine St

Traffix Node Number : 3957

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	29	0	0	175	83	0	0	0	6	55	19
H15-039 Retail/Commercial 1402 MONTEREY ROAD DCP	0	0	0	0	0	0	0	0	0	0	0	0
H16-013 (3-10278) Retail/Commercial 353 W JULIAN ST RIVER CORPORATE CENTER BLDG 3	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL:	**0**	**29**	**0**	**0**	**175**	**83**	**0**	**0**	**0**	**6**	**55**	**19**

	LEFT	THRU	RIGHT
NORTH	0	175	83
EAST	6	55	19
SOUTH	0	29	0
WEST	0	0	0

Intersection Number: 1
Traffix Node Number: 3267
Intersection Name: Delmas Avenue/SR-87 SB On-Ramp and Auzerais Avenue
Peak Hour: AM
Count Date: 2/6/19

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**22**	**187**	**58**	**0**	**86**	**23**	**0**	**0**	**0**	**166**	**75**	**0**	**617**
ATI	31	41	39	0	33	5	0	0	0	28	42	0	219
Background Conditions	**53**	**228**	**97**	**0**	**119**	**28**	**0**	**0**	**0**	**194**	**117**	**0**	**836**
Proposed Project Trips	0	6	64	0	1	18	0	0	0	0	76	0	165
Background Plus Project Conditions	**53**	**234**	**161**	**0**	**120**	**46**	**0**	**0**	**0**	**194**	**193**	**0**	**1001**

Intersection Number: 2
Traffix Node Number: 3271
Intersection Name: Woz Way and Auzerais Avenue
Peak Hour: AM
Count Date: 2/6/19

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**4**	**29**	**0**	**3**	**1**	**3**	**0**	**328**	**116**	**106**	**0**	**33**	**623**
ATI	1	9	0	0	0	0	0	105	24	12	0	26	177
Background Conditions	**5**	**38**	**0**	**3**	**1**	**3**	**0**	**433**	**140**	**118**	**0**	**59**	**800**
Proposed Project Trips	0	76	0	0	0	0	0	32	19	102	0	38	267
Background Plus Project Conditions	**5**	**114**	**0**	**3**	**1**	**3**	**0**	**465**	**159**	**220**	**0**	**97**	**1067**

Intersection Number: 3
Traffix Node Number: 3209
Intersection Name: Woz Way and SR-87 NB Off-Ramp
Peak Hour: AM
Count Date: 2/6/19

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**0**	**127**	**0**	**0**	**0**	**0**	**0**	**284**	**0**	**61**	**0**	**165**	**637**
ATI	0	32	0	0	0	0	0	38	0	111	0	141	322
Background Conditions	**0**	**159**	**0**	**0**	**0**	**0**	**0**	**322**	**0**	**172**	**0**	**306**	**959**
Proposed Project Trips	0	178	0	0	0	0	0	51	0	153	0	0	382
Background Plus Project Conditions	**0**	**337**	**0**	**0**	**0**	**0**	**0**	**373**	**0**	**325**	**0**	**306**	**1341**

Intersection Number: 4
Traffix Node Number: 3863
Intersection Name: Almaden Boulevard and Convention Center
Peak Hour: AM
Count Date: 2/6/19

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**0**	**236**	**56**	**4**	**0**	**3**	**128**	**1357**	**0**	**0**	**0**	**0**	**1784**
ATI	0	33	1	0	0	0	2	709	0	0	0	0	745
Background Conditions	**0**	**269**	**57**	**4**	**0**	**3**	**130**	**2066**	**0**	**0**	**0**	**0**	**2529**
Proposed Project Trips	243	84	0	0	0	0	0	12	131	30	0	28	528
Background Plus Project Conditions	**243**	**353**	**57**	**4**	**0**	**3**	**130**	**2078**	**131**	**30**	**0**	**28**	**3057**

Intersection Number: 5
Traffix Node Number: 3244
Intersection Name: Almaden Boulevard and Woz Way/Balbach Street
Peak Hour: AM
Count Date: 2/6/19

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**42**	**109**	**85**	**86**	**86**	**33**	**288**	**1361**	**204**	**25**	**76**	**51**	**2446**
ATI	4	41	12	5	11	2	12	794	37	2	3	105	1028
Background Conditions	**46**	**150**	**97**	**91**	**97**	**35**	**300**	**2155**	**241**	**27**	**79**	**156**	**3474**
Proposed Project Trips	128	15	12	0	38	0	0	102	102	15	12	92	516
Background Plus Project Conditions	**174**	**165**	**109**	**91**	**135**	**35**	**300**	**2257**	**343**	**42**	**91**	**248**	**3990**

Intersection Number: 6
Traffix Node Number: 3061
Intersection Name: Almaden Boulevard and San Carlos Street *
Peak Hour: AM
Count Date: 2/6/19

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**33**	**217**	**158**	**75**	**288**	**58**	**193**	**1083**	**64**	**33**	**247**	**69**	**2518**
ATI	4	150	4	7	31	77	37	131	64	141	30	10	686
Background Conditions	**37**	**367**	**162**	**82**	**319**	**135**	**230**	**1214**	**128**	**174**	**277**	**79**	**3204**
Proposed Project Trips	0	242	0	0	0	89	8	28	19	115	0	4	505
Background Plus Project Conditions	**37**	**609**	**162**	**82**	**319**	**224**	**238**	**1242**	**147**	**289**	**277**	**83**	**3709**

Intersection Number: 7
Traffix Node Number: 3763
Intersection Name: Woz Way and San Carlos Street
Peak Hour: AM
Count Date: 2/6/19

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**2**	**13**	**28**	**120**	**246**	**4**	**67**	**215**	**63**	**16**	**409**	**197**	**1380**
ATI	2	1	5	55	25	0	30	34	11	0	116	14	293
Background Conditions	**4**	**14**	**33**	**175**	**271**	**4**	**97**	**249**	**74**	**16**	**525**	**211**	**1673**
Proposed Project Trips	0	51	0	8	11	0	42	24	4	25	76	0	241
Background Plus Project Conditions	**4**	**65**	**33**	**183**	**282**	**4**	**139**	**273**	**78**	**41**	**601**	**211**	**1914**

Intersection Number: 8
Traffix Node Number: 3446
Intersection Name: Delmas Avenue and San Carlos Street
Peak Hour: AM
Count Date: 2/6/19

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**64**	**149**	**63**	**0**	**306**	**21**	**0**	**0**	**0**	**74**	**543**	**0**	**1220**
ATI	10	23	70	0	35	17	0	0	0	20	95	0	270
Background Conditions	**74**	**172**	**133**	**0**	**341**	**38**	**0**	**0**	**0**	**94**	**638**	**0**	**1490**
Proposed Project Trips	0	64	51	0	9	6	0	0	0	0	51	0	181
Background Plus Project Conditions	**74**	**236**	**184**	**0**	**350**	**44**	**0**	**0**	**0**	**94**	**689**	**0**	**1671**

Intersection Number: 9
Traffix Node Number: 3731
Intersection Name: Woz Way/SR-87 NB On-Ramp and Park Avenue
Peak Hour: AM
Count Date: 2/6/19

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**0**	**0**	**0**	**97**	**63**	**18**	**78**	**231**	**31**	**168**	**613**	**164**	**1463**
ATI	0	0	0	4	21	56	17	56	9	19	72	48	302
Background Conditions	**0**	**0**	**0**	**101**	**84**	**74**	**95**	**287**	**40**	**187**	**685**	**212**	**1765**
Proposed Project Trips	0	0	0	0	0	0	0	32	0	51	64	0	147
Background Plus Project Conditions	**0**	**0**	**0**	**101**	**84**	**74**	**95**	**319**	**40**	**238**	**749**	**212**	**1912**

Intersection Number: 10
Traffix Node Number: 3445
Intersection Name: Delmas Avenue/SR-87 SB Off-Ramp and Park Avenue
Peak Hour: AM
Count Date: 2/6/19

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**6**	**61**	**15**	**0**	**79**	**14**	**532**	**141**	**80**	**58**	**354**	**0**	**1340**
ATI	9	8	1	0	26	2	132	18	13	13	103	0	325
Background Conditions	**15**	**69**	**16**	**0**	**105**	**16**	**664**	**159**	**93**	**71**	**457**	**0**	**1665**
Proposed Project Trips	0	115	115	0	0	0	0	0	0	0	0	0	230
Background Plus Project Conditions	**15**	**184**	**131**	**0**	**105**	**16**	**664**	**159**	**93**	**71**	**457**	**0**	**1895**

Intersection Number: 11
Traffix Node Number: 100
Intersection Name: Locust Street/Project Access and Woz Way
Peak Hour: AM
Count Date: 2/6/19

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**2**	**0**	**0**	**55**	**282**	**1**	**2**	**0**	**1**	**2**	**158**	**17**	**520**
ATI	0	0	0	0	52	0	0	0	0	0	110	0	162
Background Conditions	**2**	**0**	**0**	**55**	**334**	**1**	**2**	**0**	**1**	**2**	**268**	**17**	**682**
Existing Reduction	-2	0	0	-55	0	0	0	0	0	0	0	-17	-74
Proposed Project Trips	27	0	31	187	10	0	0	0	0	0	56	187	498
Background Plus Project Conditions	**27**	**0**	**31**	**187**	**344**	**1**	**2**	**0**	**1**	**2**	**324**	**187**	**1106**

Intersection Number: 1
Traffix Node Number: 3267
Intersection Name: Delmas Avenue/SR-87 SB On-Ramp and Auzerais Avenue
Peak Hour: PM
Count Date: 2/5/19

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**31**	**519**	**95**	**0**	**127**	**68**	**0**	**0**	**0**	**205**	**194**	**0**	**1239**
ATI	21	190	46	0	36	14	0	0	0	15	26	0	348
Background Conditions	**52**	**709**	**141**	**0**	**163**	**82**	**0**	**0**	**0**	**220**	**220**	**0**	**1587**
Proposed Project Trips	0	36	12	0	7	108	0	0	0	0	14	0	177
Background Plus Project Conditions	**52**	**745**	**153**	**0**	**170**	**190**	**0**	**0**	**0**	**220**	**234**	**0**	**1764**

Intersection Number: 2
Traffix Node Number: 3271
Intersection Name: Woz Way and Auzerais Avenue
Peak Hour: PM
Count Date: 2/5/19

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**47**	**127**	**0**	**0**	**7**	**4**	**0**	**182**	**140**	**244**	**0**	**48**	**799**
ATI	17	42	0	1	2	0	0	63	56	41	0	21	243
Background Conditions	**64**	**169**	**0**	**1**	**9**	**4**	**0**	**245**	**196**	**285**	**0**	**69**	**1042**
Proposed Project Trips	0	14	0	0	0	0	0	192	115	18	0	7	346
Background Plus Project Conditions	**64**	**183**	**0**	**1**	**9**	**4**	**0**	**437**	**311**	**303**	**0**	**76**	**1388**

Intersection Number: 3
Traffix Node Number: 3209
Intersection Name: Woz Way and SR-87 NB Off-Ramp
Peak Hour: PM
Count Date: 2/5/19

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**0**	**377**	**0**	**0**	**0**	**0**	**0**	**125**	**0**	**159**	**0**	**195**	**856**
ATI	0	96	0	0	0	0	0	39	0	26	0	75	236
Background Conditions	**0**	**473**	**0**	**0**	**0**	**0**	**0**	**164**	**0**	**185**	**0**	**270**	**1092**
Proposed Project Trips	0	32	0	0	0	0	0	308	0	28	0	0	368
Background Plus Project Conditions	**0**	**505**	**0**	**0**	**0**	**0**	**0**	**472**	**0**	**213**	**0**	**270**	**1460**

Intersection Number: 4
Traffix Node Number: 3863
Intersection Name: Almaden Boulevard and Convention Center
Peak Hour: PM
Count Date: 2/5/19

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**0**	**1325**	**42**	**30**	**0**	**66**	**5**	**261**	**1**	**0**	**0**	**0**	**1730**
ATI	0	509	5	1	0	5	6	111	0	0	0	0	637
Background Conditions	**0**	**1834**	**47**	**31**	**0**	**71**	**11**	**372**	**1**	**0**	**0**	**0**	**2367**
Proposed Project Trips	44	15	0	0	0	0	0	71	24	180	0	173	507
Background Plus Project Conditions	**44**	**1849**	**47**	**31**	**0**	**71**	**11**	**443**	**25**	**180**	**0**	**173**	**2874**

Intersection Number: 5
Traffix Node Number: 3244
Intersection Name: Almaden Boulevard and Woz Way/Balbach Street
Peak Hour: PM
Count Date: 2/5/19

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**31**	**1273**	**135**	**48**	**50**	**189**	**74**	**147**	**18**	**287**	**255**	**33**	**2540**
ATI	25	761	7	4	7	11	16	150	17	95	27	20	1140
Background Conditions	**56**	**2034**	**142**	**52**	**57**	**200**	**90**	**297**	**35**	**382**	**282**	**53**	**3680**
Proposed Project Trips	105	89	72	0	7	0	0	18	18	89	72	110	580
Background Plus Project Conditions	**161**	**2123**	**214**	**52**	**64**	**200**	**90**	**315**	**53**	**471**	**354**	**163**	**4260**

Intersection Number: 6
Traffix Node Number: 3061
Intersection Name: Almaden Boulevard and San Carlos Street *
Peak Hour: PM
Count Date: 12/11/18

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**55**	**1132**	**181**	**52**	**213**	**84**	**81**	**153**	**41**	**194**	**530**	**85**	**2801**
ATI	22	217	24	10	71	36	249	91	217	71	104	12	1124
Background Conditions	**77**	**1349**	**205**	**62**	**284**	**120**	**330**	**244**	**258**	**265**	**634**	**97**	**3925**
Proposed Project Trips	0	44	0	0	0	16	48	168	115	21	0	24	436
Background Plus Project Conditions	**77**	**1393**	**205**	**62**	**284**	**136**	**378**	**412**	**373**	**286**	**634**	**121**	**4361**

Intersection Number: 7
Traffix Node Number: 3763
Intersection Name: Woz Way and San Carlos Street
Peak Hour: PM
Count Date: 2/5/19

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**75**	**112**	**48**	**92**	**295**	**18**	**74**	**95**	**68**	**45**	**553**	**83**	**1558**
ATI	28	15	77	65	179	1	7	7	4	0	46	13	442
Background Conditions	**103**	**127**	**125**	**157**	**474**	**19**	**81**	**102**	**72**	**45**	**599**	**96**	**2000**
Proposed Project Trips	0	9	0	48	67	0	31	144	24	5	14	0	342
Background Plus Project Conditions	**103**	**136**	**125**	**205**	**541**	**19**	**112**	**246**	**96**	**50**	**613**	**96**	**2342**

Intersection Number: 8
Traffix Node Number: 3446
Intersection Name: Delmas Avenue and San Carlos Street
Peak Hour: PM
Count Date: 2/5/19

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**104**	**462**	**32**	**0**	**382**	**63**	**0**	**0**	**0**	**126**	**633**	**0**	**1802**
ATI	3	52	26	0	89	153	0	0	0	39	68	0	430
Background Conditions	**107**	**514**	**58**	**0**	**471**	**216**	**0**	**0**	**0**	**165**	**701**	**0**	**2232**
Proposed Project Trips	0	12	9	0	55	36	0	0	0	0	9	0	121
Background Plus Project Conditions	**107**	**526**	**67**	**0**	**526**	**252**	**0**	**0**	**0**	**165**	**710**	**0**	**2353**

Intersection Number: 9
Traffix Node Number: 3731
Intersection Name: Woz Way/SR-87 NB On-Ramp and Park Avenue
Peak Hour: PM
Count Date: 2/5/19

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**0**	**0**	**0**	**286**	**364**	**144**	**83**	**300**	**35**	**26**	**292**	**148**	**1678**
ATI	0	0	0	20	99	47	26	117	17	19	86	36	467
Background Conditions	**0**	**0**	**0**	**306**	**463**	**191**	**109**	**417**	**52**	**45**	**378**	**184**	**2145**
Proposed Project Trips	0	0	0	0	0	0	0	192	0	9	12	0	213
Background Plus Project Conditions	**0**	**0**	**0**	**306**	**463**	**191**	**109**	**609**	**52**	**54**	**390**	**184**	**2358**

Intersection Number: 10
Traffix Node Number: 3445
Intersection Name: Delmas Avenue/SR-87 SB Off-Ramp and Park Avenue
Peak Hour: PM
Count Date: 2/5/19

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**16**	**313**	**64**	**0**	**276**	**121**	**101**	**70**	**64**	**92**	**298**	**0**	**1415**
ATI	13	27	5	2	71	7	98	30	24	8	47	0	332
Background Conditions	**29**	**340**	**69**	**2**	**347**	**128**	**199**	**100**	**88**	**100**	**345**	**0**	**1747**
Proposed Project Trips	0	21	21	0	0	0	0	0	0	0	0	0	42
Background Plus Project Conditions	**29**	**361**	**90**	**2**	**347**	**128**	**199**	**100**	**88**	**100**	**345**	**0**	**1789**

Intersection Number: 11
Traffix Node Number: 100
Intersection Name: Locust Street/Project Access and Woz Way
Peak Hour: PM
Count Date: 2/5/19

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**30**	**0**	**45**	**3**	**99**	**3**	**1**	**0**	**2**	**3**	**541**	**8**	**735**
ATI	0	0	0	0	49	0	0	0	0	0	142	0	191
Background Conditions	**30**	**0**	**45**	**3**	**148**	**3**	**1**	**0**	**2**	**3**	**683**	**8**	**926**
Existing Reduction	-30	0	-45	-3	0	0	0	0	0	0	0	-8	-86
Proposed Project Trips	164	0	189	34	62	0	0	0	0	0	10	34	493
Background Plus Project Conditions	**164**	**0**	**189**	**34**	**210**	**3**	**1**	**0**	**2**	**3**	**693**	**34**	**1333**

Appendix F – SimTraffic Intersection Queue Analysis

Intersection: 3: Almaden & Woz

Movement	EB	EB	EB	WB	NB	NB	NB	SB	SB	SB	B11
Directions Served	L	T	R	LTR	UL	T	TR	L	T	TR	T
Maximum Queue (ft)	164	259	125	336	162	246	235	175	369	297	83
Average Queue (ft)	118	101	25	180	151	205	179	152	195	163	4
95th Queue (ft)	181	232	64	294	178	240	204	210	403	311	31
Link Distance (ft)		221		1442		162	162		297	297	1047
Upstream Blk Time (%)		9			10	46	26		11	0	
Queuing Penalty (veh)		23			0	547	305		0	0	
Storage Bay Dist (ft)	140		100		150			150			
Storage Blk Time (%)	25	1			28	48		58	0		
Queuing Penalty (veh)	33	2			245	159		42	0		

Intersection: 4: Almaden & I280 NB

Movement	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LT	TR	R	LT	T	T	T	T	T
Maximum Queue (ft)	952	965	962	1194	1207	1189	70	68	40
Average Queue (ft)	930	936	930	1031	1023	996	26	22	11
95th Queue (ft)	938	955	945	1449	1464	1475	50	49	29
Link Distance (ft)	913	913	913	1155	1155	1155	165	165	165
Upstream Blk Time (%)	66	95	62	68	64	63			
Queuing Penalty (veh)	0	0	0	0	0	0			
Storage Bay Dist (ft)									
Storage Blk Time (%)									
Queuing Penalty (veh)									

Intersection: 14: Project & Woz

Movement	EB	EB	WB	NB	SB	SB
Directions Served	L	T	TR	LTR	LT	R
Maximum Queue (ft)	62	219	58	22	53	52
Average Queue (ft)	33	35	6	2	25	16
95th Queue (ft)	53	133	28	11	51	43
Link Distance (ft)		1790	221	135	117	117
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	25					
Storage Blk Time (%)	11	8	0			
Queuing Penalty (veh)	23	14	0			

Intersection: 16: Almaden & Project

Movement	NB	NB	NB
Directions Served	T	T	T
Maximum Queue (ft)	227	233	214
Average Queue (ft)	187	195	189
95th Queue (ft)	203	224	212
Link Distance (ft)	165	165	165
Upstream Blk Time (%)	33	37	40
Queuing Penalty (veh)	230	257	279
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 2160

Intersection: 3: Almaden & Woz

Movement	EB	EB	EB	WB	NB	NB	NB	SB	SB	SB	B11	B11
Directions Served	L	T	R	LTR	UL	T	TR	L	T	TR	T	T
Maximum Queue (ft)	165	237	125	1494	112	161	170	174	396	392	1081	1086
Average Queue (ft)	93	224	120	1456	48	82	87	153	370	371	1060	1064
95th Queue (ft)	187	233	140	1487	93	131	148	215	378	382	1072	1073
Link Distance (ft)		221		1442		162	162		297	297	1047	1047
Upstream Blk Time (%)		23		90		0	2		54	55	32	69
Queuing Penalty (veh)		194		0		0	3		0	0	0	0
Storage Bay Dist (ft)	140		100		150			150				
Storage Blk Time (%)	0	26	28			0		33	35			
Queuing Penalty (veh)	0	157	143			0		301	74			

Intersection: 4: Almaden & I280 NB

Movement	WB	WB	WB	NB	NB	SB	SB	SB	SB
Directions Served	LT	TR	R	LT	T	T	T	T	R
Maximum Queue (ft)	207	189	129	75	31	151	194	206	125
Average Queue (ft)	140	100	20	24	8	81	91	99	89
95th Queue (ft)	198	171	65	54	29	148	174	203	170
Link Distance (ft)	913	913	913	1155	1155	165	165	165	
Upstream Blk Time (%)						0	1	2	
Queuing Penalty (veh)						0	7	15	
Storage Bay Dist (ft)									100
Storage Blk Time (%)								1	6
Queuing Penalty (veh)								5	29

Intersection: 14: Project & Woz

Movement	EB	EB	NB	SB	SB
Directions Served	L	T	LTR	LT	R
Maximum Queue (ft)	50	370	44	175	132
Average Queue (ft)	5	200	6	135	63
95th Queue (ft)	28	332	25	154	135
Link Distance (ft)		1790	135	117	117
Upstream Blk Time (%)				98	5
Queuing Penalty (veh)				0	0
Storage Bay Dist (ft)	25				
Storage Blk Time (%)	1	28			
Queuing Penalty (veh)	4	9			

Intersection: 16: Almaden & Project

Movement	NB	NB	SB	SB	SB
Directions Served	T	T	T	T	TR
Maximum Queue (ft)	31	53	31	53	162
Average Queue (ft)	1	2	2	3	17
95th Queue (ft)	11	18	15	22	85
Link Distance (ft)	165	165	162	162	162
Upstream Blk Time (%)					0
Queuing Penalty (veh)					2
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Network Summary

Network wide Queuing Penalty: 943

Intersection: 3: Almaden & Woz

Movement	EB	EB	EB	WB	NB	NB	NB	SB	SB	SB	B11
Directions Served	L	T	R	LTR	UL	T	TR	L	T	TR	T
Maximum Queue (ft)	165	264	125	385	162	231	235	167	296	368	27
Average Queue (ft)	140	164	73	228	156	206	182	94	45	175	0
95th Queue (ft)	210	304	110	357	172	228	213	171	133	329	0
Link Distance (ft)		221		1442		162	162		297	297	1047
Upstream Blk Time (%)		19			34	55	23		0	3	
Queuing Penalty (veh)		93			0	660	269		0	0	
Storage Bay Dist (ft)	140		100		150			150			
Storage Blk Time (%)	48	2	2		49	56		6			
Queuing Penalty (veh)	179	10	4		434	320		6			

Intersection: 4: Almaden & I280 NB

Movement	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LT	TR	R	LT	T	T	T	T	T
Maximum Queue (ft)	965	976	974	1194	1207	1170	72	81	62
Average Queue (ft)	931	933	925	994	955	886	22	19	31
95th Queue (ft)	944	951	989	1429	1405	1324	46	51	58
Link Distance (ft)	913	913	913	1155	1155	1155	165	165	165
Upstream Blk Time (%)	68	93	62	32	21	17			
Queuing Penalty (veh)	0	0	0	0	0	0			
Storage Bay Dist (ft)									
Storage Blk Time (%)									
Queuing Penalty (veh)									

Intersection: 14: Project & Woz

Movement	EB	EB	EB	WB	WB	NB	SB	SB
Directions Served	L	T	R	L	TR	LTR	LT	R
Maximum Queue (ft)	49	1080	125	67	93	132	116	30
Average Queue (ft)	35	171	26	34	8	36	31	18
95th Queue (ft)	54	669	106	63	42	90	74	42
Link Distance (ft)		1790			221	135	117	117
Upstream Blk Time (%)						0	3	
Queuing Penalty (veh)						0	0	
Storage Bay Dist (ft)	25		100	50				
Storage Blk Time (%)	10	17	0	2	0			
Queuing Penalty (veh)	61	68	0	7	0			

Intersection: 16: Almaden & Project

Movement	EB	NB	NB	NB
Directions Served	R	T	T	T
Maximum Queue (ft)	53	213	217	226
Average Queue (ft)	28	189	189	189
95th Queue (ft)	44	204	213	209
Link Distance (ft)	252	165	165	165
Upstream Blk Time (%)		50	28	38
Queuing Penalty (veh)		348	196	264
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Network Summary

Network wide Queuing Penalty: 2919

Intersection: 3: Almaden & Woz

Movement	EB	EB	EB	WB	NB	NB	NB	SB	SB	SB	B11	B11
Directions Served	L	T	R	LTR	UL	T	TR	L	T	TR	T	T
Maximum Queue (ft)	165	240	125	1494	162	220	174	175	369	392	1105	1110
Average Queue (ft)	108	227	121	1276	155	195	91	154	369	371	1064	1067
95th Queue (ft)	202	239	137	1855	169	222	191	208	369	382	1083	1083
Link Distance (ft)		221		1442		162	162		297	297	1047	1047
Upstream Blk Time (%)		29		73	58	97	6		51	56	32	66
Queuing Penalty (veh)		319		0	0	254	15		0	0	0	0
Storage Bay Dist (ft)	140		100		150			150				
Storage Blk Time (%)	1	21	39		96	97		26	42			
Queuing Penalty (veh)	14	170	242		150	196		237	90			

Intersection: 4: Almaden & I280 NB

Movement	WB	WB	WB	NB	NB	NB	SB	SB	SB	SB
Directions Served	LT	TR	R	LT	T	T	T	T	T	R
Maximum Queue (ft)	928	947	928	1170	1167	1063	165	170	158	124
Average Queue (ft)	696	676	620	1023	581	198	87	102	72	10
95th Queue (ft)	1097	1059	1038	1444	1407	808	151	175	137	63
Link Distance (ft)	913	913	913	1155	1155	1155	165	165	165	
Upstream Blk Time (%)	22	22	10	66	11		0	0	0	
Queuing Penalty (veh)	0	0	0	0	0		0	3	0	
Storage Bay Dist (ft)										100
Storage Blk Time (%)									1	0
Queuing Penalty (veh)									9	1

Intersection: 14: Project & Woz

Movement	EB	EB	EB	WB	NB	SB	SB
Directions Served	L	T	R	L	LTR	LT	R
Maximum Queue (ft)	49	589	125	49	169	151	132
Average Queue (ft)	4	262	31	7	148	129	61
95th Queue (ft)	26	505	120	27	159	145	149
Link Distance (ft)		1790			135	117	117
Upstream Blk Time (%)					100	100	11
Queuing Penalty (veh)					0	0	0
Storage Bay Dist (ft)	25		100	50			
Storage Blk Time (%)	0	35	0	0			
Queuing Penalty (veh)	0	25	0	0			

Intersection: 16: Almaden & Project

Movement	EB	NB	NB	NB	SB
Directions Served	R	T	T	T	T
Maximum Queue (ft)	286	189	180	113	50
Average Queue (ft)	268	175	14	19	2
95th Queue (ft)	273	189	76	72	17
Link Distance (ft)	252	165	165	165	162
Upstream Blk Time (%)	100	96	0		
Queuing Penalty (veh)	0	167	0		
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Network Summary

Network wide Queuing Penalty: 1894

Appendix G – Supplemental Transportation Analysis

TECHNICAL MEMORANDUM

To:	City of San Jose
From:	Frederik Venter, P.E. and Derek Wu P.E., Kimley-Horn and Associates, Inc.
Date:	February 24, 2021
Re:	**296 Woz Way Development - Supplemental Traffic Operational Analysis**

1: Introduction

This supplemental transportation analysis evaluates transportation operations and site circulation conditions for the proposed 296 Woz Way project in the City of San José based on the latest site plan dated February 2021. The Project analyzed in the Local Transportation Analysis (LTA) report is based on the site plan dated April 9, 2020 which was used to provide a more conservative analysis for transportation operations. This technical memorandum compares the transportation effects between the April 2020 site and the February 2021 site and presents the following:

- Land Use Comparison
- Trip Generation Comparison
- Site Access and Circulation Comparison
- Parking and Loading Comparison

2: Land Use Comparison

Table 1 compares the land use differences between the Project's April 2020 and February 2021 site plans. An overview of the April 2020 site is presented in the 296 Woz Way Development Local Transportation Analysis Report (November 2020) while the current February 2021 site plan is provided in the **Appendix** of this memo.

Table 1 – Project Site Plan Land Use Comparison

Project Site Plan Version	Gross Project Size (SQFT)	Office Land Use (SQFT)	Retail Land Use (SQFT)	Total Office and Retail (SQFT)
April 2020 (Analyzed in LTA Report)	1,832,159	1,245,399	6,073	1,251,472
February 2021 (The Project)	1,851,858	1,226,600	10,107	1,236,707
Land Use Difference (SQFT)	**19,699**	**(18,799)**	**4,034**	**(14,765)**

As shown in Table 1, the current February 2021 site plan has a smaller total office and retail land use compared to the April 2020 site plan that is analyzed in the LTA report. The February 2021 site plan would have 18,799 fewer square feet of office land use, 4,034 additional square feet of retail land use, and 14,765 fewer square feet of net land use compared to the April 2020 site plan.

3: Trip Generation Comparison

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

A trip is defined as a single or one-directional vehicle movement in either the origin or destination at the project site. In other words, a trip can be either "to" or "from" the site. In addition, a single customer visit to a site is counted as two trips (i.e. one to and one from the site). Daily, AM, and PM peak hour trips for the project were calculated with average trip rates. Due to the project description the unknown future tenants for the retail and office uses, the following ITE land uses were conservatively applied to the proposed 296 Woz Way development:

- ITE 710 General Office Building
- ITE 820 Shopping Center

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

A location-based mode share trip reduction credit was also applied. This adjustment is a function of multimodal connectivity and accounts for greater mode share for projects located in urban or transit developed areas. From Table 5 and Table 6 of the *Transportation Analysis Handbook*, the project location is designated as an "Urban High-Transit" place with a vehicle mode share of 78 percent for residential, 69 percent for office, and 83 percent for retail land uses. Therefore, a 22% residential, 31% office, and 17% retail mode share trip reduction credit was applied to the project.

The project will be implementing a TDM program to encourage active transportation for its tenants and employees. Per the *Transportation Analysis Handbook*, identified VMT reduction strategies will also encourage reductions in vehicle-trips generated by the project. For residential projects, it is assumed that every percent reduction in per-capita VMT is equivalent to one percent reduction in peak hour vehicle trips. For office and industrial trips, it is assumed that every percent reduction in per-employee VMT is equivalent to one percent reduction in peak hour vehicle-trips. Based on the City's VMT Evaluation Tool results, a 9% VMT vehicle-trip reduction credit was applied to the project.

The project will also involve demolishing the existing single-family homes on-site and would be eligible for an existing use trip credit. The existing use trip credit was determined from peak hour driveway counts collected at the existing residential driveways and at the Woz Way / Locust Street intersection. These daily driveway counts were conservatively adjusted to determine the AM and PM peak trip credit.

April 2020 Site Plan

Trip Generation for the April 2020 site plan was previously determined in the 296 Woz Way Development Local Transportation Analysis Report (November 2020). The April 2020 project site plan with applicable trip reductions is anticipated to generate a net total of 7,528 daily, 885 AM peak hour, and 888 PM peak hour vehicle trips. Of the net AM peak hour trips, approximately 772 trips are inbound to the project and 113 trips are outbound from the project. For the net PM peak hour trips, approximately 136 trips are inbound while 752 trips are outbound.

February 2021 Site Plan

Development of the current February 2021 site plan with applicable trip reductions is anticipated to generate a net total of 7,520 daily, 874 AM peak hour, and 884 PM peak hour vehicle trips. Of the net AM peak hour trips, approximately 763 trips are inbound to the project and 111 trips are outbound from the project. For the net PM peak hour trips, approximately 138 trips are inbound while 746 trips are outbound. A summary of the trip generation is presented in **Table 2**.

Table 2 – February 2021 Site Plan Project Trip Generation

LAND USE / DESCRIPTION	PROJECT SIZE	TOTAL DAILY TRIPS	AM PEAK TRIPS			PM PEAK TRIPS		
			TOTAL	IN	/ OUT	TOTAL	IN	/ OUT
Trip Generation Rates (ITE)								
Office Building [ITE 710]	Per KSF	9.74	1.16	86%	/ 14%	1.15	16%	/ 84%
Shopping Center [ITE 820]	Per KSF	37.75	0.94	62%	/ 38%	3.81	48%	/ 52%
Office - Woz Way								
1. Baseline Trips - ITE 710	1226.600 KSF	11,948	1,423	1,224	/ 199	1,411	226	/ 1,185
2. Internal Trip Adjustments - VTA Internal Capture	-3% Retail	(12)	(1)	(1)	/ 0	(1)	(1)	/ 0
3. Location-Based Mode Share - Urban High Transit	-31% Office	(3,701)	(441)	(380)	/ (61)	(438)	(70)	/ (368)
4. Project Trip Adjustments - VMT Sketch Tool	-9% N/A	(742)	(89)	(76)	/ (13)	(88)	(14)	/ (74)
Office Gross Project Vehicle-Trips		**7,493**	**892**	**767**	**/ 125**	**884**	**141**	**/ 743**
Retail - Woz Way								
1. Baseline Trips - ITE 820	10.107 KSF	382	10	7	/ 3	39	19	/ 20
2. Internal Trip Adjustments - VTA Internal Capture	-3% Retail	(12)	(1)	(1)	/ 0	(1)	(1)	/ 0
3. Location-Based Mode Share - Urban High Transit	-17% Retail	(63)	(2)	(2)	/ 0	(7)	(4)	/ (3)
4. Project Trip Adjustments - VMT Sketch Tool	-9% N/A	(28)	(1)	(1)	/ 0	(3)	(2)	/ (1)
Retail Gross Project Vehicle-Trips		**279**	**6**	**3**	**/ 3**	**28**	**12**	**/ 16**
Existing Land Use Trip Adjustments								
1. Existing Use Credit - Residential Driveway Counts		(252)	(24)	(7)	/ (17)	(28)	(15)	/ (13)
Existing Land Use Trip Adjustment Subtotal		**(252)**	**(24)**	**(7)**	**/ (17)**	**(28)**	**(15)**	**/ (13)**
Total Project Trips								
BASELINE PROJECT VEHICLE TRIPS		**12,330**	**1,433**	**1,231**	**/ 202**	**1,450**	**245**	**/ 1,205**
GROSS PROJECT VEHICLE TRIPS		**7,772**	**898**	**770**	**/ 128**	**912**	**153**	**/ 759**
NET PROJECT VEHICLE TRIPS		**7,520**	**874**	**763**	**/ 111**	**884**	**138**	**/ 746**
Notes:								
Project land uses assumed based on proposed site plan from C2K Architecture (February 2021)								
Daily, AM, and PM trips based on average land use rates from the Institute of Traffic Engineers Trip Generation 10th Edition								
A Mode Share Reduction from Table 6 of the San Jose Transportation Analysis Handbook 2018 was applied to each individual land use since the project is located in an "Urban High-Transit" area. A 22% residential, 31% office, and 17% retail reduction was applied.								
A 9% VMT Reduction from San Jose Transportation Analysis Handbook 2018 was applied since the project is planning to implement a TDM program. Reduction percentage obtained from City VMT Evaluation Tool.								
A 3% VTA Mixed-Use reduction was applied off of the smaller retail land use trip generator for the project with employment and employment-serving retail components per Santa Clara VTA TIA Guidelines 2014. The same number of trips were subtracted from the larger office land use generator to account for both trip ends.								
Vehicle trip credit for residential neighborhood on Locust Way and Almaden Boulevard to be demolished based on existing driveway counts (9/10/2019). Driveway counts are comparable to ITE 210 rates.								

Trip Generation and Intersection Operations Comparison

Table 3 compares the net vehicle trips generated between the Project's April 2020 and February 2021 site plans. The February 2021 project site plan would generate 8 daily, 11 AM, and 4 PM fewer net project trips than the April 2020 plan. With fewer net project trips, the February 2021 site plan would add fewer vehicle project trips through the City's traffic network and would have fewer adverse traffic effects than the April 2020 site plan. Therefore, the April 2020 site plan analyzed in the LTA report provides a conservative analysis for intersection operations and identifies similar transportation effects for the current February 2021 site plan.

Table 3 – Project Trip Generation Comparison

PROJECT SITE PLAN VERSION	NET TOTAL DAILY	NET AM PEAK TRIPS				NET PM PEAK TRIPS			
		TOTAL	IN	/	OUT	TOTAL	IN	/	OUT
April 2020 (Analyzed in LTA Report)	7,528	885	772	/	113	888	136	/	752
February 2021 (The Project)	7,520	874	763	/	111	884	138	/	746
Vehicle Trip Difference	**(8)**	**(11)**	**(9)**	**/**	**(2)**	**(4)**	**2**	**/**	**(6)**

4: Site Access and Circulation Comparison

Both project site plans consist of similar building footprints, driveway intersections, parking garage layout configuration, and site access points. Project site access and circulation for bicycles, pedestrians, and passenger vehicles would yield similar operations between the April 2020 and February 2021 site plans which is described in the 296 Woz Way Development Local Transportation Analysis Report (November 2020).

For heavy vehicle truck access and circulation, the current February 2021 site would have the following updates from the April 2020 site presented in the LTA Report:

- The Project's on-site street between the North and South Tower consists of a flatter diagonal roadway alignment which improves accessibility for large delivery vehicles.

- The loading dock driveway along Woz Way (which contained 2 loading spaces) is removed from the site plan to eliminate potential vehicle conflicts between on-street parking, bicycles, and pedestrians. Truck and refuse loading activity will occur inside the South Tower parking garage loading bay or at the North Tower loading bay by the Woz project driveway.

5: Parking and Loading Comparison

The project is subject to the parking and loading space standards in the Downtown zoning district from the City's municipal code.

Per Chapter 20.70.100, Chapter 20.90.060, Table 20-190, and Table 20-210 of the San Jose Municipal Code (SJMC), the proposed 296 Woz Way project land uses are required to provide the following minimum off-street vehicle and bicycle parking:

- Retail Sales, Goods, and Merchandise (assumed use due to unknown future tenant)
    - No vehicle parking requirement in Downtown
    - One (1) short-term and two (2) long-term bicycle parking space
- Offices, Business, and Administrative (assumed use due to unknown future tenant)
    - Two and one half (2.5) vehicle parking space per 1,000 square-feet of floor area

- One (1) bicycle parking space per 4,000 square feet of floor area

Per Chapter 20.70.420 and 20.70.430 of the SJMC, the proposed 296 Woz Way project land uses are required to provide the minimum off-street loading spaces:

- Professional Offices
  - One (1) off-street loading space with 100,000 to 175,000 square feet of gross floor area
  - One (1) additional loading space shall be included for each 100,000 square feet exceeding 175,000 square feet of gross floor area.
- Retail and Commercial Uses
  - One (1) off-street loading space with 10,000 to 30,000 square feet of gross floor area

April 2020 Site Plan

Vehicle and bicycle parking requirements for the April 2020 site plan was previously determined in the 296 Woz Way Development Local Transportation Analysis Report (November 2020).

Vehicle and Bicycle Parking

The April 2020 site plan is required to provide a minimum total of 3,114 off-street vehicle parking spaces and 315 bicycle parking spaces for the proposed office and retail uses. The project site proposes a total parking supply of 1,251 vehicle spaces and 264 bicycle spaces which results in a vehicle and bicycle parking shortfall per the City's off-street parking requirements. To address the parking deficit, the project would need to implement a transportation demand management (TDM) program.

Loading Spaces

The April 2020 site plan is required to provide a minimum total of 12 off-street loading spaces (12 spaces for office and 0 spaces for retail) per the SJMC. Up to ten (10) total on-site loading spaces are identified on the project site with five (5) spaces inside the South Tower parking garage loading bay and five (5) spaces at the North Tower via a loading bay on Woz Way and a loading bay on the internal plaza street. The April 2020 project site would have an on-site loading space shortfall of two (2) spaces per City requirements.

Per the City's proposed Woz Way-Almaden Blvd plan line, vehicle parking along Woz Way and Almaden Boulevard will be allowed. The installation of temporary freight loading zones along the project frontages adjacent to the retail land uses will be further assessed during the implementation phase of the project; however, based on the April 2020 site plan, delivery vehicles would not be required to conduct loading activities in public right-of-way or be required to idle in public right-of-way for access to a loading space.

Assuming all loading activity occurs outside of peak commute times to minimize congestion, the internal plaza street and the South Tower parking garage would have sufficient space to accommodate up to two (2) standby vehicle waiting for an open loading space. The combination of proposed loading spaces plus the conditional use of standby areas would be able to accommodate up to 12 on-site spaces which could satisfy the project's needs without impacting public right-of-way or on-site traffic operations.

February 2021 Site Plan

Vehicle and Bicycle Parking

Based on the City ratios and the parking summary shown in **Table 4**, the February 2021 project site plan is required to provide a minimum total of 3,067 off-street vehicle parking spaces and 310 bicycle parking spaces for the proposed office and retail uses. The project site proposes a total parking supply of 1,259 vehicle spaces and 270 bicycle spaces. As a result, the project would have a vehicle and bicycle parking shortfall per the City's off-street parking requirements.

To address the parking deficit, the project will need to implement a transportation demand management (TDM) program with the same measures identified in the 296 Woz Way Development Local Transportation Analysis Report (November 2020). With the alternative transportation and TDM measures, the project would be able to achieve a 59% parking reduction with the City approved measures.

Table 3 – February 2021 Site Plan Parking Summary

PARKING DESCRIPTION					PROPOSED PROJECT - OFFICE			
GUIDELINE SOURCE	PARKING TYPE	LAND USE	PARKING STANDARD PER GUIDELINE	PARKING RATE (SPACE/UNIT)	PROJECT SIZE	UNIT	VEHICLE PARKING (# SPACES)	BICYCLE PARKING (# SPACES)
San Jose Municipal Code Table 20-140 Table 20-190	Vehicle	Retail Sales, Goods, Merchandise	No Parking Requirement	0	10.107	KSF	0	-
		Office, Businesses, Administration	2.5 space per 1 KSF	2.5	1,226.600	KSF	3,067	-
	Bicycle	Retail Sales, Goods, Merchandise	2 short-term spaces 1 long-term space	3	10.107	KSF	-	3
		Office, Businesses, Administration	1 space per 4 KSF	0.25	1,226.600	KSF	-	307
INITIAL PARKING SUMMARY							**VEHICLE**	**BICYCLE**
TOTAL PARKING REQUIREMENT							**3,067**	**310**
PROPOSED PARKING SUPPLY							**1,259**	**270**
PARKING SURPLUS / SHORTFALL							**(1,808)**	**(40)**
SUFFICIENT PARKING?							**NO**	**NO**
FINAL PARKING SUMMARY WITH TDM & ADJUSTMENTS							**VEHICLE**	**BICYCLE**
MAXIMUM PARKING REDUCTION CREDIT PER MUNICIPAL CODE							**65%**	**-**
PARKING REDUCTION NEEDED							**59%**	**-**
TOTAL PARKING REQUIREMENT WITH 59% PARKING REDUCTION							**1,259**	**310**
FINAL PROPOSED PARKING SUPPLY							**1,259**	**310**
PARKING SURPLUS / SHORTFALL							**0**	**0**
SUFFICIENT PARKING?							**YES**	**YES**

NOTES:

SQFT = Square Feet; KSF = 1,000 SQFT; DU = Dwelling Unit

Proposed parking supply based on project description and latest site plan from the applicant

Parking requirements per San Jose Municipal Code Chapter 20.70 & 20.90

Loading Spaces

The February 2021 site plan is required to provide a minimum total of 13 off-street loading spaces (12 spaces for office and 1 space for retail) per the SJMC. Up to 13 total on-site loading spaces are identified on the project site with ten (10) spaces inside the South Tower parking garage loading bay and three (3) spaces inside the North Tower via a loading bay that is accessed from the internal plaza street. The February 2021 project site would have sufficient on-site loading spaces per City requirements. Delivery vehicles would not be required to conduct loading activities in public right-of-way or be required to idle in public right-of-way for access to a loading space.

Appendix

296 Woz Way Site Plan (Revision Dated February 2021)