HEXAGON TRANSPORTATION CONSULTANTS, INC.

Winchester Ranch Residential Development

Transportation Analysis

Prepared for:

David J. Powers & Associates, Inc.

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Hexagon Transportation Consultants, Inc.
Hexagon Office: 8070 Santa Teresa Boulevard, Suite 230
Gilroy, CA 95020
Hexagon Job Number: 18RD23
Phone: 408.846.7410

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Executive Summary

This report presents the results of a Transportation Analysis (TA) for the proposed Winchester Ranch residential development. The 15.98 +/- acre project site is comprised of a single parcel (APN 303-38-001) located at the northwest corner of the intersection of Winchester Boulevard and the Interstate 280 freeway in the City of San José. The project site is located within a designated Urban Village (Santana Row/Valley Fair) per the Envision San Jose 2040 General Plan. On August 8, 2017, the City of San Jose adopted the Santana Row/Valley Fair Urban Village Plan. The Santana Row/Valley Fair Urban Village Plan provides a vision for the transformation of Stevens Creek Boulevard and Winchester Boulevard into more urban and walkable corridors. The adopted UV Plan will be the City's official Planning policy document for the corridor, providing goals, policies, actions, and urban design guidelines to guide private and public investment to achieve this vision.

The project site is currently occupied by a mobile home park with 111 single-story mobile home units. The project as proposed consists of a total of 688 residential units (320 single-family units and 368 multi-family units) with 1,213 parking spaces on-site with buildings ranging from 4 to 7 stories tall. In addition, a 2.0-acre City park will be constructed along the northern boundary of the project site. Access to the project site is proposed via one ingress/egress driveway on Olsen Drive and right-in only driveway along Winchester Boulevard at the existing Charles Cali Drive site access point. A project access alternative with Charles Cali Drive serving both ingress and egress project traffic was also evaluated. However, the City is supportive of only the current ingress only driveway on Charles Cali Drive. Private driveways and streets will provide internal access throughout the site. Private driveways and streets will provide internal access throughout the site.

Transportation Analysis Scope

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

CEQA Transportation Analysis Scope

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

CEQA Transportation Analysis Scope

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

CEQA VMT Analysis

CEQA Transportation Analysis Exemption Criteria

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

The project site is located within a planned Growth Area (Santana Row/Valley Fair Urban Village) with low VMT per capita as identified by the City of San Jose. However, the proposed project will not meet all of the applicable VMT screening criteria. Therefore, a CEQA-level transportation analysis that evaluates the project's effects on VMT is required.

Project-Level VMT Impact Analysis

The results of the VMT evaluation, using the City's VMT Evaluation Tool, indicate that the proposed project is projected to generate VMT per capita (8.77) that is below the established threshold. Therefore, the proposed project would not result in an impact on the transportation system based on the City's VMT impact criteria.

Cumulative (GP Consistency) Evaluation

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

The project site is located within the Santana Row/Valley Fair Urban Village. Urban villages are defined as walkable, bicycle-friendly, transit-oriented, mixed use settings that provide both housing and jobs, thus supporting the policies and goals of the General Plan. The project is consistent with the General Plan and Santana Row/Valley Fair Urban Village goals and policies for the following reasons:

- The proposed residential uses for the project site are consistent with the Residential Neighborhood land use designation per the Santana Row/Valley Fair Urban Village plan.
- The project frontage along Winchester Boulevard will be consistent with planned streetscape design features of Grand Boulevards and the Santana Row/Valley Fair Urban Village Plan.
- The project frontage along Winchester Boulevard will be designed to accommodate the planned Winchester Boulevard Complete Street improvements including protected bicycle lanes, wider sidewalks, and other pedestrian safety features.
- The project site is adjacent to bus stops and bicycle lanes on Winchester Boulevard.

Therefore, based on the project description, the proposed project would be consistent with the *Urban Village Planning Concepts* and the *Envision San José 2040 General Plan*. Thus, the project would be

considered as part of the cumulative solution to meet the General Plan's long-range transportation goals and would result in a less-than-significant cumulative impact.

Local Transportation Analysis

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

The LTA includes the analysis of AM and PM peak-hour traffic conditions for 11 signalized intersections, following the standards and methodology set forth by the City of San Jose.

Trip Generation

After applying the ITE trip rates, appropriate trip reductions, and existing site trip credits, it is estimated that the project would generate an additional 3,063 daily vehicle trips, with 211 trips (51 inbound and 160 outbound) occurring during the AM peak hour and 247 trips (152 inbound and 95 outbound) occurring during the PM peak hour.

Future Intersection Operation Conditions

The operations analysis shows that the following two study intersections are projected to operate at LOS F during the PM peak hour under background conditions, background plus project conditions, and cumulative conditions.

Winchester Boulevard and Stevens Creek Boulevard – LOS F (PM Peak Hour)

This CMP intersection is located within an infill opportunity zone (IOZ) and is exempt from the provisions of CMP's intersection operations standards. However, the intersection is located within the City of San Jose and is subject to the City of San Jose level of service standards.

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

The Santana Row/Valley Fair Urban Village Plan identifies the improvement of Winchester Boulevard between Forest Avenue and I-280 to a complete street. Complete streets are roadways designed to safely accommodate many different users, including people who bike, people who walk, transit riders, motorists, and emergency vehicles. The planned streetscape design for Winchester Boulevard includes features of Grand Boulevards and Complete Streets as defined in San José's General Plan and Complete Streets Design Guidelines. The Santana Row/Valley Fair Urban Village Plan identifies the following complete street improvements along Winchester Boulevard:

- Protected bike lanes along both sides of Winchester Boulevard. The bike lanes will be physically separated from vehicle travel lanes.
- At least four vehicular travel lanes and two flex lanes for vehicle travel or parking.
- Construction of a raised median with limited breaks.

The project applicant should work with City staff in determining an appropriate contribution towards implementation of the identified complete street improvements along Winchester Boulevard and at its intersection with Stevens Creek Boulevard. The complete street improvements are consistent with the multi-modal transportation goals and policies outlined in the *Envision San José 2040 General Plan* that

are intended to improve multi-modal accessibility to all land uses and encourage the use of non-automobile transportation modes to minimize vehicle trip generation and reduce VMT.

Monroe Street and Stevens Creek Boulevard – LOS F (PM Peak Hour)

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

The Santana Row/Valley Fair Urban Village Plan identifies complete street improvements at the Monroe Street and Stevens Creek Boulevard intersection. The plan recommends pedestrian and bicycle access improvements to the intersection of Stevens Creek Boulevard and Monroe Street that and creates a comfortable environment for people who walk and bike. Existing vehicle lanes on Monroe Street are relatively wide and pedestrian crossings are long, creating an undesirable environment for people who walk. The Santana Row/Valley Fair Urban Village Plan identifies the following policies in regard to the improvement of the intersection:

Policy 6-118: Install complete street improvements at the Monroe Street/Stevens Creek Boulevard intersection.

Policy 6-119: Narrow northbound lanes on Monroe Street to accommodate a pedestrian refuge at crossing on the north side of the intersection.

Policy 6-120: Provide bicycle route markings across Stevens Creek Boulevard to link bicycle lanes on North and South Monroe Street.

The project applicant should work with City staff in determining an appropriate contribution towards implementation of the identified complete street improvements at the intersection. The intersection improvements are consistent with the multi-modal transportation goals and policies outlined in the *Envision San José 2040 General Plan* that are intended to improve multi-modal accessibility to all land uses and encourage the use of non-automobile transportation modes to minimize vehicle trip generation and reduce VMT.

I-280/Winchester Boulevard Interchange Area Transportation Development Policy

The TDP provides partial funding, via a traffic impact fee imposed on proposed development, for the implementation of a new westbound off-ramp from I-280 to Winchester Boulevard to reduce traffic congestion at the I-880/Stevens Creek and Stevens Creek Boulevard corridors. The traffic fee is based on the estimated trips to be added to the new westbound off-ramp from I-280 to Winchester Boulevard by each individual development. It is estimated that the proposed project will result in the addition of 35 peak hour trips to the planned I-280 to Winchester Boulevard ramp.

Site Access and On-Site Circulation

Site access was evaluated to determine the adequacy of the site's access points with regard to the following: traffic volume, delays, vehicle queues, geometric design, and corner sight distance. On-site vehicular circulation was reviewed in accordance with generally accepted traffic engineering standards and transportation planning principles.

Recommended Site Access and On-Site Circulation Improvements

Winchester Complete Street Improvements. The Santana Row/Valley Fair Urban Village Plan identifies the following complete street improvements along Winchester Boulevard:

- Protected bike lanes along both sides of Winchester Boulevard. The bike lanes will be physically separated from vehicle travel lanes.
- At least four vehicular travel lanes and two flex lanes for vehicle travel or parking.
- Construction of a raised median with limited breaks.

The design of the proposed right-turn only project driveway at Charles Cali Drive along Winchester Boulevard will be required to allow for the implementation of the planned improvement of Winchester Boulevard to a complete street. In addition to providing a 20-foot sidewalk along the project frontage, the site driveway design must ensure the safe travel of pedestrians and bicyclists along Winchester Boulevard. The design of the driveway may require the relocation, resizing, and possible elimination of the driveway.

Parking Garage Entrances. Both parking garage entrances must meet the City's 26-foot width requirement for two-way access and drive aisle widths.

Installation of Speed-Reducing Measures. Due to the straight nature of the internal streets, it may be desirable to implement speed-reducing measures to limit/prevent drivers from traveling at speeds that are unsafe. These measures could be as simple as posting speed limit signs and/or using removable on street signs, to more permanent measures such as the installation of speed bumps/humps along the internal streets.

Adhere to City of San Jose Design Standards and Guidelines. The design of the project site, including but not limited to driveways, sidewalks, corner radii, street width, parking dimensions, and signage, should adhere to City of San Jose design standards and guidelines.

Alternative Access Review. An alternative access scenario that consisted of Charles Cali Drive serving both ingress and egress project traffic was also evaluated. However, the City is supportive of only the current ingress only driveway on Charles Cali Drive. With the access alternative, some of the egress project traffic on Olsen Drive would shift to use Charles Cali Drive instead. This change in project access would affect only the Winchester Boulevard/Olsen Drive intersection. However, the change in trip assignment would not cause degradations of the levels of service at this intersection.

Parking Supply

Vehicular Parking

Based on the City's parking requirements, the project would be required to provide a total of 1,331 parking spaces. The project site is within the Santana Row/Valley Fair Urban Village. If the project complies with the City's bicycle parking requirements, the vehicle parking requirement would be reduced to 1,063 vehicle parking spaces. The project is proposing to provide a total of 1,213 parking spaces, which is more than the number of parking spaces required by the City.

Bicycle Parking

According to the City's Bicycle Parking Standards, the project is required to provide 92 bicycle parking spaces. The project site plan shows the project would provide 40 exterior bike racks (short-term spaces) and 368 interior bike parking spaces within the apartment building. Therefore, the number of provided bicycle parking spaces would far exceed the City's requirements and further encourage bicycle usage.

Pedestrian, Bicycle, and Transit Analysis

Pedestrian Facilities

Existing sidewalks along Olsen Drive and Winchester Boulevard provide a pedestrian connection between the project site and pedestrian destinations in the project vicinity. Sidewalks are not provided along the south side of Tisch Way since the roadway fronts I-280 with no adjacent uses. There also are no sidewalks provided along Charles Cali Drive or the existing internal project site roadways. At the Monroe Street/Tisch Way and Cypress Avenue/Moorpark Avenue intersections, there are pedestrian footbridges over I-280 connecting Monroe Street/Tisch Way and Cypress Avenue north of I-280 to Moorpark Avenue.

Bicycle Facilities

The bikeways within the vicinity of the project site would remain unchanged under project conditions. There are bike lanes provided along Winchester Boulevard, including the segment along the project's frontage, between Stevens Creek Boulevard and I-280.

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

Class II bike lanes are planned for:

- Monroe Street, between Newhall Street and Forest Avenue
- Tisch Way, between Winchester Boulevard and Monroe Street
- Winchester Boulevard, between Moorpark Avenue and Payne Avenue
- Cypress Avenue, between Stevens Creek Boulevard and Adra Way & between Moorpark Avenue and Williams Road

Class III bike routes are planned for:

- Cypress Avenue, between Adra Avenue and Constance Drive
- Olin Drive, between Winchester Boulevard and Hanson Avenue
- Olsen Drive, between Winchester Boulevard and terminus of Olsen Drive

The Santana Row/Valley Fair Urban Village Plan identifies the improvement of Winchester Boulevard between Forest Avenue and I-280 to a complete street. The complete street improvements will include protected bike lanes along both sides of Winchester Boulevard.

Transit Services

The project site is adequately-served by the existing VTA transit services. The nearest bus stops to the project site are located along Winchester Boulevard, near Olsen Drive approximately 1,000 feet from the project site and Olin Avenue, approximately 1,400 feet from the project site and are served by Route 60. Additionally, The Valley Fair Transit Center is located within ¾ of a mile from the project site and adjacent to Westfield Valley Fair Mall along Forest Avenue. The Valley Fair Transit Center is served by two bus routes, Route 23 and Route 60. The new transit trips generated by the project are not expected to create demand in excess of the transit service that is currently provided.

As a Grand Boulevard it is envisioned that Winchester Boulevard could potentially be included in the VTA Bus Rapid Transit (BRT) System. However, there are no plans at this time for a BRT line on Winchester. There is a BRT line planned for the West San Carlos Street/Stevens Creek Boulevard corridor. The BRT will run on Stevens Creek Boulevard. Two BRT infrastructure solutions have been proposed: a single reversible transit-only lane between Winchester and MacArthur; and a dual-lane,

transit-only overhead viaduct between Henry and MacArthur. The former option would include a center passing lane through the station loading areas, while the latter would include an aerial station.

Trip Reduction (TDM Program)

The Santana Row/Valley Fair Urban Village Plan **Policy 6-7** states that development projects should create, implement, and maintain Transportation Demand Management (TDM) programs for their sites that will reduce automobile traffic and parking demand, improve traffic flow, and increase use of alternatives modes like walking, biking, transit, and ridesharing. The project should establish a TDM program that will result in the reduction of vehicular trips to the project site and reduce the operational issues identified in this report.

1. Introduction

This report presents the results of a Transportation Analysis (TA) for the proposed Winchester Ranch residential development. The 15.98 +/- acre project site is comprised of a single parcel (APN 303-38-001) located at the northwest corner of the intersection of Winchester Boulevard and the Interstate 280 freeway in the City of San José. The project site is located within a designated Urban Village (Santana Row/Valley Fair) per the Envision San Jose 2040 General Plan. On August 8, 2017, the City of San Jose adopted the Santana Row/Valley Fair Urban Village Plan. The Santana Row/Valley Fair Urban Village Plan provides a vision for the transformation of Stevens Creek Boulevard and Winchester Boulevard into more urban and walkable corridors. The adopted UV Plan will be the City's official Planning policy document for the corridor, providing goals, policies, actions, and urban design guidelines to guide private and public investment to achieve this vision.

The project site is currently occupied by a mobile home park with 111 single-story mobile home units. The project as proposed consists of a total of 688 residential units (320 single-family units and 368 multi-family units) with 1,213 parking spaces on-site with buildings ranging from 4 to 7 stories tall. In addition, a 2.0-acre City park will be constructed along the northern boundary of the project site. Access to the project site is proposed via one ingress/egress driveway on Olsen Drive and right-in only driveway along Winchester Boulevard at the existing Charles Cali Drive site access point. A project access alternative with Charles Cali Drive serving both ingress and egress project traffic was also evaluated. However, the City is supportive of only the current ingress only driveway on Charles Cali Drive. Private driveways and streets will provide internal access throughout the site. The project site location and the surrounding study area are shown on Figure 1. The project site plan is shown on Figure 2.

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

Transportation Policies

Historically, transportation analysis has utilized delay and congestion on the roadway system as the primary metric for the identification of traffic impacts and potential roadway improvements to relieve traffic congestion that may result due to proposed/planned growth. However, the State of California has recognized the limitations of measuring and mitigating only vehicle delay at intersections and in 2013 passed Senate Bill (SB) 743, which requires jurisdictions to stop using congestion and delay metrics,

Figure 1
Site Location

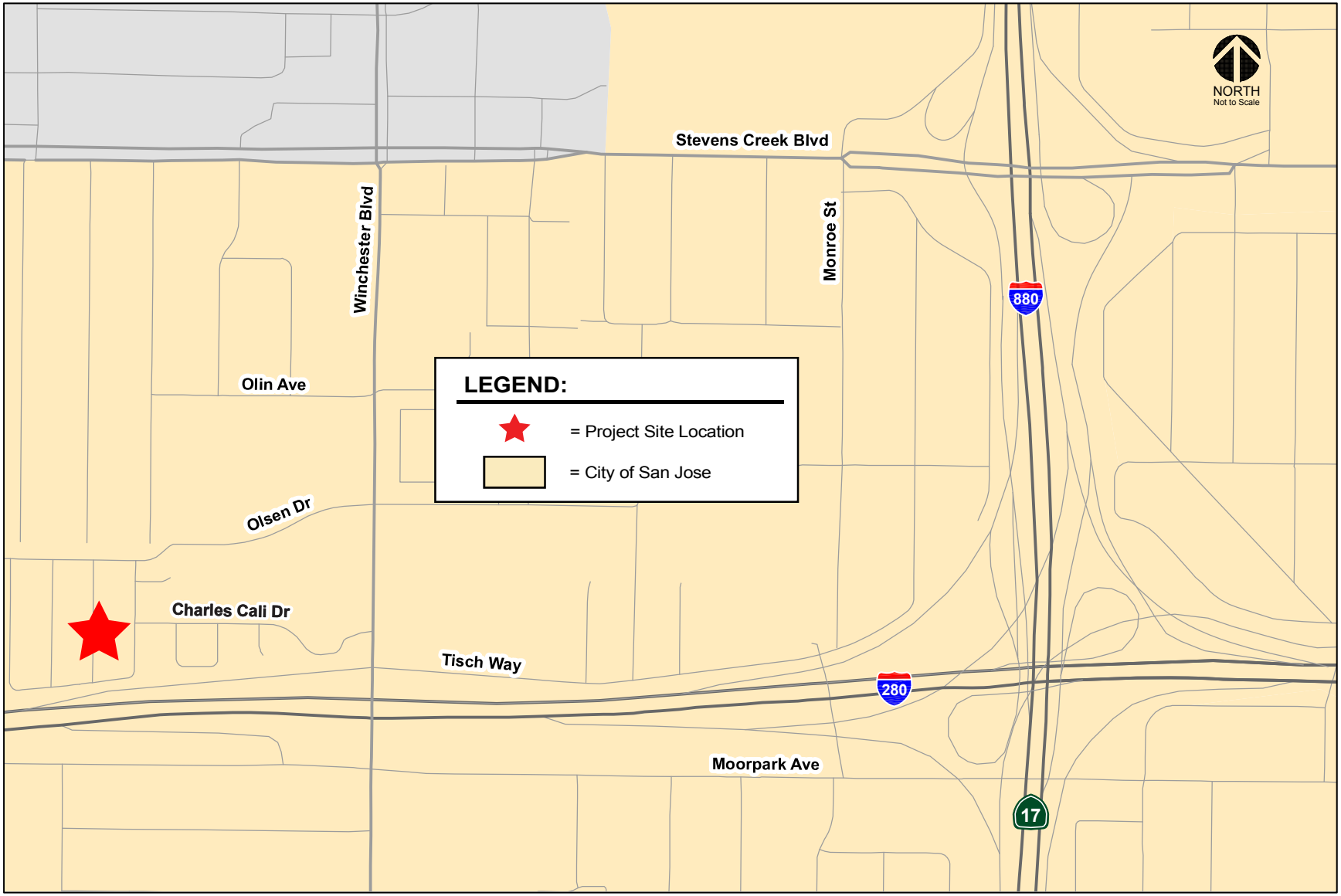
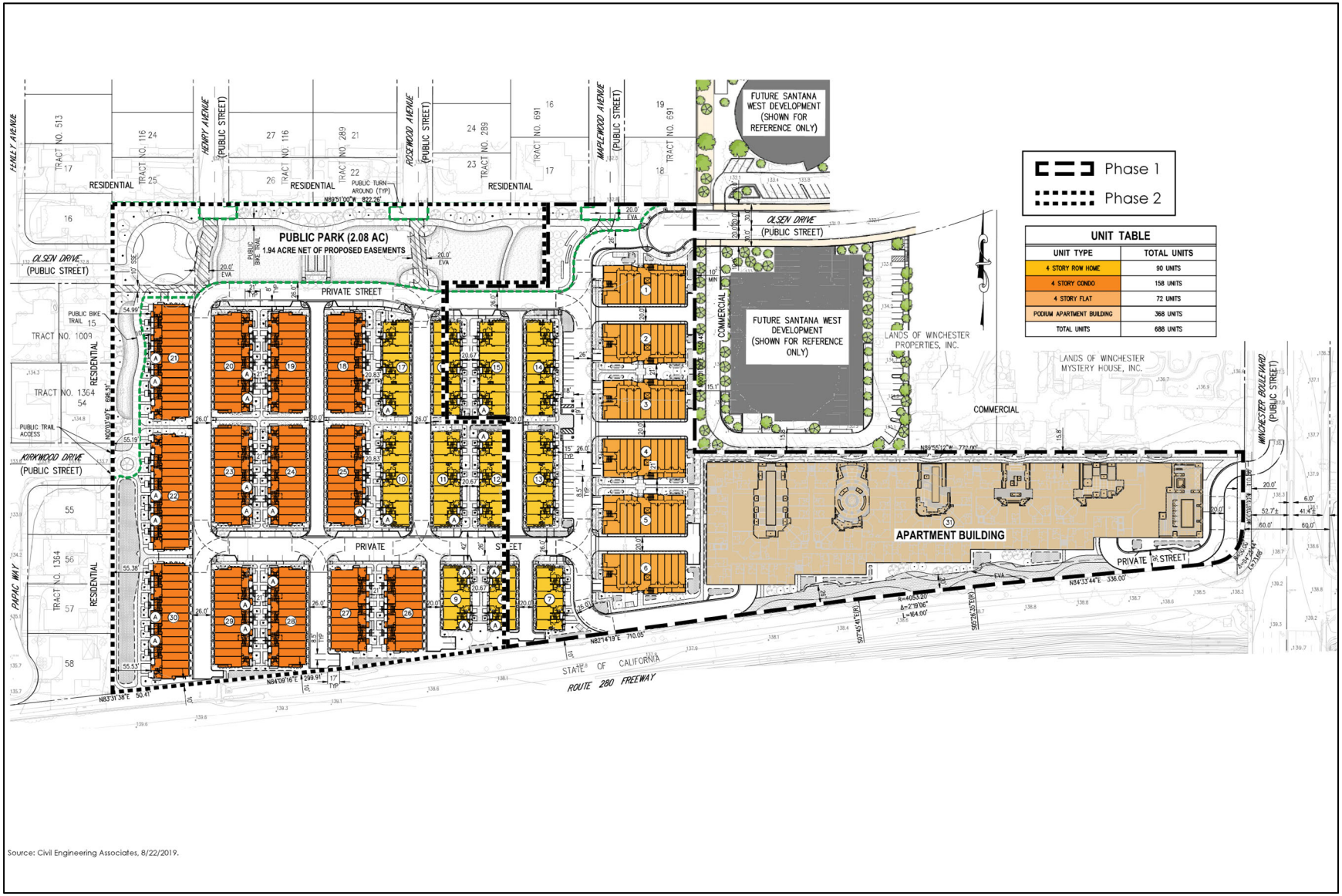


Figure 2
Proposed Site Plan



Source: Civil Engineering Associates, 8/22/2019.

such as Level of Service (LOS), as the measurement for CEQA transportation analysis. With the adoption of SB 743 legislation, public agencies will soon be required to base the determination of transportation impacts on Vehicle Miles Traveled (VMT) rather than level of service.

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

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

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

by requiring pedestrian connections between building entrances, other site features, and adjacent public streets (CD-3.3);

- Create a pedestrian-friendly environment by connecting new residential development with safe, convenient, accessible, and pleasant pedestrian facilities. Provide such connections between new development, its adjoining neighborhood, transit access points, schools, parks, and nearby commercial areas (LU-9.1);
- Encourage all developers to install and maintain trails when new development occurs adjacent to a designated trail location. Use the City's Parkland Dedication Ordinance and Park Impact Ordinance to have residential developers build trails when new residential development occurs adjacent to a designated trail location, consistent with other parkland priorities. Encourage developers or property owners to enter into formal agreements with the City to maintain trails adjacent to their properties (PR-8.5).

CEQA Transportation Analysis Scope

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

VMT Analysis

The City of San Jose's Transportation Analysis Policy establishes procedures for determining project impacts on VMT based on project description, characteristics, and/or location. The City of San Jose defines VMT as the total miles of travel by personal motorized vehicles a project is expected to generate in a day. VMT is calculated for residential, office, and industrial projects using the Origin-Destination VMT method, which measures the full distance of personal motorized vehicle-trips with one end within the project. A project's VMT is compared to established thresholds of significance based on the project location and type of development. When assessing a residential project, the project's VMT is divided by the number of residents expected to occupy the project to determine the VMT per capita. When assessing an office or industrial project, the project's VMT is divided by the number of employees.

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

VMT Sketch Tool

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

Based on the assessor's parcel number (APN) of a project, the sketch tool identifies the existing average VMT per capita and VMT per employee for the project area. Based on the project location, type of development, project description, and proposed trip reduction measures, the sketch tool calculates the project VMT. Projects located in areas where the existing VMT is above the established

threshold are referred to as being in “high-VMT areas”. Projects in high-VMT areas are required to include a set of VMT reduction measures that would reduce the project VMT to the extent possible.

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. Figures 3 and 4 show the current VMT levels estimated by the City’s travel demand model. Areas are color-coded based on the level of existing VMT:

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

Average per-capita and per-employee VMT for all the existing developments within ½ mile buffer of each parcel in the City serves as the baseline from which a project is evaluated. The VMT in the proposed project site vicinity is presented in further detail in Chapter 3.

Screening for VMT Analysis

The City’s VMT methodology includes screening criteria that are used to identify types, characteristics, and/or locations of projects that would not exceed the CEQA thresholds of significance. If a project or a component of a mixed-use project meets the screening criteria, it is then presumed that the project or the component would result in a less-than-significant VMT impact and a VMT analysis is not required. The type of development projects that may meet the screening criteria include the following:

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

Table 1 summarizes the screening criteria for each type of development project as identified in the in the City of San Jose Transportation Analysis Handbook. Figures 5 and 6 identify areas within the City that currently have low VMT levels estimated by the City for residents and workers, respectively, for which transit supportive development located within a priority growth area would be screened out of the evaluation of VMT.

The project site is located within a planned Growth Area (Santana Row/Valley Fair Urban Village) with low VMT per capita as identified by the City’s travel demand model. However, the proposed project will not meet all of the applicable VMT screening criteria as described in further detail in Chapter 3. Therefore, a CEQA-level transportation analysis that evaluates the project’s effects on VMT is required and is presented in Chapter 3.

Figure 3
VMT per Capita Heat Map in San Jose

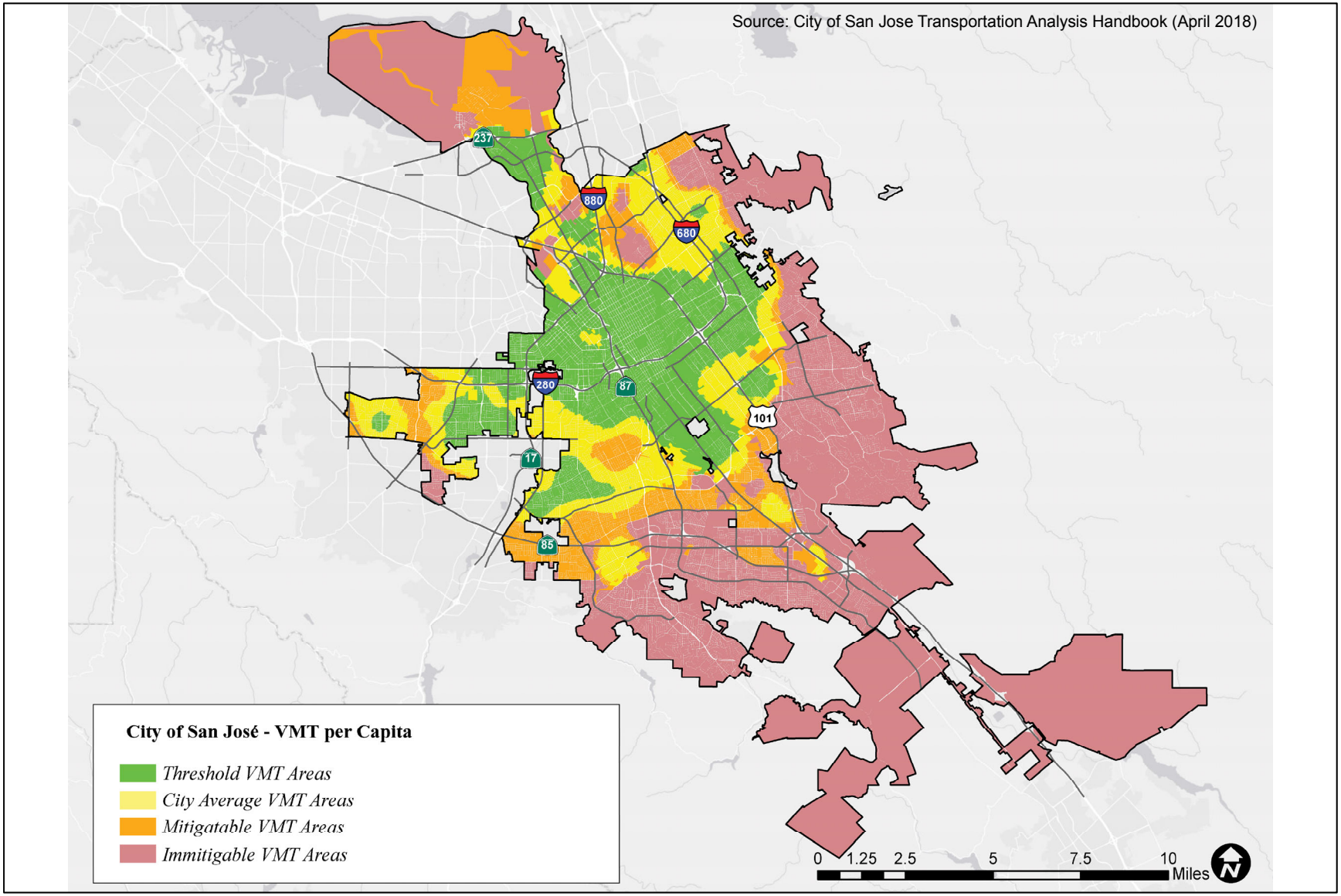


Figure 4
VMT per Job Heat Map in San Jose

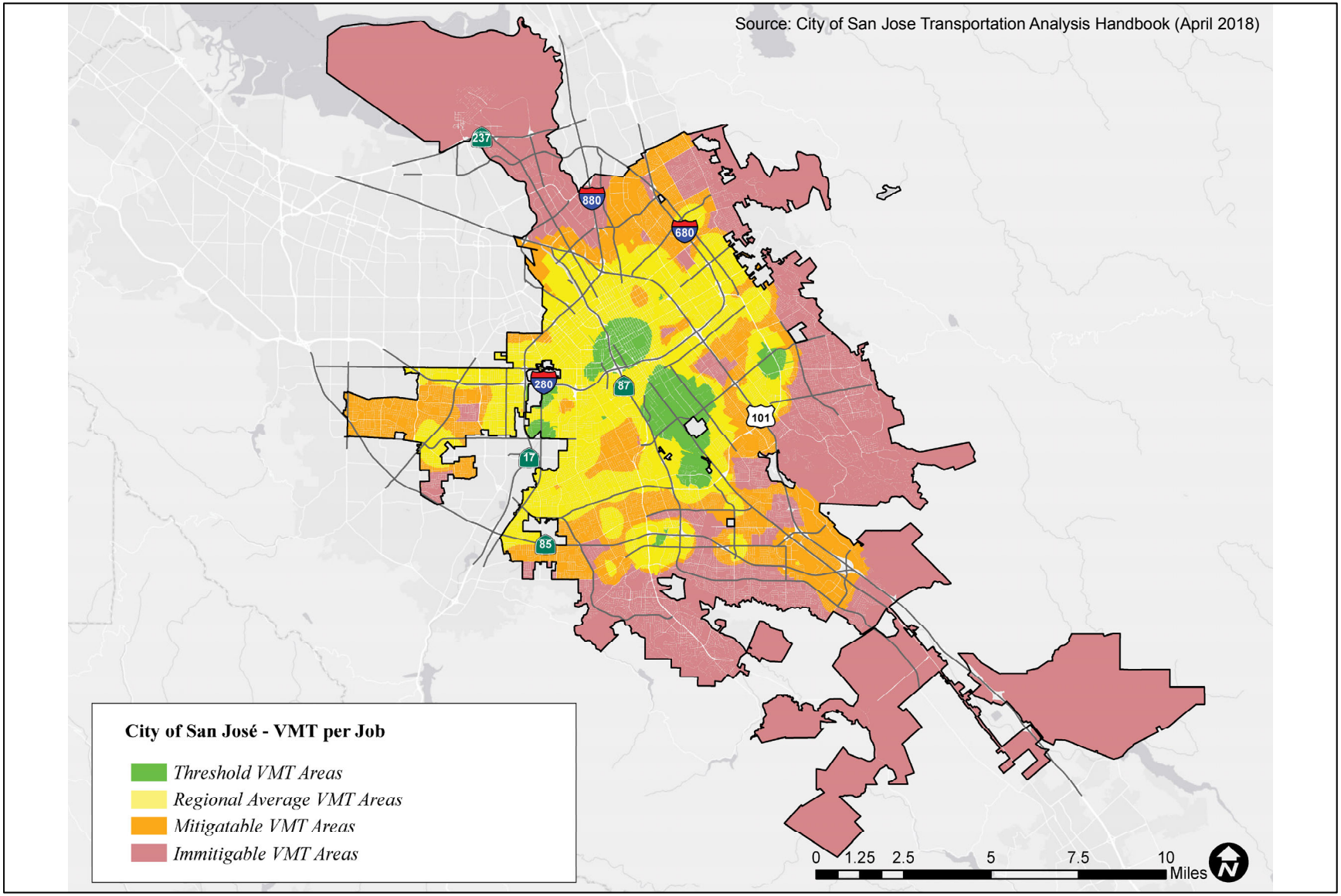


Figure 5
Low VMT per Capita Areas in San Jose

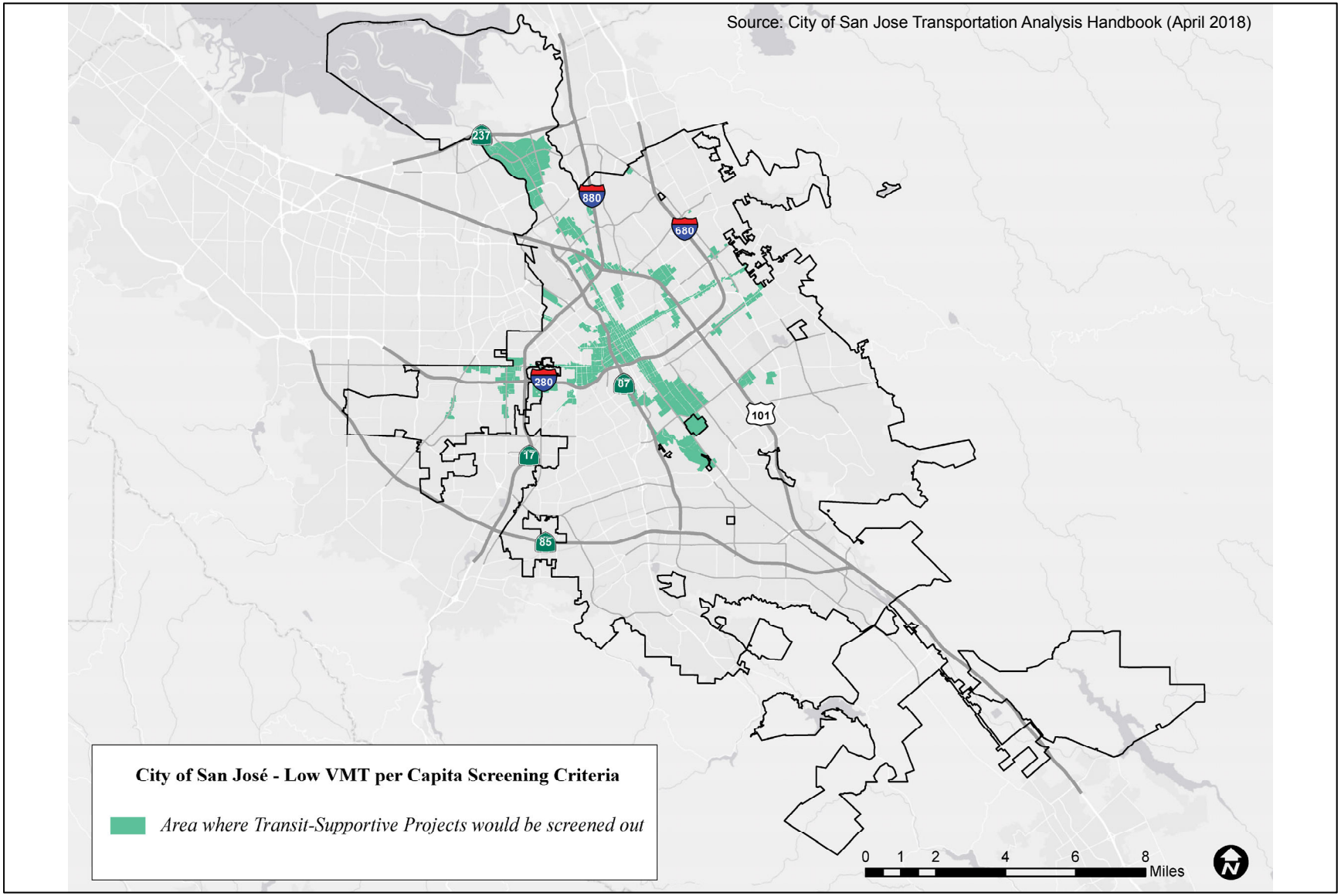


Figure 6
Low VMT per Job Areas in San Jose

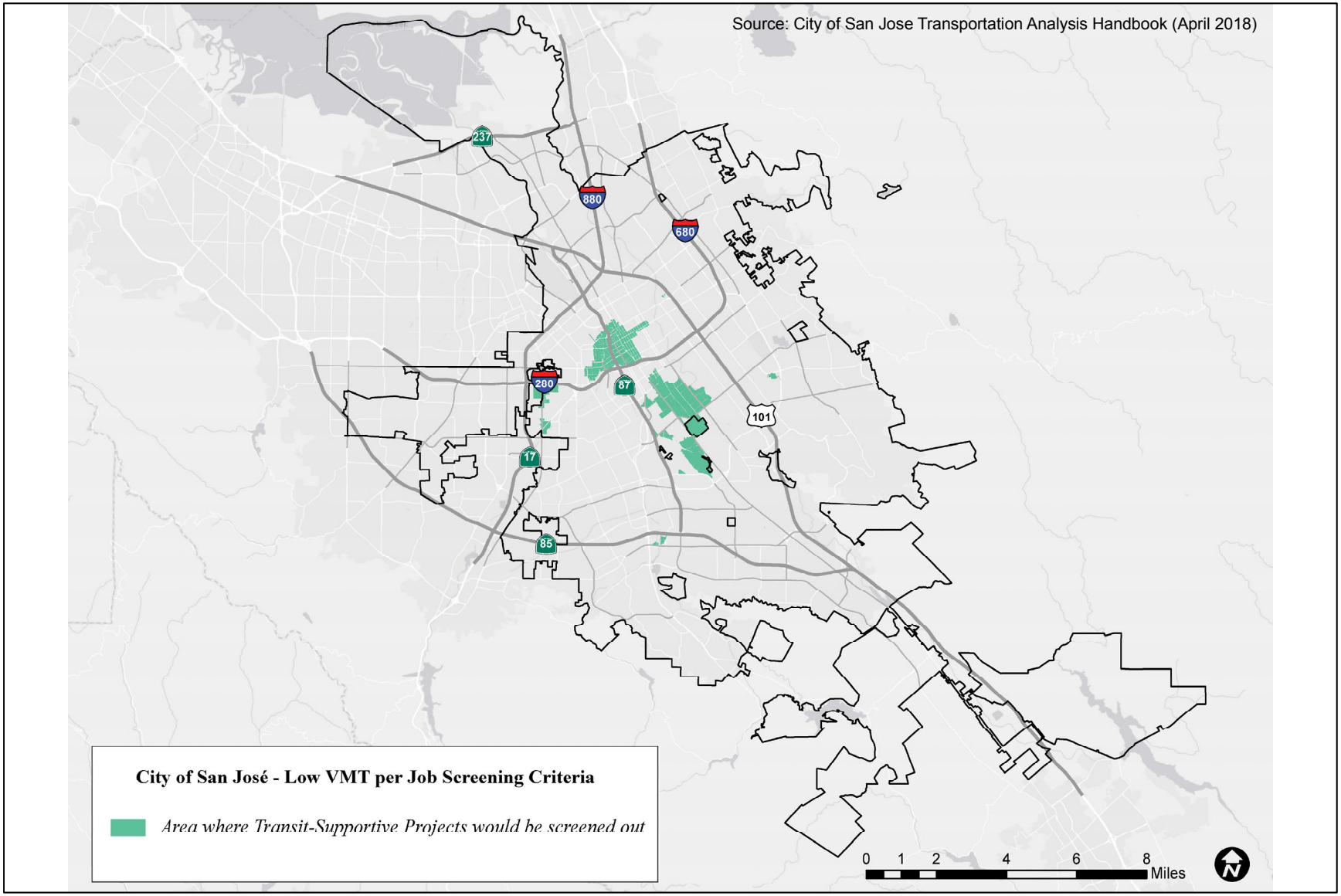


Table 1
CEQA VMT Analysis Screening Criteria for Development Projects

Type	Screening Criteria
Small Infill Projects	• Single-family detached housing of 15 units or less; OR • Single-family attached or multi-family housing of 25 units or less; OR • Office of 10,000 square feet of gross floor area or less; OR • Industrial of 30,000 square feet of gross floor area or less
Local-Serving Retail	• 100,000 square feet of total gross floor area or less without drive-through operations
Local-Serving Public Facilities	• Local-serving public facilities
Residential/Office Projects or Components	• **Planned Growth Areas:** Located within a Planned Growth Area as defined in the Envision San José 2040 General Plan; AND • **High-Quality Transit:** Located within ½ a mile of an existing major transit stop or an existing stop along a high-quality transit corridor; AND • **Low VMT:** Located in an area in which the per capita VMT is less than or equal to the CEQA significance threshold for the land use; AND • **Transit-Supporting Project Density**: o Minimum Gross Floor Area Ratio (FAR) of 0.75 for office projects or components; o Minimum of 35 units per acre for residential projects or components; o If located in a Planned Growth Area that has a maximum density below 0.75 FAR or 35 units per acre, the maximum density allowed in the Planned Growth Area must be met; AND • **Parking:** o No more than the minimum number of parking spaces required; o If located in Urban Villages or Downtown, the number of parking spaces must be adjusted to the lowest amount allowed; however, if the parking is shared, publicly available, and/or "unbundled", the number of parking spaces can be up to the zoned minimum; AND • **Active Transportatio**n: Not negatively impact transit, bike or pedestrian infrastructure.
Restricted Affordable Residential Projects or Components	• **Affordability:** 100% restricted affordable units, excluding unrestricted manager units; affordability must extend for a minimum of 55 years for rental homes or 45 years for for-sale homes; AND • **Planned Growth Areas:** Located within a Planned Growth Area as defined in the Envision San José 2040 General Plan; AND • **High Quality Transit:** Located within ½ a mile of an existing major transit stop or an existing stop along a high quality transit corridor; AND • **Transit-Supportive Project Density**: o Minimum of 35 units per acre for residential projects or components; o If located in a Planned Growth Area that has a maximum density below 35 units per acre, the maximum density allowed in the Planned Growth Area must be met; AND • **Transportation Demand Management (TDM):** If located in an area in which the per capita VMT is higher than the CEQA significance threshold, a robust TDM plan must be included; AND • **Parking:** o No more than the minimum number of parking spaces required; o If located in Urban Villages or Downtown, the number of parking spaces must be adjusted to the lowest amount allowed; however, if the parking is shared, publicly available, and/or "unbundled", the number of parking spaces can be up to the zoned minimum; AND • **Active Transportation:** Not negatively impact transit, bike or pedestrian infrastructure.
Source: City of San José Transportation Analysis Handbook, April 2018.	

Local Transportation Analysis Scope

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

Intersection Operations Analysis

The evaluation of a project's impact on level of service at intersections under the jurisdiction of the City of San Jose is no longer required. Per Senate Bill (SB) 743 and the updated CEQA Guidelines. (Section 15064.3) Nov 2017, beginning July 1, 2020 the use of intersection level of service as a metric for determining impacts of development growth on the transportation system will no longer be permitted. Therefore, the identification of level of service impacts in adjacent jurisdictions due to the development within San Jose, would not be consistent with the updated CEQA guidelines nor current City of San Jose transportation Policy.

However, since the VTA's Congestion Management Program (CMP) and City of Santa Clara have yet to adopt and implement guidelines and standards for the evaluation of transportation impacts using VMT, the effects of the proposed project traffic on CMP-designated intersections and freeway segments as well as intersections within the City of Santa Clara in the vicinity of the project area were evaluated following the current peak-hour LOS standards and methodologies as outlined in the *VTA Transportation Impact Analysis Guidelines* and City of Campbell traffic analysis guidelines. However, the determination of project impacts per CEQA requirements is based solely on the VMT analysis.

The LTA includes the evaluation of weekday AM and PM peak hour operations at a limited number of intersections for the purpose of identifying operational issues (queuing, signal operations, and potential multi-modal issues) at intersections in the general vicinity of the project site.

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

Intersection operations conditions were evaluated for the following scenarios:

- **Existing Conditions.** Existing AM and PM peak hour traffic volumes at all study intersections were obtained from the City of San Jose, the CMP, previously completed traffic studies, and supplemented with new turning-movement counts.
- ***Background Conditions.*** Background traffic volumes were estimated by adding to existing peak hour volumes the projected volumes from approved but not yet completed developments. The approved project traffic was provided by the City of San Jose in the form of the Approved Trips Inventory (ATI) and by the City of Santa Clara in the form of a list of projects.
- ***Background Plus Project Conditions****.* Background plus project conditions reflect projected traffic volumes on the planned roadway network with completion of the project and approved developments. Background traffic volumes with the project were estimated by adding to background traffic volumes the additional traffic generated by the project.
- ***Cumulative Conditions***. Cumulative traffic volumes reflect projected traffic volumes on the planned roadway network with completion of the pending developments in the area as well as

the proposed project and approved developments. Lists of pending projects in the vicinity was provided by the Cities of San Jose and Santa Clara.

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

Report Organization

The remainder of this report is divided into four chapters. Chapter 2 describes existing transportation system including the existing roadway network, transit service, bicycle and pedestrian facilities. Chapter 3 describes the CEQA transportation analysis, including VMT analysis methodology, baseline and potential project VMT impacts, mitigation measures to reduce the VMT impact, and potential cumulative transportation impacts. Chapter 4 describes the LTA including the method by which project traffic is estimated, intersection operations analysis methodology, any adverse intersection traffic effects caused by the project, intersection vehicle queuing analysis, site access and on-site circulation review, effects on bicycle, pedestrian, and transit facilities, and parking. Chapter 5 presents the conclusions of the transportation analysis.

2. Existing Transportation Setting

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

Existing Roadway Network

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

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

I-280 is an eight-lane freeway in the vicinity of the site. It extends northwest to San Francisco and east to King Road in San Jose, at which point it makes a transition into I-680 to Oakland. North of I-880, I-280 has high occupancy vehicle (HOV) lanes in both directions. Access to and from northbound and southbound I-280 to the site is provided via its interchanges with Winchester Boulevard and Stevens Creek Boulevard, respectively.

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

Stevens Creek Boulevard is a divided six-lane east-west roadway in the vicinity of the project site. It extends from Cupertino eastward to I-880, at which point it makes a transition into San Carlos Street to Downtown San Jose. In the project vicinity, Stevens Creek Boulevard has a posted speed limit of 35 mph with sidewalks on both sides of the street and no bike lane. Access to the site from Stevens Creek Boulevard is provided via Winchester Boulevard.

Winchester Boulevard is a divided six-lane north-south roadway that runs from Los Gatos to Lincoln Street in Santa Clara. In the project vicinity, Winchester Boulevard has a posted speed limit of 35 mph with sidewalks on both sides of the street and on-street bike lanes between I-280 and Stevens Creek Boulevard. Winchester Boulevard provides access to the project site via its intersection with Olsen Drive and Charles Cali Drive.

Monroe Street is a two-lane north-south roadway that extends northward from Tisch Way to Santa Clara. In the project vicinity, Monroe Street has a posted speed limit of 30 mph with sidewalks on both sides of the street and bike lanes between Stevens Creek Boulevard and Forest Avenue. Access to the project site from Monroe Street is provided via Tisch Way to Winchester Boulevard.

Tisch Way is a two-lane east-west roadway that extends eastward from Winchester Boulevard to Monroe Street. Tisch Way has sidewalks only on the north side of the street with no bike lane. Access to the project site from Tisch Way is provided via Winchester Boulevard.

Olsen Drive is a two-lane east-west roadway that connects Santana Row and the project site. Olsen Drive has sidewalks on both sides of the street with no posted speed limit or bike lane. Olsen Drive will provide primary access to the project site via an entrance at its western termini.

Charles Cali Drive currently is a one-way ingress-only driveway for the project site with only right-in access from southbound Winchester Boulevard.

Existing Pedestrian, Bicycle and Transit Facilities

San Jose desires to provide a safe, efficient, fiscally, economically, and environmentally-sensitive transportation system that balances the need of bicyclists, pedestrians, and public transit riders with those of automobiles and trucks. The existing bicycle, pedestrian, and transit facilities in the study area are described below.

Existing Pedestrian Facilities

Pedestrian facilities near the project site consist mostly of sidewalks along the streets in the study area. Sidewalks are found along both sides of all streets near the project site including Winchester Boulevard and Olsen Drive. Other pedestrian facilities in the project area include crosswalks and pedestrian push buttons at all signalized study intersections.

Pedestrian generators in the project vicinity include the Santana Row/Valley Fair commercial areas and bus stops along the Winchester Boulevard and Stevens Creek Boulevard corridors. The project site is within the service boundaries of Lynhaven Elementary School and Monroe Middle School which are part of the Campbell Union School District. Lynhaven Elementary school is located approximately 1.5 miles south of the project site along Phelps Avenue while Monroe middle School is located approximately 1.0 mile south of the project site near Williams Road and Monroe Street.

Existing sidewalks along Olsen Drive and Winchester Boulevard provide a pedestrian connection between the project site and pedestrian destinations in the project vicinity. Sidewalks are not provided along the south side of Tisch Way since the roadway fronts I-280 with no adjacent uses. There also are no sidewalks provided along Charles Cali Drive or the existing internal project site roadways. At the Monroe Street/Tisch Way and Cypress Avenue/Moorpark Avenue intersections, there are pedestrian footbridges over I-280 connecting Monroe Street/Tisch Way and Cypress Avenue north of I-280 to Moorpark Avenue.

Overall, the existing network of sidewalks and crosswalks provides good connectivity and provides pedestrians with safe routes to transit services and other points of interest in the area.

Existing Bicycle Facilities

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

- Winchester Boulevard, between Moorpark Avenue and Stevens Creek Boulevard
- Monroe Street, between Tisch Way and Forest Avenue
- Stevens Creek Boulevard, between Monroe Street and Di Salvo Avenue
- Moorpark Avenue, between Thorton Way and San Tomas Expressway

Although none of the residential streets near the project site provide bike lanes or are designated as bike routes, due to their low traffic volumes, many of them are conducive to bicycle usage. The existing bicycle facilities are shown in Figure 7.

Existing Transit Services

Existing transit services in the study area are provided by the VTA and are shown on Figure 8. The project site is primarily served by three VTA bus routes (23, 25, 60) and one limited-stop bus route (323). The nearest bus stops to the project site are located along Winchester Boulevard, near Olsen Drive approximately 1,000 feet from the project site and Olin Drive Avenue, approximately 1,400 feet from the project site and are served by Route 60. Additionally, The Valley Fair Transit Center is located within ¾ of a mile from the project site and adjacent to Westfield Valley Fair Mall along Forest Avenue. The Valley Fair Transit Center is served by two bus routes, Route 23 and Route 60. These bus lines are listed in Table 2, including their terminus points, closest scheduled stop, and commute hour headways.

Table 2
Existing Transit Services

Transit Service	Route Description	Nearest Stop	Headway[1]
VTA Local Route 23	De Anza College to Alum Rock Transit Center via Stevens Creek Blvd	Stevens Creek Boulevard and Hanson Avenue	10-15 mins
VTA Local Route 25	De Anza College to Alum Rock Transit Center via Valley Medical Center	Winchester Boulevard and Moorpark Avenue	20-25 mins
VTA Local Route 60	Winchester Transit Center to Great America	Winchester Boulevard and Olsen Drive/Olin Avenue	15-20 mins
VTA Express Route 323	Downtown San Jose to De Anza College	Stevens Creek Blvd and Santana Row	15-20 mins

[1]Headway during peak commute periods in the project area.

Figure 7
Existing Bicycle Facilities

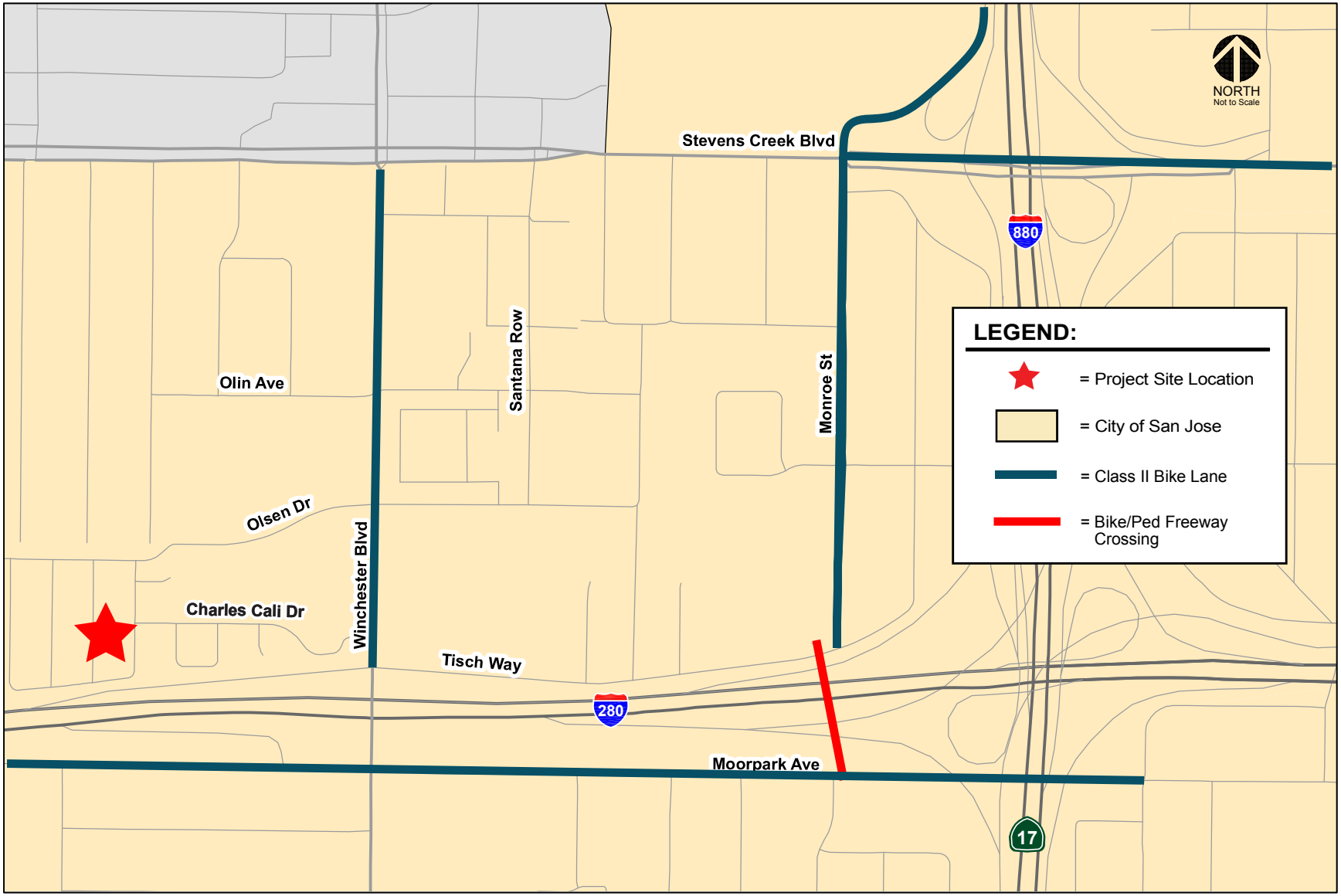
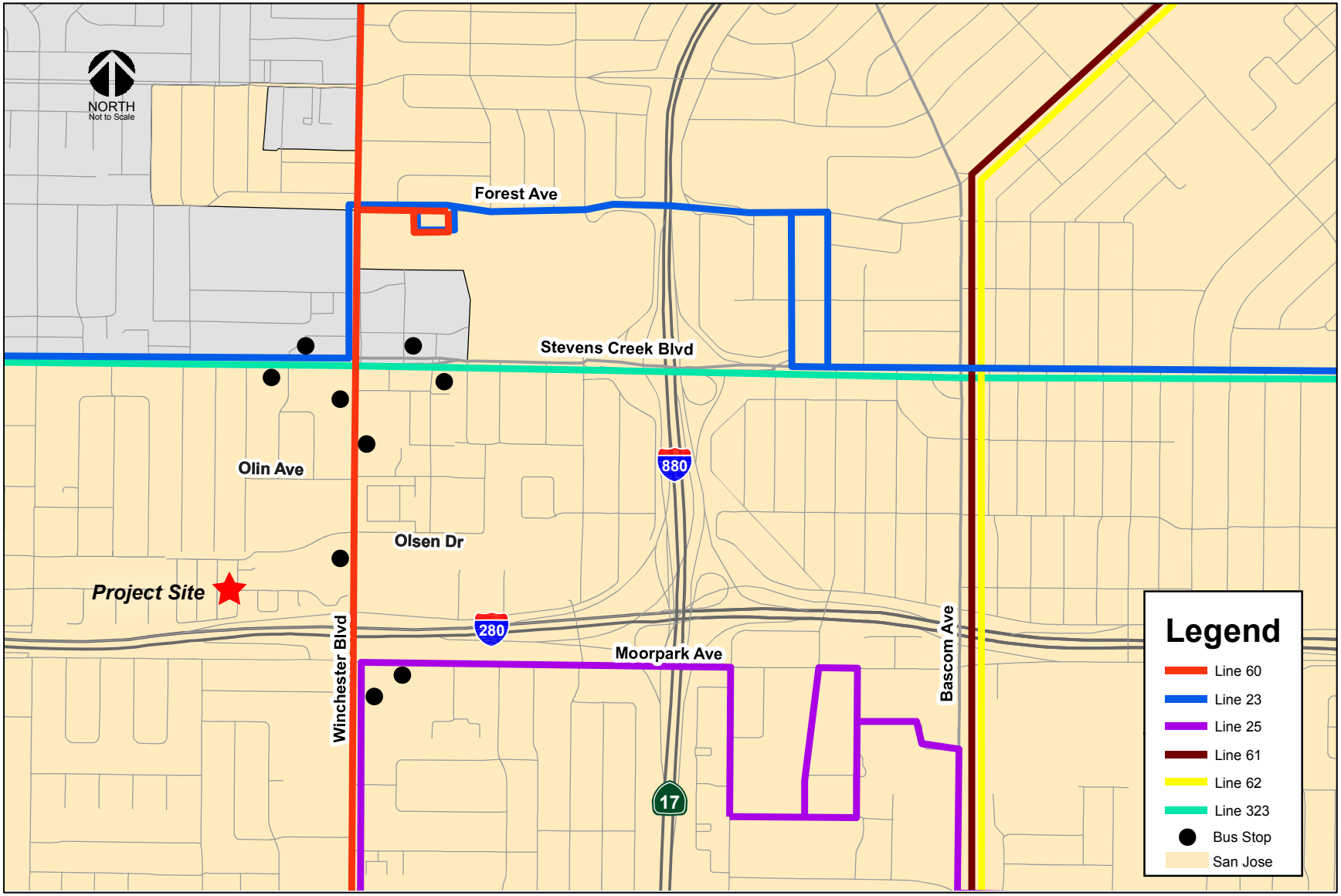


Figure 8
Existing Transit Services



3. CEQA Transportation Analysis

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

VMT Analysis Methodology

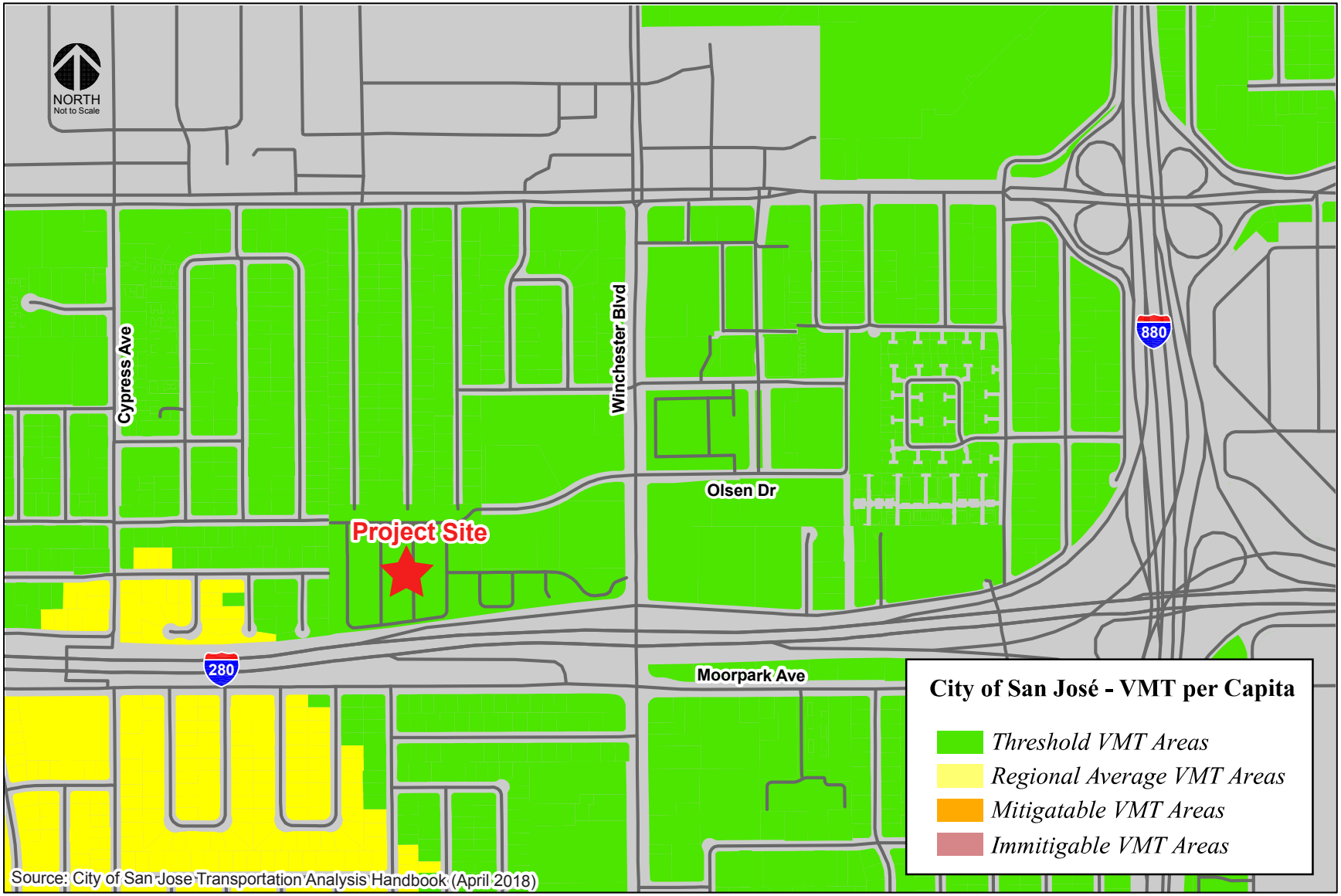
Per Council Policy 5-1, the effects of the proposed project on VMT was evaluated using the methodology outlined in the City's *Transportation Analysis Handbook*. VMT is the total miles of travel by personal motorized vehicles a project is expected to generate in a day. VMT measures the full distance of personal motorized vehicle-trips with one end within the project. Because the proposed project is relatively small and would not significantly alter existing traffic patterns, the City's VMT evaluation tool (sketch tool) is used to estimate the project VMT and determine whether the project would result in a significant VMT impact. Figure 9 shows the current VMT levels estimated by the City for residents in the immediate project area.

The sketch tool evaluates a list of selected VMT reduction measures that can be applied to a project to reduce the project VMT. There are four strategy tiers whose effects on VMT can be calculated with the sketch tool:

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

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

Figure 9
VMT per Capita Heat Map in Project Area



Thresholds of Significance

If a project is found to have a significant impact on VMT, the impact must be reduced by modifying the project to reduce its VMT to an acceptable level (below the established thresholds of significance applicable to the project) and/or mitigating the impact through multimodal transportation improvements or establishing a Trip Cap.

Table 3 shows the VMT thresholds of significance for development projects, as established in the Transportation Analysis Policy.

Projects that include residential uses are said to create a significant adverse impact when the estimated project-generated VMT exceeds the existing citywide average VMT per capita minus 15 percent or existing regional average VMT per capita minus 15 percent, whichever is lower. Currently, the reported citywide average is 11.94 VMT per capita, which is less than the regional average. This equates to a significant impact threshold of 10.12 VMT per capita.

Projects that trigger a VMT impact can assess a variety of the four strategies described above to reduce impacts. A significant impact is said to be satisfactorily mitigated when the strategies and VMT reductions implemented render the VMT impact less than significant.

CEQA Transportation Analysis Exemption Criteria

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

Evaluation of Screening Criteria

The project site is located within a planned Growth Area (Santana Row/Valley Fair Urban Village) with low VMT per capita as identified by the City of San Jose (see Figure 10). However, the proposed project will not meet all of the applicable VMT screening criteria as described in further detail below. Therefore, a CEQA-level transportation analysis that evaluates the project's effects on VMT is required.

Planned Growth Areas

Requirement: *Located within a Planned Growth Area as defined in the Envision San José 2040 General Plan.*

The project site is located within the Santana Row/Valley Fair Urban Village.

High-Quality Transit

Requirement: *Located within ½ a mile of an existing major transit stop or an existing stop along a high-quality transit corridor*

The project site is located approximately ½ a mile from bus stops serving VTA bus Route 23 near the intersection of Winchester Boulevard Stevens Creek Boulevard. Stevens Creek Boulevard is considered a high-quality transit corridor due to Route 23 having headways of 15 minutes or less during peak commute hours.

Figure 10
Low VMT per Capita Areas

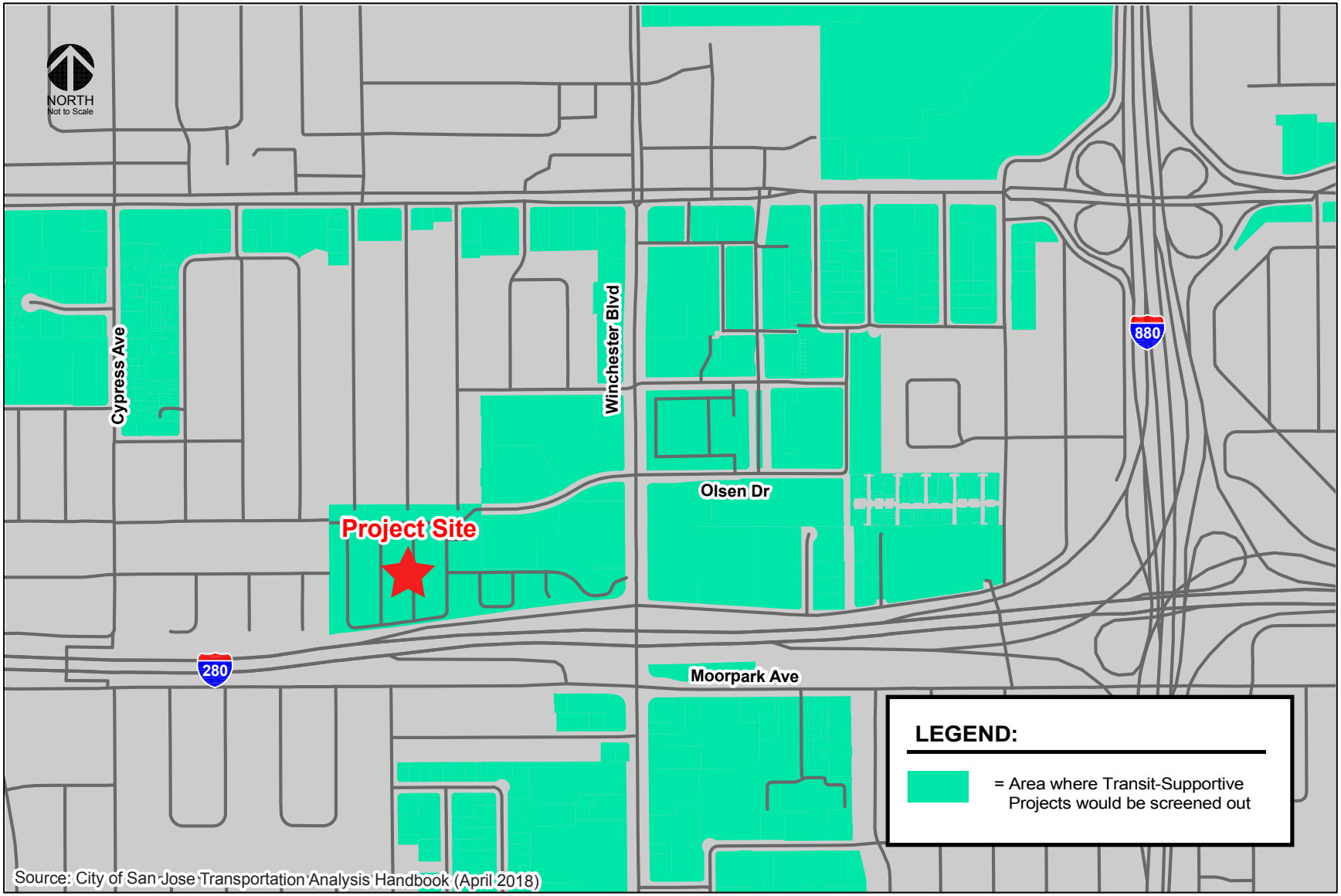


Table 3
CEQA VMT Analysis Significant Impact Criteria for Development Projects

Type	Significance Criteria	Current Level	Threshold
Residential Uses	Project VMT per capita exceeds existing citywide average VMT per capita minus 15 percent 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 the most appropriate type(s) as determined by Public Works Director	Appropriate levels listed above	Appropriate thresholds listed above
Mixed Uses	Evaluate each land use component of a mixed-use project independently, and apply the threshold of significance for each land use type included	Appropriate levels listed above	Appropriate thresholds listed above
Change of Use or Additions to Existing Development	Evaluate the full site with the change of use or additions to existing development, and apply the threshold of significance for each project type included	Appropriate levels listed above	Appropriate thresholds listed above
Area Plans	Evaluate each land use component of the area plan independently, and apply the threshold of significance for each land use type included	Appropriate levels listed above	Appropriate thresholds listed above

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

Low VMT

Requirement: *Located in an area in which the per capita VMT is less than or equal to the CEQA significance threshold for the land use.*

The project site is located within an Urban Village Area (Santana Row/Valley Fair) with low VMT per capita (9.59 compared to the threshold VMT per capita of 10.12 for residential uses).

Transit-Supporting Project Density

Requirement: *Minimum of 35 units per acre for residential projects or components; if located in a Planned Growth Area that has a maximum density below 35 units per acre, the maximum density allowed in the Planned Growth Area must be met.*

A total of 688 units are proposed to be constructed on the 15.98-acre project site. The proposed development density will equate to 43 units per acre, exceeding the required minimum of 35 units per acre.

Parking

Requirement: *No more than the minimum number of parking spaces required; if located in Urban Villages or Downtown, the number of parking spaces must be adjusted to the lowest amount allowed; however, if the parking is shared, publicly available, and/or "unbundled", the number of parking spaces can be up to the zoned minimum.*

The site is within the Santana Row/Valley Fair Urban Village, which is subject to city-wide parking rates. The project proposes a total of 1,213 parking spaces on site which exceeds the required 1,063 spaces for residential uses within an urban village. ***Therefore, the project does not meet the parking criterion***.

Active Transportation

Requirement: *Not negatively impact transit, bike or pedestrian infrastructure*

No negative impacts to transit, bike or pedestrian infrastructure are anticipated with the proposed development. Potential impacts to transit services, bike and pedestrian facilities within the project study area are discussed in Chapter 3.

VMT of Existing Land Uses

The results of the VMT analysis using the sketch tool indicate that the existing VMT for residential uses in the project vicinity is 9.59 per capita. As shown in Table 3, the current citywide average VMT for residential uses is 11.91 per capita. Therefore, the VMT levels of existing uses in the project vicinity are currently less than the average VMT levels. Appendix A presents the sketch tool summary report for the project.

Project-Level VMT Impact Analysis

The City's Transportation Policy identifies an impact threshold of 15% below the citywide average per-capita VMT of 11.91. Thus, the proposed project would result in a significant impact if it results in VMT that exceeds per capita VMT of 10.12.

The results of the VMT evaluation, using the City's VMT Evaluation Tool, indicate that the proposed project is projected to generate VMT per capita (8.77) that is below the established threshold.

Therefore, the proposed project would not result in an impact on the transportation system based on the City's VMT impact criteria.

The reduction in per-capita VMT could be indicative of the addition of residents to an area with complementary land uses (retail jobs) in Valley Fair and Santana Row and extensive opportunities for the use of transit, bicycles, and other non-auto modes of travel. In addition, the project site is located in close proximity (approximately one mile) to the Valley Fair Transit Center and is supported by major bus stops, and bicycle and pedestrian facilities in its immediate proximity. Therefore, a larger percentage of the residents of the project would likely use transit more regularly than the average transit usage for these land uses in Santa Clara County. The increase in transit usage would result in a reduction of length of those trips that are added to the roadway system due to the proposed project. Figure 11 shows the VMT evaluation summary generated by the City of San Jose's VMT Evaluation Tool.

Cumulative (GP Consistency) Evaluation

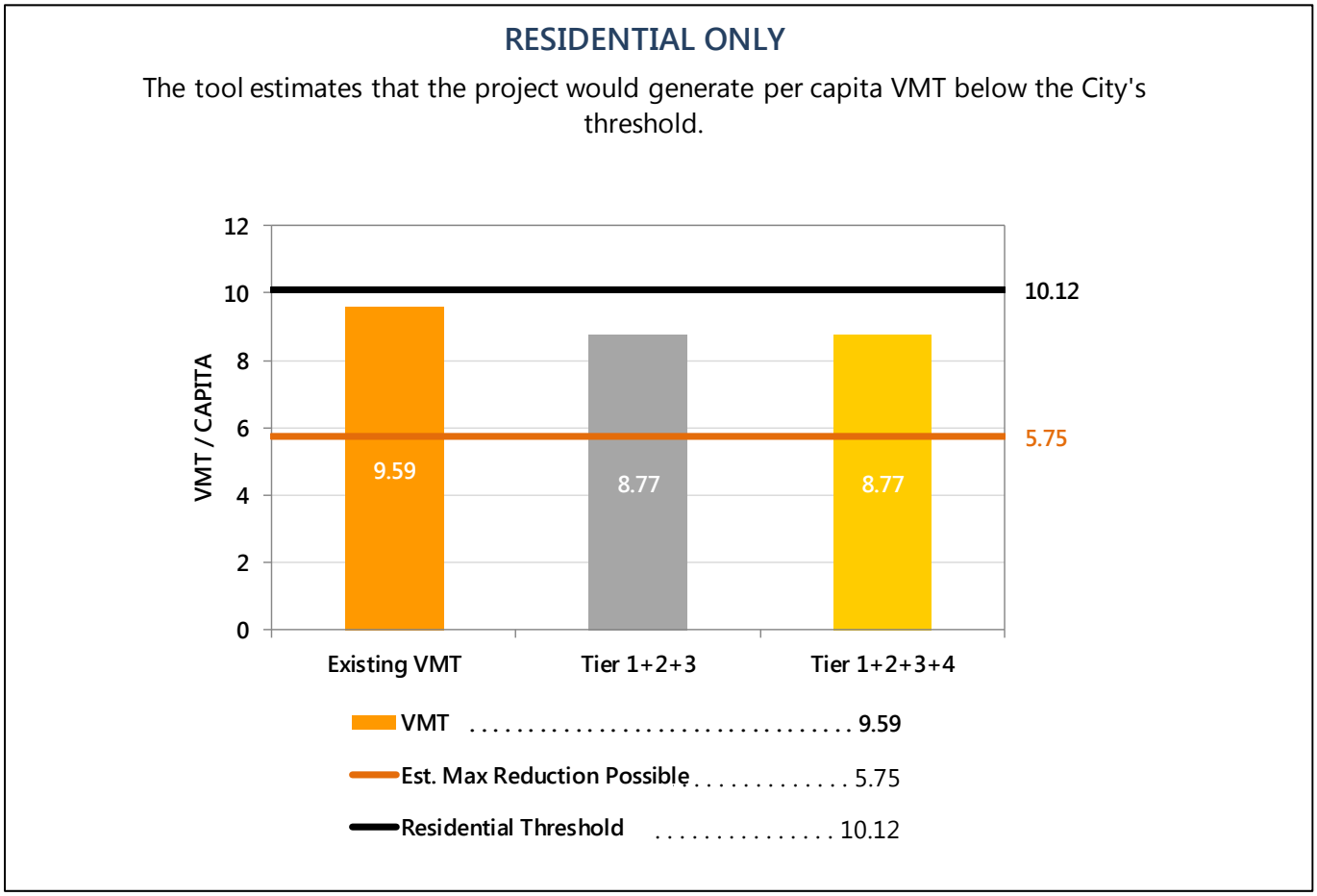
Projects must demonstrate consistency with the *Envision San José 2040 General Plan* to address cumulative impacts. Consistency with the City's General Plan is based on the project's density, design, and conformance to the General Plan goals and policies. If a project is determined to be inconsistent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

The project site is located within the Santana Row/Valley Fair Urban Village. The Santana Row/Valley Fair Urban Village is generally bounded by Forest Avenue to the north, South Monroe Street to the east, Tisch Way to the south, and one block west of South Winchester Boulevard to the west. Urban villages were developed as one of the major strategies of the *Envision San José 2040 General Plan*. Urban villages are defined as walkable, bicycle-friendly, transit-oriented, mixed use settings that provide both housing and jobs, thus supporting the policies and goals of the General Plan.

The Santana Row/Valley Fair Urban Village Plan identifies the following goals to improve traffic flow, alternative transportation options, and reduce neighborhood cut-through traffic.

- Improve traffic flow through multimodal data collection and application and signal coordination and timing improvements.
- Reduce congestion from the road by encouraging off-peak travel as well as more travel through sustainable modes, including walking, biking, transit and ridesharing.
- Support robust technology improvements, and appropriately accommodate new technologies, such as autonomous vehicles, in ways that provide net benefit.
- Improve transit options and connections to regional transit facilities by prioritizing transit and by upgrading existing bus stop facilities.
- Improve walkability and bikeability with better connections, wider walkways, improved over/undercrossings, shared bikeway in residential neighborhoods, protected or buffered bike lanes on major streets, and better bike parking.
- Limit cut-through traffic, speeding, and parking overflow in residential neighborhoods by slowing speeds and increasing cut-through travel-times in residential neighborhoods, and by providing enough parking to meet the needs of businesses and residents.
- Improve wayfinding in ways that reinforce and enhance the identity of the Urban Village and its surrounding neighborhood.

Figure 11
VMT Analysis Summary



- Remain consistent with the community's top priorities for future designs of Winchester Boulevard, which are sufficient vehicular travel lanes and protected bike lanes.

The project is consistent with the General Plan and Santana Row/Valley Fair Urban Village goals and policies for the following reasons:

- The proposed residential uses for the project site are consistent with the Residential Neighborhood land use designation per the Santana Row/Valley Fair Urban Village plan.
- The project frontage along Winchester Boulevard will be consistent with planned streetscape design features of Grand Boulevards and the Santana Row/Valley Fair Urban Village Plan.
- The project frontage along Winchester Boulevard will be designed to accommodate the planned Winchester Boulevard Complete Street improvements including protected bicycle lanes, wider sidewalks, and other pedestrian safety features.
- The project site is adjacent to bus stops and bicycle lanes on Winchester Boulevard.

Therefore, based on the project description, the proposed project would be consistent with the *Urban Village Planning Concepts* and the *Envision San José 2040 General Plan*. Thus, the project would be considered as part of the cumulative solution to meet the General Plan's long-range transportation goals and would result in a less-than-significant cumulative impact.

4. Local Transportation Analysis

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

Project Description

The project as proposed consists of a total of 688 residential units (320 single-family units and 368 multi-family units) with 1,213 parking spaces on-site with buildings ranging from 4 to 7 stories tall. In addition, a 2.0-acre City park will be constructed along the northern boundary of the project site. Access to the project site is proposed via one ingress/egress driveway on Olsen Drive and right-in only driveway along Winchester Boulevard at the existing Charles Cali Drive site access point. A project access alternative with Charles Cali Drive serving both ingress and egress project traffic was also evaluated. However, the City is supportive of only the current ingress only driveway on Charles Cali Drive. Private driveways and streets will provide internal access throughout the site.

The project site is located within a designated Urban Village (Santana Row/Valley Fair) per the Envision San Jose 2040 General Plan. Urban villages are walkable, bicycle-friendly, transit-oriented, mixed-use settings that provide both housing and jobs, thus supporting the General Plan's environmental goals.

Project Trip Estimates

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

Trip Generation

Proposed Project Trips

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

rates for Multi-Family Housing – Low Rise (Land Use 220) and Multi-Family Housing – Mid Rise (Land Use 221) as published in the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 10th Edition* (2017) were applied to the single-family units located in the western portion of the site and the multi-family units located in the eastern portion of the site, respectively.

Trip Reductions

In accordance with San Jose's *Transportation Analysis Handbook* (April 2018, Section 4.8, "Intersection Operations Analysis"), the project is eligible for adjustments and reductions from the baseline (gross) trip generation described above. Based on the 2018 San Jose guidelines, the project qualifies for a location-based adjustment. The location-based adjustment reflects the project's vehicle mode share based on the place type in which the project is located per the San Jose Travel Demand Model. The project's place type was obtained from the *San Jose VMT Evaluation Tool.* Based on the Tool, the project site is located within a designated urban area with low access to transit. Therefore, the baseline project trips were adjusted to reflect an urban low-transit mode share. Urban low-transit is characterized as an area with good accessibility, low vacancy, and middle-aged housing stock. Residential developments within urban low-transit areas have a vehicle mode share of 87%. Thus, a 13% reduction was applied to the residential trips generated by the proposed project.

Additionally, based on the San Jose VMT Evaluation Tool, the project is anticipated to generate 8.77 VMT per-capita in an area that currently generates approximately 9.59 VMT per-capita. It is assumed that every percent reduction from the existing per-capita VMT is equivalent to one percent reduction in peak-hour vehicle trips. Thus, the project trip estimates were reduced by nine percent to reflect the reduction in peak hour trips.

Based on the ITE rates with trip adjustments and reductions, the proposed residential development would generate a total of 3,439 daily vehicle trips, with 221 trips (54 inbound and 167 outbound) occurring during the AM peak hour and 269 trips (167 inbound and 102 outbound) occurring during the PM peak hour.

Existing Site Trips

Trips associated with the existing mobile home park on the project site are subtracted from the estimated trips to be generated by the proposed project. Daily and peak-hour trips generated by the existing uses on site were obtained from new driveway counts completed in September 2018.

Based on driveway counts, the existing mobile home park currently generates 376 daily vehicle trips, with 10 trips (3 inbound and 7 outbound) occurring during the AM peak hour and 22 trips (15 inbound and 7 outbound) occurring during the PM peak hour.

Net Project Trips

After applying the ITE trip rates, appropriate trip reductions, and existing site trip credits, it is estimated that the project would generate an additional 3,063 daily vehicle trips, with 211 trips (51 inbound and 160 outbound) occurring during the AM peak hour and 247 trips (152 inbound and 95 outbound) occurring during the PM peak hour. The project trip generation estimates are presented in Table 4.

Table 4
Project Trip Generation Estimates

Land Use	ITE Land Use Code	Location	% of Vehicle Mode Share	VMT[2] Existing	VMT[2] Project	Reduction %	Size	Daily Rate	Daily Trip	AM Peak Hour Rate	AM Split In	AM Split Out	AM Trip In	AM Trip Out	AM Trip Total	PM Peak Hour Rate	PM Split In	PM Split Out	PM Trip In	PM Trip Out	PM Trip Total
Proposed Land Use																					
Multifamily Housing (Low-Rise)	220						320 Dwelling Units	7.32	2,342	0.46	23%	77%	34	113	147	0.56	63%	37%	113	66	179
Multifamily Housing (Mid-Rise)	221						368 Dwelling Units	5.44	2,002	0.36	26%	74%	34	98	132	0.44	61%	39%	99	63	162
Location based reduction[1]		*Urban Low-Transit*	87%			13%			-565				-9	-27	-36				-28	-17	-45
VMT reduction				9.59	8.77	*9%*			-340				-5	-17	-22				-17	-10	-27
Total Proposed Project Trips									3,439				54	167	221				167	102	269
Existing Land Use																					
Mobile Home Park[3]							111 Dwelling Units	3.39	376	0.09	30%	70%	3	7	10	0.20	68%	32%	15	7	22
Net Project Trips (Proposed - Existing)									**3,063**				**51**	**160**	**211**				**152**	**95**	**247**

Source: ITE Trip Generation Manual, 10th Edition 2017

[1]The project site is located within an urban low-transit area based on the City of San Jose VMT Evaluation Tool (March 14, 2018) - sketch tool. The location-based vehicle mode shares are obtained from Table 6 of the City of San Jose Transportation Analysis Handbook (April 2018). The trip reductions are based on the percent of mode share for other modes of travel beside vehicle.

[2]Existing and project VMTs per capita were estimated using the sketch tool. It is assumed that every percent reduction in VMT per capita is equivalent to one percent reduction in peak-hour vehicle trips.

[3]AM and PM peak-hour trips were obtained from video counts collected on September 11, 2018, and daily trips were obtained from tube counts collected on September 6, 2018.

Trip Distribution and Trip Assignment

The trip distribution pattern for the project was developed based on existing travel patterns on the surrounding roadway system and the locations of complementary land uses. The peak-hour vehicle trips generated by the project were assigned to the roadway network in accordance with the trip distribution pattern, with an emphasis on freeway access and project driveway location. Figure 12 shows the trip distribution pattern, and Figure 13 shows the net trip assignment of project traffic on the local transportation network.

Intersection Operations Methodology

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

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

Study Intersections

The study includes an analysis of AM and PM peak-hour traffic conditions for 11 signalized intersections within the City of San Jose. Intersections were selected for study if the project is expected to add 10 vehicle trips per hour per lane to a signalized intersection that meets one of the following criteria as outlined in the *Transportation Analysis Handbook.*

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

The ½ a mile and 1-mile radii from the project site are shown in Figure 14. Based on the above criteria, the following City of San Jose study intersections were selected and are shown in Figure 12.

1. Winchester Boulevard and Stevens Creek Boulevard * *(Located inside an IOZ)*
2. Santana Row and Stevens Creek Boulevard
3. Baywood Avenue/Valley Fair Entrance and Stevens Creek Boulevard
4. Monroe Street and Stevens Creek Boulevard
5. I-880 SB Ramps and Stevens Creek Boulevard *
6. I-880 NB Ramps and Stevens Creek Boulevard
7. Winchester Boulevard and Olin Avenue
8. Winchester Boulevard and Olsen Drive
9. Winchester Boulevard and I-280 WB On-Ramp/Tisch Way
10. I-280 EB Off-Ramp and Moorpark Avenue *
11. Winchester Boulevard and Moorpark Avenue

*Denotes CMP Intersections

Figure 12
Project Trip Distribution

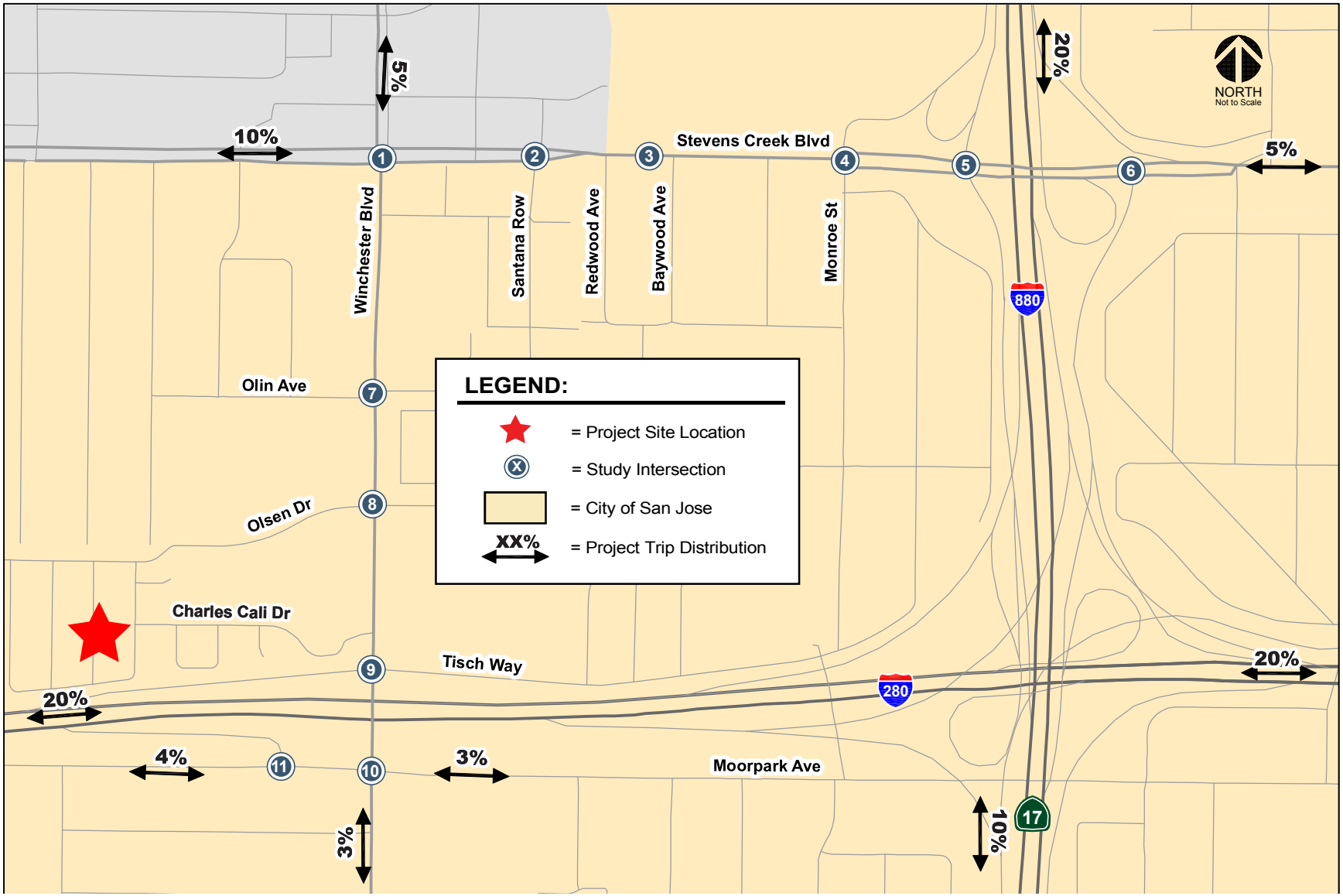
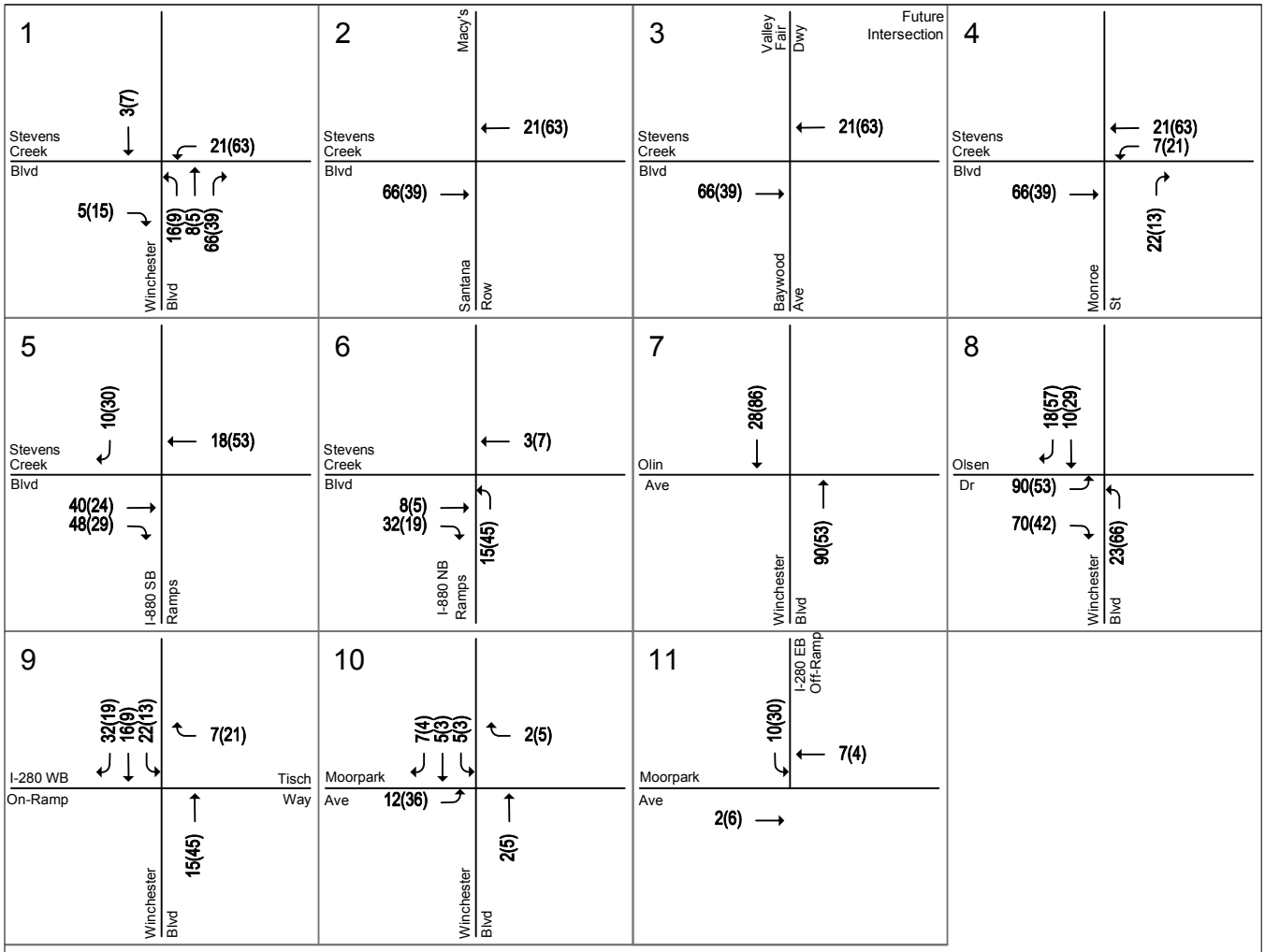


Figure 13
Net Project Trip Assignment

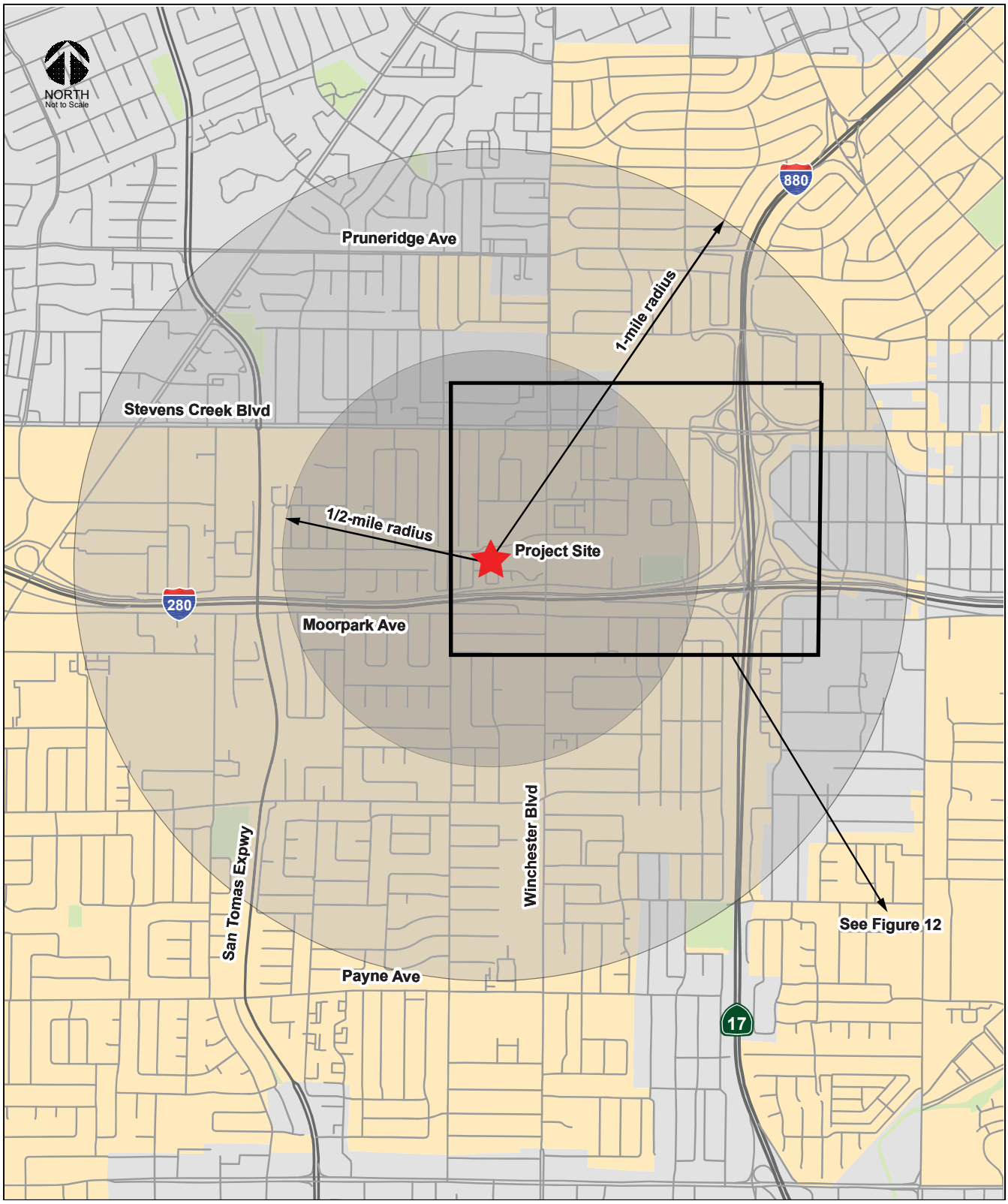


LEGEND:

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

Net Project Trip Assignment 6-12-19

Figure 14
½-Mile and 1-Mile Radii from Project Site



Data Requirements

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

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

Lane Configurations

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

Winchester Boulevard and Stevens Creek Boulevard – The planned improvement consists of addition of a second southbound left-turn lane at the intersection. The second southbound left-turn lane is to be completed with the approved expansion of the Valley Fair Shopping Center. The traffic associated with the Valley Fair expansion is included within the background volumes.

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

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

Winchester Boulevard and Olsen Drive – The approved Santana West project proposed to convert the eastbound approach of this intersection to provide one left-turn lane, one shared through and left-turn, and one right-turn lane and add a second northbound left-turn lane. The updated Santana West site layout proposes that the eastbound approach include a shared through and left-turn lane and one-right-turn lane.

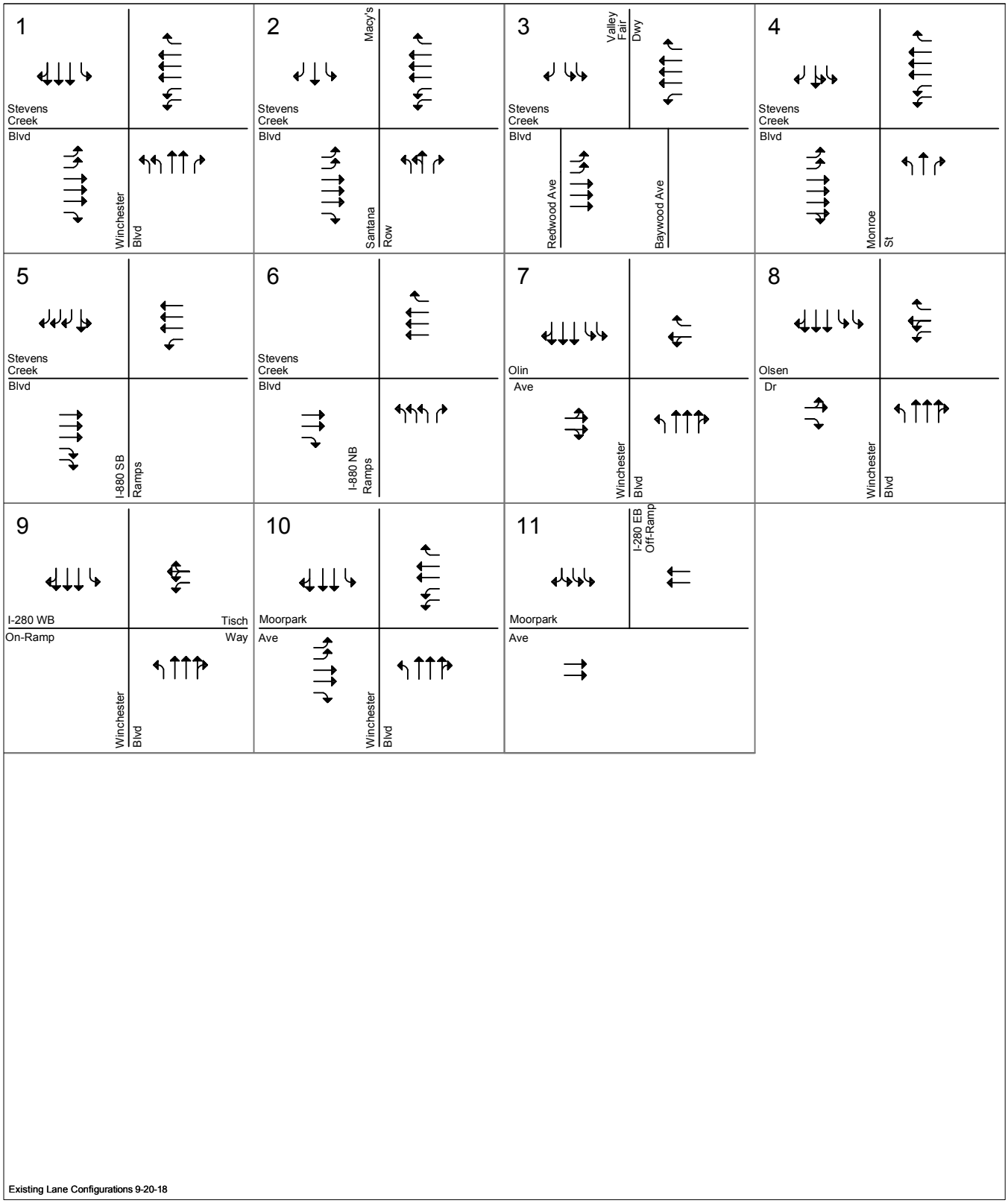
Winchester Boulevard and Olin Avenue – The updated Santana West site layout proposes to convert the eastbound approach of this intersection to provide one left-turn lane, one shared through and left-turn lane and one right-turn lane.

Traffic Volumes

Existing Conditions

Existing peak hour traffic volumes at all study intersections were obtained from the City of San Jose, the 2016 & 2018 CMP Annual Monitoring Report, and recently completed traffic studies. Traffic volumes along Stevens Creek Boulevard are currently affected by the expansion of Valley Fair Mall that is currently underway. For this reason, 2015/2016 counts were utilized in the analyses for five of the study intersections along Stevens Creek Boulevard between Winchester Boulevard and I-880 SB

Figure 15
Existing Lane Configurations



ramps. The existing peak-hour intersection volumes are shown on Figure 16. Intersection turning-movement counts conducted for this analysis are presented in Appendix B. Peak hour intersection turning movement volumes for all intersections and study scenarios are tabulated in Appendix D.

Future Conditions

Background peak hour traffic volumes were estimated by adding to existing volumes the estimated traffic from approved but not yet constructed developments. The added traffic from approved but not yet constructed developments was obtained from the City of San Jose's Approved Trips Inventory (ATI) database. Trips associated with approved projects in Santa Clara were estimated based on a list provided by City staff. The background traffic scenario predicts a realistic traffic condition that would occur as approved development is built. The following adjustments were made to the volumes under background conditions.

- The approved trips associated with the Valley Fair expansion were updated to reflect the latest project description and planned changes to site access.
- The approved trips associated with Santana Row Lot 11 project were also included under background conditions at intersections where counts were collected prior to the completion of the project in 2017.

Background traffic volumes are shown in Figure 17. Project trips were added to background traffic volumes to obtain background plus project traffic volumes (see Figure 18).

Traffic volumes under cumulative conditions were estimated by adding to the background traffic volumes the trips from proposed, but not yet approved (pending), development projects within the Cities of San Jose and Santa Clara. Pending project trips and/or pending project information was obtained from the Cities of San Jose and Santa Clara. Cumulative plus project peak-hour traffic volumes were estimated by adding to cumulative traffic volumes the additional traffic generated by the project. The cumulative plus project traffic volumes at study intersections are shown in Figure 19.

The approved and pending project information are included in Appendix C. The approved trips, proposed project trips, pending project trips, and traffic volumes for all components of traffic are tabulated in Appendix D.

Level of Service Standards and Analysis Methodologies

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

All study intersections were evaluated based on the *2000 Highway Capacity Manual* (HCM) level of service methodology using the TRAFFIX software. This method evaluates signalized intersection operations on the basis of average control delay time for all vehicles at the intersection. TRAFFIX is also the CMP-designated intersection level of service methodology, thus, the City of San Jose employs the CMP default values for the analysis parameters. The correlation between average control delay and level of service at signalized intersections is shown in Table 5.

Signalized study intersections are subject to the City of San Jose level of service standards. The City of San Jose has established LOS D as the minimum acceptable intersection operations standard for all signalized intersections unless superseded by an Area Development Policy.

Figure 16
Existing Traffic Volumes

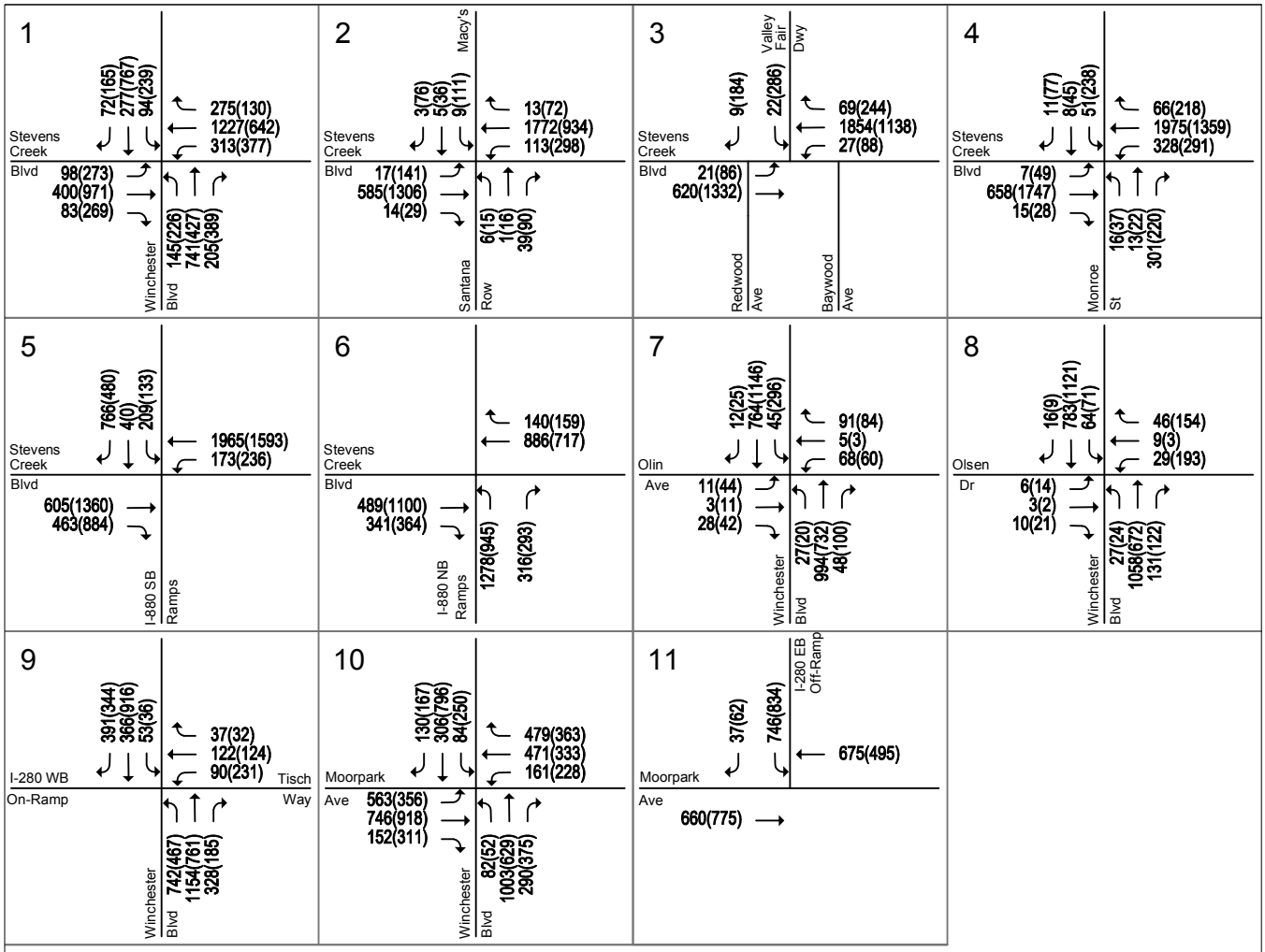


Figure 17
Background Traffic Volumes

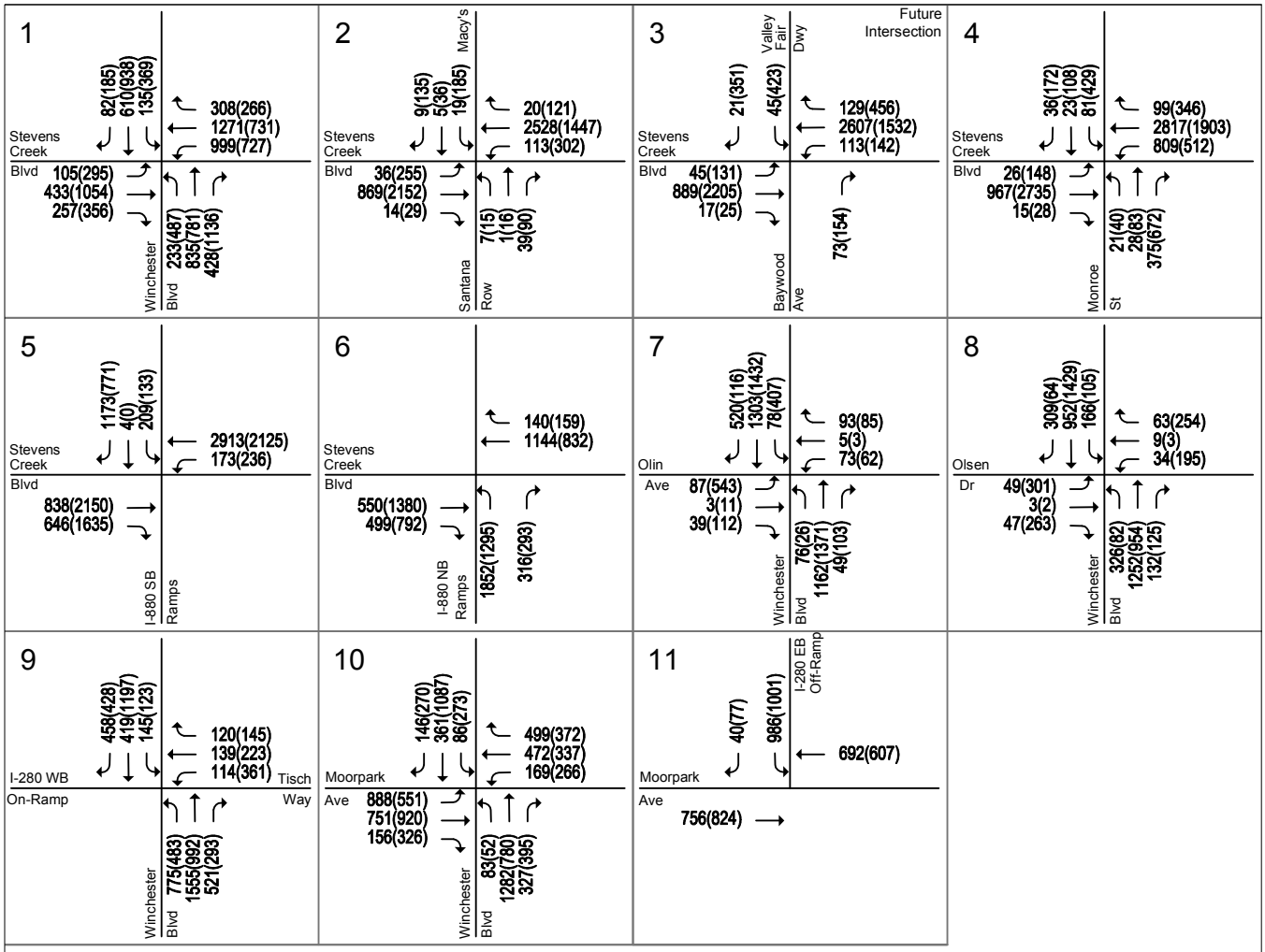
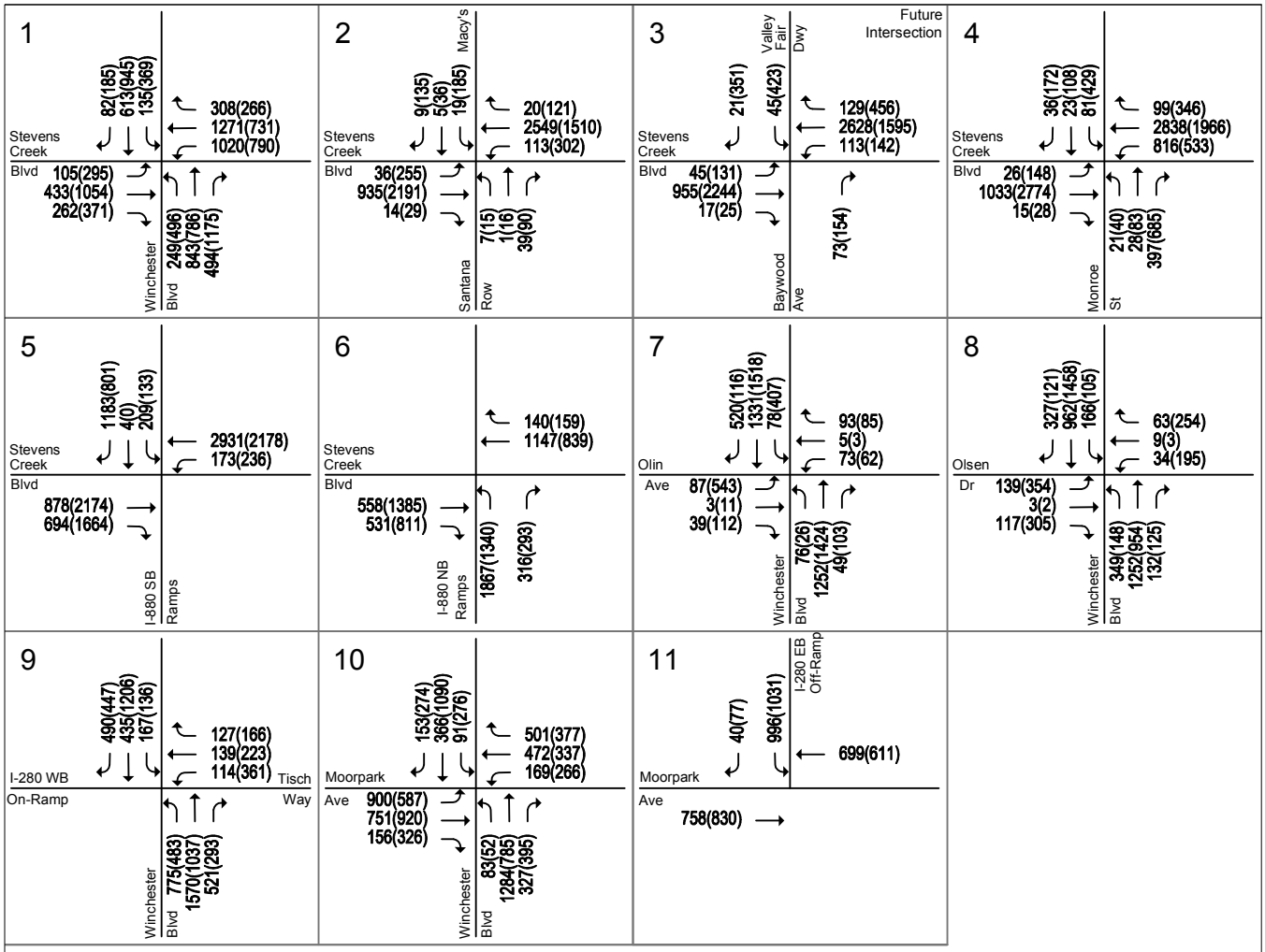


Figure 18
Background Plus Project Traffic Volumes



LEGEND:

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

Background Plus Project Traffic Volumes 6-12-19

Figure 19
Cumulative Plus Project Traffic Volumes

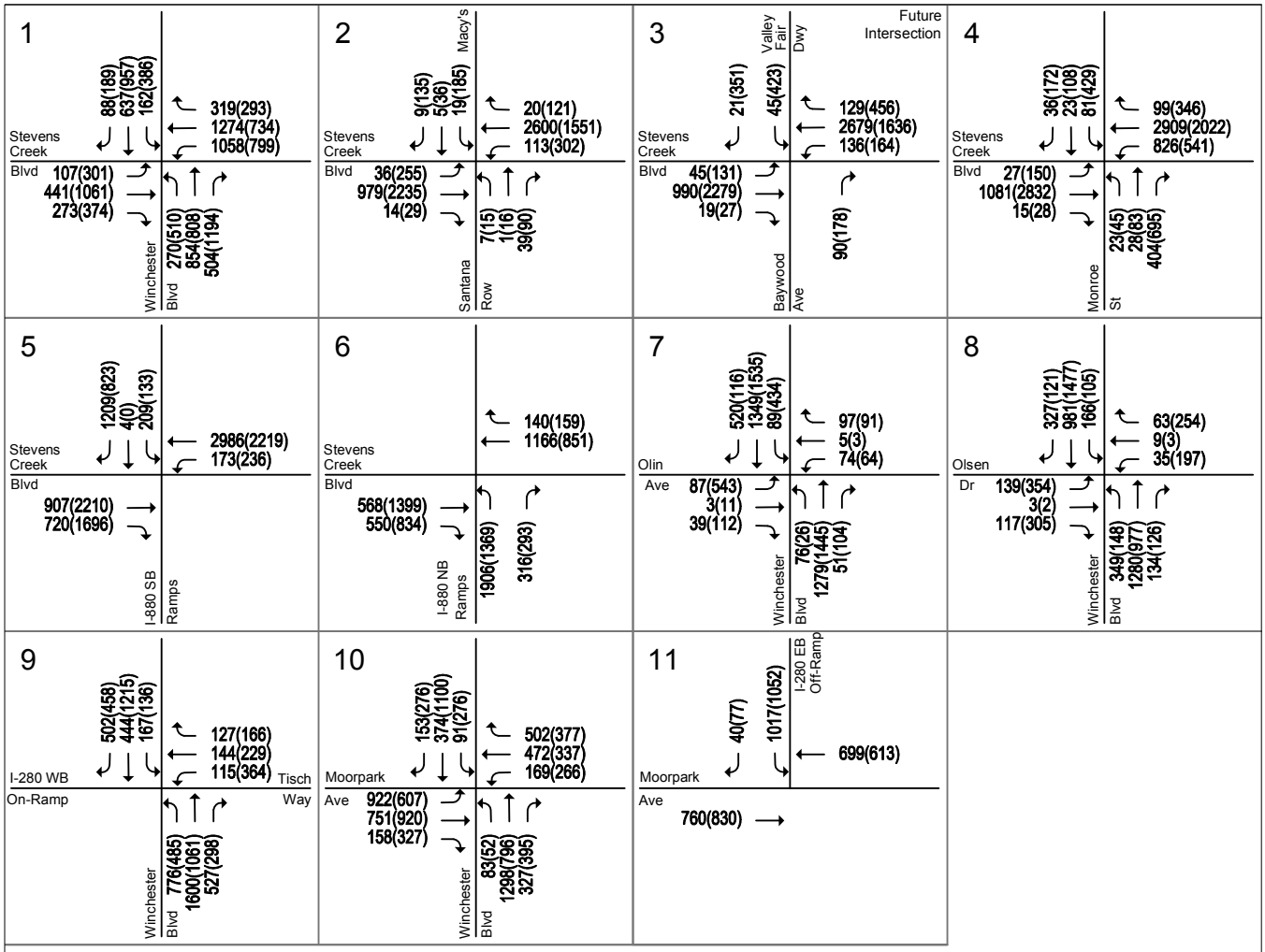


Table 5
Signalized Intersection Level of Service Definitions Based on Control Delay

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

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

City of San Jose Definition of Adverse Intersection Operations Effects

According to the City of San Jose's *Transportation Analysis Handbook 2018*, an adverse effect on intersection operations occurs if for either peak hour:

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

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

An adverse intersection operations effect by City of San Jose standards may be addressed by implementing measures that would restore intersection level of service to background conditions or better. The City recommends prioritizing improvements related to alternative transportation modes,

parking measures, and/or TDM measures. Improvements that increase vehicle capacity are secondary and must not have unacceptable effects on existing or planned transportation facilities. Unacceptable effects on existing or planned transportation facilities include the following:

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

Intersection Operations Analysis Results

The intersection level of service analysis is summarized in Table 6.

Existing Intersection Operation Conditions

Intersection levels of service were evaluated against applicable City of San Jose operations standards. The results of the level of service analysis show all study intersections currently operate at an acceptable LOS D or better during both the AM and PM peak hours, based on the City of San Jose intersection operations standard of LOS D. The level of service calculation sheets are included in Appendix E.

Observed Existing Traffic Conditions

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

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

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

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

All other study intersections operate without any major operational problems.

Future Intersection Operation Conditions

The operations analysis shows that the following two study intersections are projected to operate at LOS F during the PM peak hour under background conditions, background plus project conditions, and cumulative conditions.

Table 6
Intersection Level of Service Results

Int. #	Intersection	LOS Standard	Peak Hour	Count Date	Existing Avg. Delay	Existing LOS	Background Avg. Delay	Background LOS	Background Plus Project Avg. Delay	Background Plus Project LOS	Background Plus Project Incr. In Crit. Delay	Background Plus Project Incr. In Crit. V/C	Cumulative Plus Project Avg. Delay	Cumulative Plus Project LOS	Cumulative Plus Project Incr. In Crit. Delay	Cumulative Plus Project Incr. In Crit. V/C
1	Winchester Boulevard and Stevens Creek Boulevard *	None[1]	AM	10/11/16	33.3	C	35.5	D	35.4	D	0.2	0.010	36.3	D	1.7	0.037
	(This intersection is located within an IOZ)		PM	10/20/16	47.0	D	**116.2**	**F**	**126.0**	**F**	**23.8**	**0.056**	**130.8**	**F**	**33.8**	**0.079**
2	Santana Row and Stevens Creek Boulevard	D	AM	10/21/15	13.3	B	12.8	B	12.8	B	0.1	0.004	12.8	B	0.2	0.014
			PM	10/21/15	27.4	C	29.3	C	29.1	C	0.0	0.007	29.0	C	-0.1	0.016
3	Baywood Avenue/Valley Fair Entrance and Stevens Creek Boulevard	D	AM	10/21/15	7.5	A	10.6	B	10.6	B	0.0	0.004	11.2	B	0.1	0.014
			PM	10/21/15	20.7	C	37.5	D	37.7	D	0.5	0.008	39.3	D	3.6	0.030
4	Monroe Street and Stevens Creek Boulevard	D	AM	10/21/15	29.7	C	38.2	D	40.4	D	3.0	0.018	42.5	D	6.1	0.036
			PM	10/21/15	34.6	C	**100.7**	**F**	**106.4**	**F**	**8.8**	**0.021**	**111.0**	**F**	**16.0**	**0.038**
5	I-880 SB Ramps and Stevens Creek Boulevard *	D	AM	10/11/16	23.8	C	28.5	C	28.7	C	0.3	0.006	29.2	C	1.1	0.022
			PM	11/10/16	22.5	C	25.9	C	26.7	C	1.7	0.017	27.6	C	3.6	0.033
6	I-880 NB Ramps and Stevens Creek Boulevard	D	AM	04/24/18	21.9	C	23.9	C	24.0	C	0.0	0.004	24.2	C	0.3	0.017
			PM	04/24/18	23.6	C	26.5	C	26.9	C	0.4	0.012	27.1	C	0.7	0.022
7	Winchester Boulevard and Olin Avenue	D	AM	02/28/19	18.8	B	17.4	B	17.2	B	-0.1	0.006	17.3	B	-0.1	0.010
			PM	02/28/19	22.8	C	35.2	D	35.0	C	-0.1	0.010	35.2	D	0.5	0.025
8	Winchester Boulevard and Olsen Drive	D	AM	02/28/19	14.7	B	22.0	C	26.7	C	5.2	0.069	26.6	C	5.1	0.073
			PM	02/28/19	22.0	C	37.2	D	40.5	D	5.2	0.072	40.4	D	5.2	0.076
9	Winchester Boulevard and I-280 WB On-Ramp/Tisch Way	D	AM	04/24/18	27.2	C	35.9	D	38.7	D	5.4	0.024	39.8	D	8.3	0.035
			PM	04/24/18	35.1	D	48.2	D	50.4	D	3.1	0.018	51.4	D	4.9	0.028
10	Winchester Boulevard and Moorpark Avenue	D	AM	05/10/18	40.1	D	49.8	D	50.7	D	1.6	0.006	52.0	D	3.7	0.017
			PM	05/10/18	42.9	D	44.7	D	45.0	D	0.1	0.002	45.1	D	-0.2	-0.005
11	I-280 EB Off-Ramp and Moorpark Avenue *	D	AM	04/03/19	11.5	B	12.2	B	12.2	B	0.0	0.003	12.3	B	0.0	0.008
			PM	12/13/18	11.7	B	12.3	B	12.4	B	0.1	0.009	12.4	B	0.1	0.013

* Denotes CMP Intersection
Bold indicates unacceptable level of service.
Bold and boxed indicate adverse operations effect.
[1]This CMP intersection is located within an Infill Opportunity Zone (IOZ) and is exempt from the provision of CMP's intersection operations standards. However, this intersection would have an adverse operations effect based on City of San Jose's guidelines.

Winchester Boulevard and Stevens Creek Boulevard – LOS F (PM Peak Hour)

This CMP intersection is located within an infill opportunity zone (IOZ) and is exempt from the provisions of CMP's intersection operations standards. However, the intersection is located within the City of San Jose and is subject to the City of San Jose level of service standards.

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

The Santana Row/Valley Fair Urban Village Plan identifies the improvement of Winchester Boulevard between Forest Avenue and I-280 to a complete street. Complete streets are roadways designed to safely accommodate many different users, including people who bike, people who walk, transit riders, motorists, and emergency vehicles. The planned streetscape design for Winchester Boulevard includes features of Grand Boulevards and Complete Streets as defined in San José's General Plan and Complete Streets Design Guidelines. The Santana Row/Valley Fair Urban Village Plan identifies the following complete street improvements along Winchester Boulevard:

- Protected bike lanes along both sides of Winchester Boulevard. The bike lanes will be physically separated from vehicle travel lanes.
- At least four vehicular travel lanes and two flex lanes for vehicle travel or parking.
- Construction of a raised median with limited breaks.

The project applicant should work with City staff in determining an appropriate contribution towards implementation of the identified complete street improvements along Winchester Boulevard and at its intersection with Stevens Creek Boulevard. The complete street improvements are consistent with the multi-modal transportation goals and policies outlined in the *Envision San José 2040 General Plan* that are intended to improve multi-modal accessibility to all land uses and encourage the use of non-automobile transportation modes to minimize vehicle trip generation and reduce VMT.

Monroe Street and Stevens Creek Boulevard – LOS F (PM Peak Hour)

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

The Santana Row/Valley Fair Urban Village Plan identifies complete street improvements at the Monroe Street and Stevens Creek Boulevard intersection. The plan recommends pedestrian and bicycle access improvements to the intersection of Stevens Creek Boulevard and Monroe Street that and creates a comfortable environment for people who walk and bike. Existing vehicle lanes on Monroe Street are relatively wide and pedestrian crossings are long, creating an undesirable environment for people who walk. The Santana Row/Valley Fair Urban Village Plan identifies the following policies in regard to the improvement of the intersection:

Policy 6-118: Install complete street improvements at the Monroe Street/Stevens Creek Boulevard intersection.

Policy 6-119: Narrow northbound lanes on Monroe Street to accommodate a pedestrian refuge at crossing on the north side of the intersection.

Policy 6-120: Provide bicycle route markings across Stevens Creek Boulevard to link bicycle lanes on North and South Monroe Street.

The project applicant should work with City staff in determining an appropriate contribution towards implementation of the identified complete street improvements at the intersection. The intersection improvements are consistent with the multi-modal transportation goals and policies outlined in the *Envision San José 2040 General Plan* that are intended to improve multi-modal accessibility to all land uses and encourage the use of non-automobile transportation modes to minimize vehicle trip generation and reduce VMT.

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

I-280/Winchester Boulevard Interchange Area Transportation Development Policy

The I-280/Winchester Boulevard interchange area Transportation Development Policy (TDP) provides for additional capacity in the immediate area of the I-880/Stevens Creek Boulevard and I-280/Winchester Boulevard interchanges. The TDP was completed for the purpose of managing existing traffic congestion in the I-880/Stevens Creek and I-280/Winchester interchange areas as well as provide additional traffic capacity to accommodate future development such as the proposed project. The I-880/Stevens Creek and I-280/Winchester interchanges serve as the primary access points to regional freeway facilities in the project area. As such, the Stevens Creek Boulevard and Winchester Boulevard corridors that serve the I-880/Stevens Creek and I-280/Winchester interchanges currently experience traffic congestion during the peak commute hours. The corridors include two Protected Intersections that are currently and projected to continue to operate well below the City's standard Level of Service Policy. There are no further vehicular capacity improvements available at the intersections.

The TDP provides partial funding, via a traffic impact fee imposed on proposed development, for the implementation of a new westbound off-ramp from I-280 to Winchester Boulevard to reduce traffic congestion at the I-880/Stevens Creek and Stevens Creek Boulevard corridors. The traffic fee is based on the estimated trips to be added to the new westbound off-ramp from I-280 to Winchester Boulevard by each individual development. It is estimated that the proposed project will result in the addition of 35 peak hour trips to the planned I-280 to Winchester Boulevard ramp.

Intersection Queuing Analysis

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

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

Where:

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

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

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

For signalized intersections, the 95th percentile queue length value indicates that during the peak hour, a queue of this length or less would occur on 95 percent of the signal cycles. Or, a queue length larger than the 95th percentile queue would only occur on 5 percent of the signal cycles (about 3 cycles during the peak hour for a signal with a 60-second cycle length). Thus, turn pocket storage designs based on the 95th percentile queue length would ensure that storage space would be exceeded only 5 percent of the time for a signalized movement. Vehicle queuing at unsignalized intersections are evaluated based on the delay experienced at the specific study turn movement. The operations analysis is based on vehicle queuing for high-demand movements at intersections (see Table 7). The queue length calculations are included in Appendix F.

Winchester Boulevard and Stevens Creek Boulevard

Northbound Left-Turn

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

The northbound left-turn pockets currently provide approximately 275 feet of vehicle storage per lane, which can accommodate approximately 11 vehicles per lane. The estimated 95th percentile vehicle queue for the northbound left-turn movement is projected to be approximately 15 vehicles per lane during the PM peak hour under background conditions. The addition of project traffic is not projected to lengthen the projected queue during the PM peak hour. Therefore, the proposed project is not required to improve the projected deficiencies.

Westbound Left-Turn

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

The westbound left-turn pockets currently provide approximately 350 feet of vehicle storage per lane, which can accommodate approximately 14 vehicles per lane. The estimated 95th percentile vehicle queue for the northbound left-turn movement is projected to be approximately 25 and 21 vehicles per lane during the AM and PM peak hours under background conditions, respectively. The addition of project traffic would lengthen the projected northbound left-turn vehicle queue by no more than one vehicle during the peak hours.

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

Table 7
Queuing Analysis Summary

Measurement	Winchester Boulevard and Stevens Creek Boulevard				Winchester Boulevard and Olsen Drive				Winchester Boulevard and Tisch Way		Winchester Boulevard and Moorpark Avenue		I-280 EB Off-Ramp and Moorpark Avenue		Monroe Street and Stevens Creek Boulevard		I-880 NB Ramps and Stevens Creek Boulevard	
	NBL AM	NBL PM	WBL AM	WBL PM	NBL AM	NBL PM	EBT/L AM	EBT/L PM	SBL AM	SBL PM	EBL AM	EBL PM	SB AM	SB PM	WBL AM	WBL PM	NBL AM	NBL PM
Existing Conditions																		
Cycle Length (sec)	126	140	126	140	126	140	126	140	126	140	126	140	63	63	126	140	126	140
Lanes	2	2	2	2	1	1	1	1	1	1	2	2	3	3	2	2	3	3
Volume (vph)	145	226	313	377	27	24	9	16	53	36	563	356	783	896	328	291	1278	945
Volume (vphpl)	73	113	157	189	27	24	9	16	53	36	282	178	261	299	164	146	426	315
95th %. Queue (veh/ln.)	5	8	10	12	3	3	1	2	4	4	15	11	8	9	10	10	22	18
95th %. Queue (ft./ln)[1]	125	200	250	300	75	75	25	50	100	100	375	275	200	225	250	250	550	450
Storage (ft./ ln.)	275	275	350	350	150	150	200	200	150	150	250	250	550	550	325	325	550	550
Adequate (Y/N)	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	**NO**	**NO**	YES	YES	YES	YES	YES	YES
Background Conditions																		
Cycle Length (sec)	126	140	126	140	126	140	126	140	126	140	126	140	63	63	126	140	126	140
Lanes	2	2	2	2	2	2	1	1	1	1	2	2	3	3	2	2	3	3
Volume (vph)	233	487	999	727	326	82	52	303	145	123	888	551	1026	1078	809	512	1852	1295
Volume (vphpl)	116	244	499	364	163	41	52	303	145	123	444	276	342	359	404	256	617	432
95th %. Queue (veh/ln.)	8	15	25	21	10	4	4	18	9	9	22	16	10	11	21	15	30	24
95th %. Queue (ft./ln)[1]	200	375	625	525	250	100	100	450	225	225	550	400	250	275	525	375	750	600
Storage (ft./ ln.)	275	275	350	350	300	300	Future	Future	150	150	250	250	550	550	325	325	550	550
Adequate (Y/N)	YES	**NO**	**NO**	**NO**	YES	YES	YES	YES	**NO**	**NO**	**NO**	**NO**	YES	YES	**NO**	**NO**	**NO**	**NO**
Background Plus Project Conditions																		
Cycle Length (sec)	126	140	126	140	126	140	126	140	126	140	126	140	63	63	126	140	126	140
Lanes	2	2	2	2	2	2	1	1	1	1	2	2	3	3	2	2	3	3
Volume (vph)	249	496	1020	790	349	148	142	356	167	136	900	587	1036	1108	816	533	1867	1340
Volume (vphpl)	124	248	510	395	175	74	142	356	167	136	450	294	345	369	408	267	622	447
95th %. Queue (veh/ln.)	8	15	25	22	10	6	9	20	10	9	23	17	10	11	21	16	30	25
95th %. Queue (ft./ln)[1]	200	375	625	550	250	150	225	500	250	225	575	425	250	275	525	400	750	625
Storage (ft./ ln.)	275	275	350	350	300	300	Future	Future	150	150	250	250	550	550	325	325	550	550
Adequate (Y/N)	YES	**NO**	**NO**	**NO**	YES	YES	YES	YES	**NO**	**NO**	**NO**	**NO**	YES	YES	**NO**	**NO**	**NO**	**NO**

Notes:
[1] Assumes 25 feet per vehicle queued
NB = Northbound, SB = Southbound, EB = Eastbound, WB = Westbound, R = Right, T = Through, L = Left.

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

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

The planned roadway improvements will increase storage capacities for the left-turn movements along Stevens Creek Boulevard between Monroe Street and Winchester Boulevard and implement a coordinated signal system on Stevens Creek Boulevard between I-880 and Winchester Boulevard. With the implementation of signal coordination along Stevens Creek Boulevard and Winchester Boulevard between Forest Avenue and Stevens Creek Boulevard, traffic flow along the streets will improve. The coordination will require that extra green time be provided to the through traffic along Stevens Creek Boulevard and Winchester Boulevard, which may result in longer delays at the minor street approaches.

Monroe Street and Stevens Creek Boulevard

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

The westbound left-turn pockets currently provide approximately 325 feet of vehicle storage per lane, which can accommodate about 13 vehicles per lane. The estimated 95th percentile vehicle queue for the westbound left-turn movement is projected to be approximately 21 and 15 vehicles per lane during the AM and PM peak hours under background conditions, respectively. The addition of project traffic would lengthen the projected westbound left-turn vehicle queue by no more than one vehicle during the peak hours. The existing westbound left-turn pockets along Stevens Creek Boulevard cannot be extended due to the inadequate spacing between the Monroe Street and upstream I-880 southbound ramps intersections.

Winchester Boulevard and Tisch Way

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

The southbound left-turn pocket currently provides approximately 150 feet of vehicle storage, which can accommodate approximately six vehicles. The estimated 95th percentile vehicle queue for the southbound left-turn movement is approximately 9 and 9 vehicles during the AM and PM peak hours under background conditions, respectively. The addition of project traffic would lengthen the projected southbound left-turn vehicle queue by no more than one vehicle during the peak hours. The existing southbound left-turn pocket along Winchester Boulevard cannot be extended due to inadequate spacing between the planned extension of the northbound left-turn pockets at the Olsen Drive intersection with Winchester Boulevard and Tisch Way as part of the Santana West project.

Winchester Boulevard and Moorpark Avenue

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

The eastbound left-turn pockets currently provide approximately 250 feet of vehicle storage per lane, which can accommodate approximately 10 vehicles. The estimated 95th percentile vehicle queue for the eastbound left-turn movement is approximately 22 and 16 vehicles per lane during the AM and PM peak hours under background conditions, respectively. The addition of project traffic would lengthen the projected eastbound left-turn vehicle queue by no more than one vehicle during the peak hours. The existing eastbound left-turn pockets along Moorpark Avenue cannot be extended due to inadequate spacing between Winchester Boulevard and upstream I-280 southbound off-ramp intersection. It should be noted that the majority of the eastbound left-turn volume at the Winchester Boulevard and Moorpark Avenue intersection originates from the eastbound I-280 off-ramp to Moorpark Avenue.

I-880 Northbound Off-Ramp and Stevens Creek Boulevard

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

The northbound left-turn pockets currently provide approximately 550 feet of vehicle storage per lane, which can accommodate about 22 vehicles per lane. The estimated 95th percentile vehicle queue for the northbound left-turn movement is projected to be approximately 30 and 24 vehicles per lane during the AM and PM peak hours under project conditions, respectively. The addition of project traffic would lengthen the projected northbound left-turn vehicle queue by no more than one vehicle during the peak hours. The projected queue would extend beyond the merging point of the SR 17 northbound off-ramp and I-280 westbound off-ramp but not back to the SR 17 and I-280 freeway main lines. Therefore, no improvement is needed.

Winchester Boulevard and Olsen Drive

The queuing analysis for the northbound left-turn movement at this intersection includes the second northbound left-turn lane improvement and lengthening the pockets to 300 feet per lane associated with the Santana West project under background and background plus project conditions.

Site Access and On-Site Circulation

The evaluation of site access and circulation is based on the June 4, 2019 site plan prepared by the Pulte Group. Site access was evaluated to determine the adequacy of the site's access points with regard to the following: traffic volume, delays, vehicle queues, geometric design, and corner sight distance. On-site vehicular circulation was reviewed in accordance with generally accepted traffic engineering standards and transportation planning principles.

Project Driveway Design

Vehicular access to the project site would be provided via a full-access entrance at the western terminus of Olsen Drive and a right-turn in only driveway at the Charles Cali Drive and Winchester Boulevard intersection. An internal roadway system provides access to the residential units and garages.

Sight Distance

The project entrance along Olsen Drive does not have any conflicting traffic, thus, sight distance would not be an issue at this location.

Adequate sight distance will be required at the Charles Cali Drive project driveway along Winchester Boulevard. The project access point should be free and clear of any obstructions to provide adequate sight distance, thereby ensuring that exiting vehicles can see pedestrians on the sidewalk and other vehicles traveling on Winchester Boulevard. Any landscaping and signage should be located in such a way to ensure an unobstructed view for drivers exiting the site.

Adequate sight distance (sight distance triangles) should be provided at the project driveway in accordance with the *American Association of State Highway Transportation Officials* (AASHTO) standards. Sight distance triangles should be measured approximately 10 feet back from the traveled way. Providing the appropriate sight distance reduces the likelihood of a collision at a driveway or intersection and provides drivers with the ability to exit a driveway and locate sufficient gaps in traffic. The minimum acceptable sight distance is often considered the AASHTO stopping sight distance. Sight distance requirements vary depending on the roadway speeds. Winchester Boulevard has a posted speed limit of 35 miles per hour (mph). The AASHTO stopping sight distance for a facility with a posted speed limit of 35 mph is 250 feet. Thus, a driver exiting the proposed project driveway on Winchester Boulevard must be able to see 250 feet to the north along Winchester Boulevard in order to stop and avoid a collision.

Based on the project site plan and observations in the field, vehicles exiting the project site driveway on Winchester Boulevard would be able to see approaching traffic on southbound Winchester Boulevard at least to Olsen Drive located approximately 500 feet to the north. Therefore, it can be concluded that the project driveway on Winchester Boulevard would meet the AASHTO minimum stopping sight distance standards.

Winchester Boulevard Complete Street Improvements

The Santana Row/Valley Fair Urban Village Plan identifies the improvement of Winchester Boulevard between Forest Avenue and I-280 to a complete street. Complete streets are roadways designed to safely accommodate many different users, including people who bike, people who walk, transit riders, motorists, and emergency vehicles. The planned streetscape design for Winchester Boulevard includes features of Grand Boulevards and Complete Streets as defined in San José's General Plan and Complete Streets Design Guidelines. The Santana Row/Valley Fair Urban Village Plan identifies the following complete street improvements along Winchester Boulevard:

- Protected bike lanes along both sides of Winchester Boulevard. The bike lanes will be physically separated from vehicle travel lanes.
- At least four vehicular travel lanes and two flex lanes for vehicle travel or parking.
- Construction of a raised median with limited breaks.

The design of the proposed right-turn only project driveway at Charles Cali Drive along Winchester Boulevard will be required to allow for the implementation of the planned improvement of Winchester Boulevard to a complete street. In addition to providing a 20-foot sidewalk along the project frontage, the site driveway design must ensure the safe travel of pedestrians and bicyclists along Winchester Boulevard. The design of the driveway may require the relocation, resizing, and possible elimination of the driveway.

Project Driveway Operations

Based on the project trip generation and trip assignment, it is estimated that a maximum of 115 and 52 inbound trips (during the PM peak hour) and 167 outbound trips (during the AM peak hour) would enter and exit the site at the Olsen Drive and Charles Cali Drive entrances, respectively. Under the project access alternative with Charles Cali Drive serving both ingress and egress project traffic, some of the outbound project traffic on Olsen Drive would shift to using Charles Cali Drive instead. The estimated project trips at the project site driveways for both access alternatives are shown on Figure 20.

Field observations indicated that the southbound queue at the intersection of Winchester Boulevard and Tisch Way often extended back past the proposed Charles Cali Drive project driveway on Winchester Boulevard. “Keep Clear” signage on Winchester Boulevard at the project driveway would not be feasible because Winchester Boulevard is a major arterial and the project driveway is located in close proximity to the intersection of Winchester Boulevard and Tisch Way. Therefore, vehicles exiting the project site would need to wait for a gap in traffic to merge onto Winchester Boulevard.

The project site plan presented as presented in Figure 2 indicated the removal of the existing cul-de-sac at the western terminus of Olsen Drive and project access point. However, the site plan has since been revised to maintain the cul-de-sac (see Figure 21) to provide large trucks travelling on westbound Olsen Drive with an opportunity to make a U-turn. The ingress and egress from the project site would remain unchanged.

The existing cul-de-sacs at the southern termini of Maplewood Avenue, Rosewood Avenue, and Henry Avenue along the north side of the proposed park would be converted to hammerhead/T turnarounds for large trucks and emergency vehicles with the project. Based on the Santa Clara County Fire Marshal’s Office design standard, the hammerhead/T turnaround dimensions are required to be at least 60 feet in length for the top of the “T” and 20 feet wide. Based on the site plan, the proposed hammerhead/T turnarounds are measured to be approximately 55 feet long and 18 feet wide, which are less the County’s requirements. However, per the turning template presented in Figure 22, adequate space for garbage trucks to turn around will be provided by the proposed hammerheads. The existing cul-de-sacs on each of the streets do not currently provide adequate turn around space for larger trucks, including emergency vehicles. Therefore, the proposed hammerhead/T turnarounds would continue to require that larger trucks complete a three-point turn along Maplewood Avenue, Rosewood Avenue, and Henry Avenue utilizing the existing street width and existing driveways.

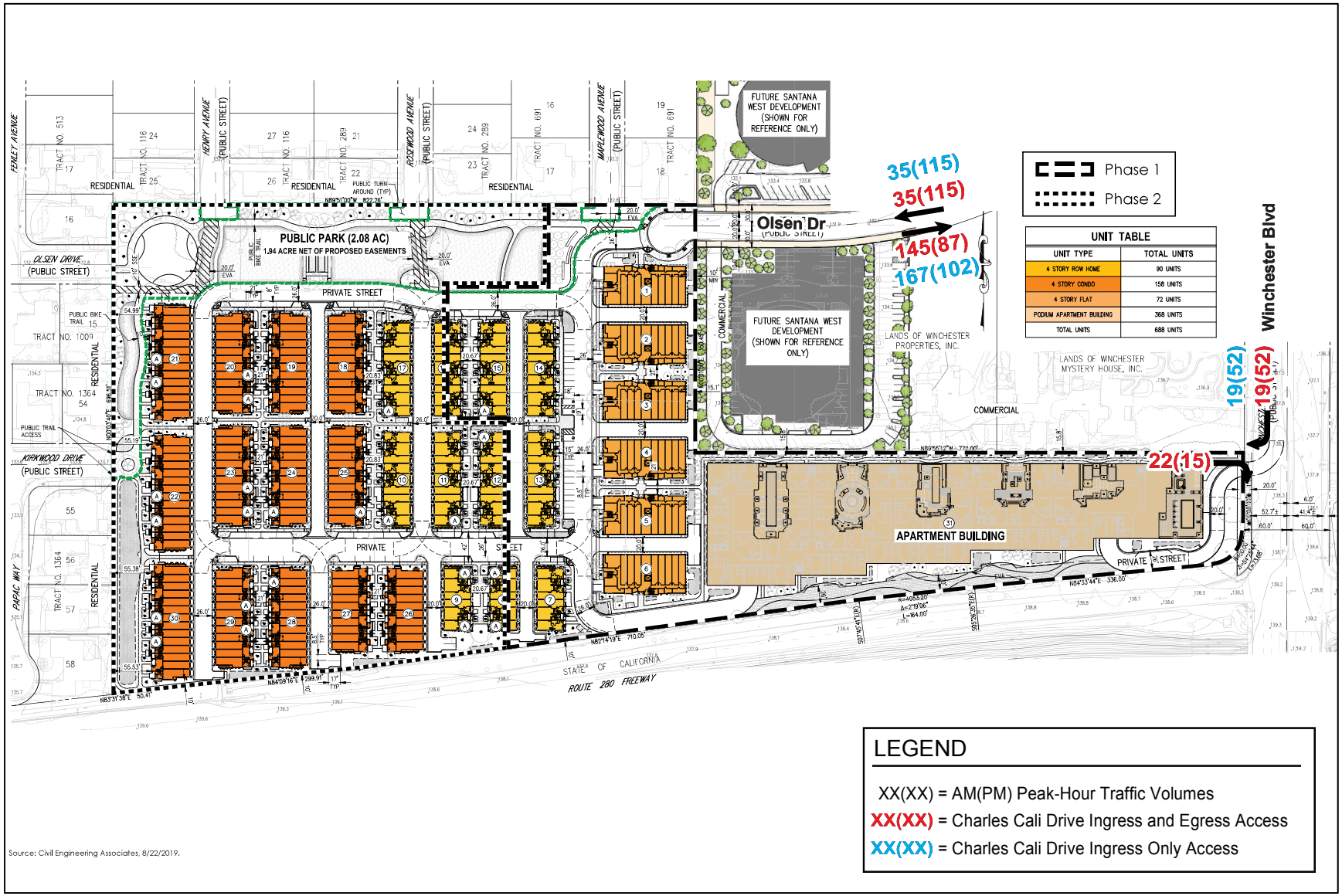
Project Access Alternative

An alternative access scenario that consisted of Charles Cali Drive serving both ingress and egress project traffic was also evaluated. However, the City is supportive of only the current ingress only driveway on Charles Cali Drive. With the access alternative, some of the egress project traffic on Olsen Drive would shift to use Charles Cali Drive instead. This change in project access would affect only the Winchester Boulevard/Olsen Drive intersection. However, the change in trip assignment would not cause degradations of the levels of service at this intersection. The levels of service under the alternative project access scenario are shown in Table 8.

On-Site Circulation

On-site vehicular circulation was reviewed in accordance with the City of San Jose Zoning Code and generally accepted traffic engineering standards.

Figure 20
Gross Project Trips at Site Driveways



Source: Civil Engineering Associates, 8/22/2019.

Figure 21
Olsen Drive Cul-De-Sac

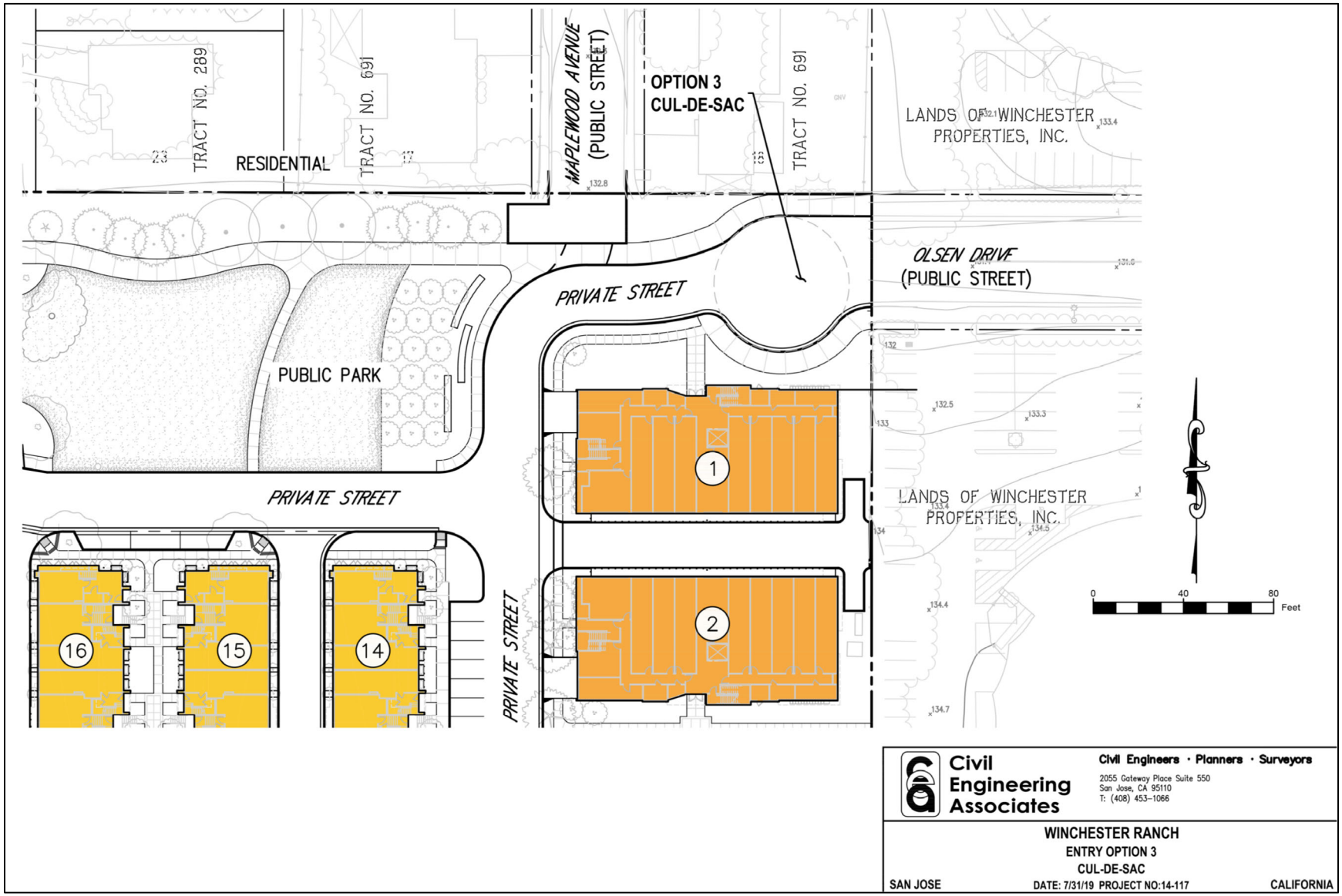


Figure 22
Proposed Maplewood, Rosewood, and Henry Avenues Truck Turning Template

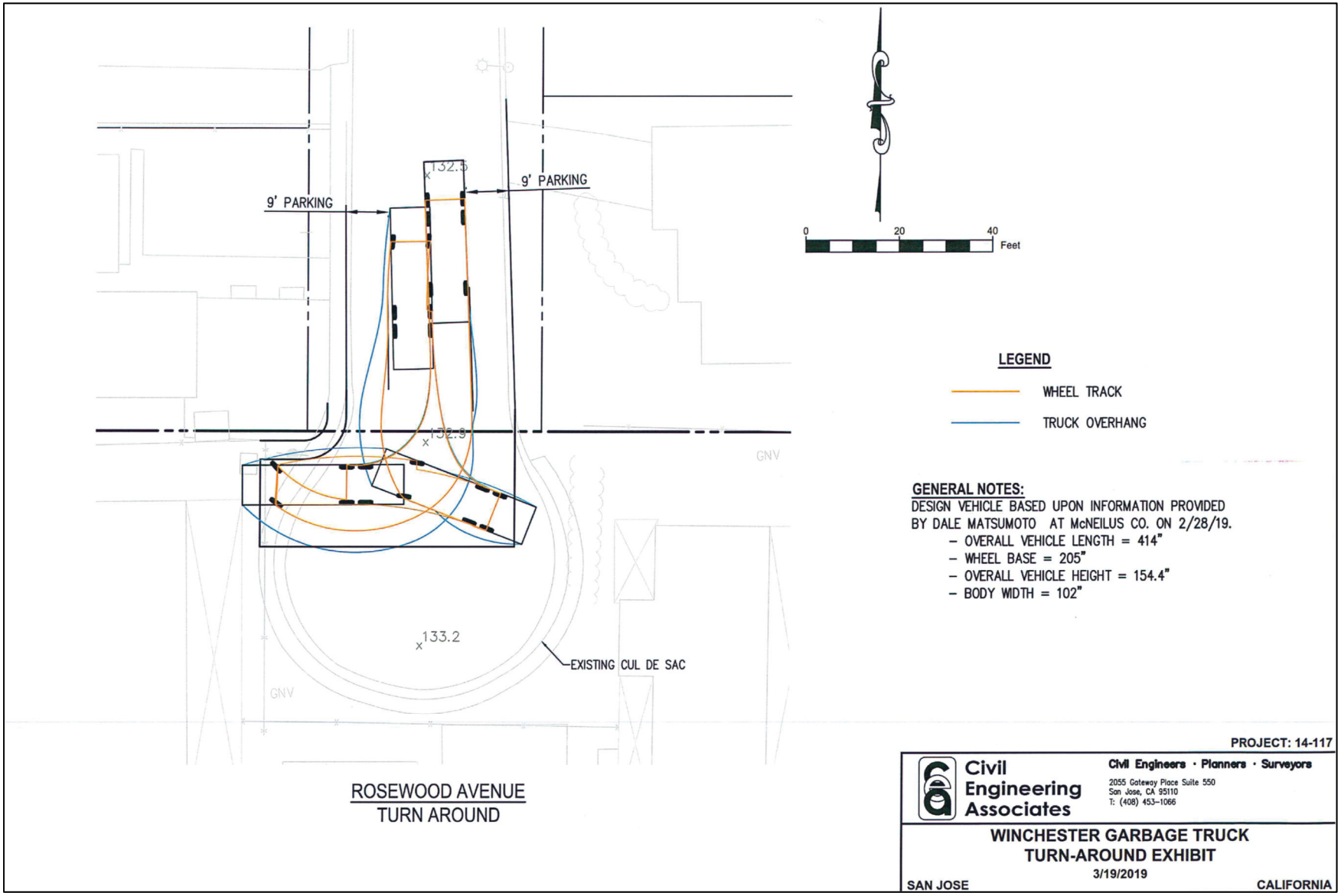


Table 8
Levels of Service Under Secondary Project Access Alternative

						Background Plus Project								Cumulative Plus Project							
				Background		Charles Cali Drive - Ingress Only Access				Charles Cali Drive - Ingress and Egress Access				Charles Cali Drive - Ingress Only Access				Charles Cali Drive - Ingress and Egress Access			
Int. #	Intersection	LOS Standard	Peak Hour	Avg. Delay	LOS	Avg. Delay	LOS	Incr. In Crit. Delay	Incr. In Crit. V/C	Avg. Delay	LOS	Incr. In Crit. Delay	Incr. In Crit. V/C	Avg. Delay	LOS	Incr. In Crit. Delay	Incr. In Crit. V/C	Avg. Delay	LOS	Incr. In Crit. Delay	Incr. In Crit. V/C
1	Winchester Boulevard and Stevens Creek Boulevard *	None[1]	AM	35.5	D	35.4	D	0.2	0.010	35.4	D	0.2	0.010	36.3	D	1.7	0.037	36.3	D	1.7	0.037
	(This intersection is located within an IOZ)		PM	**116.2**	**F**	**126.0**	**F**	**23.8**	**0.056**	**126.0**	**F**	**23.8**	**0.056**	**130.8**	**F**	**33.8**	**0.079**	**130.8**	**F**	**33.8**	**0.079**
2	Santana Row and Stevens Creek Boulevard	D	AM	12.8	B	12.8	B	0.1	0.004	12.8	B	0.1	0.004	12.8	B	0.2	0.014	12.8	B	0.2	0.014
			PM	29.3	C	29.1	C	0.0	0.007	29.1	C	0.0	0.007	29.0	C	-0.1	0.016	29.0	C	-0.1	0.016
3	Baywood Avenue/Valley Fair Entrance and Stevens Creek Boulevard	D	AM	10.6	B	10.6	B	0.0	0.004	10.6	B	0.0	0.004	11.2	B	0.1	0.014	11.2	B	0.1	0.014
			PM	37.5	D	37.7	D	0.5	0.008	37.7	D	0.5	0.008	39.3	D	3.6	0.030	39.3	D	3.6	0.030
4	Monroe Street and Stevens Creek Boulevard	D	AM	38.2	D	40.4	D	3.0	0.018	40.4	D	3.0	0.018	42.5	D	6.1	0.036	42.5	D	6.1	0.036
			PM	**100.7**	**F**	**106.4**	**F**	**8.8**	**0.021**	**106.4**	**F**	**8.8**	**0.021**	**111.0**	**F**	**16.0**	**0.038**	**111.0**	**F**	**16.0**	**0.038**
5	I-880 SB Ramps and Stevens Creek Boulevard *	D	AM	28.5	C	28.7	C	0.3	0.006	28.7	C	0.3	0.006	29.2	C	1.1	0.022	29.2	C	1.1	0.022
			PM	25.9	C	26.7	C	1.7	0.017	26.7	C	1.7	0.017	27.6	C	3.6	0.033	27.6	C	3.6	0.033
6	I-880 NB Ramps and Stevens Creek Boulevard	D	AM	23.9	C	24.0	C	0.0	0.004	24.0	C	0.0	0.004	24.2	C	0.3	0.017	24.2	C	0.3	0.017
			PM	26.5	C	26.9	C	0.4	0.012	26.9	C	0.4	0.012	27.1	C	0.7	0.022	27.1	C	0.7	0.022
7	Winchester Boulevard and Olin Avenue	D	AM	17.4	B	17.2	B	-0.1	0.006	17.2	B	-0.1	0.006	17.3	B	-0.1	0.010	17.3	B	-0.1	0.010
			PM	35.2	D	35.0	C	-0.1	0.010	35.0	C	-0.1	0.010	35.2	D	0.5	0.025	35.2	D	0.5	0.025
8	Winchester Boulevard and Olsen Drive	D	AM	22.0	C	26.7	C	5.2	0.069	26.7	C	5.2	0.069	26.6	C	5.1	0.073	26.6	C	5.1	0.073
			PM	37.2	D	40.5	D	5.2	0.072	40.5	D	5.2	0.072	40.4	D	5.2	0.076	40.4	D	5.2	0.076
9	Winchester Boulevard and I-280 WB On-Ramp/Tisch Way	D	AM	35.9	D	38.7	D	5.4	0.024	38.7	D	5.4	0.024	39.8	D	8.3	0.035	39.8	D	8.3	0.035
			PM	48.2	D	50.4	D	3.1	0.018	50.4	D	3.1	0.018	51.4	D	4.9	0.028	51.4	D	4.9	0.028
10	Winchester Boulevard and Moorpark Avenue	D	AM	49.8	D	50.7	D	1.6	0.006	50.7	D	1.6	0.006	52.0	D	3.7	0.017	52.0	D	3.7	0.017
			PM	44.7	D	45.0	D	0.1	0.002	45.0	D	0.1	0.002	45.1	D	-0.2	-0.005	45.1	D	-0.2	-0.005
11	I-280 EB Off-Ramp and Moorpark Avenue *	D	AM	12.2	B	12.2	B	0.0	0.003	12.2	B	0.0	0.003	12.3	B	0.0	0.008	12.3	B	0.0	0.008
			PM	12.3	B	12.4	B	0.1	0.009	12.4	B	0.1	0.009	12.4	B	0.1	0.013	12.4	B	0.1	0.013

* Denotes CMP Intersection
Bold indicates unacceptable level of service.
Bold and boxed indicate adverse operations effect.
[1]This CMP intersection is located within an Infill Opportunity Zone (IOZ) and is exempt from the provision of CMP's intersection operations standards. However, this intersection would have an adverse operations effect based on City of San Jose's guidelines.

An internal private street network will provide access to each of the residential units via the two proposed entrances along Olsen Drive and Winchester Boulevard. The site plan indicates that the on-site streets will range from 20 feet to 26 feet in width. Most of the roadways that front homes include on-street parallel parking. The internal streets will provide continuous access to each area of residential units consisting of rows, condos, and flats with individual garages.

Access to the parking garage for the podium residential units will be provided via two entrances along Charles Cali Drive. Though not indicated on the site plan, each of the garage entrances appears to be approximately 26 feet in width. Both parking garage entrances must meet the City's 26-foot width requirement for two-way access and drive aisle widths. The eastern most garage entrance along Charles Cali Drive appears to be located approximately 180 feet from the driveway on Winchester Boulevard. It is not anticipated that the locations of the two podium garage entrances, in relation to the access driveway on Winchester Boulevard, would create access or on-site circulation issues.

The travel way on the internal streets will range from 20 to 26 feet, when considering those streets with on-street parking. The travel way will provide adequate width for two-way travel on each of the streets and will promote reduced travel speeds within the site. However, the straight nature of the internal roadways could result in drivers traveling at greater speeds than recommended. Therefore, it may be desirable to implement speed-reducing measures along the internal roadways. These measures could be as simple as posting speed limit signs and/or using removable on street signs, to more permanent measures such as the installation of speed bumps/humps along the internal roadways.

Bike and Pedestrian On-Site Circulation

The project site plan shows pedestrian connections, sidewalks, between all residential areas, the on-site park, Winchester Boulevard, and Olsen Drive. The proposed sidewalks will provide pedestrian connections between each of the residential areas and existing pedestrian facilities along Olsen Drive and Winchester Boulevard and will facilitate pedestrian travel between the project site and other pedestrian destinations, such as Santana Row, Valley Fair and transit services.

Truck and Emergency Vehicle Access

In order to provide adequate on-site circulation for all vehicle types, including larger emergency vehicles and garbage and delivery trucks, the design of all internal streets and access driveways should adhere to City of San Jose design standards and guidelines. The design of the site must include adequate corner radii, driveway width, street width, parking dimensions, and signage to the satisfaction of the City of San Jose design standards. With the proposed internal street layout and adhering to City roadway design standards and guidelines, emergency vehicle access and circulation within the project site should be adequate, making every proposed residential unit within the project development accessible.

Garbage Collection

Two trash rooms are shown on the ground floor level of the parking garage for the multi-family dwelling units. According to the City of San Jose Solid Waste Enclosure Area Guidelines, garbage trucks require 15 feet of clearance and 25 feet at the point of loading. The site plan shows that the ground floor level is only 11 feet tall. Garbage trucks would not be able to enter the parking garage due the inadequate clearance height of the ground floor. Therefore, trash bins would need to be wheeled out to the internal streets via the parking garage entrances for garbage truck pickup.

Garbage collection for the single-family dwelling units would also occur on the private driveways and streets on site.

Recommended Site Access and On-Site Circulation Improvements

Winchester Complete Street Improvements. The Santana Row/Valley Fair Urban Village Plan identifies the following complete street improvements along Winchester Boulevard:

- Protected bike lanes along both sides of Winchester Boulevard. The bike lanes will be physically separated from vehicle travel lanes.
- At least four vehicular travel lanes and two flex lanes for vehicle travel or parking.
- Construction of a raised median with limited breaks.

The design of the proposed right-turn only project driveway at Charles Cali Drive along Winchester Boulevard will be required to allow for the implementation of the planned improvement of Winchester Boulevard to a complete street. In addition to providing a 20-foot sidewalk along the project frontage, the site driveway design must ensure the safe travel of pedestrians and bicyclists along Winchester Boulevard. The design of the driveway may require the relocation, resizing, and possible elimination of the driveway.

Parking Garage Entrances. Both parking garage entrances must meet the City's 26-foot width requirement for two-way access and drive aisle widths.

Installation of Speed-Reducing Measures. Due to the straight nature of the internal streets, it may be desirable to implement speed-reducing measures to limit/prevent drivers from traveling at speeds that are unsafe. These measures could be as simple as posting speed limit signs and/or using removable on street signs, to more permanent measures such as the installation of speed bumps/humps along the internal streets.

Adhere to City of San Jose Design Standards and Guidelines. The design of the project site, including but not limited to driveways, sidewalks, corner radii, street width, parking dimensions, and signage, should adhere to City of San Jose design standards and guidelines.

Alternative Access Review. An alternative access scenario that consisted of Charles Cali Drive serving both ingress and egress project traffic was also evaluated. However, the City is supportive of only the current ingress only driveway on Charles Cali Drive. With the access alternative, some of the egress project traffic on Olsen Drive would shift to use Charles Cali Drive instead. This change in project access would affect only the Winchester Boulevard/Olsen Drive intersection. However, the change in trip assignment would not cause degradations of the levels of service at this intersection.

Parking Supply

Vehicular Parking

The required parking based on the City of San Jose off-street parking requirements is summarized in Table 9 below. Based on the City's parking requirements, the project would be required to provide a total of 1,331 parking spaces.

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

1. The structure or use is located within two thousand feet of a proposed or an existing rail station or bus rapid transit station, or an area designated as a neighborhood business district, or as an urban village, or as an area subject to an area development policy in the city's General Plan, or the use is listed in Section 20.90.220.G; and

Table 9
Vehicle Parking Requirement

Proposed Project				City of San Jose Parking Code[1]			
	Size					Required Parking	
Land Use		Bedroom	Garage	Parking Ratio		General	UV[2]
Multi-Family Dwelling	110 units	0	Open	1.25	spaces per unit	138	110
Multi-Family Dwelling	106 units	1	Open	1.25	spaces per unit	133	106
Multi-Family Dwelling	152 units	2	Open	1.70	spaces per unit	259	207
Multi-Family Dwelling	211 units	3	2	2.60	spaces per unit	549	439
Multi-Family Dwelling	30 units	3	1	2.20	spaces per unit	66	53
Multi-Family Dwelling	55 units	2	2	2.50	spaces per unit	138	110
Multi-Family Dwelling	24 units	2	1	2.00	spaces per unit	48	38
Total	**688 units**					**1,331**	**1,063**

Notes:
[1]City of San Jose Zoning Ordinance: Parking Spaces Required by Land Use
[2]Includes 20% allowable reduction of parking requirement in an Urban Village.

2. The structure or use provides bicycle parking spaces in conformance with the City's Zoning Code requirements.

The project site is within the Santana Row/Valley Fair Urban Village. If the project complies with the City's bicycle parking requirements, the vehicle parking requirement would be reduced to 1,063 vehicle parking spaces.

The project is proposing to provide a total of 1,213 parking spaces, which is more than the number of parking spaces required by the City.

Bicycle Parking

According to the City's Bicycle Parking Standards (Chapter 20.90, Table 20-210), the project is required to provide bicycle parking for the 368 podium residential units at a rate of 1 bicycle parking space per four residential units. This equates to a total requirement of 92 bicycle parking spaces. Of the required bicycle parking, City standards require that 80 percent be short-term bicycle spaces (74 spaces) and 20 percent be secured long-term bicycle spaces (18 spaces). The City's definition of short-term and long-term bicycle parking is described below.

City of San Jose Long-Term and Short-Term Bicycle Parking

Long-term bicycle parking facilities are secure bicycle storage facilities for tenants of a building that fully enclose and protect bicycles and may include:

- A covered, access-controlled enclosure such as a fenced and gated area with short-term bicycle parking facilities,
- An access-controlled room with short-term bicycle parking facilities, and
- Individual bicycle lockers that securely enclose one bicycle per locker.

Short-term bicycle parking facilities are accessible and usable by visitors, guests, or business patrons and may include:

- Permanently anchored bicycle racks,
- Covered, lockable enclosures with permanently anchored racks for bicycles,
- Lockable bicycle rooms with permanently anchored racks, and
- Lockable, permanently anchored bicycle lockers.

The project site plan shows the project would provide 40 exterior bike racks (short-term spaces) and 368 interior bike parking spaces within the apartment building. Therefore, the number of provided bicycle parking spaces would far exceed the City's requirements and further encourage bicycle usage.

Surrounding On-Street Parking

The project site is located south of the perimeter of the Century/Winchester Residential Parking Program (RPP) zone, where a permit is required at any time to use on-street parking. In order to obtain a parking permit, the applicant must live in or own a residential property or operate a business in a parking permit zone. Generally, this means that the residence or business must be located on the same side of the street and block face where permit parking signs are posted. The locations of on-street parking, where an RRP permit is required, are shown on Figure 23.

The Century/Winchester (RPP) zone will prohibit the use of on-street parking along Maplewood Avenue. However, since the project is proposing to provide more on-site parking than required based on standard City parking requirements, residents and guests of the project will not require the use of on-street parking on surrounding neighborhood streets.

Pedestrian, Bicycle, and Transit Analysis

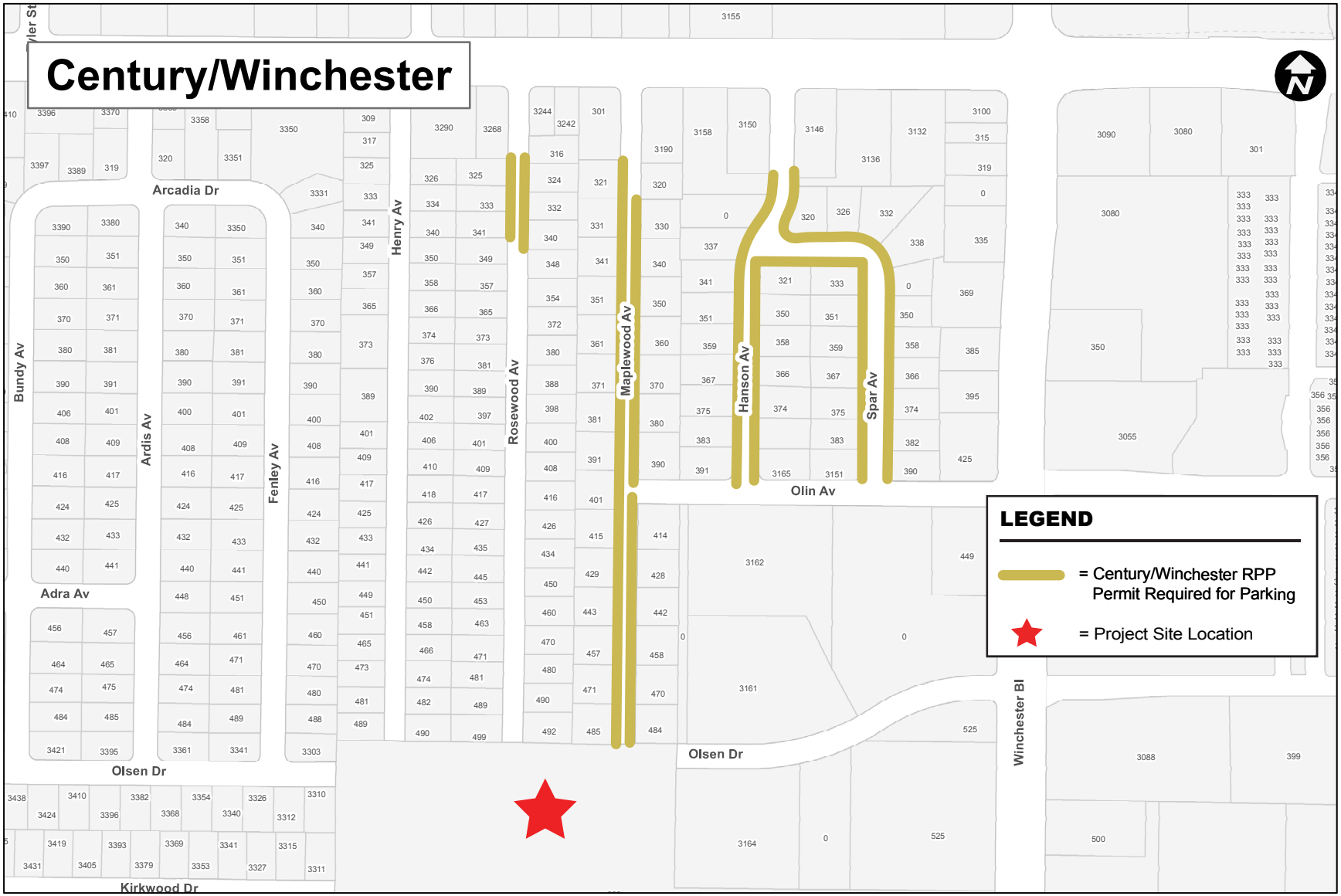
All new development projects in San Jose should encourage multi-modal travel, consistent with the goals of the City's General Plan. It is the goal of the General Plan that all development projects accommodate and encourage the use of non-automobile transportation modes to achieve San Jose's mobility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

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

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

- Through the entitlement process for new development, fund needed transportation improvements for all transportation modes, giving first consideration to improvement of bicycling walking, and transit facilities.
- Give priority to the funding of multimodal projects to provide the most benefit to all users of the transportation system.
- Encourage the use of non-automobile travel modes to reduce vehicle miles traveled (VMT)

Figure 23
Winchester-Century RPP Permit Required Locations



- Consider the impact on the overall transportation system when evaluating the impacts of new developments.
- Increase substantially the proportion of travel modes other than single-occupant vehicles.

The City's General Plan identifies both walk and bicycle commute mode split targets as 15 percent or more by the year 2040. This level of pedestrian and bicycle mode share is a reasonable goal for the project, particularly if bus services (including BRT) are utilized in combination with bicycle commuting.

In addition, the Santana Row/Valley Fair Urban Village Plan policies listed below provide for the enhancement of the pedestrian and bicycle environment and greater connectivity to the overall network.

Policy 6-25: Complete, expand, and enhance bicycle and pedestrian networks.

Policy 6-26: Implement shared lane markings (Class III) in residential neighborhoods where appropriate.

Policy 6-27: Implement standard and enhanced bicycle lanes (Class II or Class IV) on major streets where appropriate.

Policy 6-28: Implement safety enhancements on existing bicycle routes in the Urban Village.

Policy 6-29: Complete the sidewalk network and maximize connectivity by removing barriers and interruptions along the path of travel.

Policy 6-31: Accommodate all forms of public and private transit services.

Policy 6-32: Encourage public and private transit services that improve connectivity between the Urban Village and surrounding regional transit services.

Policy 6-33: Support convenient transit stops in the Urban Village area, especially near activity centers.

Policy 6-34: Support increasing the frequency, reliability and overall quality of transit services operating in the Urban Village area.

Policy 6-35: Support partnerships with on-demand transit services to provide more travel options for people who use transit.

Policy 6-36: Improve transit convenience by ensuring that access (e.g. sidewalks, pathways, bikeways) are direct, safe, and convenient.

Policy 6-37: Improve transit convenience by placing future transit stops closer to key intersections (e.g., Winchester & Stevens Creek boulevards), where feasible.

Pedestrian Facilities

Pedestrian facilities in the study area consist of sidewalks, crosswalks, and pedestrian signals at signalized intersections (see Chapter 2 for details).

Pedestrian generators in the project vicinity include the Santana Row/Valley Fair commercial areas and bus stops along the Winchester Boulevard and Stevens Creek Boulevard corridors. The project site is within the service boundaries of Lynhaven Elementary School and Monroe Middle School which are part of the Campbell Union School District. Lynhaven Elementary school is located approximately 1.5 miles south of the project site along Phelps Avenue while Monroe middle School is located approximately 1.0 mile south of the project site near Williams Road and Monroe Street.

Existing sidewalks along Olsen Drive and Winchester Boulevard provide a pedestrian connection between the project site and pedestrian destinations in the project vicinity. Sidewalks are not provided along the south side of Tisch Way since the roadway fronts I-280 with no adjacent uses. There also are no sidewalks provided along Charles Cali Drive or the existing internal project site roadways. At the

Monroe Street/Tisch Way and Cypress Avenue/Moorpark Avenue intersections, there are pedestrian footbridges over I-280 connecting Monroe Street/Tisch Way and Cypress Avenue north of I-280 to Moorpark Avenue.

Bicycle Facilities

There are several bike facilities in the immediate vicinity of the project site (see Chapter 2 for details).

The bikeways within the vicinity of the project site would remain unchanged under project conditions. There are bike lanes provided along Winchester Boulevard, including the segment along the project's frontage, between Stevens Creek Boulevard and I-280.

As previously described, the City's General Plan identifies a bicycle commute mode split target of 15 percent or more by the year 2040. This calculates to approximately 37 and 46 new bicycle trips during the AM and PM peak hours, respectively. This level of bicycle mode share is a reasonable goal for the project.

Bicycle and Pedestrian Facility Improvements

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

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

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

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

Class II bike lanes are planned for:

- Monroe Street, between Newhall Street and Forest Avenue
- Tisch Way, between Winchester Boulevard and Monroe Street
- Winchester Boulevard, between Moorpark Avenue and Payne Avenue
- Cypress Avenue, between Stevens Creek Boulevard and Adra Way & between Moorpark Avenue and Williams Road

Class III bike routes are planned for:

- Cypress Avenue, between Adra Avenue and Constance Drive
- Olin Drive, between Winchester Boulevard and Hanson Avenue
- Olsen Drive, between Winchester Boulevard and terminus of Olsen Drive

The Santana Row/Valley Fair Urban Village Plan identifies the improvement of Winchester Boulevard between Forest Avenue and I-280 to a complete street. The complete street improvements will include protected bike lanes along both sides of Winchester Boulevard.

Transit Services

The project site is adequately-served by the existing VTA transit services. The nearest bus stops to the project site are located along Winchester Boulevard, near Olsen Drive approximately 1,000 feet from the project site and Olin Avenue, approximately 1,400 feet from the project site and are served by Route 60. Additionally, The Valley Fair Transit Center is located within ¾ of a mile from the project site and adjacent to Westfield Valley Fair Mall along Forest Avenue. The Valley Fair Transit Center is served by two bus routes, Route 23 and Route 60 (see Chapter 2 for details). The new transit trips generated by the project are not expected to create demand in excess of the transit service that is currently provided.

Transit Facility Improvements

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

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

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

- Provide a minimum 20 feet sidewalk width along its frontage on Winchester Boulevard
- Minimize driveway cuts to minimize transit delay
- Provide enhanced shelters for transit services

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

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

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

Freeway Segment Evaluation

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

Per CMP technical guidelines, freeway segment level of service analysis shall be conducted on all segments to which the project is projected to add one percent or more to the segment capacity. Since the project is not projected to add one percent to any freeway segments in the area, freeway analysis for the CMP was not required. The percentage of traffic projected to be added by the project to freeway segments in the project area is summarized in Table 10.

Freeway On-Ramp Meter Analysis

An analysis of metered freeway ramps providing access to the project site was performed to identify the effect of the addition of project traffic on the queues at metered study freeway on ramps (see Table 11). It should be noted that the City has not adopted methodologies or impact criteria for the analysis of freeway ramps.

The project is expected to add peak hour trips to the following freeway on-ramps in the project vicinity:

- I-280 westbound diagonal on-ramp from Winchester Boulevard (Inactive Meter – AM Peak Hour)
- I-280 eastbound loop-on ramp from Stevens Creek Boulevard (No Meter)
- I-880 northbound on-ramp from eastbound Stevens Creek Boulevard (Active Meter – AM Peak Hour)
- I-880 southbound on-ramp from Stevens Creek Boulevard (Inactive Meter – AM Peak Hour)

Since the proposed project would result in the largest number of trips to freeway on-ramps during the AM peak hour, and therefore have the greatest effect on the AM peak-hour queues, only the on-ramps that are metered during the AM peak hour were evaluated. Based on field observations, the I-880 northbound diagonal on-ramp from Stevens Creek Boulevard is currently the only freeway on-ramp out of the four listed above with an active meter during the AM peak hour.

I-880 northbound on-ramp from eastbound Stevens Creek Boulevard

The existing queue lengths and service rate of the meter at the I-880 northbound on-ramp were measured in the field during the AM peak hour. Wait times (the time it took a vehicle at the end of the queue to proceed through the meter) at the metered ramp were derived from the collected data.

Based on this analysis, it was determined that the addition of project traffic to the I-880 northbound on-ramp from eastbound Stevens Creek Boulevard would equate to an approximately 6% increase in volume during the AM peak hour and would extend the wait times at the ramp by no more than 17 seconds.

Table 10
Freeway Segment Capacity

					Existing Capacity				Project Trip			
					Mixed-Flow Lane		HOV Lane		Mixed-Flow Lane		HOV Lane	
#	Freeway	Segment	Direction	Peak Hour	# of Lanes[1]	Capacity (vph)	# of Lanes[1]	Capacity (vph)	Volume	% of Capacity	Volume	% of Capacity
1	SR 17	from Hamilton Avenue to I-280	NB	AM	3	6,900	--	--	5	0.07	--	--
			NB	PM	3	6,900	--	--	15	0.22	--	--
2	I-880	from I-280 to Stevens Creek Boulevard	NB	AM	3	6,900	--	--	0	0.00	--	--
			NB	PM	3	6,900	--	--	0	0.00	--	--
3	I-880	from Stevens Creek Boulevard to North Bascom Avenue	NB	AM	3	6,900	--	--	32	0.46	--	--
			NB	PM	3	6,900	--	--	19	0.28	--	--
4	I-280	from Saratoga Avenue to Winchester Boulevard	EB	AM	3	6,900	1	1,650	9	0.13	1	0.06
			EB	PM	3	6,900	1	1,650	19	0.28	11	0.67
5	I-280	from Winchester Boulevard to I-880	EB	AM	3	6,900	1	1,650	0	0.00	0	0.00
			EB	PM	3	6,900	1	1,650	0	0.00	0	0.00
6	I-280	from I-880 to Meridian Avenue	EB	AM	3	6,900	1	1,650	27	0.39	5	0.30
			EB	PM	3	6,900	1	1,650	12	0.17	7	0.42
7	I-280	from Meridian Avenue to I-880	WB	AM	3	6,900	1	1,650	7	0.10	3	0.18
			WB	PM	3	6,900	1	1,650	26	0.38	4	0.24
8	I-280	from I-880 to Winchester Boulevard	WB	AM	3	6,900	1	1,650	0	0.00	0	0.00
			WB	PM	3	6,900	1	1,650	0	0.00	0	0.00
9	I-280	from Winchester Boulevard to Saratoga Avenue	WB	AM	3	6,900	1	1,650	24	0.35	8	0.48
			WB	PM	3	6,900	1	1,650	16	0.23	3	0.18
10	I-880	from North Bascom Avenue to Stevens Creek Boulevard	SB	AM	3	6,900	--	--	10	0.14	--	--
			SB	PM	3	6,900	--	--	30	0.43	--	--
11	I-880	from Stevens Creek Boulevard to I-280	SB	AM	3	6,900	--	--	0	0.00	--	--
			SB	PM	3	6,900	--	--	0	0.00	--	--
12	SR 17	from I-280 to Hamilton Avenue	SB	AM	3	6,900	--	--	16	0.23	--	--
			SB	PM	3	6,900	--	--	9	0.13	--	--

[1] Source: Santa Clara Valley Transportation Authority Congestion Management Program Monitoring Study, 2016.

Table 11
Freeway On-Ramp Analysis - I-880 Northbound On-Ramp from Eastbound Stevens Creek Boulevard (AM Peak Hour)

		Existing[1]				Background[2]				Background Plus Project[2]				
# of Lanes	Meter Status	Volumes	Queue Length (total veh.)	Meter Rate (veh/s)	Wait Time[3] (min:sec)	Approved Trips	Volumes	Queue Length (total veh.)	Wait Time[3] (min:sec)	Project Trips	Volumes	% Increase	Queue Length (total veh.)	Wait Time[3] (min:sec)
1	On	341	12	8.5	01:42	158	499	18	02:33	32	531	6%	20	02:50

Notes:
[1] Existing queue length represents the total vehicles in the queue observed during the peak-hour period. Existing meter rate and wait times were measured at the ramps on August 2017.
[2] Background and background plus project conditions queue lengths were estimated based on the ratio between the existing volumes on the ramp and the estimated approved and project trips added to the ramp, respectively.
[3] Future wait times were estimated based on the queue length and the measured meter service rates.

Trip Reduction (TDM Program)

The Santana Row/Valley Fair Urban Village Plan **Policy 6-7** states that development projects should create, implement, and maintain Transportation Demand Management (TDM) programs for their sites that will reduce automobile traffic and parking demand, improve traffic flow, and increase use of

alternatives modes like walking, biking, transit, and ridesharing. Furthermore, the Santana Row/Valley Fair Urban Village Plan identifies the following policies in regard to TDM programs:

Policy 6-8: Encourage carsharing and/or bikeshare programs.

Policy 6-9: Support shuttles that serve the Urban Village and connect to local destinations and regional transportation hubs like Diridon Station and San José International Airport, while ensuring that transit operations and passenger environments remain safe and convenient.

Policy 6-10: Encourage the implementation of parking management strategies in new development that are designed to manage parking demand and reduce parking needs. These strategies can include unbundled and/or pricing and/or curbside management strategies.

Policy 6-11: Encourage the use of parking guidance technology and information systems in new development to improve parking access, help drivers use parking more efficiently, and reduce congestion.

Policy 6-12: Real time transit information display systems should be incorporated into new development.

Policy 6-14: Larger residential and employer sites should consider creating TDM manager positions as part of site operations to coordinate TDM programs.

The project should establish a TDM program that will result in the reduction of vehicular trips to the project site and reduce the operational issues identified in this report. The TDM program should encourage multimodal travel and use of the extensive bus service and pedestrian/bicycle facilities in the immediate project area to the maximum extent possible. The applicant/property owner should manage the TDM program to ensure tenant employee participation. An effective TDM program that includes several of the measures identified below can easily achieve a 25% percent reduction in work-related vehicle trips that result in a significant reduction of the projected operational issues. However, the analysis contained in this report does not include reductions based on TDM measures. Therefore, the

estimates of trips to be generated by the proposed project as presented and evaluated within this study may represent an over-estimation of traffic and impacts associated with the proposed project.

Implementation of a TDM Program has the potential to greatly reduce project generated traffic and the identified operational issues. The project TDM program may include, but would not be limited to, the following, or alternative equivalent, elements to reduce vehicle trips:

- *Eco Pass or Clipper Card* for all employees, providing free rides on Santa Clara County's local transit agency, the Santa Clara Valley Transportation Authority (VTA)
- *25% Transit Subsidy* for transit agencies other than the VTA, including Caltrain, ACE, Capitol Corridor, BART, MUNI, and other
- *Monthly Vanpool Subsidy*
- *Commuter Tax Benefits* through WageWorks offering pre-tax deduction per month for transit and pre-tax deduction per month for parking
- *Free "Last Mile" Shuttles* to local train systems (e.g. Caltrain, Amtrak, ACE)
- *Free WiFi Commuter Buses* direct from areas like San Francisco and the TriValley area

- *Internal Carpool Matching Program* utilizing zip code matching
- *Regional Carpool Matching Program* through 511
- *Personalized Commute Assistance* offered by a Commute Coordinator
- *Preferred parking for Carpools and Vanpools* located near entrances to every building
- *Bicycle Lockers and/or Bicycle Racks* near entrances to every building
- *Showers* for cyclists and pedestrians, offering clean towel service, complimentary toiletries, hair dryers, and ironing boards
- *Intranet Site* featuring transit, bike, ridesharing and telework information
- *New Hire Orientation* presentations focusing on commute alternatives from Day 1
- *Centrally-Located Kiosks* with transit schedules, bike and transit maps, and other commute alternative information
- *Periodic Events* which connect employees with local transit agencies and transportation organizations (e.g. Spare the Air Fair, Bike to Work Day)
- *Onsite amenities* which allow employees to complete errands without a car, such as bicycle repair, dry cleaning, oil changes, carwash, haircuts, dental services, cafeteria, coffee bars, fitness center, massage services, mail and shipping services, convenience store, ATM, gift store.

8. Conclusions

The transportation analysis of the project was evaluated following the standards and methodologies set forth in the City of San Jose's *Transportation Analysis Handbook 2018*, the Santa Clara Valley Transportation Authority (VTA) Congestion Management Program's *Transportation Impact Guidelines* (October 2014), and by the California Environmental Quality Act (CEQA).

CEQA VMT Analysis

CEQA Transportation Analysis Exemption Criteria

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

The project site is located within a planned Growth Area (Santana Row/Valley Fair Urban Village) with low VMT per capita as identified by the City of San Jose. However, the proposed project will not meet all of the applicable VMT screening criteria. Therefore, a CEQA-level transportation analysis that evaluates the project's effects on VMT is required.

Project-Level VMT Impact Analysis

The results of the VMT evaluation, using the City's VMT Evaluation Tool, indicate that the proposed project is projected to generate VMT per capita (8.77) that is below the established threshold. Therefore, the proposed project would not result in an impact on the transportation system based on the City's VMT impact criteria.

Cumulative (GP Consistency) Evaluation

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

The project site is located within the Santana Row/Valley Fair Urban Village. Urban villages are defined as walkable, bicycle-friendly, transit-oriented, mixed use settings that provide both housing and jobs, thus supporting the policies and goals of the General Plan. The project is consistent with the General Plan and Santana Row/Valley Fair Urban Village goals and policies for the following reasons:

- The proposed residential uses for the project site are consistent with the Residential Neighborhood land use designation per the Santana Row/Valley Fair Urban Village plan.
- The project frontage along Winchester Boulevard will be consistent with planned streetscape design features of Grand Boulevards and the Santana Row/Valley Fair Urban Village Plan.
- The project frontage along Winchester Boulevard will be designed to accommodate the planned Winchester Boulevard Complete Street improvements including protected bicycle lanes, wider sidewalks, and other pedestrian safety features.
- The project site is adjacent to bus stops and bicycle lanes on Winchester Boulevard.

Therefore, based on the project description, the proposed project would be consistent with the *Urban Village Planning Concepts* and the *Envision San José 2040 General Plan*. Thus, the project would be considered as part of the cumulative solution to meet the General Plan's long-range transportation goals and would result in a less-than-significant cumulative impact.

Local Transportation Analysis

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

The LTA includes the analysis of AM and PM peak-hour traffic conditions for 11 signalized intersections, following the standards and methodology set forth by the City of San Jose.

Trip Generation

After applying the ITE trip rates, appropriate trip reductions, and existing site trip credits, it is estimated that the project would generate an additional 3,063 daily vehicle trips, with 211 trips (51 inbound and 160 outbound) occurring during the AM peak hour and 247 trips (152 inbound and 95 outbound) occurring during the PM peak hour.

Future Intersection Operation Conditions

The operations analysis shows that the following two study intersections are projected to operate at LOS F during the PM peak hour under background conditions, background plus project conditions, and cumulative conditions.

Winchester Boulevard and Stevens Creek Boulevard – LOS F (PM Peak Hour)

This CMP intersection is located within an infill opportunity zone (IOZ) and is exempt from the provisions of CMP's intersection operations standards. However, the intersection is located within the City of San Jose and is subject to the City of San Jose level of service standards.

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

The Santana Row/Valley Fair Urban Village Plan identifies the improvement of Winchester Boulevard between Forest Avenue and I-280 to a complete street. Complete streets are roadways designed to safely accommodate many different users, including people who bike, people who walk, transit riders, motorists, and emergency vehicles. The planned streetscape design for Winchester Boulevard includes features of Grand Boulevards and Complete Streets as defined in San José's General Plan and Complete Streets Design Guidelines. The Santana Row/Valley Fair Urban Village Plan identifies the following complete street improvements along Winchester Boulevard:

- Protected bike lanes along both sides of Winchester Boulevard. The bike lanes will be physically separated from vehicle travel lanes.
- At least four vehicular travel lanes and two flex lanes for vehicle travel or parking.
- Construction of a raised median with limited breaks.

The project applicant should work with City staff in determining an appropriate contribution towards implementation of the identified complete street improvements along Winchester Boulevard and at its intersection with Stevens Creek Boulevard. The complete street improvements are consistent with the multi-modal transportation goals and policies outlined in the *Envision San José 2040 General Plan* that are intended to improve multi-modal accessibility to all land uses and encourage the use of non-automobile transportation modes to minimize vehicle trip generation and reduce VMT.

Monroe Street and Stevens Creek Boulevard – LOS F (PM Peak Hour)

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

The Santana Row/Valley Fair Urban Village Plan identifies complete street improvements at the Monroe Street and Stevens Creek Boulevard intersection. The plan recommends pedestrian and bicycle access improvements to the intersection of Stevens Creek Boulevard and Monroe Street that and creates a comfortable environment for people who walk and bike. Existing vehicle lanes on Monroe Street are relatively wide and pedestrian crossings are long, creating an undesirable environment for people who walk. The Santana Row/Valley Fair Urban Village Plan identifies the following policies in regard to the improvement of the intersection:

Policy 6-118: Install complete street improvements at the Monroe Street/Stevens Creek Boulevard intersection.

Policy 6-119: Narrow northbound lanes on Monroe Street to accommodate a pedestrian refuge at crossing on the north side of the intersection.

Policy 6-120: Provide bicycle route markings across Stevens Creek Boulevard to link bicycle lanes on North and South Monroe Street.

The project applicant should work with City staff in determining an appropriate contribution towards implementation of the identified complete street improvements at the intersection. The intersection improvements are consistent with the multi-modal transportation goals and policies outlined in the *Envision San José 2040 General Plan* that are intended to improve multi-modal accessibility to all land uses and encourage the use of non-automobile transportation modes to minimize vehicle trip generation and reduce VMT.

I-280/Winchester Boulevard Interchange Area Transportation Development Policy

The TDP provides partial funding, via a traffic impact fee imposed on proposed development, for the implementation of a new westbound off-ramp from I-280 to Winchester Boulevard to reduce traffic congestion at the I-880/Stevens Creek and Stevens Creek Boulevard corridors. The traffic fee is based on the estimated trips to be added to the new westbound off-ramp from I-280 to Winchester Boulevard by each individual development. It is estimated that the proposed project will result in the addition of 35 peak hour trips to the planned I-280 to Winchester Boulevard ramp.

Site Access and On-Site Circulation

Site access was evaluated to determine the adequacy of the site's access points with regard to the following: traffic volume, delays, vehicle queues, geometric design, and corner sight distance. On-site vehicular circulation was reviewed in accordance with generally accepted traffic engineering standards and transportation planning principles.

Recommended Site Access and On-Site Circulation Improvements

Winchester Complete Street Improvements. The Santana Row/Valley Fair Urban Village Plan identifies the following complete street improvements along Winchester Boulevard:

- Protected bike lanes along both sides of Winchester Boulevard. The bike lanes will be physically separated from vehicle travel lanes.
- At least four vehicular travel lanes and two flex lanes for vehicle travel or parking.
- Construction of a raised median with limited breaks.

The design of the proposed right-turn only project driveway at Charles Cali Drive along Winchester Boulevard will be required to allow for the implementation of the planned improvement of Winchester Boulevard to a complete street. In addition to providing a 20-foot sidewalk along the project frontage, the site driveway design must ensure the safe travel of pedestrians and bicyclists along Winchester Boulevard. The design of the driveway may require the relocation, resizing, and possible elimination of the driveway.

Parking Garage Entrances. Both parking garage entrances must meet the City's 26-foot width requirement for two-way access and drive aisle widths.

Installation of Speed-Reducing Measures. Due to the straight nature of the internal streets, it may be desirable to implement speed-reducing measures to limit/prevent drivers from traveling at speeds that are unsafe. These measures could be as simple as posting speed limit signs and/or using removable on street signs, to more permanent measures such as the installation of speed bumps/humps along the internal streets.

Adhere to City of San Jose Design Standards and Guidelines. The design of the project site, including but not limited to driveways, sidewalks, corner radii, street width, parking dimensions, and signage, should adhere to City of San Jose design standards and guidelines.

Alternative Access Review. An alternative access scenario that consisted of Charles Cali Drive serving both ingress and egress project traffic was also evaluated. However, the City is supportive of only the current ingress only driveway on Charles Cali Drive. With the access alternative, some of the egress project traffic on Olsen Drive would shift to use Charles Cali Drive instead. This change in project access would affect only the Winchester Boulevard/Olsen Drive intersection. However, the change in trip assignment would not cause degradations of the levels of service at this intersection.

Parking Supply

Vehicular Parking

Based on the City's parking requirements, the project would be required to provide a total of 1,331 parking spaces. The project site is within the Santana Row/Valley Fair Urban Village. If the project complies with the City's bicycle parking requirements, the vehicle parking requirement would be reduced to 1,063 vehicle parking spaces. The project is proposing to provide a total of 1,213 parking spaces, which is more than the number of parking spaces required by the City.

Bicycle Parking

According to the City's Bicycle Parking Standards, the project is required to provide 92 bicycle parking spaces. The project site plan shows the project would provide 40 exterior bike racks (short-term spaces) and 368 interior bike parking spaces within the apartment building. Therefore, the number of provided bicycle parking spaces would far exceed the City's requirements and further encourage bicycle usage.

Pedestrian, Bicycle, and Transit Analysis

Pedestrian Facilities

Existing sidewalks along Olsen Drive and Winchester Boulevard provide a pedestrian connection between the project site and pedestrian destinations in the project vicinity. Sidewalks are not provided along the south side of Tisch Way since the roadway fronts I-280 with no adjacent uses. There also are no sidewalks provided along Charles Cali Drive or the existing internal project site roadways. At the Monroe Street/Tisch Way and Cypress Avenue/Moorpark Avenue intersections, there are pedestrian footbridges over I-280 connecting Monroe Street/Tisch Way and Cypress Avenue north of I-280 to Moorpark Avenue.

Bicycle Facilities

The bikeways within the vicinity of the project site would remain unchanged under project conditions. There are bike lanes provided along Winchester Boulevard, including the segment along the project's frontage, between Stevens Creek Boulevard and I-280.

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

Class II bike lanes are planned for:

- Monroe Street, between Newhall Street and Forest Avenue
- Tisch Way, between Winchester Boulevard and Monroe Street
- Winchester Boulevard, between Moorpark Avenue and Payne Avenue
- Cypress Avenue, between Stevens Creek Boulevard and Adra Way & between Moorpark Avenue and Williams Road

Class III bike routes are planned for:

- Cypress Avenue, between Adra Avenue and Constance Drive
- Olin Drive, between Winchester Boulevard and Hanson Avenue
- Olsen Drive, between Winchester Boulevard and terminus of Olsen Drive

The Santana Row/Valley Fair Urban Village Plan identifies the improvement of Winchester Boulevard between Forest Avenue and I-280 to a complete street. The complete street improvements will include protected bike lanes along both sides of Winchester Boulevard.

Transit Services

The project site is adequately-served by the existing VTA transit services. The nearest bus stops to the project site are located along Winchester Boulevard, near Olsen Drive approximately 1,000 feet from the project site and Olin Avenue, approximately 1,400 feet from the project site and are served by Route 60. Additionally, The Valley Fair Transit Center is located within ¾ of a mile from the project site and adjacent to Westfield Valley Fair Mall along Forest Avenue. The Valley Fair Transit Center is served by two bus routes, Route 23 and Route 60. The new transit trips generated by the project are not expected to create demand in excess of the transit service that is currently provided.

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

Trip Reduction (TDM Program)

The Santana Row/Valley Fair Urban Village Plan **Policy 6-7** states that development projects should create, implement, and maintain Transportation Demand Management (TDM) programs for their sites that will reduce automobile traffic and parking demand, improve traffic flow, and increase use of alternatives modes like walking, biking, transit, and ridesharing. The project should establish a TDM program that will result in the reduction of vehicular trips to the project site and reduce the operational issues identified in this report.

Winchester Ranch Residential Development TA

Technical Appendices

August 27, 2019

Appendix A
San Jose VMT Evaluation Tool Output Sheet

CITY OF SAN JOSE VEHICLE MILES TRAVELED EVALUATION TOOL SUMMARY REPORT

PROJECT:

Name: Winchester Ranch Residential Project
Tool Version: 3/14/2018
Location: 500 Charles Cali Drive, San Jose, CA
Date: 6/5/2019
Parcel: 30338001 Parcel Type: Urban Low Transit

Proposed Parking: Vehicles: 1,213 Bicycles: 408

LAND USE:

Residential:

Single Family	320	DU
Multi Family	368	DU
Subtotal	688	DU

Office: 0 KSF

Retail: 0 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)	10
With Project Density (DU/Residential Acres in half-mile buffer)	12

Increase Development Diversity

Existing Activity Mix Index	0.70
With Project Activity Mix Index	0.64

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)	43
With Project Density (Jobs/Commercial Acres in half-mile buffer)	43

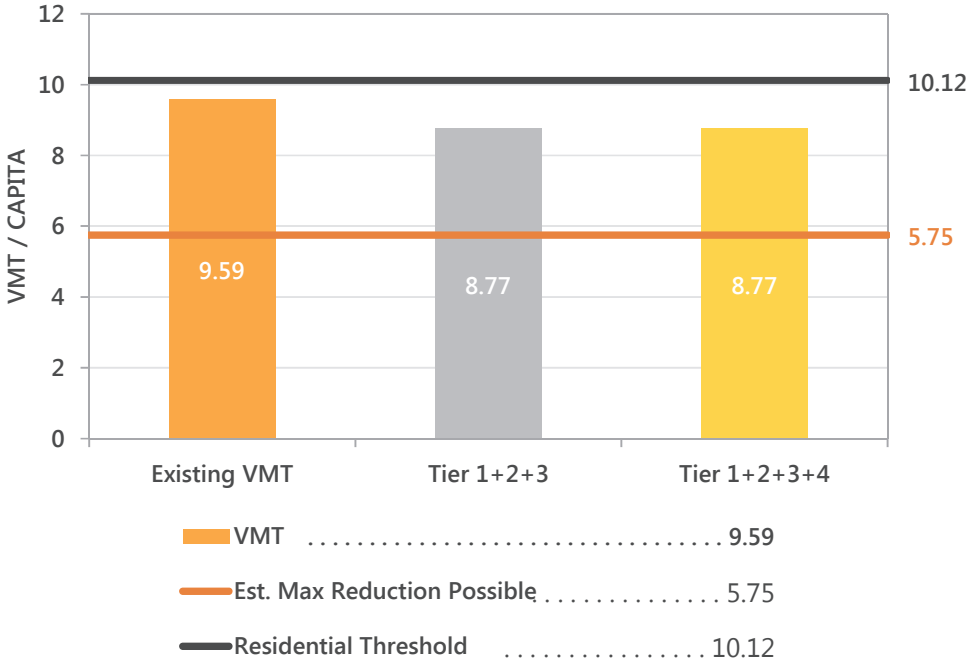
Tier 2 - Multimodal Infrastructure

Tier 3 - Parking

Tier 4 - TDM Programs

RESIDENTIAL ONLY

The tool estimates that the project would generate per capita VMT below the City's threshold.



Appendix B
Traffic Counts

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

Winchester Ranch Existing Site Driveway Counts

Count Date: 09/11/2018

15-Minute Intervals

OLSEN DRIVEWAY			WINCHESTER DRIVEWAY			BOTH DRIVEWAYS		
AM	IN	OUT	AM	IN	OUT	AM	IN	OUT
7:00	0	3	7:00	1	0	7:00	1	3
7:15	1	1	7:15	0	0	7:15	1	1
7:30	0	1	7:30	0	0	7:30	0	1
7:45	0	0	7:45	0	0	7:45	0	0
8:00	0	1	8:00	0	0	8:00	0	1
8:15	0	0	8:15	0	0	8:15	0	0
8:30	1	1	8:30	1	1	8:30	2	2
8:45	1	4	8:45	0	0	8:45	1	4
PM			PM			PM		
4:00	7	3	4:00	0	0	4:00	7	3
4:15	1	1	4:15	0	0	4:15	1	1
4:30	2	1	4:30	1	0	4:30	3	1
4:45	4	2	4:45	0	0	4:45	4	2
5:00	2	3	5:00	0	0	5:00	2	3
5:15	2	2	5:15	1	0	5:15	3	2
5:30	1	1	5:30	0	0	5:30	1	1
5:45	4	1	5:45	0	0	5:45	4	1

Peak Hour

	BOTH DRIVEWAYS		
	IN	OUT	TOTAL
7:00AM - 8:00AM	2	5	7
7:15AM - 8:15AM	1	3	4
7:30AM - 8:30AM	0	2	2
7:45AM - 8:45AM	2	3	5
8:00AM - 9:00AM	**3**	**7**	**10**
4:00PM - 5:00PM	**15**	**7**	**22**
4:15PM - 5:15PM	10	7	17
4:30PM - 5:30PM	12	8	20
4:45PM - 5:45PM	10	8	18
5:00PM - 6:00PM	10	7	17

ALL TRAFFIC DATA SERVICES

9660 W. 44TH AVE
WHEAT RIDGE, CO 80033
www.ALLTRAFFICDATA.NET

1VOL
Date Start: 9/6/2018
Date End: 9/6/2018
Site Code: 1
OLSEN DR ENTER/EXIT

Start	9/6/2018	ENTER		Hour Totals		EXIT		Hour Totals		Combined Totals	
Time	Thu	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		0	6			0	5				
12:15		0	4			0	2				
12:30		0	3			0	2				
12:45		0	3	0	16	0	4	0	13	0	29
01:00		0	2			0	2				
01:15		0	2			0	4				
01:30		0	4			0	6				
01:45		0	1	0	9	0	7	0	19	0	28
02:00		0	0			1	4				
02:15		0	6			0	4				
02:30		0	6			0	2				
02:45		0	3	0	15	0	2	1	12	1	27
03:00		0	6			0	5				
03:15		0	4			0	3				
03:30		0	4			0	2				
03:45		0	4	0	18	0	2	0	12	0	30
04:00		0	5			0	2				
04:15		0	3			0	2				
04:30		0	8			0	6				
04:45		0	4	0	20	0	5	0	15	0	35
05:00		0	5			0	1				
05:15		0	1			2	0				
05:30		0	2			0	0				
05:45		0	4	0	12	0	3	2	4	2	16
06:00		0	2			3	6				
06:15		1	2			0	4				
06:30		0	2			1	1				
06:45		1	2	2	8	1	2	5	13	7	21
07:00		1	0			6	2				
07:15		1	0			0	3				
07:30		0	0			1	1				
07:45		0	0	2	0	0	0	7	6	9	6
08:00		1	0			0	3				
08:15		2	0			1	1				
08:30		2	1			4	1				
08:45		2	0	7	1	3	1	8	6	15	7
09:00		2	1			3	2				
09:15		2	1			4	0				
09:30		3	2			3	0				
09:45		1	0	8	4	3	0	13	2	21	6
10:00		2	0			5	1				
10:15		3	0			7	0				
10:30		2	0			3	0				
10:45		3	0	10	0	4	1	19	2	29	2
11:00		2	1			3	0				
11:15		5	0			2	2				
11:30		2	0			7	0				
11:45		1	0	10	1	3	0	15	2	25	3
Total		39	104			70	106			109	210
Percent		27.3%	72.7%			39.8%	60.2%			34.2%	65.8%
Grand Total		39	104			70	106			109	210
Percent		27.3%	72.7%			39.8%	60.2%			34.2%	65.8%

ADT ADT 319 AADT 319

ALL TRAFFIC DATA SERVICES

9660 W. 44TH AVE
WHEAT RIDGE, CO 80033
www.ALLTRAFFICDATA.NET

2VOL
Date Start: 9/6/2018
Date End: 9/6/2018
Site Code: 2
WINCHESTER BLVD ENTER/EXIT

Start	9/6/2018	ENTER		Hour Totals		EXIT		Hour Totals		Combined Totals	
Time	Thu	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		1	2			0	1				
12:15		0	1			0	1				
12:30		0	1			0	0				
12:45		1	0	2	4	0	0	0	2	2	6
01:00		0	2			0	0				
01:15		0	0			0	0				
01:30		0	0			0	0				
01:45		0	3	0	5	0	0	0	0	0	5
02:00		0	0			0	0				
02:15		0	2			0	2				
02:30		0	1			0	0				
02:45		0	0	0	3	0	0	0	2	0	5
03:00		0	0			0	0				
03:15		0	0			0	0				
03:30		0	1			0	0				
03:45		0	0	0	1	0	0	0	0	0	1
04:00		0	0			0	0				
04:15		0	1			0	0				
04:30		0	0			0	0				
04:45		0	0	0	1	0	0	0	0	0	1
05:00		0	1			0	2				
05:15		0	0			0	0				
05:30		0	0			0	0				
05:45		0	1	0	2	0	0	0	2	0	4
06:00		0	2			0	0				
06:15		0	0			0	0				
06:30		0	0			0	0				
06:45		0	0	0	2	0	0	0	0	0	2
07:00		2	0			0	0				
07:15		0	1			0	0				
07:30		0	3			0	0				
07:45		0	2	2	6	0	2	0	2	2	8
08:00		0	3			0	0				
08:15		0	0			0	0				
08:30		0	1			0	0				
08:45		0	2	0	6	0	0	0	0	0	6
09:00		0	1			0	0				
09:15		0	0			0	0				
09:30		0	1			0	0				
09:45		0	3	0	5	0	1	0	1	0	6
10:00		0	1			0	0				
10:15		0	0			0	0				
10:30		1	0			0	0				
10:45		2	1	3	2	0	1	0	1	3	3
11:00		0	3			0	0				
11:15		0	0			0	0				
11:30		0	0			0	0				
11:45		0	0	0	3	0	0	0	0	0	3
Total		7	40			0	10			7	50
Percent		14.9%	85.1%			0.0%	100.0%			12.3%	87.7%
Grand Total		7	40			0	10			7	50
Percent		14.9%	85.1%			0.0%	100.0%			12.3%	87.7%
ADT		ADT 57		AADT 57							

Intersection County Summary

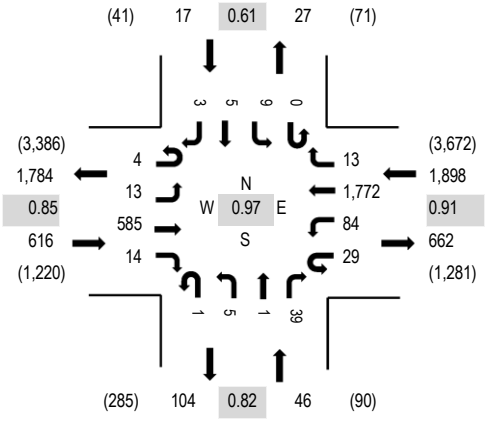
Int. #	Intersection	Peak Hour	Count Date	Source
1	Winchester Boulevard and Stevens Creek Boulevard *	AM	10/11/16	CSJ
	(This intersection is located within an IOZ)	PM	10/20/16	CMP
2	Santana Row and Stevens Creek Boulevard	AM	10/21/15	TMC
		PM	10/21/15	TMC
3	Baywood Avenue/Valley Fair Entrance and Stevens Creek Boulevard	AM	10/21/15	TMC
		PM	10/21/15	TMC
4	Monroe Street and Stevens Creek Boulevard	AM	10/21/15	TMC
		PM	10/21/15	TMC
5	I-880 SB Ramps and Stevens Creek Boulevard *	AM	10/11/16	CSJ
		PM	11/10/16	CMP
6	I-880 NB Ramps and Stevens Creek Boulevard	AM	04/24/18	TMC
		PM	04/24/18	TMC
7	Winchester Boulevard and Olin Avenue	AM	02/28/19	TMC
		PM	02/28/19	TMC
8	Winchester Boulevard and Olsen Drive	AM	02/28/19	TMC
		PM	02/28/19	TMC
9	Winchester Boulevard and I-280 WB On-Ramp/Tisch Way	AM	04/24/18	TMC
		PM	04/24/18	TMC
10	Winchester Boulevard and Moorpark Avenue	AM	05/10/18	TMC
		PM	05/10/18	TMC
11	I-280 EB Off-Ramp and Moorpark Avenue *	AM	04/03/19	TMC
		PM	12/13/18	CMP

* Denotes CMP Intersection
CSJ = City of San Jose; CMP = Congestion Management Program; TMC = Turning-Movement Counts

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

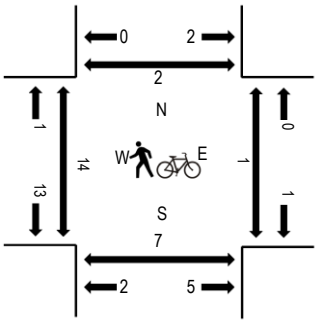
Location: 2 SANTANA ROW & STEVENS CREEK BLVD AM
Date and Start Time: Wednesday, October 21, 2015
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:30 AM - 07:45 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

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

Peak Rolling Hour Flow Rates

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

All Traffic Data Services Inc.

(303) 216-2439
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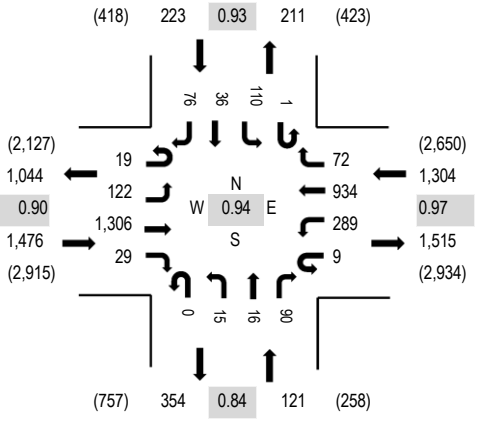
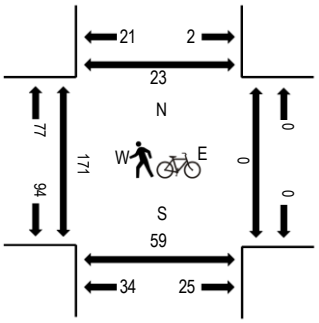
Location: 2 SANTANA ROW & STEVENS CREEK BLVD PM
Date and Start Time: Wednesday, October 21, 2015
Peak Hour: 04:00 PM - 05:00 PM
Peak 15-Minutes: 04:00 PM - 04:15 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

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

Peak Rolling Hour Flow Rates

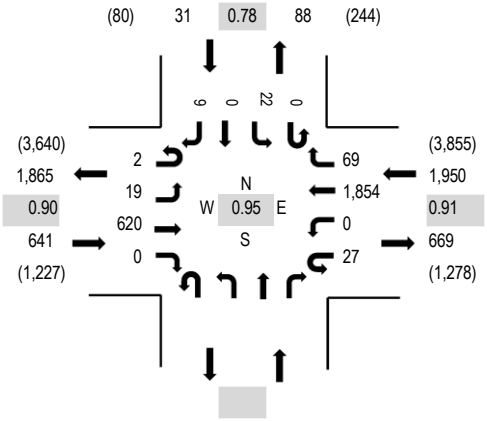
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2
Lights	19	121	1,293	29	9	289	921	72	0	15	16	88	1	110	36	76	3,095
Mediums	0	1	12	0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

All Traffic Data Services Inc.

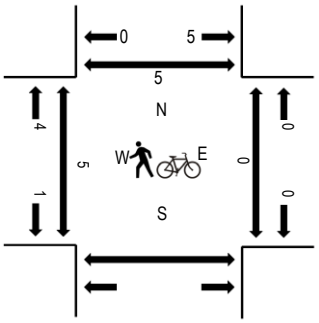
(303) 216-2439
www.alltrafficdata.net

Location: 3 VALLEY FAIR DWY & STEVENS CREEK BLVD AM
Date and Start Time: Wednesday, October 21, 2015
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:30 AM - 07:45 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	STEVENS CREEK BLVD Eastbound				STEVENS CREEK BLVD Westbound				VALLEY FAIR DWY Northbound				VALLEY FAIR DWY Southbound				Total	Rolling Hour	Pedestrain Crossings West	East	South	North
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right						
7:00:00 AM	1	2	102	0	4	0	412	14					0	3	0	7	545	2,555	0	0		0
7:15:00 AM	0	2	129	0	6	0	513	15					0	4	0	3	672	2,622	1	0		1
7:30:00 AM	1	4	174	0	4	0	486	16					0	4	0	2	691	2,589	1	0		1
7:45:00 AM	1	7	170	0	8	0	432	21					0	6	0	2	647	2,588	1	0		1
8:00:00 AM	0	6	147	0	9	0	423	17					0	8	0	2	612	2,607	1	0		1
8:15:00 AM	0	9	139	0	8	0	443	25					0	6	0	9	639		2	0		2
8:30:00 AM	0	9	160	0	12	0	471	29					0	3	0	6	690		0	0		0
8:45:00 AM	0	15	149	0	12	0	422	53					0	11	0	4	666		0	0		0

Peak Rolling Hour Flow Rates

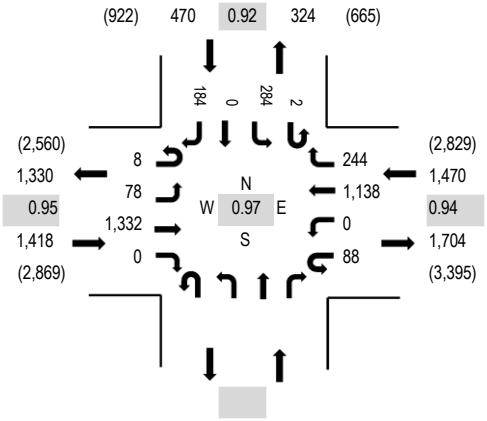
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	4	0	0	0	7	0					0	0	0	0	11
Lights	2	19	592	0	27	0	1,789	67					0	21	0	7	2,524
Mediums	0	0	24	0	0	0	58	2					0	1	0	2	87
Total	2	19	620	0	27	0	1,854	69					0	22	0	9	2,622

All Traffic Data Services Inc.

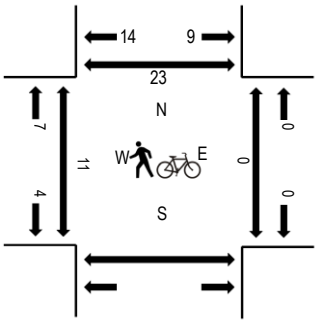
(303) 216-2439
www.alltrafficdata.net

Location: 3 VALLEY FAIR DWY & STEVENS CREEK BLVD PM
Date and Start Time: Wednesday, October 21, 2015
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

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

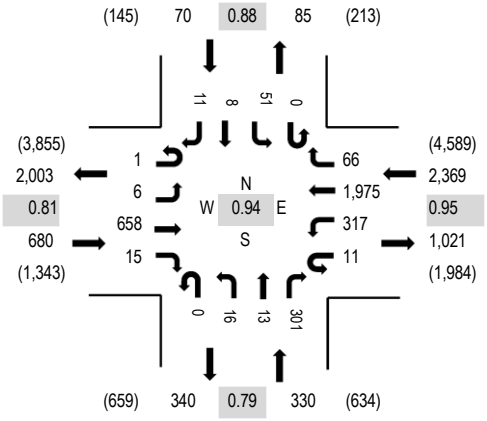
Peak Rolling Hour Flow Rates

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

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

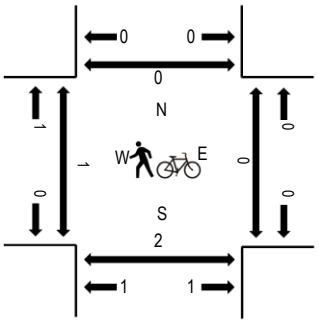
Location: 4 MONROE ST & STEVENS CREEK BLVD AM
Date and Start Time: Wednesday, October 21, 2015
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

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

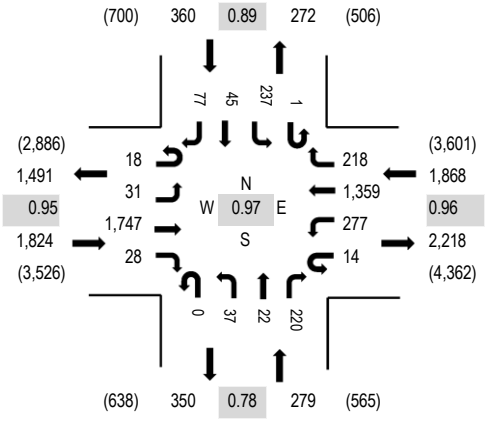
Peak Rolling Hour Flow Rates

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

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

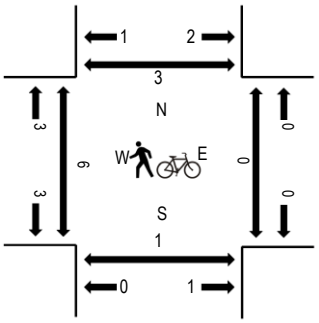
Location: 4 MONROE ST & STEVENS CREEK BLVD PM
Date and Start Time: Wednesday, October 21, 2015
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:30 PM - 05:45 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

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

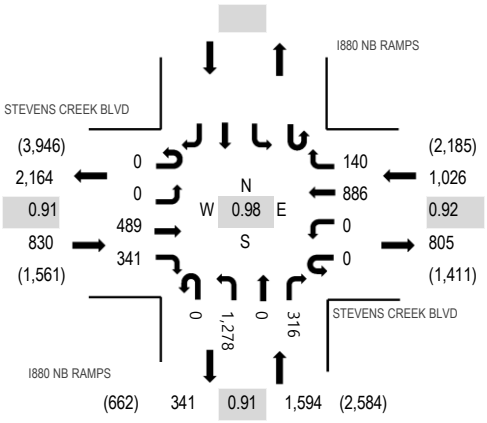
Peak Rolling Hour Flow Rates

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

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

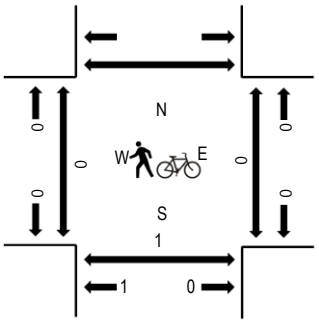
Location: 4 I880 NB RAMPS & STEVENS CREEK BLVD AM
Date and Start Time: Tuesday, April 24, 2018
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:15 AM - 08:30 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	STEVENS CREEK BLVD Eastbound				STEVENS CREEK BLVD Westbound				I880 NB RAMPS Northbound				I880 NB RAMPS Southbound				Total	Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	0	69	85	0	0	218	37	0	173	0	35					617	2,880	0	0	0	
7:15 AM	0	0	99	77	0	0	272	42	0	163	0	37					690	3,109	0	0	0	
7:30 AM	0	0	112	91	0	0	270	51	0	189	0	52					765	3,299	0	0	0	
7:45 AM	0	0	130	68	0	0	228	41	0	269	0	72					808	3,398	0	0	0	
8:00 AM	0	0	119	100	0	0	234	42	0	292	0	59					846	3,450	0	0	0	
8:15 AM	0	0	122	83	0	0	236	24	0	340	0	75					880		0	0	0	
8:30 AM	0	0	105	73	0	0	213	37	0	358	0	78					864		0	0	1	
8:45 AM	0	0	143	85	0	0	203	37	0	288	0	104					860		0	0	0	

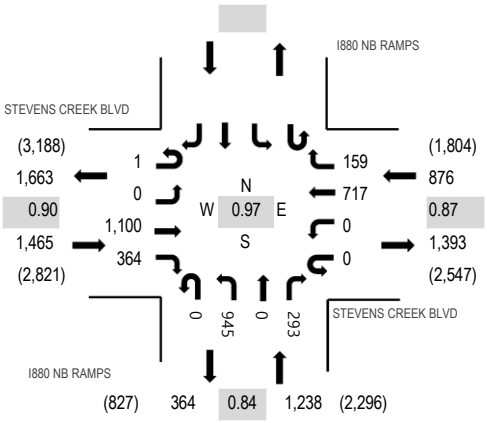
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	1	0	0	1	1	0	1	0	0					4
Lights	0	0	471	329	0	0	859	136	0	1,253	0	314					3,362
Mediums	0	0	18	11	0	0	26	3	0	24	0	2					84
Total	0	0	489	341	0	0	886	140	0	1,278	0	316					3,450

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

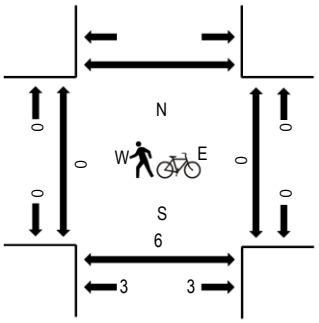
Location: 4 I880 NB RAMPS & STEVENS CREEK BLVD PM
Date and Start Time: Tuesday, April 24, 2018
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	STEVENS CREEK BLVD Eastbound				STEVENS CREEK BLVD Westbound				I880 NB RAMPS Northbound				I880 NB RAMPS Southbound				Total	Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	0	238	131	0	0	201	53	0	178	0	80					881	3,342	0	0	0	
4:15 PM	0	0	198	121	0	0	201	49	0	210	0	70					849	3,365	0	0	0	
4:30 PM	0	0	205	111	0	0	177	49	0	201	0	57					800	3,441	0	0	0	
4:45 PM	0	0	252	100	0	0	149	49	0	208	0	54					812	3,542	0	0	3	
5:00 PM	1	0	253	105	0	0	206	64	0	208	0	67					904	3,579	0	0	0	
5:15 PM	0	0	314	94	0	0	190	40	0	215	0	72					925		0	0	3	
5:30 PM	0	0	272	69	0	0	162	30	0	273	0	95					901		0	0	1	
5:45 PM	0	0	261	96	0	0	159	25	0	249	0	59					849		0	0	1	

Peak Rolling Hour Flow Rates

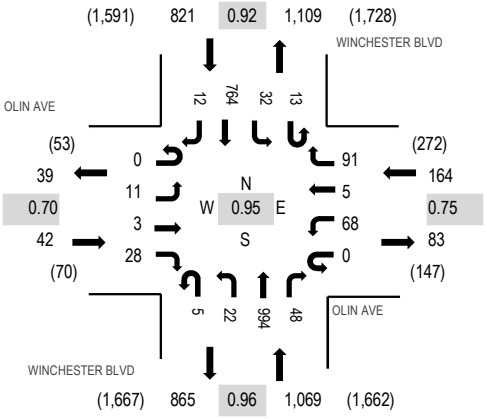
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	1	0	0					1
Lights	1	0	1,084	362	0	0	712	159	0	942	0	290					3,550
Mediums	0	0	16	2	0	0	5	0	0	2	0	3					28
Total	1	0	1,100	364	0	0	717	159	0	945	0	293					3,579

All Traffic Data Services Inc.

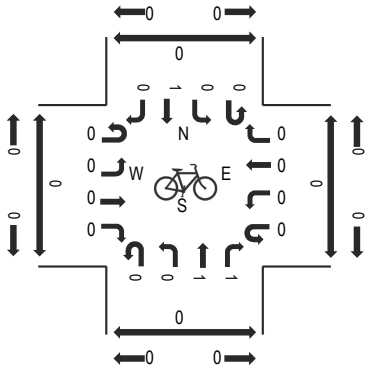
(303) 216-2439
www.alltrafficdata.net

Location: 2 WINCHESTER BLVD & OLIN AVE AM
Date: Thursday, February 28, 2019
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:30 AM - 08:45 AM

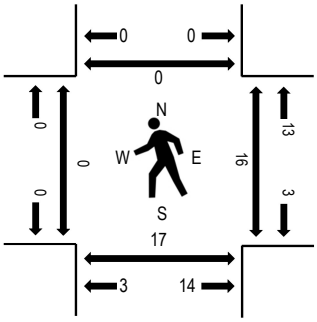
Peak Hour - All Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	OLIN AVE Eastbound				OLIN AVE Westbound				WINCHESTER BLVD Northbound				WINCHESTER BLVD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	1	0	4	0	10	0	9	0	3	87	6	0	4	114	2	240	1,499	0	2	1	0
7:15 AM	0	0	1	7	0	7	0	12	0	1	104	9	2	4	168	0	315	1,763	0	0	0	0
7:30 AM	0	0	0	5	0	12	1	20	0	2	150	8	3	5	233	2	441	1,981	1	0	1	0
7:45 AM	0	3	1	6	0	15	0	22	0	3	204	16	2	10	221	0	503	2,092	0	3	3	0
8:00 AM	0	2	1	7	0	13	0	23	0	3	235	12	2	4	200	2	504	2,096	0	5	3	0
8:15 AM	0	3	0	2	0	17	1	20	3	3	264	9	3	12	193	3	533		0	5	3	0
8:30 AM	0	4	0	11	0	26	1	28	0	6	248	13	5	9	199	2	552		0	2	6	0
8:45 AM	0	2	2	8	0	12	3	20	2	10	247	14	3	7	172	5	507		0	4	5	0

Peak Rolling Hour Flow Rates

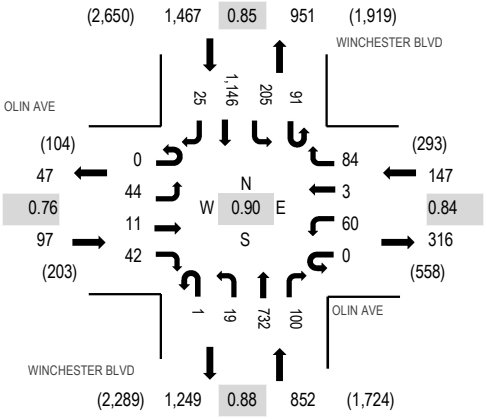
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	2	0	0	0	6	1	9
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	1	1	0	0	1	0	3
Lights	0	10	3	28	0	65	5	91	5	22	973	46	13	31	736	10	2,038
Mediums	0	1	0	0	0	3	0	0	0	0	18	1	0	1	21	1	46
Total	0	11	3	28	0	68	5	91	5	22	994	48	13	32	764	12	2,096

All Traffic Data Services Inc.

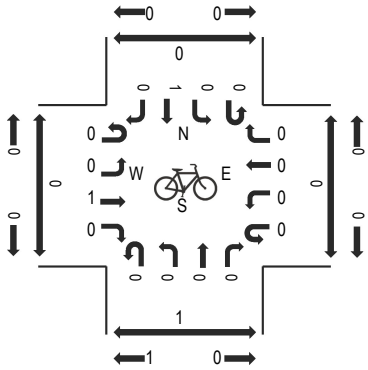
(303) 216-2439
www.alltrafficdata.net

Location: 2 WINCHESTER BLVD & OLIN AVE PM
Date: Thursday, February 28, 2019
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:45 PM - 06:00 PM

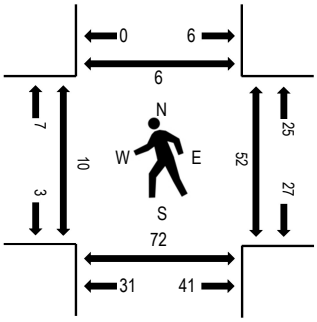
Peak Hour - All Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	OLIN AVE Eastbound				OLIN AVE Westbound				WINCHESTER BLVD Northbound				WINCHESTER BLVD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	5	0	21	0	7	3	13	2	2	214	20	23	37	230	8	585	2,307	0	14	13	0
4:15 PM	0	6	4	12	0	24	2	20	1	6	172	22	17	39	202	2	529	2,357	0	9	16	0
4:30 PM	0	15	5	15	0	18	0	23	0	8	216	15	17	45	248	12	637	2,423	0	10	14	0
4:45 PM	0	6	3	14	0	14	0	22	0	5	176	13	23	39	232	9	556	2,406	1	9	12	0
5:00 PM	0	12	0	8	0	13	0	18	0	9	221	20	21	50	258	5	635	2,563	8	9	15	5
5:15 PM	0	9	6	10	0	19	1	17	0	2	166	12	18	47	279	9	595		1	4	23	0
5:30 PM	0	11	2	11	0	11	2	32	0	5	171	29	27	41	274	4	620		0	12	17	0
5:45 PM	0	12	3	13	0	17	0	17	1	3	174	39	25	67	335	7	713		1	27	17	1

Peak Rolling Hour Flow Rates

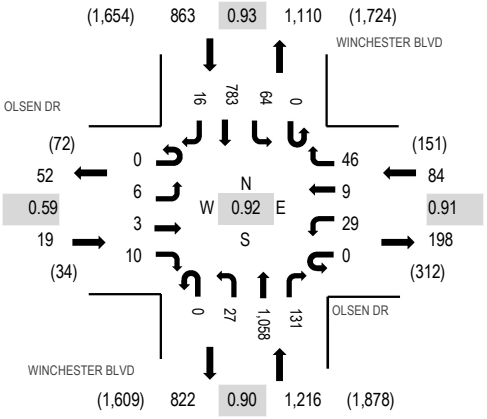
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
Bicycles on Road	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	2
Lights	0	44	10	42	0	59	3	84	1	19	719	100	91	204	1,139	25	2,540
Mediums	0	0	0	0	0	1	0	0	0	0	12	0	0	1	6	0	20
Total	0	44	11	42	0	60	3	84	1	19	732	100	91	205	1,146	25	2,563

All Traffic Data Services Inc.

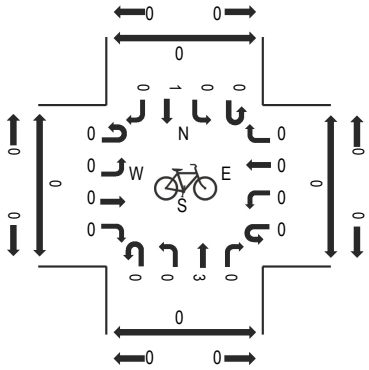
(303) 216-2439
www.alltrafficdata.net

Location: 1 WINCHESTER BLVD & OLSEN DR AM
Date: Thursday, February 28, 2019
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:30 AM - 08:45 AM

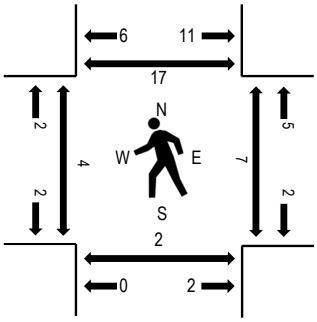
Peak Hour - All Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	OLSEN DR Eastbound				OLSEN DR Westbound				WINCHESTER BLVD Northbound				WINCHESTER BLVD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	0	0	3	3	6	0	6	1	0	91	12	0	1	130	3	256	1,535	1	1	0	3
7:15 AM	0	0	2	2	0	4	2	5	0	2	109	12	0	11	168	1	318	1,791	0	0	0	1
7:30 AM	0	2	3	1	0	4	2	9	0	2	157	23	0	4	230	1	438	2,010	2	1	0	4
7:45 AM	0	0	2	0	0	12	0	14	0	5	221	27	0	14	226	2	523	2,165	1	2	0	2
8:00 AM	0	0	2	0	0	6	5	10	0	4	242	35	0	11	195	2	512	2,182	2	2	0	5
8:15 AM	0	2	1	5	0	9	1	15	0	8	257	23	0	17	194	5	537		0	3	2	4
8:30 AM	0	1	0	4	0	10	0	13	0	8	292	38	0	16	206	5	593		2	2	0	3
8:45 AM	0	3	0	1	0	4	3	8	0	7	267	35	0	20	188	4	540		0	0	0	5

Peak Rolling Hour Flow Rates

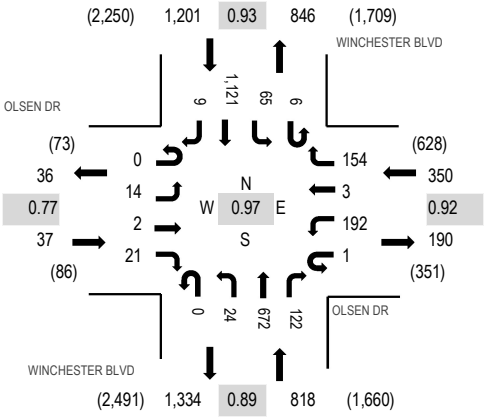
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	1	0	0	0	0	0	0	0	0	1	0	0	0	3	1	6
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	3	0	0	0	1	0	4
Lights	0	4	3	10	0	28	9	44	0	26	1,039	127	0	62	754	15	2,121
Mediums	0	1	0	0	0	1	0	2	0	1	15	4	0	2	25	0	51
Total	0	6	3	10	0	29	9	46	0	27	1,058	131	0	64	783	16	2,182

All Traffic Data Services Inc.

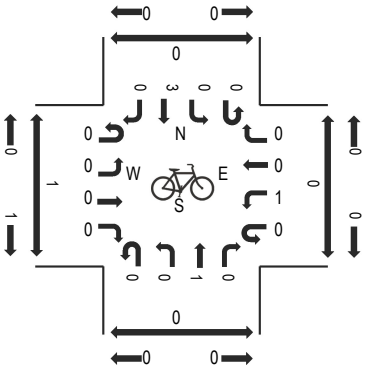
(303) 216-2439
www.alltrafficdata.net

Location: 1 WINCHESTER BLVD & OLSEN DR PM
Date: Thursday, February 28, 2019
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

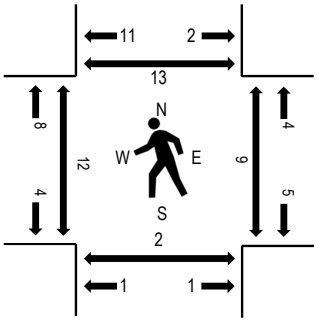
Peak Hour - All Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	OLSEN DR Eastbound				OLSEN DR Westbound				WINCHESTER BLVD Northbound				WINCHESTER BLVD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	3	1	12	0	41	1	31	0	7	197	33	1	14	235	4	580	2,218	1	1	0	15
4:15 PM	0	6	2	6	0	35	0	30	0	5	164	27	2	12	232	6	527	2,214	2	4	0	10
4:30 PM	0	1	1	8	0	41	0	33	0	2	169	33	2	6	241	1	538	2,305	2	5	0	7
4:45 PM	0	5	0	4	0	28	0	38	0	4	180	21	1	11	274	7	573	2,363	3	9	1	18
5:00 PM	0	7	0	5	0	51	1	43	0	8	169	25	2	16	246	3	576	2,406	8	2	1	2
5:15 PM	0	1	1	10	0	41	0	43	0	3	170	27	2	10	308	2	618		2	2	0	1
5:30 PM	0	1	1	3	0	57	0	34	0	8	167	36	1	14	272	2	596		1	1	0	4
5:45 PM	0	5	0	3	1	43	2	34	0	5	166	34	1	25	295	2	616		1	4	1	6

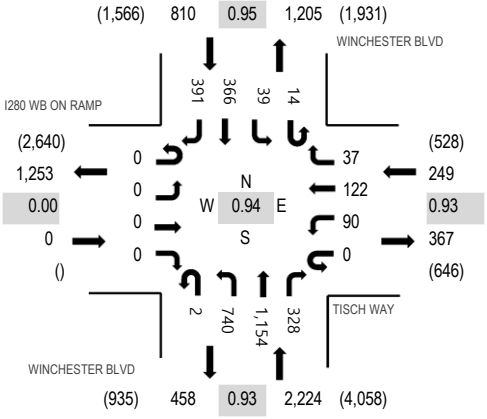
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Bicycles on Road	0	0	0	0	0	1	0	0	0	0	1	0	0	0	3	0	5
Lights	0	10	2	21	1	191	3	154	0	24	660	121	6	64	1,114	8	2,379
Mediums	0	1	0	0	0	0	0	0	0	0	11	1	0	1	4	1	19
Total	0	14	2	21	1	192	3	154	0	24	672	122	6	65	1,121	9	2,406

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

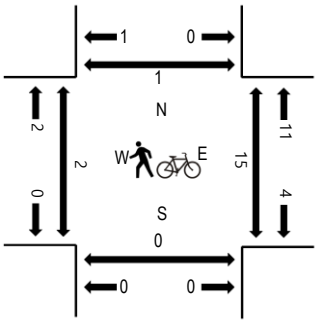
Location: 7 WINCHESTER BLVD & TISCH WAY AM
Date and Start Time: Tuesday, April 24, 2018
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:30 AM - 08:45 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	I280 WB ON RAMP Eastbound				TISCH WAY Westbound				WINCHESTER BLVD Northbound				WINCHESTER BLVD Southbound				Total	Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	0	0	0	0	17	21	5	0	242	119	50	2	5	49	86	596	2,869	1	0	0	0
7:15 AM	0	0	0	0	0	28	44	4	0	245	151	55	1	1	69	102	700	3,074	2	1	0	0
7:30 AM	0	0	0	0	0	37	41	3	1	203	219	84	1	5	113	98	805	3,214	1	2	0	0
7:45 AM	0	0	0	0	0	42	33	4	0	174	216	75	1	4	121	98	768	3,281	0	2	0	0
8:00 AM	0	0	0	0	0	27	32	5	0	195	270	74	1	7	102	88	801	3,283	0	2	0	1
8:15 AM	0	0	0	0	0	22	27	4	1	191	312	74	4	7	86	112	840		0	4	0	0
8:30 AM	0	0	0	0	0	22	31	19	0	196	309	94	5	14	82	100	872		0	7	0	0
8:45 AM	0	0	0	0	0	19	32	9	1	158	263	86	4	11	96	91	770		2	0	0	0

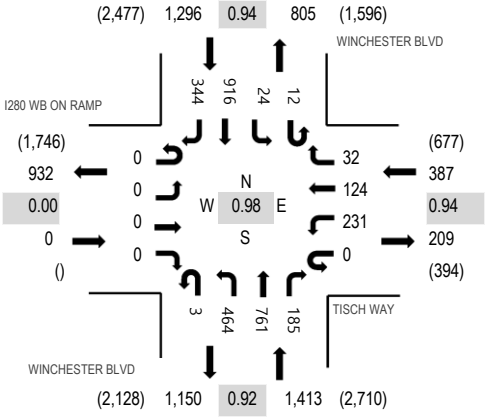
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	3
Lights	0	0	0	0	0	87	119	35	2	725	1,141	327	14	37	353	381	3,221
Mediums	0	0	0	0	0	3	3	2	0	14	13	1	0	2	12	9	59
Total	0	0	0	0	0	90	122	37	2	740	1,154	328	14	39	366	391	3,283

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

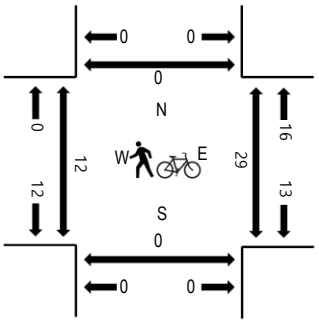
Location: 7 WINCHESTER BLVD & TISCH WAY PM
Date and Start Time: Tuesday, April 24, 2018
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	I280 WB ON RAMP Eastbound				TISCH WAY Westbound				WINCHESTER BLVD Northbound				WINCHESTER BLVD Southbound				Total	Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	0	0	0	0	39	25	10	3	87	199	53	5	7	185	100	713	2,841	1	6	0	0
4:15 PM	0	0	0	0	0	43	21	2	0	98	187	28	2	3	172	83	639	2,877	2	1	0	0
4:30 PM	0	0	0	0	0	45	33	6	2	111	170	39	4	6	208	86	710	3,028	2	2	0	0
4:45 PM	0	0	0	0	0	47	35	8	1	119	203	60	2	7	221	76	779	3,096	0	7	0	0
5:00 PM	0	0	0	0	0	66	27	9	0	126	179	42	5	7	205	83	749	3,023	2	2	0	0
5:15 PM	0	0	0	0	0	60	38	5	2	101	200	44	3	7	249	81	790		1	3	0	0
5:30 PM	0	0	0	0	0	58	24	10	0	118	179	39	2	3	241	104	778		3	8	0	0
5:45 PM	0	0	0	0	0	47	11	8	2	83	195	40	3	9	232	76	706		2	7	0	0

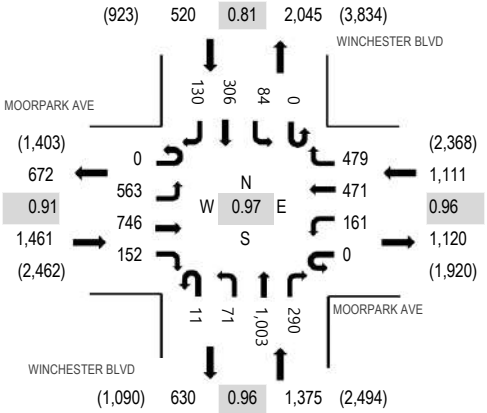
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
Lights	0	0	0	0	0	229	123	31	3	460	749	182	12	24	910	344	3,067
Mediums	0	0	0	0	0	2	1	0	0	4	12	3	0	0	6	0	28
Total	0	0	0	0	0	231	124	32	3	464	761	185	12	24	916	344	3,096

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

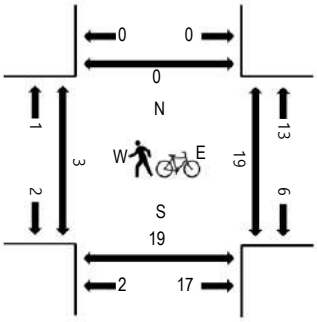
Location: 6 WINCHESTER BLVD & MOORPARK AVE AM
Date and Start Time: Thursday, May 10, 2018
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	MOORPARK AVE Eastbound				MOORPARK AVE Westbound				WINCHESTER BLVD Northbound				WINCHESTER BLVD Southbound				Total	Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	72	92	24	0	31	130	143	1	8	177	44	0	21	28	12	783	3,814	0	1	2	0
7:15 AM	0	80	111	26	0	24	139	153	2	13	186	43	0	18	44	27	866	4,176	1	1	2	0
7:30 AM	0	87	139	43	1	37	163	108	2	10	225	69	0	19	67	48	1,018	4,401	0	2	1	0
7:45 AM	0	141	190	46	0	44	151	95	4	23	212	71	0	24	90	56	1,147	4,467	0	2	2	0
8:00 AM	0	142	227	31	0	34	103	134	3	19	246	77	0	15	80	34	1,145	4,433	0	3	3	0
8:15 AM	0	137	176	41	0	37	112	119	3	13	265	73	0	26	70	19	1,091		1	5	2	0
8:30 AM	0	143	153	34	0	46	105	131	1	16	280	69	0	19	66	21	1,084		1	4	4	0
8:45 AM	0	141	151	35	0	30	139	159	1	14	258	66	0	26	65	28	1,113		2	2	2	0

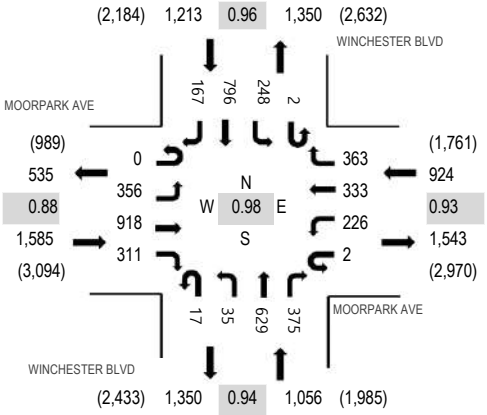
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	1	3	1	0	1	0	0	0	0	2	0	0	0	1	0	9
Lights	0	554	733	147	0	156	462	475	11	69	981	284	0	84	295	129	4,380
Mediums	0	8	10	4	0	4	9	4	0	2	20	6	0	0	10	1	78
Total	0	563	746	152	0	161	471	479	11	71	1,003	290	0	84	306	130	4,467

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

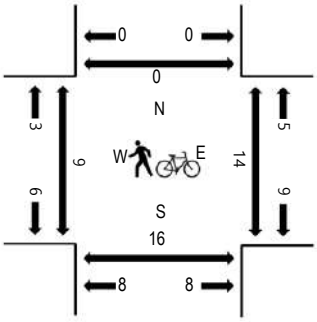
Location: 6 WINCHESTER BLVD & MOORPARK AVE PM
Date and Start Time: Thursday, May 10, 2018
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:45 PM - 06:00 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	MOORPARK AVE Eastbound				MOORPARK AVE Westbound				WINCHESTER BLVD Northbound				WINCHESTER BLVD Southbound				Total	Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	99	237	58	0	40	79	86	4	11	123	90	0	49	120	32	1,028	4,246	1	0	0	0
4:15 PM	0	69	212	66	0	56	63	73	6	7	148	70	1	48	181	36	1,036	4,422	1	0	1	0
4:30 PM	0	93	246	57	1	53	56	92	4	15	131	78	0	48	160	38	1,072	4,576	1	0	11	0
4:45 PM	0	97	212	63	0	53	65	120	0	12	149	81	1	55	162	40	1,110	4,673	0	0	2	0
5:00 PM	0	86	245	67	0	65	80	90	2	11	178	82	1	55	200	42	1,204	4,778	2	2	4	0
5:15 PM	0	93	197	100	1	51	100	106	2	6	147	93	1	63	186	44	1,190		2	4	3	0
5:30 PM	0	82	200	63	1	69	73	84	9	8	170	94	0	63	208	45	1,169		1	2	4	0
5:45 PM	0	95	276	81	0	41	80	83	4	10	134	106	0	67	202	36	1,215		4	4	3	0

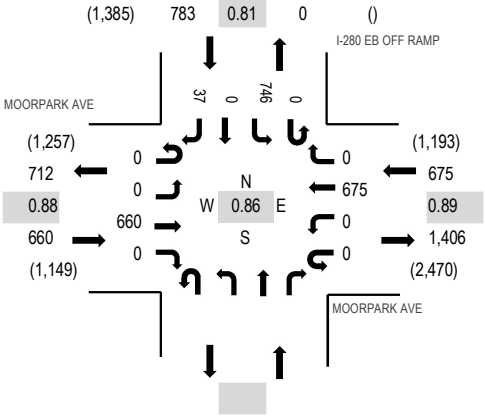
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	3
Lights	0	350	911	307	2	223	332	361	17	35	613	370	2	248	791	165	4,727
Mediums	0	6	6	4	0	3	1	2	0	0	15	5	0	0	4	2	48
Total	0	356	918	311	2	226	333	363	17	35	629	375	2	248	796	167	4,778

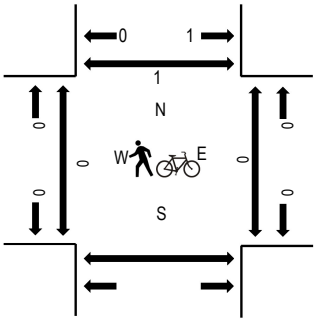
All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

Location: 1 I-280 EB OFF RAMP & MOORPARK AVE AM
Date: Wednesday, April 3, 2019
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	MOORPARK AVE Eastbound				MOORPARK AVE Westbound				Northbound				I-280 EB OFF RAMP Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	0	103	0	2	0	122	0					0	90	0	6	323	1,808	0	0		0
7:15 AM	0	0	119	0	0	0	164	0					0	105	0	5	393	2,000	0	0		0
7:30 AM	0	0	129	0	0	0	196	0					0	146	0	7	478	2,118	0	0		0
7:45 AM	0	0	167	0	0	0	196	0					0	241	0	10	614	2,067	0	0		0
8:00 AM	0	0	189	0	0	0	143	0					0	175	0	8	515	1,919	0	0		0
8:15 AM	0	0	175	0	0	0	140	0					0	184	0	12	511		0	0		0
8:30 AM	0	0	133	0	0	0	114	0					0	174	0	6	427		0	0		0
8:45 AM	0	0	134	0	0	0	116	0					0	204	0	12	466		0	0		0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	1	0					0	1	0	0	2
Bicycles on Road	0	0	0	0	0	0	0	0					0	0	0	0	0
Lights	0	0	656	0	0	0	667	0					0	735	0	37	2,095
Mediums	0	0	4	0	0	0	7	0					0	10	0	0	21
Total	0	0	660	0	0	0	675	0					0	746	0	37	2,118

NB 880 Loop Ramp at Stevens Creek EB

Field Observations

Observer: Farid

Date: August 2017

Time Period: 7:30AM - 9:00 AM

Time	Queue Length (# of veh.) Mixed-Flow	HOV		Time	# of vehicles	Rate per vehicle (sec)
7:15 AM						
7:20 AM						
7:25 AM						
7:30 AM	6			70	10	7.0
7:35 AM	7			75	10	7.5
7:40 AM	10			58	10	5.8
7:45 AM	12			73	10	7.3
7:50 AM	7			80	10	8.0
7:55 AM	5			50	7	7.1
8:00 AM	3			43	6	7.2
8:05 AM	4			57	9	6.3
8:10 AM	0			37	5	7.4
8:15 AM	6			85	10	8.5
8:20 AM	3			63	10	6.3
8:25 AM	7			45	6	7.5
8:30 AM	5			41	6	6.8
8:35 AM						
8:40 AM						
8:45 AM						
8:50 AM						
8:55 AM						
9:00 AM						
9:05 AM						
9:10 AM						
9:15 AM						
Peak	12					8.5

Appendix C
Approved Trips Inventory

Intersection of: STEVENS CREEK/WINCHESTER

Traffix Node Number: 3118

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
CP91-02-006 OFC/PKNG MONROE (W/S) N/O TISCH	0	0	0	0	0	0	0	0	0	0	0	0
H06-027 VALLEY FAIR EXPANSION N/S OF STEVENS CREEK BLVD BETW WINCHESTER BLVD	0	11	25	29	7	2	4	13	0	16	9	26
H16-010 STEVENS CREEK BOUTIQUE HOTEL 2850 STEVENS CREEK BLVD.	0	0	9	2	0	0	0	7	0	0	4	0
NSJ NORTH SAN JOSE	3	20	2	0	0	0	0	2	0	2	9	2
PD15-059	38	5	75	0	5	0	0	0	6	23	0	0
PDC12-009 SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	6	8	9	0	45	0	0	0	34	50	0	0
PDC13-050 SANTANA ROW LOTS 9 & 17 SANTANA ROW PARCEL 9 & 17	4	8	1	0	60	0	0	0	45	11	0	0
PDC14-040 WINCHESTER RESERVE 863-917 WINCHESTER BLVD	0	10	26	0	3	0	0	0	0	6	0	0
PDC14-068 SANTANA WEST 3161 OLSEN DRIVE	8	21	48	0	173	0	0	0	65	391	0	0
PDC97-036 OFF SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	1	2	0	0	13	0	0	0	10	2	0	0
PDC97-036 RES SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	5	0	0	0	0	0	0	1	0	0	1	0

Intersection of: STEVENS CREEK/WINCHESTER

Traffix Node Number: 3118

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC97-036 RET SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	1	1	0	0	2	0	0	0	2	0	0	0
TOTAL:	**66**	**86**	**195**	**31**	**308**	**2**	**4**	**23**	**162**	**501**	**23**	**28**

	LEFT	THRU	RIGHT
NORTH	31	308	2
EAST	501	23	28
SOUTH	66	86	195
WEST	4	23	162

Intersection of: STEVENS CREEK/WINCHESTER

Traffix Node Number: 3118

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
CP91-02-006 OFC/PKNG MONROE (W/S) N/O TISCH	0	0	0	0	0	0	0	0	0	0	0	0
H06-027 VALLEY FAIR EXPANSION N/S OF STEVENS CREEK BLVD BETW WINCHESTER BLVD	0	38	86	120	41	14	13	46	0	93	50	122
H16-010 STEVENS CREEK BOUTIQUE HOTEL 2850 STEVENS CREEK BLVD.	0	0	8	0	0	0	0	5	0	0	4	-1
NSJ NORTH SAN JOSE	1	1	1	3	10	1	0	3	1	14	22	5
PD15-059	34	10	60	0	12	0	0	0	19	78	0	0
PDC12-009 SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	32	43	48	0	25	0	0	0	19	29	0	0
PDC13-050 SANTANA ROW LOTS 9 & 17 SANTANA ROW PARCEL 9 & 17	42	57	10	0	18	0	0	0	12	3	0	0
PDC14-040 WINCHESTER RESERVE 863-917 WINCHESTER BLVD	0	6	15	0	11	0	0	0	0	29	0	0
PDC14-068 SANTANA WEST 3161 OLSEN DRIVE	58	154	348	0	29	0	0	0	11	66	0	0
PDC97-036 OFF SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	8	11	2	0	2	0	0	0	2	0	0	0
PDC97-036 RES SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	1	0	0	0	0	0	0	2	1	0	0	0

Intersection of: STEVENS CREEK/WINCHESTER

Traffix Node Number: 3118

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC97-036 RET SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	6	8	1	0	8	0	0	0	6	1	0	0
TOTAL:	**182**	**328**	**579**	**123**	**156**	**15**	**13**	**56**	**71**	**313**	**76**	**126**

	LEFT	THRU	RIGHT
NORTH	123	156	15
EAST	313	76	126
SOUTH	182	328	579
WEST	13	56	71

Intersection of: MACY'S-SANTANA ROW/STEVENS CREEK

Traffix Node Number: 3816

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
CP91-02-006 OFC/PKNG MONROE (W/S) N/O TISCH	0	0	0	0	0	0	0	0	0	0	0	0
H06-027 VALLEY FAIR EXPANSION N/S OF STEVENS CREEK BLVD BETW WINCHESTER BLVD	0	0	0	9	0	8	12	54	0	0	42	14
H16-010 STEVENS CREEK BOUTIQUE HOTEL 2850 STEVENS CREEK BLVD.	0	0	0	0	0	0	0	18	0	0	5	0
NSJ NORTH SAN JOSE	0	0	0	0	0	0	0	10	0	0	13	0
PD15-059	0	0	0	0	0	0	0	75	0	0	23	0
PDC12-009 SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	0	0	0	0	9	0	0	50	0
PDC13-050 SANTANA ROW LOTS 9 & 17 SANTANA ROW PARCEL 9 & 17	0	0	0	0	0	0	0	1	0	0	11	0
PDC14-040 WINCHESTER RESERVE 863-917 WINCHESTER BLVD	0	0	0	0	0	0	0	26	0	0	6	0
PDC14-068 SANTANA WEST 3161 OLSEN DRIVE	0	0	0	0	0	0	0	48	0	0	391	0
PDC97-036 OFF SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	0	0	0	0	0	0	0	2	0
PDC97-036 RES SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	1	0	0	0	0	0	0	1	0	0	0	0

Intersection of: MACY'S-SANTANA ROW/STEVENS CREEK

Traffix Node Number: 3816

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC97-036 RET SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL:	**1**	**0**	**0**	**9**	**0**	**8**	**12**	**242**	**0**	**0**	**543**	**14**

	LEFT	THRU	RIGHT
NORTH	9	0	8
EAST	0	543	14
SOUTH	1	0	0
WEST	12	242	0

Intersection of: MACY'S-SANTANA ROW/STEVENS CREEK

Traffix Node Number: 3816

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
CP91-02-006 OFC/PKNG MONROE (W/S) N/O TISCH	0	0	0	0	0	0	0	0	0	0	0	0
H06-027 VALLEY FAIR EXPANSION N/S OF STEVENS CREEK BLVD BETW WINCHESTER BLVD	0	0	0	55	0	46	42	210	0	0	220	51
H16-010 STEVENS CREEK BOUTIQUE HOTEL 2850 STEVENS CREEK BLVD.	0	0	0	0	0	0	0	12	0	0	3	0
NSJ NORTH SAN JOSE	0	0	0	0	0	0	0	7	0	3	37	1
PD15-059	0	0	0	0	0	0	0	60	0	0	78	0
PDC12-009 SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	0	0	0	0	48	0	0	29	0
PDC13-050 SANTANA ROW LOTS 9 & 17 SANTANA ROW PARCEL 9 & 17	0	0	0	0	0	0	0	10	0	1	3	0
PDC14-040 WINCHESTER RESERVE 863-917 WINCHESTER BLVD	0	0	0	0	0	0	0	15	0	0	29	0
PDC14-068 SANTANA WEST 3161 OLSEN DRIVE	0	0	0	0	0	0	0	348	0	0	66	0
PDC97-036 OFF SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	0	0	0	0	2	0	0	0	0
PDC97-036 RES SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	0	0	0	0	2	0	0	0	0

Intersection of: MACY'S-SANTANA ROW/STEVENS CREEK

Traffix Node Number: 3816

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC97-036 RET SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	0	0	0	0	1	0	0	1	0
TOTAL:	**0**	**0**	**0**	**55**	**0**	**46**	**42**	**715**	**0**	**4**	**466**	**52**

	LEFT	THRU	RIGHT
NORTH	55	0	46
EAST	4	466	52
SOUTH	0	0	0
WEST	42	715	0

AM APPROVED TRIPS

04/26/2018

Intersection of: REDWOOD/STEVENS CREEK

Traffix Node Number: 3749

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
CP91-02-006 OFC/PKNG MONROE (W/S) N/O TISCH	0	0	0	0	0	0	0	0	0	0	0	0
H06-027 VALLEY FAIR EXPANSION N/S OF STEVENS CREEK BLVD BETW WINCHESTER BLVD	0	0	0	28	0	23	36	28	0	0	34	44
H16-010 STEVENS CREEK BOUTIQUE HOTEL 2850 STEVENS CREEK BLVD.	0	0	0	0	0	0	0	18	0	24	5	0
NSJ NORTH SAN JOSE	0	0	0	0	0	0	0	10	0	0	14	0
PDC12-009 SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	0	0	0	0	9	0	0	50	0
PDC13-050 SANTANA ROW LOTS 9 & 17 SANTANA ROW PARCEL 9 & 17	0	0	0	0	0	0	0	1	0	34	12	0
PDC14-040 WINCHESTER RESERVE 863-917 WINCHESTER BLVD	0	0	0	0	0	0	0	26	0	0	6	0
PDC14-068 SANTANA WEST 3161 OLSEN DRIVE	0	0	0	0	0	0	0	48	0	0	391	0
PDC97-036 OFF SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	0	0	0	0	0	0	7	2	0
PDC97-036 RES SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	0	0	0	0	0	0	8	0	0
PDC97-036 RET SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	0	0	0	0	0	0	1	0	0

TOTAL:	**0**	**0**	**0**	**28**	**0**	**23**	**36**	**140**	**0**	**74**	**514**	**44**

	LEFT	THRU	RIGHT
NORTH	28	0	23
EAST	74	514	44
SOUTH	0	0	0
WEST	36	140	0

PM APPROVED TRIPS

04/26/2018

Intersection of: REDWOOD/STEVENS CREEK

Traffix Node Number: 3749

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
CP91-02-006 OFC/PKNG MONROE (W/S) N/O TISCH	0	0	0	0	0	0	0	0	0	0	0	0
H06-027 VALLEY FAIR EXPANSION N/S OF STEVENS CREEK BLVD BETW WINCHESTER BLVD	0	0	0	166	0	136	125	139	0	0	134	153
H16-010 STEVENS CREEK BOUTIQUE HOTEL 2850 STEVENS CREEK BLVD.	0	0	0	0	0	0	0	12	0	20	3	0
NSJ NORTH SAN JOSE	0	0	0	0	0	0	0	8	0	1	35	5
PDC12-009 SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	0	0	0	0	48	0	0	29	0
PDC13-050 SANTANA ROW LOTS 9 & 17 SANTANA ROW PARCEL 9 & 17	0	0	0	0	0	0	0	10	0	9	4	0
PDC14-040 WINCHESTER RESERVE 863-917 WINCHESTER BLVD	0	0	0	0	0	0	0	15	0	0	29	0
PDC14-068 SANTANA WEST 3161 OLSEN DRIVE	0	0	0	0	0	0	0	348	0	0	66	0
PDC97-036 OFF SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	0	0	0	0	2	0	1	0	0

Intersection of: REDWOOD/STEVENS CREEK

Traffix Node Number: 3749

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC97-036 RES SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	0	0	0	0	0	0	16	0	0
PDC97-036 RET SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	0	0	0	0	1	0	4	1	0
TOTAL:	**0**	**0**	**0**	**166**	**0**	**136**	**125**	**583**	**0**	**51**	**301**	**158**

	LEFT	THRU	RIGHT
NORTH	166	0	136
EAST	51	301	158
SOUTH	0	0	0
WEST	125	583	0

AM APPROVED TRIPS

03/04/2019

Intersection of: MONROE/STEVENS CREEK

Traffix Node Number: 3702

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
CP91-02-006 OFC/PKNG MONROE (W/S) N/O TISCH	0	0	0	0	0	0	0	0	0	0	0	0
H06-027 VALLEY FAIR EXPANSION N/S OF STEVENS CREEK BLVD BETW WINCHESTER BLVD	0	17	0	34	11	24	21	35	0	0	54	53
H16-010 STEVENS CREEK BOUTIQUE HOTEL 2850 STEVENS CREEK BLVD.	5	0	0	0	0	0	0	21	0	10	24	0
NSJ NORTH SAN JOSE	0	0	0	0	0	0	0	10	0	1	12	1
PD15-059	0	0	0	0	0	0	0	75	0	6	23	0
PDC12-009 SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	20	0	1	0	0	8	0	116	50	0
PDC13-050 SANTANA ROW LOTS 9 & 17 SANTANA ROW PARCEL 9 & 17	0	0	16	0	1	0	0	6	0	177	45	0
PDC14-040 WINCHESTER RESERVE 863-917 WINCHESTER BLVD	0	0	15	0	0	0	0	26	0	4	6	0
PDC14-068 SANTANA WEST 3161 OLSEN DRIVE	0	0	31	0	3	4	1	47	0	257	387	0
PDC97-036 OFF SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	5	0	0	0	0	1	0	38	9	0
PDC97-036 RES SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	0	0	0	0	25	0	0	8	0

Intersection of: MONROE/STEVENS CREEK

Traffix Node Number: 3702

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC97-036 RET SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	4	0	0	0	0	1	0	7	2	0
TOTAL:	**5**	**17**	**91**	**34**	**16**	**28**	**22**	**255**	**0**	**616**	**620**	**54**

	LEFT	THRU	RIGHT
NORTH	34	16	28
EAST	616	620	54
SOUTH	5	17	91
WEST	22	255	0

Intersection of: MONROE/STEVENS CREEK

Traffix Node Number: 3702

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
CP91-02-006 OFC/PKNG MONROE (W/S) N/O TISCH	0	0	0	0	0	0	0	0	0	0	0	0
H06-027 VALLEY FAIR EXPANSION N/S OF STEVENS CREEK BLVD BETW WINCHESTER BLVD	0	59	0	199	64	99	101	205	0	0	189	184
H16-010 STEVENS CREEK BOUTIQUE HOTEL 2850 STEVENS CREEK BLVD.	3	0	0	0	0	0	0	26	0	8	20	0
NSJ NORTH SAN JOSE	0	0	0	0	0	0	0	8	0	4	31	6
PD15-059	0	0	0	0	0	0	0	60	0	20	78	0
PDC12-009 SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	1	111	0	1	0	0	48	0	66	28	0
PDC13-050 SANTANA ROW LOTS 9 & 17 SANTANA ROW PARCEL 9 & 17	0	1	165	0	0	0	0	42	0	48	14	0
PDC14-040 WINCHESTER RESERVE 863-917 WINCHESTER BLVD	0	0	9	0	0	0	0	15	0	17	29	0
PDC14-068 SANTANA WEST 3161 OLSEN DRIVE	0	2	230	0	1	1	4	344	0	44	66	0
PDC97-036 OFF SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	32	0	0	0	0	8	0	7	2	0
PDC97-036 RES SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	0	0	0	0	9	0	0	16	0

Intersection of: MONROE/STEVENS CREEK

Traffix Node Number: 3702

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC97-036 RET SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	23	0	0	0	0	6	0	23	6	0
TOTAL:	**3**	**63**	**570**	**199**	**66**	**100**	**105**	**771**	**0**	**237**	**479**	**190**

	LEFT	THRU	RIGHT
NORTH	199	66	100
EAST	237	479	190
SOUTH	3	63	570
WEST	105	771	0

AM APPROVED TRIPS

03/04/2019

Intersection of: 880/STEVENS CREEK

Traffix Node Number: 3056

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
CP91-02-006 OFC/PKNG MONROE (W/S) N/O TISCH	0	0	0	0	0	0	0	0	0	0	0	0
H06-027 VALLEY FAIR EXPANSION N/S OF STEVENS CREEK BLVD BETW WINCHESTER BLVD	0	0	0	0	0	32	0	29	39	0	75	0
H16-010 STEVENS CREEK BOUTIQUE HOTEL 2850 STEVENS CREEK BLVD.	0	0	0	0	0	11	0	13	9	0	22	0
NSJ NORTH SAN JOSE	0	0	0	0	0	15	0	6	4	0	0	0
PD15-059	0	0	0	0	0	11	0	35	40	0	18	0
PDC12-009 SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	0	0	48	0	15	14	0	118	0
PDC13-050 SANTANA ROW LOTS 9 & 17 SANTANA ROW PARCEL 9 & 17	0	0	0	0	0	62	0	12	12	0	159	0
PDC14-040 WINCHESTER RESERVE 863-917 WINCHESTER BLVD	0	0	0	0	0	9	0	41	0	0	1	0
PDC14-068 SANTANA WEST 3161 OLSEN DRIVE	0	0	0	0	0	186	0	40	38	0	459	0
PDC97-036 OFF SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	0	0	14	0	4	3	0	34	0
PDC97-036 RES SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	0	0	5	0	16	8	0	2	0

Intersection of: 880/STEVENS CREEK

Traffix Node Number: 3056

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC97-036 RET SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	0	0	2	0	2	2	0	6	0
TOTAL:	**0**	**0**	**0**	**0**	**0**	**395**	**0**	**213**	**169**	**0**	**894**	**0**

	LEFT	THRU	RIGHT
NORTH	0	0	395
EAST	0	894	0
SOUTH	0	0	0
WEST	0	213	169

Intersection of: 880/STEVENS CREEK

Traffix Node Number: 3056

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
CP91-02-006 OFC/PKNG MONROE (W/S) N/O TISCH	0	0	0	0	0	0	0	0	0	0	0	0
H06-027 VALLEY FAIR EXPANSION N/S OF STEVENS CREEK BLVD BETW WINCHESTER BLVD	0	0	0	0	0	84	0	130	174	0	196	0
H16-010 STEVENS CREEK BOUTIQUE HOTEL 2850 STEVENS CREEK BLVD.	0	0	0	0	0	10	0	16	10	0	18	0
NSJ NORTH SAN JOSE	0	0	0	0	0	43	0	6	2	0	0	0
PD15-059	0	0	0	0	0	39	0	29	30	0	59	0
PDC12-009 SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	0	0	27	0	83	77	0	67	0
PDC13-050 SANTANA ROW LOTS 9 & 17 SANTANA ROW PARCEL 9 & 17	0	0	0	0	0	16	0	108	100	0	46	0
PDC14-040 WINCHESTER RESERVE 863-917 WINCHESTER BLVD	0	0	0	0	0	42	0	23	0	0	3	0
PDC14-068 SANTANA WEST 3161 OLSEN DRIVE	0	0	0	0	0	32	0	299	276	0	77	0
PDC97-036 OFF SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	0	0	2	0	21	19	0	6	0
PDC97-036 RES SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	0	0	11	0	6	3	0	5	0

Intersection of: 880/STEVENS CREEK

Traffix Node Number: 3056

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC97-036 RET SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	0	0	8	0	15	14	0	20	0
TOTAL:	**0**	**0**	**0**	**0**	**0**	**314**	**0**	**736**	**705**	**0**	**497**	**0**

	LEFT	THRU	RIGHT
NORTH	0	0	314
EAST	0	497	0
SOUTH	0	0	0
WEST	0	736	705

AM APPROVED TRIPS

03/04/2019

Intersection of: 880/STEVENS CREEK (E)

Traffix Node Number: 4120

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
H16-010 STEVENS CREEK BOUTIQUE HOTEL 2850 STEVENS CREEK BLVD.	14	0	0	0	0	0	0	6	7	0	9	0
PD15-059	15	0	0	0	0	0	0	1	34	0	3	0
PDC14-068 SANTANA WEST 3161 OLSEN DRIVE	310	0	0	0	0	0	0	18	22	0	149	0
TOTAL:	**339**	**0**	**0**	**0**	**0**	**0**	**0**	**25**	**63**	**0**	**161**	**0**

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	0	161	0
SOUTH	339	0	0
WEST	0	25	63

Intersection of: 880/STEVENS CREEK (E)

Traffix Node Number: 4120

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
H16-010 STEVENS CREEK BOUTIQUE HOTEL 2850 STEVENS CREEK BLVD.	11	0	0	0	0	0	0	7	9	0	7	0
PD15-059	51	0	0	0	0	0	0	7	22	0	8	0
PDC14-068 SANTANA WEST 3161 OLSEN DRIVE	52	0	0	0	0	0	0	133	166	0	25	0
TOTAL:	**114**	**0**	**0**	**0**	**0**	**0**	**0**	**147**	**197**	**0**	**40**	**0**

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	0	40	0
SOUTH	114	0	0
WEST	0	147	197

AM APPROVED TRIPS

03/04/2019

Intersection of: OLIN/WINCHESTER

Traffix Node Number: 3726

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
CP91-02-006 OFC/PKNG MONROE (W/S) N/O TISCH	0	0	0	0	0	0	0	0	0	0	0	0
H06-027 VALLEY FAIR EXPANSION N/S OF STEVENS CREEK BLVD BETW WINCHESTER BLVD	0	36	0	0	2	0	0	0	0	0	0	0
H16-010 STEVENS CREEK BOUTIQUE HOTEL 2850 STEVENS CREEK BLVD.	0	9	0	0	0	0	0	0	0	0	0	0
NSJ NORTH SAN JOSE	0	26	0	0	4	0	0	0	0	0	0	0
PD15-059	0	17	0	33	24	0	0	0	0	0	0	0
PDC12-009 SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	22	0	0	129	0	0	0	0	0	0	0
PDC13-050 SANTANA ROW LOTS 9 & 17 SANTANA ROW PARCEL 9 & 17	0	14	0	0	117	0	0	0	0	0	0	0
PDC14-068 SANTANA WEST 3161 OLSEN DRIVE	136	46	0	0	378	252	30	0	16	0	0	0
PDC97-036 OFF SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	4	0	0	25	0	0	0	0	0	0	0
PDC97-036 RES SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	2	1	0	0	0	0	0	0	5	0	2
PDC97-036 RET SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	2	0	0	4	0	0	0	0	0	0	0

TOTAL:	**136**	**178**	**1**	**33**	**683**	**252**	**30**	**0**	**16**	**5**	**0**	**2**

	LEFT	THRU	RIGHT
NORTH	33	683	252
EAST	5	0	2
SOUTH	136	178	1
WEST	30	0	16

PM APPROVED TRIPS

03/04/2019

Intersection of: OLIN/WINCHESTER

Traffix Node Number: 3726

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
CP91-02-006 OFC/PKNG MONROE (W/S) N/O TISCH	0	0	0	0	0	0	0	0	0	0	0	0
H06-027 VALLEY FAIR EXPANSION N/S OF STEVENS CREEK BLVD BETW WINCHESTER BLVD	0	93	0	0	3	0	0	0	0	0	0	0
H16-010 STEVENS CREEK BOUTIQUE HOTEL 2850 STEVENS CREEK BLVD.	0	8	0	0	0	0	0	0	0	0	0	0
NSJ NORTH SAN JOSE	0	3	0	1	24	0	0	0	0	0	0	0
PD15-059	0	54	0	10	23	0	0	0	0	0	0	0
PDC12-009 SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	123	0	0	73	0	0	0	0	0	0	0
PDC13-050 SANTANA ROW LOTS 9 & 17 SANTANA ROW PARCEL 9 & 17	0	108	0	0	33	0	0	0	0	0	0	0
PDC14-068 SANTANA WEST 3161 OLSEN DRIVE	21	338	0	0	66	41	225	0	122	0	0	0
PDC97-036 OFF SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	21	0	0	4	0	0	0	0	0	0	0

Intersection of: OLIN/WINCHESTER

Traffix Node Number: 3726

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC97-036 RES SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	1	3	0	0	0	0	0	0	2	0	1
PDC97-036 RET SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	15	0	0	15	0	0	0	0	0	0	0
TOTAL:	**21**	**764**	**3**	**11**	**241**	**41**	**225**	**0**	**122**	**2**	**0**	**1**

	LEFT	THRU	RIGHT
NORTH	11	241	41
EAST	2	0	1
SOUTH	21	764	3
WEST	225	0	122

Intersection of: OLSEN/WINCHESTER

Traffix Node Number: 3727

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
CP91-02-006 OFC/PKNG MONROE (W/S) N/O TISCH	0	0	0	0	0	0	0	0	0	0	0	0
H06-027 VALLEY FAIR EXPANSION N/S OF STEVENS CREEK BLVD BETW WINCHESTER BLVD	0	36	0	0	23	0	0	0	0	0	0	0
H16-010 STEVENS CREEK BOUTIQUE HOTEL 2850 STEVENS CREEK BLVD.	0	9	0	0	0	0	0	0	0	0	0	0
NSJ NORTH SAN JOSE	1	25	0	0	4	0	0	0	0	0	0	0
PD15-059	0	17	0	0	24	0	0	0	0	0	0	0
PDC12-009 SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	129	0	0	0	0	0	12	0	22
PDC13-050 SANTANA ROW LOTS 9 & 17 SANTANA ROW PARCEL 9 & 17	0	6	0	64	52	0	0	0	0	0	0	9
PDC14-040 WINCHESTER RESERVE 863-917 WINCHESTER BLVD	0	36	0	0	9	0	0	0	0	0	0	0
PDC14-068 SANTANA WEST 3161 OLSEN DRIVE	409	136	0	0	16	378	46	0	49	0	0	0
PDC97-036 OFF SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	2	0	14	11	0	0	0	0	0	0	2
PDC97-036 RES SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	1	1	0	5	0	0	0	0	5	0	2

Intersection of: OLSEN/WINCHESTER

Traffix Node Number: 3727

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC97-036 RET SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	1	0	2	2	0	0	0	0	0	0	1
TOTAL:	**410**	**269**	**1**	**209**	**146**	**378**	**46**	**0**	**49**	**17**	**0**	**36**

	LEFT	THRU	RIGHT
NORTH	209	146	378
EAST	17	0	36
SOUTH	410	269	1
WEST	46	0	49

Intersection of: OLSEN/WINCHESTER

Traffix Node Number: 3727

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
CP91-02-006 OFC/PKNG MONROE (W/S) N/O TISCH	0	0	0	0	0	0	0	0	0	0	0	0
H06-027 VALLEY FAIR EXPANSION N/S OF STEVENS CREEK BLVD BETW WINCHESTER BLVD	0	93	0	0	101	0	0	0	0	0	0	0
H16-010 STEVENS CREEK BOUTIQUE HOTEL 2850 STEVENS CREEK BLVD.	0	8	0	0	0	0	0	0	0	0	0	0
NSJ NORTH SAN JOSE	0	3	0	0	25	0	0	0	0	0	0	0
PD15-059	0	54	0	0	23	0	0	0	0	0	0	0
PDC12-009 SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	73	0	0	0	0	0	70	0	123
PDC13-050 SANTANA ROW LOTS 9 & 17 SANTANA ROW PARCEL 9 & 17	0	49	0	18	14	0	0	0	0	0	0	60
PDC14-040 WINCHESTER RESERVE 863-917 WINCHESTER BLVD	0	20	0	0	39	0	0	0	0	0	0	0
PDC14-068 SANTANA WEST 3161 OLSEN DRIVE	68	23	0	0	124	64	336	0	365	0	0	0
PDC97-036 OFF SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	9	0	2	2	0	0	0	0	0	0	11
PDC97-036 RES SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	3	3	0	2	0	0	0	0	2	0	1

Intersection of: OLSEN/WINCHESTER

Traffix Node Number: 3727

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC97-036 RET SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	7	0	8	7	0	0	0	0	0	0	8
TOTAL:	**68**	**269**	**3**	**101**	**337**	**64**	**336**	**0**	**365**	**72**	**0**	**203**

	LEFT	THRU	RIGHT
NORTH	101	337	64
EAST	72	0	203
SOUTH	68	269	3
WEST	336	0	365

AM APPROVED TRIPS

03/05/2019

Intersection of: TISCH/WINCHESTER

Traffix Node Number: 3829

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
CP91-02-006 OFC/PKNG MONROE (W/S) N/O TISCH	0	0	0	0	0	0	0	0	0	0	0	0
H06-027 VALLEY FAIR EXPANSION N/S OF STEVENS CREEK BLVD BETW WINCHESTER BLVD	0	36	17	0	15	8	0	0	0	5	5	0
H16-010 STEVENS CREEK BOUTIQUE HOTEL 2850 STEVENS CREEK BLVD.	0	9	4	0	0	0	0	0	0	2	6	0
NSJ NORTH SAN JOSE	6	16	3	0	3	1	0	0	0	0	0	0
PD15-059	0	11	0	0	1	23	0	0	0	0	0	6
PDC12-009 SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	74	0	0	7	5	0	0	0	0	0	59
PDC13-050 SANTANA ROW LOTS 9 & 17 SANTANA ROW PARCEL 9 & 17	0	0	98	52	0	0	0	0	0	7	3	6
PDC14-040 WINCHESTER RESERVE 863-917 WINCHESTER BLVD	27	36	15	0	9	0	0	0	0	4	0	0
PDC14-068 SANTANA WEST 3161 OLSEN DRIVE	0	286	0	31	20	15	0	0	0	0	0	260
PDC97-036 OFF SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	21	11	0	0	0	0	0	2	1	2
PDC97-036 RES SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	3	0	0	0	10	0	0	0	0	0	0

Intersection of: TISCH/WINCHESTER

Traffix Node Number: 3829

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC97-036 RET SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	4	2	0	0	0	0	0	1	1	1
TOTAL:	**33**	**471**	**162**	**96**	**55**	**62**	**0**	**0**	**0**	**21**	**16**	**334**

	LEFT	THRU	RIGHT
NORTH	96	55	62
EAST	21	16	334
SOUTH	33	471	162
WEST	0	0	0

Intersection of: TISCH/WINCHESTER

Traffix Node Number: 3829

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
CP91-02-006 OFC/PKNG MONROE (W/S) N/O TISCH	0	0	0	0	0	0	0	0	0	0	0	0
H06-027 VALLEY FAIR EXPANSION N/S OF STEVENS CREEK BLVD BETW WINCHESTER BLVD	0	93	45	0	65	36	0	0	0	24	24	0
H16-010 STEVENS CREEK BOUTIQUE HOTEL 2850 STEVENS CREEK BLVD.	0	8	3	0	0	0	0	0	0	2	9	0
NSJ NORTH SAN JOSE	1	2	0	0	20	5	0	0	0	0	0	0
PD15-059	0	35	0	0	8	15	0	0	0	0	0	20
PDC12-009 SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	42	0	0	40	31	0	0	0	0	0	33
PDC13-050 SANTANA ROW LOTS 9 & 17 SANTANA ROW PARCEL 9 & 17	0	0	27	14	0	0	0	0	0	52	39	48
PDC14-040 WINCHESTER RESERVE 863-917 WINCHESTER BLVD	15	20	9	0	39	0	0	0	0	17	0	0
PDC14-068 SANTANA WEST 3161 OLSEN DRIVE	0	49	0	232	144	110	0	0	0	0	0	44
PDC97-036 OFF SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	4	2	0	0	0	0	0	10	8	9
PDC97-036 RES SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	6	0	0	0	3	0	0	0	0	0	0

Intersection of: TISCH/WINCHESTER

Traffix Node Number: 3829

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC97-036 RET SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	13	7	0	0	0	0	0	7	6	7
TOTAL:	**16**	**255**	**101**	**255**	**316**	**200**	**0**	**0**	**0**	**112**	**86**	**161**

	LEFT	THRU	RIGHT
NORTH	255	316	200
EAST	112	86	161
SOUTH	16	255	101
WEST	0	0	0

Intersection of: MOORPARK/WINCHESTER

Traffix Node Number: 3711

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
CP91-02-006 OFC/PKNG MONROE (W/S) N/O TISCH	0	0	0	0	0	0	0	0	0	0	0	0
H06-027 VALLEY FAIR EXPANSION N/S OF STEVENS CREEK BLVD BETW WINCHESTER BLVD	0	21	0	0	14	6	31	0	0	0	0	0
H16-010 STEVENS CREEK BOUTIQUE HOTEL 2850 STEVENS CREEK BLVD.	0	3	0	0	2	0	9	0	0	0	0	0
NSJ NORTH SAN JOSE	1	19	7	0	1	0	3	5	1	0	1	1
PD15-059	0	2	0	0	1	0	8	0	0	0	0	0
PDC12-009 SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	26	0	1	4	2	45	0	0	0	0	3
PDC13-050 SANTANA ROW LOTS 9 & 17 SANTANA ROW PARCEL 9 & 17	0	0	34	0	4	2	59	0	0	0	0	4
PDC14-040 WINCHESTER RESERVE 863-917 WINCHESTER BLVD	0	78	30	0	13	0	0	0	3	8	0	0
PDC14-068 SANTANA WEST 3161 OLSEN DRIVE	0	99	0	2	12	6	173	0	0	0	0	13
PDC97-036 OFF SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	7	0	0	1	1	13	0	0	0	0	1
PDC97-036 RES SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	0	0	0	3	0	0	0	0	0

Intersection of: MOORPARK/WINCHESTER

Traffix Node Number: 3711

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC97-036 RET SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	1	0	0	1	0	2	0	0	0	0	0
TOTAL:	**1**	**256**	**71**	**3**	**53**	**17**	**346**	**5**	**4**	**8**	**1**	**22**

	LEFT	THRU	RIGHT
NORTH	3	53	17
EAST	8	1	22
SOUTH	1	256	71
WEST	346	5	4

Intersection of: MOORPARK/WINCHESTER

Traffix Node Number: 3711

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
CP91-02-006 OFC/PKNG MONROE (W/S) N/O TISCH	0	0	0	0	0	0	0	0	0	0	0	0
H06-027 VALLEY FAIR EXPANSION N/S OF STEVENS CREEK BLVD BETW WINCHESTER BLVD	0	56	0	1	60	27	81	0	0	0	0	1
H16-010 STEVENS CREEK BOUTIQUE HOTEL 2850 STEVENS CREEK BLVD.	0	2	0	0	2	0	9	0	0	0	0	0
NSJ NORTH SAN JOSE	0	3	2	4	20	3	0	2	0	4	4	2
PD15-059	0	5	0	1	5	2	29	0	0	0	0	1
PDC12-009 SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	15	0	3	24	12	25	0	0	0	0	2
PDC13-050 SANTANA ROW LOTS 9 & 17 SANTANA ROW PARCEL 9 & 17	0	10	0	3	32	16	15	0	0	0	0	1
PDC14-040 WINCHESTER RESERVE 863-917 WINCHESTER BLVD	0	44	18	0	56	0	0	0	15	34	0	0
PDC14-068 SANTANA WEST 3161 OLSEN DRIVE	0	17	0	11	88	44	29	0	0	0	0	3
PDC97-036 OFF SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	1	0	1	6	3	2	0	0	0	0	0
PDC97-036 RES SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	0	0	0	6	0	0	0	0	0

Intersection of: MOORPARK/WINCHESTER

Traffix Node Number: 3711

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC97-036 RET SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	4	0	1	4	2	8	0	0	0	0	1
TOTAL:	**0**	**157**	**20**	**25**	**297**	**109**	**204**	**2**	**15**	**38**	**4**	**11**

	LEFT	THRU	RIGHT
NORTH	25	297	109
EAST	38	4	11
SOUTH	0	157	20
WEST	204	2	15

Intersection of: 280/MOORPARK

Traffix Node Number: 3037

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
H06-027 VALLEY FAIR EXPANSION N/S OF STEVENS CREEK BLVD BETW WINCHESTER BLVD	0	0	0	21	0	0	0	10	0	0	6	0
H16-010 STEVENS CREEK BOUTIQUE HOTEL 2850 STEVENS CREEK BLVD.	0	0	0	9	0	0	0	0	0	0	0	0
NSJ NORTH SAN JOSE	0	0	0	0	0	0	0	10	0	0	1	0
PD15-059	0	0	0	7	0	0	0	1	0	0	0	0
PDC12-009 SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	32	0	0	0	13	0	0	2	0
PDC13-050 SANTANA ROW LOTS 9 & 17 SANTANA ROW PARCEL 9 & 17	0	0	0	42	0	0	0	17	0	0	2	0
PDC14-040 WINCHESTER RESERVE 863-917 WINCHESTER BLVD	0	0	0	3	0	3	0	0	0	0	0	0
PDC14-068 SANTANA WEST 3161 OLSEN DRIVE	0	0	0	124	0	0	0	49	0	0	6	0
PDC97-036 OFF SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	9	0	0	0	4	0	0	1	0
PDC97-036 RES SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	3	0	0	0	0	0	0	0	0
PDC97-036 RET SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	2	0	0	0	1	0	0	0	0

TOTAL:	**0**	**0**	**0**	**252**	**0**	**3**	**0**	**105**	**0**	**0**	**18**	**0**

	LEFT	THRU	RIGHT
NORTH	252	0	3
EAST	0	18	0
SOUTH	0	0	0
WEST	0	105	0

PM APPROVED TRIPS

03/05/2019

Intersection of: 280/MOORPARK

Traffix Node Number: 3037

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
H06-027 VALLEY FAIR EXPANSION N/S OF STEVENS CREEK BLVD BETW WINCHESTER BLVD	0	0	0	56	0	0	0	25	0	0	27	0
H16-010 STEVENS CREEK BOUTIQUE HOTEL 2850 STEVENS CREEK BLVD.	0	0	0	9	0	0	0	0	0	0	0	0
NSJ NORTH SAN JOSE	0	0	0	0	0	0	0	3	0	0	12	0
PD15-059	0	0	0	26	0	0	0	3	0	0	2	0
PDC12-009 SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	18	0	0	0	7	0	0	12	0
PDC13-050 SANTANA ROW LOTS 9 & 17 SANTANA ROW PARCEL 9 & 17	0	0	0	10	0	0	0	5	0	0	16	0
PDC14-040 WINCHESTER RESERVE 863-917 WINCHESTER BLVD	0	0	0	15	0	15	0	0	0	0	0	0
PDC14-068 SANTANA WEST 3161 OLSEN DRIVE	0	0	0	21	0	0	0	8	0	0	44	0
PDC97-036 OFF SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	2	0	0	0	1	0	0	3	0

Intersection of: 280/MOORPARK

Traffix Node Number: 3037

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC97-036 RES SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	6	0	0	0	0	0	0	0	0
PDC97-036 RET SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	6	0	0	0	2	0	0	2	0
TOTAL:	**0**	**0**	**0**	**169**	**0**	**15**	**0**	**54**	**0**	**0**	**118**	**0**

	LEFT	THRU	RIGHT
NORTH	169	0	15
EAST	0	118	0
SOUTH	0	0	0
WEST	0	54	0

List dated 4-4-2019 received from City of Santa Clara

Date Updated	PLN File No.	Project Planner	Street Number & Street Name	APN	Submittal Date	Status of Entitlement	Approval Date	Applicant	Tidemark Description	SFD Units (Detached) For Sale	SF Units (Detached) For Rent	MF Units For Sale	MF Units For Rent	Total Dwelling Units	Affordable units?	Senior Units	Proposed Number of Dwelling Units	Existing Dwellings	Existing Dwellings to be Removed	Net Amount of Dwelling Units	Proposed Commercial (non-office) SQ Ft	Existing Commercial (non-office) SQ FT	Existing Commercial (non-office) to be removed SQ FT	Net Commercial (non-office) SQ. FT.	Proposed Office SQ. FT.	Existing Office SQ. FT.	Existing Office to be Removed SQ. FT.	Net Existing Office SQ. FT.	Proposed Industrial SQ. FT.	Existing Industrial SQ. FT.	Existing Industrial to be Removed SQ. FT.	Net Industrial SQ. FT.	Proposed Retail SQ. FT.	Existing Retail SQ. FT.	Existing Retail to be Removed SQ. FT.	Net Retail SQ. FT.	Current Zoning	Current GP	Proposed Entitlements	CEQA Review	TIA Traffic Impact Analysis	Proposed Maximum Building Height	Sanitary Sewer Model Run	Development Agreement	DA Expiration Date	Project Expiration	Anticipated FY Building Permits are Issued	Anticipated Semi-Annual Months Building Permits are Issued	Negotiated Fees DA or Other	Planning Fees	Notes or issues	Existing Square footage	Anticipated year occupied (for TIA purposes)	Building Permit
11/2/2016	PLN2007-06310	Jeff Schwilk	5402 Great America Pkwy	216-31-075		Approved	5/22/2007	3 Com/Cognac Great America	Existing office use redeveloped to 555,000 sf of office/research & development					0	N/A		0			0				-	278,000	-		278,000				-				-	PD	Light Industrial	Extension of DA (2007); Previous approvals-GPA #40; Rezone from B to PD; DA	EIR		165'				5/21/2009	2013-14	Jan - June				144,000	2-5 years - Under construction	BLD2013-33753 (Issued 6/25/2014)
11/2/2016	PLN2007-06433/PLN2010-08487 ; PLN2013-09743 (renewal of PD)	Debby Fernandez	2350 Mission College Blvd	104-13-097, 098 & 099		Approved		2350 Mission College Boulevard Office Retail	300,000 sf of office in two buildings and a 6 story parking garage; 6,000 square feet of retail					0	N/A		0			0				-	300,000			300,000		235,523	235,523	-	6,000			6,000	PD	High Intensity Office/R&D	Approved Rezone from PD to PD, Tentative Parcel Map & Architectural Review	Certified EIR		6-stories	Yes				2016-17	July - December				Existing industrial use 235,523	1-3 years	BLD2015-40926 (Issued 8/15/16) & BLD2015-40394 for office building (Issued 7/8/16)
11/2/2016	PLN2007-06715, CEQ2007-01051	Debby Fernandez	4301, 4401, 4551 Great America Pkwy	104-42-009 & 020		Approved	4/15/2008	Sobrato Office Development	Rezone from PD & PD(ML) to construct (2) 12-story office buildings totaling 718,000 sq.ft. & (1) four-story parking garage on a developed property w/ (2) 300,000 sq.ft. existing office buildings that are to remain					0	N/A		0			0				-	718,000	600,000	-	1,318,000				-				-	PD	High Intensity Office/R&D	Rezone from PD(ML) to PD, Development Agreement, Tentative Map & Architectural Review	EIR		190'	Yes			4/15/2010						(2) 300,000 sq.ft. office buildings	10 years	
11/2/2016	PLN2008-06858 thru 06860	Yen Chen	2620-2727 Augustine Dr			Approved	7/1/2013	Augustine Bowers Industrial Campus / Equity Office	1,969,600 sf of office and up to 35,000 sf of retail					0	N/A		0			0	5,290	5,290	-	1,969,600	444,752	444,752	1,969,600				-	35,000			35,000	PD	Office/ Research & Development	General Plan Amendment, Rezone ML to PD, Subdivision Map, Development Agreement	Certified EIR		244 feet subject to FAA Reg Part 77		D.A. Valid Through 5/19/2019		7/1/2015	2014-15	Jan - June				444,752 sq. ft office;5,290 sq. ft restaurant	2-5 years	BLD2013-33772, BLD2014-33921, & BLD2014-33920 PNL (6/27/2014 and most recent 10/20/15). BLD2013-33771, BLD2014-33919
11/2/2016	PLN2008-07176 thru 07180	Shaun Lacey	2600 San Tomas Expy 2800 San Tomas Expy 2400 Condensa St			Approved	7/16/2013	NVIDIA	1,200,000 sf of office and high-tech lab buildings replacing approx. 690,000 sf of office space. Revised DA					0	N/A		0			0				-	1,200,000	690,550	690,550	1,200,000				-				-	PD	Office/ Research & Development	Amendment to PD. Prior approval included General Plan Amendment	Certified EIR		133'		D.A. Valid Through 2/13/2014		7/16/2015						Existing 690,550 sf office/ industrial use	2-5 years	BLD2014-35456 (Issued 9/18/15)
11/2/2016	PLN2008-07218, PLN2008-07220, PLN2008-07221, CEQ2008-01068		5010 Old Ironsides Dr	104-04-064, 065, 111, 112, 113, 142, 143, 150 & 151		Approved	5/11/2010	(formerly Yahoo! Campus) 2016 LeEcco owned property	Phased development of a 3,060,000 sq.ft. office/R&D campus consisting of 13 six-story buildings, three commons buildings, surface parking & two levels of below grade parking					0	N/A		0			0				-	3,060,000	675,150	675,150	3,060,000				-				-	PD	High Intensity Office/R&D	Approved Rezone from ML to PD, Development Agreement, Vesting Tentative Parcel Map.	Certified EIR		13-stories				5/10/2012	2018-19	Jan - June			only estimated sinced new ownership of land and entitlements - sell off and new construction and design possible	10 low-rise office/industrial buildings totaling 675,150 sq.ft.	20 years	BLD2010-23960 4 for demo of buildings south of Democracy Way FNL
11/2/2016	PLN2011-08896	Debby Fernandez	5403 Stevens Creek Blvd			Approved	7/17/2012	Melton Bank /Perry Airellaga	General Plan Amendment from Low Intensity Office R&D to High Intensity Office R&D, Rezone from CT to PD & Architectural Review to construct (2) 6-story office buildings totaling 375,000 sq.ft. & (1) parking structure w/1281 spaces (2 below & 4 above) & 38 surface parking spaces in conjunction w/ demo of existing one-story commercial building (IHOP Restaurant)					0	N/A		0			0	6,130	6,130	-	375,000				-				375,000				-				-	Ct	Regional Commercial	GPA, Rezone, AC approval	TBD			Yes			7/17/2014	2012-13	July - December			2/22/2016 second phase approved building permit. 1st permit issued October 2012		Building I completed - Building II plan check expired	BLD2012-28888 for bldg 1 (FNL 10/14/14). BLD2015-39041 expired plan check (XPC 12/20/15)
11/2/2016	PLN2012-09224	Debby Fernandez	2200 Lawson Ln	224-44-024	5/23/2012	Approved	4/23/2013	Sobrato	Amend PD zoning (PLN2007-06379) and Development Agreement (PLN2008-06880) for approved office R&D campus to increase building sq.ft. of allowable office space from 516,000 to 613,800 sq.ft.					0	N/A		0			0				-	97,800	516,000	-	613,800				-				-	PD	High Intensity Office/R&D	Amendment to PD	Addendum to EIR SCH#2007-7042165 CEQ2012-01146		five stories				4/23/2015	2019-20	July - December	66			Approved prior PD to 516K square feet	1-2 years for new permit Previously approved project under construction	BLD2007-15658, BLD2011-25814 & 26753 (FNL, permit issued 8/22/11 most recent 3/26/14) - all pertaining to previously approved project
11/2/2016	PLN2012-09162	Debby Fernandez	3000 Bowers Ave	216-48-033	4/12/2012	Approved	3/26/2013	Office Building	New (2) 5-story 150,000 sq.ft office buildings, (1) 2-story 17,400 sq.ft. amenity building, and 6 story parking structure with a total of 1,200 parking spaces in conjunction with demolition of an existing 100,042 sq.ft. 2-story office building					0	N/A		0			0				-	167,400		100,042	67,358				-				-	ML	High Intensity Office/R&D	Architectural Review	TBD		75 feet	No			3/26/2015						102,600	Permit application submitted	BLD2016-41470 (expired plan check). BLD2016-41725 (REC 2/16/16)
11/2/2016	PLN2014-10256 et al	Yen Chen	2620 Augustine Dr			Approved	5/7/2014	Irvine Co.	General Plan Amendment #80 from High Intensity Office/R&D to Community Commercial [Retail Center] and Light Industrial to High Intensity Office/R&D [Office Phase II & III]; Rezone from Planned Development (PD) to Planned Development (PD) [Retail Center], and from Light Industrial (ML) to Commercial Park (CP) [Office Phase II & III] to allow the construction of up to 1,243,300 square feet of office space and up to 125,000 square feet of retail space for a total (inclusive of Office Phase I) of up to 2,000,100 square feet of development; Approval of Development Agreement Amendment No. 2					0	N/A		0			0				-	1,862,100	640,520	640,520	1,862,100				-	1,380,000	5,290	5,290	1,380,000						PD Rezone, D.A., Map, Architectural Review, potential GPA							5/6/2016	2016-17	July - December				645,860	under construction	Range of active permits: BLD2014-37126, 37170, 37172, 37173, 37174 (issued 3/26/15). BLD2015-38296 (issued 7/20/15)
11/2/2016	PLN2012-09113	Payal Bhagat	1460 Monroe St	269-03-067, 068, 142 & 143	3/11/2012	Completed/Occupied		Silicon Sage Builders	Rezone from CT to PD to construct a 4-story mixed use development with 6726 sq.ft. of ground floor retail and 28 residential units above; 43 surface parking spaces				28	28	0		28			28				-	6,728	1,200	1	5,528				-	6,726	2,500	2,500	6,726	CT	Community Mixed Use	Rezoning to PD	MND		35					2015-16	July - December				2,500	under construction	BLD2014-34710 (issued 8/20/15)
11/2/2016	PLN2007-06715, CEQ2007-01051	Debby Fernandez	4301 Great America Pkwy	104-42-021	1/1/2013	Approved	9/1/2014	SOBRATO	Rezone from PD & PD(ML) to PD to construct two high rise office buildings and one parking structure (CEQ2007-01051)construct up to 718,000 square feet of new office space in up to 1,018,000 square feet of office development; up to two, five-level parking structures with up to 3,360 total parking spaces;					0	N/A		0			0				-	718,000	418,000	118,000	1,018,000				-				-								8/31/2016	2020-21	Jan - June					1-3 years. No permit application submitted yet.	DA for 2029 expiration
11/2/2016	PLN2014-10381	Yen Chen	2620 Augustine Dr			Approved	5/1/2014	Irvine Co.	125,000 square foot retail center (adjustment to PD with office campus)					0	N/A		0			0				-	1,862,100	640,520	640,520	1,862,100				-	138,000	5,290	5,290	138,000	PD		Rezoning to PD - readjustment of Office campus	addendum to EIR						4/30/2016	2015-16	July - December				[illegible]	under construction	Range of active permits: BLD2014-37126, 37170, 37172, 37173, 37174 (issued 3/26/15). BLD2015-38296 (issued 7/20/15).
11/2/2016	PLN2013-10184	Debby Fernandez	5450 Great America Pkwy	104-52-026	12/20/2013	Approved	5/1/2014	BNP Leasing Corp	Architectural review for Phase 2 of approved 6-story office building on an existing office/R&D site with 3 office buildings subgrade and surface parking (certified EIR).					0	N/A		0			0				-	213,325	300,000		513,325				-				-			AC approval							4/30/2016	2013-14	Jan - June					Under Construction	BLD2013-33753 (Issued 6/25/2014)
11/2/2016	PLN2014-10577 (GP) PLN2014-10578(REZONE) PLN2014-10579(VTM) PLN2014-10580 (3rd AM to DA) CEQ2014-01181 (Addendum to EIR)	Yen Chen	2520 Augustine Dr 3333 Octavius Dr	216-45-036, 37, 38, 024, 025		Approved	8/14/2014	Irvine Co. Carlene Matchneff	Santa Clara Square Office Project (Phase II and III- see a. Two additional parcels are proposed to be added to the recently approved SCSQ Project. Addendum to the EIR and Amendment to Development Agreement is part of this proposal. The Office Sites proposed will not exceed the 2009 Project. Office Phase II and III are proposed to consist of 6-8 story office buildings with associated surface and structured parking at a ratio of 3.3/1000. Vesting Tentative Parcel Map proposal combines 6 parcels to create 3 parcels (See Drawings). Street bulb at Augustine					0	N/A		0			0				-	1,862,100	640,570	775,570	1,727,100				-	138,000	5,290	5,290	138,000						PD Rezone, D.A. Amendment, Map, Architectural Review, GPA, VTM	Addendum to previously adopted EIR						8/13/2016	2014-15	Jan - June					Individual buildings completed with additional campus structures under construction	Range of active permits: BLD2014-37126, 37170, 37172, 37173, 37174 (issued 3/26/15). BLD2015-38296 (issued 7/20/15)
11/2/2016	PLN2012-09351	Payal Bhagat	1313 Franklin St 1052 Monroe St 1358 Benton St	269-20-076, -077, -078	10/22/2014	Approved	1/1/2015	Silicon Valley Builders	Multifamily Residential project with 46 units and 16K or retail space and 4 stories			46		0	4 plus partial in-lieu fee		44	3	3	44				-				-				-	16,700	11,066	11,066	16,700	TBD		Rezone or not depending upon development design and [illegible]	TBD						12/31/2016	2017-18	Jan - June					under construction	BLD2015-38485 (PARTIAL Issued 8/12/16)
11/2/2016	PLN2014-10765	Jeff Schwilk	1480 Main/1160 El Camino Real	269-05-107		Approved	4/21/2015	Mehdi Sheminzi	Rezone to PD to allow a mixed use project with 12 residential apartments and 1,000 sq.ft of retail on a approx. 15,000 square foot lot					0	None (rental units only)		12			12				-				-				-	1,000			1,000	CC	Community Mixed Use	Rezone	Cat. exemp/Infill project							4/20/2017	2016-17	Jan - June				vacant site	9-Jul	BLD2015-39929 (REC 9/11/15).
11/2/2016	PLN2014-10320	Debby Fernandez	1701 Lawrence Rd	220-04-039, 040		Completed/Occupied	7/1/2014	JOMA Studio architects	Rezone from PD (RS-180) to PD to redevelopment of an existing developed parcel with 9 attached sfr (CEQA to be determined)					0	None		9	1	1	9		6,275	6,275	-					-				-				-	PD										6/30/2016	2015-16	Jan - June				two sfds	2015-16	BLD2015-40034, 40164-71 (REC 9/29/15)
11/2/2016	PLN2012-09542	Gloria Sciara	3700 El Camino Real	313-06-004, 002		Approved	5/12/2015	Essex Property Trust	Gateway Santa Clara (formerly Kohls Site) 500/510 Lou Henry Hoover. Redevelopment of entire site 87K retail/commercial and 476 housing units (apartments)				476	0	None		476			476				-				-				-	87,000	120,000	120,000	87,000			Rezone/Subdivision Map/AC approval 475 rental/building units and 86,000 square feet of retail space	EIR						1/31/2017	2016-17	Jan - June				100,000 - Kohls store +20,000 sq. ft.	Fall 2015-Spring 2016	BLD2015-41163 for parking garage (REC 12/23/15). BLD2016-41881 for mixed use building (REC 3/1/16)
11/2/2016	PLN2015-11204	Yen Chen	2950 Lakeside Dr			Approved	12/1/2015	Rashik Patel T2	New 7 story hotel with 188 rooms					0	N/A		0			0	94,200	10,900	10,900	94,200				-	55,500			55,500				-									11/30/2017	2015-16	July - December				10,900	Construction has started	BLD2016-43643 for rough grade (REC 7/19/16)*+ 12/16 permit issued -partial*
11/2/2016	PLN2015-10899, 10900,10901,10902, 10903 -10904	Yen Chen	2600 Augustine	216-45-011 -022, 024 -025 -028; 216-29-053 -112 and 216-46-003		Approved	12/1/2015	Irvine	Santa Clara Square Mixed Use Project - - phased project 100+ acres 2,200 rental housing units 40,000 sf retail added 30 acres parks/open				1,800	1800	None		1800			1800				-				-				-				-		2025-35 Phase III - General Plan High Density	GPA, rezone, subdivision map							11/30/2017	2016-17	July - December				3283 Scott Blvd (216-45-011); 2600-2610 Augustine	Under construction; not all associated permits have been issued yet	BLD2016-42262 & (REC 6/15/16). BLD2016-42023 & BLD2016-42026 (REC 3/16). BLD2015-40861 & 40983
11/2/2016	PLN2015-11231	Yen Chen	100 N Winchester Blvd	303-16-073		Approved	1/1/2016	Santana Atrium Professional Center	52 unit senior apartment home community with onsite clubhouse and recreational amenities.				92	92	None		92			92				-	84,000	84,000		-								-	OA	Regional Mixed Use	rezone and GPA	MND OR EIR						12/31/2017	2016-17	Jan - June				3 story building over podium approx. 84,000	1-2 years - Permit applications submitted	BLD2016-42614 and BLD2016-42613 (REC 11/1/16)

List dated 4-4-2019 received from City of Santa Clara

Date Updated	PLN File No.	Project Planner	Street Number & Street Name	APN	Submittal Date	Status of Entitlement	Approval Date	Applicant	Tidemark Description	SFD Units (Detached) For Sale	SF Units (Detached) For Rent	MF Units For Sale	MF Units For Rent	Total Dwelling Units	Affordable units?	Senior Units	Proposed Number of Dwelling Units	Existing Dwellings	Existing Dwellings to be Removed	Net Amount of Dwelling Units	Proposed Commercial (non-office) SQ Ft	Existing Commercial (non-office) SQ FT	Existing Commercial (non-office) to be removed SQ FT	Net Commercial (non-office) SQ. FT.	Proposed Office SQ. FT.	Existing Office SQ. FT.	Existing Office to be Removed SQ. FT.	Net Existing Office SQ. FT.	Proposed Industrial SQ. FT.	Existing Industrial SQ. FT.	Existing Industrial to be Removed SQ. FT.	Net Industrial SQ. FT.	Proposed Retail SQ. FT.	Existing Retail SQ. FT.	Existing Retail to be Removed SQ. FT.	Net Retail SQ. FT.	Current Zoning	Current GP	Proposed Entitlements	CEQA Review	TIA Traffic Impact Analysis	Proposed Maximum Building Height	Sanitary Sewer Model Run	Development Agreement	DA Expiration Date	Project Expiration	Anticipated FY Building Permits are Issued	Anticipated Semi-Annual Months Building Permits are Issued	Negotiated Fees DA or Other	Planning Fees	Notes or issues	Existing Square footage	Anticipated year occupied (for TIA purposes)	Building Permit
11/2/2016	PLN2014-10437	Jeff Schwilk	820 Civic Center Dr	224-29-022	6/1/2014	Approved	6/23/2015	Michael Fischer	application for a 3 unit Townhome development (retention of one historic home- total of four units)	3				3	N/A		4	1	0	3				-				-				-				-	ML								6/22/2017	2016-17	Jan - June				15,100 sq ft lot	2015-16 - Permit application submitted; does not cover all work	BLD2016-42315 for Residential Unit 1 (REC 4/7/16)
11/2/2016	PLN2015-11111	Debby Fernandez	1055 Helen Ave			Approved	11/1/2015	Mehdi Sadri	Rezone from R1-6L to PD & Architectural Review to construct a 4 unit townhome project w/ private street (Tentative Parcel Map PLN2015-11358)			4		4			4	1	1	4				-				-				-				-								10/31/2017	2016-17	Jan - June						Permits issued for sewer cap	BLD2016-43958 for sewer cap (issued 2/12/17)
11/2/2016	PLN2013-10185	Jeff Schwilk	3033 Scott Blvd and 3080 Alfred			Pending	3/1/2018	MCA	Expansion of activities at Muslim Community Association to include new high school student base, administrative offices. Director of Planning and Inspection administrative approval an increase of 500 students including up to 150 high school students. Use Permit for futher expansion. Initial Study/MND/MMRP prepared.					0	N/A		0			0	-			-				-				-				-								2/29/2020									
11/2/2016	PLN2015-11053	Debby Fernandez	3607 Kifer Rd			Approved	2/1/2016	Lennar Commercial	Use Permit to construct off-site 5-level parking structure at 3697 Tahoe Way and 5-story 199,460 sq.ft. office building at 3607 Kifer Rd as part of an existing off campus in conjunction with a Modification to increase maximum building height of the proposed office building to 87.5' and Architectural Review of the project					0	N/A		0			0				-	199,460			199,460				-				-								1/31/2018	2017-18	July - December							
11/2/2016	PLN2015-10898	John Davidson	2855 Stevens Creek Blvd	274-43-061, 071, 080		Approved	3/1/2016	Westfield Valley Fair	New 10 screen Movie Theater complex and new retail tenant space . Demolition of 77,000 sq. ft. portion of the existing Westfield Valley Fair Shopping Mall, and the new construction of 102,210 square foot of commercial building area					0	N/A		0			0	73,700			-				-	25,000	52,000	52,000	25,000		CC	Use Permit for a new movie theater, and Variance to allowable building height.Shopping Mall, and the new construction of	Addendum to EIR?						3/1/2018	2016-17	Jan - June					Start in 2016 - Permit applications submitted	BLD2016-43676 (REC 7/21/16)
11/2/2016	PLN2015-11152	Jeff Schwilk	1525 Alviso St	224-29-034		Completed/Occupied	2/1/2016	City Ventures (Pulte Homes purchased project)	Application for 40 unit townhouse project- 3 stories (next to Mission Inn motel)- application following preapplication			40		40	4		40			40				-				-				-	PD	Community Mixed Use	Rezone	MND/TBD		3 Stories				1/31/2018	2016-17	July - December			Multiple building permits and phases but consecutive construction	n/a	Start in 2016 - Permit applications submitted	BLD2016-42626 (all REC - 5/6/16)
11/2/2016	PLN2015-11469	Jeff Schwilk	1627 Monroe St	224-26-062		Approved	8/1/2016	Samir Sharma	Architectural Review to construct 3 new two-story residences; Rezone from R1-6L to PD; Tentative Parcel Map to subdivide one lot into 3 lots	3				3	N/A		3			3				-				-				-				-			NOE								8/1/2018	2017-18	Jan - June					2016-17	
11/2/2016	PLN2015-11236	Yen Chen	1777 Laurelwood Rd		6/1/2015	Approved	5/25/2016	Ray Hashimoto -HMH for River of Life Church	New 35K sanctuary structure adjacent to existing building to allow full congregation to attend one service.					0	N/A		0			0				-		35,000		-		35,000				-		ML								5/25/2018	2016-17	Jan - June				Existing church	2016/2017	BLD2016-43573 (REC 7/13/16)
11/2/2016	PLN2015-11350	Payal Bhagat	3215 Stevens Creek Blvd			Completed/Occupied	8/1/2015	Oscar Bakhtiari	Use Permit Expansion of an existing car dealership with new replacement construction of a 2-story 45,778 sq.ft. showroom/service facility & integrated parking structure w/ Modification to increase maximum building height to 40'2". Outdoor display. Project involves demolition of 1-story showroom/service facility and surface parking lot					0	N/A		0			0				-				-				-		Stevens Creek Focus Area	GPA for Ag portion of land, Lot Merger and AC approval and Rezone							7/31/2017	2016-17	Jan - June					2017	BLD2016-43983 (plan check continuing to 2017)
11/2/2016	PLN2015-11519	Jeff Schwilk	820 Civic Center Dr	224-29-022		Approved	7/1/2016	Michael Fischer	Amendment to approved 3 unit Townhome development (retention of one historic home- total of four units) and amendment to approve a 5th single family unit	3				3	N/A		3			3				-				-				-		ML			NOE								7/1/2018	2016-17	Jan - June			multi phased- one unit only on current building permit. Each home will be on separate building permit	15,100 sq ft lot	2016-17 - Permit application submitted; does not cover full scope of work	BLD2016-42315 (REC for residential unit 1 only - 4/7/16)
11/2/2016	PLN2014-10554	Debby Fernandez	5155 5120 Stars And Stripes Dr	104-03-036 & 037, 104-01-102, 097-01-039 & 097-01-073 ---------- 104-03-026, 038 and 039		Approved	7/1/2016	Related	City Place -Related Co project for redevelopment of five parcels that include Santa Clara Golf & Tennis Club, BMX track, Fire Station #10, and former City landfill and two parcels on other side of Stars and Stripes (formerly for Montana Lowe project) directly across from Levi's Stadium. Master Development totals of 9.2M square feet and proposes 5.7M sq.ft office; 1.1M sq.ft retail; 1,360 mixed density residential units; 700 hotel rooms; 250K restaurant uses; 190K entertainment space			360	1000	1360	TBD	1,360			1360	990,000			990,000	5,700,000	-	5,700,000				-	1,100,000	-		1,100,000	P	Public Quasi Public	GPA, General Plan Amendment, Rezone to PD or PD-MC, Tentative Map and/or Vesting Tentative Map, Development Agreement and/or Disposition Development Agreement,							7/1/2018	2017-18	July - December			Start 2017 phased over 20 years		Start 2017 phased over 20 years	
11/2/2016	PLN2015-11469	Jeff Schwilk	1627 Monroe St			Approved	7/1/2016	Samir Sharma	3 new two-story residences; Rezone from R1-6L to PD; Tentative Parcel Map to subdivide one lot into 3 lots	3				3	N/A		3			3				-				-				-				-			Rezone and Architectural Review	NOE							7/1/2018	2016-17	Jan - June			multiple phases		Permit application submitted; does not cover full scope of work	BLD2016-42315 (REC 4/7/16) - Only for Residential Unit 1
11/2/2016	PLN2015-11477	Jeff Schwilk	4935 Stevens Creek Blvd	296-20-004		Completed/Occupied	10/5/2016	Bright Horizons/Camas J. Steinmetz	Demolition of existing car wash and construct a new two-story child care center Approx 18K building.					0	N/A		0			0				-				-				-			Use Permit and AC approval	IS/MND							10/5/2018	2016-17	Jan - June				car wash facility		
11/2/2016	PLN2016-11888	Payal Bhagat	3155 Stevens Creek Blvd			Completed/Occupied	8/1/2016	Oscar Bakhtiari	Rezoning of one parcel from A to CT to allow for expansion of car dealership. Zoning must be approved to allow commercial use.					0	N/A		0			0				-				-				-		Stevens Creek Focus Area	GPA for Ag portion of land, Lot Merger and AC approval and Rezone							8/1/2018	2016-17	Jan - June					2017	
11/2/2016	PLN2015-11586	Yen Chen	3226 Scott Blvd	224-46-006		Approved	11/15/2016	Courtney Bauer	Architectural Review and ZA Modification to allow the demolition of the existing industrial building and development of a new 230,500 square foot office building with 93,640 parking structure and other onsite improvements.					0	N/A		0			0				-				-				-												11/15/2018	2017-18	July - December						
11/2/2016	PLN2015-11402	Yen Chen	2041 Mission College Blvd	104-38-005		Approved	7/1/2016	Washington Holdings/Kelly Snyder	Build 5 new retail buildings totaling 24,000 sq. ft., a 5-story 175-room hotel, and various site improvements; Tentative Parcel Map to subdivide two parcels into three parcels					0	N/A		0			0	115,000	0	0	115,000				-	92,293	92,293		-	25,000	-	-	25,000			Use Permit for hotel and retail in ML zone	MND							7/1/2018	2016-17	Jan - June			phased construction and multiple FY fees to be collected		2017	
11/2/2016	PLN2016-11763/CE(2016-11763 PLN2016-11764 (tentative map)	Yen Chen	3100-3200 Coronado Dr	224-26-062		Approved	2/1/2016	Irvine Company	Proposal for new office structures (2) totaling 245,000 and new parking garage					0	N/A		0			0				-	245,000	76,000	76,000	245,000				-				-	ML		AC approval								1/31/2018	2017-18	July - December				76,000	2017-20	
11/2/2016	PLN2016-11794	Steve Le	1550 Space Park Dr	224-08-152		Approved	3/1/2016	Bourns	New 65,000 sq. ft. two story data center on an 89,000 sq. ft. lot.					0	N/A		0			0				-				-	65,000			65,000				-			AC approval								3/1/2018	2017-18	Jan - June				0	2017	permit expired
11/2/2016	PLN2016-11966	Yen Chen	2895 Northwestern Pkwy	216-28-048		Completed/Occupied	9/1/2016	Scott Chappelle/Vantage Data Centers	Vantage 6 (VI6) 69,025 sq.ft. (total both floors) new two story data center building with rooftop mechanical equipment, with Initial Study and/or Negative Declaration.					0	N/A		0			0				-				-	69,025	-	-	69,025				-		ML		AC approval	IS/MND								9/1/2018	2016-17	Jan - June					2017	
11/2/2016	PLN2015-11361	Debby Fernandez	1890 El Camino Real	269-01-081, 82		Approved	9/27/2016	Pinn Bros	56 for sale units condo units (no commercial removed from project by CC and reduced project by 4 units)			56		56	3 to 4		56			56	-	4,250	4,250	-				-				-		CT	Community Mixed Use	Rezone, ARC review, TSM	EIR							9/27/2018	2017-18	Jan - June				Small office area with open used car lot	2017-18	
11/2/2016	PLN2016-	Steve Le	1990 El Camino Real	269-01-085	10/1/2016	Approved	9/27/2017	Leah Lombardi for Chick-fil-A	Use Permit to demo the existing drive-through restaurant (McDonald) and construct a new drive-through restaurant (Chick-fil-A) with on- and off-site improvement. The new tenant (Chick-fil-A) also proposes an indoor play area and a total of 36 outdoor seats in an existing patio.					0	N/A		0			0	5,000	4,856	4,856	5,000				-				-				-				-								9/27/2019	2016-17	July - December						
11/2/2016	PLN2014-10851	Jeff Schwilk	1 Great America Pkwy	104-42-008, 014, 019	12/1/2014	Approved	1/1/2017	Cedar Fair	PD rezone to allow 140,000 new retail for open access to general public and year round operation of park					0	N/A		0			0	140,000			140,000				-				-				-			Rezone from CT to PD for California's Great America Park Master Plan							1/1/2019	2017-18	July - December					2017-18	
11/2/2016	PLN2016-12246	Yen Chen	651, 725, and 825 Mathew St	224-40-001 (4.36 acres), 224-40-002 (4.38 acres), and 224-40-003 (4.35 acres)	10/1/2016	Approved	3/29/2017	Vantage	New Data Center campus- Vantage 420,000 sq. ft. Total in up to 4 buildings with electrical substation					0	N/A		0			0				-				-	420,000	107,600	107,600	420,000				-								3/29/2019	2017-18	Jan - June						
11/2/2016	PLN2016-12232	Jeff Schwilk	3375 Scott Blvd		5/1/2016	Approved	4/19/2017	John Duquette	New six story office buildin 237,104 sf, 4 story parking structure with 14,000 sq.ft. amenity building (2 story building attached to garage for employee cafe and/or fitness center, etc.)					0	0		0			0		37,600	37,600		250,000			212,400				-				-								4/19/2019	2017-18	Jan - June						
11/2/2016	PLN2016-11673	Debby Fernandez	1205 Coleman Ave	230-46-069	1/1/2016	Pending		Hunter Storm Properties	New multi-family residential project on former BAE site, up to 1360 residential units, approximately 15,000-25,000 square feet of community-serving retail and restaurant space, and amenities				1360	1360	TBD		1360			1360				-				-		287,000	287,000	-	25,000	-	-	25,000		Station area plan	Rezone, tentative map								2018-19	July - December			Multi phased project over several years- up to 10-15 years	20 acres	2018-20	
11/2/2016	PLN2016-11732	Debby Fernandez	917 Warburton Ave	224-27-049	10/1/2015	Approved	2/21/2017	Samir Sharma	6 unit single family homes - subdivision map to allow for sale housing	6				6	0		6	0		6				-				-				-				-			IS/MND							2/21/2019	2016-17	Jan - June				vacant lot		
11/2/2016	PLN2016-12051	Debby Fernandez	967 Warburton Ave	224-27-048	12/1/2015	Approved	6/6/2017	Robert Bolham	Rezone from Light Industrial (ML) to Planned Development (PD) to construct (4) detached two-story single family residences on a lot with an existing single family residence to be retained (Subdivision Tentative Map to create 5 for-sale single family lots & 1 common lot PLN2016-12065)	5	0			5	0		4	1	0	5	-		-	-				-				-				-				IS/MND							6/6/2019	2017-18	Jan - June						
11/2/2016	PLN2015-11507	Yen Chen	3001 Tasman Dr	104-49-030	12/1/2015	Approved		Mike Hodges/Bixby Land Co	New 4 story core and shell building and two new parking structures and associated site improvements					0	N/A		0			0				-	150,000	408,753	-	558,753				-				-			AC approval	EIR								2017-18	Jan - June						
11/2/2016	PLN2015-11031	Steve Le	3305 Kifer Rd	216-33-001	11/1/2016	Approved	11/29/2017	Leah Draeger/True Life Co.	Development of 45 attached townhomes and stacked flats with 109 parking spaces and open space as part of the Lawrence Station Area Plan . 7.5 acre site project. The environmental review for this project will be covered under the LSAP EIR			45		45	10% of units		45	0	0	45				-		30,000	30,000	-				-				-			Rezone	TBD							11/29/2019	2016-17	Jan - June				30,000 sq ft. office area	2017/18	

List dated 4-4-2019 received from City of Santa Clara

Date Updated	PLN File No.	Project Planner	Street Number & Street Name	APN	Submittal Date	Status of Entitlement	Approval Date	Applicant	Tidemark Description	SFD Units (Detached) For Sale	SF Units (Detached) For Rent	MF Units For Sale	MF Units For Rent	Total Dwelling Units	Affordable units?	Senior Units	Proposed Number of Dwelling Units	Existing Dwellings	Existing Dwellings to be Removed	Net Amount of Dwelling Units	Proposed Commercial (non-office) SQ.Ft	Existing Commercial (non-office) SQ.FT	Existing Commercial (non-office) to be removed SQ. FT	Net Commercial (non-office) SQ. FT.	Proposed Office SQ. FT.	Existing Office SQ. FT.	Existing Office to be Removed SQ. FT.	Net Existing Office SQ. FT.	Proposed Industrial SQ. FT.	Existing Industrial SQ. FT.	Existing Industrial to be Removed SQ. FT.	Net Industrial SQ. FT.	Proposed Retail SQ. FT.	Existing Retail SQ. FT.	Existing Retail to be Removed SQ. FT.	Net Retail SQ. FT.	Current Zoning	Current GP	Proposed Entitlements	CEQA Review	TIA Traffic Impact Analysis	Proposed Maximum Building Height	Sanitary Sewer Model Run	Development Agreement	DA Expiration Date	Project Expiration	Anticipated FY Building Permits are Issued	Anticipated Semi-Annual Months Building Permits are Issued	Negotiated Fees DA or Other	Planning Fees	Notes or issues	Existing Square footage	Anticipated year occupied (for TIA purposes)	Building Permit
11/2/2016	PLN2015-11411		3069 Lawrence Expy	216-34-052	9/1/2015	Pending		Westlake Urban/Gaye Quinn	Proposal for 333 unit multi-family development; Tentative Subdivision Map 3.82 acres			333		333	TBD		333			333				-				-	-	70,000	70,000	-				-		Architectural Review, Rezone (for sale units) Tentative subdivision map	TBD							2017-18	July - December				69,465 sq ft office area		
11/2/2016	PLN2015-11478	Debby Fernandez	3501 El Camino Real	220-03-010	10/1/2015	Pending		Prometheus/ Nathan Tuttle	Pre-application for the development of 100,000 square foot shopping center into a mixed use development including 80,000-86,000 sqft retail and up to 700 apartments				700	700	TBD		700			700				-				-				-	86,000	106,309	106,309	86,000	CT	RMU								2018-19	July - December				Commercial/bowling alley		
11/2/2016	PLN2015-10937	Yen Chen	3505 and 3485 Kifer Road; 2985, 2951, 2901, 2900 and 2960 Gordon Avenue; 3060, 2960, 3045 and 3049 Copper Road; and 3570 Ryder Street	29.4 acre site located at the northeast corner of Kifer Road and Lawrence Expressway APNs: 216-34-041, -072, -066, -073, -051, -070, -045, -046, -047, -074, -075, -036, -069, and -009	11/1/2016	Approved	11/29/2017	Johnathon Fearn/Summerhill Homes	Development of 996 residential units with 37,000 square foot retail and public and open space, landscaping, parking and other improvements as part of the Lawrence Station Area Plan.	41		298	657	996	10%	$ -	996	$ -		996				-				-		839,884		839,884	37,000	-		37,000	ML	Light Industrial	Rezone, Possible DA, Specific plan approval, ARC review	EIR						11/29/2019	2017-18	Jan - June			phased over several years	TBD site is 3.89 acres	2-5 years	
11/2/2016	PLN2014-10844	Jeff Schwilk	2891 Homestead Rd	290-39-080	9/14/2014	pending		Anthony Ho	Pre-zone a 0.39 acre site to PD pending annexation, for the construction of 8 townhouses on a podium over subterranean parking area			11	0	11	1		11		1	10				-				-				-													2017-18	Jan - June					2015-16	
11/2/2016	PLN2016-11686	Jeff Schwilk	2490, 2500 El Camino Real	290-46-001,002,003,015, 016,17 and 316-17-024	7/1/2015	pending		Lou Mariani	Proposal for 262 multi-family residential units and senior residential units and a 311-room hotel (full service and extended stay) with a total 215,074 square feet of commercial space consisting of commercial/hotel, retail, restaurants, bars, and meeting rooms on a 7.14 acre site			398		398	39	66	398	0	0	398	206,000	161,358	161,358	206,000				-				-				-			General Plan Amendment from Community Mixed Use to Regional Mixed Use for the development and PD rezoning/ AC approval								2018-19	Jan - June				China China restaurant building site next to SCVWD facility running parallel to Bowe		
11/2/2016	PLN2015-10939	Gina Saporito	909 Kelly Blvd			pending		Swim Center at Central Park	International Swim Center (ISC) proposal at Central Park CIP project #3172; project includes the following components: ISC, Community Recreation Center, Swimming Hall of Fame					0	N/A		0			0				-				-				-				-										2022-23	Jan - June			unclear timing- best guess here for partial construction for city project	Existing swim center with bleachers and accessory	4-10 years	
	PLN2016-12389	Gloria Sciara	90 North Winchester Boulevard (1834 Worthington Circle)	303-17-053	16-Dec	Approved	1/19/2019	CORE	Portion of former BAREC site (approx 6 acres). Amendment to Existing PD allowing 165 senior affordable units; 419 mixed income apts.* up to 584 housing units with 50% of units affordable, and up tp 25,000 site serving commercial. Up to 1.5 acre open space		0	34	325	359	181	165	359	0	0	359				-				-				-				-							1/18/2021	2018-19	July - December							
	PLN2017-12188		1500 Duane	224-08-070		Approved	8/2/2017	Richard Pedley	Arch review to allow the a 949 square foot addition and modification of the existing 68,499 square foot warehouse building to convert a vacant warehouse to a new 69,448 square foot data center.					0			0			0				-	949	69,488		70,437				-										8/2/2019	2017-18	Jan - June						
	PLN2017-12497		2904 Corvin	216-33-034	Feb-17	Approved		Concentric	145 residential units 5-story multi-family affordable housing w/supportive services			121		121	60		121	0		121				-				-				-				-	lsap	lsap								2018-19	July - December						
	PLN2017-12516		3905 Freedom Circle	104-40-046 APNs 104-40-036 and 104-40-021	Feb-17	Pending		Greystar	A new mixed-use development w/following uses: Office (606,968 square feet; Residential 1018 units; Commercial 18,653 square feet Publicly Accessible Open Space (2.5 acres), 16.58 acres of land bounded by Freedom Circle, Mission College Boulevard, Highway 101, and the San Thomas Aquino Creek. The existing site consists of 17,000 square feet Pedro's restaurant and a surface parking lot (APN 104-40-020), and 13.5 acres of vacant land .				1018	1018				1018				18,653	**606,968**	-					606,968								-						GPA #89, Vesting Tentative Parcel Map, Rezoning to PD for Planned Mixed Use Development, Architectural Review, EIR;		yes						2019-20	Jan - June						
	PLN2017-12535	Steve Le	2305 Mission College	104-13-096	18-Mar	Approved	Appeal pending - approved 4/18/18	Aligned Data Centers	Architectural review to allow a demolition of an existing office building and construct a new 495,660 square foot two-story data center, including generator yard, equipment yard, underground water storage, parking for 75 cars (with land banking), and a new SVP substation.					0			0			0				-					495,660			495,660				-								#VALUE!	2019-20	Jan - June						
	PLN2017-12579	Yen Chen	3625 Peterson Way	216-30-040	17-Mar	Approved		Boston Properties	Architectural review of (2) 8-story office buildings connected by bridges at 2 levels; a 4-level paking structure w/ attached amenity building that includes a roof deck; and surface parking and site landscaping; & Variance to increase maximum building height from 70' to 129' at top of parapet wall (w/ top of roof screen at 138.5')					0			0			0				-	672,000		53,069	618,931		206,000	206,000	-				-											2018-19	July - December						
	PLN2017-12578	Steve Le	3402 El Camino Real	290-01-136	Mar-17	Approved		John Vidovich	Rezoning of a 2.27 acre site that was recently burned down, and redevelop a mixed-use project with 66 apartment units, 9,440 square feet of retail, amenities on the third floor, surface parking, and two-level garage parking.				66	66			66	0		66	9,900				-				-	9,900	24,050	24,050	9,900												2018-19	July - December						
	PLN2017-12489		575 Benton	230-07-002, 004, 009, 010, 013, 029, 031, 034, 038, 053, 059, 060	17-Apr	Approved		Prometheus	(New MTC project proposal) GPA, Rezoning to PD to construct a mixed-use residential development project that consist of 355 apartment units, and approx. 26,000 square feet of retail with 697 parking spaces				355	355			355			355	14,000			14,000					-															2019-20	Jan - June						
11/2/2016	PLN2017-12589	Debby Fernandez	2780 El Camino Real		17-Apr	Approved		Prometheus RE group (Marilyn Ponter)	General Plan Amendment from Regional Commercial to Medium Density Residential; Rezone from CC to PD & Architectural Review for 58- 3 story townhomes			58		58	6		58	0		58	-	36,000	36,000	-				-				-				-				MND							2017-18	Jan - June						
	PLN2016-12053	Ela Kerachian	1530 and 1540 Pomeroy	290-03-089		Pending		Omid Shakeri	Rezoning of a 0.48 acre site from Low Density Multiple Dwelling (R3-18D) and Agriculture (A) to Planned Development (PD) to construct eight attached townhomes with Tentative Subdivision Map for eight private residential lots and one common lot for driveway and guest parking areas. 1540 Pomeroy (A), 1530 Pomeroy (R3-18D) (CEQ2017-01036)					0			0			0				-				-				-				-											2018-19	July - December						
	PLN2016-12359	Yen Chen	1700 Russell Ave		May-17	Approved	8/9/2017	Air Products	Use Permit to expand an existing air separation and gas production facility to increase the production of hydrogen for delivery to hydrogen fueling facilities (CEQ2017-01030)					0			0			0				-				-				-				-							8/9/2019	2018-19	Jan - June						
	PLN2016-12205	Steve Le	1990 El Camino Real		Aug-16	Approved	9/1/2017	Chik-fil-A	Building façade upgrade, site improvement, and an addition of 1,790 square foot basement to an existing 3,234 square foot drive-through restaurant (McDonald). The new tenant (Chick-fil-A) also proposes a total of 80 outdoor seats					0			0			0				-				-				-				-							9/1/2019	2018-19	Jan - June						
	PLN2017-12570	Z24-48-002, 224-48-012, & 224-48-013	1375 El Camino Real		Apr-17	Approved		SCS Development	56 townhomes inclusive of 8 live work units					0			0			0				-				-				-				-						2019-20	Jan - June						
11/2/2016	PLN2017-12723	Steve Le	2232 El Camino Real	290-10-0913	6/30/2017	Approved	10/24/2017	Summerhill	Rezoning a 2.74 acre project site to PD for a four-story mixed-use project with 151 senior apartment homes, 17,909 square foot of commercial space, and 277 parking spaces provided in a wrapped parking structure and parking lot.				151	151	0	151	151		0	151		23,200	23,200	-				-		10,000		10,000				-		Rezoning, General Plan Amendment, and Vesting Tentative Parcel Map							10/24/2019	2018-19	Jan - June				8 residential units and	2018	
	PLN2017-12753	Debby Fernandez	1575 Pomeroy	290-03-089		Pending		Kurt Anderson and Nick Speno	Preliminary Review for a four-story 90-120 unit senior living apartment community																																		2019-20	Jan - June						
	PLN2017-12686		3045 Stender	216-29-084	6/15/2017	Approved		Tiemo Mehner	Arch review for new 4-story 175,670 s.f. data center building with rooftop mechanical equipment. The project includes demolition of the existing single-story building.					0			0			0				-				-				-				-										2018-19	July - December						
	PLN2017-12798		1150 Walsh	224-58-003	8/11/2017	Pending		Raging Wire/NTT	Proposed 248,000 square foot data center and substation																			-	248,000		37,500					ML	LI								2019-20	Jan - June						

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Date Updated	PLN File No.	Project Planner	Street Number & Street Name	APN	Submittal Date	Status of Entitlement	Approval Date	Applicant	Tidemark Description	SFD Units (Detached) For Sale	SF Units (Detached) For Rent	MF Units For Sale	MF Units For Rent	Total Dwelling Units	Affordable units?	Senior Units	Proposed Number of Dwelling Units	Existing Dwellings	Existing Dwellings to be Removed	Net Amount of Dwelling Units	Proposed Commercial (non-office) SQ.Ft	Existing Commercial (non-office) SQ.FT	Existing Commercial (non-office) to be removed SQ. FT	Net Commercial (non-office) SQ. FT.	Proposed Office SQ. FT.	Existing Office SQ. FT.	Existing Office to be Removed SQ. FT.	Net Existing Office SQ. FT.	Proposed Industrial SQ. FT.	Existing Industrial SQ. FT.	Existing Industrial to be Removed SQ. FT.	Net Industrial SQ. FT.	Proposed Retail SQ. FT.	Existing Retail SQ. FT.	Existing Retail to be Removed SQ. FT.	Net Retail SQ. FT.	Current Zoning	Current GP	Proposed Entitlements	CEQA Review	TIA Traffic Impact Analysis	Proposed Maximum Building Height	Sanitary Sewer Model Run	Development Agreement	DA Expiration Date	Project Expiration	Anticipated FY Building Permits are Issued	Anticipated Semi-Annual Months Building Permits are Issued	Negotiated Fees DA or Other	Planning Fees	Notes or issues	Existing Square footage	Anticipated year occupied (for TIA purposes)	Building Permit
	PLN2017-12810		1725 De La Cruz	230-05-113	8/16/2017	Approved	10/25/2017	Silicon Valley Taproom	Use Permit to conversion of an existing 2,535 square foot light industrial building suite into a restaurant and tap room with a distilled spirits (Type 47 ABC) alcoholic beverage service license, 70 indoor seats and 12 outdoor patio seats, and to allow occassional indoor events live entertainment					0			0			0				-					-					-												10/25/2019	2018-19	Jan - June										
	PLN2017-12817		500 El Camino Real	269-23-073	8/21/2017	Approved	9/20/2017	Santa Clara University	Architectural review of four-story, 368 bed dormitory (South Residence Hall)					0			0			0				-					-					-						9/20/2019	2017-18	Jan - June										
	PLN2017-12870		2788 San Tomas Expressway	224-11-068	9/25/2017	Approved		Saris Regis for NVIDIA	Architectural review for a new 754,100 square-foot office building and a trellis; PHASE 2 of DA and allowed area additional 300K added to to Phase II originally planned for Phase III on other parcel.					0			0			0				-	754,100	-	754,100				-				-							2018-19	July - December										
	PLN2017-12836		2961 Corvin	216-33-040	Sep-17	Approved		Summerhill	Development application for 38 townhomes on .27 acre site consistent with LSAP. Tentative Subdivision Map filed.			38		38	3.8		38			38				-					-	4,503	4,503	-				-	LSAP		AC								2018-19	July - December							
	PLN2017-12924		3005 Democracy	104-04-064, 65, 111, 112, 113, 142, 143, 150, 151	Oct-17	Pending		Glenizan	General Plan Amendment from the High-Intensity Office/Research and Development (R&D) to a new designation allowing high-intensity mixed use development, including residential and office. 48.6 acre site. Former Yahoo office campus approval.					0			6,000			6000				-					-					-					-																		
	PLN2017-12961		1900 Warburton	224-20-027	11/14/2017	Approved		Samir Sharma	Rezone from General Office (OG) to Planned Development (PD) to construct 13 attached condo units in two buildings with a shared driveway on a 0.55 acre site			13		13	1		13	0		13				-					-	2,000	2,000	-				-																		
10/12/2018	PLN2018-13265	Jeff Schwilk	3035 El Camino Real	220-32-059	5/11/2018	Pending		Haden Land Company	Rezoning from CT to Planned Development (PD) and Architectural Review for the demolition of existing building and site improvements, and the new mixed use construction of 42 residential condominiums and 6 live work condominiums.					48			48			48				-					-					-					-	CT	Community Mixed Use	Tentative Subdivision Map, Rezoning from CT to PD and AC approval	IS		4- Story												
10/12/2018	PLN2018-13436	M-Group Planner	2200 Calle De Luna	097-05-098	7/27/2018	Pending		Holland Partner Group	Architectural review for three 12 residential towers over three-level parking garage with 600 residential units.					601			601			601				-					-					-					-	B	Light Industrial		Addendum to EIR														
10/12/2018	PLN2018-13438	M-Group Planner	2101 Tasman Drive	097-05-056	7/30/2018	Pending		Related California	Architectural review of 950 multi-family units,associated amenity spaces, open space & 1.25 acre park (Addendum to EIR CEQ2018-01055). Tasman East Specific Plan.					950			950			950				-					-					-					-	ML	Light Industrial		Addendum to EIR														
10/12/2018	PLN2018-13439	M-Group Planner	2300 Calle De Luna	097-46-016	7/30/2018	Pending		Related California	Architectural review of 575 multi-family dwelling units, 25,000 sq.ft. retail, & associated amenity space (Addendum to EIR CEQ2018-01056). Tasman East Specific Plan					575			575			575	25,000			25,000					-					-					-	ML	Light Industrial		Addendum to EIR														
10/12/2018	PLN2018-13441	M-Group Adam	5185 Lafayette St.	097-46-011	7/31/2018	Pending		Ensemble Investments	Architectural review for a new mixed-use building consisting of 147 residential units and 3,650 square feet of retail space					147			147			147	3,650			3,650					-					-																				
10/12/2018	PLN2018-13442	Ela Kerachian	5123 Calle Del Sol	097-46-019	7/31/2018	Pending		Ensemble Investments	Architectural Review of a 504 residential units and 23,170 square feet of retail space. In the first phase a single story industrial building will be demolished on parcel 19 to redevelop the property into a 85' tall mixed-use mid-rise consisting of 311 residential units with amenity space, 14,210 sf retail space and 462 parking spaces. In phase two a mixed-use high-rise will be built consisting of 193 residential units with amenity space, 8,960 sf of retail space and 149 parking spaces.					504			504			504	23,170			23,170					-					-																						
10/12/2018	PLN2018-13443	M-Group Adam	2263 Calle Del Mundo	097-05-060	7/31/2018	Pending			Architectural review for a new 148 unit residential development					0			0			0				-					-					-																				
10/12/2018	PLN2018-13446	M-Group Planner	2233 Calle Del Mundo	097-05-056	7/30/2018	Pending			Architectural review of 950 multi-family units,associated amenity spaces, open space & 1.25 acre park (Addendum to EIR CEQ2018-01055). Tasman East Specific Plan.					0			0			0				-					-					-																						
10/12/2018	PLN2018-13531	Ela Kerachian	2529 Scott Blvd.	224-61-008	9/14/2018	Approved			Use Permit to allow coversion of an existing acupuncture to massage store. (Massage Establishment permit)					0			0			0				-					-					-																				
10/12/2018	PLN2018-13555	Rebecca Bustos	1678 Coleman Ave	230-05-110	9/28/2018	Approved			Use Permit for a by-appointment fitness instruction center in an existing 5,600 square-foot building					0			0			0				-					-					-																				
10/12/2018	PLN2018-13414	Nimisha Agrawal	2931 El Camino Real	220-31-079	7/16/2018	Approved			Use Permit to allow associated outdoor playground use(approximately 12,650 square feet) for a new pre-school/after school use for up to 167 children ages 3 years to 13 years in an existing 8,900 square foot one-story building. The proposed project would occupy only 40,698 square feet of the total 58,000 sq. ft property. This would include 70 full time children and 47 part time preschool and 50 afterschool children. Given the staggered schedule of the preschool and afterschool program, there will be a maximum of 120 students onsite at any time. The facility proposes to operate Monday through Friday from 8:00 a.m. to 6:30 p.m. with 9-12 staff members.					0			0			0				-					-					-																						
10/12/2018	PLN2018-13440	M-Group Sheldon	2343 Calle Del Mundo	097-05-063	7/30/2018	Approved			Architectural review of 347 unit apartment building & 0.425 acre park (Addendun to EIR CEQ2018-01057) & Lot Line Adjustment (Tasman East Specific Plan)					0			0			0				-					-					-																						
10/12/2018	PLN2018-13427	Steve Le	1444 Madison St.	269-03-034		Approved			Rezone from R3-36D to PD construct 3 detached single family residence each with detached 2 car garage in conjunction with the demolition of the existing building structes on-site. Project includes a Tentative Parcel Map (PLN2018-13428).					0			0			0				-					-					-																						
10/12/2018	PLN2018-13582	Steve Le	2900 Lakeside Drive	216-30-048	7/11/2018	Pending			Proposal to demolish a two-story 54,000 square foot office building and site improvements, and construct a new 5-story 190 room hotel and associated parking structure on a 2.0 acre site					0			0			0				-		54,000	54,000	-				-																						
10/12/2018	PLN2018-13352	Debby Fernandez	1190 Benton St.	269-22-069	6/21/2018	Approved	9/26/2018		Use Permit to allow outdoor play yard associated with new day care operation. Day care allowed as a permitted use under zoning.					0			0			0				-					-					-											9/25/2020										
10/12/2018	PLN2018-13339	Debby Fernandez	3131 Homestead	290-24-071	6/18/2018	Pending			Rezone from Moderate Density Residential (R3-25D) to Planned Development (PD) to rebuild and add approximately 183 net new apartments					0	0		183			183				-					-					-											6/17/2020										
10/12/2018	PLN2018-13294	Jeff Schwilk	3725 El Camino Real		5/29/2018	Approved			Use Permit to allow a convenience store and potential restaurant in an existing service station					0			0			0				-					-					-																				
1/24/2019	PLN2018-13582	Steve Le	2900 Lakeside Drive	216-30-048	10/16/2018	Pending			Use Permit for new 5 story hotel w 190 Rooms- demo 54,000 square foot office building					0			0			0				-		54,000	54,000	-				-																						
2/8/2019	PLN2018-13609	Debby Fernandez	1433 El Camino Real	224-48-004,005,006	11/6/2018	Pending		SCS Development	Catalina II - 39 townhomes					0			0			0				-					-					-																				
4/3/2019	PLN2019-13745	Nimisha Agrawal	2175 Martin	224-10-115	2/15/2019	Pending		Scott Rynders	New three story data center with 8.5 MW capacity.					0			0			0				-					-	80,000	40,000	40,000				-																
4/3/2019	PLN2018-13593	Debby Fernandez	2200 Lawson Ln	224-44-025	10/15/2018	Pending		Sobrato	Rezone from PD to PD to allow a 5-story 241,419 sq.ft. office building, 607 sq.ft. 2-story amenity building and expansion of parking garage - (CEQ2018-01064)					0			0			0				-	241,419	-		241,419					-																						
4/3/2019	PLN2019-13723	Nimisha Agrawal	2330 Monroe	224-37-068	2/1/2019	Pending		Freebird	Rezoning of a 2.47 acre City owned vacant site from Single Family residential (R1-6L) to Planned Development (PD) to support the construction of a single building capping in height from two to three				65	65	65		65	0		65				-					-					-																						

List dated 4-4-2019 received from City of Santa Clara

Date Updated	PLN File No.	Project Planner	Street Number & Street Name	APN	Submittal Date	Status of Entitlement	Approval Date	Applicant	Tidemark Description	SFD Units (Detached) For Sale	SF Units (Detached) For Rent	MF Units For Sale	MF Units For Rent	Total Dwelling Units	Affordable units?	Senior Units	Proposed Number of Dwelling Units	Existing Dwellings	Existing Dwellings to be Removed	Net Amount of Dwelling Units	Proposed Commercial (non-office) SQ Ft	Existing Commercial (non-office) SQ FT	Existing Commercial (non-office) to be removed SQ FT	Net Commercial (non-office) SQ. FT.	Proposed Office SQ. FT.	Existing Office SQ. FT.	Existing Office to be Removed SQ. FT.	Net Existing Office SQ. FT.	Proposed Industrial SQ. FT.	Existing Industrial SQ. FT.	Existing Industrial to be Removed SQ. FT.	Net Industrial SQ. FT.	Proposed Retail SQ. FT.	Existing Retail SQ. FT.	Existing Retail to be Removed SQ. FT.	Net Retail SQ. FT.	Current Zoning	Current GP	Proposed Entitlements	CEQA Review	TIA Traffic Impact Analysis	Proposed Maximum Building Height	Sanitary Sewer Model Run	Development Agreement	DA Expiration Date	Project Expiration	Anticipated FY Building Permits are Issued	Anticipated Semi-Annual Months Building Permits are Issued	Negotiated Fees DA or Other	Planning Fees	Notes or issues	Existing Square footage	Anticipated year occupied (for TIA purposes)	Building Permit
4/3/2019	PLN2019-13742	Nimisha Agrawal	2201 Laurelwood	104-39-023	2/15/2019	Pending		MEP1	Proposed for two 4 story 737,093----- square foot data center and substation and demolition of 201,529 square feet and three buildings					0			0			0				-				-	737,093	201,529	201,529	535,564			-																						
4/3/2019	PLN2019-13824	Yen Chen	500 Benton	223-08-078	3/19/2019	Pending			General Plan: Mixed-use project consisting of student housing development consisting of 555 beds in 186 units, 31,160 sf of retail/offic space, 323 garaged parking spaces				186	186			186			186	15,000			15,000	16,150			16,150				-			-																			
4/3/2019	PLN2019-13821	Yen Chen	2305 Mission College	104-13-096	4/1/2019	Pending			Architectural Review of the proposed renovation and conversion of an existing 358,503 square foot two story industrial building into a 346,380 square foot multi-tenant professional office building, and a [illegible]					0			0			0	346,380			346,380					-	358,503	358,503	-			-																			

Appendix D
Volume Summary

Intersection Number: 1
Traffix Node Number: 3118
Intersection Name: Winchester Boulevard and Stevens Creek Boulevard *
Peak Hour: AM
Count Date: 10/11/16

	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	**72**	**277**	**94**	**275**	**1227**	**313**	**205**	**741**	**145**	**83**	**400**	**98**	**3930**
Approved Projects													
San Jose ATI	2	308	31	28	23	501	195	86	66	162	23	4	1429
Remove Valley Fair Expansion (San Jose)	-2	-7	-29	-26	-9	-16	-25	-11	0	0	-13	-4	-142
Updated Valley Fair Expansion (San Jose)	2	6	25	23	8	14	22	10	0	0	12	3	125
Add 25% of Lots 9 and 17 (San Jose)	0	20	0	0	0	4	1	3	2	15	0	0	44
Removed Santana West (San Jose)	0	-173	0	0	0	-391	-48	-21	-8	-65	0	0	-706
Updated Santana West (San Jose)	0	171	0	0	0	574	78	23	17	56	0	0	919
Santa Clara Approved Projects	8	8	14	8	22	0	0	4	11	6	11	4	96
Total	10	333	41	33	44	686	223	94	88	174	33	7	1765
Background Conditions	**82**	**610**	**135**	**308**	**1271**	**999**	**428**	**835**	**233**	**257**	**433**	**105**	**5695**
Pending Projects													
Hemlock Mixed-Use (San Jose)	0	0	2	1	2	0	1	0	0	0	2	0	8
Baywood Hotel (San Jose)	0	0	2	0	1	0	2	1	3	0	6	0	15
335 Winchester Blvd (San Jose)	0	9	0	0	0	38	7	2	18	11	0	0	85
1495 Winchester Blvd (San Jose)	0	2	0	0	0	0	0	2	0	0	0	0	4
Santa Clara Pending Projects	6	13	23	10	0	0	0	6	0	0	0	2	60
Total	6	24	27	11	3	38	10	11	21	11	8	2	172
Cumulative Conditions	**88**	**634**	**162**	**319**	**1274**	**1037**	**438**	**846**	**254**	**268**	**441**	**107**	**5867**
Charles Cali Drive - Ingress Only													
Project Trips	0	3	0	0	0	22	69	8	17	5	0	0	124
Existing Mobile Home Credit	0	0	0	0	0	-1	-3	0	-1	0	0	0	-5
Net Project Trips	0	3	0	0	0	21	66	8	16	5	0	0	119
Background Plus Project Conditions	**82**	**613**	**135**	**308**	**1271**	**1020**	**494**	**843**	**249**	**262**	**433**	**105**	**5814**
Cumulative Plus Conditions	**88**	**637**	**162**	**319**	**1274**	**1058**	**504**	**854**	**270**	**273**	**441**	**107**	**5986**
Charles Cali Drive - Ingress and Egresss													
Project Trips	0	3	0	0	0	22	69	8	17	5	0	0	124
Existing Mobile Home Credit	0	0	0	0	0	-1	-3	0	-1	0	0	0	-5
Net Project Trips	0	3	0	0	0	21	66	8	16	5	0	0	119
Background Plus Project Conditions	**82**	**613**	**135**	**308**	**1271**	**1020**	**494**	**843**	**249**	**262**	**433**	**105**	**5814**
Cumulative Plus Conditions	**88**	**637**	**162**	**319**	**1274**	**1058**	**504**	**854**	**270**	**273**	**441**	**107**	**5986**

Intersection Number: 2
Traffix Node Number: 3816
Intersection Name: Santana Row and Stevens Creek Boulevard
Peak Hour: AM
Count Date: 10/21/15

	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	**3**	**5**	**9**	**13**	**1772**	**113**	**39**	**1**	**6**	**14**	**585**	**17**	**2577**
Approved Projects													
San Jose ATI	8	0	9	14	543	0	0	0	1	0	242	12	829
Remove Valley Fair Expansion (San Jose)	-8	0	-9	-14	-42	0	0	0	0	0	-54	-12	-139
Valley Fair Ex Reassignment (San Jose)	1	0	3	-3	-1	0	0	0	0	0	-2	2	0
Updated Valley Fair Expansion (San Jose)	5	0	7	10	39	0	0	0	0	0	42	17	120
Add 25% of Lots 9 and 17 (San Jose)	0	0	0	0	4	0	0	0	0	0	1	0	5
Removed Santana West (San Jose)	0	0	0	0	-391	0	0	0	0	0	-48	0	-439
Updated Santana West (San Jose)	0	0	0	0	574	0	0	0	0	0	78	0	652
Santa Clara Approved Projects	0	0	0	0	30	0	0	0	0	0	25	0	55
Total	6	0	10	7	756	0	0	0	1	0	284	19	1083
Background Conditions	**9**	**5**	**19**	**20**	**2528**	**113**	**39**	**1**	**7**	**14**	**869**	**36**	**3660**
Pending Projects													
Hemlock Mixed-Use (San Jose)	0	0	0	0	2	0	0	0	0	0	5	0	7
Baywood Hotel (San Jose)	0	0	0	0	1	0	0	0	0	0	9	0	10
335 Winchester Blvd (San Jose)	0	0	0	0	38	0	0	0	0	0	7	0	45
Santa Clara Pending Projects	0	0	0	0	10	0	0	0	0	0	23	0	33
Total	0	0	0	0	51	0	0	0	0	0	44	0	95
Cumulative Conditions	**9**	**5**	**19**	**20**	**2579**	**113**	**39**	**1**	**7**	**14**	**913**	**36**	**3755**
Charles Cali Drive - Ingress Only													
Project Trips	0	0	0	0	22	0	0	0	0	0	69	0	91
Existing Mobile Home Credit	0	0	0	0	-1	0	0	0	0	0	-3	0	-4
Net Project Trips	0	0	0	0	21	0	0	0	0	0	66	0	87
Background Plus Project Conditions	**9**	**5**	**19**	**20**	**2549**	**113**	**39**	**1**	**7**	**14**	**935**	**36**	**3747**
Cumulative Plus Conditions	**9**	**5**	**19**	**20**	**2600**	**113**	**39**	**1**	**7**	**14**	**979**	**36**	**3842**
Charles Cali Drive - Ingress and Egresss													
Project Trips	0	0	0	0	22	0	0	0	0	0	69	0	91
Existing Mobile Home Credit	0	0	0	0	-1	0	0	0	0	0	-3	0	-4
Net Project Trips	0	0	0	0	21	0	0	0	0	0	66	0	87
Background Plus Project Conditions	**9**	**5**	**19**	**20**	**2549**	**113**	**39**	**1**	**7**	**14**	**935**	**36**	**3747**
Cumulative Plus Conditions	**9**	**5**	**19**	**20**	**2600**	**113**	**39**	**1**	**7**	**14**	**979**	**36**	**3842**

Intersection Number: 3
Traffix Node Number: 3749
Intersection Name: Baywood Avenue/Valley Fair Entrance and Stevens Creek Boulevard
Peak Hour: AM
Count Date: 10/21/15

	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	**9**	**0**	**22**	**69**	**1854**	**27**	**0**	**0**	**0**	**0**	**620**	**21**	**2622**
Approved Projects													
San Jose ATI	23	0	28	44	514	74	0	0	0	0	140	36	859
Volar Mixed-Use (San Jose)	0	0	0	0	23	0	0	0	0	0	75	0	98
Remove Valley Fair Expansion (San Jose)	-23	0	-28	-44	-34	0	0	0	0	0	-28	-36	-193
Valley Fair Ex Reassignment (San Jose)	7	0	-3	44	-11	0	0	0	0	0	3	-2	38
Updated Valley Fair Expansion (San Jose)	5	0	26	16	44	0	0	0	0	0	23	26	140
Add 25% of Lots 9 and 17 (San Jose)	0	0	0	0	4	12	0	0	0	0	1	0	16
Removed Santana West (San Jose)	0	0	0	0	-391	0	0	0	0	0	-48	0	-439
Updated Santana West (San Jose)	0	0	0	0	574	0	0	0	0	0	78	0	652
Santa Clara Approved Projects	0	0	0	0	30	0	0	0	0	0	25	0	55
Total	12	0	23	60	753	86	0	0	0	0	269	24	1226
Interpolated Approved Trips													
Santana Row Office (PDC97-036 OFF)	0	0	0	0	0	0	1	0	0	0	0	0	1
Santana Row Residential (PDC97-036 RES)	0	0	0	0	0	0	25	0	0	0	0	0	25
Santana Row Retail (PDC97-036 RET)	0	0	0	0	0	0	1	0	0	0	0	0	1
Santana Row Parcels 9 & 17 NBR only	0	0	0	0	0	0	7	0	0	0	0	0	7
Baywood Avenue Existing Volumes (San Jose)	0	0	0	0	0	0	39	0	0	17	0	0	56
Total	0	0	0	0	0	0	73	0	0	17	0	0	90
Background Conditions	**21**	**0**	**45**	**129**	**2607**	**113**	**73**	**0**	**0**	**17**	**889**	**45**	**3938**
Pending Projects													
Hemlock Mixed-Use (San Jose)	0	0	0	0	2	0	0	0	0	0	5	0	7
Baywood Hotel (San Jose)	0	0	0	0	1	23	17	0	0	2	0	0	43
335 Winchester Blvd (San Jose)	0	0	0	0	38	0	0	0	0	0	7	0	45
Santa Clara Pending Projects	0	0	0	0	10	0	0	0	0	0	23	0	33
Total	0	0	0	0	51	23	17	0	0	2	35	0	128
Cumulative Conditions	**21**	**0**	**45**	**129**	**2658**	**136**	**90**	**0**	**0**	**19**	**924**	**45**	**4066**
Charles Cali Drive - Ingress Only													
Project Trips	0	0	0	0	22	0	0	0	0	0	69	0	91
Existing Mobile Home Credit	0	0	0	0	-1	0	0	0	0	0	-3	0	-4
Net Project Trips	0	0	0	0	21	0	0	0	0	0	66	0	87
Background Plus Project Conditions	**21**	**0**	**45**	**129**	**2628**	**113**	**73**	**0**	**0**	**17**	**955**	**45**	**4025**
Cumulative Plus Conditions	**21**	**0**	**45**	**129**	**2679**	**136**	**90**	**0**	**0**	**19**	**990**	**45**	**4153**
Charles Cali Drive - Ingress and Egresss													
Project Trips	0	0	0	0	22	0	0	0	0	0	69	0	91
Existing Mobile Home Credit	0	0	0	0	-1	0	0	0	0	0	-3	0	-4
Net Project Trips	0	0	0	0	21	0	0	0	0	0	66	0	87
Background Plus Project Conditions	**21**	**0**	**45**	**129**	**2628**	**113**	**73**	**0**	**0**	**17**	**955**	**45**	**4025**
Cumulative Plus Conditions	**21**	**0**	**45**	**129**	**2679**	**136**	**90**	**0**	**0**	**19**	**990**	**45**	**4153**

Intersection Number: 4
Traffix Node Number: 3702
Intersection Name: Monroe Street and Stevens Creek Boulevard
Peak Hour: AM
Count Date: 10/21/15

	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	**11**	**8**	**51**	**66**	**1975**	**328**	**301**	**13**	**16**	**15**	**658**	**7**	**3449**
Approved Projects													
San Jose ATI	28	16	34	54	620	616	91	17	5	0	255	22	1758
Remove Valley Fair Expansion (San Jose)	-24	-11	-34	-53	-54	0	0	-17	0	0	-35	-21	-249
Updated Valley Fair Expansion (San Jose)	21	10	30	32	48	0	0	15	0	0	31	19	206
Add 25% of Lots 9 and 17 (San Jose)	0	1	0	0	15	59	5	0	0	0	2	0	82
Removed Santana West (San Jose)	-4	-3	0	0	-387	-257	-31	0	0	0	-47	-1	-730
Updated Santana West (San Jose)	4	2	0	0	570	63	9	0	0	0	78	0	726
Santa Clara Approved Projects	0	0	0	0	30	0	0	0	0	0	25	0	55
Total	25	15	30	33	842	481	74	15	5	0	309	19	1848
Background Conditions	**36**	**23**	**81**	**99**	**2817**	**809**	**375**	**28**	**21**	**15**	**967**	**26**	**5297**
Pending Projects													
Hemlock Mixed-Use (San Jose)	0	0	0	0	0	10	7	0	2	0	2	0	21
Baywood Hotel (San Jose)	0	0	0	0	23	0	0	0	0	0	16	1	40
335 Winchester Blvd (San Jose)	0	0	0	0	38	0	0	0	0	0	7	0	45
Santa Clara Pending Projects	0	0	0	0	10	0	0	0	0	0	23	0	33
Total	0	0	0	0	71	10	7	0	2	0	48	1	139
Cumulative Conditions	**36**	**23**	**81**	**99**	**2888**	**819**	**382**	**28**	**23**	**15**	**1015**	**27**	**5436**
Charles Cali Drive - Ingress Only													
Project Trips	0	0	0	0	22	7	23	0	0	0	69	0	121
Existing Mobile Home Credit	0	0	0	0	-1	0	-1	0	0	0	-3	0	-5
Net Project Trips	0	0	0	0	21	7	22	0	0	0	66	0	116
Background Plus Project Conditions	**36**	**23**	**81**	**99**	**2838**	**816**	**397**	**28**	**21**	**15**	**1033**	**26**	**5413**
Cumulative Plus Conditions	**36**	**23**	**81**	**99**	**2909**	**826**	**404**	**28**	**23**	**15**	**1081**	**27**	**5552**
Charles Cali Drive - Ingress and Egresss													
Project Trips	0	0	0	0	22	7	23	0	0	0	69	0	121
Existing Mobile Home Credit	0	0	0	0	-1	0	-1	0	0	0	-3	0	-5
Net Project Trips	0	0	0	0	21	7	22	0	0	0	66	0	116
Background Plus Project Conditions	**36**	**23**	**81**	**99**	**2838**	**816**	**397**	**28**	**21**	**15**	**1033**	**26**	**5413**
Cumulative Plus Conditions	**36**	**23**	**81**	**99**	**2909**	**826**	**404**	**28**	**23**	**15**	**1081**	**27**	**5552**

Intersection Number: 5
Traffix Node Number: 3056
Intersection Name: I-880 SB Ramps and Stevens Creek Boulevard *
Peak Hour: AM
Count Date: 10/11/16

	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	**766**	**4**	**209**	**0**	**1965**	**173**	**0**	**0**	**0**	**463**	**605**	**0**	**4185**
Approved Projects													
San Jose ATI	395	0	0	0	894	0	0	0	0	169	213	0	1671
Remove Valley Fair Expansion (San Jose)	-32	0	0	0	-75	0	0	0	0	-39	-29	0	-175
Updated Valley Fair Expansion (San Jose)	14	0	0	0	66	0	0	0	0	35	26	0	141
Add 25% of Lots 9 and 17 (San Jose)	21	0	0	0	53	0	0	0	0	4	4	0	82
Removed Santana West (San Jose)	-186	0	0	0	-459	0	0	0	0	-38	-40	0	-723
Updated Santana West (San Jose)	183	0	0	0	451	0	0	0	0	41	45	0	720
Santa Clara Approved Projects	12	0	0	0	18	0	0	0	0	11	14	0	55
Total	407	0	0	0	948	0	0	0	0	183	233	0	1771
Background Conditions	**1173**	**4**	**209**	**0**	**2913**	**173**	**0**	**0**	**0**	**646**	**838**	**0**	**5956**
Pending Projects													
Hemlock Mixed-Use (San Jose)	3	0	0	0	7	0	0	0	0	4	4	0	18
Baywood Hotel (San Jose)	8	0	0	0	15	0	0	0	0	7	9	0	39
335 Winchester Blvd (San Jose)	11	0	0	0	27	0	0	0	0	4	4	0	46
Santa Clara Pending Projects	4	0	0	0	6	0	0	0	0	11	12	0	33
Total	26	0	0	0	55	0	0	0	0	26	29	0	136
Cumulative Conditions	**1199**	**4**	**209**	**0**	**2968**	**173**	**0**	**0**	**0**	**672**	**867**	**0**	**6092**
Charles Cali Drive - Ingress Only													
Project Trips	11	0	0	0	19	0	0	0	0	50	42	0	122
Existing Mobile Home Credit	-1	0	0	0	-1	0	0	0	0	-2	-2	0	-6
Net Project Trips	10	0	0	0	18	0	0	0	0	48	40	0	116
Background Plus Project Conditions	**1183**	**4**	**209**	**0**	**2931**	**173**	**0**	**0**	**0**	**694**	**878**	**0**	**6072**
Cumulative Plus Conditions	**1209**	**4**	**209**	**0**	**2986**	**173**	**0**	**0**	**0**	**720**	**907**	**0**	**6208**
Charles Cali Drive - Ingress and Egresss													
Project Trips	11	0	0	0	19	0	0	0	0	50	42	0	122
Existing Mobile Home Credit	-1	0	0	0	-1	0	0	0	0	-2	-2	0	-6
Net Project Trips	10	0	0	0	18	0	0	0	0	48	40	0	116
Background Plus Project Conditions	**1183**	**4**	**209**	**0**	**2931**	**173**	**0**	**0**	**0**	**694**	**878**	**0**	**6072**
Cumulative Plus Conditions	**1209**	**4**	**209**	**0**	**2986**	**173**	**0**	**0**	**0**	**720**	**907**	**0**	**6208**

Intersection Number: 6
Traffix Node Number: 4120
Intersection Name: I-880 NB Ramps and Stevens Creek Boulevard
Peak Hour: AM
Count Date: 4/24/18

	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	**0**	**0**	**0**	**140**	**886**	**0**	**316**	**0**	**1278**	**341**	**489**	**0**	**3450**
Approved Projects													
San Jose ATI	0	0	0	0	161	0	0	0	339	63	25	0	588
Updated Valley Fair Expansion (San Jose)	0	0	0	0	12	0	0	0	54	18	8	0	92
Removed Santana West (San Jose)	0	0	0	0	-149	0	0	0	-310	-22	-18	0	-499
Updated Santana West (San Jose)	0	0	0	0	146	0	0	0	305	25	20	0	496
Santa Clara Approved Projects	0	0	0	0	6	0	0	0	12	9	5	0	32
Total	0	0	0	0	176	0	0	0	400	93	40	0	709
Interpolated Approved Trips													
Santana Row Office (PDC97-036 OFF)	0	0	0	0	9	0	0	0	25	3	1	0	38
Santana Row Residential (PDC97-036 RES)	0	0	0	0	0	0	0	0	2	16	0	0	18
Santana Row Retail (PDC97-036 RET)	0	0	0	0	2	0	0	0	4	1	1	0	8
North San Jose	0	0	0	0	0	0	0	0	0	0	6	0	6
Winchester Reserve (San Jose)	0	0	0	0	1	0	0	0	0	39	3	0	43
Santana Row Parcels 9 & 17	0	0	0	0	70	0	0	0	143	6	10	0	229
Total	0	0	0	0	82	0	0	0	174	65	21	0	342
Background Conditions	**0**	**0**	**0**	**140**	**1144**	**0**	**316**	**0**	**1852**	**499**	**550**	**0**	**4501**
Pending Projects													
Hemlock Mixed-Use (San Jose)	0	0	0	0	2	0	0	0	5	4	0	0	11
Baywood Hotel (San Jose)	0	0	0	0	6	0	0	0	10	5	4	0	25
335 Winchester Blvd (San Jose)	0	0	0	0	9	0	0	0	19	2	2	0	32
Santa Clara Pending Projects	0	0	0	0	2	0	0	0	5	8	4	0	19
Total	0	0	0	0	19	0	0	0	39	19	10	0	87
Cumulative Conditions	**0**	**0**	**0**	**140**	**1163**	**0**	**316**	**0**	**1891**	**518**	**560**	**0**	**4588**
Charles Cali Drive - Ingress Only													
Project Trips	0	0	0	0	3	0	0	0	16	33	8	0	60
Existing Mobile Home Credit	0	0	0	0	0	0	0	0	-1	-1	0	0	-2
Net Project Trips	0	0	0	0	3	0	0	0	15	32	8	0	58
Background Plus Project Conditions	**0**	**0**	**0**	**140**	**1147**	**0**	**316**	**0**	**1867**	**531**	**558**	**0**	**4559**
Cumulative Plus Conditions	**0**	**0**	**0**	**140**	**1166**	**0**	**316**	**0**	**1906**	**550**	**568**	**0**	**4646**
Charles Cali Drive - Ingress and Egresss													
Project Trips	0	0	0	0	3	0	0	0	16	33	8	0	60
Existing Mobile Home Credit	0	0	0	0	0	0	0	0	-1	-1	0	0	-2
Net Project Trips	0	0	0	0	3	0	0	0	15	32	8	0	58
Background Plus Project Conditions	**0**	**0**	**0**	**140**	**1147**	**0**	**316**	**0**	**1867**	**531**	**558**	**0**	**4559**
Cumulative Plus Conditions	**0**	**0**	**0**	**140**	**1166**	**0**	**316**	**0**	**1906**	**550**	**568**	**0**	**4646**

Intersection Number: 7
Traffix Node Number: 3726
Intersection Name: Winchester Boulevard and Olin Avenue
Peak Hour: AM
Count Date: 2/28/19

	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	**12**	**764**	**45**	**91**	**5**	**68**	**48**	**994**	**27**	**28**	**3**	**11**	**2096**
Approved Projects													
San Jose ATI	252	683	33	2	0	5	1	178	136	16	0	30	1336
Remove Valley Fair Expansion (San Jose)	0	-2	0	0	0	0	0	-36	0	0	0	0	-38
Updated Valley Fair Expansion (San Jose)	0	20	0	0	0	0	0	31	0	0	0	0	51
Remove SR Lot 11 (San Jose)	0	-129	0	0	0	0	0	-22	0	0	0	0	-151
Add 25% of Lots 9 and 17 (San Jose)	0	39	0	0	0	0	0	5	0	0	0	0	44
Removed Santana West (San Jose)	-252	-378	0	0	0	0	0	-46	-136	-16	0	-30	-858
Updated Santana West (San Jose)	508	293	0	0	0	0	0	43	49	11	0	76	980
Santa Clara Approved Projects	0	13	0	0	0	0	0	15	0	0	0	0	28
Total	508	539	33	2	0	5	1	168	49	11	0	76	1392
Background Conditions	**520**	**1303**	**78**	**93**	**5**	**73**	**49**	**1162**	**76**	**39**	**3**	**87**	**3488**
Pending Projects													
Baywood Hotel (San Jose)	0	0	0	4	0	1	2	2	0	0	0	0	9
335 Winchester Blvd (San Jose)	0	3	11	0	0	0	0	16	0	0	0	0	30
1495 Winchester Blvd (San Jose)	0	2	0	0	0	0	0	2	0	0	0	0	4
Santa Clara Pending Projects	0	13	0	0	0	0	0	6	0	0	0	0	19
Total	0	18	11	4	0	1	2	27	0	0	0	0	63
Cumulative Conditions	**520**	**1321**	**89**	**97**	**5**	**74**	**51**	**1189**	**76**	**39**	**3**	**87**	**3551**
Charles Cali Drive - Ingress Only													
Project Trips	0	30	0	0	0	0	0	94	0	0	0	0	124
Existing Mobile Home Credit	0	-2	0	0	0	0	0	-4	0	0	0	0	-6
Net Project Trips	0	28	0	0	0	0	0	90	0	0	0	0	118
Background Plus Project Conditions	**520**	**1331**	**78**	**93**	**5**	**73**	**49**	**1252**	**76**	**39**	**3**	**87**	**3606**
Cumulative Plus Conditions	**520**	**1349**	**89**	**97**	**5**	**74**	**51**	**1279**	**76**	**39**	**3**	**87**	**3669**
Charles Cali Drive - Ingress and Egresss													
Project Trips	0	30	0	0	0	0	0	94	0	0	0	0	124
Existing Mobile Home Credit	0	-2	0	0	0	0	0	-4	0	0	0	0	-6
Net Project Trips	0	28	0	0	0	0	0	90	0	0	0	0	118
Background Plus Project Conditions	**520**	**1331**	**78**	**93**	**5**	**73**	**49**	**1252**	**76**	**39**	**3**	**87**	**3606**
Cumulative Plus Conditions	**520**	**1349**	**89**	**97**	**5**	**74**	**51**	**1279**	**76**	**39**	**3**	**87**	**3669**

Intersection Number: 8
Traffix Node Number: 3727
Intersection Name: Winchester Boulevard and Olsen Drive
Peak Hour: AM
Count Date: 2/28/19

	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**	**783**	**64**	**46**	**9**	**29**	**131**	**1058**	**27**	**10**	**3**	**6**	**2182**
Approved Projects													
San Jose ATI	378	146	209	36	0	17	1	269	410	49	0	46	1561
Remove Valley Fair Expansion (San Jose)	0	-23	0	0	0	0	0	-36	0	0	0	0	-59
Updated Valley Fair Expansion (San Jose)	0	20	0	0	0	0	0	31	0	0	0	0	51
Remove SR Lot 11 (San Jose)	0	0	-129	-22	0	-12	0	0	0	0	0	0	-163
Add 25% of Lots 9 and 17 (San Jose)	0	18	22	3	0	0	0	2	0	0	0	0	44
Removed Santana West (San Jose)	-378	-16	0	0	0	0	0	-136	-409	-49	0	-46	-1034
Updated Santana West (San Jose)	293	11	0	0	0	0	0	49	298	37	0	43	731
Santa Clara Approved Projects	0	13	0	0	0	0	0	15	0	0	0	0	28
Total	293	169	102	17	0	5	1	194	299	37	0	43	1159
Background Conditions	**309**	**952**	**166**	**63**	**9**	**34**	**132**	**1252**	**326**	**47**	**3**	**49**	**3341**
Pending Projects													
Baywood Hotel (San Jose)	0	1	0	0	0	1	2	3	0	0	0	0	7
335 Winchester Blvd (San Jose)	0	3	0	0	0	0	0	16	0	0	0	0	19
1495 Winchester Blvd (San Jose)	0	2	0	0	0	0	0	2	0	0	0	0	4
Santa Clara Pending Projects	0	13	0	0	0	0	0	6	0	0	0	0	19
Total	0	19	0	0	0	1	2	28	0	0	0	0	50
Cumulative Conditions	**309**	**971**	**166**	**63**	**9**	**35**	**134**	**1280**	**326**	**47**	**3**	**49**	**3391**
Charles Cali Drive - Ingress Only													
Project Trips	20	10	0	0	0	0	0	0	24	73	0	94	221
Existing Mobile Home Credit	-2	0	0	0	0	0	0	0	-1	-3	0	-4	-10
Net Project Trips	18	10	0	0	0	0	0	0	23	70	0	90	211
Background Plus Project Conditions	**327**	**962**	**166**	**63**	**9**	**34**	**132**	**1252**	**349**	**117**	**3**	**139**	**3552**
Cumulative Plus Conditions	**327**	**981**	**166**	**63**	**9**	**35**	**134**	**1280**	**349**	**117**	**3**	**139**	**3602**
Charles Cali Drive - Ingress and Egresss													
Project Trips	20	10	0	0	0	0	0	0	24	51	0	94	199
Existing Mobile Home Credit	-2	0	0	0	0	0	0	0	-1	-3	0	-4	-10
Net Project Trips	18	10	0	0	0	0	0	0	23	48	0	90	189
Background Plus Project Conditions	**327**	**962**	**166**	**63**	**9**	**34**	**132**	**1252**	**349**	**95**	**3**	**139**	**3530**
Cumulative Plus Conditions	**327**	**981**	**166**	**63**	**9**	**35**	**134**	**1280**	**349**	**95**	**3**	**139**	**3580**

Intersection Number: 9
Traffix Node Number: 3829
Intersection Name: Winchester Boulevard and I-280 WB on-ramp/Tisch Way
Peak Hour: AM
Count Date: 4/24/18

	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	**391**	**366**	**53**	**37**	**122**	**90**	**328**	**1154**	**742**	**0**	**0**	**0**	**3283**
Approved Projects													
San Jose ATI	62	55	96	334	16	21	162	471	33	0	0	0	1250
Remove Valley Fair Expansion (San Jose)	-8	-15	0	0	-5	-5	-17	-36	0	0	0	0	-86
Updated Valley Fair Expansion (San Jose)	7	13	0	0	5	5	15	31	0	0	0	0	76
Remove SR Lot 11 (San Jose)	-5	-7	0	-59	0	0	0	-74	0	0	0	0	-145
Add 25% of Lots 9 and 17 (San Jose)	0	0	18	2	1	3	33	0	0	0	0	0	56
Removed Santana West (San Jose)	-15	-20	-31	-260	0	0	0	-286	0	0	0	0	-612
Updated Santana West (San Jose)	17	22	9	66	0	0	0	280	0	0	0	0	394
Santa Clara Approved Projects	9	5	0	0	0	0	0	15	0	0	0	0	29
Total	67	53	92	83	17	24	193	401	33	0	0	0	962
Background Conditions	**458**	**419**	**145**	**120**	**139**	**114**	**521**	**1555**	**775**	**0**	**0**	**0**	**4245**
Pending Projects													
Hemlock Mixed-Use (San Jose)	0	0	0	0	3	0	3	1	0	0	0	0	7
Baywood Hotel (San Jose)	2	1	0	0	2	1	3	5	0	0	0	0	14
335 Winchester Blvd (San Jose)	1	2	0	0	0	0	0	16	0	0	0	0	19
1495 Winchester Blvd (San Jose)	0	2	0	0	0	0	0	2	1	0	0	0	5
Santa Clara Pending Projects	9	4	0	0	0	0	0	6	0	0	0	0	19
Total	12	9	0	0	5	1	6	30	1	0	0	0	64
Cumulative Conditions	**470**	**428**	**145**	**120**	**144**	**115**	**527**	**1585**	**776**	**0**	**0**	**0**	**4309**
Charles Cali Drive - Ingress Only													
Project Trips	33	17	23	7	0	0	0	16	0	0	0	0	96
Existing Mobile Home Credit	-1	-1	-1	0	0	0	0	-1	0	0	0	0	-4
Net Project Trips	32	16	22	7	0	0	0	15	0	0	0	0	92
Background Plus Project Conditions	**490**	**435**	**167**	**127**	**139**	**114**	**521**	**1570**	**775**	**0**	**0**	**0**	**4337**
Cumulative Plus Conditions	**502**	**444**	**167**	**127**	**144**	**115**	**527**	**1600**	**776**	**0**	**0**	**0**	**4401**
Charles Cali Drive - Ingress and Egresss													
Project Trips	33	17	23	7	0	0	0	16	0	0	0	0	96
Existing Mobile Home Credit	-1	-1	-1	0	0	0	0	-1	0	0	0	0	-4
Net Project Trips	32	16	22	7	0	0	0	15	0	0	0	0	92
Background Plus Project Conditions	**490**	**435**	**167**	**127**	**139**	**114**	**521**	**1570**	**775**	**0**	**0**	**0**	**4337**
Cumulative Plus Conditions	**502**	**444**	**167**	**127**	**144**	**115**	**527**	**1600**	**776**	**0**	**0**	**0**	**4401**

Intersection Number: 10
Traffix Node Number: 3711
Intersection Name: Winchester Boulevard and Moorpark Avenue
Peak Hour: AM
Count Date: 5/10/18

	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	**130**	**306**	**84**	**479**	**471**	**161**	**290**	**1003**	**82**	**152**	**746**	**563**	**4467**
Approved Projects													
San Jose ATI	17	53	3	22	1	8	37	290	1	4	5	346	787
Remove Valley Fair Expansion (San Jose)	-6	-14	0	0	0	0	0	-21	0	0	0	-31	-72
Updated Valley Fair Expansion (San Jose)	5	12	0	0	0	0	0	19	0	0	0	27	63
Remove SR Lot 11 (San Jose)	-2	-4	-1	-3	0	0	0	-26	0	0	0	-45	-81
Add 25% of Lots 9 and 17 (San Jose)	1	2	0	2	0	0	0	12	0	0	0	20	35
Removed Santana West (San Jose)	-6	-12	-2	-13	0	0	0	-99	0	0	0	-173	-305
Updated Santana West (San Jose)	7	13	2	12	0	0	0	98	0	0	0	171	303
Santa Clara Approved Projects	0	5	0	0	0	0	0	6	0	0	0	10	21
Total	16	55	2	20	1	8	37	279	1	4	5	325	751
Background Conditions	**146**	**361**	**86**	**499**	**472**	**169**	**327**	**1282**	**83**	**156**	**751**	**888**	**5218**
Pending Projects													
Hemlock Mixed-Use (San Jose)	0	0	0	0	0	0	0	1	0	0	0	3	4
Baywood Hotel (San Jose)	0	1	0	0	0	0	0	2	0	0	0	6	9
335 Winchester Blvd (San Jose)	0	1	0	1	0	0	0	6	0	0	0	9	17
1495 Winchester Blvd (San Jose)	0	2	0	0	0	0	0	3	0	2	0	0	7
Santa Clara Pending Projects	0	4	0	0	0	0	0	2	0	0	0	4	10
Total	0	8	0	1	0	0	0	14	0	2	0	22	47
Cumulative Conditions	**146**	**369**	**86**	**500**	**472**	**169**	**327**	**1296**	**83**	**158**	**751**	**910**	**5265**
Charles Cali Drive - Ingress Only													
Project Trips	7	5	5	2	0	0	0	2	0	0	0	13	34
Existing Mobile Home Credit	0	0	0	0	0	0	0	0	0	0	0	-1	-1
Net Project Trips	7	5	5	2	0	0	0	2	0	0	0	12	33
Background Plus Project Conditions	**153**	**366**	**91**	**501**	**472**	**169**	**327**	**1284**	**83**	**156**	**751**	**900**	**5251**
Cumulative Plus Conditions	**153**	**374**	**91**	**502**	**472**	**169**	**327**	**1298**	**83**	**158**	**751**	**922**	**5298**
Charles Cali Drive - Ingress and Egresss													
Project Trips	7	5	5	2	0	0	0	2	0	0	0	13	34
Existing Mobile Home Credit	0	0	0	0	0	0	0	0	0	0	0	-1	-1
Net Project Trips	7	5	5	2	0	0	0	2	0	0	0	12	33
Background Plus Project Conditions	**153**	**366**	**91**	**501**	**472**	**169**	**327**	**1284**	**83**	**156**	**751**	**900**	**5251**
Cumulative Plus Conditions	**153**	**374**	**91**	**502**	**472**	**169**	**327**	**1298**	**83**	**158**	**751**	**922**	**5298**

Intersection Number: 11
Traffix Node Number: 3037
Intersection Name: I-280 EB off-ramp and Moorpark Avenue *
Peak Hour: AM
Count Date: 4/3/19

	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	**37**	**0**	**746**	**0**	**675**	**0**	**0**	**0**	**0**	**0**	**660**	**0**	**2118**
Approved Projects													
San Jose ATI	3	0	252	0	18	0	0	0	0	0	105	0	378
Remove Valley Fair Expansion (San Jose)	0	0	-21	0	-6	0	0	0	0	0	-10	0	-37
Updated Valley Fair Expansion (San Jose)	0	0	19	0	5	0	0	0	0	0	8	0	32
Remove SR Lot 11 (San Jose)	0	0	-32	0	-2	0	0	0	0	0	-13	0	-47
Add 25% of Lots 9 and 17 (San Jose)	0	0	14	0	1	0	0	0	0	0	6	0	21
Removed Santana West (San Jose)	0	0	-124	0	-6	0	0	0	0	0	-49	0	-179
Updated Santana West (San Jose)	0	0	122	0	7	0	0	0	0	0	49	0	178
Santa Clara Approved Projects	0	0	10	0	0	0	0	0	0	0	0	0	10
Total	3	0	240	0	17	0	0	0	0	0	96	0	356
Background Conditions	**40**	**0**	**986**	**0**	**692**	**0**	**0**	**0**	**0**	**0**	**756**	**0**	**2474**
Pending Projects													
Hemlock Mixed-Use (San Jose)	0	0	2	0	0	0	0	0	0	0	1	0	3
Baywood Hotel (San Jose)	0	0	6	0	0	0	0	0	0	0	0	0	6
335 Winchester Blvd (San Jose)	0	0	7	0	0	0	0	0	0	0	1	0	8
1495 Winchester Blvd (San Jose)	0	0	2	0	0	0	0	0	0	0	0	0	2
Santa Clara Pending Projects	0	0	4	0	0	0	0	0	0	0	0	0	4
Total	0	0	21	0	0	0	0	0	0	0	2	0	23
Cumulative Conditions	**40**	**0**	**1007**	**0**	**692**	**0**	**0**	**0**	**0**	**0**	**758**	**0**	**2497**
Charles Cali Drive - Ingress Only													
Project Trips	0	0	11	0	7	0	0	0	0	0	2	0	20
Existing Mobile Home Credit	0	0	-1	0	0	0	0	0	0	0	0	0	-1
Net Project Trips	0	0	10	0	7	0	0	0	0	0	2	0	19
Background Plus Project Conditions	**40**	**0**	**996**	**0**	**699**	**0**	**0**	**0**	**0**	**0**	**758**	**0**	**2493**
Cumulative Plus Conditions	**40**	**0**	**1017**	**0**	**699**	**0**	**0**	**0**	**0**	**0**	**760**	**0**	**2516**
Charles Cali Drive - Ingress and Egresss													
Project Trips	0	0	11	0	7	0	0	0	0	0	2	0	20
Existing Mobile Home Credit	0	0	-1	0	0	0	0	0	0	0	0	0	-1
Net Project Trips	0	0	10	0	7	0	0	0	0	0	2	0	19
Background Plus Project Conditions	**40**	**0**	**996**	**0**	**699**	**0**	**0**	**0**	**0**	**0**	**758**	**0**	**2493**
Cumulative Plus Conditions	**40**	**0**	**1017**	**0**	**699**	**0**	**0**	**0**	**0**	**0**	**760**	**0**	**2516**

Intersection Number: 1
Traffix Node Number: 3118
Intersection Name: Winchester Boulevard and Stevens Creek Boulevard *
Peak Hour: PM
Count Date: 10/20/16

	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	**165**	**767**	**239**	**130**	**642**	**377**	**389**	**427**	**226**	**269**	**971**	**273**	**4875**
Approved Projects													
San Jose ATI	15	156	123	126	76	313	579	328	182	71	56	13	2038
Remove Valley Fair Expansion (San Jose)	-14	-41	-120	-122	-50	-93	-86	-38	0	0	-46	-13	-623
Updated Valley Fair Expansion (San Jose)	13	40	114	116	48	89	81	36	0	0	44	12	593
Add 25% of Lots 9 and 17 (San Jose)	0	6	0	0	0	1	4	19	14	4	0	0	48
Removed Santana West (San Jose)	0	-29	0	0	0	-66	-348	-154	-58	-11	0	0	-666
Updated Santana West (San Jose)	0	32	0	0	0	106	517	154	115	8	0	0	932
Santa Clara Approved Projects	6	7	13	16	15	0	0	9	8	15	29	10	128
Total	20	171	130	136	89	350	747	354	261	87	83	22	2450
Background Conditions	**185**	**938**	**369**	**266**	**731**	**727**	**1136**	**781**	**487**	**356**	**1054**	**295**	**7325**
Pending Projects													
Hemlock Mixed-Use (San Jose)	0	0	0	2	2	0	0	0	0	0	1	0	5
Baywood Hotel (San Jose)	0	0	2	0	1	0	1	2	5	0	6	0	17
335 Winchester Blvd (San Jose)	0	2	0	0	0	9	18	4	9	3	0	0	45
1495 Winchester Blvd (San Jose)	0	2	0	0	0	0	0	2	0	0	0	0	4
Santa Clara Pending Projects	4	8	15	25	0	0	0	14	0	0	0	6	72
Total	4	12	17	27	3	9	19	22	14	3	7	6	143
Cumulative Conditions	**189**	**950**	**386**	**293**	**734**	**736**	**1155**	**803**	**501**	**359**	**1061**	**301**	**7468**
Charles Cali Drive - Ingress Only													
Project Trips	0	8	0	0	0	69	42	5	10	17	0	0	151
Existing Mobile Home Credit	0	-1	0	0	0	-6	-3	0	-1	-2	0	0	-13
Net Project Trips	0	7	0	0	0	63	39	5	9	15	0	0	138
Background Plus Project Conditions	**185**	**945**	**369**	**266**	**731**	**790**	**1175**	**786**	**496**	**371**	**1054**	**295**	**7463**
Cumulative Plus Conditions	**189**	**957**	**386**	**293**	**734**	**799**	**1194**	**808**	**510**	**374**	**1061**	**301**	**7606**
Charles Cali Drive - Ingress and Egresss													
Project Trips	0	8	0	0	0	69	42	5	10	17	0	0	151
Existing Mobile Home Credit	0	-1	0	0	0	-6	-3	0	-1	-2	0	0	-13
Net Project Trips	0	7	0	0	0	63	39	5	9	15	0	0	138
Background Plus Project Conditions	**185**	**945**	**369**	**266**	**731**	**790**	**1175**	**786**	**496**	**371**	**1054**	**295**	**7463**
Cumulative Plus Conditions	**189**	**957**	**386**	**293**	**734**	**799**	**1194**	**808**	**510**	**374**	**1061**	**301**	**7606**

Intersection Number: 2
Traffix Node Number: 3816
Intersection Name: Santana Row and Stevens Creek Boulevard
Peak Hour: PM
Count Date: 10/21/15

	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	**76**	**36**	**111**	**72**	**934**	**298**	**90**	**16**	**15**	**29**	**1306**	**141**	**3124**
Approved Projects													
San Jose ATI	46	0	55	52	466	4	0	0	0	0	715	42	1380
Remove Valley Fair Expansion (San Jose)	-46	0	-55	-51	-220	0	0	0	0	0	-210	-42	-624
Valley Fair Ex Reassignment (San Jose)	24	0	32	9	-24	0	0	0	0	0	-50	50	41
Updated Valley Fair Expansion (San Jose)	35	0	42	39	219	0	0	0	0	0	176	64	575
Add 25% of Lots 9 and 17 (San Jose)	0	0	0	0	1	0	0	0	0	0	4	0	5
Removed Santana West (San Jose)	0	0	0	0	-66	0	0	0	0	0	-348	0	-414
Updated Santana West (San Jose)	0	0	0	0	106	0	0	0	0	0	517	0	623
Santa Clara Approved Projects	0	0	0	0	31	0	0	0	0	0	42	0	73
Total	59	0	74	49	513	4	0	0	0	0	846	114	1659
Background Conditions	**135**	**36**	**185**	**121**	**1447**	**302**	**90**	**16**	**15**	**29**	**2152**	**255**	**4783**
Pending Projects													
Hemlock Mixed-Use (San Jose)	0	0	0	0	5	0	0	0	0	0	2	0	7
Baywood Hotel (San Jose)	0	0	0	0	2	0	0	0	0	0	9	0	11
335 Winchester Blvd (San Jose)	0	0	0	0	9	0	0	0	0	0	18	0	27
Santa Clara Pending Projects	0	0	0	0	25	0	0	0	0	0	15	0	40
Total	0	0	0	0	41	0	0	0	0	0	44	0	85
Cumulative Conditions	**135**	**36**	**185**	**121**	**1488**	**302**	**90**	**16**	**15**	**29**	**2196**	**255**	**4868**
Charles Cali Drive - Ingress Only													
Project Trips	0	0	0	0	69	0	0	0	0	0	42	0	111
Existing Mobile Home Credit	0	0	0	0	-6	0	0	0	0	0	-3	0	-9
Net Project Trips	0	0	0	0	63	0	0	0	0	0	39	0	102
Background Plus Project Conditions	**135**	**36**	**185**	**121**	**1510**	**302**	**90**	**16**	**15**	**29**	**2191**	**255**	**4885**
Cumulative Plus Conditions	**135**	**36**	**185**	**121**	**1551**	**302**	**90**	**16**	**15**	**29**	**2235**	**255**	**4970**
Charles Cali Drive - Ingress and Egresss													
Project Trips	0	0	0	0	69	0	0	0	0	0	42	0	111
Existing Mobile Home Credit	0	0	0	0	-6	0	0	0	0	0	-3	0	-9
Net Project Trips	0	0	0	0	63	0	0	0	0	0	39	0	102
Background Plus Project Conditions	**135**	**36**	**185**	**121**	**1510**	**302**	**90**	**16**	**15**	**29**	**2191**	**255**	**4885**
Cumulative Plus Conditions	**135**	**36**	**185**	**121**	**1551**	**302**	**90**	**16**	**15**	**29**	**2235**	**255**	**4970**

Intersection Number: 3
Traffix Node Number: 3749
Intersection Name: Baywood Avenue/Valley Fair Entrance and Stevens Creek Boulevard
Peak Hour: PM
Count Date: 10/21/15

	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	**184**	**0**	**286**	**244**	**1138**	**88**	**0**	**0**	**0**	**0**	**1332**	**86**	**3358**
Approved Projects													
San Jose ATI	136	0	166	158	301	51	0	0	0	0	583	125	1520
Volar Mixed-Use (San Jose)	0	0	0	0	78	0	0	0	0	0	60	0	138
Remove Valley Fair Expansion (San Jose)	-136	0	-166	-153	-134	0	0	0	0	0	-139	-125	-853
Valley Fair Ex Reassignment (San Jose)	132	0	-32	149	-147	0	0	0	0	0	32	-50	84
Updated Valley Fair Expansion (San Jose)	35	0	169	58	223	0	0	0	0	0	123	95	703
Add 25% of Lots 9 and 17 (San Jose)	0	0	0	0	2	3	0	0	0	0	3	0	8
Removed Santana West (San Jose)	0	0	0	0	-66	0	0	0	0	0	-348	0	-414
Updated Santana West (San Jose)	0	0	0	0	106	0	0	0	0	0	517	0	623
Santa Clara Approved Projects	0	0	0	0	31	0	0	0	0	0	42	0	73
Total	167	0	137	212	394	54	0	0	0	0	873	45	1882
Interpolated Approved Trips													
Santana Row Office (PDC97-036 OFF)	0	0	0	0	0	0	6	0	0	0	0	0	6
Santana Row Residential (PDC97-036 RES)	0	0	0	0	0	0	9	0	0	0	0	0	9
Santana Row Retail (PDC97-036 RET)	0	0	0	0	0	0	5	0	0	0	0	0	5
Santana Row Parcels 9 & 17 NBR only	0	0	0	0	0	0	42	0	0	0	0	0	42
Baywood Avenue Existing Volumes (San Jose)	0	0	0	0	0	0	92	0	0	25	0	0	117
Total	0	0	0	0	0	0	154	0	0	25	0	0	179
Background Conditions	**351**	**0**	**423**	**456**	**1532**	**142**	**154**	**0**	**0**	**25**	**2205**	**131**	**5419**
Pending Projects													
Hemlock Mixed-Use (San Jose)	0	0	0	0	5	0	0	0	0	0	2	0	7
Baywood Hotel (San Jose)	0	0	0	0	2	22	24	0	0	2	0	0	50
335 Winchester Blvd (San Jose)	0	0	0	0	9	0	0	0	0	0	18	0	27
Santa Clara Pending Projects	0	0	0	0	25	0	0	0	0	0	15	0	40
Total	0	0	0	0	41	22	24	0	0	2	35	0	124
Cumulative Conditions	**351**	**0**	**423**	**456**	**1573**	**164**	**178**	**0**	**0**	**27**	**2240**	**131**	**5543**
Charles Cali Drive - Ingress Only													
Project Trips	0	0	0	0	69	0	0	0	0	0	42	0	111
Existing Mobile Home Credit	0	0	0	0	-6	0	0	0	0	0	-3	0	-9
Net Project Trips	0	0	0	0	63	0	0	0	0	0	39	0	102
Background Plus Project Conditions	**351**	**0**	**423**	**456**	**1595**	**142**	**154**	**0**	**0**	**25**	**2244**	**131**	**5521**
Cumulative Plus Conditions	**351**	**0**	**423**	**456**	**1636**	**164**	**178**	**0**	**0**	**27**	**2279**	**131**	**5645**
Charles Cali Drive - Ingress and Egresss													
Project Trips	0	0	0	0	69	0	0	0	0	0	42	0	111
Existing Mobile Home Credit	0	0	0	0	-6	0	0	0	0	0	-3	0	-9
Net Project Trips	0	0	0	0	63	0	0	0	0	0	39	0	102
Background Plus Project Conditions	**351**	**0**	**423**	**456**	**1595**	**142**	**154**	**0**	**0**	**25**	**2244**	**131**	**5521**
Cumulative Plus Conditions	**351**	**0**	**423**	**456**	**1636**	**164**	**178**	**0**	**0**	**27**	**2279**	**131**	**5645**

Intersection Number: 4
Traffix Node Number: 3702
Intersection Name: Monroe Street and Stevens Creek Boulevard
Peak Hour: PM
Count Date: 10/21/15

	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	**77**	**45**	**238**	**218**	**1359**	**291**	**220**	**22**	**37**	**28**	**1747**	**49**	**4331**
Approved Projects													
San Jose ATI	100	66	199	190	479	237	570	63	3	0	771	105	2783
Remove Valley Fair Expansion (San Jose)	-99	-64	-199	-184	-189	0	0	-59	0	0	-205	-101	-1100
Updated Valley Fair Expansion (San Jose)	94	62	191	122	179	0	0	56	0	0	196	96	996
Add 25% of Lots 9 and 17 (San Jose)	0	0	0	0	5	16	55	1	0	0	14	0	91
Removed Santana West (San Jose)	-1	-1	0	0	-66	-44	-230	-2	0	0	-344	-4	-692
Updated Santana West (San Jose)	1	0	0	0	105	12	57	2	0	0	514	3	694
Santa Clara Approved Projects	0	0	0	0	31	0	0	0	0	0	42	0	73
Total	95	63	191	128	544	221	452	61	3	0	988	99	2845
Background Conditions	**172**	**108**	**429**	**346**	**1903**	**512**	**672**	**83**	**40**	**28**	**2735**	**148**	**7176**
Pending Projects													
Hemlock Mixed-Use (San Jose)	0	0	0	0	0	8	10	0	5	0	2	0	25
Baywood Hotel (San Jose)	0	0	0	0	22	0	0	0	0	0	23	2	47
335 Winchester Blvd (San Jose)	0	0	0	0	9	0	0	0	0	0	18	0	27
Santa Clara Pending Projects	0	0	0	0	25	0	0	0	0	0	15	0	40
Total	0	0	0	0	56	8	10	0	5	0	58	2	139
Cumulative Conditions	**172**	**108**	**429**	**346**	**1959**	**520**	**682**	**83**	**45**	**28**	**2793**	**150**	**7315**
Charles Cali Drive - Ingress Only													
Project Trips	0	0	0	0	69	23	14	0	0	0	42	0	148
Existing Mobile Home Credit	0	0	0	0	-6	-2	-1	0	0	0	-3	0	-12
Net Project Trips	0	0	0	0	63	21	13	0	0	0	39	0	136
Background Plus Project Conditions	**172**	**108**	**429**	**346**	**1966**	**533**	**685**	**83**	**40**	**28**	**2774**	**148**	**7312**
Cumulative Plus Conditions	**172**	**108**	**429**	**346**	**2022**	**541**	**695**	**83**	**45**	**28**	**2832**	**150**	**7451**
Charles Cali Drive - Ingress and Egresss													
Project Trips	0	0	0	0	69	23	14	0	0	0	42	0	148
Existing Mobile Home Credit	0	0	0	0	-6	-2	-1	0	0	0	-3	0	-12
Net Project Trips	0	0	0	0	63	21	13	0	0	0	39	0	136
Background Plus Project Conditions	**172**	**108**	**429**	**346**	**1966**	**533**	**685**	**83**	**40**	**28**	**2774**	**148**	**7312**
Cumulative Plus Conditions	**172**	**108**	**429**	**346**	**2022**	**541**	**695**	**83**	**45**	**28**	**2832**	**150**	**7451**

Intersection Number: 5
Traffix Node Number: 3056
Intersection Name: I-880 SB Ramps and Stevens Creek Boulevard *
Peak Hour: PM
Count Date: 11/10/16

	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	**480**	**0**	**133**	**0**	**1593**	**236**	**0**	**0**	**0**	**884**	**1360**	**0**	**4686**
Approved Projects													
San Jose ATI	314	0	0	0	497	0	0	0	0	705	736	0	2252
Remove Valley Fair Expansion (San Jose)	-84	0	0	0	-196	0	0	0	0	-174	-130	0	-584
Updated Valley Fair Expansion (San Jose)	41	0	0	0	190	0	0	0	0	170	127	0	528
Add 25% of Lots 9 and 17 (San Jose)	6	0	0	0	16	0	0	0	0	34	36	0	90
Removed Santana West (San Jose)	-32	0	0	0	-77	0	0	0	0	-276	-299	0	-684
Updated Santana West (San Jose)	34	0	0	0	83	0	0	0	0	274	296	0	687
Santa Clara Approved Projects	12	0	0	0	19	0	0	0	0	18	24	0	73
Total	291	0	0	0	532	0	0	0	0	751	790	0	2362
Background Conditions	**771**	**0**	**133**	**0**	**2125**	**236**	**0**	**0**	**0**	**1635**	**2150**	**0**	**7048**
Pending Projects													
Hemlock Mixed-Use (San Jose)	3	0	0	0	4	0	0	0	0	6	6	0	19
Baywood Hotel (San Jose)	7	0	0	0	15	0	0	0	0	10	13	0	45
335 Winchester Blvd (San Jose)	3	0	0	0	6	0	0	0	0	9	9	0	27
Santa Clara Pending Projects	9	0	0	0	16	0	0	0	0	7	8	0	40
Total	22	0	0	0	41	0	0	0	0	32	36	0	131
Cumulative Conditions	**793**	**0**	**133**	**0**	**2166**	**236**	**0**	**0**	**0**	**1667**	**2186**	**0**	**7179**
Charles Cali Drive - Ingress Only													
Project Trips	33	0	0	0	58	0	0	0	0	31	26	0	148
Existing Mobile Home Credit	-3	0	0	0	-5	0	0	0	0	-2	-2	0	-12
Net Project Trips	30	0	0	0	53	0	0	0	0	29	24	0	136
Background Plus Project Conditions	**801**	**0**	**133**	**0**	**2178**	**236**	**0**	**0**	**0**	**1664**	**2174**	**0**	**7184**
Cumulative Plus Conditions	**823**	**0**	**133**	**0**	**2219**	**236**	**0**	**0**	**0**	**1696**	**2210**	**0**	**7315**
Charles Cali Drive - Ingress and Egresss													
Project Trips	33	0	0	0	58	0	0	0	0	31	26	0	148
Existing Mobile Home Credit	-3	0	0	0	-5	0	0	0	0	-2	-2	0	-12
Net Project Trips	30	0	0	0	53	0	0	0	0	29	24	0	136
Background Plus Project Conditions	**801**	**0**	**133**	**0**	**2178**	**236**	**0**	**0**	**0**	**1664**	**2174**	**0**	**7184**
Cumulative Plus Conditions	**823**	**0**	**133**	**0**	**2219**	**236**	**0**	**0**	**0**	**1696**	**2210**	**0**	**7315**

Intersection Number: 6
Traffix Node Number: 4120
Intersection Name: I-880 NB Ramps and Stevens Creek Boulevard
Peak Hour: PM
Count Date: 4/24/18

	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	**0**	**0**	**0**	**159**	**717**	**0**	**293**	**0**	**945**	**364**	**1100**	**0**	**3578**
Approved Projects													
San Jose ATI	0	0	0	0	40	0	0	0	114	197	147	0	498
Updated Valley Fair Expansion (San Jose)	0	0	0	0	35	0	0	0	155	89	38	0	317
Removed Santana West (San Jose)	0	0	0	0	-25	0	0	0	-52	-166	-133	0	-376
Updated Santana West (San Jose)	0	0	0	0	27	0	0	0	56	165	132	0	380
Santa Clara Approved Projects	0	0	0	0	6	0	0	0	13	16	8	0	43
Total	0	0	0	0	83	0	0	0	286	301	192	0	862
Interpolated Approved Trips													
Santana Row Office (PDC97-036 OFF)	0	0	0	0	2	0	0	0	4	13	8	0	27
Santana Row Residential (PDC97-036 RES)	0	0	0	0	0	0	0	0	5	6	0	0	11
Santana Row Retail (PDC97-036 RET)	0	0	0	0	6	0	0	0	14	8	7	0	35
North San Jose	0	0	0	0	0	0	0	0	0	0	6	0	6
Winchester Reserve (San Jose)	0	0	0	0	3	0	0	0	0	21	2	0	26
Santana Row Parcels 9 & 17	0	0	0	0	21	0	0	0	41	79	65	0	206
Total	0	0	0	0	32	0	0	0	64	127	88	0	311
Background Conditions	**0**	**0**	**0**	**159**	**832**	**0**	**293**	**0**	**1295**	**792**	**1380**	**0**	**4751**
Pending Projects													
Hemlock Mixed-Use (San Jose)	0	0	0	0	0	0	0	0	4	5	2	0	11
Baywood Hotel (San Jose)	0	0	0	0	6	0	0	0	9	8	6	0	29
335 Winchester Blvd (San Jose)	0	0	0	0	2	0	0	0	4	5	4	0	15
Santa Clara Pending Projects	0	0	0	0	4	0	0	0	12	5	2	0	23
Total	0	0	0	0	12	0	0	0	29	23	14	0	78
Cumulative Conditions	**0**	**0**	**0**	**159**	**844**	**0**	**293**	**0**	**1324**	**815**	**1394**	**0**	**4829**
Charles Cali Drive - Ingress Only													
Project Trips	0	0	0	0	8	0	0	0	50	20	5	0	83
Existing Mobile Home Credit	0	0	0	0	-1	0	0	0	-5	-1	0	0	-7
Net Project Trips	0	0	0	0	7	0	0	0	45	19	5	0	76
Background Plus Project Conditions	**0**	**0**	**0**	**159**	**839**	**0**	**293**	**0**	**1340**	**811**	**1385**	**0**	**4827**
Cumulative Plus Conditions	**0**	**0**	**0**	**159**	**851**	**0**	**293**	**0**	**1369**	**834**	**1399**	**0**	**4905**
Charles Cali Drive - Ingress and Egresss													
Project Trips	0	0	0	0	8	0	0	0	50	20	5	0	83
Existing Mobile Home Credit	0	0	0	0	-1	0	0	0	-5	-1	0	0	-7
Net Project Trips	0	0	0	0	7	0	0	0	45	19	5	0	76
Background Plus Project Conditions	**0**	**0**	**0**	**159**	**839**	**0**	**293**	**0**	**1340**	**811**	**1385**	**0**	**4827**
Cumulative Plus Conditions	**0**	**0**	**0**	**159**	**851**	**0**	**293**	**0**	**1369**	**834**	**1399**	**0**	**4905**

Intersection Number: 7
Traffix Node Number: 3726
Intersection Name: Winchester Boulevard and Olin Avenue
Peak Hour: PM
Count Date: 2/28/19

	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	**25**	**1146**	**296**	**84**	**3**	**60**	**100**	**732**	**20**	**42**	**11**	**44**	**2563**
Approved Projects													
San Jose ATI	41	241	111	1	0	2	3	764	21	122	0	225	1531
Remove Valley Fair Expansion (San Jose)	0	-3	0	0	0	0	0	-93	0	0	0	0	-96
Updated Valley Fair Expansion (San Jose)	0	99	0	0	0	0	0	90	0	0	0	0	189
Remove SR Lot 11 (San Jose)	0	-73	0	0	0	0	0	-123	0	0	0	0	-196
Add 25% of Lots 9 and 17 (San Jose)	0	11	0	0	0	0	0	36	0	0	0	0	48
Removed Santana West (San Jose)	-41	-66	0	0	0	0	0	-338	-21	-122	0	-225	-813
Updated Santana West (San Jose)	91	55	0	0	0	0	0	287	6	70	0	499	1008
Santa Clara Approved Projects	0	22	0	0	0	0	0	16	0	0	0	0	38
Total	91	286	111	1	0	2	3	639	6	70	0	499	1709
Background Conditions	**116**	**1432**	**407**	**85**	**3**	**62**	**103**	**1371**	**26**	**112**	**11**	**543**	**4272**
Pending Projects													
Baywood Hotel (San Jose)	0	0	0	6	0	2	1	1	0	0	0	0	10
335 Winchester Blvd (San Jose)	0	7	27	0	0	0	0	4	0	0	0	0	38
1495 Winchester Blvd (San Jose)	0	2	0	0	0	0	0	2	0	0	0	0	4
Santa Clara Pending Projects	0	8	0	0	0	0	0	14	0	0	0	0	22
Total	0	17	27	6	0	2	1	21	0	0	0	0	74
Cumulative Conditions	**116**	**1449**	**434**	**91**	**3**	**64**	**104**	**1392**	**26**	**112**	**11**	**543**	**4346**
Charles Cali Drive - Ingress Only													
Project Trips	0	94	0	0	0	0	0	57	0	0	0	0	151
Existing Mobile Home Credit	0	-8	0	0	0	0	0	-4	0	0	0	0	-12
Net Project Trips	0	86	0	0	0	0	0	53	0	0	0	0	139
Background Plus Project Conditions	**116**	**1518**	**407**	**85**	**3**	**62**	**103**	**1424**	**26**	**112**	**11**	**543**	**4411**
Cumulative Plus Conditions	**116**	**1535**	**434**	**91**	**3**	**64**	**104**	**1445**	**26**	**112**	**11**	**543**	**4485**
Charles Cali Drive - Ingress and Egresss													
Project Trips	0	94	0	0	0	0	0	57	0	0	0	0	151
Existing Mobile Home Credit	0	-8	0	0	0	0	0	-4	0	0	0	0	-12
Net Project Trips	0	86	0	0	0	0	0	53	0	0	0	0	139
Background Plus Project Conditions	**116**	**1518**	**407**	**85**	**3**	**62**	**103**	**1424**	**26**	**112**	**11**	**543**	**4411**
Cumulative Plus Conditions	**116**	**1535**	**434**	**91**	**3**	**64**	**104**	**1445**	**26**	**112**	**11**	**543**	**4485**

Intersection Number: 8
Traffix Node Number: 3727
Intersection Name: Winchester Boulevard and Olsen Drive
Peak Hour: PM
Count Date: 2/28/19

	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	**9**	**1121**	**71**	**154**	**3**	**193**	**122**	**672**	**24**	**21**	**2**	**14**	**2406**
Approved Projects													
San Jose ATI	64	337	101	203	0	72	3	269	68	365	0	336	1818
Remove Valley Fair Expansion (San Jose)	0	-101	0	0	0	0	0	-93	0	0	0	0	-194
Updated Valley Fair Expansion (San Jose)	0	99	0	0	0	0	0	90	0	0	0	0	189
Remove SR Lot 11 (San Jose)	0	0	-73	-123	0	-70	0	0	0	0	0	0	-266
Add 25% of Lots 9 and 17 (San Jose)	0	5	6	20	0	0	0	17	0	0	0	0	48
Removed Santana West (San Jose)	-64	-124	0	0	0	0	0	-23	-68	-365	0	-336	-980
Updated Santana West (San Jose)	55	70	0	0	0	0	0	6	58	242	0	287	718
Santa Clara Approved Projects	0	22	0	0	0	0	0	16	0	0	0	0	38
Total	55	308	34	100	0	2	3	282	58	242	0	287	1371
Background Conditions	**64**	**1429**	**105**	**254**	**3**	**195**	**125**	**954**	**82**	**263**	**2**	**301**	**3777**
Pending Projects													
Baywood Hotel (San Jose)	0	2	0	0	0	2	1	3	0	0	0	0	8
335 Winchester Blvd (San Jose)	0	7	0	0	0	0	0	4	0	0	0	0	11
1495 Winchester Blvd (San Jose)	0	2	0	0	0	0	0	2	0	0	0	0	4
Santa Clara Pending Projects	0	8	0	0	0	0	0	14	0	0	0	0	22
Total	0	19	0	0	0	2	1	23	0	0	0	0	45
Cumulative Conditions	**64**	**1448**	**105**	**254**	**3**	**197**	**126**	**977**	**82**	**263**	**2**	**301**	**3822**
Charles Cali Drive - Ingress Only													
Project Trips	65	29	0	0	0	0	0	0	73	45	0	57	269
Existing Mobile Home Credit	-8	0	0	0	0	0	0	0	-7	-3	0	-4	-22
Net Project Trips	57	29	0	0	0	0	0	0	66	42	0	53	247
Background Plus Project Conditions	**121**	**1458**	**105**	**254**	**3**	**195**	**125**	**954**	**148**	**305**	**2**	**354**	**4024**
Cumulative Plus Conditions	**121**	**1477**	**105**	**254**	**3**	**197**	**126**	**977**	**148**	**305**	**2**	**354**	**4069**
Charles Cali Drive - Ingress and Egresss													
Project Trips	65	29	0	0	0	0	0	0	73	30	0	57	254
Existing Mobile Home Credit	-8	0	0	0	0	0	0	0	-7	-3	0	-4	-22
Net Project Trips	57	29	0	0	0	0	0	0	66	27	0	53	232
Background Plus Project Conditions	**121**	**1458**	**105**	**254**	**3**	**195**	**125**	**954**	**148**	**290**	**2**	**354**	**4009**
Cumulative Plus Conditions	**121**	**1477**	**105**	**254**	**3**	**197**	**126**	**977**	**148**	**290**	**2**	**354**	**4054**

Intersection Number: 9
Traffix Node Number: 3829
Intersection Name: Winchester Boulevard and I-280 WB on-ramp/Tisch Way
Peak Hour: PM
Count Date: 4/24/18

	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	**344**	**916**	**36**	**32**	**124**	**231**	**185**	**761**	**467**	**0**	**0**	**0**	**3096**
Approved Projects													
San Jose ATI	101	316	255	162	86	112	101	257	16	0	0	0	1406
Remove Valley Fair Expansion (San Jose)	-36	-65	0	0	-24	-24	-45	-93	0	0	0	0	-287
Updated Valley Fair Expansion (San Jose)	36	63	0	0	24	24	43	90	0	0	0	0	280
Remove SR Lot 11 (San Jose)	-31	-40	0	-33	0	0	0	-42	0	0	0	0	-146
Add 25% of Lots 9 and 17 (San Jose)	0	0	5	16	13	18	9	0	0	0	0	0	61
Removed Santana West (San Jose)	-110	-144	-232	-44	0	0	0	-49	0	0	0	0	-579
Updated Santana West (San Jose)	110	143	59	12	0	0	0	52	0	0	0	0	376
Santa Clara Approved Projects	14	8	0	0	0	0	0	16	0	0	0	0	38
Total	84	281	87	113	99	130	108	231	16	0	0	0	1149
Background Conditions	**428**	**1197**	**123**	**145**	**223**	**361**	**293**	**992**	**483**	**0**	**0**	**0**	**4245**
Pending Projects													
Hemlock Mixed-Use (San Jose)	0	0	0	0	3	2	2	0	0	0	0	0	7
Baywood Hotel (San Jose)	2	1	0	0	3	1	3	4	0	0	0	0	14
335 Winchester Blvd (San Jose)	3	4	0	0	0	0	0	4	0	0	0	0	11
1495 Winchester Blvd (San Jose)	0	2	0	0	0	0	0	2	2	0	0	0	6
Santa Clara Pending Projects	6	2	0	0	0	0	0	14	0	0	0	0	22
Total	11	9	0	0	6	3	5	24	2	0	0	0	60
Cumulative Conditions	**439**	**1206**	**123**	**145**	**229**	**364**	**298**	**1016**	**485**	**0**	**0**	**0**	**4305**
Charles Cali Drive - Ingress Only													
Project Trips	20	10	14	23	0	0	0	50	0	0	0	0	117
Existing Mobile Home Credit	-1	-1	-1	-2	0	0	0	-5	0	0	0	0	-10
Net Project Trips	19	9	13	21	0	0	0	45	0	0	0	0	107
Background Plus Project Conditions	**447**	**1206**	**136**	**166**	**223**	**361**	**293**	**1037**	**483**	**0**	**0**	**0**	**4352**
Cumulative Plus Conditions	**458**	**1215**	**136**	**166**	**229**	**364**	**298**	**1061**	**485**	**0**	**0**	**0**	**4412**
Charles Cali Drive - Ingress and Egresss													
Project Trips	20	10	14	23	0	0	0	50	0	0	0	0	117
Existing Mobile Home Credit	-1	-1	-1	-2	0	0	0	-5	0	0	0	0	-10
Net Project Trips	19	9	13	21	0	0	0	45	0	0	0	0	107
Background Plus Project Conditions	**447**	**1206**	**136**	**166**	**223**	**361**	**293**	**1037**	**483**	**0**	**0**	**0**	**4352**
Cumulative Plus Conditions	**458**	**1215**	**136**	**166**	**229**	**364**	**298**	**1061**	**485**	**0**	**0**	**0**	**4412**

Intersection Number: 10
Traffix Node Number: 3711
Intersection Name: Winchester Boulevard and Moorpark Avenue
Peak Hour: PM
Count Date: 5/10/18

	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	**167**	**796**	**250**	**363**	**333**	**228**	**375**	**629**	**52**	**311**	**918**	**356**	**4778**
Approved Projects													
San Jose ATI	109	297	25	11	4	38	20	157	0	15	2	204	882
Remove Valley Fair Expansion (San Jose)	-27	-60	-1	-1	0	0	0	-56	0	0	0	-81	-226
Updated Valley Fair Expansion (San Jose)	27	59	1	1	0	0	0	54	0	0	0	78	220
Remove SR Lot 11 (San Jose)	-12	-24	-3	-2	0	0	0	-15	0	0	0	-25	-81
Add 25% of Lots 9 and 17 (San Jose)	6	11	1	1	0	0	0	4	0	0	0	5	27
Removed Santana West (San Jose)	-44	-88	-11	-3	0	0	0	-17	0	0	0	-29	-192
Updated Santana West (San Jose)	44	88	11	2	0	0	0	18	0	0	0	32	195
Santa Clara Approved Projects	0	8	0	0	0	0	0	6	0	0	0	11	25
Total	103	291	23	9	4	38	20	151	0	15	2	195	850
Background Conditions	**270**	**1087**	**273**	**372**	**337**	**266**	**395**	**780**	**52**	**326**	**920**	**551**	**5628**
Pending Projects													
Hemlock Mixed-Use (San Jose)	1	1	0	0	0	0	0	0	0	0	0	2	4
Baywood Hotel (San Jose)	0	2	0	0	0	0	0	2	0	0	0	6	10
335 Winchester Blvd (San Jose)	1	3	0	0	0	0	0	1	0	0	0	2	7
1495 Winchester Blvd (San Jose)	0	2	0	0	0	0	0	4	0	1	0	0	7
Santa Clara Pending Projects	0	2	0	0	0	0	0	4	0	0	0	10	16
Total	2	10	0	0	0	0	0	11	0	1	0	20	44
Cumulative Conditions	**272**	**1097**	**273**	**372**	**337**	**266**	**395**	**791**	**52**	**327**	**920**	**571**	**5672**
Charles Cali Drive - Ingress Only													
Project Trips	4	3	3	5	0	0	0	5	0	0	0	40	60
Existing Mobile Home Credit	0	0	0	0	0	0	0	0	0	0	0	-4	-4
Net Project Trips	4	3	3	5	0	0	0	5	0	0	0	36	56
Background Plus Project Conditions	**274**	**1090**	**276**	**377**	**337**	**266**	**395**	**785**	**52**	**326**	**920**	**587**	**5684**
Cumulative Plus Conditions	**276**	**1100**	**276**	**377**	**337**	**266**	**395**	**796**	**52**	**327**	**920**	**607**	**5728**
Charles Cali Drive - Ingress and Egresss													
Project Trips	4	3	3	5	0	0	0	5	0	0	0	40	60
Existing Mobile Home Credit	0	0	0	0	0	0	0	0	0	0	0	-4	-4
Net Project Trips	4	3	3	5	0	0	0	5	0	0	0	36	56
Background Plus Project Conditions	**274**	**1090**	**276**	**377**	**337**	**266**	**395**	**785**	**52**	**326**	**920**	**587**	**5684**
Cumulative Plus Conditions	**276**	**1100**	**276**	**377**	**337**	**266**	**395**	**796**	**52**	**327**	**920**	**607**	**5728**

Intersection Number: 11
Traffix Node Number: 3037
Intersection Name: I-280 EB off-ramp and Moorpark Avenue *
Peak Hour: PM
Count Date: 12/13/18

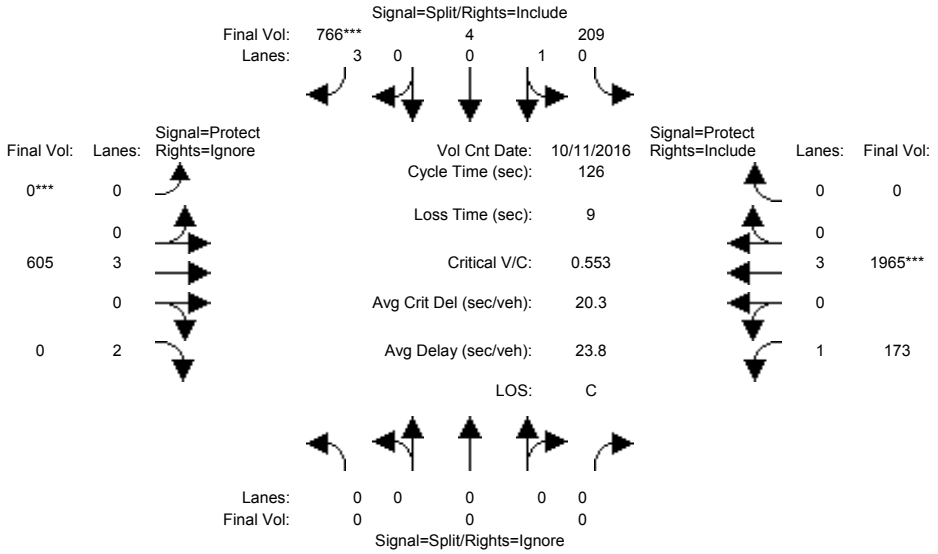
	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**62**	**0**	**834**	**0**	**495**	**0**	**0**	**0**	**0**	**0**	**775**	**0**	**2166**
Approved Projects													
San Jose ATI	15	0	170	0	118	0	0	0	0	0	54	0	357
Remove Valley Fair Expansion (San Jose)	0	0	-56	0	-27	0	0	0	0	0	-25	0	-108
Updated Valley Fair Expansion (San Jose)	0	0	54	0	27	0	0	0	0	0	24	0	105
Remove SR Lot 11 (San Jose)	0	0	-18	0	-12	0	0	0	0	0	-7	0	-37
Add 25% of Lots 9 and 17 (San Jose)	0	0	4	0	6	0	0	0	0	0	2	0	11
Removed Santana West (San Jose)	0	0	-21	0	-44	0	0	0	0	0	-8	0	-73
Updated Santana West (San Jose)	0	0	23	0	44	0	0	0	0	0	9	0	76
Santa Clara Approved Projects	0	0	11	0	0	0	0	0	0	0	0	0	11
Total	15	0	167	0	112	0	0	0	0	0	49	0	342
Background Conditions	**77**	**0**	**1001**	**0**	**607**	**0**	**0**	**0**	**0**	**0**	**824**	**0**	**2508**
Pending Projects													
Hemlock Mixed-Use (San Jose)	0	0	2	0	1	0	0	0	0	0	0	0	3
Baywood Hotel (San Jose)	0	0	6	0	0	0	0	0	0	0	0	0	6
335 Winchester Blvd (San Jose)	0	0	2	0	1	0	0	0	0	0	0	0	3
1495 Winchester Blvd (San Jose)	0	0	1	0	0	0	0	0	0	0	0	0	1
Santa Clara Pending Projects	0	0	10	0	0	0	0	0	0	0	0	0	10
Total	0	0	21	0	2	0	0	0	0	0	0	0	23
Cumulative Conditions	**77**	**0**	**1022**	**0**	**609**	**0**	**0**	**0**	**0**	**0**	**824**	**0**	**2531**
Charles Cali Drive - Ingress Only													
Project Trips	0	0	33	0	4	0	0	0	0	0	7	0	44
Existing Mobile Home Credit	0	0	-3	0	0	0	0	0	0	0	-1	0	-4
Net Project Trips	0	0	30	0	4	0	0	0	0	0	6	0	40
Background Plus Project Conditions	**77**	**0**	**1031**	**0**	**611**	**0**	**0**	**0**	**0**	**0**	**830**	**0**	**2548**
Cumulative Plus Conditions	**77**	**0**	**1052**	**0**	**613**	**0**	**0**	**0**	**0**	**0**	**830**	**0**	**2571**
Charles Cali Drive - Ingress and Egresss													
Project Trips	0	0	33	0	4	0	0	0	0	0	7	0	44
Existing Mobile Home Credit	0	0	-3	0	0	0	0	0	0	0	-1	0	-4
Net Project Trips	0	0	30	0	4	0	0	0	0	0	6	0	40
Background Plus Project Conditions	**77**	**0**	**1031**	**0**	**611**	**0**	**0**	**0**	**0**	**0**	**830**	**0**	**2548**
Cumulative Plus Conditions	**77**	**0**	**1052**	**0**	**613**	**0**	**0**	**0**	**0**	**0**	**830**	**0**	**2571**

Appendix E
Intersection Level of Serice Calculations

Winchester Ranch Residential Development

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

Intersection #3056: 880/STEVENS CREEK (W)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Oct 2016 <<												
Base Vol:	0	0	0	209	4	766	0	605	463	173	1965	0
Growth Adj:	1.00	1.00	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	209	4	766	0	605	463	173	1965	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	209	4	766	0	605	463	173	1965	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	0	0	209	4	766	0	605	0	173	1965	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	209	4	766	0	605	0	173	1965	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	0	0	209	4	766	0	605	0	173	1965	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.80	0.92	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.98	0.02	3.00	0.00	3.00	2.00	1.00	3.00	0.00
Final Sat.:	0	0	0	1766	34	4551	0	5700	3150	1750	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.12	0.12	0.17	0.00	0.11	0.00	0.10	0.34	0.00
Crit Moves:						****	****				****	
Green Time:	0.0	0.0	0.0	38.4	38.4	38.4	0.0	40.7	0.0	37.9	78.6	0.0
Volume/Cap:	0.00	0.00	0.00	0.39	0.39	0.55	0.00	0.33	0.00	0.33	0.55	0.00
Delay/Veh:	0.0	0.0	0.0	35.0	35.0	37.1	0.0	32.4	0.0	34.5	13.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	35.0	35.0	37.1	0.0	32.4	0.0	34.5	13.8	0.0
LOS by Move:	A	A	A	D	D	D	A	C	A	C	B	A
HCM2kAvgQ:	0	0	0	7	7	10	0	6	0	5	14	0

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

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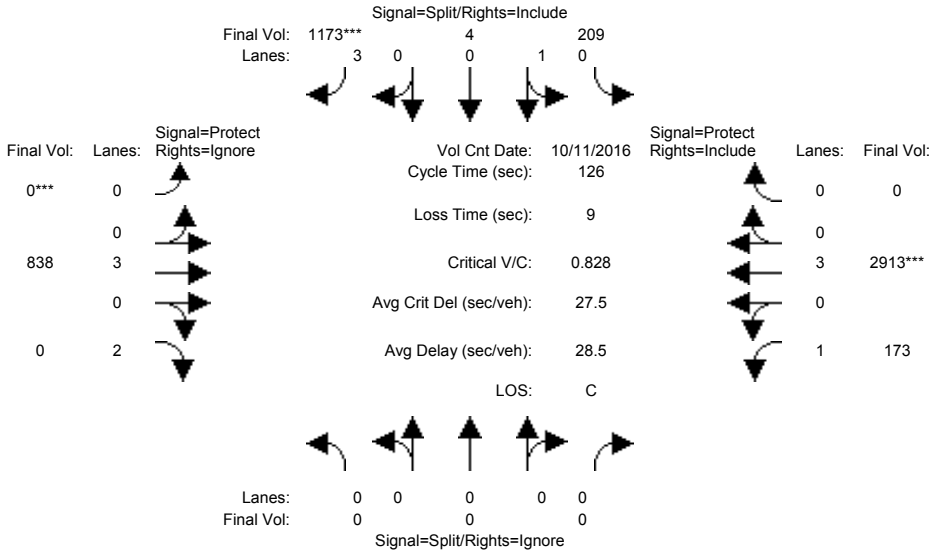
Winchester Ranch Residential Development

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

Intersection #3056: 880/STEVENS CREEK (W)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Oct 2016 <<												
Base Vol:	0	0	0	209	4	766	0	605	463	173	1965	0
Growth Adj:	1.00	1.00	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	209	4	766	0	605	463	173	1965	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	407	0	233	183	0	948	0
Initial Fut:	0	0	0	209	4	1173	0	838	646	173	2913	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	0	0	209	4	1173	0	838	0	173	2913	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	209	4	1173	0	838	0	173	2913	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	0	0	209	4	1173	0	838	0	173	2913	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.80	0.92	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.98	0.02	3.00	0.00	3.00	2.00	1.00	3.00	0.00
Final Sat.:	0	0	0	1766	34	4551	0	5700	3150	1750	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.12	0.12	0.26	0.00	0.15	0.00	0.10	0.51	0.00
Crit Moves:						****	****				****	
Green Time:	0.0	0.0	0.0	39.2	39.2	39.2	0.0	46.5	0.0	31.3	77.8	0.0
Volume/Cap:	0.00	0.00	0.00	0.38	0.38	0.83	0.00	0.40	0.00	0.40	0.83	0.00
Delay/Veh:	0.0	0.0	0.0	34.3	34.3	44.5	0.0	29.5	0.0	40.1	20.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	34.3	34.3	44.5	0.0	29.5	0.0	40.1	20.6	0.0
LOS by Move:	A	A	A	C	C	D	A	C	A	D	C	A
HCM2kAvgQ:	0	0	0	7	7	18	0	8	0	6	30	0

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

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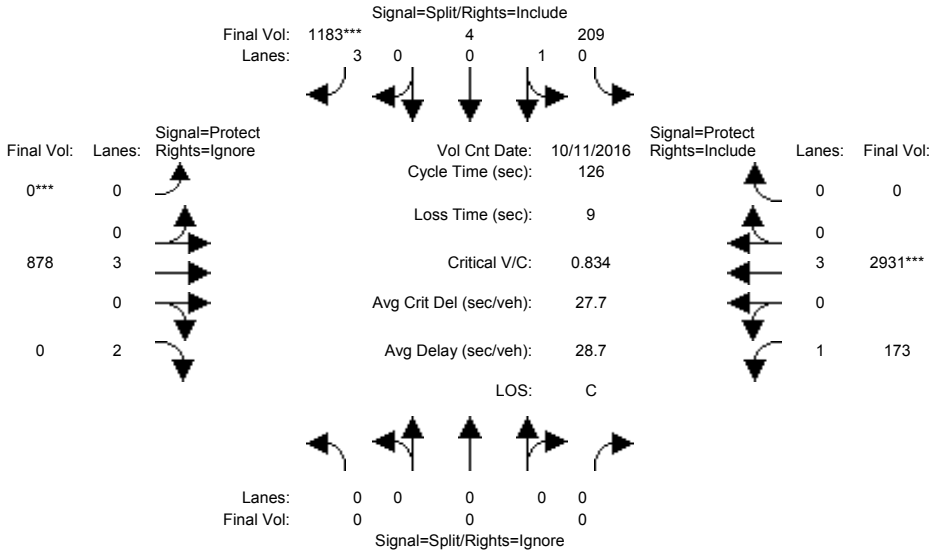
Winchester Ranch Residential Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
1-Way Charles Cali - Background Plus Project (AM)

Intersection #3056: 880/STEVENS CREEK (W)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Oct 2016 <<												
Base Vol:	0	0	0	209	4	766	0	605	463	173	1965	0
Growth Adj:	1.00	1.00	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	209	4	766	0	605	463	173	1965	0
Added Vol:	0	0	0	0	0	10	0	40	48	0	18	0
ATI:	0	0	0	0	0	407	0	233	183	0	948	0
Initial Fut:	0	0	0	209	4	1183	0	878	694	173	2931	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	0	0	209	4	1183	0	878	0	173	2931	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	209	4	1183	0	878	0	173	2931	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	0	0	209	4	1183	0	878	0	173	2931	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.80	0.92	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.98	0.02	3.00	0.00	3.00	2.00	1.00	3.00	0.00
Final Sat.:	0	0	0	1766	34	4551	0	5700	3150	1750	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.12	0.12	0.26	0.00	0.15	0.00	0.10	0.51	0.00
Crit Moves:						****	****				****	
Green Time:	0.0	0.0	0.0	39.3	39.3	39.3	0.0	47.3	0.0	30.4	77.7	0.0
Volume/Cap:	0.00	0.00	0.00	0.38	0.38	0.83	0.00	0.41	0.00	0.41	0.83	0.00
Delay/Veh:	0.0	0.0	0.0	34.3	34.3	44.7	0.0	29.2	0.0	40.9	20.9	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	34.3	34.3	44.7	0.0	29.2	0.0	40.9	20.9	0.0
LOS by Move:	A	A	A	C	C	D	A	C	A	D	C	A
HCM2kAvgQ:	0	0	0	7	7	19	0	8	0	6	30	0

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

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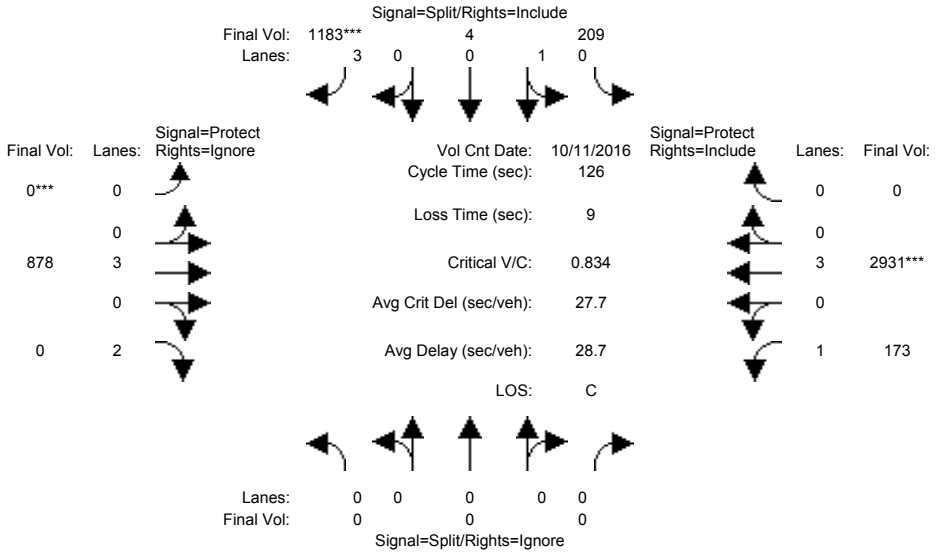
Winchester Ranch Residential Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2-Way Charles Cali - Background Plus Project (AM)

Intersection #3056: 880/STEVENS CREEK (W)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Oct 2016 <<												
Base Vol:	0	0	0	209	4	766	0	605	463	173	1965	0
Growth Adj:	1.00	1.00	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	209	4	766	0	605	463	173	1965	0
Added Vol:	0	0	0	0	0	10	0	40	48	0	18	0
ATI:	0	0	0	0	0	407	0	233	183	0	948	0
Initial Fut:	0	0	0	209	4	1183	0	878	694	173	2931	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	0	0	209	4	1183	0	878	0	173	2931	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	209	4	1183	0	878	0	173	2931	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	0	0	209	4	1183	0	878	0	173	2931	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.80	0.92	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.98	0.02	3.00	0.00	3.00	2.00	1.00	3.00	0.00
Final Sat.:	0	0	0	1766	34	4551	0	5700	3150	1750	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.12	0.12	0.26	0.00	0.15	0.00	0.10	0.51	0.00
Crit Moves:						****	****				****	
Green Time:	0.0	0.0	0.0	39.3	39.3	39.3	0.0	47.3	0.0	30.4	77.7	0.0
Volume/Cap:	0.00	0.00	0.00	0.38	0.38	0.83	0.00	0.41	0.00	0.41	0.83	0.00
Delay/Veh:	0.0	0.0	0.0	34.3	34.3	44.7	0.0	29.2	0.0	40.9	20.9	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	34.3	34.3	44.7	0.0	29.2	0.0	40.9	20.9	0.0
LOS by Move:	A	A	A	C	C	D	A	C	A	D	C	A
HCM2kAvgQ:	0	0	0	7	7	19	0	8	0	6	30	0

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

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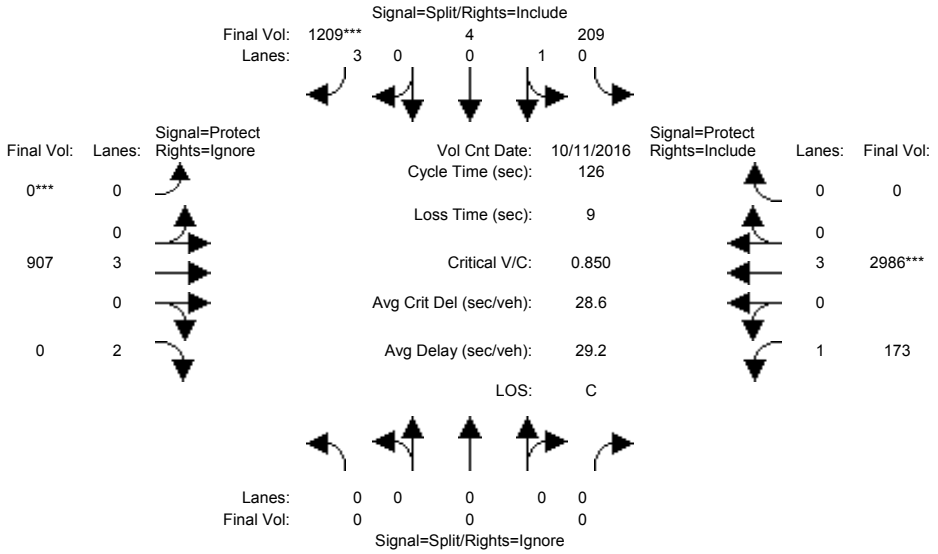
Winchester Ranch Residential Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
1-Way Charles Cali - Cumulative Plus Project (AM)

Intersection #3056: 880/STEVENS CREEK (W)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Oct 2016 <<												
Base Vol:	0	0	0	209	4	1173	0	838	646	173	2913	0
Growth Adj:	1.00	1.00	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	209	4	1173	0	838	646	173	2913	0
Added Vol:	0	0	0	0	0	10	0	40	48	0	18	0
ATI:	0	0	0	0	0	26	0	29	26	0	55	0
Initial Fut:	0	0	0	209	4	1209	0	907	720	173	2986	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	0	0	209	4	1209	0	907	0	173	2986	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	209	4	1209	0	907	0	173	2986	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	0	0	209	4	1209	0	907	0	173	2986	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.80	0.92	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.98	0.02	3.00	0.00	3.00	2.00	1.00	3.00	0.00
Final Sat.:	0	0	0	1766	34	4551	0	5700	3150	1750	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.12	0.12	0.27	0.00	0.16	0.00	0.10	0.52	0.00
Crit Moves:						****	****				****	
Green Time:	0.0	0.0	0.0	39.4	39.4	39.4	0.0	47.9	0.0	29.7	77.6	0.0
Volume/Cap:	0.00	0.00	0.00	0.38	0.38	0.85	0.00	0.42	0.00	0.42	0.85	0.00
Delay/Veh:	0.0	0.0	0.0	34.2	34.2	45.6	0.0	28.9	0.0	41.5	21.6	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	34.2	34.2	45.6	0.0	28.9	0.0	41.5	21.6	0.0
LOS by Move:	A	A	A	C	C	D	A	C	A	D	C	A
HCM2kAvgQ:	0	0	0	7	7	19	0	8	0	6	31	0

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

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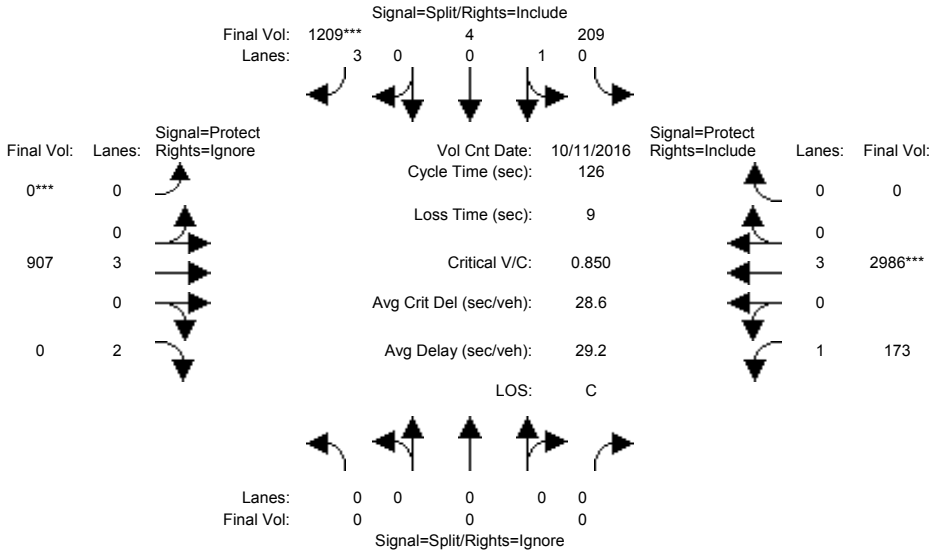
Winchester Ranch Residential Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2-Way Charles Cali - Cumulative Plus Project (AM)

Intersection #3056: 880/STEVENS CREEK (W)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Oct 2016 <<												
Base Vol:	0	0	0	209	4	1173	0	838	646	173	2913	0
Growth Adj:	1.00	1.00	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	209	4	1173	0	838	646	173	2913	0
Added Vol:	0	0	0	0	0	10	0	40	48	0	18	0
ATI:	0	0	0	0	0	26	0	29	26	0	55	0
Initial Fut:	0	0	0	209	4	1209	0	907	720	173	2986	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	0	0	209	4	1209	0	907	0	173	2986	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	209	4	1209	0	907	0	173	2986	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	0	0	209	4	1209	0	907	0	173	2986	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.80	0.92	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.98	0.02	3.00	0.00	3.00	2.00	1.00	3.00	0.00
Final Sat.:	0	0	0	1766	34	4551	0	5700	3150	1750	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.12	0.12	0.27	0.00	0.16	0.00	0.10	0.52	0.00
Crit Moves:						****	****				****	
Green Time:	0.0	0.0	0.0	39.4	39.4	39.4	0.0	47.9	0.0	29.7	77.6	0.0
Volume/Cap:	0.00	0.00	0.00	0.38	0.38	0.85	0.00	0.42	0.00	0.42	0.85	0.00
Delay/Veh:	0.0	0.0	0.0	34.2	34.2	45.6	0.0	28.9	0.0	41.5	21.6	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	34.2	34.2	45.6	0.0	28.9	0.0	41.5	21.6	0.0
LOS by Move:	A	A	A	C	C	D	A	C	A	D	C	A
HCM2kAvgQ:	0	0	0	7	7	19	0	8	0	6	31	0

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

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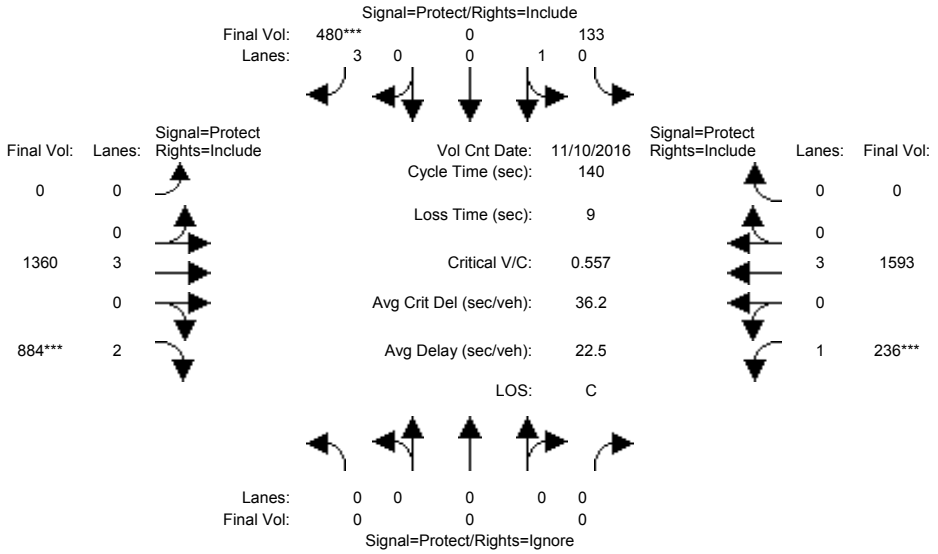
Winchester Ranch Residential Development

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

Intersection #3056: 880/STEVENS CREEK (W)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	10	0	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 10 Nov 2016 <<												
Base Vol:	0	0	0	133	0	480	0	1360	884	236	1593	0
Growth Adj:	1.00	1.00	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	133	0	480	0	1360	884	236	1593	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	133	0	480	0	1360	884	236	1593	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	133	0	480	0	1360	884	236	1593	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	133	0	480	0	1360	884	236	1593	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	133	0	480	0	1360	884	236	1593	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.80	0.92	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	3.00	0.00	3.00	2.00	1.00	3.00	0.00
Final Sat.:	0	0	0	1800	0	4551	0	5700	3150	1750	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.11	0.00	0.24	0.28	0.13	0.28	0.00
Crit Moves:						****			****	****		
Green Time:	0.0	0.0	0.0	26.5	0.0	26.5	0.0	70.6	70.6	33.9	104	0.0
Volume/Cap:	0.00	0.00	0.00	0.39	0.00	0.56	0.00	0.47	0.56	0.56	0.37	0.00
Delay/Veh:	0.0	0.0	0.0	50.4	0.0	52.2	0.0	22.7	24.4	48.1	6.3	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	50.4	0.0	52.2	0.0	22.7	24.4	48.1	6.3	0.0
LOS by Move:	A	A	A	D	A	D	A	C	C	D	A	A
HCM2kAvgQ:	0	0	0	5	0	8	0	12	15	9	8	0

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

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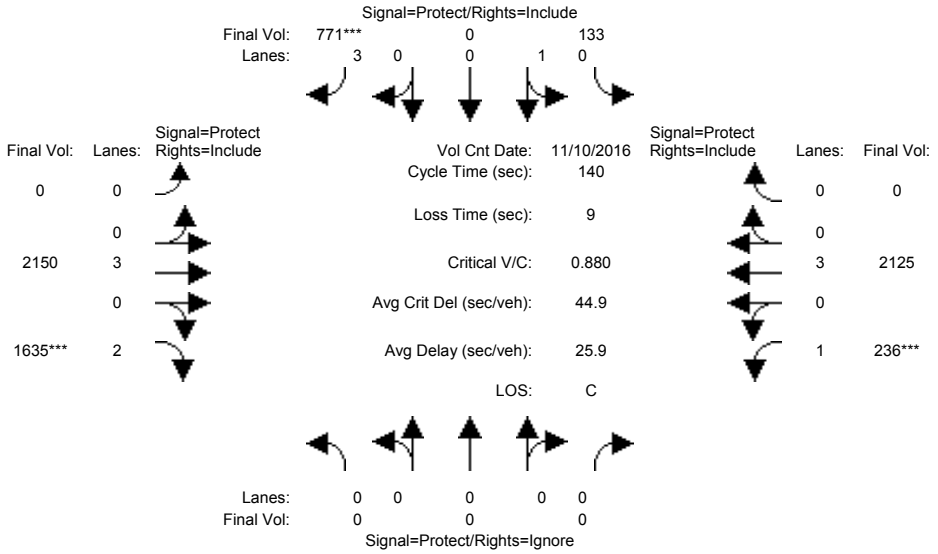
Winchester Ranch Residential Development

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

Intersection #3056: 880/STEVENS CREEK (W)



Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Min. Green:	0		0		0		0		0		10		0		10		10		10		10		10	
Y+R:	4.0		4.0		4.0		4.0		4.0		4.0		4.0		4.0		4.0		4.0		4.0		4.0	
Volume Module: >> Count Date: 10 Nov 2016 <<																								
Base Vol:	0		0		0		133		0		480		0		1360		884		236		1593		0	
Growth Adj:	1.00		1.00		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		133		0		480		0		1360		884		236		1593		0	
Added Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
ATI:	0		0		0		0		0		291		0		790		751		0		532		0	
Initial Fut:	0		0		0		133		0		771		0		2150		1635		236		2125		0	
User Adj:	1.00		1.00		0.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	1.00		1.00		0.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Volume:	0		0		0		133		0		771		0		2150		1635		236		2125		0	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	0		0		0		133		0		771		0		2150		1635		236		2125		0	
PCE Adj:	1.00		1.00		0.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		0.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
FinalVolume:	0		0		0		133		0		771		0		2150		1635		236		2125		0	
Saturation Flow Module:																								
Sat/Lane:	1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900	
Adjustment:	0.92		1.00		0.92		0.95		0.95		0.80		0.92		1.00		0.83		0.92		1.00		0.92	
Lanes:	0.00		0.00		0.00		1.00		0.00		3.00		0.00		3.00		2.00		1.00		3.00		0.00	
Final Sat.:	0		0		0		1800		0		4551		0		5700		3150		1750		5700		0	
Capacity Analysis Module:																								
Vol/Sat:	0.00		0.00		0.00		0.07		0.00		0.17		0.00		0.38		0.52		0.13		0.37		0.00	
Crit Moves:											****						****		****					
Green Time:	0.0		0.0		0.0		26.9		0.0		26.9		0.0		82.6		82.6		21.5		104		0.0	
Volume/Cap:	0.00		0.00		0.00		0.38		0.00		0.88		0.00		0.64		0.88		0.88		0.50		0.00	
Delay/Veh:	0.0		0.0		0.0		50.0		0.0		65.1		0.0		19.3		29.7		84.6		7.5		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		50.0		0.0		65.1		0.0		19.3		29.7		84.6		7.5		0.0	
LOS by Move:	A		A		A		D		A		E		A		B		C		F		A		A	
HCM2kAvgQ:	0		0		0		5		0		15		0		19		33		12		12		0	

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

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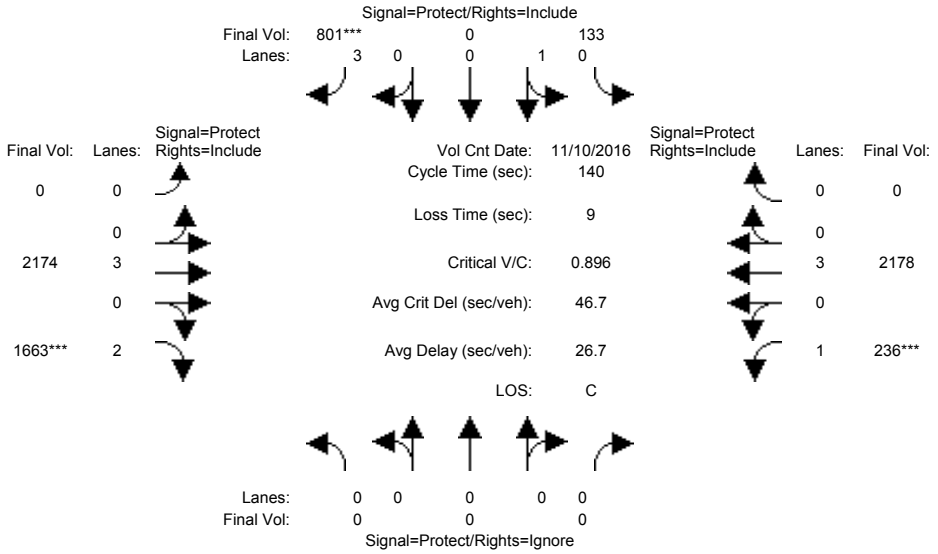
Winchester Ranch Residential Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
1-Way Charles Cali - Background Plus Project (PM)

Intersection #3056: 880/STEVENS CREEK (W)



Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Min. Green:	0		0		0		0		0		10		0		10		10		10		10		10	
Y+R:	4.0		4.0		4.0		4.0		4.0		4.0		4.0		4.0		4.0		4.0		4.0		4.0	
Volume Module: >> Count Date: 10 Nov 2016 <<																								
Base Vol:	0		0		0		133		0		480		0		1360		884		236		1593		0	
Growth Adj:	1.00		1.00		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		133		0		480		0		1360		884		236		1593		0	
Added Vol:	0		0		0		0		0		30		0		24		28		0		53		0	
ATI:	0		0		0		0		0		291		0		790		751		0		532		0	
Initial Fut:	0		0		0		133		0		801		0		2174		1663		236		2178		0	
User Adj:	1.00		1.00		0.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	1.00		1.00		0.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Volume:	0		0		0		133		0		801		0		2174		1663		236		2178		0	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	0		0		0		133		0		801		0		2174		1663		236		2178		0	
PCE Adj:	1.00		1.00		0.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		0.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
FinalVolume:	0		0		0		133		0		801		0		2174		1663		236		2178		0	
Saturation Flow Module:																								
Sat/Lane:	1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900	
Adjustment:	0.92		1.00		0.92		0.95		0.95		0.80		0.92		1.00		0.83		0.92		1.00		0.92	
Lanes:	0.00		0.00		0.00		1.00		0.00		3.00		0.00		3.00		2.00		1.00		3.00		0.00	
Final Sat.:	0		0		0		1800		0		4551		0		5700		3150		1750		5700		0	
Capacity Analysis Module:																								
Vol/Sat:	0.00		0.00		0.00		0.07		0.00		0.18		0.00		0.38		0.53		0.13		0.38		0.00	
Crit Moves:											****						****		****					
Green Time:	0.0		0.0		0.0		27.5		0.0		27.5		0.0		82.5		82.5		21.1		104		0.0	
Volume/Cap:	0.00		0.00		0.00		0.38		0.00		0.90		0.00		0.65		0.90		0.90		0.52		0.00	
Delay/Veh:	0.0		0.0		0.0		49.5		0.0		66.5		0.0		19.6		31.2		88.4		7.8		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		49.5		0.0		66.5		0.0		19.6		31.2		88.4		7.8		0.0	
LOS by Move:	A		A		A		D		A		E		A		B		C		F		A		A	
HCM2kAvgQ:	0		0		0		5		0		15		0		19		35		12		13		0	

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

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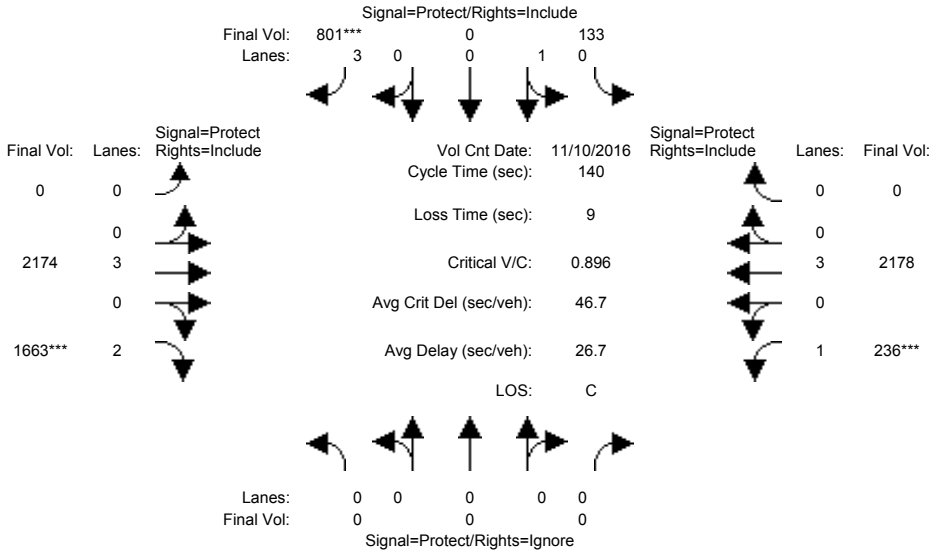
Winchester Ranch Residential Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2-Way Charles Cali - Background Plus Project (PM)

Intersection #3056: 880/STEVENS CREEK (W)



Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Min. Green:	0		0		0		0		0		10		0		10		10		10		10		10	
Y+R:	4.0		4.0		4.0		4.0		4.0		4.0		4.0		4.0		4.0		4.0		4.0		4.0	
Volume Module: >> Count Date: 10 Nov 2016 <<																								
Base Vol:	0		0		0		133		0		480		0		1360		884		236		1593		0	
Growth Adj:	1.00		1.00		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		133		0		480		0		1360		884		236		1593		0	
Added Vol:	0		0		0		0		0		30		0		24		28		0		53		0	
ATI:	0		0		0		0		0		291		0		790		751		0		532		0	
Initial Fut:	0		0		0		133		0		801		0		2174		1663		236		2178		0	
User Adj:	1.00		1.00		0.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	1.00		1.00		0.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Volume:	0		0		0		133		0		801		0		2174		1663		236		2178		0	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	0		0		0		133		0		801		0		2174		1663		236		2178		0	
PCE Adj:	1.00		1.00		0.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		0.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
FinalVolume:	0		0		0		133		0		801		0		2174		1663		236		2178		0	
Saturation Flow Module:																								
Sat/Lane:	1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900	
Adjustment:	0.92		1.00		0.92		0.95		0.95		0.80		0.92		1.00		0.83		0.92		1.00		0.92	
Lanes:	0.00		0.00		0.00		1.00		0.00		3.00		0.00		3.00		2.00		1.00		3.00		0.00	
Final Sat.:	0		0		0		1800		0		4551		0		5700		3150		1750		5700		0	
Capacity Analysis Module:																								
Vol/Sat:	0.00		0.00		0.00		0.07		0.00		0.18		0.00		0.38		0.53		0.13		0.38		0.00	
Crit Moves:											****						****		****					
Green Time:	0.0		0.0		0.0		27.5		0.0		27.5		0.0		82.5		82.5		21.1		104		0.0	
Volume/Cap:	0.00		0.00		0.00		0.38		0.00		0.90		0.00		0.65		0.90		0.90		0.52		0.00	
Delay/Veh:	0.0		0.0		0.0		49.5		0.0		66.5		0.0		19.6		31.2		88.4		7.8		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		49.5		0.0		66.5		0.0		19.6		31.2		88.4		7.8		0.0	
LOS by Move:	A		A		A		D		A		E		A		B		C		F		A		A	
HCM2kAvgQ:	0		0		0		5		0		15		0		19		35		12		13		0	

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

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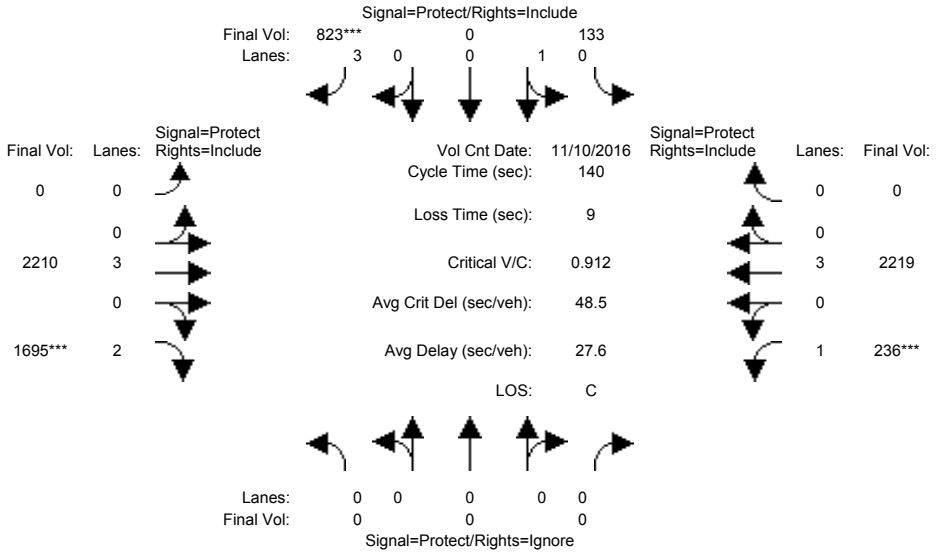
Winchester Ranch Residential Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
1-Way Charles Cali - Cumulative Plus Project (PM)

Intersection #3056: 880/STEVENS CREEK (W)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	10	0	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 10 Nov 2016 <<												
Base Vol:	0	0	0	133	0	771	0	2150	1635	236	2125	0
Growth Adj:	1.00	1.00	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	133	0	771	0	2150	1635	236	2125	0
Added Vol:	0	0	0	0	0	30	0	24	28	0	53	0
ATI:	0	0	0	0	0	22	0	36	32	0	41	0
Initial Fut:	0	0	0	133	0	823	0	2210	1695	236	2219	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	133	0	823	0	2210	1695	236	2219	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	133	0	823	0	2210	1695	236	2219	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	133	0	823	0	2210	1695	236	2219	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.80	0.92	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	3.00	0.00	3.00	2.00	1.00	3.00	0.00
Final Sat.:	0	0	0	1800	0	4551	0	5700	3150	1750	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.18	0.00	0.39	0.54	0.13	0.39	0.00
Crit Moves:						****			****	****		
Green Time:	0.0	0.0	0.0	27.7	0.0	27.7	0.0	82.6	82.6	20.7	103	0.0
Volume/Cap:	0.00	0.00	0.00	0.37	0.00	0.91	0.00	0.66	0.91	0.91	0.53	0.00
Delay/Veh:	0.0	0.0	0.0	49.3	0.0	68.3	0.0	19.7	32.8	92.4	8.0	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	49.3	0.0	68.3	0.0	19.7	32.8	92.4	8.0	0.0
LOS by Move:	A	A	A	D	A	E	A	B	C	F	A	A
HCM2kAvgQ:	0	0	0	5	0	16	0	19	36	12	14	0

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

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Winchester Ranch Residential Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2-Way Charles Cali - Cumulative Plus Project (PM)

Intersection #3056: 880/STEVENS CREEK (W)

Signal=Protect/Rights=Include

Final Vol:	823***		0		133
Lanes:	3	0	0	1	0

Final Vol:	Lanes:	Signal=Protect Rights=Include
0	0	
	0	
2210	3	
	0	
1695***	2	

Vol Cnt Date:	11/10/2016
Cycle Time (sec):	140
Loss Time (sec):	9
Critical V/C:	0.912
Avg Crit Del (sec/veh):	48.5
Avg Delay (sec/veh):	27.6
LOS:	C

Signal=Protect Rights=Include	Lanes:	Final Vol:
	0	0
	0	
	3	2219
	0	
	1	236***

Lanes:	0	0	0	0	0
Final Vol:	0		0		0

Signal=Protect/Rights=Ignore

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	10	0	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 10 Nov 2016 <<												
Base Vol:	0	0	0	133	0	771	0	2150	1635	236	2125	0
Growth Adj:	1.00	1.00	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	133	0	771	0	2150	1635	236	2125	0
Added Vol:	0	0	0	0	0	30	0	24	28	0	53	0
ATI:	0	0	0	0	0	22	0	36	32	0	41	0
Initial Fut:	0	0	0	133	0	823	0	2210	1695	236	2219	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	133	0	823	0	2210	1695	236	2219	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	133	0	823	0	2210	1695	236	2219	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	133	0	823	0	2210	1695	236	2219	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.80	0.92	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	3.00	0.00	3.00	2.00	1.00	3.00	0.00
Final Sat.:	0	0	0	1800	0	4551	0	5700	3150	1750	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.18	0.00	0.39	0.54	0.13	0.39	0.00
Crit Moves:						****			****	****		
Green Time:	0.0	0.0	0.0	27.7	0.0	27.7	0.0	82.6	82.6	20.7	103	0.0
Volume/Cap:	0.00	0.00	0.00	0.37	0.00	0.91	0.00	0.66	0.91	0.91	0.53	0.00
Delay/Veh:	0.0	0.0	0.0	49.3	0.0	68.3	0.0	19.7	32.8	92.4	8.0	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	49.3	0.0	68.3	0.0	19.7	32.8	92.4	8.0	0.0
LOS by Move:	A	A	A	D	A	E	A	B	C	F	A	A
HCM2kAvgQ:	0	0	0	5	0	16	0	19	36	12	14	0

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

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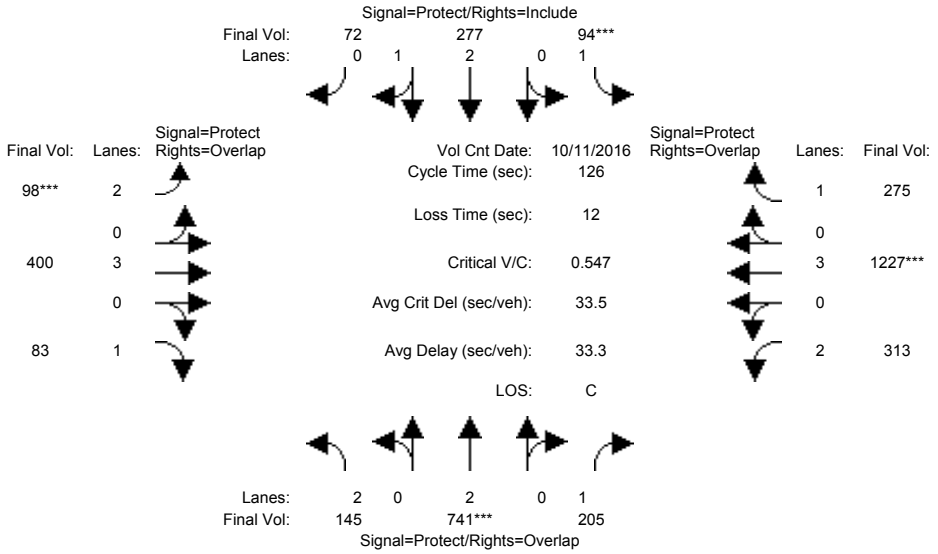
Winchester Ranch Residential Development

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

Intersection #3118: STEVENS CREEK/WINCHESTER



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Oct 2016 <<												
Base Vol:	145	741	205	94	277	72	98	400	83	313	1227	275
Growth Adj:	1.00	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	741	205	94	277	72	98	400	83	313	1227	275
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	145	741	205	94	277	72	98	400	83	313	1227	275
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	741	205	94	277	72	98	400	83	313	1227	275
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	145	741	205	94	277	72	98	400	83	313	1227	275
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	145	741	205	94	277	72	98	400	83	313	1227	275
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	2.36	0.64	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	1750	4443	1155	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.20	0.12	0.05	0.06	0.06	0.03	0.07	0.05	0.10	0.22	0.16
Crit Moves:		****		****			****				****	
Green Time:	23.6	44.9	76.4	12.4	33.7	33.7	7.2	25.2	48.8	31.5	49.6	61.9
Volume/Cap:	0.25	0.55	0.19	0.55	0.23	0.23	0.55	0.35	0.12	0.40	0.55	0.32
Delay/Veh:	43.9	32.9	11.1	57.8	36.1	36.1	61.4	43.6	24.9	39.6	29.8	19.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.9	32.9	11.1	57.8	36.1	36.1	61.4	43.6	24.9	39.6	29.8	19.5
LOS by Move:	D	C	B	E	D	D	E	D	C	D	C	B
HCM2kAvgQ:	3	12	4	4	4	4	3	5	2	6	12	7

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

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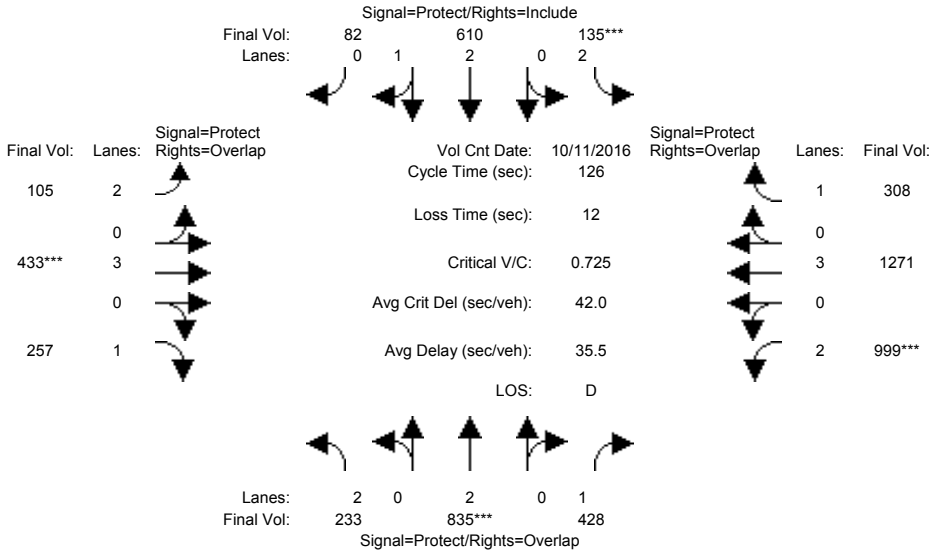
Winchester Ranch Residential Development

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

Intersection #3118: STEVENS CREEK/WINCHESTER



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Oct 2016 <<												
Base Vol:	145	741	205	94	277	72	98	400	83	313	1227	275
Growth Adj:	1.00	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	741	205	94	277	72	98	400	83	313	1227	275
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	88	94	223	41	333	10	7	33	174	686	44	33
Initial Fut:	233	835	428	135	610	82	105	433	257	999	1271	308
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	835	428	135	610	82	105	433	257	999	1271	308
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	233	835	428	135	610	82	105	433	257	999	1271	308
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	233	835	428	135	610	82	105	433	257	999	1271	308
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.63	0.37	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	4936	663	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.22	0.24	0.04	0.12	0.12	0.03	0.08	0.15	0.32	0.22	0.18
Crit Moves:		****		****				****		****		
Green Time:	17.1	38.2	93.3	7.5	28.6	28.6	13.6	13.2	30.3	55.1	54.7	62.2
Volume/Cap:	0.54	0.72	0.33	0.72	0.54	0.54	0.31	0.72	0.61	0.72	0.51	0.36
Delay/Veh:	52.3	41.5	5.8	71.5	43.5	43.5	52.3	59.0	45.2	31.1	26.1	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:	52.3	41.5	5.8	71.5	43.5	43.5	52.3	59.0	45.2	31.1	26.1	19.9
LOS by Move:	D	D	A	E	D	D	D	E	D	C	C	B
HCM2kAvgQ:	6	15	6	5	8	8	2	7	10	19	11	8

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

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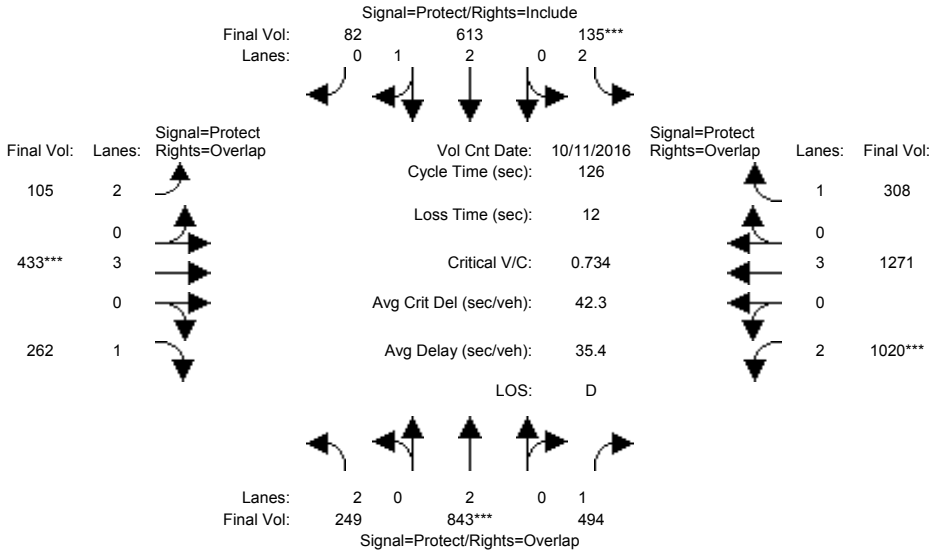
Winchester Ranch Residential Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
1-Way Charles Cali - Background Plus Project (AM)

Intersection #3118: STEVENS CREEK/WINCHESTER



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Oct 2016 <<												
Base Vol:	145	741	205	94	277	72	98	400	83	313	1227	275
Growth Adj:	1.00	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	741	205	94	277	72	98	400	83	313	1227	275
Added Vol:	16	8	66	0	3	0	0	0	5	21	0	0
ATI:	88	94	223	41	333	10	7	33	174	686	44	33
Initial Fut:	249	843	494	135	613	82	105	433	262	1020	1271	308
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	249	843	494	135	613	82	105	433	262	1020	1271	308
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	249	843	494	135	613	82	105	433	262	1020	1271	308
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	249	843	494	135	613	82	105	433	262	1020	1271	308
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.63	0.37	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	4939	660	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.22	0.28	0.04	0.12	0.12	0.03	0.08	0.15	0.32	0.22	0.18
Crit Moves:		****		****				****		****		
Green Time:	17.6	38.1	93.6	7.4	27.8	27.8	13.7	13.0	30.7	55.6	54.9	62.3
Volume/Cap:	0.56	0.73	0.38	0.73	0.56	0.56	0.31	0.73	0.61	0.73	0.51	0.36
Delay/Veh:	52.3	41.9	6.0	72.6	44.3	44.3	52.3	59.6	45.1	31.2	26.0	19.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.3	41.9	6.0	72.6	44.3	44.3	52.3	59.6	45.1	31.2	26.0	19.8
LOS by Move:	D	D	A	E	D	D	D	E	D	C	C	B
HCM2kAvgQ:	6	16	7	5	9	9	2	7	10	19	11	8

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

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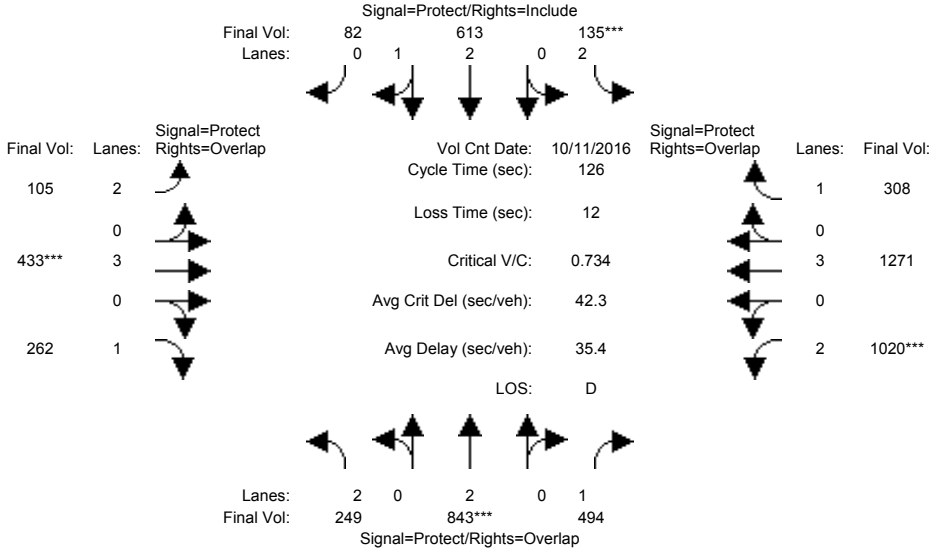
Winchester Ranch Residential Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2-Way Charles Cali - Background Plus Project (AM)

Intersection #3118: STEVENS CREEK/WINCHESTER



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Oct 2016 <<												
Base Vol:	145	741	205	94	277	72	98	400	83	313	1227	275
Growth Adj:	1.00	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	741	205	94	277	72	98	400	83	313	1227	275
Added Vol:	16	8	66	0	3	0	0	0	5	21	0	0
ATI:	88	94	223	41	333	10	7	33	174	686	44	33
Initial Fut:	249	843	494	135	613	82	105	433	262	1020	1271	308
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	249	843	494	135	613	82	105	433	262	1020	1271	308
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	249	843	494	135	613	82	105	433	262	1020	1271	308
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	249	843	494	135	613	82	105	433	262	1020	1271	308
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.63	0.37	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	4939	660	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.22	0.28	0.04	0.12	0.12	0.03	0.08	0.15	0.32	0.22	0.18
Crit Moves:		****		****				****		****		
Green Time:	17.6	38.1	93.6	7.4	27.8	27.8	13.7	13.0	30.7	55.6	54.9	62.3
Volume/Cap:	0.56	0.73	0.38	0.73	0.56	0.56	0.31	0.73	0.61	0.73	0.51	0.36
Delay/Veh:	52.3	41.9	6.0	72.6	44.3	44.3	52.3	59.6	45.1	31.2	26.0	19.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.3	41.9	6.0	72.6	44.3	44.3	52.3	59.6	45.1	31.2	26.0	19.8
LOS by Move:	D	D	A	E	D	D	D	E	D	C	C	B
HCM2kAvgQ:	6	16	7	5	9	9	2	7	10	19	11	8

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

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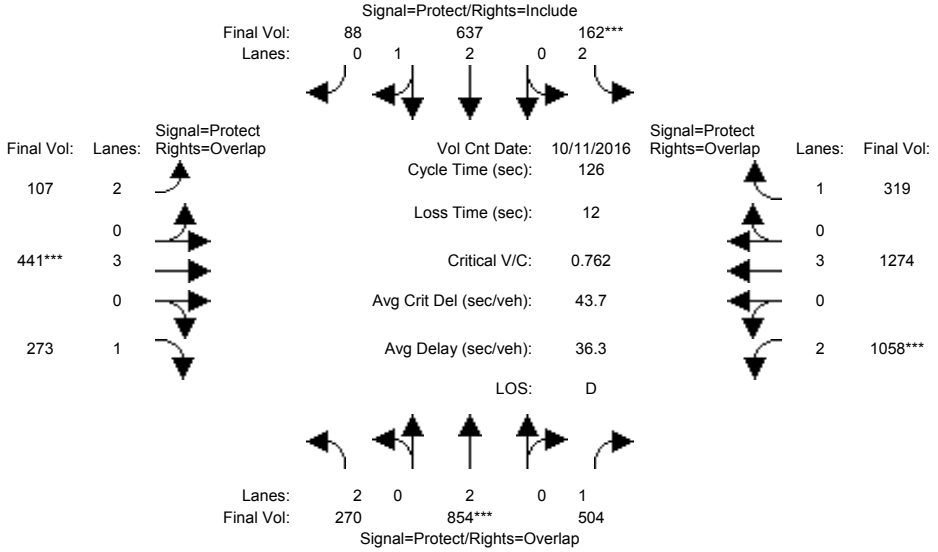
Winchester Ranch Residential Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
1-Way Charles Cali - Cumulative Plus Project (AM)

Intersection #3118: STEVENS CREEK/WINCHESTER



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Oct 2016 <<												
Base Vol:	233	835	428	135	610	82	105	433	257	999	1271	308
Growth Adj:	1.00	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	835	428	135	610	82	105	433	257	999	1271	308
Added Vol:	16	8	66	0	3	0	0	0	5	21	0	0
ATI:	21	11	10	27	24	6	2	8	11	38	3	11
Initial Fut:	270	854	504	162	637	88	107	441	273	1058	1274	319
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	270	854	504	162	637	88	107	441	273	1058	1274	319
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	270	854	504	162	637	88	107	441	273	1058	1274	319
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	270	854	504	162	637	88	107	441	273	1058	1274	319
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.62	0.38	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	4919	680	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.22	0.29	0.05	0.13	0.13	0.03	0.08	0.16	0.34	0.22	0.18
Crit Moves:		****		****				****		****		
Green Time:	18.2	37.2	92.7	8.5	27.5	27.5	13.6	12.8	31.0	55.5	54.7	63.2
Volume/Cap:	0.59	0.76	0.39	0.76	0.59	0.59	0.31	0.76	0.63	0.76	0.51	0.36
Delay/Veh:	52.6	43.5	6.4	72.7	45.0	45.0	52.4	61.0	45.5	32.2	26.1	19.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.6	43.5	6.4	72.7	45.0	45.0	52.4	61.0	45.5	32.2	26.1	19.4
LOS by Move:	D	D	A	E	D	D	D	E	D	C	C	B
HCM2kAvgQ:	7	16	8	5	9	9	3	7	11	20	11	8

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

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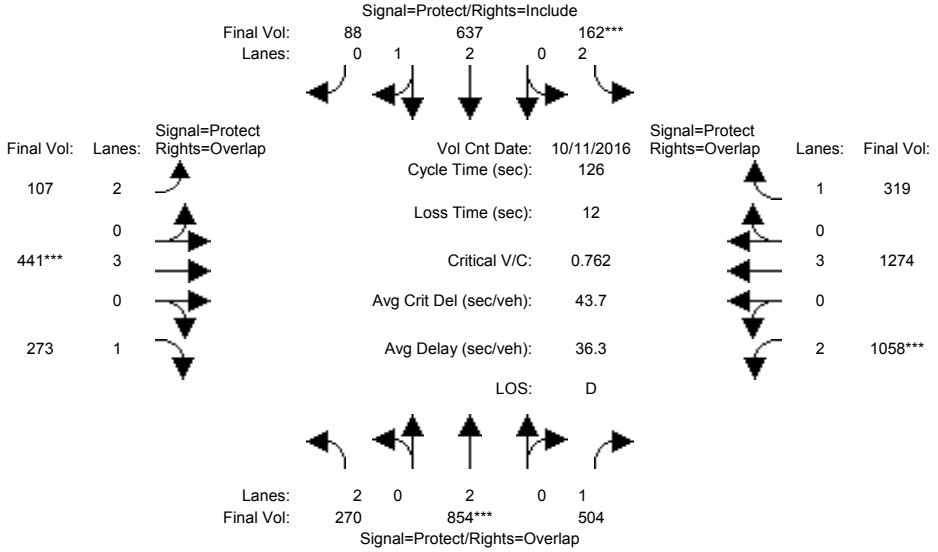
Winchester Ranch Residential Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2-Way Charles Cali - Cumulative Plus Project (AM)

Intersection #3118: STEVENS CREEK/WINCHESTER



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Oct 2016 <<												
Base Vol:	233	835	428	135	610	82	105	433	257	999	1271	308
Growth Adj:	1.00	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	835	428	135	610	82	105	433	257	999	1271	308
Added Vol:	16	8	66	0	3	0	0	0	5	21	0	0
ATI:	21	11	10	27	24	6	2	8	11	38	3	11
Initial Fut:	270	854	504	162	637	88	107	441	273	1058	1274	319
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	270	854	504	162	637	88	107	441	273	1058	1274	319
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	270	854	504	162	637	88	107	441	273	1058	1274	319
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	270	854	504	162	637	88	107	441	273	1058	1274	319
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.62	0.38	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	4919	680	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.22	0.29	0.05	0.13	0.13	0.03	0.08	0.16	0.34	0.22	0.18
Crit Moves:		****		****				****		****		
Green Time:	18.2	37.2	92.7	8.5	27.5	27.5	13.6	12.8	31.0	55.5	54.7	63.2
Volume/Cap:	0.59	0.76	0.39	0.76	0.59	0.59	0.31	0.76	0.63	0.76	0.51	0.36
Delay/Veh:	52.6	43.5	6.4	72.7	45.0	45.0	52.4	61.0	45.5	32.2	26.1	19.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.6	43.5	6.4	72.7	45.0	45.0	52.4	61.0	45.5	32.2	26.1	19.4
LOS by Move:	D	D	A	E	D	D	D	E	D	C	C	B
HCM2kAvgQ:	7	16	8	5	9	9	3	7	11	20	11	8

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

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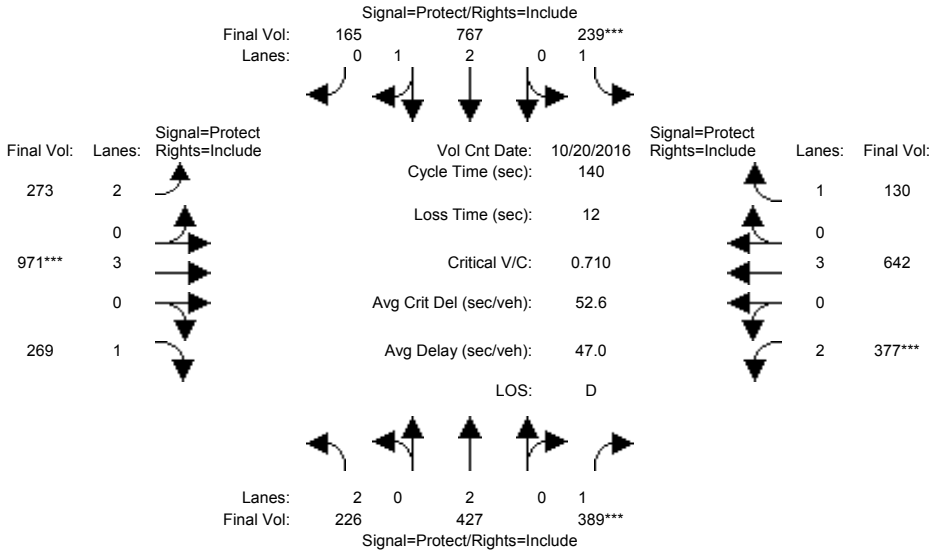
Winchester Ranch Residential Development

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

Intersection #3118: STEVENS CREEK/WINCHESTER



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2016 <<												
Base Vol:	226	427	389	239	767	165	273	971	269	377	642	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:	226	427	389	239	767	165	273	971	269	377	642	130
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	226	427	389	239	767	165	273	971	269	377	642	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:	226	427	389	239	767	165	273	971	269	377	642	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	226	427	389	239	767	165	273	971	269	377	642	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:	226	427	389	239	767	165	273	971	269	377	642	130
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	2.45	0.55	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	1750	4607	991	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.11	0.22	0.14	0.17	0.17	0.09	0.17	0.15	0.12	0.11	0.07
Crit Moves:			****	****				****		****		
Green Time:	21.3	43.8	43.8	26.9	49.5	49.5	24.9	33.6	33.6	23.6	32.3	32.3
Volume/Cap:	0.47	0.36	0.71	0.71	0.47	0.47	0.49	0.71	0.64	0.71	0.49	0.32
Delay/Veh:	54.9	37.4	46.8	59.7	35.3	35.3	52.5	50.5	51.1	59.4	46.9	45.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.9	37.4	46.8	59.7	35.3	35.3	52.5	50.5	51.1	59.4	46.9	45.2
LOS by Move:	D	D	D	E	D	D	D	D	D	E	D	D
HCM2kAvgQ:	6	7	17	12	10	10	7	14	12	9	8	5

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

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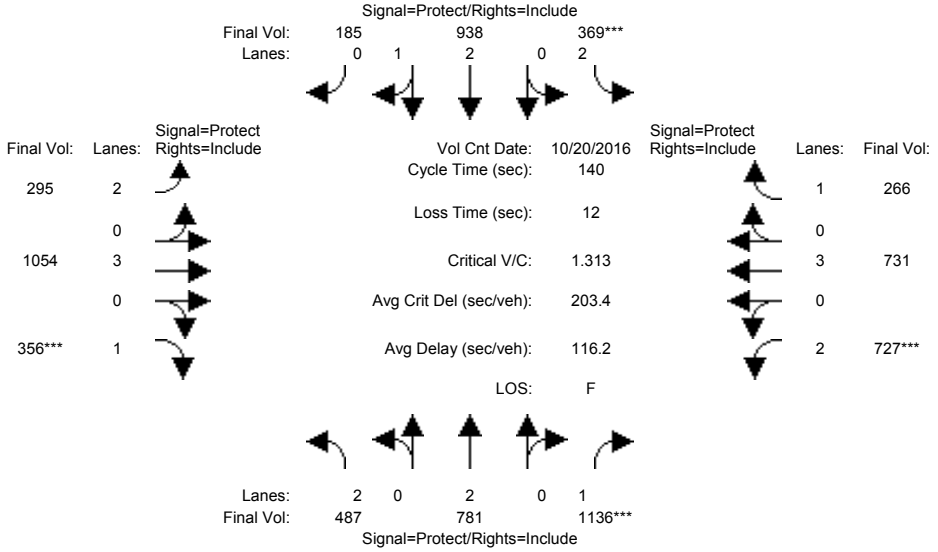
Winchester Ranch Residential Development

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

Intersection #3118: STEVENS CREEK/WINCHESTER



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2016 <<												
Base Vol:	226	427	389	239	767	165	273	971	269	377	642	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:	226	427	389	239	767	165	273	971	269	377	642	130
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	261	354	747	130	171	20	22	83	87	350	89	136
Initial Fut:	487	781	1136	369	938	185	295	1054	356	727	731	266
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	487	781	1136	369	938	185	295	1054	356	727	731	266
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	487	781	1136	369	938	185	295	1054	356	727	731	266
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	487	781	1136	369	938	185	295	1054	356	727	731	266
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.49	0.51	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	4676	922	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.15	0.21	0.65	0.12	0.20	0.20	0.09	0.18	0.20	0.23	0.13	0.15
Crit Moves:			****	****					****	****		
Green Time:	35.6	69.2	69.2	12.5	46.1	46.1	17.7	21.7	21.7	24.6	28.7	28.7
Volume/Cap:	0.61	0.42	1.31	1.31	0.61	0.61	0.74	1.19	1.31	1.31	0.63	0.74
Delay/Veh:	47.5	22.7	184.4	227.6	40.0	40.0	66.4	157	223.7	211.0	51.9	60.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.5	22.7	184.4	227.6	40.0	40.0	66.4	157	223.7	211.0	51.9	60.3
LOS by Move:	D	C	F	F	D	D	E	F	F	F	D	E
HCM2kAvgQ:	12	10	88	18	14	14	9	25	30	32	9	12

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

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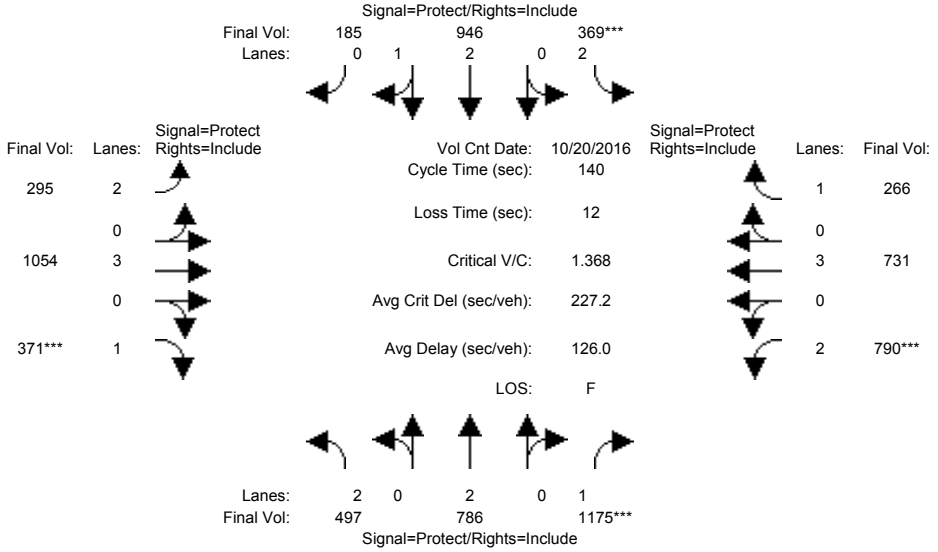
Winchester Ranch Residential Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
1-Way Charles Cali - Background Plus Project (PM)

Intersection #3118: STEVENS CREEK/WINCHESTER



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2016 <<												
Base Vol:	226	427	389	239	767	165	273	971	269	377	642	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:	226	427	389	239	767	165	273	971	269	377	642	130
Added Vol:	10	5	39	0	8	0	0	0	15	63	0	0
ATI:	261	354	747	130	171	20	22	83	87	350	89	136
Initial Fut:	497	786	1175	369	946	185	295	1054	371	790	731	266
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	497	786	1175	369	946	185	295	1054	371	790	731	266
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	497	786	1175	369	946	185	295	1054	371	790	731	266
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	497	786	1175	369	946	185	295	1054	371	790	731	266
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.49	0.51	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	4683	916	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.16	0.21	0.67	0.12	0.20	0.20	0.09	0.18	0.21	0.25	0.13	0.15
Crit Moves:			****	****					****	****		
Green Time:	35.4	68.7	68.7	12.0	45.3	45.3	18.1	21.7	21.7	25.7	29.3	29.3
Volume/Cap:	0.62	0.42	1.37	1.37	0.62	0.62	0.73	1.19	1.37	1.37	0.61	0.73
Delay/Veh:	48.0	23.1	208.9	251.7	40.8	40.8	65.0	157	246.7	233.8	51.2	58.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.0	23.1	208.9	251.7	40.8	40.8	65.0	157	246.7	233.8	51.2	58.7
LOS by Move:	D	C	F	F	D	D	E	F	F	F	D	E
HCM2kAvgQ:	12	11	96	19	14	14	9	25	32	36	9	12

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

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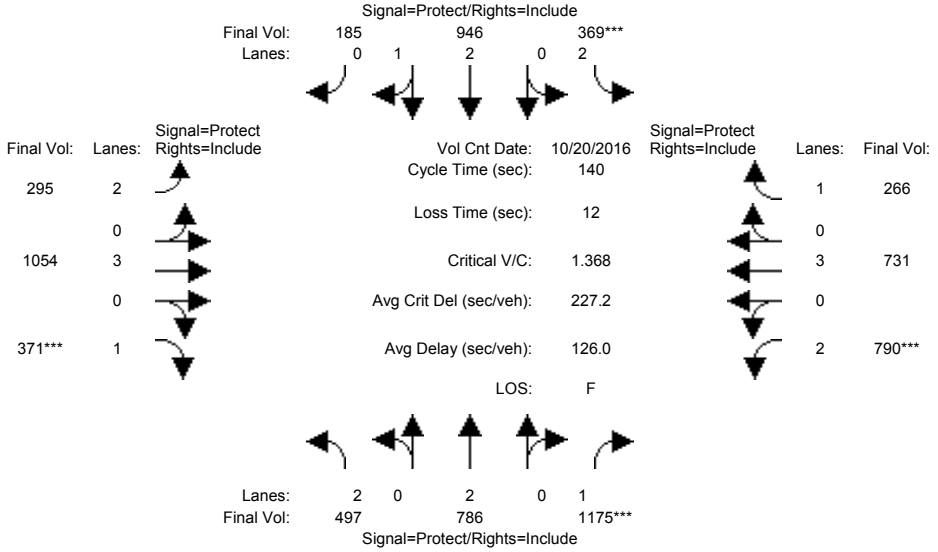
Winchester Ranch Residential Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2-Way Charles Cali - Background Plus Project (PM)

Intersection #3118: STEVENS CREEK/WINCHESTER



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2016 <<												
Base Vol:	226	427	389	239	767	165	273	971	269	377	642	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:	226	427	389	239	767	165	273	971	269	377	642	130
Added Vol:	10	5	39	0	8	0	0	0	15	63	0	0
ATI:	261	354	747	130	171	20	22	83	87	350	89	136
Initial Fut:	497	786	1175	369	946	185	295	1054	371	790	731	266
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	497	786	1175	369	946	185	295	1054	371	790	731	266
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	497	786	1175	369	946	185	295	1054	371	790	731	266
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	497	786	1175	369	946	185	295	1054	371	790	731	266
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.49	0.51	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	4683	916	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.16	0.21	0.67	0.12	0.20	0.20	0.09	0.18	0.21	0.25	0.13	0.15
Crit Moves:			****	****					****	****		
Green Time:	35.4	68.7	68.7	12.0	45.3	45.3	18.1	21.7	21.7	25.7	29.3	29.3
Volume/Cap:	0.62	0.42	1.37	1.37	0.62	0.62	0.73	1.19	1.37	1.37	0.61	0.73
Delay/Veh:	48.0	23.1	208.9	251.7	40.8	40.8	65.0	157	246.7	233.8	51.2	58.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.0	23.1	208.9	251.7	40.8	40.8	65.0	157	246.7	233.8	51.2	58.7
LOS by Move:	D	C	F	F	D	D	E	F	F	F	D	E
HCM2kAvgQ:	12	11	96	19	14	14	9	25	32	36	9	12

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

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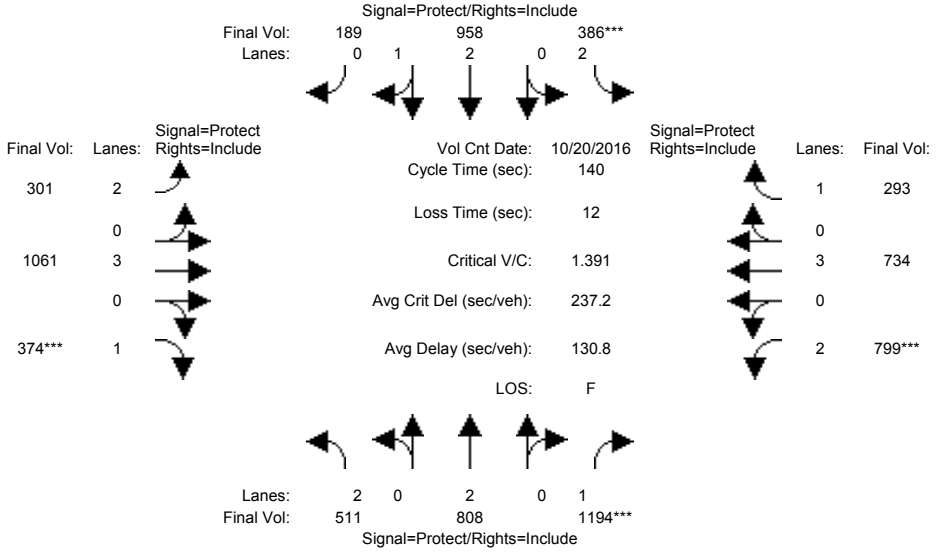
Winchester Ranch Residential Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
1-Way Charles Cali - Cumulative Plus Project (PM)

Intersection #3118: STEVENS CREEK/WINCHESTER



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2016 <<												
Base Vol:	487	781	1136	369	938	185	295	1054	356	727	731	266
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	487	781	1136	369	938	185	295	1054	356	727	731	266
Added Vol:	10	5	39	0	8	0	0	0	15	63	0	0
ATI:	14	22	19	17	12	4	6	7	3	9	3	27
Initial Fut:	511	808	1194	386	958	189	301	1061	374	799	734	293
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	511	808	1194	386	958	189	301	1061	374	799	734	293
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	511	808	1194	386	958	189	301	1061	374	799	734	293
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	511	808	1194	386	958	189	301	1061	374	799	734	293
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.49	0.51	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	4676	923	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.16	0.21	0.68	0.12	0.20	0.20	0.10	0.19	0.21	0.25	0.13	0.17
Crit Moves:			****	****					****	****		
Green Time:	35.8	68.6	68.6	12.3	45.2	45.2	17.1	21.5	21.5	25.5	29.9	29.9
Volume/Cap:	0.63	0.43	1.39	1.39	0.63	0.63	0.78	1.21	1.39	1.39	0.60	0.78
Delay/Veh:	48.0	23.3	219.0	260.6	41.1	41.1	69.7	165	256.6	243.9	50.5	62.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.0	23.3	219.0	260.6	41.1	41.1	69.7	165	256.6	243.9	50.5	62.3
LOS by Move:	D	C	F	F	D	D	E	F	F	F	D	E
HCM2kAvgQ:	12	11	99	20	15	15	9	25	33	37	9	13

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

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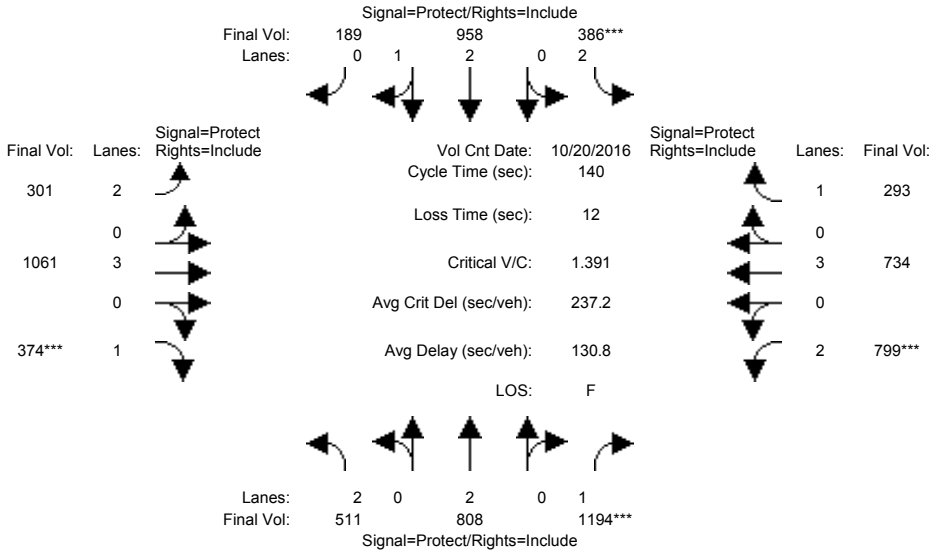
Winchester Ranch Residential Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2-Way Charles Cali - Cumulative Plus Project (PM)

Intersection #3118: STEVENS CREEK/WINCHESTER



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2016 <<												
Base Vol:	487	781	1136	369	938	185	295	1054	356	727	731	266
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	487	781	1136	369	938	185	295	1054	356	727	731	266
Added Vol:	10	5	39	0	8	0	0	0	15	63	0	0
ATI:	14	22	19	17	12	4	6	7	3	9	3	27
Initial Fut:	511	808	1194	386	958	189	301	1061	374	799	734	293
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	511	808	1194	386	958	189	301	1061	374	799	734	293
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	511	808	1194	386	958	189	301	1061	374	799	734	293
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	511	808	1194	386	958	189	301	1061	374	799	734	293
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.49	0.51	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	4676	923	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.16	0.21	0.68	0.12	0.20	0.20	0.10	0.19	0.21	0.25	0.13	0.17
Crit Moves:			****	****					****	****		
Green Time:	35.8	68.6	68.6	12.3	45.2	45.2	17.1	21.5	21.5	25.5	29.9	29.9
Volume/Cap:	0.63	0.43	1.39	1.39	0.63	0.63	0.78	1.21	1.39	1.39	0.60	0.78
Delay/Veh:	48.0	23.3	219.0	260.6	41.1	41.1	69.7	165	256.6	243.9	50.5	62.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.0	23.3	219.0	260.6	41.1	41.1	69.7	165	256.6	243.9	50.5	62.3
LOS by Move:	D	C	F	F	D	D	E	F	F	F	D	E
HCM2kAvgQ:	12	11	99	20	15	15	9	25	33	37	9	13

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

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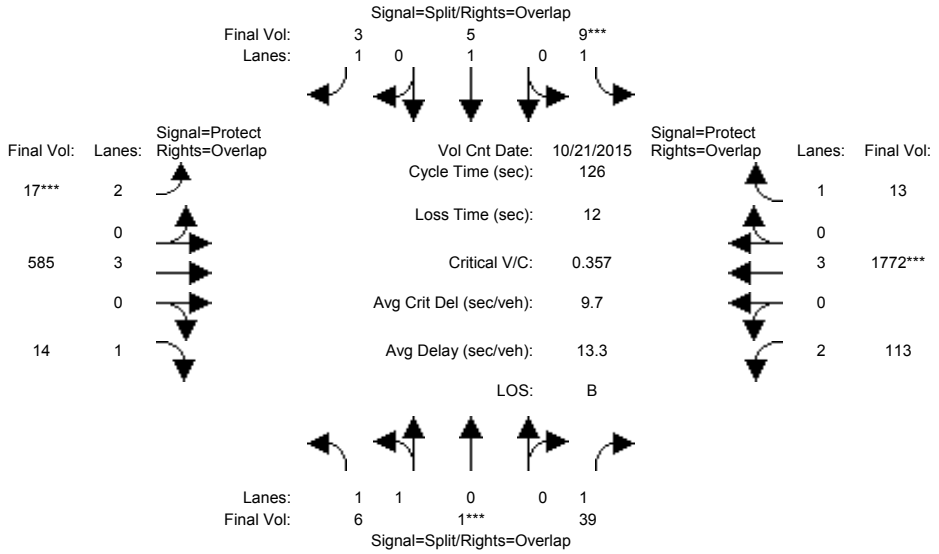
Winchester Ranch Residential Development

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

Intersection #3816: MACYS-SANTANA ROW/STEVENS CREEK



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Oct 2015 <<												
Base Vol:	6	1	39	9	5	3	17	585	14	113	1772	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	1	39	9	5	3	17	585	14	113	1772	13
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	1	39	9	5	3	17	585	14	113	1772	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	1	39	9	5	3	17	585	14	113	1772	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	1	39	9	5	3	17	585	14	113	1772	13
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	6	1	39	9	5	3	17	585	14	113	1772	13
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.72	0.28	1.00	1.00	1.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3043	507	1750	1750	1900	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.02	0.01	0.00	0.00	0.01	0.10	0.01	0.04	0.31	0.01
Crit Moves:		****		****			****				****	
Green Time:	10.0	10.0	43.0	10.0	10.0	17.0	7.0	61.0	71.0	33.0	87.0	97.0
Volume/Cap:	0.02	0.02	0.07	0.06	0.03	0.01	0.10	0.21	0.01	0.14	0.45	0.01
Delay/Veh:	53.5	53.5	28.0	53.9	53.6	47.2	56.7	18.7	12.1	35.7	8.8	3.4
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:	53.5	53.5	28.0	53.9	53.6	47.2	56.7	18.7	12.1	35.7	8.8	3.4
LOS by Move:	D	D	C	D	D	D	E	B	B	D	A	A
HCM2kAvgQ:	0	0	1	0	0	0	0	4	0	2	10	0

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

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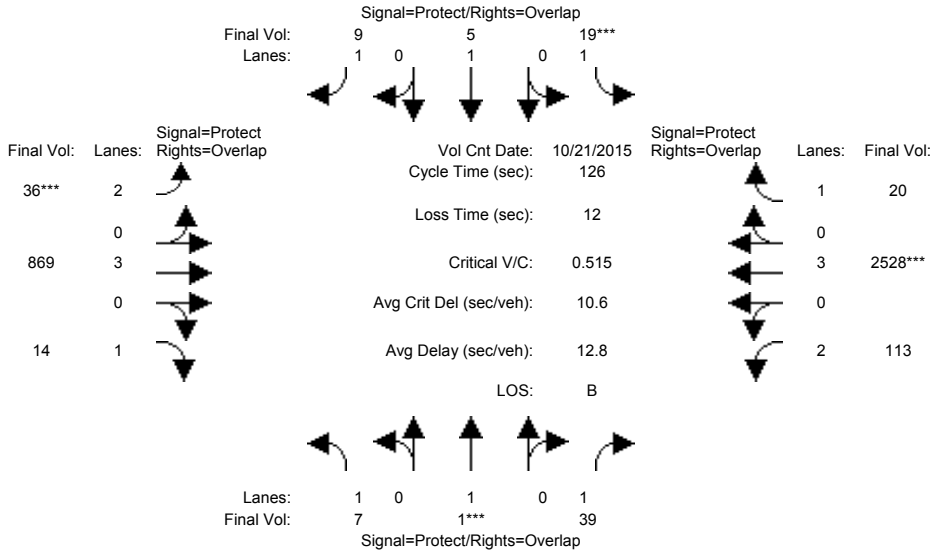
Winchester Ranch Residential Development

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

Intersection #3816: MACYS-SANTANA ROW/STEVENS CREEK



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Oct 2015 <<												
Base Vol:	6	1	39	9	5	3	17	585	14	113	1772	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	1	39	9	5	3	17	585	14	113	1772	13
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	1	0	0	10	0	6	19	284	0	0	756	7
Initial Fut:	7	1	39	19	5	9	36	869	14	113	2528	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	1	39	19	5	9	36	869	14	113	2528	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	1	39	19	5	9	36	869	14	113	2528	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	7	1	39	19	5	9	36	869	14	113	2528	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.02	0.01	0.00	0.01	0.01	0.15	0.01	0.04	0.44	0.01
Crit Moves:		****		****			****				****	
Green Time:	7.0	10.0	35.9	7.0	10.0	17.0	7.0	71.1	78.1	25.9	90.0	97.0
Volume/Cap:	0.07	0.01	0.08	0.20	0.03	0.04	0.21	0.27	0.01	0.17	0.62	0.01
Delay/Veh:	56.7	53.4	33.0	57.8	53.6	47.5	57.4	14.2	9.2	41.4	9.5	3.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.7	53.4	33.0	57.8	53.6	47.5	57.4	14.2	9.2	41.4	9.5	3.4
LOS by Move:	E	D	C	E	D	D	E	B	A	D	A	A
HCM2kAvgQ:	0	0	1	1	0	0	1	5	0	2	16	0

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

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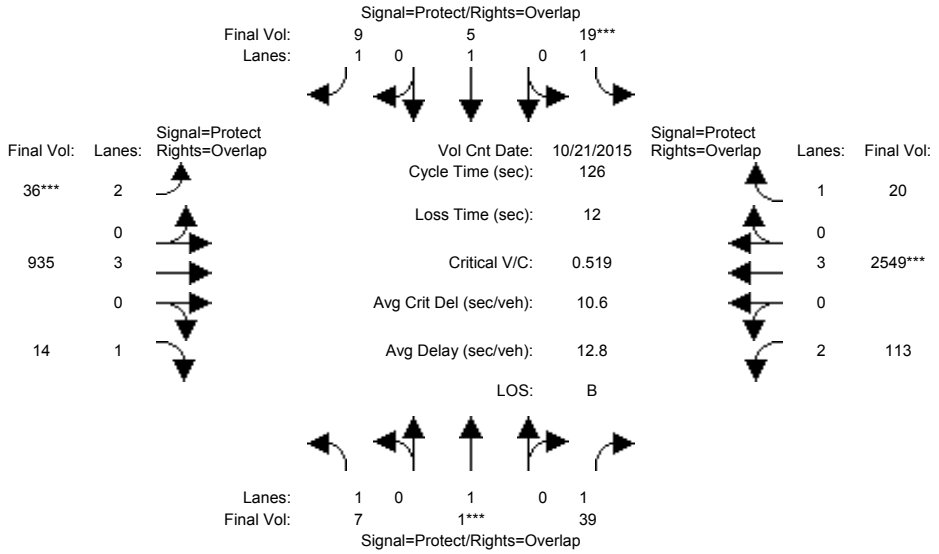
Winchester Ranch Residential Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
1-Way Charles Cali - Background Plus Project (AM)

Intersection #3816: MACYS-SANTANA ROW/STEVENS CREEK



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Oct 2015 <<												
Base Vol:	6	1	39	9	5	3	17	585	14	113	1772	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	1	39	9	5	3	17	585	14	113	1772	13
Added Vol:	0	0	0	0	0	0	0	66	0	0	21	0
ATI:	1	0	0	10	0	6	19	284	0	0	756	7
Initial Fut:	7	1	39	19	5	9	36	935	14	113	2549	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	1	39	19	5	9	36	935	14	113	2549	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	1	39	19	5	9	36	935	14	113	2549	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	7	1	39	19	5	9	36	935	14	113	2549	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.02	0.01	0.00	0.01	0.01	0.16	0.01	0.04	0.45	0.01
Crit Moves:		****		****			****				****	
Green Time:	7.0	10.0	34.6	7.0	10.0	17.0	7.0	72.4	79.4	24.6	90.0	97.0
Volume/Cap:	0.07	0.01	0.08	0.20	0.03	0.04	0.21	0.29	0.01	0.18	0.63	0.01
Delay/Veh:	56.7	53.4	34.0	57.8	53.6	47.5	57.4	13.7	8.7	42.5	9.6	3.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.7	53.4	34.0	57.8	53.6	47.5	57.4	13.7	8.7	42.5	9.6	3.4
LOS by Move:	E	D	C	E	D	D	E	B	A	D	A	A
HCM2kAvgQ:	0	0	1	1	0	0	1	6	0	2	17	0

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

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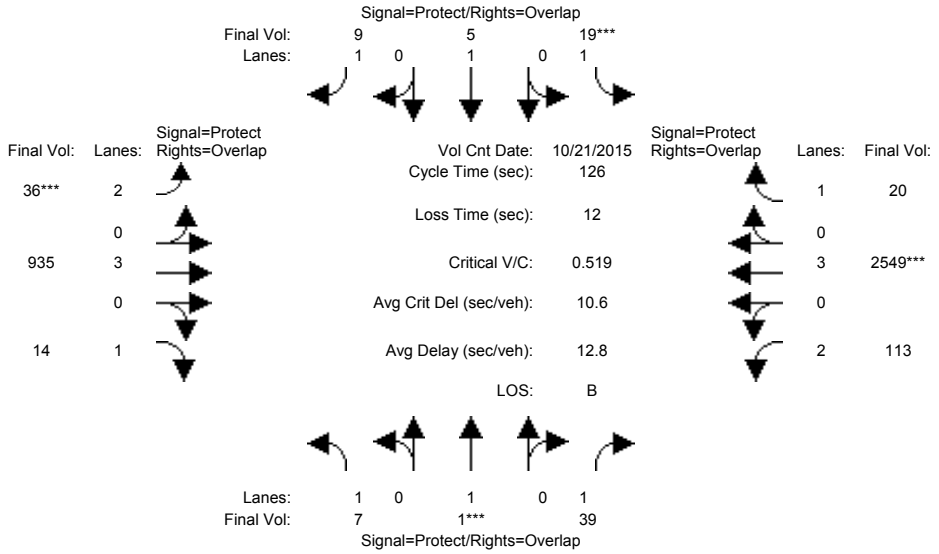
Winchester Ranch Residential Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2-Way Charles Cali - Background Plus Project (AM)

Intersection #3816: MACYS-SANTANA ROW/STEVENS CREEK



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Oct 2015 <<												
Base Vol:	6	1	39	9	5	3	17	585	14	113	1772	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	1	39	9	5	3	17	585	14	113	1772	13
Added Vol:	0	0	0	0	0	0	0	66	0	0	21	0
ATI:	1	0	0	10	0	6	19	284	0	0	756	7
Initial Fut:	7	1	39	19	5	9	36	935	14	113	2549	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	1	39	19	5	9	36	935	14	113	2549	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	1	39	19	5	9	36	935	14	113	2549	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	7	1	39	19	5	9	36	935	14	113	2549	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.02	0.01	0.00	0.01	0.01	0.16	0.01	0.04	0.45	0.01
Crit Moves:		****		****			****				****	
Green Time:	7.0	10.0	34.6	7.0	10.0	17.0	7.0	72.4	79.4	24.6	90.0	97.0
Volume/Cap:	0.07	0.01	0.08	0.20	0.03	0.04	0.21	0.29	0.01	0.18	0.63	0.01
Delay/Veh:	56.7	53.4	34.0	57.8	53.6	47.5	57.4	13.7	8.7	42.5	9.6	3.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.7	53.4	34.0	57.8	53.6	47.5	57.4	13.7	8.7	42.5	9.6	3.4
LOS by Move:	E	D	C	E	D	D	E	B	A	D	A	A
HCM2kAvgQ:	0	0	1	1	0	0	1	6	0	2	17	0

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

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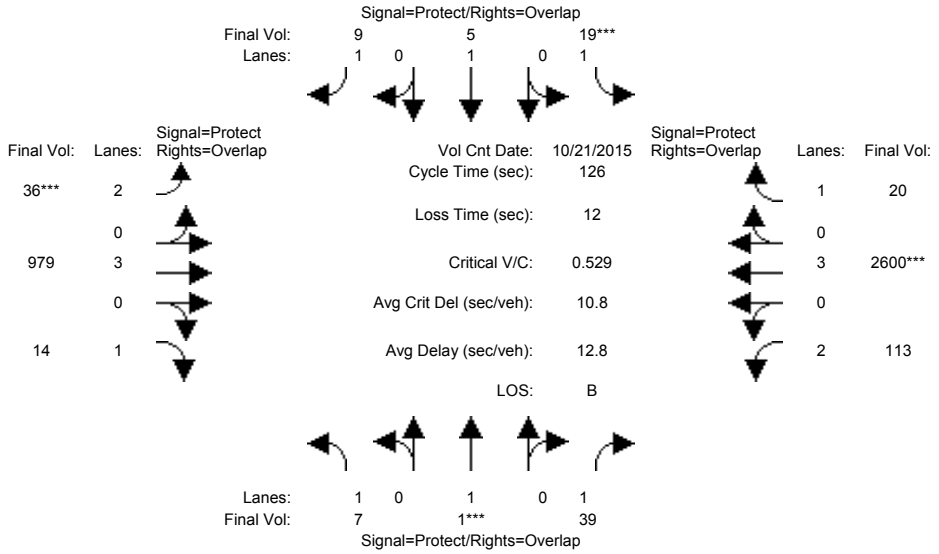
Winchester Ranch Residential Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
1-Way Charles Cali - Cumulative Plus Project (AM)

Intersection #3816: MACYS-SANTANA ROW/STEVENS CREEK



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Oct 2015 <<												
Base Vol:	7	1	39	19	5	9	36	869	14	113	2528	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	1	39	19	5	9	36	869	14	113	2528	20
Added Vol:	0	0	0	0	0	0	0	66	0	0	21	0
ATI:	0	0	0	0	0	0	0	44	0	0	51	0
Initial Fut:	7	1	39	19	5	9	36	979	14	113	2600	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	1	39	19	5	9	36	979	14	113	2600	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	1	39	19	5	9	36	979	14	113	2600	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	7	1	39	19	5	9	36	979	14	113	2600	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.02	0.01	0.00	0.01	0.01	0.17	0.01	0.04	0.46	0.01
Crit Moves:		****		****			****				****	
Green Time:	7.0	10.0	33.7	7.0	10.0	17.0	7.0	73.3	80.3	23.7	90.0	97.0
Volume/Cap:	0.07	0.01	0.08	0.20	0.03	0.04	0.21	0.30	0.01	0.19	0.64	0.01
Delay/Veh:	56.7	53.4	34.6	57.8	53.6	47.5	57.4	13.4	8.4	43.2	9.8	3.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.7	53.4	34.6	57.8	53.6	47.5	57.4	13.4	8.4	43.2	9.8	3.4
LOS by Move:	E	D	C	E	D	D	E	B	A	D	A	A
HCM2kAvgQ:	0	0	1	1	0	0	1	6	0	2	17	0

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

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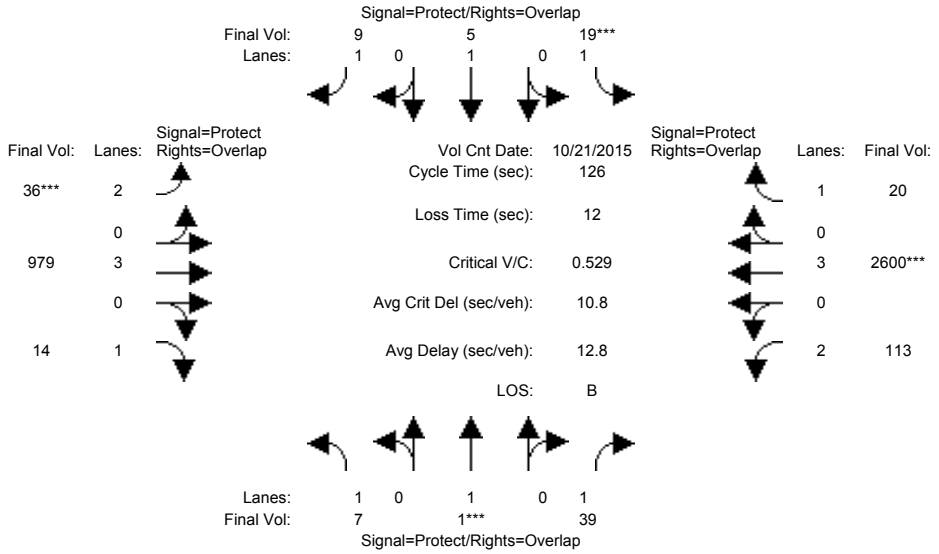
Winchester Ranch Residential Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2-Way Charles Cali - Cumulative Plus Project (AM)

Intersection #3816: MACYS-SANTANA ROW/STEVENS CREEK



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Oct 2015 <<												
Base Vol:	7	1	39	19	5	9	36	869	14	113	2528	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	1	39	19	5	9	36	869	14	113	2528	20
Added Vol:	0	0	0	0	0	0	0	66	0	0	21	0
ATI:	0	0	0	0	0	0	0	44	0	0	51	0
Initial Fut:	7	1	39	19	5	9	36	979	14	113	2600	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	1	39	19	5	9	36	979	14	113	2600	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	1	39	19	5	9	36	979	14	113	2600	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	7	1	39	19	5	9	36	979	14	113	2600	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.02	0.01	0.00	0.01	0.01	0.17	0.01	0.04	0.46	0.01
Crit Moves:		****		****			****				****	
Green Time:	7.0	10.0	33.7	7.0	10.0	17.0	7.0	73.3	80.3	23.7	90.0	97.0
Volume/Cap:	0.07	0.01	0.08	0.20	0.03	0.04	0.21	0.30	0.01	0.19	0.64	0.01
Delay/Veh:	56.7	53.4	34.6	57.8	53.6	47.5	57.4	13.4	8.4	43.2	9.8	3.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.7	53.4	34.6	57.8	53.6	47.5	57.4	13.4	8.4	43.2	9.8	3.4
LOS by Move:	E	D	C	E	D	D	E	B	A	D	A	A
HCM2kAvgQ:	0	0	1	1	0	0	1	6	0	2	17	0

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

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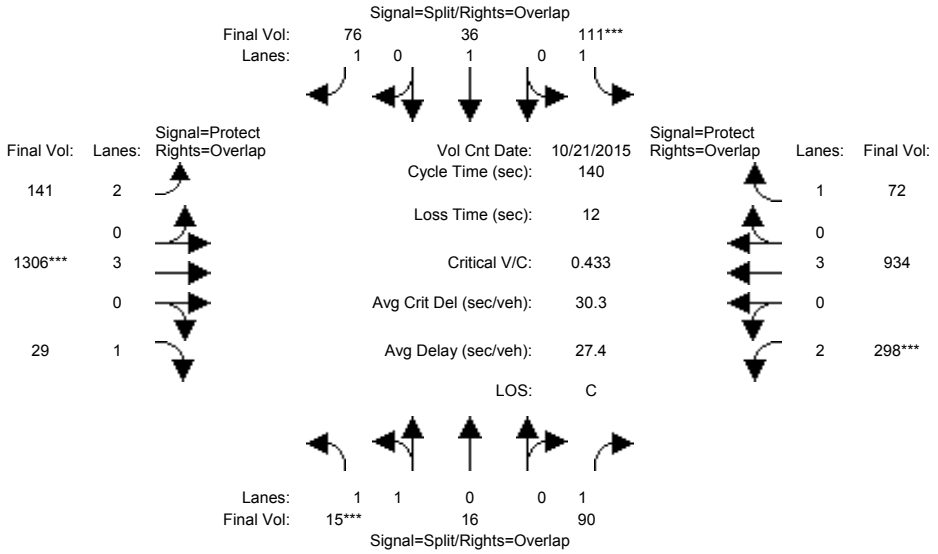
Winchester Ranch Residential Development

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

Intersection #3816: MACYS-SANTANA ROW/STEVENS CREEK



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Oct 2015 <<												
Base Vol:	15	16	90	111	36	76	141	1306	29	298	934	72
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	16	90	111	36	76	141	1306	29	298	934	72
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	16	90	111	36	76	141	1306	29	298	934	72
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	15	16	90	111	36	76	141	1306	29	298	934	72
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	16	90	111	36	76	141	1306	29	298	934	72
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	15	16	90	111	36	76	141	1306	29	298	934	72
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.05	0.06	0.02	0.04	0.04	0.23	0.02	0.09	0.16	0.04
Crit Moves:	****			****				****		****		
Green Time:	10.0	10.0	38.8	19.3	19.3	42.4	23.1	69.8	79.8	28.8	75.6	94.9
Volume/Cap:	0.12	0.12	0.19	0.46	0.14	0.14	0.27	0.46	0.03	0.46	0.30	0.06
Delay/Veh:	61.1	61.1	38.7	56.9	53.2	35.7	51.4	22.9	13.2	49.3	17.8	7.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.1	61.1	38.7	56.9	53.2	35.7	51.4	22.9	13.2	49.3	17.8	7.6
LOS by Move:	E	E	D	E	D	D	D	C	B	D	B	A
HCM2kAvgQ:	1	1	3	5	1	3	3	11	1	7	7	1

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

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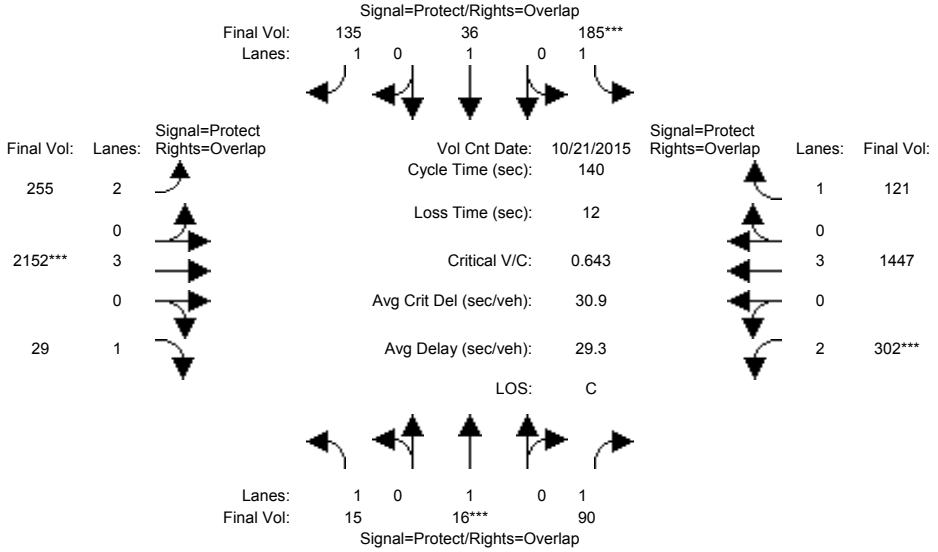
Winchester Ranch Residential Development

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

Intersection #3816: MACYS-SANTANA ROW/STEVENS CREEK



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Oct 2015 <<												
Base Vol:	15	16	90	111	36	76	141	1306	29	298	934	72
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	16	90	111	36	76	141	1306	29	298	934	72
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	74	0	59	114	846	0	4	513	49
Initial Fut:	15	16	90	185	36	135	255	2152	29	302	1447	121
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	15	16	90	185	36	135	255	2152	29	302	1447	121
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	16	90	185	36	135	255	2152	29	302	1447	121
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	15	16	90	185	36	135	255	2152	29	302	1447	121
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.05	0.11	0.02	0.08	0.08	0.38	0.02	0.10	0.25	0.07
Crit Moves:		****		****				****		****		
Green Time:	13.0	10.0	29.6	21.5	18.6	41.9	23.3	76.9	89.9	19.6	73.1	94.7
Volume/Cap:	0.09	0.12	0.24	0.69	0.14	0.26	0.49	0.69	0.03	0.69	0.49	0.10
Delay/Veh:	58.4	61.3	46.3	63.3	54.0	37.5	53.6	23.5	9.1	61.8	21.5	7.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.4	61.3	46.3	63.3	54.0	37.5	53.6	23.5	9.1	61.8	21.5	7.9
LOS by Move:	E	E	D	E	D	D	D	C	A	E	C	A
HCM2kAvgQ:	1	1	3	9	1	5	5	20	0	7	13	2

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

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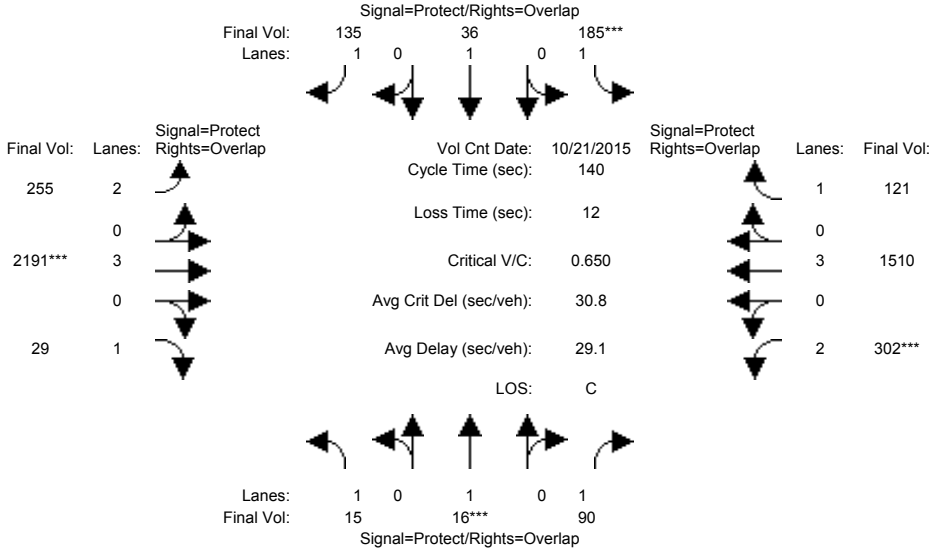
Winchester Ranch Residential Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
1-Way Charles Cali - Background Plus Project (PM)

Intersection #3816: MACYS-SANTANA ROW/STEVENS CREEK



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Oct 2015 <<												
Base Vol:	15	16	90	111	36	76	141	1306	29	298	934	72
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	16	90	111	36	76	141	1306	29	298	934	72
Added Vol:	0	0	0	0	0	0	0	39	0	0	63	0
ATI:	0	0	0	74	0	59	114	846	0	4	513	49
Initial Fut:	15	16	90	185	36	135	255	2191	29	302	1510	121
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	15	16	90	185	36	135	255	2191	29	302	1510	121
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	16	90	185	36	135	255	2191	29	302	1510	121
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	15	16	90	185	36	135	255	2191	29	302	1510	121
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.05	0.11	0.02	0.08	0.08	0.38	0.02	0.10	0.26	0.07
Crit Moves:		****		****				****		****		
Green Time:	12.9	10.0	29.3	21.3	18.4	41.0	22.6	77.4	90.3	19.3	74.1	95.4
Volume/Cap:	0.09	0.12	0.25	0.70	0.14	0.26	0.50	0.70	0.03	0.70	0.50	0.10
Delay/Veh:	58.5	61.3	46.5	64.1	54.1	38.2	54.3	23.4	9.0	62.4	21.2	7.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.5	61.3	46.5	64.1	54.1	38.2	54.3	23.4	9.0	62.4	21.2	7.7
LOS by Move:	E	E	D	E	D	D	D	C	A	E	C	A
HCM2kAvgQ:	1	1	3	9	1	5	5	21	0	7	13	2

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

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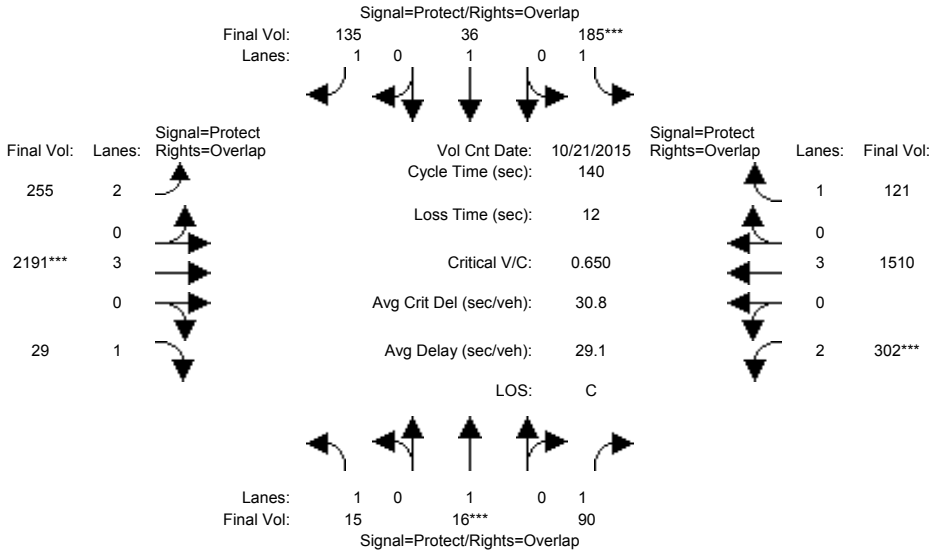
Winchester Ranch Residential Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2-Way Charles Cali - Background Plus Project (PM)

Intersection #3816: MACYS-SANTANA ROW/STEVENS CREEK



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Oct 2015 <<												
Base Vol:	15	16	90	111	36	76	141	1306	29	298	934	72
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	16	90	111	36	76	141	1306	29	298	934	72
Added Vol:	0	0	0	0	0	0	0	39	0	0	63	0
ATI:	0	0	0	74	0	59	114	846	0	4	513	49
Initial Fut:	15	16	90	185	36	135	255	2191	29	302	1510	121
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	15	16	90	185	36	135	255	2191	29	302	1510	121
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	16	90	185	36	135	255	2191	29	302	1510	121
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	15	16	90	185	36	135	255	2191	29	302	1510	121
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.05	0.11	0.02	0.08	0.08	0.38	0.02	0.10	0.26	0.07
Crit Moves:		****		****				****		****		
Green Time:	12.9	10.0	29.3	21.3	18.4	41.0	22.6	77.4	90.3	19.3	74.1	95.4
Volume/Cap:	0.09	0.12	0.25	0.70	0.14	0.26	0.50	0.70	0.03	0.70	0.50	0.10
Delay/Veh:	58.5	61.3	46.5	64.1	54.1	38.2	54.3	23.4	9.0	62.4	21.2	7.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.5	61.3	46.5	64.1	54.1	38.2	54.3	23.4	9.0	62.4	21.2	7.7
LOS by Move:	E	E	D	E	D	D	D	C	A	E	C	A
HCM2kAvgQ:	1	1	3	9	1	5	5	21	0	7	13	2

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

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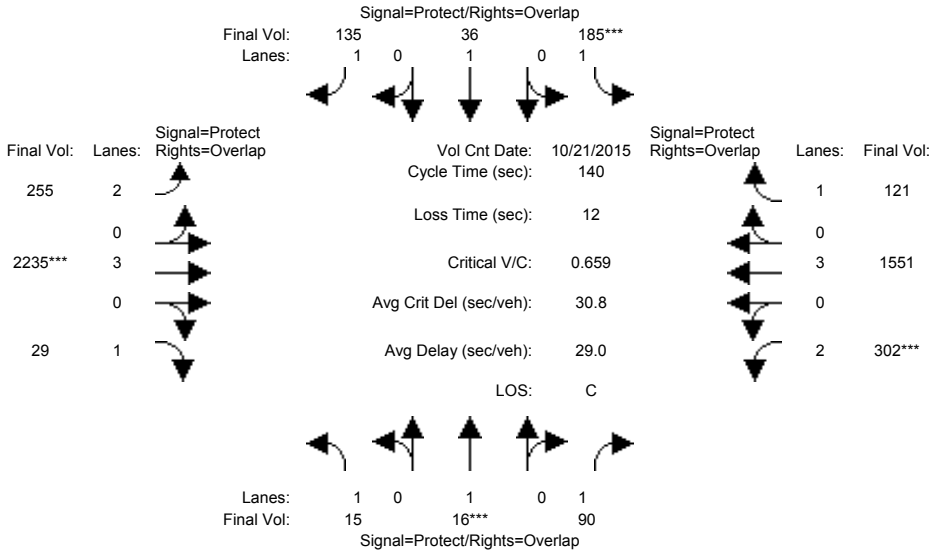
Winchester Ranch Residential Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
1-Way Charles Cali - Cumulative Plus Project (PM)

Intersection #3816: MACYS-SANTANA ROW/STEVENS CREEK



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Oct 2015 <<												
Base Vol:	15	16	90	185	36	135	255	2152	29	302	1447	121
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	16	90	185	36	135	255	2152	29	302	1447	121
Added Vol:	0	0	0	0	0	0	0	39	0	0	63	0
ATI:	0	0	0	0	0	0	0	44	0	0	41	0
Initial Fut:	15	16	90	185	36	135	255	2235	29	302	1551	121
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	15	16	90	185	36	135	255	2235	29	302	1551	121
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	16	90	185	36	135	255	2235	29	302	1551	121
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	15	16	90	185	36	135	255	2235	29	302	1551	121
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.05	0.11	0.02	0.08	0.08	0.39	0.02	0.10	0.27	0.07
Crit Moves:		****		****				****		****		
Green Time:	12.8	10.0	29.1	21.0	18.2	40.5	22.2	77.9	90.7	19.1	74.8	95.8
Volume/Cap:	0.09	0.12	0.25	0.70	0.15	0.27	0.51	0.70	0.03	0.70	0.51	0.10
Delay/Veh:	58.6	61.3	46.7	64.9	54.2	38.6	54.8	23.4	8.8	63.0	21.0	7.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.6	61.3	46.7	64.9	54.2	38.6	54.8	23.4	8.8	63.0	21.0	7.5
LOS by Move:	E	E	D	E	D	D	D	C	A	E	C	A
HCM2kAvgQ:	1	1	4	9	1	5	6	21	0	7	14	2

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

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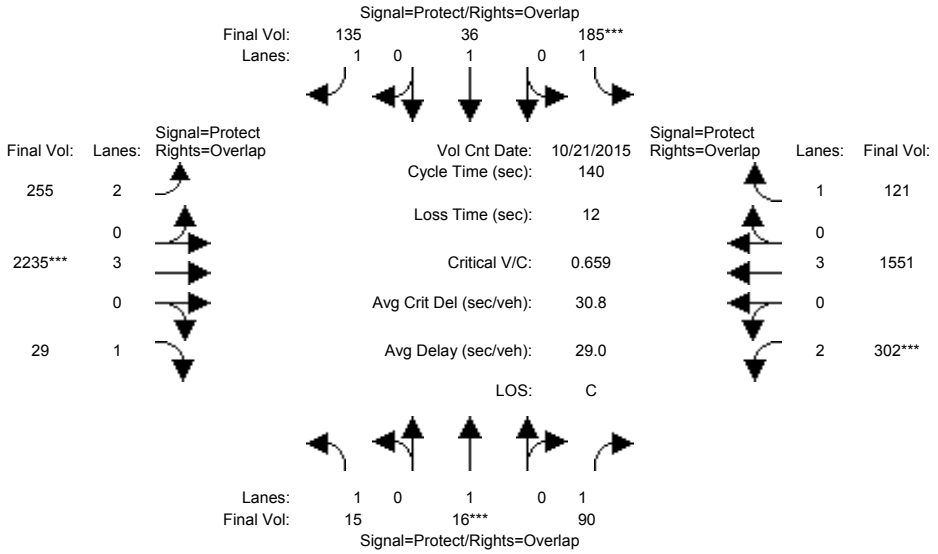
Winchester Ranch Residential Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2-Way Charles Cali - Cumulative Plus Project (PM)

Intersection #3816: MACYS-SANTANA ROW/STEVENS CREEK



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Oct 2015 <<												
Base Vol:	15	16	90	185	36	135	255	2152	29	302	1447	121
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	16	90	185	36	135	255	2152	29	302	1447	121
Added Vol:	0	0	0	0	0	0	0	39	0	0	63	0
ATI:	0	0	0	0	0	0	0	44	0	0	41	0
Initial Fut:	15	16	90	185	36	135	255	2235	29	302	1551	121
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	15	16	90	185	36	135	255	2235	29	302	1551	121
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	16	90	185	36	135	255	2235	29	302	1551	121
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	15	16	90	185	36	135	255	2235	29	302	1551	121
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.05	0.11	0.02	0.08	0.08	0.39	0.02	0.10	0.27	0.07
Crit Moves:		****		****				****		****		
Green Time:	12.8	10.0	29.1	21.0	18.2	40.5	22.2	77.9	90.7	19.1	74.8	95.8
Volume/Cap:	0.09	0.12	0.25	0.70	0.15	0.27	0.51	0.70	0.03	0.70	0.51	0.10
Delay/Veh:	58.6	61.3	46.7	64.9	54.2	38.6	54.8	23.4	8.8	63.0	21.0	7.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.6	61.3	46.7	64.9	54.2	38.6	54.8	23.4	8.8	63.0	21.0	7.5
LOS by Move:	E	E	D	E	D	D	D	C	A	E	C	A
HCM2kAvgQ:	1	1	4	9	1	5	6	21	0	7	14	2

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

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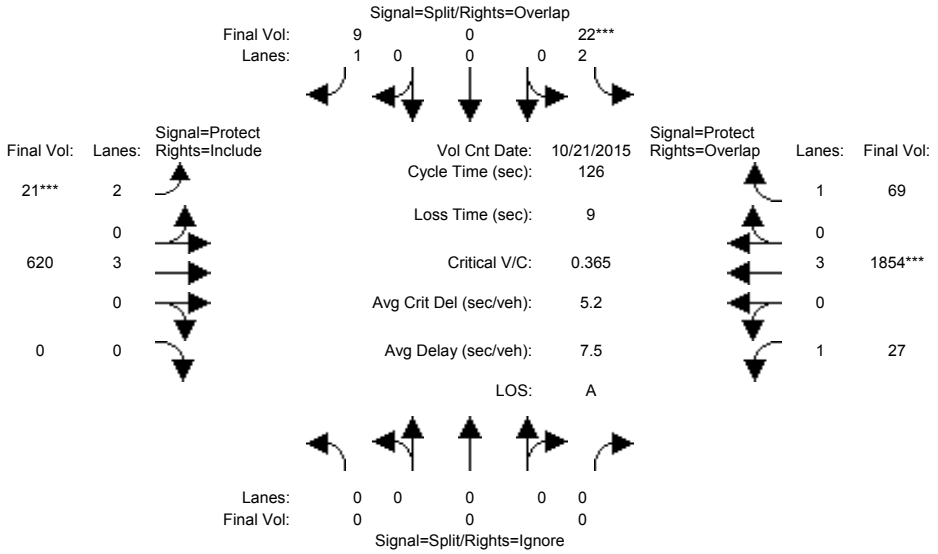
Winchester Ranch Residential Development

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

Intersection #3749: REDWOOD/STEVENS CREEK



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	0	10	7	10	0	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Oct 2015 <<												
Base Vol:	0	0	0	22	0	9	21	620	0	27	1854	69
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	22	0	9	21	620	0	27	1854	69
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	22	0	9	21	620	0	27	1854	69
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	22	0	9	21	620	0	27	1854	69
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	22	0	9	21	620	0	27	1854	69
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	22	0	9	21	620	0	27	1854	69
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	2.00	3.00	0.00	1.00	3.00	1.00
Final Sat.:	0	0	0	3150	0	1750	3150	5700	0	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.01	0.01	0.11	0.00	0.02	0.33	0.04
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	10.0	0.0	17.0	7.0	70.8	0.0	36.2	100	110.0
Volume/Cap:	0.00	0.00	0.00	0.09	0.00	0.04	0.12	0.19	0.00	0.05	0.41	0.05
Delay/Veh:	0.0	0.0	0.0	53.9	0.0	47.5	56.9	13.6	0.0	32.6	4.0	1.1
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	53.9	0.0	47.5	56.9	13.6	0.0	32.6	4.0	1.1
LOS by Move:	A	A	A	D	A	D	E	B	A	C	A	A
HCM2kAvgQ:	0	0	0	1	0	0	0	4	0	1	7	0

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

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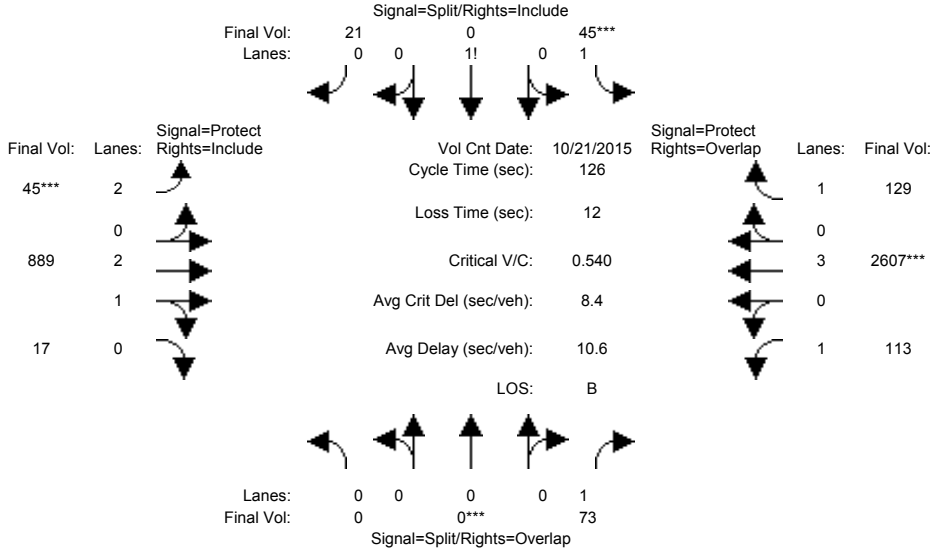
Winchester Ranch Residential Development

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

Intersection #3749: BAYWOOD/STEVENS CREEK



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	10	10	10	10	7	10	0	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Oct 2015 <<												
Base Vol:	0	0	0	22	0	9	21	620	0	27	1854	69
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	22	0	9	21	620	0	27	1854	69
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	73	23	0	12	24	269	17	86	753	60
Initial Fut:	0	0	73	45	0	21	45	889	17	113	2607	129
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	73	45	0	21	45	889	17	113	2607	129
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	73	45	0	21	45	889	17	113	2607	129
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	73	45	0	21	45	889	17	113	2607	129
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.98	0.95	0.92	1.00	0.92
Lanes:	0.00	0.00	1.00	1.52	0.00	0.48	2.00	2.94	0.06	1.00	3.00	1.00
Final Sat.:	0	0	1750	2655	0	845	3150	5495	105	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.04	0.02	0.00	0.02	0.01	0.16	0.16	0.06	0.46	0.07
Crit Moves:		****		****			****				****	
Green Time:	0.0	0.0	29.6	10.0	0.0	10.0	7.0	74.4	74.4	29.6	97.0	107.0
Volume/Cap:	0.00	0.00	0.18	0.21	0.00	0.31	0.26	0.27	0.27	0.27	0.59	0.09
Delay/Veh:	0.0	0.0	38.7	54.7	0.0	55.6	57.8	12.6	12.6	39.8	6.4	1.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	38.7	54.7	0.0	55.6	57.8	12.6	12.6	39.8	6.4	1.6
LOS by Move:	A	A	D	D	A	E	E	B	B	D	A	A
HCM2kAvgQ:	0	0	2	1	0	2	1	6	6	4	14	1

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

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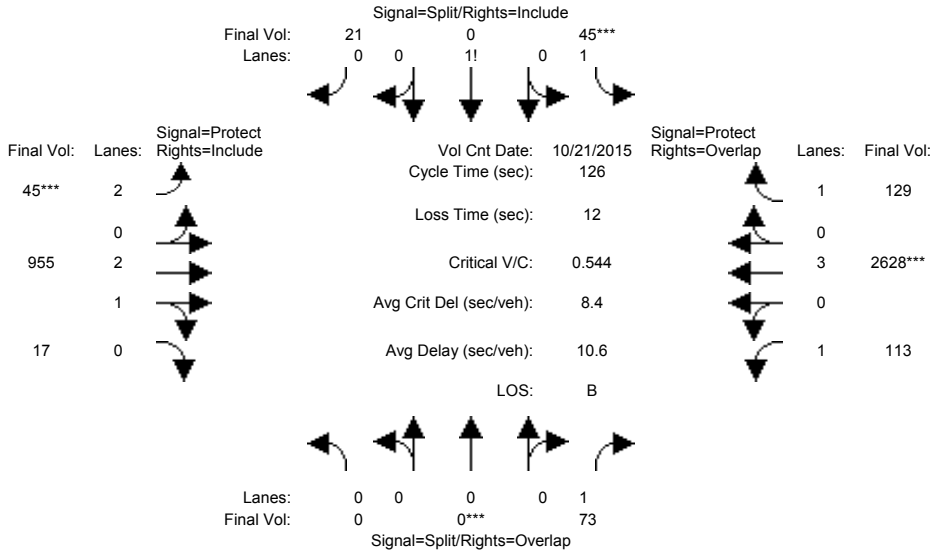
Winchester Ranch Residential Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
1-Way Charles Cali - Background Plus Project (AM)

Intersection #3749: BAYWOOD/STEVENS CREEK



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	10	10	10	10	7	10	0	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Oct 2015 <<												
Base Vol:	0	0	0	22	0	9	21	620	0	27	1854	69
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	22	0	9	21	620	0	27	1854	69
Added Vol:	0	0	0	0	0	0	0	66	0	0	21	0
ATI:	0	0	73	23	0	12	24	269	17	86	753	60
Initial Fut:	0	0	73	45	0	21	45	955	17	113	2628	129
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	73	45	0	21	45	955	17	113	2628	129
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	73	45	0	21	45	955	17	113	2628	129
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	73	45	0	21	45	955	17	113	2628	129
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.98	0.95	0.92	1.00	0.92
Lanes:	0.00	0.00	1.00	1.52	0.00	0.48	2.00	2.95	0.05	1.00	3.00	1.00
Final Sat.:	0	0	1750	2655	0	845	3150	5502	98	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.04	0.02	0.00	0.02	0.01	0.17	0.17	0.06	0.46	0.07
Crit Moves:		****		****			****				****	
Green Time:	0.0	0.0	28.1	10.0	0.0	10.0	7.0	75.9	75.9	28.1	97.0	107.0
Volume/Cap:	0.00	0.00	0.19	0.21	0.00	0.31	0.26	0.29	0.29	0.29	0.60	0.09
Delay/Veh:	0.0	0.0	39.9	54.7	0.0	55.6	57.8	12.1	12.1	41.0	6.4	1.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	39.9	54.7	0.0	55.6	57.8	12.1	12.1	41.0	6.4	1.6
LOS by Move:	A	A	D	D	A	E	E	B	B	D	A	A
HCM2kAvgQ:	0	0	2	1	0	2	1	6	6	4	15	1

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

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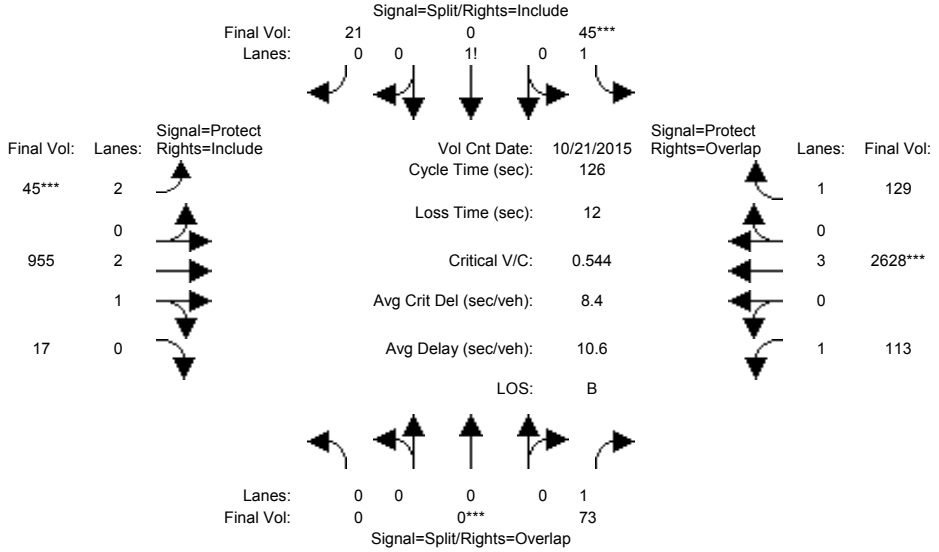
Winchester Ranch Residential Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2-Way Charles Cali - Background Plus Project (AM)

Intersection #3749: BAYWOOD/STEVENS CREEK



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	10	10	10	10	7	10	0	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Oct 2015 <<												
Base Vol:	0	0	0	22	0	9	21	620	0	27	1854	69
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	22	0	9	21	620	0	27	1854	69
Added Vol:	0	0	0	0	0	0	0	66	0	0	21	0
ATI:	0	0	73	23	0	12	24	269	17	86	753	60
Initial Fut:	0	0	73	45	0	21	45	955	17	113	2628	129
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	73	45	0	21	45	955	17	113	2628	129
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	73	45	0	21	45	955	17	113	2628	129
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	73	45	0	21	45	955	17	113	2628	129
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.98	0.95	0.92	1.00	0.92
Lanes:	0.00	0.00	1.00	1.52	0.00	0.48	2.00	2.95	0.05	1.00	3.00	1.00
Final Sat.:	0	0	1750	2655	0	845	3150	5502	98	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.04	0.02	0.00	0.02	0.01	0.17	0.17	0.06	0.46	0.07
Crit Moves:		****		****			****				****	
Green Time:	0.0	0.0	28.1	10.0	0.0	10.0	7.0	75.9	75.9	28.1	97.0	107.0
Volume/Cap:	0.00	0.00	0.19	0.21	0.00	0.31	0.26	0.29	0.29	0.29	0.60	0.09
Delay/Veh:	0.0	0.0	39.9	54.7	0.0	55.6	57.8	12.1	12.1	41.0	6.4	1.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	39.9	54.7	0.0	55.6	57.8	12.1	12.1	41.0	6.4	1.6
LOS by Move:	A	A	D	D	A	E	E	B	B	D	A	A
HCM2kAvgQ:	0	0	2	1	0	2	1	6	6	4	15	1

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

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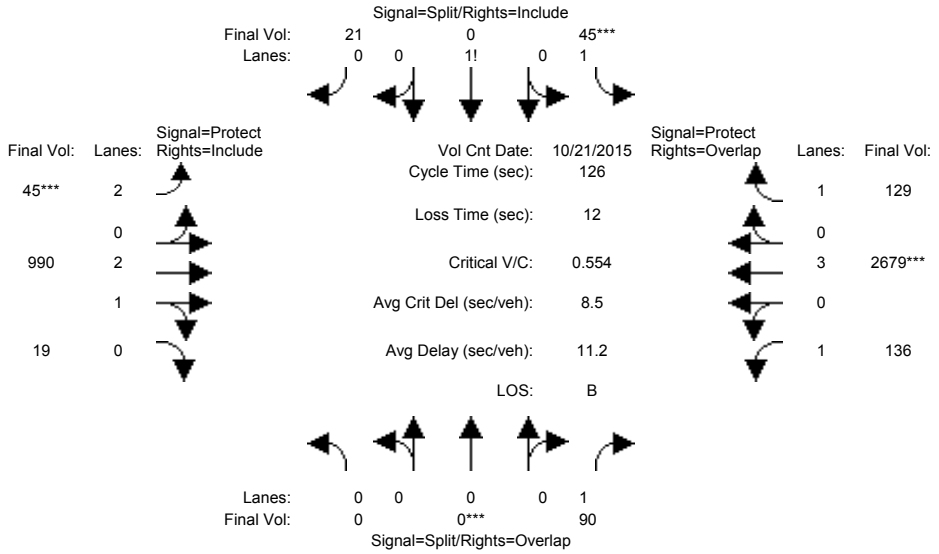
Winchester Ranch Residential Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
1-Way Charles Cali - Cumulative Plus Project (AM)

Intersection #3749: BAYWOOD/STEVENS CREEK



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	10	10	10	10	7	10	0	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Oct 2015 <<												
Base Vol:	0	0	73	45	0	21	45	889	17	113	2607	129
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	73	45	0	21	45	889	17	113	2607	129
Added Vol:	0	0	0	0	0	0	0	66	0	0	21	0
ATI:	0	0	17	0	0	0	0	35	2	23	51	0
Initial Fut:	0	0	90	45	0	21	45	990	19	136	2679	129
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	90	45	0	21	45	990	19	136	2679	129
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	90	45	0	21	45	990	19	136	2679	129
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	90	45	0	21	45	990	19	136	2679	129
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.98	0.95	0.92	1.00	0.92
Lanes:	0.00	0.00	1.00	1.52	0.00	0.48	2.00	2.94	0.06	1.00	3.00	1.00
Final Sat.:	0	0	1750	2655	0	845	3150	5494	105	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.05	0.02	0.00	0.02	0.01	0.18	0.18	0.08	0.47	0.07
Crit Moves:		****		****			****				****	
Green Time:	0.0	0.0	31.3	10.0	0.0	10.0	7.0	72.7	72.7	31.3	97.0	107.0
Volume/Cap:	0.00	0.00	0.21	0.21	0.00	0.31	0.26	0.31	0.31	0.31	0.61	0.09
Delay/Veh:	0.0	0.0	37.7	54.7	0.0	55.6	57.8	13.8	13.8	39.0	6.6	1.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	37.7	54.7	0.0	55.6	57.8	13.8	13.8	39.0	6.6	1.6
LOS by Move:	A	A	D	D	A	E	E	B	B	D	A	A
HCM2kAvgQ:	0	0	3	1	0	2	1	7	7	5	15	1

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

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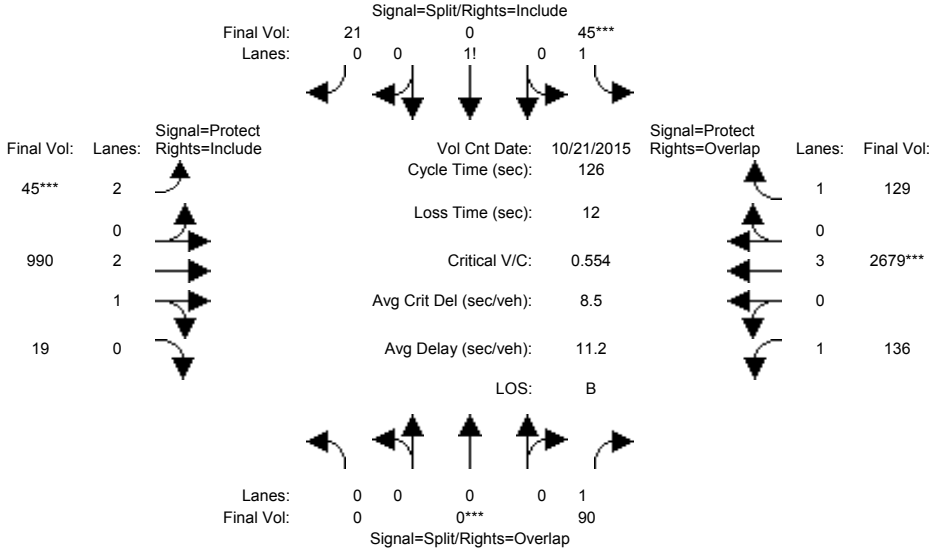
Winchester Ranch Residential Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2-Way Charles Cali - Cumulative Plus Project (AM)

Intersection #3749: BAYWOOD/STEVENS CREEK



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	10	10	10	10	7	10	0	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Oct 2015 <<												
Base Vol:	0	0	73	45	0	21	45	889	17	113	2607	129
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	73	45	0	21	45	889	17	113	2607	129
Added Vol:	0	0	0	0	0	0	0	66	0	0	21	0
ATI:	0	0	17	0	0	0	0	35	2	23	51	0
Initial Fut:	0	0	90	45	0	21	45	990	19	136	2679	129
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	90	45	0	21	45	990	19	136	2679	129
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	90	45	0	21	45	990	19	136	2679	129
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	90	45	0	21	45	990	19	136	2679	129
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.98	0.95	0.92	1.00	0.92
Lanes:	0.00	0.00	1.00	1.52	0.00	0.48	2.00	2.94	0.06	1.00	3.00	1.00
Final Sat.:	0	0	1750	2655	0	845	3150	5494	105	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.05	0.02	0.00	0.02	0.01	0.18	0.18	0.08	0.47	0.07
Crit Moves:		****		****			****				****	
Green Time:	0.0	0.0	31.3	10.0	0.0	10.0	7.0	72.7	72.7	31.3	97.0	107.0
Volume/Cap:	0.00	0.00	0.21	0.21	0.00	0.31	0.26	0.31	0.31	0.31	0.61	0.09
Delay/Veh:	0.0	0.0	37.7	54.7	0.0	55.6	57.8	13.8	13.8	39.0	6.6	1.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	37.7	54.7	0.0	55.6	57.8	13.8	13.8	39.0	6.6	1.6
LOS by Move:	A	A	D	D	A	E	E	B	B	D	A	A
HCM2kAvgQ:	0	0	3	1	0	2	1	7	7	5	15	1

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

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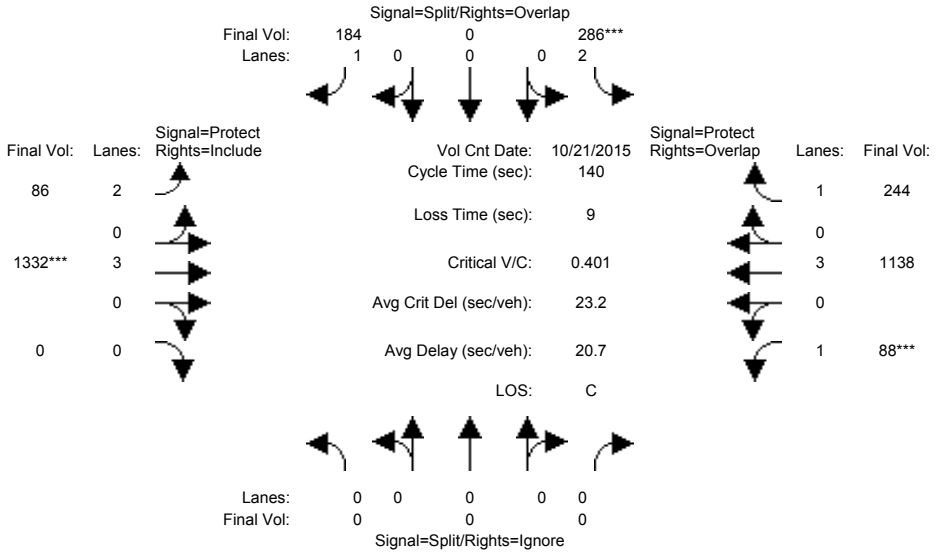
Winchester Ranch Residential Development

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

Intersection #3749: REDWOOD/STEVENS CREEK



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	0	10	7	10	0	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Oct 2015 <<												
Base Vol:	0	0	0	286	0	184	86	1332	0	88	1138	244
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	286	0	184	86	1332	0	88	1138	244
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	286	0	184	86	1332	0	88	1138	244
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	286	0	184	86	1332	0	88	1138	244
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	286	0	184	86	1332	0	88	1138	244
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	286	0	184	86	1332	0	88	1138	244
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	2.00	3.00	0.00	1.00	3.00	1.00
Final Sat.:	0	0	0	3150	0	1750	3150	5700	0	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.00	0.11	0.03	0.23	0.00	0.05	0.20	0.14
Crit Moves:				****				****		****		
Green Time:	0.0	0.0	0.0	31.7	0.0	51.6	19.9	81.7	0.0	17.6	79.4	111.1
Volume/Cap:	0.00	0.00	0.00	0.40	0.00	0.29	0.19	0.40	0.00	0.40	0.35	0.18
Delay/Veh:	0.0	0.0	0.0	46.4	0.0	31.4	53.2	15.9	0.0	57.6	16.5	3.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	46.4	0.0	31.4	53.2	15.9	0.0	57.6	16.5	3.5
LOS by Move:	A	A	A	D	A	C	D	B	A	E	B	A
HCM2kAvgQ:	0	0	0	6	0	6	2	10	0	4	9	3

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

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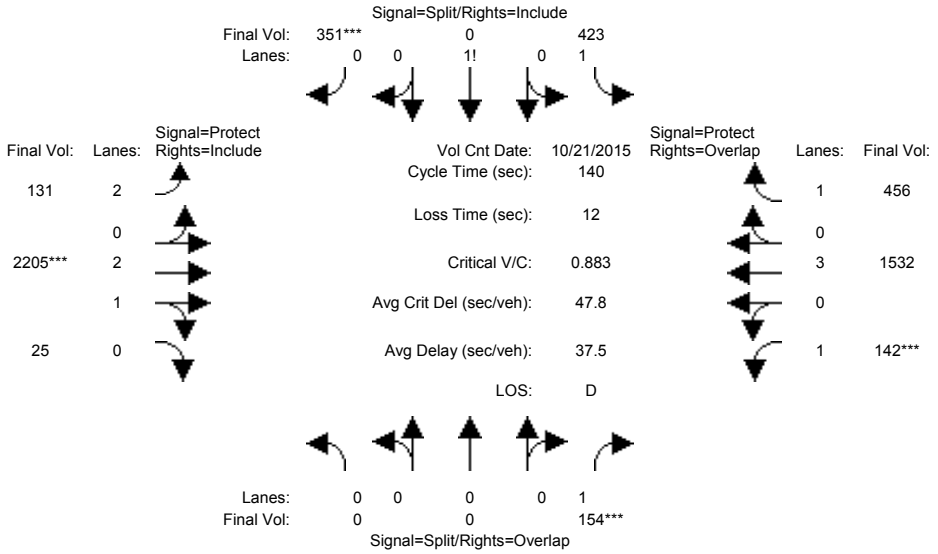
Winchester Ranch Residential Development

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

Intersection #3749: BAYWOOD/STEVENS CREEK



Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	0	0	10		10	10	10		7	10	0		7	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module: >> Count Date: 21 Oct 2015 <<																
Base Vol:	0	0	0		286	0	184		86	1332	0		88	1138	244	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	0		286	0	184		86	1332	0		88	1138	244	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
ATI:	0	0	154		137	0	167		45	873	25		54	394	212	
Initial Fut:	0	0	154		423	0	351		131	2205	25		142	1532	456	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	154		423	0	351		131	2205	25		142	1532	456	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	154		423	0	351		131	2205	25		142	1532	456	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	0	154		423	0	351		131	2205	25		142	1532	456	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	1.00	0.92		0.92	1.00	0.92		0.83	0.98	0.95		0.92	1.00	0.92	
Lanes:	0.00	0.00	1.00		1.38	0.00	0.62		2.00	2.97	0.03		1.00	3.00	1.00	
Final Sat.:	0	0	1750		2408	0	1092		3150	5537	63		1750	5700	1750	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.09		0.18	0.00	0.32		0.04	0.40	0.40		0.08	0.27	0.26	
Crit Moves:			****				****			****			****			
Green Time:	0.0	0.0	13.9		50.9	0.0	50.9		11.9	63.1	63.1		12.9	64.1	115.0	
Volume/Cap:	0.00	0.00	0.88		0.48	0.00	0.88		0.49	0.88	0.88		0.88	0.59	0.32	
Delay/Veh:	0.0	0.0	99.5		34.6	0.0	52.3		62.5	39.2	39.2		102.2	28.5	3.1	
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	99.5		34.6	0.0	52.3		62.5	39.2	39.2		102.2	28.5	3.1	
LOS by Move:	A	A	F		C	A	D		E	D	D		F	C	A	
HCM2kAvgQ:	0	0	10		11	0	27		3	30	30		9	16	5	

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

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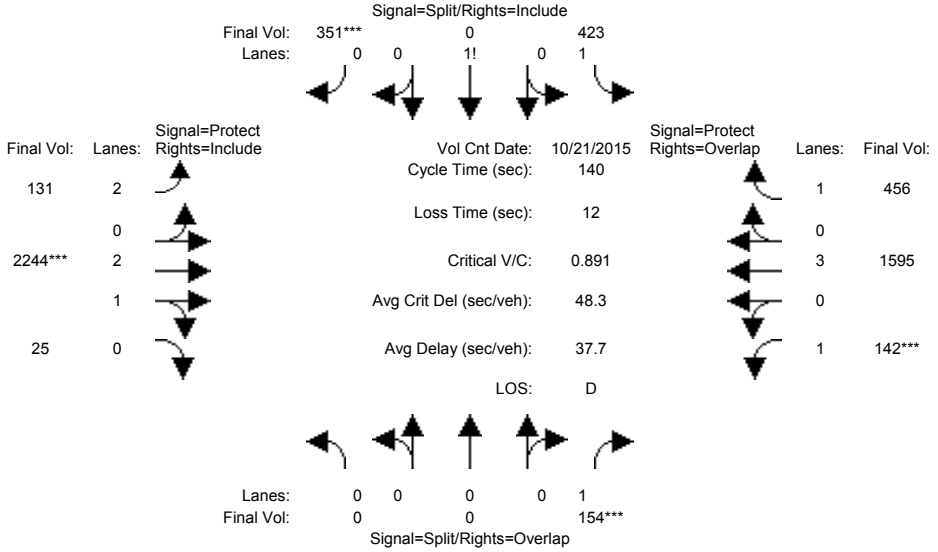
Winchester Ranch Residential Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
1-Way Charles Cali - Background Plus Project (PM)

Intersection #3749: BAYWOOD/STEVENS CREEK



Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	0	0	10		10	10	10		7	10	0		7	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module: >> Count Date: 21 Oct 2015 <<																
Base Vol:	0	0	0		286	0	184		86	1332	0		88	1138	244	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	0		286	0	184		86	1332	0		88	1138	244	
Added Vol:	0	0	0		0	0	0		0	39	0		0	63	0	
ATI:	0	0	154		137	0	167		45	873	25		54	394	212	
Initial Fut:	0	0	154		423	0	351		131	2244	25		142	1595	456	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	154		423	0	351		131	2244	25		142	1595	456	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	154		423	0	351		131	2244	25		142	1595	456	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	0	154		423	0	351		131	2244	25		142	1595	456	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	1.00	0.92		0.92	1.00	0.92		0.83	0.98	0.95		0.92	1.00	0.92	
Lanes:	0.00	0.00	1.00		1.38	0.00	0.62		2.00	2.97	0.03		1.00	3.00	1.00	
Final Sat.:	0	0	1750		2408	0	1092		3150	5538	62		1750	5700	1750	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.09		0.18	0.00	0.32		0.04	0.41	0.41		0.08	0.28	0.26	
Crit Moves:			****				****			****			****			
Green Time:	0.0	0.0	13.8		50.5	0.0	50.5		11.6	63.7	63.7		12.8	64.9	115.4	
Volume/Cap:	0.00	0.00	0.89		0.49	0.00	0.89		0.50	0.89	0.89		0.89	0.60	0.32	
Delay/Veh:	0.0	0.0	101.5		34.9	0.0	53.5		63.0	39.4	39.4		104.2	28.4	3.1	
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	101.5		34.9	0.0	53.5		63.0	39.4	39.4		104.2	28.4	3.1	
LOS by Move:	A	A	F		C	A	D		E	D	D		F	C	A	
HCM2kAvgQ:	0	0	10		11	0	28		3	31	31		9	17	5	

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

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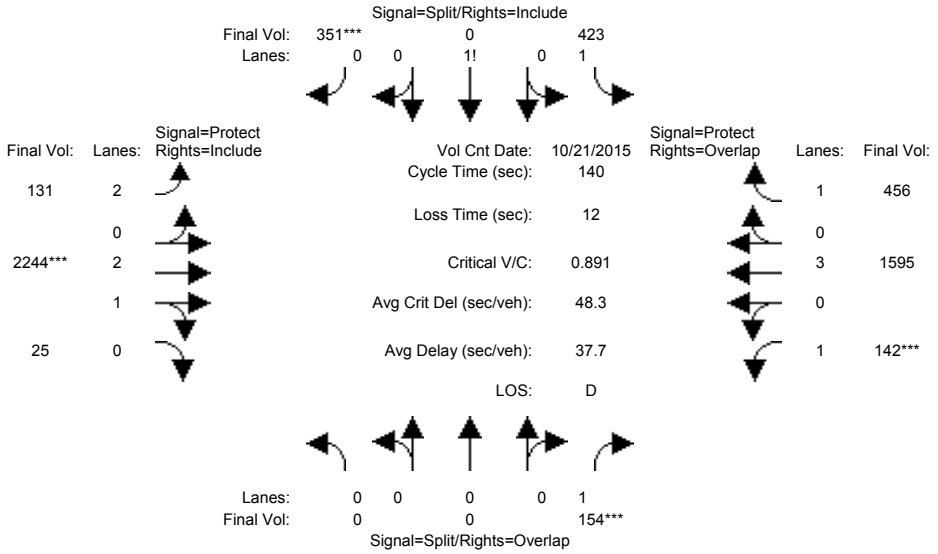
Winchester Ranch Residential Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2-Way Charles Cali - Background Plus Project (PM)

Intersection #3749: BAYWOOD/STEVENS CREEK



Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	0	0	10		10	10	10		7	10	0		7	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module: >> Count Date: 21 Oct 2015 <<																
Base Vol:	0	0	0		286	0	184		86	1332	0		88	1138	244	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	0		286	0	184		86	1332	0		88	1138	244	
Added Vol:	0	0	0		0	0	0		0	39	0		0	63	0	
ATI:	0	0	154		137	0	167		45	873	25		54	394	212	
Initial Fut:	0	0	154		423	0	351		131	2244	25		142	1595	456	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	154		423	0	351		131	2244	25		142	1595	456	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	154		423	0	351		131	2244	25		142	1595	456	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	0	154		423	0	351		131	2244	25		142	1595	456	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	1.00	0.92		0.92	1.00	0.92		0.83	0.98	0.95		0.92	1.00	0.92	
Lanes:	0.00	0.00	1.00		1.38	0.00	0.62		2.00	2.97	0.03		1.00	3.00	1.00	
Final Sat.:	0	0	1750		2408	0	1092		3150	5538	62		1750	5700	1750	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.09		0.18	0.00	0.32		0.04	0.41	0.41		0.08	0.28	0.26	
Crit Moves:			****				****			****			****			
Green Time:	0.0	0.0	13.8		50.5	0.0	50.5		11.6	63.7	63.7		12.8	64.9	115.4	
Volume/Cap:	0.00	0.00	0.89		0.49	0.00	0.89		0.50	0.89	0.89		0.89	0.60	0.32	
Delay/Veh:	0.0	0.0	101.5		34.9	0.0	53.5		63.0	39.4	39.4		104.2	28.4	3.1	
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	101.5		34.9	0.0	53.5		63.0	39.4	39.4		104.2	28.4	3.1	
LOS by Move:	A	A	F		C	A	D		E	D	D		F	C	A	
HCM2kAvgQ:	0	0	10		11	0	28		3	31	31		9	17	5	

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

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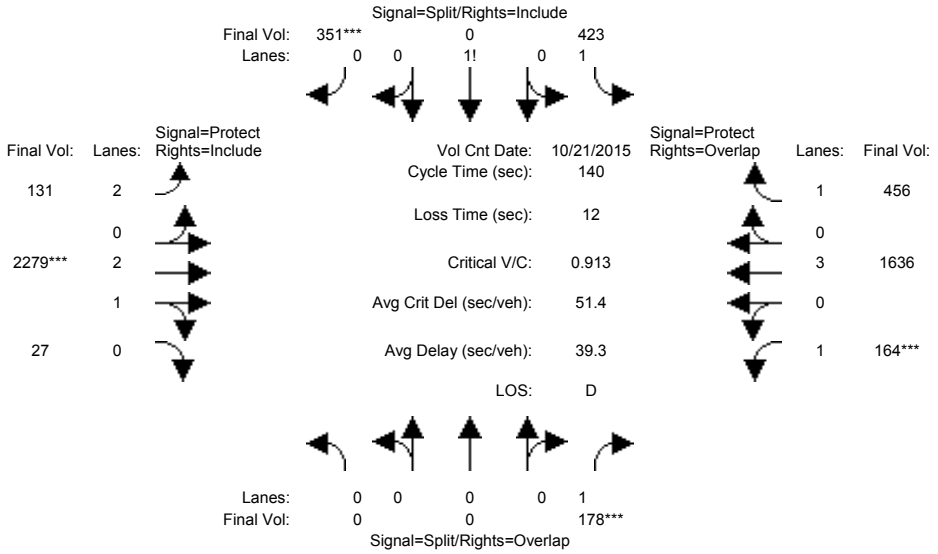
Winchester Ranch Residential Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
1-Way Charles Cali - Cumulative Plus Project (PM)

Intersection #3749: BAYWOOD/STEVENS CREEK



Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	0	0	10		10	10	10		7	10	0		7	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module: >> Count Date: 21 Oct 2015 <<																
Base Vol:	0	0	154		423	0	351		131	2205	25		142	1532	456	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	154		423	0	351		131	2205	25		142	1532	456	
Added Vol:	0	0	0		0	0	0		0	39	0		0	63	0	
ATI:	0	0	24		0	0	0		0	35	2		22	41	0	
Initial Fut:	0	0	178		423	0	351		131	2279	27		164	1636	456	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	178		423	0	351		131	2279	27		164	1636	456	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	178		423	0	351		131	2279	27		164	1636	456	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	0	178		423	0	351		131	2279	27		164	1636	456	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	1.00	0.92		0.92	1.00	0.92		0.83	0.98	0.95		0.92	1.00	0.92	
Lanes:	0.00	0.00	1.00		1.38	0.00	0.62		2.00	2.96	0.04		1.00	3.00	1.00	
Final Sat.:	0	0	1750		2408	0	1092		3150	5534	66		1750	5700	1750	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.10		0.18	0.00	0.32		0.04	0.41	0.41		0.09	0.29	0.26	
Crit Moves:			****				****			****			****			
Green Time:	0.0	0.0	15.6		49.3	0.0	49.3		11.5	63.1	63.1		14.4	66.0	115.3	
Volume/Cap:	0.00	0.00	0.91		0.50	0.00	0.91		0.51	0.91	0.91		0.91	0.61	0.32	
Delay/Veh:	0.0	0.0	102.4		35.9	0.0	57.5		63.2	41.5	41.5		105.3	27.8	3.1	
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	102.4		35.9	0.0	57.5		63.2	41.5	41.5		105.3	27.8	3.1	
LOS by Move:	A	A	F		D	A	E		E	D	D		F	C	A	
HCM2kAvgQ:	0	0	11		11	0	29		3	32	32		11	17	5	

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

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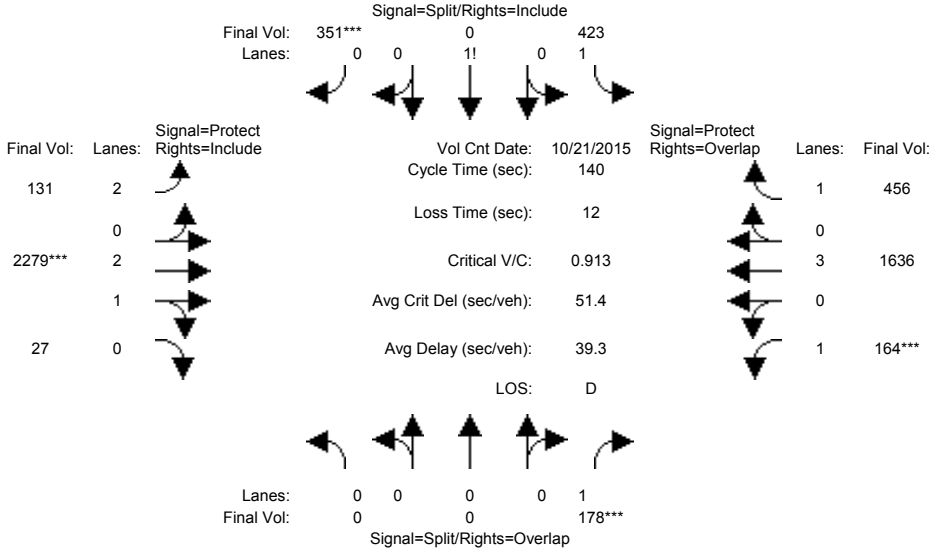
Winchester Ranch Residential Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2-Way Charles Cali - Cumulative Plus Project (PM)

Intersection #3749: BAYWOOD/STEVENS CREEK



Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	0	0	10		10	10	10		7	10	0		7	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module: >> Count Date: 21 Oct 2015 <<																
Base Vol:	0	0	154		423	0	351		131	2205	25		142	1532	456	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	154		423	0	351		131	2205	25		142	1532	456	
Added Vol:	0	0	0		0	0	0		0	39	0		0	63	0	
ATI:	0	0	24		0	0	0		0	35	2		22	41	0	
Initial Fut:	0	0	178		423	0	351		131	2279	27		164	1636	456	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	178		423	0	351		131	2279	27		164	1636	456	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	178		423	0	351		131	2279	27		164	1636	456	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	0	178		423	0	351		131	2279	27		164	1636	456	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	1.00	0.92		0.92	1.00	0.92		0.83	0.98	0.95		0.92	1.00	0.92	
Lanes:	0.00	0.00	1.00		1.38	0.00	0.62		2.00	2.96	0.04		1.00	3.00	1.00	
Final Sat.:	0	0	1750		2408	0	1092		3150	5534	66		1750	5700	1750	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.10		0.18	0.00	0.32		0.04	0.41	0.41		0.09	0.29	0.26	
Crit Moves:			****				****			****			****			
Green Time:	0.0	0.0	15.6		49.3	0.0	49.3		11.5	63.1	63.1		14.4	66.0	115.3	
Volume/Cap:	0.00	0.00	0.91		0.50	0.00	0.91		0.51	0.91	0.91		0.91	0.61	0.32	
Delay/Veh:	0.0	0.0	102.4		35.9	0.0	57.5		63.2	41.5	41.5		105.3	27.8	3.1	
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	102.4		35.9	0.0	57.5		63.2	41.5	41.5		105.3	27.8	3.1	
LOS by Move:	A	A	F		D	A	E		E	D	D		F	C	A	
HCM2kAvgQ:	0	0	11		11	0	29		3	32	32		11	17	5	

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

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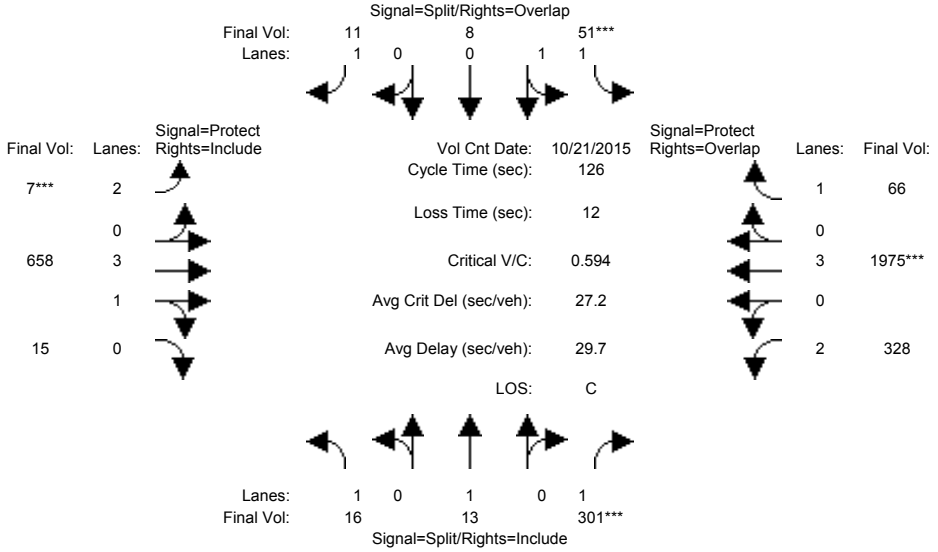
Winchester Ranch Residential Development

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

Intersection #3702: MONROE/STEVENS CREEK



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Oct 2015 <<												
Base Vol:	16	13	301	51	8	11	7	658	15	328	1975	66
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	13	301	51	8	11	7	658	15	328	1975	66
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	13	301	51	8	11	7	658	15	328	1975	66
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	16	13	301	51	8	11	7	658	15	328	1975	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	13	301	51	8	11	7	658	15	328	1975	66
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	16	13	301	51	8	11	7	658	15	328	1975	66
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.93	0.95	0.92	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	1.00	1.00	1.00	1.73	0.27	1.00	2.00	3.91	0.09	2.00	3.00	1.00
Final Sat.:	1750	1900	1750	3069	481	1750	3150	7333	167	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.17	0.02	0.02	0.01	0.00	0.09	0.09	0.10	0.35	0.04
Crit Moves:			****	****			****				****	
Green Time:	32.2	32.2	32.2	10.0	10.0	17.0	7.0	33.2	33.2	38.6	64.8	74.8
Volume/Cap:	0.04	0.03	0.67	0.21	0.21	0.05	0.04	0.34	0.34	0.34	0.67	0.06
Delay/Veh:	35.3	35.2	46.2	54.7	54.7	47.5	56.4	37.6	37.6	34.1	23.4	10.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.3	35.2	46.2	54.7	54.7	47.5	56.4	37.6	37.6	34.1	23.4	10.8
LOS by Move:	D	D	D	D	D	D	E	D	D	C	C	B
HCM2kAvgQ:	0	0	12	1	1	0	0	5	5	6	18	1

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

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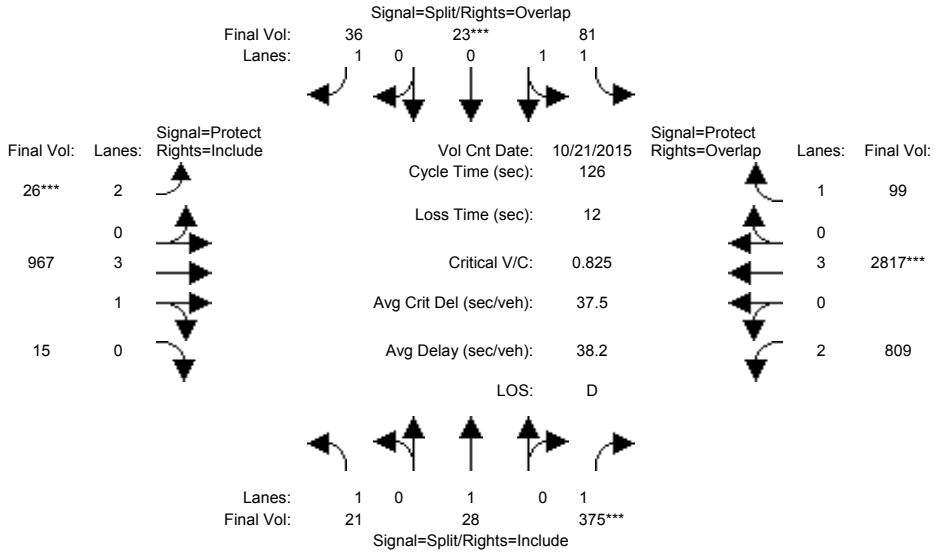
Winchester Ranch Residential Development

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

Intersection #3702: MONROE/STEVENS CREEK



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Oct 2015 <<												
Base Vol:	16	13	301	51	8	11	7	658	15	328	1975	66
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	13	301	51	8	11	7	658	15	328	1975	66
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	5	15	74	30	15	25	19	309	0	481	842	33
Initial Fut:	21	28	375	81	23	36	26	967	15	809	2817	99
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	28	375	81	23	36	26	967	15	809	2817	99
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	28	375	81	23	36	26	967	15	809	2817	99
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	21	28	375	81	23	36	26	967	15	809	2817	99
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.93	0.95	0.92	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	1.00	1.00	1.00	1.57	0.43	1.00	2.00	3.94	0.06	2.00	3.00	1.00
Final Sat.:	1750	1900	1750	2778	772	1750	3150	7385	115	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.21	0.03	0.03	0.02	0.01	0.13	0.13	0.26	0.49	0.06
Crit Moves:			****		****		****				****	
Green Time:	29.3	29.3	29.3	10.0	10.0	17.0	7.0	25.2	25.2	49.4	67.7	77.7
Volume/Cap:	0.05	0.06	0.92	0.37	0.37	0.15	0.15	0.65	0.65	0.65	0.92	0.09
Delay/Veh:	37.6	37.7	73.1	55.8	55.8	48.4	57.1	47.4	47.4	32.6	31.9	9.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.6	37.7	73.1	55.8	55.8	48.4	57.1	47.4	47.4	32.6	31.9	9.9
LOS by Move:	D	D	E	E	E	D	E	D	D	C	C	A
HCM2kAvgQ:	1	1	19	2	2	1	1	10	10	15	33	2

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

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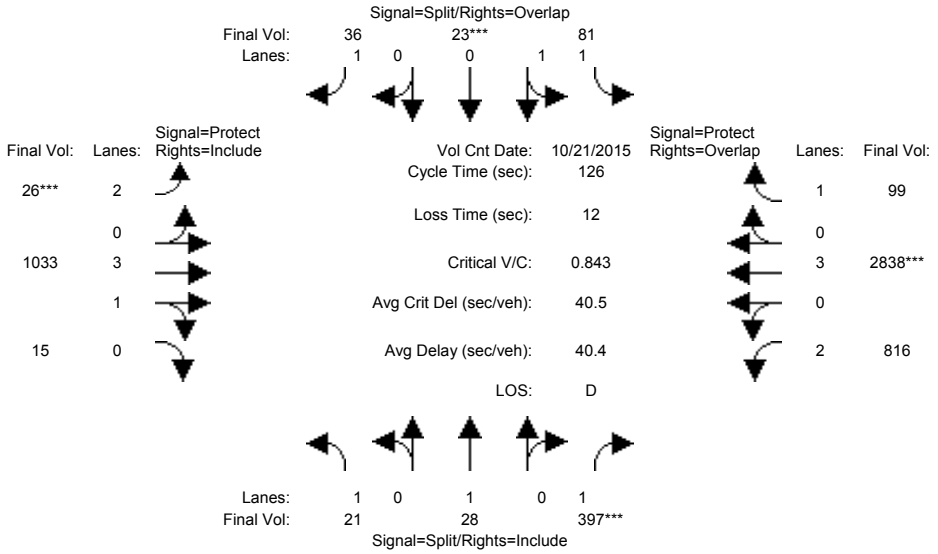
Winchester Ranch Residential Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
1-Way Charles Cali - Background Plus Project (AM)

Intersection #3702: MONROE/STEVENS CREEK



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Oct 2015 <<												
Base Vol:	16	13	301	51	8	11	7	658	15	328	1975	66
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	13	301	51	8	11	7	658	15	328	1975	66
Added Vol:	0	0	22	0	0	0	0	66	0	7	21	0
ATI:	5	15	74	30	15	25	19	309	0	481	842	33
Initial Fut:	21	28	397	81	23	36	26	1033	15	816	2838	99
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	28	397	81	23	36	26	1033	15	816	2838	99
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	28	397	81	23	36	26	1033	15	816	2838	99
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	21	28	397	81	23	36	26	1033	15	816	2838	99
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.93	0.95	0.92	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	1.00	1.00	1.00	1.57	0.43	1.00	2.00	3.94	0.06	2.00	3.00	1.00
Final Sat.:	1750	1900	1750	2778	772	1750	3150	7392	107	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.23	0.03	0.03	0.02	0.01	0.14	0.14	0.26	0.50	0.06
Crit Moves:			****		****		****				****	
Green Time:	30.4	30.4	30.4	10.0	10.0	17.0	7.0	25.8	25.8	47.8	66.6	76.6
Volume/Cap:	0.05	0.06	0.94	0.37	0.37	0.15	0.15	0.68	0.68	0.68	0.94	0.09
Delay/Veh:	36.8	36.9	76.4	55.8	55.8	48.4	57.1	47.6	47.6	34.4	34.8	10.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.8	36.9	76.4	55.8	55.8	48.4	57.1	47.6	47.6	34.4	34.8	10.3
LOS by Move:	D	D	E	E	E	D	E	D	D	C	C	B
HCM2kAvgQ:	1	1	21	2	2	1	1	11	11	15	35	2

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

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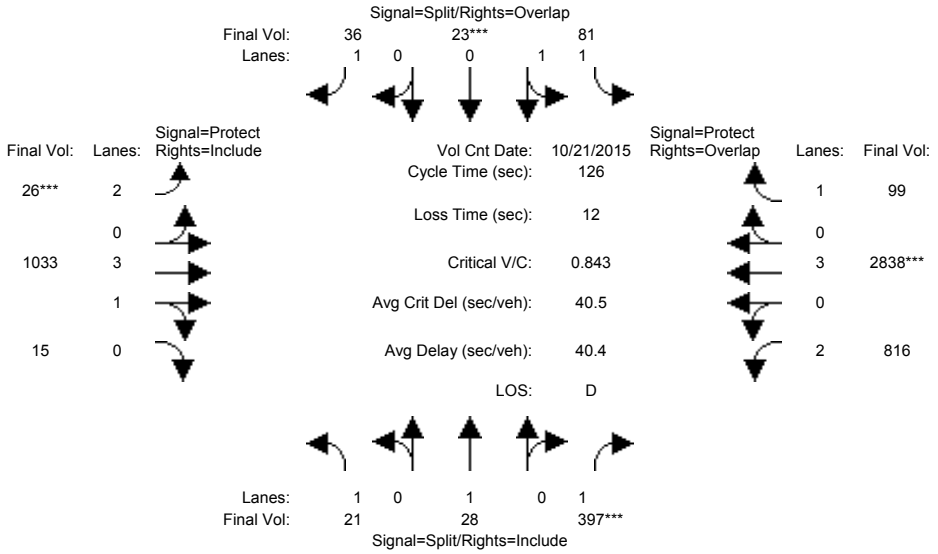
Winchester Ranch Residential Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2-Way Charles Cali - Background Plus Project (AM)

Intersection #3702: MONROE/STEVENS CREEK



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Oct 2015 <<												
Base Vol:	16	13	301	51	8	11	7	658	15	328	1975	66
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	13	301	51	8	11	7	658	15	328	1975	66
Added Vol:	0	0	22	0	0	0	0	66	0	7	21	0
ATI:	5	15	74	30	15	25	19	309	0	481	842	33
Initial Fut:	21	28	397	81	23	36	26	1033	15	816	2838	99
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	28	397	81	23	36	26	1033	15	816	2838	99
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	28	397	81	23	36	26	1033	15	816	2838	99
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	21	28	397	81	23	36	26	1033	15	816	2838	99
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.93	0.95	0.92	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	1.00	1.00	1.00	1.57	0.43	1.00	2.00	3.94	0.06	2.00	3.00	1.00
Final Sat.:	1750	1900	1750	2778	772	1750	3150	7392	107	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.23	0.03	0.03	0.02	0.01	0.14	0.14	0.26	0.50	0.06
Crit Moves:			****		****		****				****	
Green Time:	30.4	30.4	30.4	10.0	10.0	17.0	7.0	25.8	25.8	47.8	66.6	76.6
Volume/Cap:	0.05	0.06	0.94	0.37	0.37	0.15	0.15	0.68	0.68	0.68	0.94	0.09
Delay/Veh:	36.8	36.9	76.4	55.8	55.8	48.4	57.1	47.6	47.6	34.4	34.8	10.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.8	36.9	76.4	55.8	55.8	48.4	57.1	47.6	47.6	34.4	34.8	10.3
LOS by Move:	D	D	E	E	E	D	E	D	D	C	C	B
HCM2kAvgQ:	1	1	21	2	2	1	1	11	11	15	35	2

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

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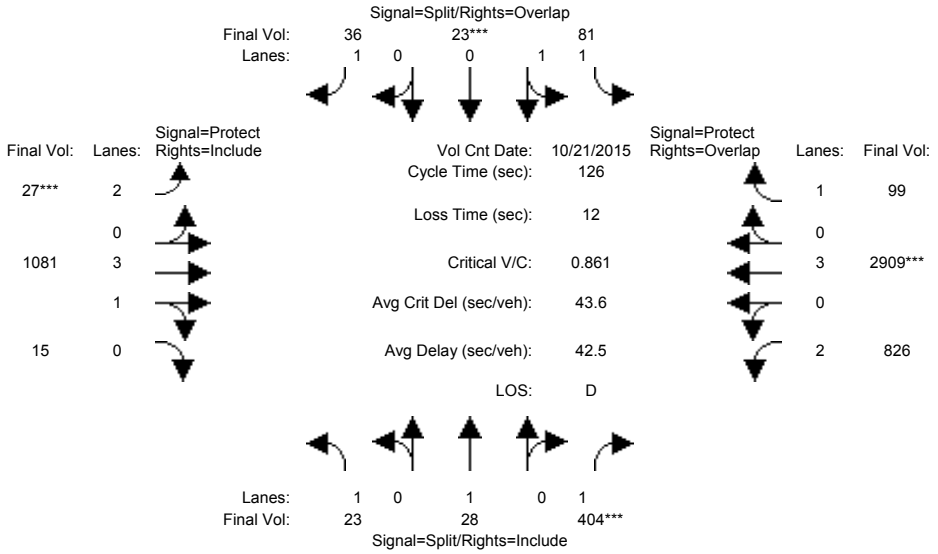
Winchester Ranch Residential Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
1-Way Charles Cali - Cumulative Plus Project (AM)

Intersection #3702: MONROE/STEVENS CREEK



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Oct 2015 <<												
Base Vol:	21	28	375	81	23	36	26	967	15	809	2817	99
Growth Adj:	1.00	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	28	375	81	23	36	26	967	15	809	2817	99
Added Vol:	0	0	22	0	0	0	0	66	0	7	21	0
ATI:	2	0	7	0	0	0	1	48	0	10	71	0
Initial Fut:	23	28	404	81	23	36	27	1081	15	826	2909	99
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	23	28	404	81	23	36	27	1081	15	826	2909	99
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	28	404	81	23	36	27	1081	15	826	2909	99
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	23	28	404	81	23	36	27	1081	15	826	2909	99
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.93	0.95	0.92	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	1.00	1.00	1.00	1.56	0.44	1.00	2.00	3.94	0.06	2.00	3.00	1.00
Final Sat.:	1750	1900	1750	2765	785	1750	3150	7397	103	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.23	0.03	0.03	0.02	0.01	0.15	0.15	0.26	0.51	0.06
Crit Moves:			****		****		****				****	
Green Time:	30.2	30.2	30.2	10.0	10.0	17.0	7.0	26.4	26.4	47.4	66.8	76.8
Volume/Cap:	0.05	0.06	0.96	0.37	0.37	0.15	0.15	0.70	0.70	0.70	0.96	0.09
Delay/Veh:	36.9	37.0	81.6	55.8	55.8	48.4	57.1	47.5	47.5	35.1	37.7	10.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.9	37.0	81.6	55.8	55.8	48.4	57.1	47.5	47.5	35.1	37.7	10.2
LOS by Move:	D	D	F	E	E	D	E	D	D	D	D	B
HCM2kAvgQ:	1	1	22	2	2	1	1	11	11	15	37	2

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

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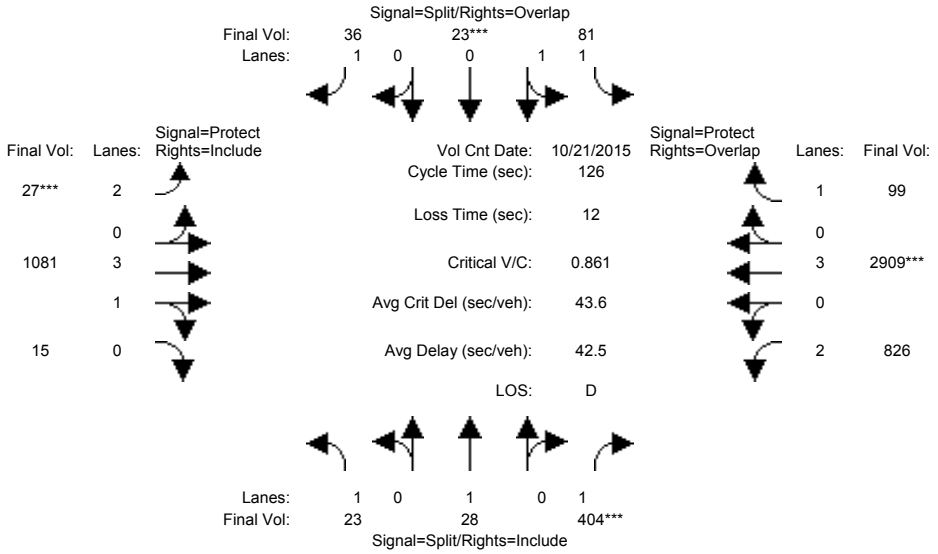
Winchester Ranch Residential Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2-Way Charles Cali - Cumulative Plus Project (AM)

Intersection #3702: MONROE/STEVENS CREEK



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Oct 2015 <<												
Base Vol:	21	28	375	81	23	36	26	967	15	809	2817	99
Growth Adj:	1.00	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	28	375	81	23	36	26	967	15	809	2817	99
Added Vol:	0	0	22	0	0	0	0	66	0	7	21	0
ATI:	2	0	7	0	0	0	1	48	0	10	71	0
Initial Fut:	23	28	404	81	23	36	27	1081	15	826	2909	99
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	23	28	404	81	23	36	27	1081	15	826	2909	99
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	28	404	81	23	36	27	1081	15	826	2909	99
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	23	28	404	81	23	36	27	1081	15	826	2909	99
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.93	0.95	0.92	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	1.00	1.00	1.00	1.56	0.44	1.00	2.00	3.94	0.06	2.00	3.00	1.00
Final Sat.:	1750	1900	1750	2765	785	1750	3150	7397	103	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.23	0.03	0.03	0.02	0.01	0.15	0.15	0.26	0.51	0.06
Crit Moves:			****		****		****				****	
Green Time:	30.2	30.2	30.2	10.0	10.0	17.0	7.0	26.4	26.4	47.4	66.8	76.8
Volume/Cap:	0.05	0.06	0.96	0.37	0.37	0.15	0.15	0.70	0.70	0.70	0.96	0.09
Delay/Veh:	36.9	37.0	81.6	55.8	55.8	48.4	57.1	47.5	47.5	35.1	37.7	10.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.9	37.0	81.6	55.8	55.8	48.4	57.1	47.5	47.5	35.1	37.7	10.2
LOS by Move:	D	D	F	E	E	D	E	D	D	D	D	B
HCM2kAvgQ:	1	1	22	2	2	1	1	11	11	15	37	2

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

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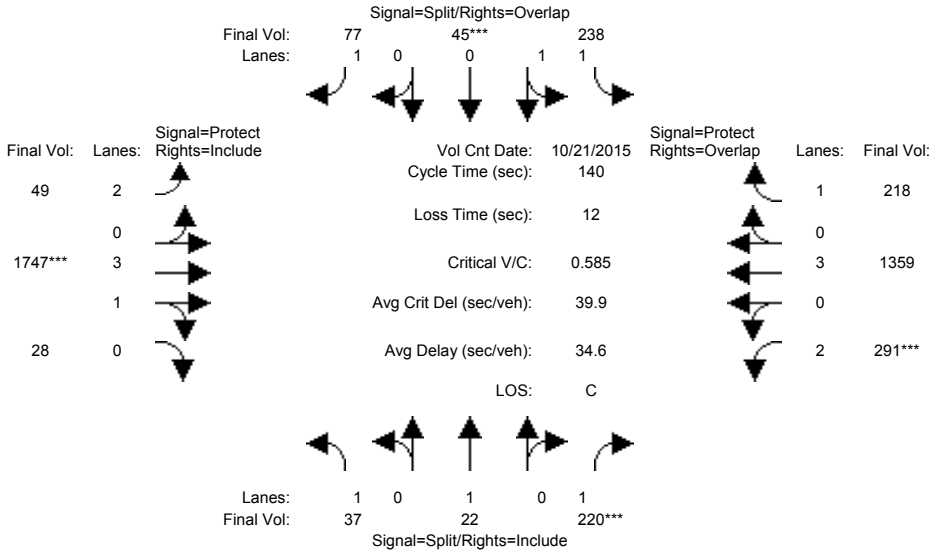
Winchester Ranch Residential Development

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

Intersection #3702: MONROE/STEVENS CREEK



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Oct 2015 <<												
Base Vol:	37	22	220	238	45	77	49	1747	28	291	1359	218
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	37	22	220	238	45	77	49	1747	28	291	1359	218
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	37	22	220	238	45	77	49	1747	28	291	1359	218
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	37	22	220	238	45	77	49	1747	28	291	1359	218
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	22	220	238	45	77	49	1747	28	291	1359	218
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	37	22	220	238	45	77	49	1747	28	291	1359	218
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.93	0.95	0.92	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	1.00	1.00	1.00	1.69	0.31	1.00	2.00	3.93	0.07	2.00	3.00	1.00
Final Sat.:	1750	1900	1750	2985	564	1750	3150	7381	118	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.01	0.13	0.08	0.08	0.04	0.02	0.24	0.24	0.09	0.24	0.12
Crit Moves:			****		****			****		****		
Green Time:	30.1	30.1	30.1	19.1	19.1	32.8	13.7	56.7	56.7	22.1	65.1	84.2
Volume/Cap:	0.10	0.05	0.58	0.58	0.58	0.19	0.16	0.58	0.58	0.58	0.51	0.21
Delay/Veh:	44.2	43.7	51.7	58.6	58.6	43.2	58.2	32.8	32.8	56.5	26.5	12.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.2	43.7	51.7	58.6	58.6	43.2	58.2	32.8	32.8	56.5	26.5	12.8
LOS by Move:	D	D	D	E	E	D	E	C	C	E	C	B
HCM2kAvgQ:	1	1	10	7	7	3	1	15	15	7	13	4

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

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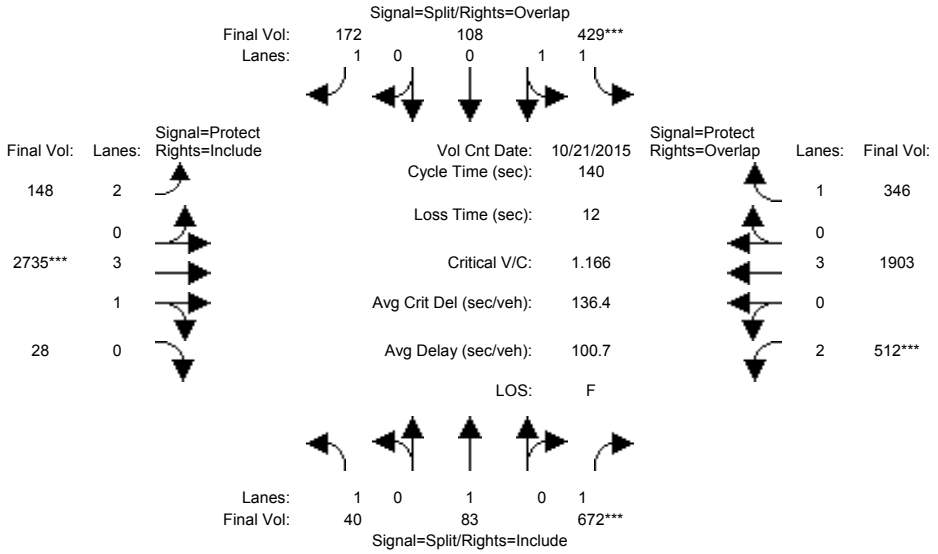
Winchester Ranch Residential Development

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

Intersection #3702: MONROE/STEVENS CREEK



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Oct 2015 <<												
Base Vol:	37	22	220	238	45	77	49	1747	28	291	1359	218
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	37	22	220	238	45	77	49	1747	28	291	1359	218
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	3	61	452	191	63	95	99	988	0	221	544	128
Initial Fut:	40	83	672	429	108	172	148	2735	28	512	1903	346
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	83	672	429	108	172	148	2735	28	512	1903	346
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	83	672	429	108	172	148	2735	28	512	1903	346
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	83	672	429	108	172	148	2735	28	512	1903	346
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.93	0.95	0.92	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	1.00	1.00	1.00	1.60	0.40	1.00	2.00	3.96	0.04	2.00	3.00	1.00
Final Sat.:	1750	1900	1750	2835	715	1750	3150	7424	76	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.04	0.38	0.15	0.15	0.10	0.05	0.37	0.37	0.16	0.33	0.20
Crit Moves:			****	****				****		****		
Green Time:	46.1	46.1	46.1	18.2	18.2	26.5	8.3	44.2	44.2	19.5	55.4	73.6
Volume/Cap:	0.07	0.13	1.17	1.17	1.17	0.52	0.79	1.17	1.17	1.17	0.84	0.38
Delay/Veh:	32.3	33.0	139.5	157.1	157	52.5	85.4	128	127.7	157.3	41.4	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:	32.3	33.0	139.5	157.1	157	52.5	85.4	128	127.7	157.3	41.4	19.9
LOS by Move:	C	C	F	F	F	D	F	F	F	F	D	B
HCM2kAvgQ:	1	2	46	20	20	8	6	45	45	19	25	9

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

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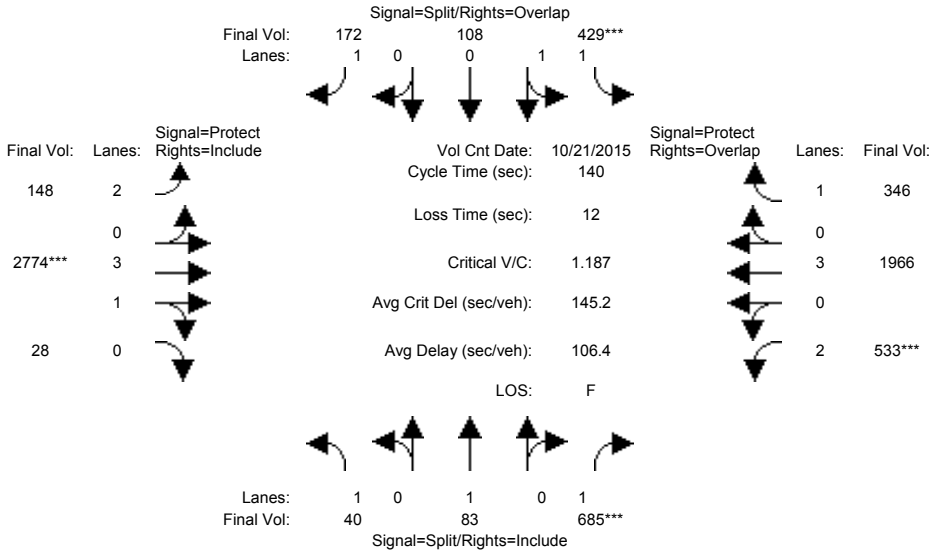
Winchester Ranch Residential Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
1-Way Charles Cali - Background Plus Project (PM)

Intersection #3702: MONROE/STEVENS CREEK



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Oct 2015 <<												
Base Vol:	37	22	220	238	45	77	49	1747	28	291	1359	218
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	37	22	220	238	45	77	49	1747	28	291	1359	218
Added Vol:	0	0	13	0	0	0	0	39	0	21	63	0
ATI:	3	61	452	191	63	95	99	988	0	221	544	128
Initial Fut:	40	83	685	429	108	172	148	2774	28	533	1966	346
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	83	685	429	108	172	148	2774	28	533	1966	346
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	83	685	429	108	172	148	2774	28	533	1966	346
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	83	685	429	108	172	148	2774	28	533	1966	346
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.93	0.95	0.92	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	1.00	1.00	1.00	1.60	0.40	1.00	2.00	3.96	0.04	2.00	3.00	1.00
Final Sat.:	1750	1900	1750	2835	715	1750	3150	7425	75	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.04	0.39	0.15	0.15	0.10	0.05	0.37	0.37	0.17	0.34	0.20
Crit Moves:			****	****				****		****		
Green Time:	46.2	46.2	46.2	17.8	17.8	25.9	8.1	44.1	44.1	20.0	55.9	73.7
Volume/Cap:	0.07	0.13	1.19	1.19	1.19	0.53	0.81	1.19	1.19	1.19	0.86	0.38
Delay/Veh:	32.2	33.0	147.8	165.7	166	53.2	88.7	137	136.9	164.8	42.3	19.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.2	33.0	147.8	165.7	166	53.2	88.7	137	136.9	164.8	42.3	19.8
LOS by Move:	C	C	F	F	F	D	F	F	F	F	D	B
HCM2kAvgQ:	1	2	48	21	21	8	6	46	46	21	27	9

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

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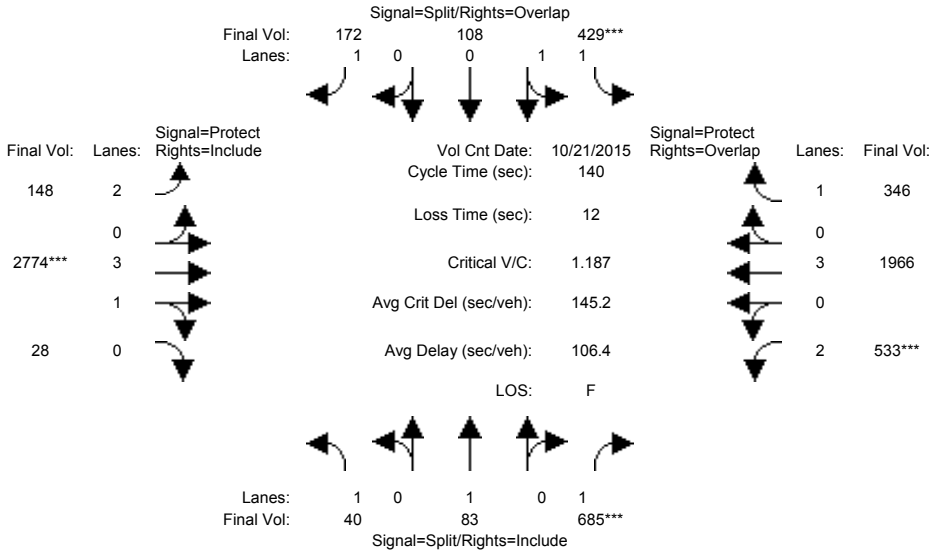
Winchester Ranch Residential Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2-Way Charles Cali - Background Plus Project (PM)

Intersection #3702: MONROE/STEVENS CREEK



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Oct 2015 <<												
Base Vol:	37	22	220	238	45	77	49	1747	28	291	1359	218
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	37	22	220	238	45	77	49	1747	28	291	1359	218
Added Vol:	0	0	13	0	0	0	0	39	0	21	63	0
ATI:	3	61	452	191	63	95	99	988	0	221	544	128
Initial Fut:	40	83	685	429	108	172	148	2774	28	533	1966	346
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	83	685	429	108	172	148	2774	28	533	1966	346
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	83	685	429	108	172	148	2774	28	533	1966	346
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	83	685	429	108	172	148	2774	28	533	1966	346
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.93	0.95	0.92	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	1.00	1.00	1.00	1.60	0.40	1.00	2.00	3.96	0.04	2.00	3.00	1.00
Final Sat.:	1750	1900	1750	2835	715	1750	3150	7425	75	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.04	0.39	0.15	0.15	0.10	0.05	0.37	0.37	0.17	0.34	0.20
Crit Moves:			****	****				****		****		
Green Time:	46.2	46.2	46.2	17.8	17.8	25.9	8.1	44.1	44.1	20.0	55.9	73.7
Volume/Cap:	0.07	0.13	1.19	1.19	1.19	0.53	0.81	1.19	1.19	1.19	0.86	0.38
Delay/Veh:	32.2	33.0	147.8	165.7	166	53.2	88.7	137	136.9	164.8	42.3	19.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.2	33.0	147.8	165.7	166	53.2	88.7	137	136.9	164.8	42.3	19.8
LOS by Move:	C	C	F	F	F	D	F	F	F	F	D	B
HCM2kAvgQ:	1	2	48	21	21	8	6	46	46	21	27	9

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

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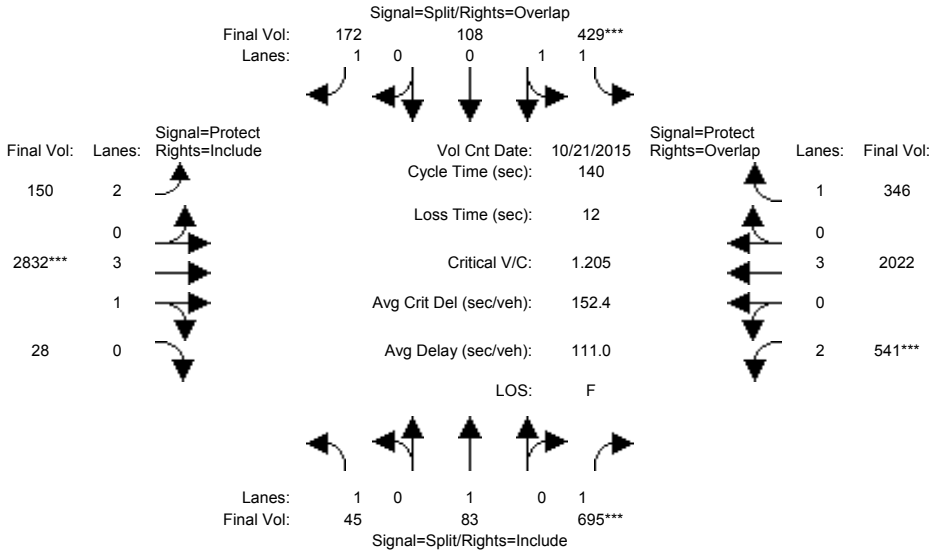
Winchester Ranch Residential Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
1-Way Charles Cali - Cumulative Plus Project (PM)

Intersection #3702: MONROE/STEVENS CREEK



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Oct 2015 <<												
Base Vol:	40	83	672	429	108	172	148	2735	28	512	1903	346
Growth Adj:	1.00	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	83	672	429	108	172	148	2735	28	512	1903	346
Added Vol:	0	0	13	0	0	0	0	39	0	21	63	0
ATI:	5	0	10	0	0	0	2	58	0	8	56	0
Initial Fut:	45	83	695	429	108	172	150	2832	28	541	2022	346
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	45	83	695	429	108	172	150	2832	28	541	2022	346
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	83	695	429	108	172	150	2832	28	541	2022	346
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	45	83	695	429	108	172	150	2832	28	541	2022	346
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.93	0.95	0.92	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	1.00	1.00	1.00	1.60	0.40	1.00	2.00	3.96	0.04	2.00	3.00	1.00
Final Sat.:	1750	1900	1750	2836	714	1750	3150	7426	73	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.04	0.40	0.15	0.15	0.10	0.05	0.38	0.38	0.17	0.35	0.20
Crit Moves:			****	****				****		****		
Green Time:	46.1	46.1	46.1	17.6	17.6	25.5	7.9	44.3	44.3	20.0	56.3	73.9
Volume/Cap:	0.08	0.13	1.20	1.20	1.20	0.54	0.84	1.20	1.20	1.20	0.88	0.37
Delay/Veh:	32.3	33.0	154.8	173.0	173	53.8	93.6	144	144.3	171.6	43.1	19.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.3	33.0	154.8	173.0	173	53.8	93.6	144	144.3	171.6	43.1	19.7
LOS by Move:	C	C	F	F	F	D	F	F	F	F	D	B
HCM2kAvgQ:	1	2	50	21	21	8	6	48	48	21	28	9

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

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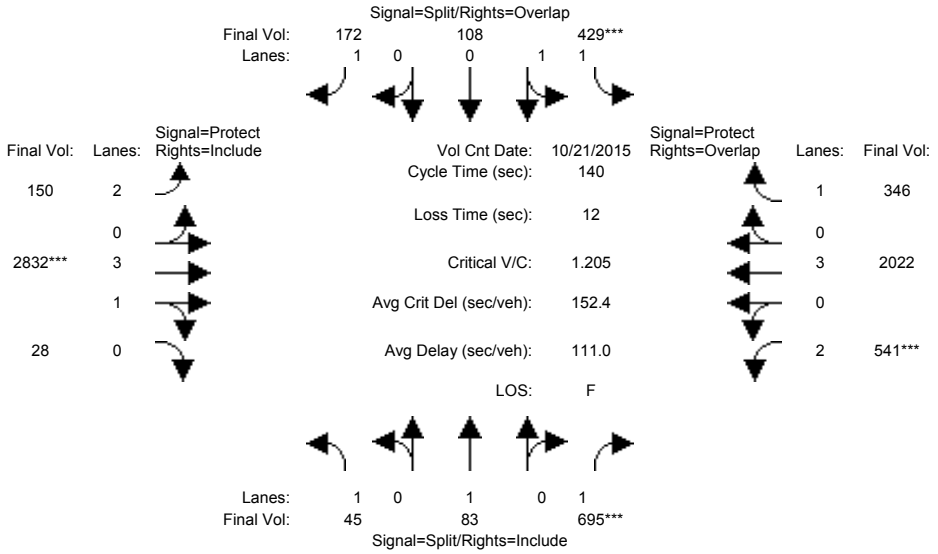
Winchester Ranch Residential Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2-Way Charles Cali - Cumulative Plus Project (PM)

Intersection #3702: MONROE/STEVENS CREEK



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Oct 2015 <<												
Base Vol:	40	83	672	429	108	172	148	2735	28	512	1903	346
Growth Adj:	1.00	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	83	672	429	108	172	148	2735	28	512	1903	346
Added Vol:	0	0	13	0	0	0	0	39	0	21	63	0
ATI:	5	0	10	0	0	0	2	58	0	8	56	0
Initial Fut:	45	83	695	429	108	172	150	2832	28	541	2022	346
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	45	83	695	429	108	172	150	2832	28	541	2022	346
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	83	695	429	108	172	150	2832	28	541	2022	346
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	45	83	695	429	108	172	150	2832	28	541	2022	346
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.93	0.95	0.92	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	1.00	1.00	1.00	1.60	0.40	1.00	2.00	3.96	0.04	2.00	3.00	1.00
Final Sat.:	1750	1900	1750	2836	714	1750	3150	7426	73	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.04	0.40	0.15	0.15	0.10	0.05	0.38	0.38	0.17	0.35	0.20
Crit Moves:			****	****				****		****		
Green Time:	46.1	46.1	46.1	17.6	17.6	25.5	7.9	44.3	44.3	20.0	56.3	73.9
Volume/Cap:	0.08	0.13	1.20	1.20	1.20	0.54	0.84	1.20	1.20	1.20	0.88	0.37
Delay/Veh:	32.3	33.0	154.8	173.0	173	53.8	93.6	144	144.3	171.6	43.1	19.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.3	33.0	154.8	173.0	173	53.8	93.6	144	144.3	171.6	43.1	19.7
LOS by Move:	C	C	F	F	F	D	F	F	F	F	D	B
HCM2kAvgQ:	1	2	50	21	21	8	6	48	48	21	28	9

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

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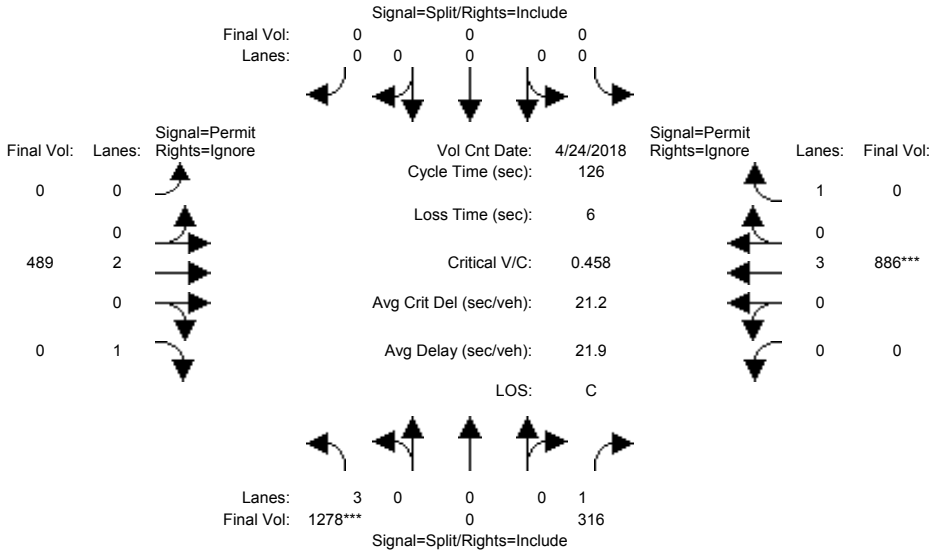
Winchester Ranch Residential Development

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

Intersection #4120: 880/STEVENS CREEK (E)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 Apr 2018 <<												
Base Vol:	1278	0	316	0	0	0	0	489	341	0	886	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1278	0	316	0	0	0	0	489	341	0	886	140
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1278	0	316	0	0	0	0	489	341	0	886	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	1278	0	316	0	0	0	0	489	0	0	886	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1278	0	316	0	0	0	0	489	0	0	886	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	1278	0	316	0	0	0	0	489	0	0	886	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	3.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	0.00	3.00	1.00
Final Sat.:	4551	0	1750	0	0	0	0	3800	1750	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.28	0.00	0.18	0.00	0.00	0.00	0.00	0.13	0.00	0.00	0.16	0.00
Crit Moves:	****										****	
Green Time:	77.2	0.0	77.2	0.0	0.0	0.0	0.0	42.8	0.0	0.0	42.8	0.0
Volume/Cap:	0.46	0.00	0.29	0.00	0.00	0.00	0.00	0.38	0.00	0.00	0.46	0.00
Delay/Veh:	13.2	0.0	11.7	0.0	0.0	0.0	0.0	31.7	0.0	0.0	32.7	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:	13.2	0.0	11.7	0.0	0.0	0.0	0.0	31.7	0.0	0.0	32.7	0.0
LOS by Move:	B	A	B	A	A	A	A	C	A	A	C	A
HCM2kAvgQ:	11	0	6	0	0	0	0	7	0	0	9	0

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

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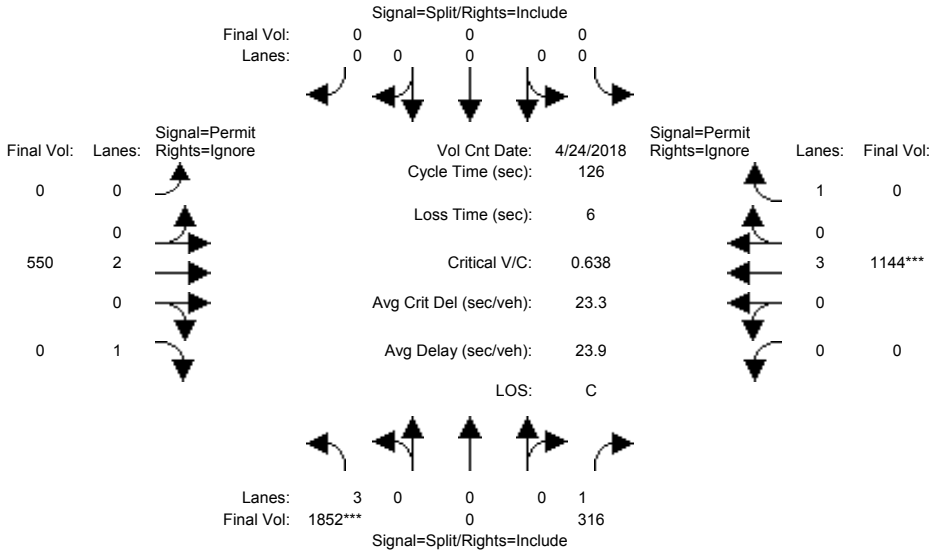
Winchester Ranch Residential Development

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

Intersection #4120: 880/STEVENS CREEK (E)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 Apr 2018 <<												
Base Vol:	1278	0	316	0	0	0	0	489	341	0	886	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1278	0	316	0	0	0	0	489	341	0	886	140
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	574	0	0	0	0	0	0	61	158	0	258	0
Initial Fut:	1852	0	316	0	0	0	0	550	499	0	1144	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	1852	0	316	0	0	0	0	550	0	0	1144	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1852	0	316	0	0	0	0	550	0	0	1144	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	1852	0	316	0	0	0	0	550	0	0	1144	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	3.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	0.00	3.00	1.00
Final Sat.:	4551	0	1750	0	0	0	0	3800	1750	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.41	0.00	0.18	0.00	0.00	0.00	0.00	0.14	0.00	0.00	0.20	0.00
Crit Moves:	****										****	
Green Time:	80.4	0.0	80.4	0.0	0.0	0.0	0.0	39.6	0.0	0.0	39.6	0.0
Volume/Cap:	0.64	0.00	0.28	0.00	0.00	0.00	0.00	0.46	0.00	0.00	0.64	0.00
Delay/Veh:	14.4	0.0	10.2	0.0	0.0	0.0	0.0	34.9	0.0	0.0	37.8	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:	14.4	0.0	10.2	0.0	0.0	0.0	0.0	34.9	0.0	0.0	37.8	0.0
LOS by Move:	B	A	B	A	A	A	A	C	A	A	D	A
HCM2kAvgQ:	18	0	6	0	0	0	0	8	0	0	13	0

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

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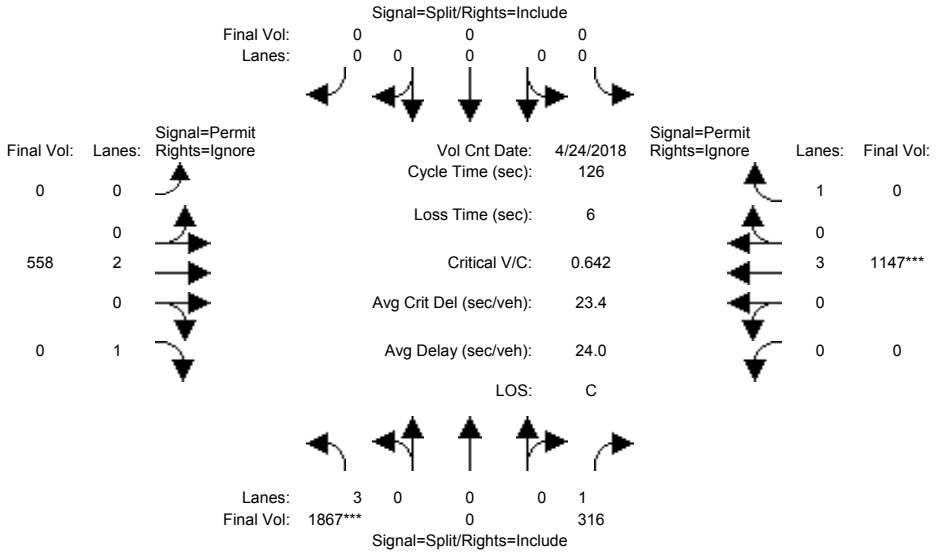
Winchester Ranch Residential Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
1-Way Charles Cali - Background Plus Project (AM)

Intersection #4120: 880/STEVENS CREEK (E)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 Apr 2018 <<												
Base Vol:	1278	0	316	0	0	0	0	489	341	0	886	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1278	0	316	0	0	0	0	489	341	0	886	140
Added Vol:	15	0	0	0	0	0	0	8	32	0	3	0
ATI:	574	0	0	0	0	0	0	61	158	0	258	0
Initial Fut:	1867	0	316	0	0	0	0	558	531	0	1147	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	1867	0	316	0	0	0	0	558	0	0	1147	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1867	0	316	0	0	0	0	558	0	0	1147	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	1867	0	316	0	0	0	0	558	0	0	1147	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	3.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	0.00	3.00	1.00
Final Sat.:	4551	0	1750	0	0	0	0	3800	1750	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.41	0.00	0.18	0.00	0.00	0.00	0.00	0.15	0.00	0.00	0.20	0.00
Crit Moves:	****										****	
Green Time:	80.5	0.0	80.5	0.0	0.0	0.0	0.0	39.5	0.0	0.0	39.5	0.0
Volume/Cap:	0.64	0.00	0.28	0.00	0.00	0.00	0.00	0.47	0.00	0.00	0.64	0.00
Delay/Veh:	14.4	0.0	10.2	0.0	0.0	0.0	0.0	35.1	0.0	0.0	38.0	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:	14.4	0.0	10.2	0.0	0.0	0.0	0.0	35.1	0.0	0.0	38.0	0.0
LOS by Move:	B	A	B	A	A	A	A	D	A	A	D	A
HCM2kAvgQ:	18	0	6	0	0	0	0	8	0	0	13	0

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

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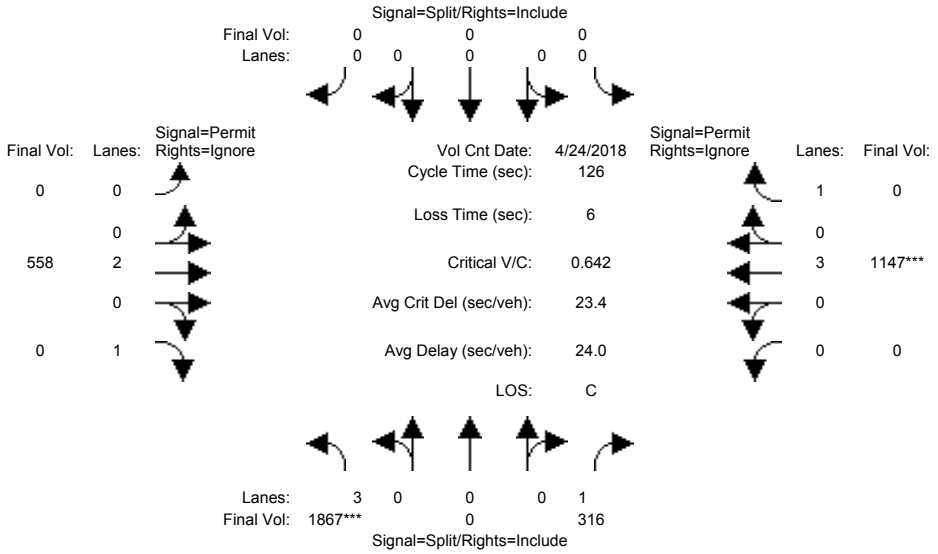
Winchester Ranch Residential Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2-Way Charles Cali - Background Plus Project (AM)

Intersection #4120: 880/STEVENS CREEK (E)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 Apr 2018 <<												
Base Vol:	1278	0	316	0	0	0	0	489	341	0	886	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1278	0	316	0	0	0	0	489	341	0	886	140
Added Vol:	15	0	0	0	0	0	0	8	32	0	3	0
ATI:	574	0	0	0	0	0	0	61	158	0	258	0
Initial Fut:	1867	0	316	0	0	0	0	558	531	0	1147	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	1867	0	316	0	0	0	0	558	0	0	1147	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1867	0	316	0	0	0	0	558	0	0	1147	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	1867	0	316	0	0	0	0	558	0	0	1147	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	3.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	0.00	3.00	1.00
Final Sat.:	4551	0	1750	0	0	0	0	3800	1750	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.41	0.00	0.18	0.00	0.00	0.00	0.00	0.15	0.00	0.00	0.20	0.00
Crit Moves:	****										****	
Green Time:	80.5	0.0	80.5	0.0	0.0	0.0	0.0	39.5	0.0	0.0	39.5	0.0
Volume/Cap:	0.64	0.00	0.28	0.00	0.00	0.00	0.00	0.47	0.00	0.00	0.64	0.00
Delay/Veh:	14.4	0.0	10.2	0.0	0.0	0.0	0.0	35.1	0.0	0.0	38.0	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:	14.4	0.0	10.2	0.0	0.0	0.0	0.0	35.1	0.0	0.0	38.0	0.0
LOS by Move:	B	A	B	A	A	A	A	D	A	A	D	A
HCM2kAvgQ:	18	0	6	0	0	0	0	8	0	0	13	0

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

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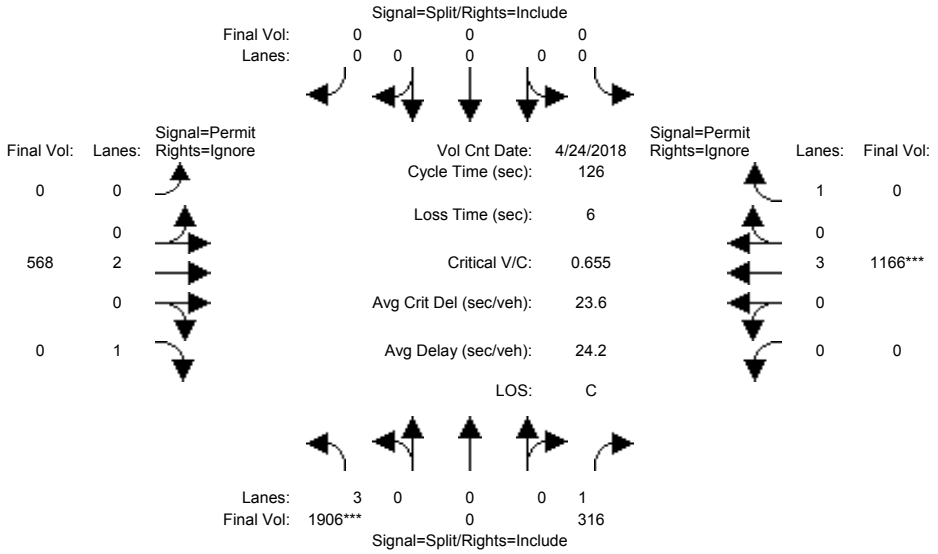
Winchester Ranch Residential Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
1-Way Charles Cali - Cumulative Plus Project (AM)

Intersection #4120: 880/STEVENS CREEK (E)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 Apr 2018 <<												
Base Vol:	1852	0	316	0	0	0	0	550	499	0	1144	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1852	0	316	0	0	0	0	550	499	0	1144	140
Added Vol:	15	0	0	0	0	0	0	8	32	0	3	0
ATI:	39	0	0	0	0	0	0	10	19	0	19	0
Initial Fut:	1906	0	316	0	0	0	0	568	550	0	1166	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	1906	0	316	0	0	0	0	568	0	0	1166	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1906	0	316	0	0	0	0	568	0	0	1166	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	1906	0	316	0	0	0	0	568	0	0	1166	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	3.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	0.00	3.00	1.00
Final Sat.:	4551	0	1750	0	0	0	0	3800	1750	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.42	0.00	0.18	0.00	0.00	0.00	0.00	0.15	0.00	0.00	0.20	0.00
Crit Moves:	****										****	
Green Time:	80.6	0.0	80.6	0.0	0.0	0.0	0.0	39.4	0.0	0.0	39.4	0.0
Volume/Cap:	0.65	0.00	0.28	0.00	0.00	0.00	0.00	0.48	0.00	0.00	0.65	0.00
Delay/Veh:	14.6	0.0	10.1	0.0	0.0	0.0	0.0	35.3	0.0	0.0	38.3	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:	14.6	0.0	10.1	0.0	0.0	0.0	0.0	35.3	0.0	0.0	38.3	0.0
LOS by Move:	B	A	B	A	A	A	A	D	A	A	D	A
HCM2kAvgQ:	19	0	6	0	0	0	0	9	0	0	14	0

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

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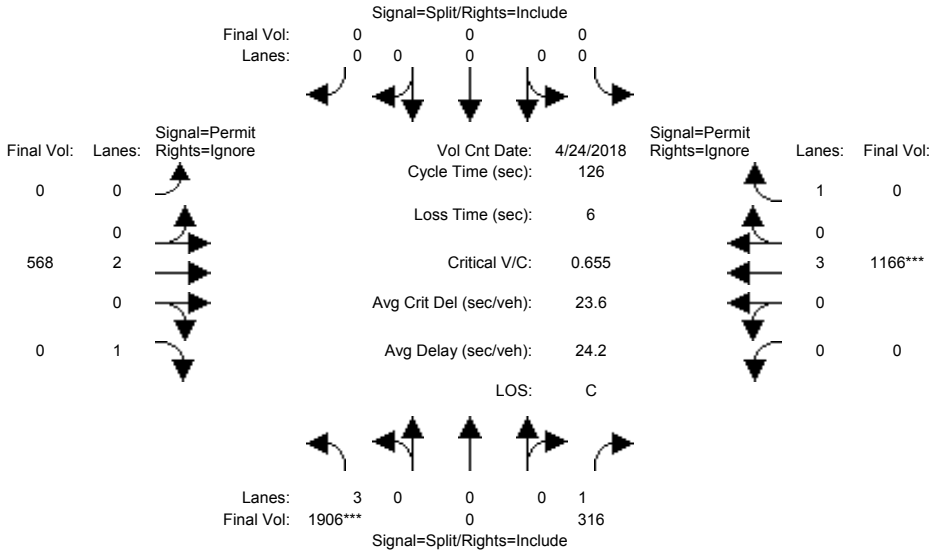
Winchester Ranch Residential Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2-Way Charles Cali - Cumulative Plus Project (AM)

Intersection #4120: 880/STEVENS CREEK (E)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 Apr 2018 <<												
Base Vol:	1852	0	316	0	0	0	0	550	499	0	1144	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1852	0	316	0	0	0	0	550	499	0	1144	140
Added Vol:	15	0	0	0	0	0	0	8	32	0	3	0
ATI:	39	0	0	0	0	0	0	10	19	0	19	0
Initial Fut:	1906	0	316	0	0	0	0	568	550	0	1166	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	1906	0	316	0	0	0	0	568	0	0	1166	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1906	0	316	0	0	0	0	568	0	0	1166	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	1906	0	316	0	0	0	0	568	0	0	1166	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	3.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	0.00	3.00	1.00
Final Sat.:	4551	0	1750	0	0	0	0	3800	1750	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.42	0.00	0.18	0.00	0.00	0.00	0.00	0.15	0.00	0.00	0.20	0.00
Crit Moves:	****										****	
Green Time:	80.6	0.0	80.6	0.0	0.0	0.0	0.0	39.4	0.0	0.0	39.4	0.0
Volume/Cap:	0.65	0.00	0.28	0.00	0.00	0.00	0.00	0.48	0.00	0.00	0.65	0.00
Delay/Veh:	14.6	0.0	10.1	0.0	0.0	0.0	0.0	35.3	0.0	0.0	38.3	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:	14.6	0.0	10.1	0.0	0.0	0.0	0.0	35.3	0.0	0.0	38.3	0.0
LOS by Move:	B	A	B	A	A	A	A	D	A	A	D	A
HCM2kAvgQ:	19	0	6	0	0	0	0	9	0	0	14	0

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

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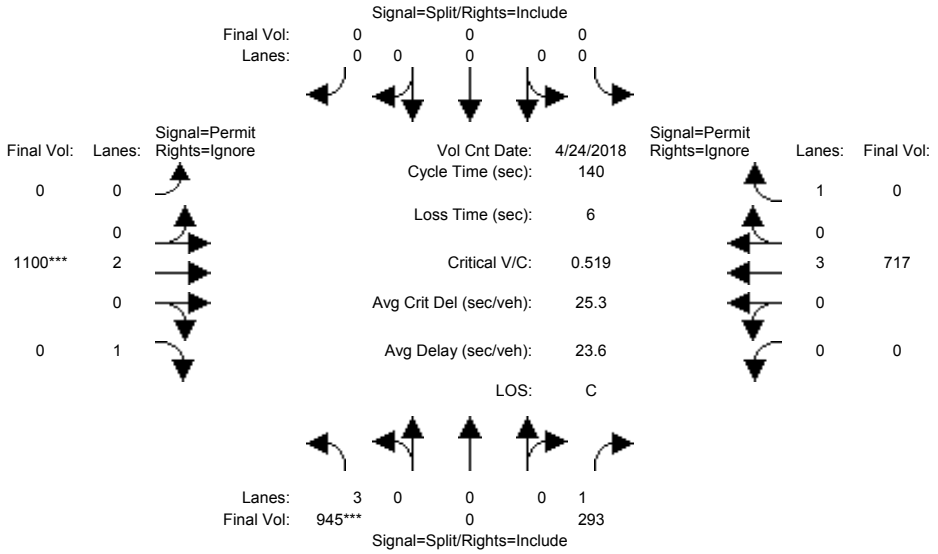
Winchester Ranch Residential Development

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

Intersection #4120: 880/STEVENS CREEK (E)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 Apr 2018 <<												
Base Vol:	945	0	293	0	0	0	0	1100	364	0	717	159
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	945	0	293	0	0	0	0	1100	364	0	717	159
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	945	0	293	0	0	0	0	1100	364	0	717	159
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	945	0	293	0	0	0	0	1100	0	0	717	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	945	0	293	0	0	0	0	1100	0	0	717	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	945	0	293	0	0	0	0	1100	0	0	717	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	3.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	0.00	3.00	1.00
Final Sat.:	4551	0	1750	0	0	0	0	3800	1750	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.21	0.00	0.17	0.00	0.00	0.00	0.00	0.29	0.00	0.00	0.13	0.00
Crit Moves:	****							****				
Green Time:	56.0	0.0	56.0	0.0	0.0	0.0	0.0	78.0	0.0	0.0	78.0	0.0
Volume/Cap:	0.52	0.00	0.42	0.00	0.00	0.00	0.00	0.52	0.00	0.00	0.23	0.00
Delay/Veh:	32.1	0.0	30.7	0.0	0.0	0.0	0.0	19.5	0.0	0.0	15.7	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:	32.1	0.0	30.7	0.0	0.0	0.0	0.0	19.5	0.0	0.0	15.7	0.0
LOS by Move:	C	A	C	A	A	A	A	B	A	A	B	A
HCM2kAvgQ:	13	0	10	0	0	0	0	14	0	0	5	0

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

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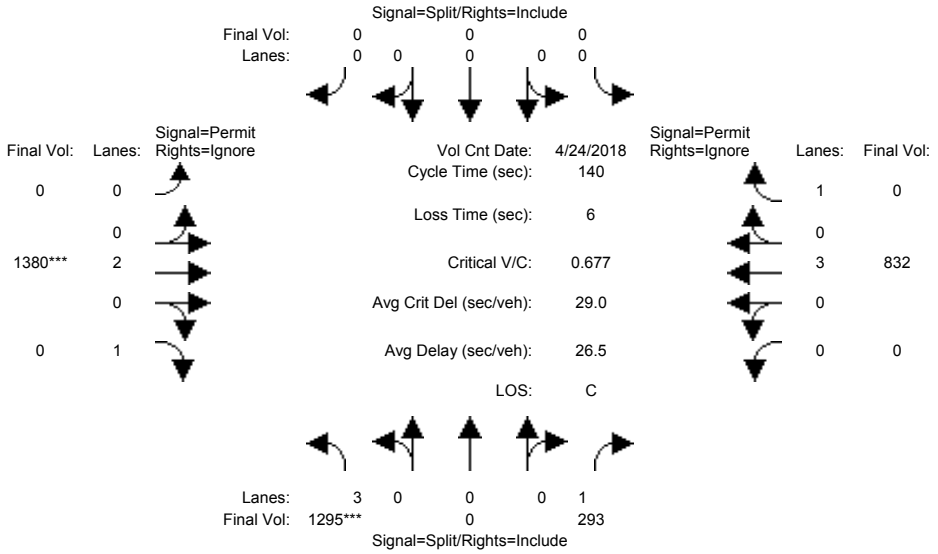
Winchester Ranch Residential Development

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

Intersection #4120: 880/STEVENS CREEK (E)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 Apr 2018 <<												
Base Vol:	945	0	293	0	0	0	0	1100	364	0	717	159
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	945	0	293	0	0	0	0	1100	364	0	717	159
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	350	0	0	0	0	0	0	280	428	0	115	0
Initial Fut:	1295	0	293	0	0	0	0	1380	792	0	832	159
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	1295	0	293	0	0	0	0	1380	0	0	832	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1295	0	293	0	0	0	0	1380	0	0	832	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	1295	0	293	0	0	0	0	1380	0	0	832	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	3.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	0.00	3.00	1.00
Final Sat.:	4551	0	1750	0	0	0	0	3800	1750	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.28	0.00	0.17	0.00	0.00	0.00	0.00	0.36	0.00	0.00	0.15	0.00
Crit Moves:	****							****				
Green Time:	58.9	0.0	58.9	0.0	0.0	0.0	0.0	75.1	0.0	0.0	75.1	0.0
Volume/Cap:	0.68	0.00	0.40	0.00	0.00	0.00	0.00	0.68	0.00	0.00	0.27	0.00
Delay/Veh:	33.8	0.0	28.6	0.0	0.0	0.0	0.0	24.5	0.0	0.0	17.6	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:	33.8	0.0	28.6	0.0	0.0	0.0	0.0	24.5	0.0	0.0	17.6	0.0
LOS by Move:	C	A	C	A	A	A	A	C	A	A	B	A
HCM2kAvgQ:	19	0	9	0	0	0	0	21	0	0	6	0

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

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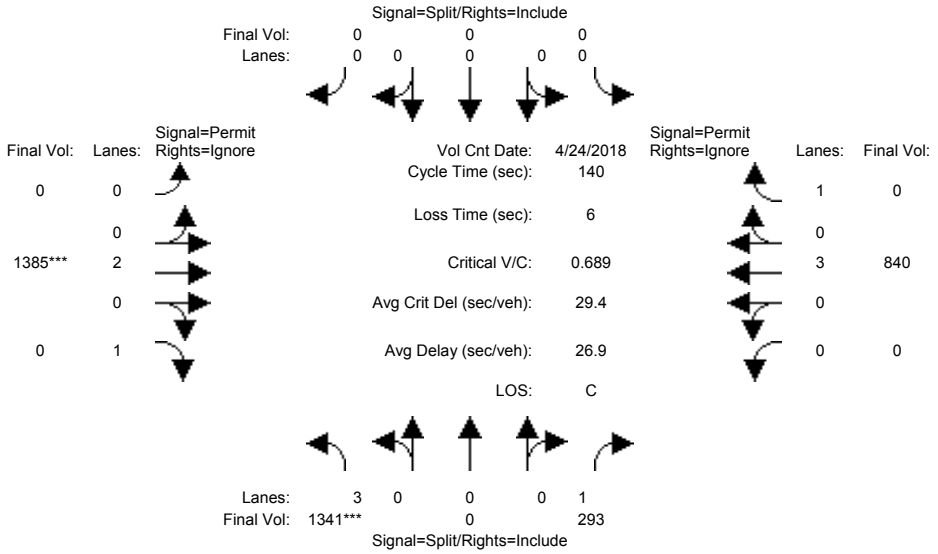
Winchester Ranch Residential Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
1-Way Charles Cali - Background Plus Project (PM)

Intersection #4120: 880/STEVENS CREEK (E)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 Apr 2018 <<												
Base Vol:	945	0	293	0	0	0	0	1100	364	0	717	159
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	945	0	293	0	0	0	0	1100	364	0	717	159
Added Vol:	46	0	0	0	0	0	0	5	19	0	8	0
ATI:	350	0	0	0	0	0	0	280	428	0	115	0
Initial Fut:	1341	0	293	0	0	0	0	1385	811	0	840	159
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	1341	0	293	0	0	0	0	1385	0	0	840	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1341	0	293	0	0	0	0	1385	0	0	840	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	1341	0	293	0	0	0	0	1385	0	0	840	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	3.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	0.00	3.00	1.00
Final Sat.:	4551	0	1750	0	0	0	0	3800	1750	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.29	0.00	0.17	0.00	0.00	0.00	0.00	0.36	0.00	0.00	0.15	0.00
Crit Moves:	****							****				
Green Time:	59.9	0.0	59.9	0.0	0.0	0.0	0.0	74.1	0.0	0.0	74.1	0.0
Volume/Cap:	0.69	0.00	0.39	0.00	0.00	0.00	0.00	0.69	0.00	0.00	0.28	0.00
Delay/Veh:	33.5	0.0	27.9	0.0	0.0	0.0	0.0	25.4	0.0	0.0	18.2	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:	33.5	0.0	27.9	0.0	0.0	0.0	0.0	25.4	0.0	0.0	18.2	0.0
LOS by Move:	C	A	C	A	A	A	A	C	A	A	B	A
HCM2kAvgQ:	20	0	9	0	0	0	0	21	0	0	6	0

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

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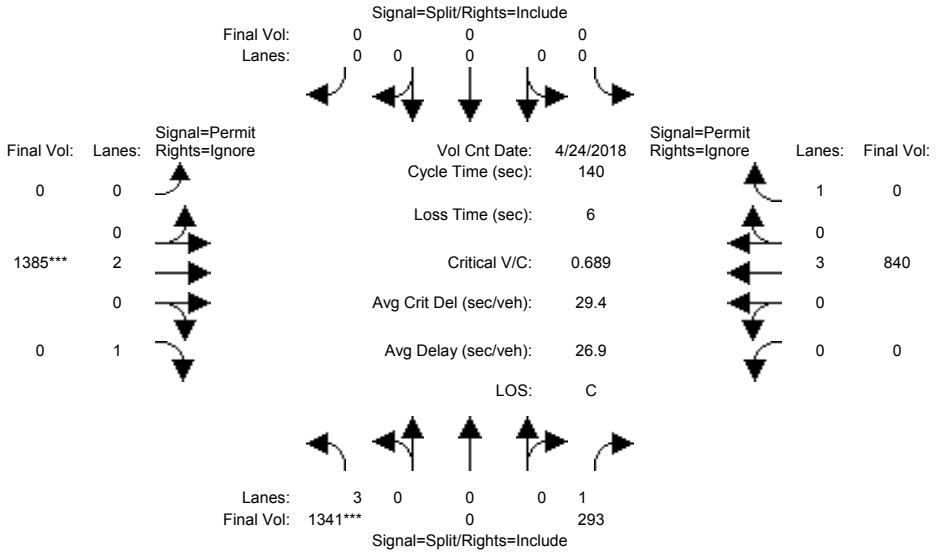
Winchester Ranch Residential Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2-Way Charles Cali - Background Plus Project (PM)

Intersection #4120: 880/STEVENS CREEK (E)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 Apr 2018 <<												
Base Vol:	945	0	293	0	0	0	0	1100	364	0	717	159
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	945	0	293	0	0	0	0	1100	364	0	717	159
Added Vol:	46	0	0	0	0	0	0	5	19	0	8	0
ATI:	350	0	0	0	0	0	0	280	428	0	115	0
Initial Fut:	1341	0	293	0	0	0	0	1385	811	0	840	159
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	1341	0	293	0	0	0	0	1385	0	0	840	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1341	0	293	0	0	0	0	1385	0	0	840	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	1341	0	293	0	0	0	0	1385	0	0	840	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	3.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	0.00	3.00	1.00
Final Sat.:	4551	0	1750	0	0	0	0	3800	1750	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.29	0.00	0.17	0.00	0.00	0.00	0.00	0.36	0.00	0.00	0.15	0.00
Crit Moves:	****							****				
Green Time:	59.9	0.0	59.9	0.0	0.0	0.0	0.0	74.1	0.0	0.0	74.1	0.0
Volume/Cap:	0.69	0.00	0.39	0.00	0.00	0.00	0.00	0.69	0.00	0.00	0.28	0.00
Delay/Veh:	33.5	0.0	27.9	0.0	0.0	0.0	0.0	25.4	0.0	0.0	18.2	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:	33.5	0.0	27.9	0.0	0.0	0.0	0.0	25.4	0.0	0.0	18.2	0.0
LOS by Move:	C	A	C	A	A	A	A	C	A	A	B	A
HCM2kAvgQ:	20	0	9	0	0	0	0	21	0	0	6	0

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

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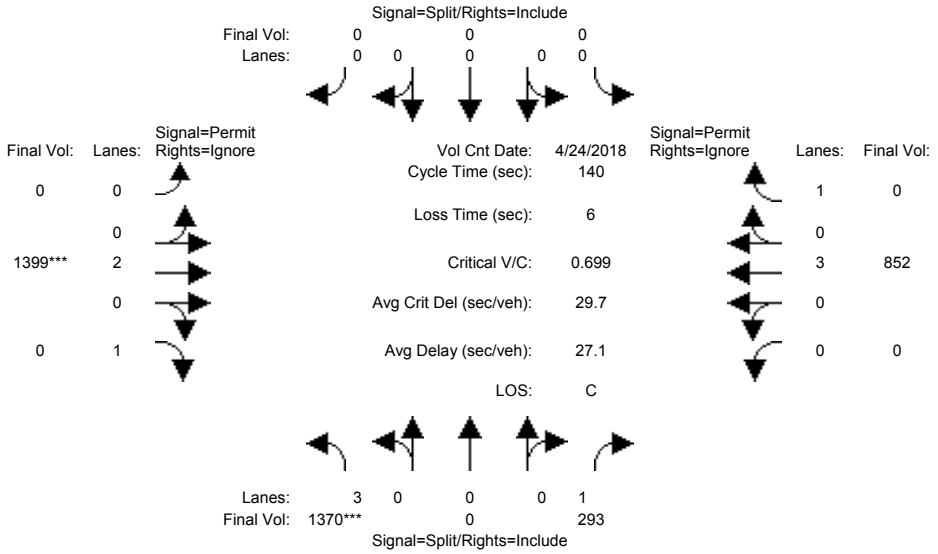
Winchester Ranch Residential Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
1-Way Charles Cali - Cumulative Plus Project (PM)

Intersection #4120: 880/STEVENS CREEK (E)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 Apr 2018 <<												
Base Vol:	1295	0	293	0	0	0	0	1380	792	0	832	159
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1295	0	293	0	0	0	0	1380	792	0	832	159
Added Vol:	46	0	0	0	0	0	0	5	19	0	8	0
ATI:	29	0	0	0	0	0	0	14	23	0	12	0
Initial Fut:	1370	0	293	0	0	0	0	1399	834	0	852	159
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	1370	0	293	0	0	0	0	1399	0	0	852	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1370	0	293	0	0	0	0	1399	0	0	852	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	1370	0	293	0	0	0	0	1399	0	0	852	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	3.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	0.00	3.00	1.00
Final Sat.:	4551	0	1750	0	0	0	0	3800	1750	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.30	0.00	0.17	0.00	0.00	0.00	0.00	0.37	0.00	0.00	0.15	0.00
Crit Moves:	****							****				
Green Time:	60.3	0.0	60.3	0.0	0.0	0.0	0.0	73.7	0.0	0.0	73.7	0.0
Volume/Cap:	0.70	0.00	0.39	0.00	0.00	0.00	0.00	0.70	0.00	0.00	0.28	0.00
Delay/Veh:	33.6	0.0	27.6	0.0	0.0	0.0	0.0	25.9	0.0	0.0	18.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.6	0.0	27.6	0.0	0.0	0.0	0.0	25.9	0.0	0.0	18.5	0.0
LOS by Move:	C	A	C	A	A	A	A	C	A	A	B	A
HCM2kAvgQ:	20	0	9	0	0	0	0	22	0	0	7	0

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

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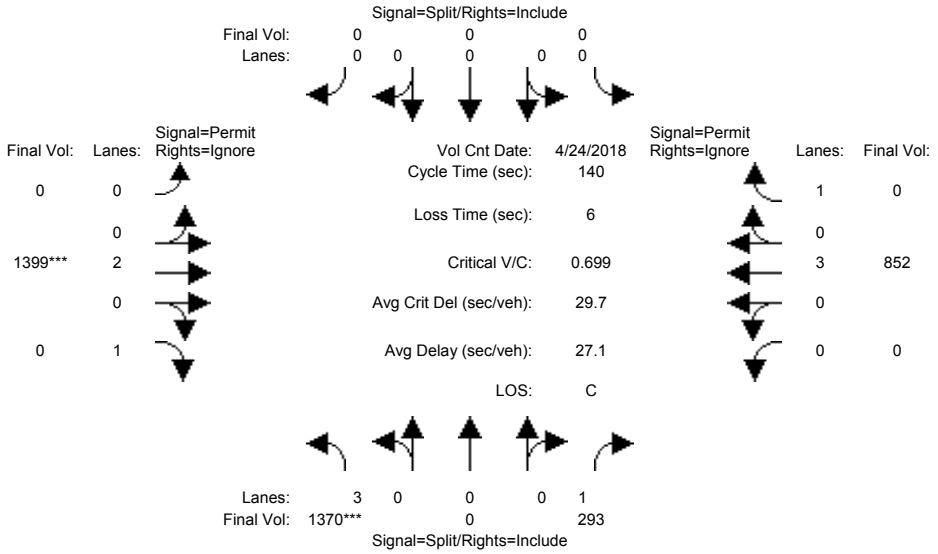
Winchester Ranch Residential Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2-Way Charles Cali - Cumulative Plus Project (PM)

Intersection #4120: 880/STEVENS CREEK (E)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 Apr 2018 <<												
Base Vol:	1295	0	293	0	0	0	0	1380	792	0	832	159
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1295	0	293	0	0	0	0	1380	792	0	832	159
Added Vol:	46	0	0	0	0	0	0	5	19	0	8	0
ATI:	29	0	0	0	0	0	0	14	23	0	12	0
Initial Fut:	1370	0	293	0	0	0	0	1399	834	0	852	159
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	1370	0	293	0	0	0	0	1399	0	0	852	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1370	0	293	0	0	0	0	1399	0	0	852	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	1370	0	293	0	0	0	0	1399	0	0	852	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	3.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	0.00	3.00	1.00
Final Sat.:	4551	0	1750	0	0	0	0	3800	1750	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.30	0.00	0.17	0.00	0.00	0.00	0.00	0.37	0.00	0.00	0.15	0.00
Crit Moves:	****							****				
Green Time:	60.3	0.0	60.3	0.0	0.0	0.0	0.0	73.7	0.0	0.0	73.7	0.0
Volume/Cap:	0.70	0.00	0.39	0.00	0.00	0.00	0.00	0.70	0.00	0.00	0.28	0.00
Delay/Veh:	33.6	0.0	27.6	0.0	0.0	0.0	0.0	25.9	0.0	0.0	18.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.6	0.0	27.6	0.0	0.0	0.0	0.0	25.9	0.0	0.0	18.5	0.0
LOS by Move:	C	A	C	A	A	A	A	C	A	A	B	A
HCM2kAvgQ:	20	0	9	0	0	0	0	22	0	0	7	0

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

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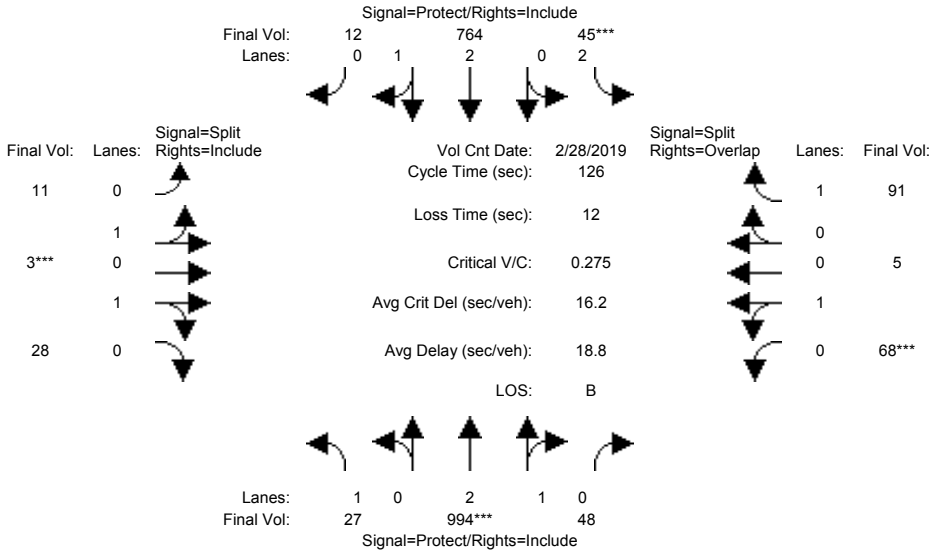
Winchester Ranch Residential Development

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

Intersection #3726: OLIN/WINCHESTER



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 28 Feb 2019 <<												
Base Vol:	27	994	48	45	764	12	11	3	28	68	5	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:	27	994	48	45	764	12	11	3	28	68	5	91
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	27	994	48	45	764	12	11	3	28	68	5	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:	27	994	48	45	764	12	11	3	28	68	5	91
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	994	48	45	764	12	11	3	28	68	5	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:	27	994	48	45	764	12	11	3	28	68	5	91
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.83	0.98	0.95	0.95	0.95	0.95	0.95	0.95	0.92
Lanes:	1.00	2.86	0.14	2.00	2.95	0.05	0.79	0.21	1.00	0.93	0.07	1.00
Final Sat.:	1750	5342	258	3150	5513	87	1414	386	1800	1677	123	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.19	0.19	0.01	0.14	0.14	0.01	0.01	0.02	0.04	0.04	0.05
Crit Moves:		****		****				****		****		
Green Time:	24.8	79.6	79.6	7.0	61.8	61.8	10.0	10.0	10.0	17.4	17.4	24.4
Volume/Cap:	0.08	0.29	0.29	0.26	0.28	0.28	0.10	0.10	0.20	0.29	0.29	0.27
Delay/Veh:	41.4	10.5	10.5	57.8	19.0	19.0	53.9	53.9	54.7	49.5	49.5	43.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.4	10.5	10.5	57.8	19.0	19.0	53.9	53.9	54.7	49.5	49.5	43.7
LOS by Move:	D	B	B	E	B	B	D	D	D	D	D	D
HCM2kAvgQ:	1	6	6	1	6	6	1	1	1	3	3	3

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

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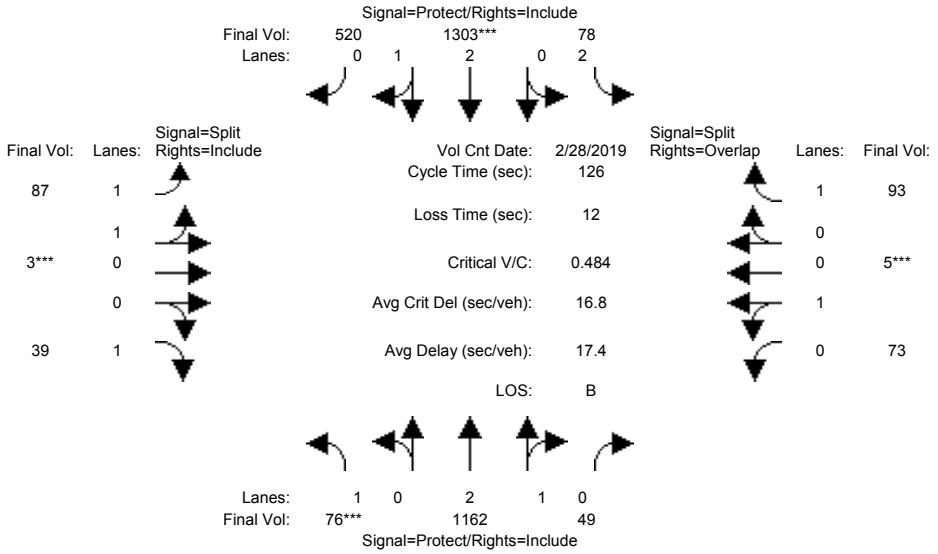
Winchester Ranch Residential Development

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

Intersection #3726: OLIN/WINCHESTER



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 28 Feb 2019 <<												
Base Vol:	27	994	48	45	764	12	11	3	28	68	5	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:	27	994	48	45	764	12	11	3	28	68	5	91
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	49	168	1	33	539	508	76	0	11	5	0	2
Initial Fut:	76	1162	49	78	1303	520	87	3	39	73	5	93
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	76	1162	49	78	1303	520	87	3	39	73	5	93
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	1162	49	78	1303	520	87	3	39	73	5	93
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	76	1162	49	78	1303	520	87	3	39	73	5	93
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.83	1.00	0.95	0.93	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	2.87	0.13	2.00	2.11	0.89	1.93	0.07	1.00	0.94	0.06	1.00
Final Sat.:	1750	5373	227	3150	4001	1597	3432	118	1750	1685	115	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.22	0.22	0.02	0.33	0.33	0.03	0.03	0.02	0.04	0.04	0.05
Crit Moves:	****				****			****			****	
Green Time:	11.0	74.0	74.0	19.0	82.1	82.1	10.0	10.0	10.0	10.9	10.9	30.0
Volume/Cap:	0.50	0.37	0.37	0.16	0.50	0.50	0.32	0.32	0.28	0.50	0.50	0.22
Delay/Veh:	57.5	13.7	13.7	46.7	11.4	11.4	55.4	55.4	55.7	57.4	57.4	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:	57.5	13.7	13.7	46.7	11.4	11.4	55.4	55.4	55.7	57.4	57.4	38.9
LOS by Move:	E	B	B	D	B	B	E	E	E	E	E	D
HCM2kAvgQ:	3	8	8	2	12	12	2	2	2	4	4	3

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

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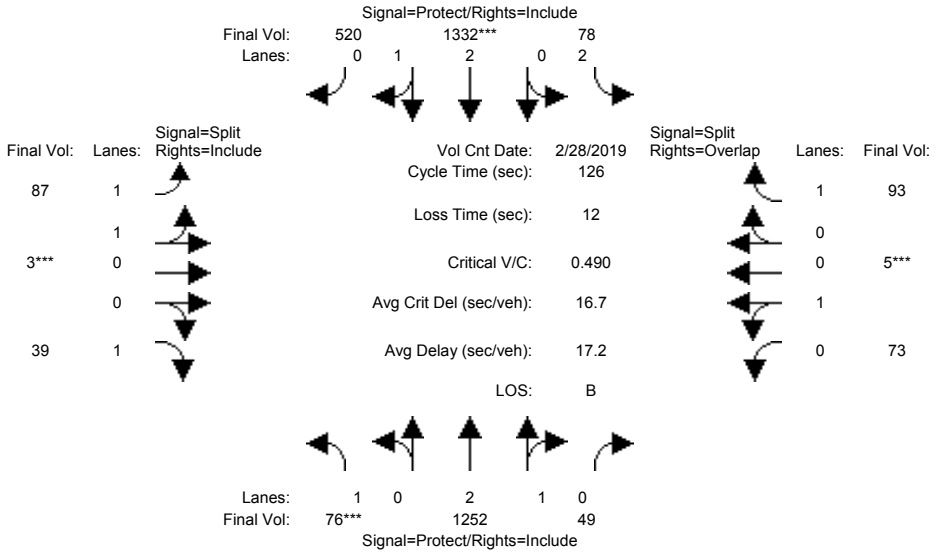
Winchester Ranch Residential Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
1-Way Charles Cali - Background Plus Project (AM)

Intersection #3726: OLIN/WINCHESTER



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 28 Feb 2019 <<												
Base Vol:	27	994	48	45	764	12	11	3	28	68	5	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:	27	994	48	45	764	12	11	3	28	68	5	91
Added Vol:	0	90	0	0	29	0	0	0	0	0	0	0
ATI:	49	168	1	33	539	508	76	0	11	5	0	2
Initial Fut:	76	1252	49	78	1332	520	87	3	39	73	5	93
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	76	1252	49	78	1332	520	87	3	39	73	5	93
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	1252	49	78	1332	520	87	3	39	73	5	93
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	76	1252	49	78	1332	520	87	3	39	73	5	93
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.83	1.00	0.95	0.93	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	2.88	0.12	2.00	2.13	0.87	1.93	0.07	1.00	0.94	0.06	1.00
Final Sat.:	1750	5389	211	3150	4026	1572	3432	118	1750	1685	115	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.23	0.23	0.02	0.33	0.33	0.03	0.03	0.02	0.04	0.04	0.05
Crit Moves:	****				****			****			****	
Green Time:	10.8	75.2	75.2	18.0	82.4	82.4	10.0	10.0	10.0	10.8	10.8	28.8
Volume/Cap:	0.51	0.39	0.39	0.17	0.51	0.51	0.32	0.32	0.28	0.51	0.51	0.23
Delay/Veh:	57.8	13.4	13.4	47.7	11.4	11.4	55.4	55.4	55.7	57.8	57.8	39.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.8	13.4	13.4	47.7	11.4	11.4	55.4	55.4	55.7	57.8	57.8	39.9
LOS by Move:	E	B	B	D	B	B	E	E	E	E	E	D
HCM2kAvgQ:	3	9	9	2	12	12	2	2	2	4	4	3

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

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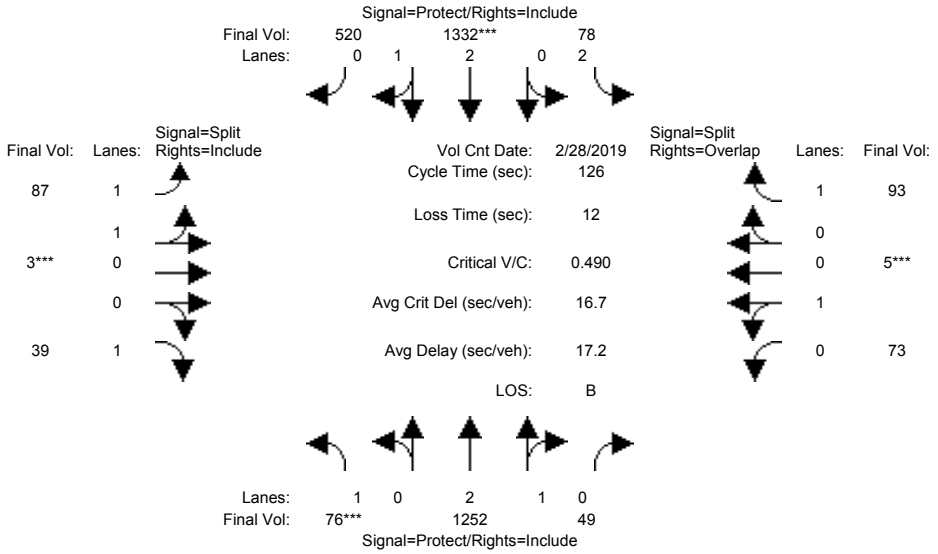
Winchester Ranch Residential Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2-Way Charles Cali - Background Plus Project (AM)

Intersection #3726: OLIN/WINCHESTER



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 28 Feb 2019 <<												
Base Vol:	27	994	48	45	764	12	11	3	28	68	5	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:	27	994	48	45	764	12	11	3	28	68	5	91
Added Vol:	0	90	0	0	29	0	0	0	0	0	0	0
ATI:	49	168	1	33	539	508	76	0	11	5	0	2
Initial Fut:	76	1252	49	78	1332	520	87	3	39	73	5	93
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	76	1252	49	78	1332	520	87	3	39	73	5	93
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	1252	49	78	1332	520	87	3	39	73	5	93
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	76	1252	49	78	1332	520	87	3	39	73	5	93
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.83	1.00	0.95	0.93	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	2.88	0.12	2.00	2.13	0.87	1.93	0.07	1.00	0.94	0.06	1.00
Final Sat.:	1750	5389	211	3150	4026	1572	3432	118	1750	1685	115	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.23	0.23	0.02	0.33	0.33	0.03	0.03	0.02	0.04	0.04	0.05
Crit Moves:	****				****			****			****	
Green Time:	10.8	75.2	75.2	18.0	82.4	82.4	10.0	10.0	10.0	10.8	10.8	28.8
Volume/Cap:	0.51	0.39	0.39	0.17	0.51	0.51	0.32	0.32	0.28	0.51	0.51	0.23
Delay/Veh:	57.8	13.4	13.4	47.7	11.4	11.4	55.4	55.4	55.7	57.8	57.8	39.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.8	13.4	13.4	47.7	11.4	11.4	55.4	55.4	55.7	57.8	57.8	39.9
LOS by Move:	E	B	B	D	B	B	E	E	E	E	E	D
HCM2kAvgQ:	3	9	9	2	12	12	2	2	2	4	4	3

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

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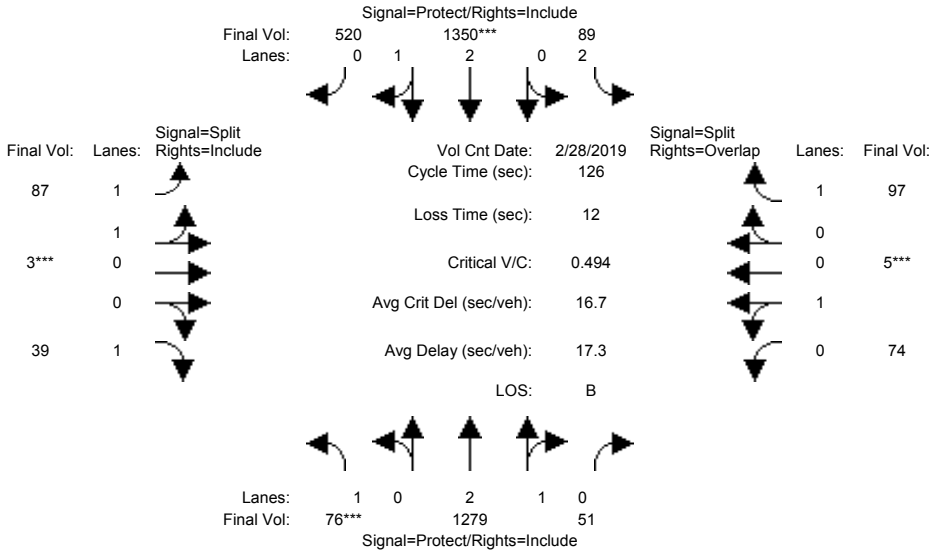
Winchester Ranch Residential Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
1-Way Charles Cali - Cumulative Plus Project (AM)

Intersection #3726: OLIN/WINCHESTER



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 28 Feb 2019 <<												
Base Vol:	76	1162	49	78	1303	520	87	3	39	73	5	93
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	76	1162	49	78	1303	520	87	3	39	73	5	93
Added Vol:	0	90	0	0	29	0	0	0	0	0	0	0
ATI:	0	27	2	11	18	0	0	0	0	1	0	4
Initial Fut:	76	1279	51	89	1350	520	87	3	39	74	5	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:	76	1279	51	89	1350	520	87	3	39	74	5	97
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	1279	51	89	1350	520	87	3	39	74	5	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:	76	1279	51	89	1350	520	87	3	39	74	5	97
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.83	1.00	0.95	0.93	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	2.88	0.12	2.00	2.14	0.86	1.93	0.07	1.00	0.94	0.06	1.00
Final Sat.:	1750	5385	215	3150	4041	1556	3432	118	1750	1686	114	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.24	0.24	0.03	0.33	0.33	0.03	0.03	0.02	0.04	0.04	0.06
Crit Moves:	****				****			****			****	
Green Time:	10.7	75.5	75.5	17.7	82.5	82.5	10.0	10.0	10.0	10.8	10.8	28.5
Volume/Cap:	0.51	0.40	0.40	0.20	0.51	0.51	0.32	0.32	0.28	0.51	0.51	0.25
Delay/Veh:	58.1	13.3	13.3	48.2	11.4	11.4	55.4	55.4	55.7	57.9	57.9	40.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.1	13.3	13.3	48.2	11.4	11.4	55.4	55.4	55.7	57.9	57.9	40.3
LOS by Move:	E	B	B	D	B	B	E	E	E	E	E	D
HCM2kAvgQ:	3	9	9	2	13	13	2	2	2	4	4	3

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

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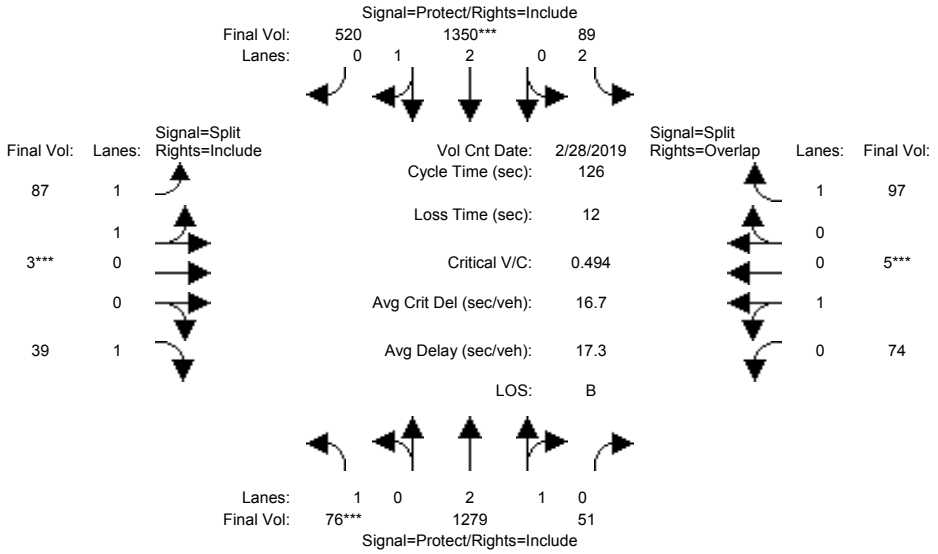
Winchester Ranch Residential Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2-Way Charles Cali - Cumulative Plus Project (AM)

Intersection #3726: OLIN/WINCHESTER



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 28 Feb 2019 <<												
Base Vol:	76	1162	49	78	1303	520	87	3	39	73	5	93
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	76	1162	49	78	1303	520	87	3	39	73	5	93
Added Vol:	0	90	0	0	29	0	0	0	0	0	0	0
ATI:	0	27	2	11	18	0	0	0	0	1	0	4
Initial Fut:	76	1279	51	89	1350	520	87	3	39	74	5	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:	76	1279	51	89	1350	520	87	3	39	74	5	97
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	1279	51	89	1350	520	87	3	39	74	5	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:	76	1279	51	89	1350	520	87	3	39	74	5	97
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.83	1.00	0.95	0.93	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	2.88	0.12	2.00	2.14	0.86	1.93	0.07	1.00	0.94	0.06	1.00
Final Sat.:	1750	5385	215	3150	4041	1556	3432	118	1750	1686	114	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.24	0.24	0.03	0.33	0.33	0.03	0.03	0.02	0.04	0.04	0.06
Crit Moves:	****				****			****			****	
Green Time:	10.7	75.5	75.5	17.7	82.5	82.5	10.0	10.0	10.0	10.8	10.8	28.5
Volume/Cap:	0.51	0.40	0.40	0.20	0.51	0.51	0.32	0.32	0.28	0.51	0.51	0.25
Delay/Veh:	58.1	13.3	13.3	48.2	11.4	11.4	55.4	55.4	55.7	57.9	57.9	40.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.1	13.3	13.3	48.2	11.4	11.4	55.4	55.4	55.7	57.9	57.9	40.3
LOS by Move:	E	B	B	D	B	B	E	E	E	E	E	D
HCM2kAvgQ:	3	9	9	2	13	13	2	2	2	4	4	3

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

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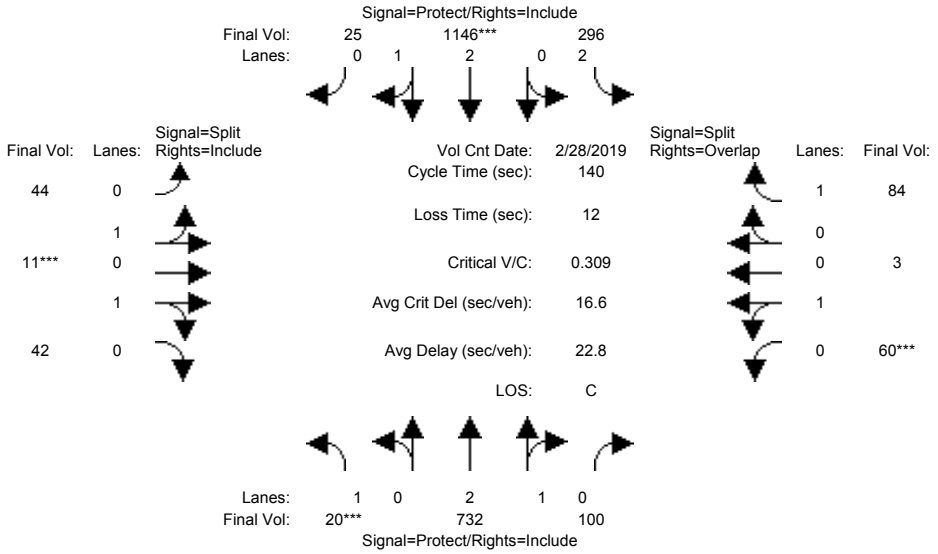
Winchester Ranch Residential Development

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

Intersection #3726: OLIN/WINCHESTER



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 28 Feb 2019 <<												
Base Vol:	20	732	100	296	1146	25	44	11	42	60	3	84
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	732	100	296	1146	25	44	11	42	60	3	84
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	732	100	296	1146	25	44	11	42	60	3	84
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	732	100	296	1146	25	44	11	42	60	3	84
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	732	100	296	1146	25	44	11	42	60	3	84
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	732	100	296	1146	25	44	11	42	60	3	84
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	0.98	0.95	0.95	0.95	0.95	0.95	0.95	0.92
Lanes:	1.00	2.63	0.37	2.00	2.93	0.07	0.91	0.23	0.86	0.95	0.05	1.00
Final Sat.:	1750	4926	673	3150	5480	120	1633	408	1559	1714	86	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.15	0.15	0.09	0.21	0.21	0.03	0.03	0.03	0.04	0.04	0.05
Crit Moves:	****				****			****		****		
Green Time:	7.0	61.5	61.5	38.9	93.3	93.3	12.0	12.0	12.0	15.6	15.6	54.5
Volume/Cap:	0.23	0.34	0.34	0.34	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.12
Delay/Veh:	65.2	25.9	25.9	40.5	9.9	9.9	60.7	60.7	60.7	58.1	58.1	27.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.2	25.9	25.9	40.5	9.9	9.9	60.7	60.7	60.7	58.1	58.1	27.5
LOS by Move:	E	C	C	D	A	A	E	E	E	E	E	C
HCM2kAvgQ:	1	8	8	6	7	7	2	2	2	3	3	2

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

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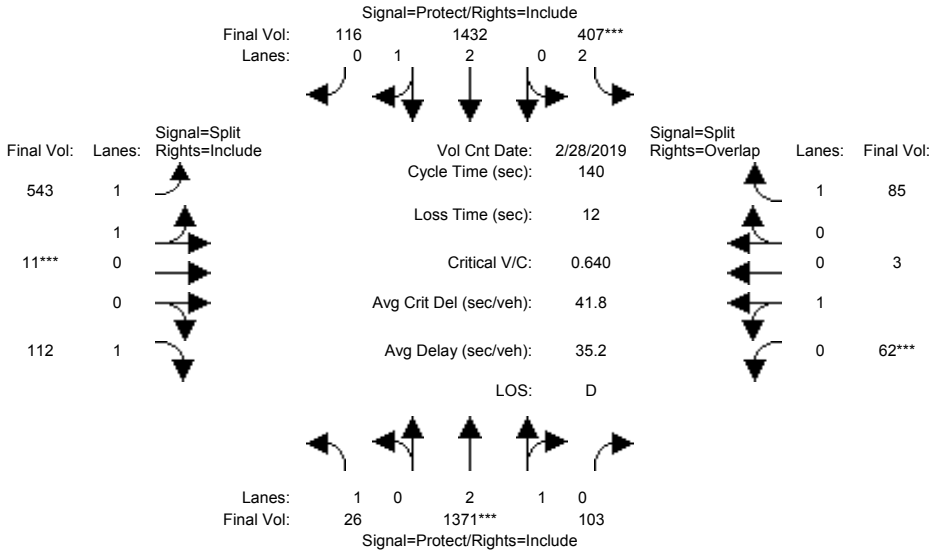
Winchester Ranch Residential Development

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

Intersection #3726: OLIN/WINCHESTER



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 28 Feb 2019 <<												
Base Vol:	20	732	100	296	1146	25	44	11	42	60	3	84
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	732	100	296	1146	25	44	11	42	60	3	84
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	6	639	3	111	286	91	499	0	70	2	0	1
Initial Fut:	26	1371	103	407	1432	116	543	11	112	62	3	85
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	26	1371	103	407	1432	116	543	11	112	62	3	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	1371	103	407	1432	116	543	11	112	62	3	85
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	26	1371	103	407	1432	116	543	11	112	62	3	85
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	0.99	0.95	0.93	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	2.78	0.22	2.00	2.77	0.23	1.96	0.04	1.00	0.95	0.05	1.00
Final Sat.:	1750	5207	392	3150	5180	420	3479	70	1750	1717	83	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.26	0.26	0.13	0.28	0.28	0.16	0.16	0.06	0.04	0.04	0.05
Crit Moves:		****		****				****		****		
Green Time:	12.9	56.6	56.6	27.8	71.5	71.5	33.6	33.6	33.6	10.0	10.0	37.8
Volume/Cap:	0.16	0.65	0.65	0.65	0.54	0.54	0.65	0.65	0.27	0.51	0.51	0.18
Delay/Veh:	59.0	34.4	34.4	54.1	23.4	23.4	49.7	49.7	43.6	65.8	65.8	39.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.0	34.4	34.4	54.1	23.4	23.4	49.7	49.7	43.6	65.8	65.8	39.4
LOS by Move:	E	C	C	D	C	C	D	D	D	E	E	D
HCM2kAvgQ:	1	17	17	10	15	15	12	12	4	3	3	3

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

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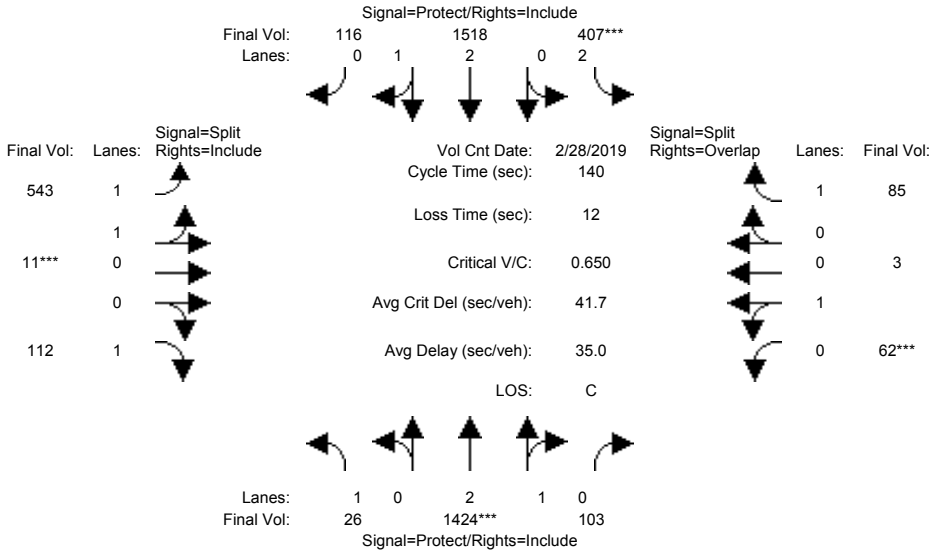
Winchester Ranch Residential Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
1-Way Charles Cali - Background Plus Project (PM)

Intersection #3726: OLIN/WINCHESTER



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 28 Feb 2019 <<												
Base Vol:	20	732	100	296	1146	25	44	11	42	60	3	84
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	732	100	296	1146	25	44	11	42	60	3	84
Added Vol:	0	53	0	0	86	0	0	0	0	0	0	0
ATI:	6	639	3	111	286	91	499	0	70	2	0	1
Initial Fut:	26	1424	103	407	1518	116	543	11	112	62	3	85
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	26	1424	103	407	1518	116	543	11	112	62	3	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	1424	103	407	1518	116	543	11	112	62	3	85
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	26	1424	103	407	1518	116	543	11	112	62	3	85
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.83	0.99	0.95	0.93	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	2.79	0.21	2.00	2.78	0.22	1.96	0.04	1.00	0.95	0.05	1.00
Final Sat.:	1750	5221	378	3150	5202	398	3479	70	1750	1717	83	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.27	0.27	0.13	0.29	0.29	0.16	0.16	0.06	0.04	0.04	0.05
Crit Moves:		****		****				****		****		
Green Time:	12.4	57.7	57.7	27.3	72.6	72.6	33.0	33.0	33.0	10.0	10.0	37.3
Volume/Cap:	0.17	0.66	0.66	0.66	0.56	0.56	0.66	0.66	0.27	0.51	0.51	0.18
Delay/Veh:	59.5	34.0	34.0	54.8	23.2	23.2	50.4	50.4	44.0	65.8	65.8	39.8
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:	59.5	34.0	34.0	54.8	23.2	23.2	50.4	50.4	44.0	65.8	65.8	39.8
LOS by Move:	E	C	C	D	C	C	D	D	D	E	E	D
HCM2kAvgQ:	1	18	18	11	16	16	12	12	4	3	3	3

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

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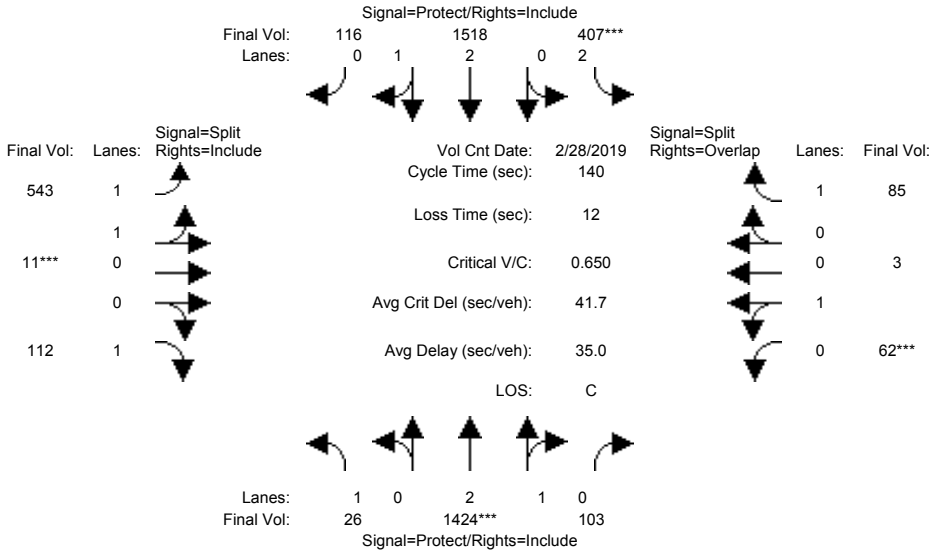
Winchester Ranch Residential Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2-Way Charles Cali - Background Plus Project (PM)

Intersection #3726: OLIN/WINCHESTER



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 28 Feb 2019 <<												
Base Vol:	20	732	100	296	1146	25	44	11	42	60	3	84
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	732	100	296	1146	25	44	11	42	60	3	84
Added Vol:	0	53	0	0	86	0	0	0	0	0	0	0
ATI:	6	639	3	111	286	91	499	0	70	2	0	1
Initial Fut:	26	1424	103	407	1518	116	543	11	112	62	3	85
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	26	1424	103	407	1518	116	543	11	112	62	3	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	1424	103	407	1518	116	543	11	112	62	3	85
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	26	1424	103	407	1518	116	543	11	112	62	3	85
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.83	0.99	0.95	0.93	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	2.79	0.21	2.00	2.78	0.22	1.96	0.04	1.00	0.95	0.05	1.00
Final Sat.:	1750	5221	378	3150	5202	398	3479	70	1750	1717	83	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.27	0.27	0.13	0.29	0.29	0.16	0.16	0.06	0.04	0.04	0.05
Crit Moves:		****		****				****		****		
Green Time:	12.4	57.7	57.7	27.3	72.6	72.6	33.0	33.0	33.0	10.0	10.0	37.3
Volume/Cap:	0.17	0.66	0.66	0.66	0.56	0.56	0.66	0.66	0.27	0.51	0.51	0.18
Delay/Veh:	59.5	34.0	34.0	54.8	23.2	23.2	50.4	50.4	44.0	65.8	65.8	39.8
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:	59.5	34.0	34.0	54.8	23.2	23.2	50.4	50.4	44.0	65.8	65.8	39.8
LOS by Move:	E	C	C	D	C	C	D	D	D	E	E	D
HCM2kAvgQ:	1	18	18	11	16	16	12	12	4	3	3	3

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

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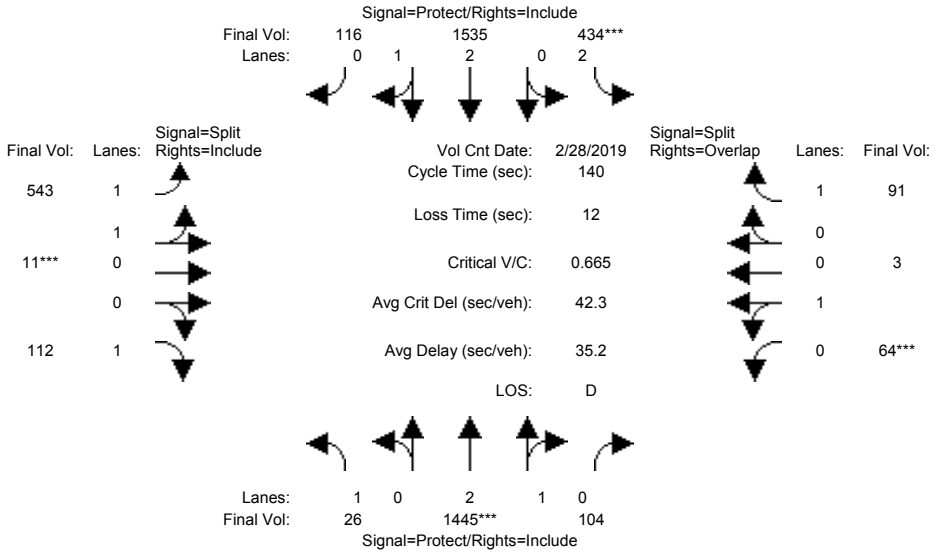
Winchester Ranch Residential Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
1-Way Charles Cali - Cumulative Plus Project (PM)

Intersection #3726: OLIN/WINCHESTER



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 28 Feb 2019 <<												
Base Vol:	26	1371	103	407	1432	116	543	11	112	62	3	85
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	26	1371	103	407	1432	116	543	11	112	62	3	85
Added Vol:	0	53	0	0	86	0	0	0	0	0	0	0
ATI:	0	21	1	27	17	0	0	0	0	2	0	6
Initial Fut:	26	1445	104	434	1535	116	543	11	112	64	3	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:	26	1445	104	434	1535	116	543	11	112	64	3	91
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	1445	104	434	1535	116	543	11	112	64	3	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:	26	1445	104	434	1535	116	543	11	112	64	3	91
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.83	0.99	0.95	0.93	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	2.79	0.21	2.00	2.78	0.22	1.96	0.04	1.00	0.96	0.04	1.00
Final Sat.:	1750	5224	376	3150	5206	393	3479	70	1750	1719	81	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.28	0.28	0.14	0.29	0.29	0.16	0.16	0.06	0.04	0.04	0.05
Crit Moves:		****		****				****		****		
Green Time:	12.4	57.2	57.2	28.5	73.3	73.3	32.3	32.3	32.3	10.0	10.0	38.5
Volume/Cap:	0.17	0.68	0.68	0.68	0.56	0.56	0.68	0.68	0.28	0.52	0.52	0.19
Delay/Veh:	59.5	34.7	34.7	54.4	22.8	22.8	51.4	51.4	44.7	66.5	66.5	39.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.5	34.7	34.7	54.4	22.8	22.8	51.4	51.4	44.7	66.5	66.5	39.0
LOS by Move:	E	C	C	D	C	C	D	D	D	E	E	D
HCM2kAvgQ:	1	18	18	11	16	16	12	12	4	4	4	3

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

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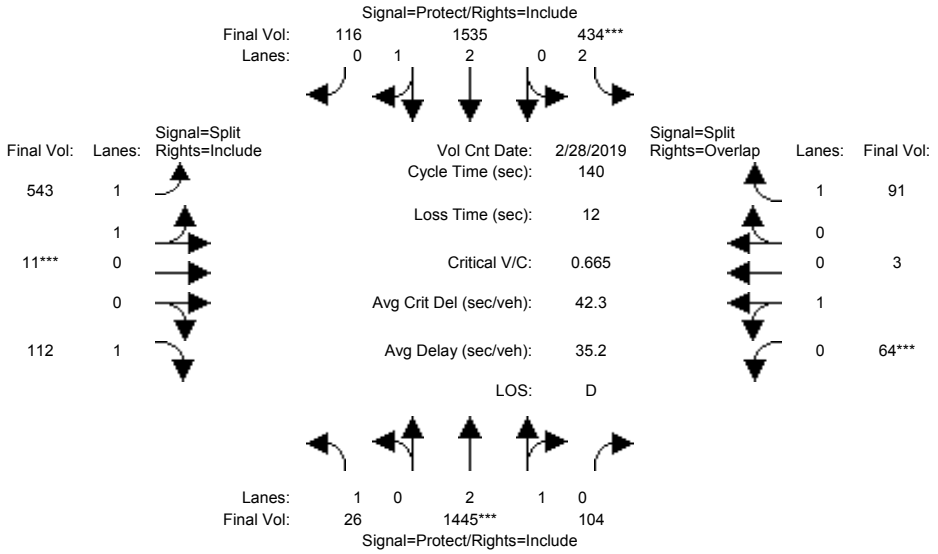
Winchester Ranch Residential Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2-Way Charles Cali - Cumulative Plus Project (PM)

Intersection #3726: OLIN/WINCHESTER



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 28 Feb 2019 <<												
Base Vol:	26	1371	103	407	1432	116	543	11	112	62	3	85
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	26	1371	103	407	1432	116	543	11	112	62	3	85
Added Vol:	0	53	0	0	86	0	0	0	0	0	0	0
ATI:	0	21	1	27	17	0	0	0	0	2	0	6
Initial Fut:	26	1445	104	434	1535	116	543	11	112	64	3	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:	26	1445	104	434	1535	116	543	11	112	64	3	91
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	1445	104	434	1535	116	543	11	112	64	3	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:	26	1445	104	434	1535	116	543	11	112	64	3	91
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.83	0.99	0.95	0.93	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	2.79	0.21	2.00	2.78	0.22	1.96	0.04	1.00	0.96	0.04	1.00
Final Sat.:	1750	5224	376	3150	5206	393	3479	70	1750	1719	81	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.28	0.28	0.14	0.29	0.29	0.16	0.16	0.06	0.04	0.04	0.05
Crit Moves:		****		****				****		****		
Green Time:	12.4	57.2	57.2	28.5	73.3	73.3	32.3	32.3	32.3	10.0	10.0	38.5
Volume/Cap:	0.17	0.68	0.68	0.68	0.56	0.56	0.68	0.68	0.28	0.52	0.52	0.19
Delay/Veh:	59.5	34.7	34.7	54.4	22.8	22.8	51.4	51.4	44.7	66.5	66.5	39.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.5	34.7	34.7	54.4	22.8	22.8	51.4	51.4	44.7	66.5	66.5	39.0
LOS by Move:	E	C	C	D	C	C	D	D	D	E	E	D
HCM2kAvgQ:	1	18	18	11	16	16	12	12	4	4	4	3

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

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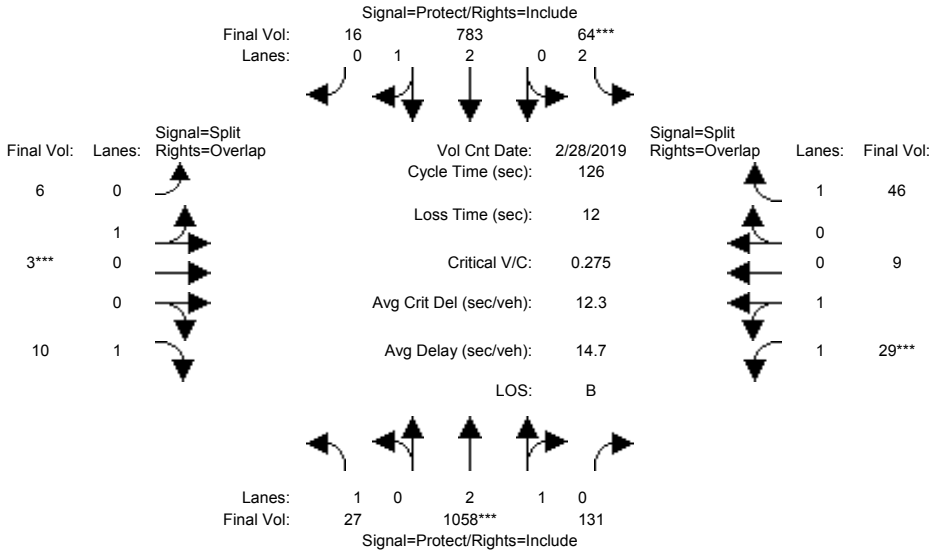
Winchester Ranch Residential Development

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

Intersection #3727: OLSEN/WINCHESTER



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 28 Feb 2019 <<												
Base Vol:	27	1058	131	64	783	16	6	3	10	29	9	46
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	27	1058	131	64	783	16	6	3	10	29	9	46
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	27	1058	131	64	783	16	6	3	10	29	9	46
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	27	1058	131	64	783	16	6	3	10	29	9	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	1058	131	64	783	16	6	3	10	29	9	46
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	27	1058	131	64	783	16	6	3	10	29	9	46
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	0.98	0.95	0.95	0.95	0.92	0.93	0.95	0.92
Lanes:	1.00	2.66	0.34	2.00	2.94	0.06	0.67	0.33	1.00	1.53	0.47	1.00
Final Sat.:	1750	4982	617	3150	5488	112	1200	600	1750	2709	841	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.21	0.21	0.02	0.14	0.14	0.01	0.01	0.01	0.01	0.01	0.03
Crit Moves:		****		****				****		****		
Green Time:	26.3	85.8	85.8	8.2	67.7	67.7	10.0	10.0	36.3	10.0	10.0	18.2
Volume/Cap:	0.07	0.31	0.31	0.31	0.27	0.27	0.06	0.06	0.02	0.13	0.13	0.18
Delay/Veh:	40.1	8.2	8.2	57.1	15.8	15.8	53.9	53.9	32.1	54.2	54.2	47.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.1	8.2	8.2	57.1	15.8	15.8	53.9	53.9	32.1	54.2	54.2	47.7
LOS by Move:	D	A	A	E	B	B	D	D	C	D	D	D
HCM2kAvgQ:	1	6	6	1	5	5	0	0	0	1	1	2

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

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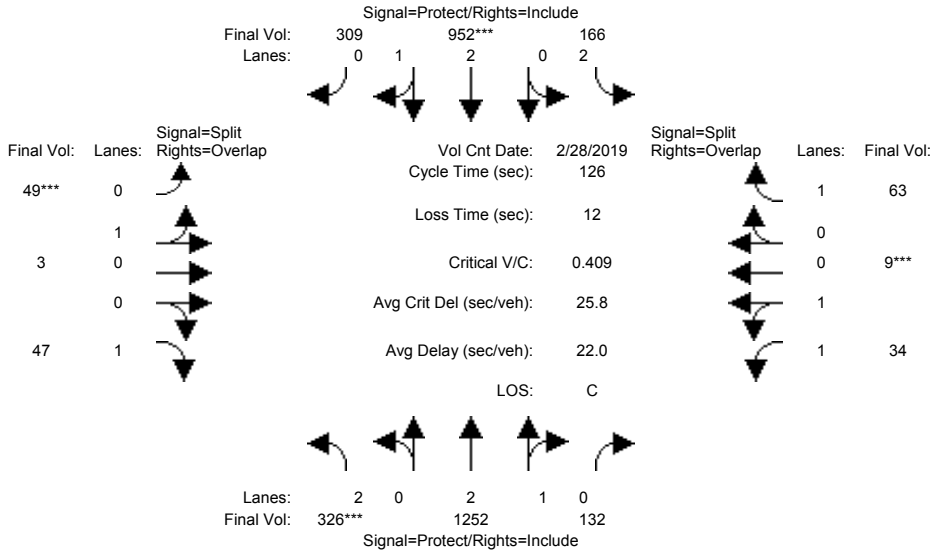
Winchester Ranch Residential Development

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

Intersection #3727: OLSEN/WINCHESTER



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 28 Feb 2019 <<												
Base Vol:	27	1058	131	64	783	16	6	3	10	29	9	46
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	27	1058	131	64	783	16	6	3	10	29	9	46
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	299	194	1	102	169	293	43	0	37	5	0	17
Initial Fut:	326	1252	132	166	952	309	49	3	47	34	9	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	326	1252	132	166	952	309	49	3	47	34	9	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	326	1252	132	166	952	309	49	3	47	34	9	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	326	1252	132	166	952	309	49	3	47	34	9	63
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	0.99	0.95	0.95	0.95	0.92	0.93	0.95	0.92
Lanes:	2.00	2.70	0.30	2.00	2.24	0.76	0.94	0.06	1.00	1.59	0.41	1.00
Final Sat.:	3150	5065	534	3150	4225	1372	1696	104	1750	2807	743	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.25	0.25	0.05	0.23	0.23	0.03	0.03	0.03	0.01	0.01	0.04
Crit Moves:	****				****		****				****	
Green Time:	29.6	76.7	76.7	17.3	64.4	64.4	10.0	10.0	39.6	10.0	10.0	27.3
Volume/Cap:	0.44	0.41	0.41	0.38	0.44	0.44	0.36	0.36	0.09	0.15	0.15	0.17
Delay/Veh:	41.6	12.9	12.9	50.1	19.5	19.5	56.6	56.6	30.5	54.3	54.3	40.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.6	12.9	12.9	50.1	19.5	19.5	56.6	56.6	30.5	54.3	54.3	40.4
LOS by Move:	D	B	B	D	B	B	E	E	C	D	D	D
HCM2kAvgQ:	7	9	9	3	10	10	2	2	1	1	1	2

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

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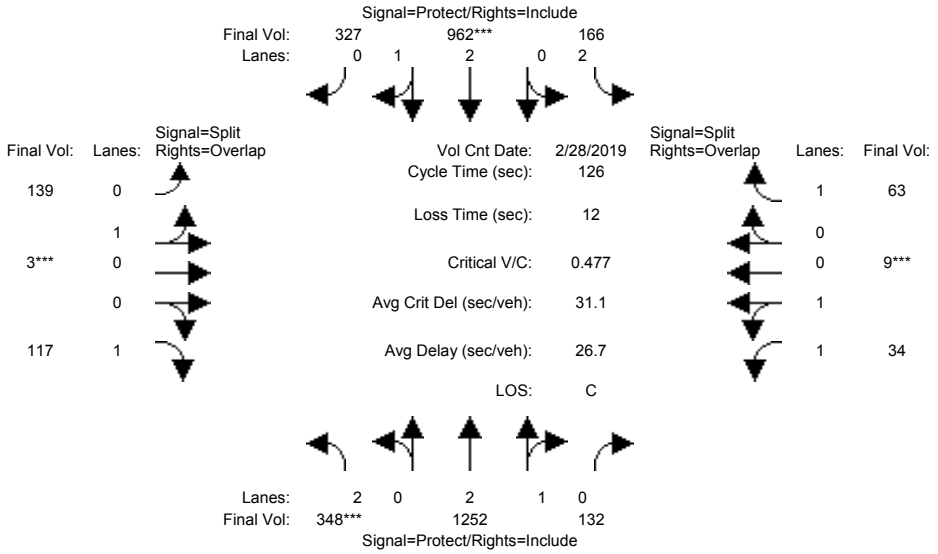
Winchester Ranch Residential Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
1-Way Charles Cali - Background Plus Project (AM)

Intersection #3727: OLSEN/WINCHESTER



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 28 Feb 2019 <<												
Base Vol:	27	1058	131	64	783	16	6	3	10	29	9	46
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	27	1058	131	64	783	16	6	3	10	29	9	46
Added Vol:	22	0	0	0	10	18	90	0	70	0	0	0
ATI:	299	194	1	102	169	293	43	0	37	5	0	17
Initial Fut:	348	1252	132	166	962	327	139	3	117	34	9	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	348	1252	132	166	962	327	139	3	117	34	9	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	348	1252	132	166	962	327	139	3	117	34	9	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	348	1252	132	166	962	327	139	3	117	34	9	63
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	0.99	0.95	0.95	0.95	0.92	0.93	0.95	0.92
Lanes:	2.00	2.70	0.30	2.00	2.21	0.79	0.98	0.02	1.00	1.59	0.41	1.00
Final Sat.:	3150	5065	534	3150	4177	1421	1762	38	1750	2807	743	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.25	0.25	0.05	0.23	0.23	0.08	0.08	0.07	0.01	0.01	0.04
Crit Moves:	****				****			****			****	
Green Time:	27.4	68.9	68.9	15.5	57.1	57.1	19.6	19.6	46.9	10.0	10.0	25.5
Volume/Cap:	0.51	0.45	0.45	0.43	0.51	0.51	0.51	0.51	0.18	0.15	0.15	0.18
Delay/Veh:	44.0	17.3	17.3	51.9	24.7	24.7	50.4	50.4	26.7	54.3	54.3	41.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.0	17.3	17.3	51.9	24.7	24.7	50.4	50.4	26.7	54.3	54.3	41.8
LOS by Move:	D	B	B	D	C	C	D	D	C	D	D	D
HCM2kAvgQ:	7	11	11	3	12	12	6	6	3	1	1	2

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

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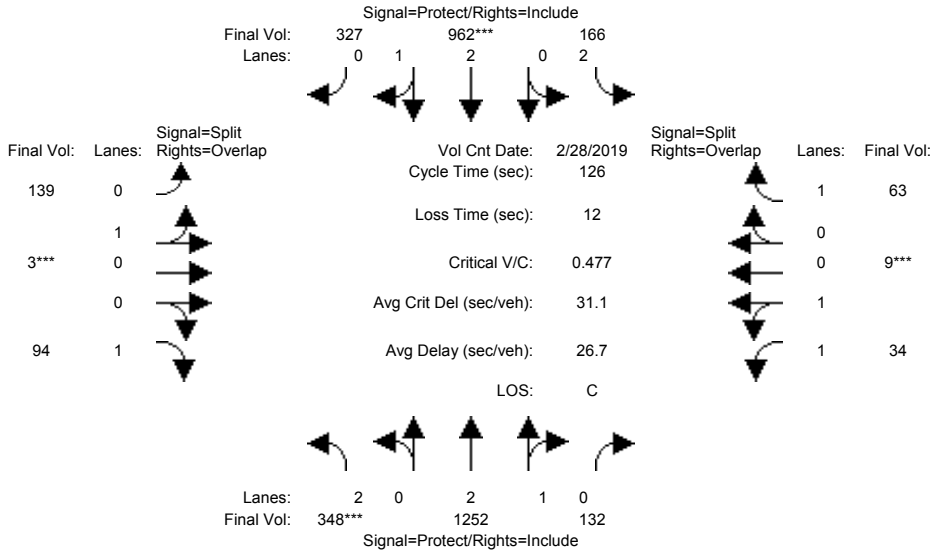
Winchester Ranch Residential Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2-Way Charles Cali - Background Plus Project (AM)

Intersection #3727: OLSEN/WINCHESTER



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 28 Feb 2019 <<												
Base Vol:	27	1058	131	64	783	16	6	3	10	29	9	46
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	27	1058	131	64	783	16	6	3	10	29	9	46
Added Vol:	22	0	0	0	10	18	90	0	47	0	0	0
ATI:	299	194	1	102	169	293	43	0	37	5	0	17
Initial Fut:	348	1252	132	166	962	327	139	3	94	34	9	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	348	1252	132	166	962	327	139	3	94	34	9	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	348	1252	132	166	962	327	139	3	94	34	9	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	348	1252	132	166	962	327	139	3	94	34	9	63
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	0.99	0.95	0.95	0.95	0.92	0.93	0.95	0.92
Lanes:	2.00	2.70	0.30	2.00	2.21	0.79	0.98	0.02	1.00	1.59	0.41	1.00
Final Sat.:	3150	5065	534	3150	4177	1421	1762	38	1750	2807	743	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.25	0.25	0.05	0.23	0.23	0.08	0.08	0.05	0.01	0.01	0.04
Crit Moves:	****				****			****			****	
Green Time:	27.4	68.9	68.9	15.5	57.1	57.1	19.6	19.6	46.9	10.0	10.0	25.5
Volume/Cap:	0.51	0.45	0.45	0.43	0.51	0.51	0.51	0.51	0.14	0.15	0.15	0.18
Delay/Veh:	44.0	17.3	17.3	51.9	24.7	24.7	50.4	50.4	26.3	54.3	54.3	41.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.0	17.3	17.3	51.9	24.7	24.7	50.4	50.4	26.3	54.3	54.3	41.8
LOS by Move:	D	B	B	D	C	C	D	D	C	D	D	D
HCM2kAvgQ:	7	11	11	3	12	12	6	6	3	1	1	2

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

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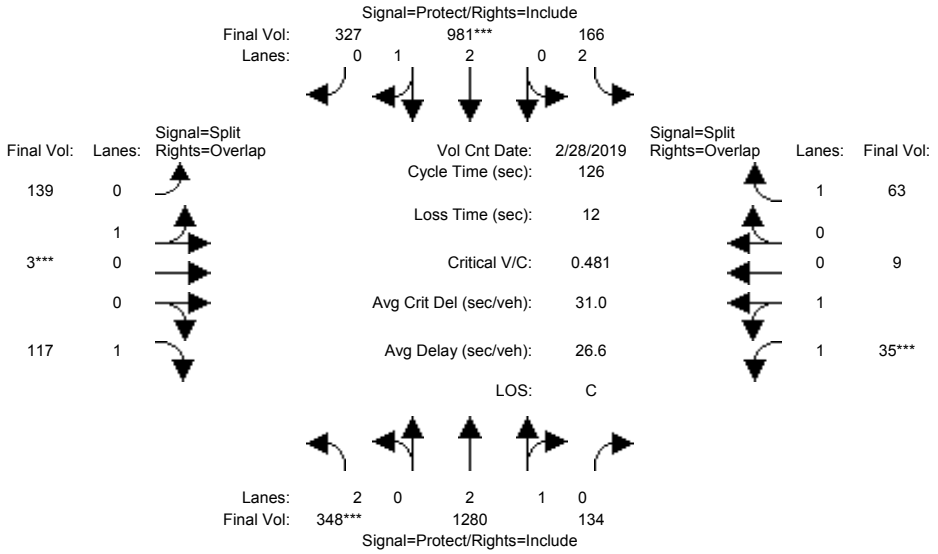
Winchester Ranch Residential Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
1-Way Charles Cali - Cumulative Plus Project (AM)

Intersection #3727: OLSEN/WINCHESTER



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 28 Feb 2019 <<												
Base Vol:	326	1252	132	166	952	309	49	3	47	34	9	63
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	326	1252	132	166	952	309	49	3	47	34	9	63
Added Vol:	22	0	0	0	10	18	90	0	70	0	0	0
ATI:	0	28	2	0	19	0	0	0	0	1	0	0
Initial Fut:	348	1280	134	166	981	327	139	3	117	35	9	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	348	1280	134	166	981	327	139	3	117	35	9	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	348	1280	134	166	981	327	139	3	117	35	9	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	348	1280	134	166	981	327	139	3	117	35	9	63
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	0.99	0.95	0.95	0.95	0.92	0.93	0.95	0.92
Lanes:	2.00	2.71	0.29	2.00	2.22	0.78	0.98	0.02	1.00	1.60	0.40	1.00
Final Sat.:	3150	5069	531	3150	4198	1399	1762	38	1750	2824	726	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.25	0.25	0.05	0.23	0.23	0.08	0.08	0.07	0.01	0.01	0.04
Crit Moves:	****				****			****		****		
Green Time:	27.2	69.3	69.3	15.3	57.4	57.4	19.4	19.4	46.6	10.0	10.0	25.3
Volume/Cap:	0.51	0.46	0.46	0.44	0.51	0.51	0.51	0.51	0.18	0.16	0.16	0.18
Delay/Veh:	44.2	17.1	17.1	52.2	24.5	24.5	50.6	50.6	27.0	54.3	54.3	42.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.2	17.1	17.1	52.2	24.5	24.5	50.6	50.6	27.0	54.3	54.3	42.0
LOS by Move:	D	B	B	D	C	C	D	D	C	D	D	D
HCM2kAvgQ:	7	11	11	3	12	12	6	6	3	1	1	2

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

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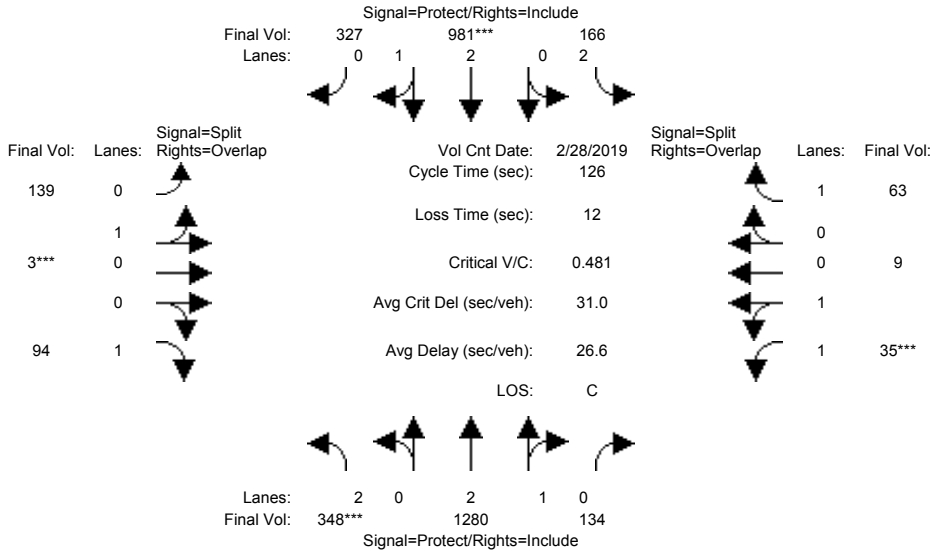
Winchester Ranch Residential Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2-Way Charles Cali - Cumulative Plus Project (AM)

Intersection #3727: OLSEN/WINCHESTER



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 28 Feb 2019 <<												
Base Vol:	326	1252	132	166	952	309	49	3	47	34	9	63
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	326	1252	132	166	952	309	49	3	47	34	9	63
Added Vol:	22	0	0	0	10	18	90	0	47	0	0	0
ATI:	0	28	2	0	19	0	0	0	0	1	0	0
Initial Fut:	348	1280	134	166	981	327	139	3	94	35	9	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	348	1280	134	166	981	327	139	3	94	35	9	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	348	1280	134	166	981	327	139	3	94	35	9	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	348	1280	134	166	981	327	139	3	94	35	9	63
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	0.99	0.95	0.95	0.95	0.92	0.93	0.95	0.92
Lanes:	2.00	2.71	0.29	2.00	2.22	0.78	0.98	0.02	1.00	1.60	0.40	1.00
Final Sat.:	3150	5069	531	3150	4198	1399	1762	38	1750	2824	726	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.25	0.25	0.05	0.23	0.23	0.08	0.08	0.05	0.01	0.01	0.04
Crit Moves:	****				****			****		****		
Green Time:	27.2	69.3	69.3	15.3	57.4	57.4	19.4	19.4	46.6	10.0	10.0	25.3
Volume/Cap:	0.51	0.46	0.46	0.44	0.51	0.51	0.51	0.51	0.15	0.16	0.16	0.18
Delay/Veh:	44.2	17.1	17.1	52.2	24.5	24.5	50.6	50.6	26.6	54.3	54.3	42.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.2	17.1	17.1	52.2	24.5	24.5	50.6	50.6	26.6	54.3	54.3	42.0
LOS by Move:	D	B	B	D	C	C	D	D	C	D	D	D
HCM2kAvgQ:	7	11	11	3	12	12	6	6	3	1	1	2

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

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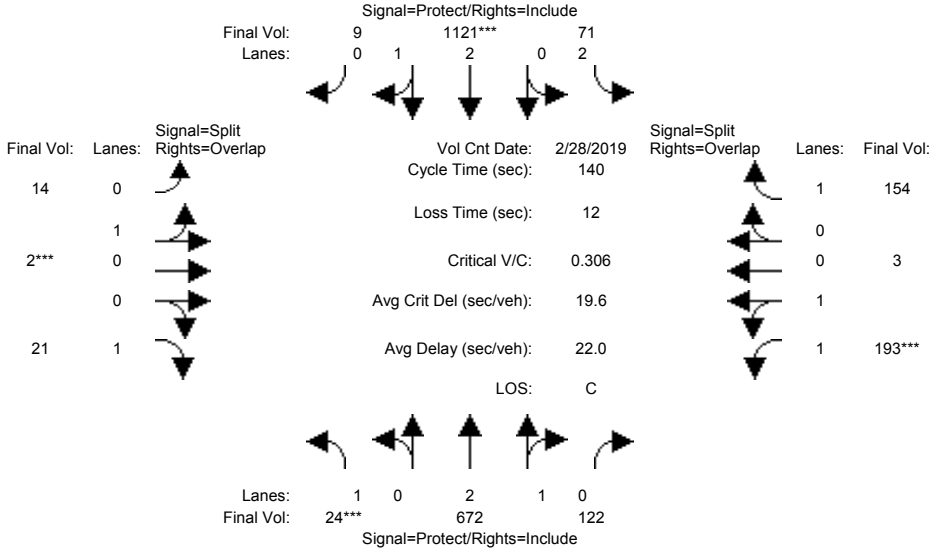
Winchester Ranch Residential Development

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

Intersection #3727: OLSEN/WINCHESTER



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 28 Feb 2019 <<												
Base Vol:	24	672	122	71	1121	9	14	2	21	193	3	154
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	24	672	122	71	1121	9	14	2	21	193	3	154
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	24	672	122	71	1121	9	14	2	21	193	3	154
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	24	672	122	71	1121	9	14	2	21	193	3	154
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	672	122	71	1121	9	14	2	21	193	3	154
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	24	672	122	71	1121	9	14	2	21	193	3	154
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	0.98	0.95	0.95	0.95	0.92	0.93	0.95	0.92
Lanes:	1.00	2.52	0.48	2.00	2.98	0.02	0.87	0.13	1.00	1.97	0.03	1.00
Final Sat.:	1750	4738	860	3150	5555	45	1575	225	1750	3496	54	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.14	0.14	0.02	0.20	0.20	0.01	0.01	0.01	0.06	0.06	0.09
Crit Moves:	****				****			****		****		
Green Time:	7.0	69.6	69.6	24.5	87.2	87.2	10.0	10.0	17.0	23.8	23.8	48.4
Volume/Cap:	0.27	0.29	0.29	0.13	0.32	0.32	0.12	0.12	0.10	0.32	0.32	0.25
Delay/Veh:	65.8	20.7	20.7	48.8	12.5	12.5	61.3	61.3	54.9	51.3	51.3	33.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.8	20.7	20.7	48.8	12.5	12.5	61.3	61.3	54.9	51.3	51.3	33.1
LOS by Move:	E	C	C	D	B	B	E	E	D	D	D	C
HCM2kAvgQ:	1	7	7	1	8	8	1	1	1	4	4	5

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

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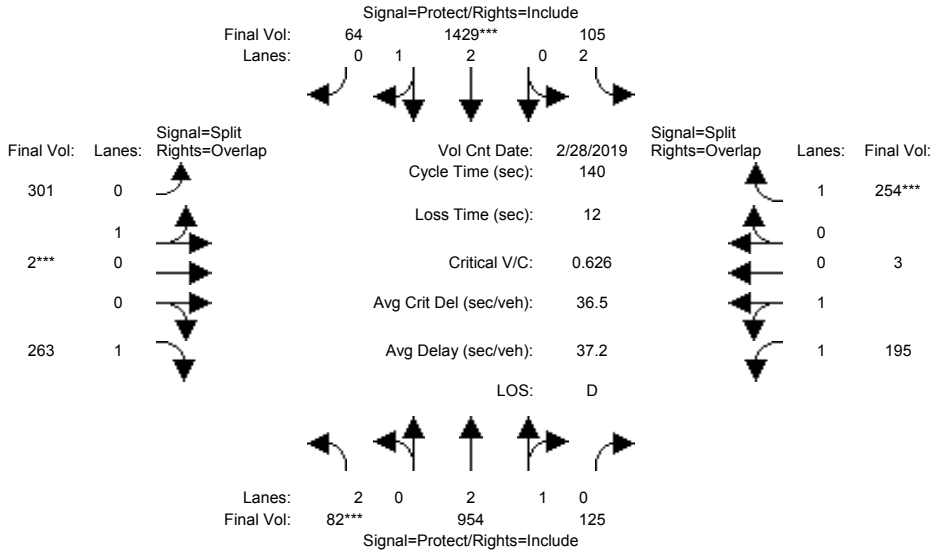
Winchester Ranch Residential Development

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

Intersection #3727: OLSEN/WINCHESTER



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 28 Feb 2019 <<												
Base Vol:	24	672	122	71	1121	9	14	2	21	193	3	154
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	24	672	122	71	1121	9	14	2	21	193	3	154
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	58	282	3	34	308	55	287	0	242	2	0	100
Initial Fut:	82	954	125	105	1429	64	301	2	263	195	3	254
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	82	954	125	105	1429	64	301	2	263	195	3	254
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	954	125	105	1429	64	301	2	263	195	3	254
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	82	954	125	105	1429	64	301	2	263	195	3	254
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	0.98	0.95	0.95	0.95	0.92	0.93	0.95	0.92
Lanes:	2.00	2.64	0.36	2.00	2.87	0.13	0.99	0.01	1.00	1.97	0.03	1.00
Final Sat.:	3150	4950	649	3150	5360	240	1788	12	1750	3496	54	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.19	0.19	0.03	0.27	0.27	0.17	0.17	0.15	0.06	0.06	0.15
Crit Moves:	****				****			****				****
Green Time:	7.0	53.9	53.9	14.0	60.9	60.9	38.4	38.4	45.4	21.7	21.7	35.7
Volume/Cap:	0.52	0.50	0.50	0.33	0.61	0.61	0.61	0.61	0.46	0.36	0.36	0.57
Delay/Veh:	68.0	33.0	33.0	59.3	31.0	31.0	46.6	46.6	38.2	53.3	53.3	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:	68.0	33.0	33.0	59.3	31.0	31.0	46.6	46.6	38.2	53.3	53.3	47.2
LOS by Move:	E	C	C	E	C	C	D	D	D	D	D	D
HCM2kAvgQ:	3	12	12	2	16	16	12	12	10	4	4	11

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

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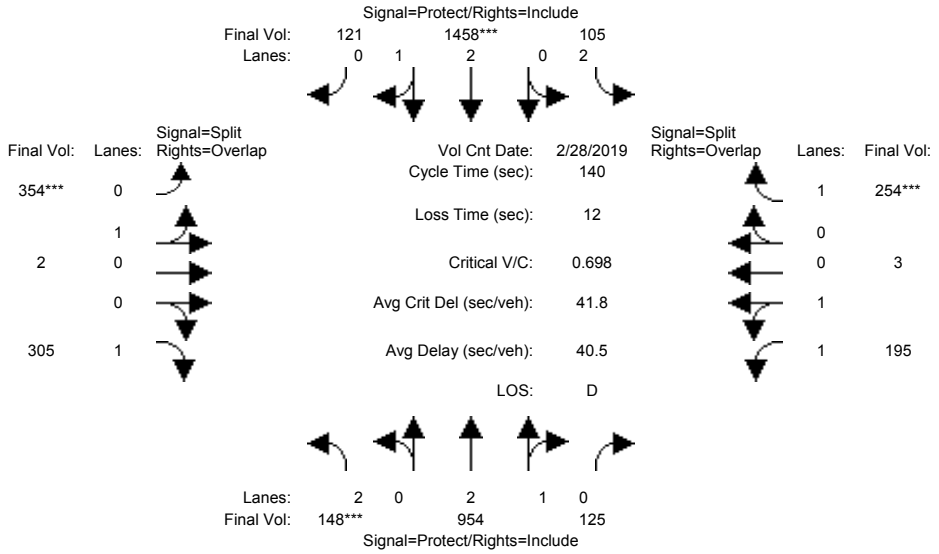
Winchester Ranch Residential Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
1-Way Charles Cali - Background Plus Project (PM)

Intersection #3727: OLSEN/WINCHESTER



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 28 Feb 2019 <<												
Base Vol:	24	672	122	71	1121	9	14	2	21	193	3	154
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	24	672	122	71	1121	9	14	2	21	193	3	154
Added Vol:	66	0	0	0	29	57	53	0	42	0	0	0
ATI:	58	282	3	34	308	55	287	0	242	2	0	100
Initial Fut:	148	954	125	105	1458	121	354	2	305	195	3	254
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	148	954	125	105	1458	121	354	2	305	195	3	254
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	148	954	125	105	1458	121	354	2	305	195	3	254
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	148	954	125	105	1458	121	354	2	305	195	3	254
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	0.99	0.95	0.95	0.95	0.92	0.93	0.95	0.92
Lanes:	2.00	2.64	0.36	2.00	2.76	0.24	0.99	0.01	1.00	1.97	0.03	1.00
Final Sat.:	3150	4950	649	3150	5170	429	1790	10	1750	3496	54	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.19	0.19	0.03	0.28	0.28	0.20	0.20	0.17	0.06	0.06	0.15
Crit Moves:	****				****		****					****
Green Time:	9.4	52.4	52.4	13.6	56.5	56.5	39.6	39.6	49.1	19.1	19.1	32.7
Volume/Cap:	0.70	0.52	0.52	0.34	0.70	0.70	0.70	0.70	0.50	0.41	0.41	0.62
Delay/Veh:	73.8	34.2	34.2	59.7	35.6	35.6	49.1	49.1	36.4	55.9	55.9	51.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	73.8	34.2	34.2	59.7	35.6	35.6	49.1	49.1	36.4	55.9	55.9	51.1
LOS by Move:	E	C	C	E	D	D	D	D	D	E	E	D
HCM2kAvgQ:	5	12	12	2	19	19	15	15	11	4	4	11

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

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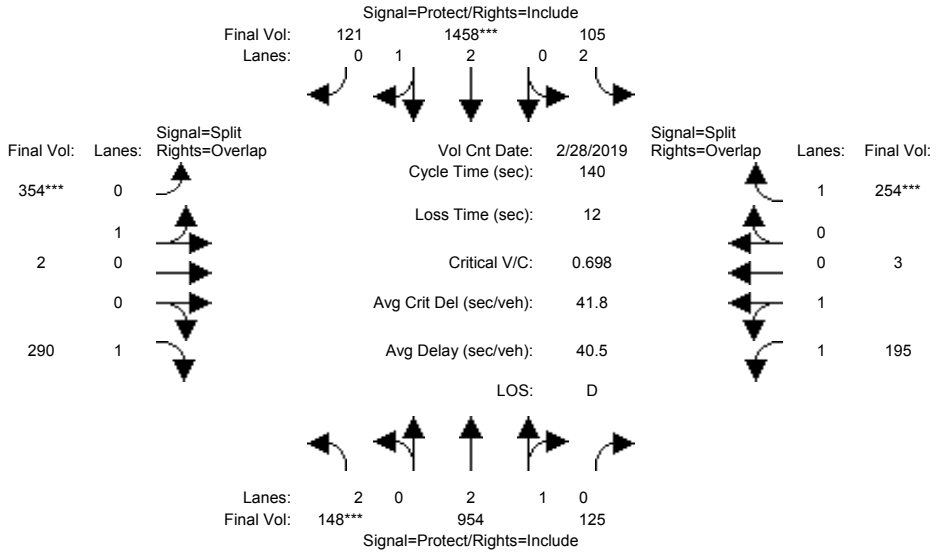
Winchester Ranch Residential Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2-Way Charles Cali - Background Plus Project (PM)

Intersection #3727: OLSEN/WINCHESTER



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 28 Feb 2019 <<												
Base Vol:	24	672	122	71	1121	9	14	2	21	193	3	154
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	24	672	122	71	1121	9	14	2	21	193	3	154
Added Vol:	66	0	0	0	29	57	53	0	27	0	0	0
ATI:	58	282	3	34	308	55	287	0	242	2	0	100
Initial Fut:	148	954	125	105	1458	121	354	2	290	195	3	254
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	148	954	125	105	1458	121	354	2	290	195	3	254
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	148	954	125	105	1458	121	354	2	290	195	3	254
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	148	954	125	105	1458	121	354	2	290	195	3	254
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	0.99	0.95	0.95	0.95	0.92	0.93	0.95	0.92
Lanes:	2.00	2.64	0.36	2.00	2.76	0.24	0.99	0.01	1.00	1.97	0.03	1.00
Final Sat.:	3150	4950	649	3150	5170	429	1790	10	1750	3496	54	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.19	0.19	0.03	0.28	0.28	0.20	0.20	0.17	0.06	0.06	0.15
Crit Moves:	****				****		****					****
Green Time:	9.4	52.4	52.4	13.6	56.5	56.5	39.6	39.6	49.1	19.1	19.1	32.7
Volume/Cap:	0.70	0.52	0.52	0.34	0.70	0.70	0.70	0.70	0.47	0.41	0.41	0.62
Delay/Veh:	73.8	34.2	34.2	59.7	35.6	35.6	49.1	49.1	36.0	55.9	55.9	51.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	73.8	34.2	34.2	59.7	35.6	35.6	49.1	49.1	36.0	55.9	55.9	51.1
LOS by Move:	E	C	C	E	D	D	D	D	D	E	E	D
HCM2kAvgQ:	5	12	12	2	19	19	15	15	10	4	4	11

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

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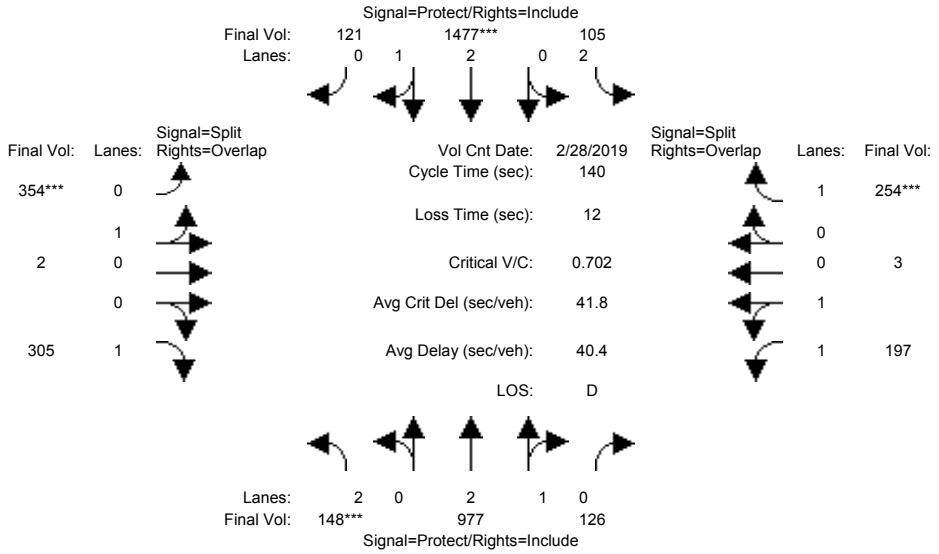
Winchester Ranch Residential Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
1-Way Charles Cali - Cumulative Plus Project (PM)

Intersection #3727: OLSEN/WINCHESTER



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 28 Feb 2019 <<												
Base Vol:	82	954	125	105	1429	64	301	2	263	195	3	254
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	82	954	125	105	1429	64	301	2	263	195	3	254
Added Vol:	66	0	0	0	29	57	53	0	42	0	0	0
ATI:	0	23	1	0	19	0	0	0	0	2	0	0
Initial Fut:	148	977	126	105	1477	121	354	2	305	197	3	254
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	148	977	126	105	1477	121	354	2	305	197	3	254
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	148	977	126	105	1477	121	354	2	305	197	3	254
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	148	977	126	105	1477	121	354	2	305	197	3	254
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	0.99	0.95	0.95	0.95	0.92	0.93	0.95	0.92
Lanes:	2.00	2.64	0.36	2.00	2.76	0.24	0.99	0.01	1.00	1.97	0.03	1.00
Final Sat.:	3150	4959	640	3150	5175	424	1790	10	1750	3497	53	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.20	0.20	0.03	0.29	0.29	0.20	0.20	0.17	0.06	0.06	0.15
Crit Moves:	****				****		****					****
Green Time:	9.4	52.9	52.9	13.4	56.9	56.9	39.4	39.4	48.8	19.0	19.0	32.4
Volume/Cap:	0.70	0.52	0.52	0.35	0.70	0.70	0.70	0.70	0.50	0.42	0.42	0.63
Delay/Veh:	74.1	34.0	34.0	59.9	35.5	35.5	49.4	49.4	36.6	56.0	56.0	51.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	74.1	34.0	34.0	59.9	35.5	35.5	49.4	49.4	36.6	56.0	56.0	51.5
LOS by Move:	E	C	C	E	D	D	D	D	D	E	E	D
HCM2kAvgQ:	5	12	12	2	19	19	15	15	11	5	5	11

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

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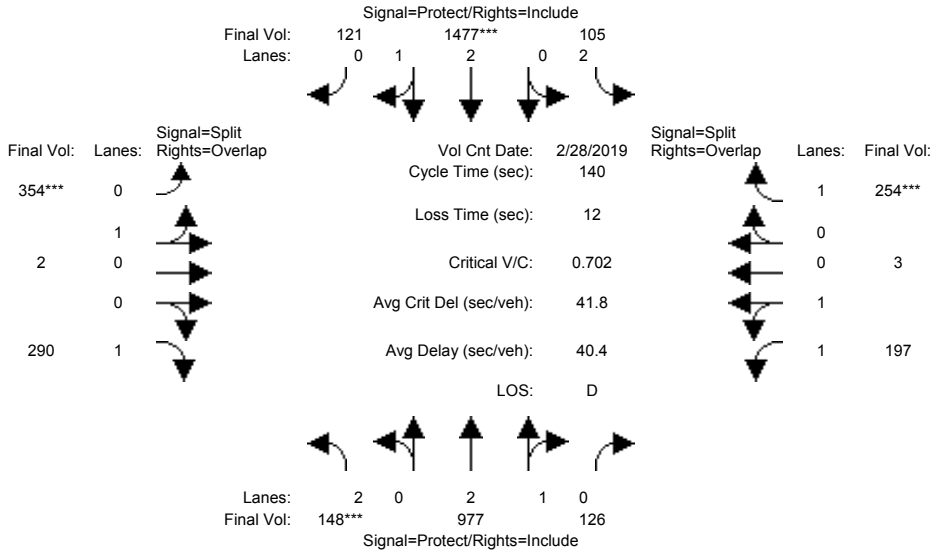
Winchester Ranch Residential Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2-Way Charles Cali - Cumulative Plus Project (PM)

Intersection #3727: OLSEN/WINCHESTER



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 28 Feb 2019 <<												
Base Vol:	82	954	125	105	1429	64	301	2	263	195	3	254
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	82	954	125	105	1429	64	301	2	263	195	3	254
Added Vol:	66	0	0	0	29	57	53	0	27	0	0	0
ATI:	0	23	1	0	19	0	0	0	0	2	0	0
Initial Fut:	148	977	126	105	1477	121	354	2	290	197	3	254
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	148	977	126	105	1477	121	354	2	290	197	3	254
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	148	977	126	105	1477	121	354	2	290	197	3	254
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	148	977	126	105	1477	121	354	2	290	197	3	254
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	0.99	0.95	0.95	0.95	0.92	0.93	0.95	0.92
Lanes:	2.00	2.64	0.36	2.00	2.76	0.24	0.99	0.01	1.00	1.97	0.03	1.00
Final Sat.:	3150	4959	640	3150	5175	424	1790	10	1750	3497	53	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.20	0.20	0.03	0.29	0.29	0.20	0.20	0.17	0.06	0.06	0.15
Crit Moves:	****				****		****					****
Green Time:	9.4	52.9	52.9	13.4	56.9	56.9	39.4	39.4	48.8	19.0	19.0	32.4
Volume/Cap:	0.70	0.52	0.52	0.35	0.70	0.70	0.70	0.70	0.48	0.42	0.42	0.63
Delay/Veh:	74.1	34.0	34.0	59.9	35.5	35.5	49.4	49.4	36.2	56.0	56.0	51.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	74.1	34.0	34.0	59.9	35.5	35.5	49.4	49.4	36.2	56.0	56.0	51.5
LOS by Move:	E	C	C	E	D	D	D	D	D	E	E	D
HCM2kAvgQ:	5	12	12	2	19	19	15	15	10	5	5	11

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

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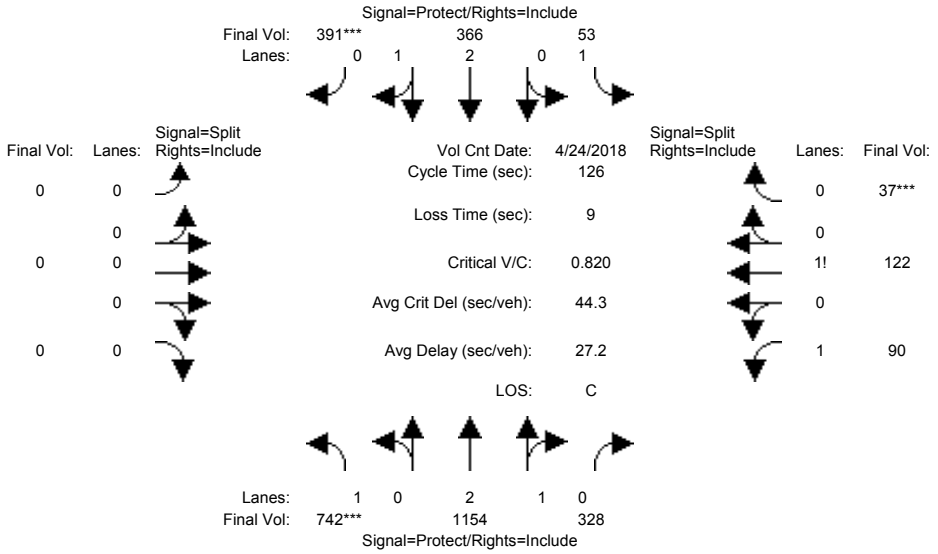
Winchester Ranch Residential Development

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

Intersection #3829: TISCH/WINCHESTER



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 Apr 2018 <<												
Base Vol:	742	1154	328	53	366	391	0	0	0	90	122	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	742	1154	328	53	366	391	0	0	0	90	122	37
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	742	1154	328	53	366	391	0	0	0	90	122	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	742	1154	328	53	366	391	0	0	0	90	122	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	742	1154	328	53	366	391	0	0	0	90	122	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	742	1154	328	53	366	391	0	0	0	90	122	37
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.31	0.69	1.00	2.00	1.00	0.00	0.00	0.00	1.23	0.59	0.18
Final Sat.:	1750	4359	1239	1750	3800	1750	0	0	0	2145	1070	324
Capacity Analysis Module:												
Vol/Sat:	0.42	0.26	0.26	0.03	0.10	0.22	0.00	0.00	0.00	0.04	0.11	0.11
Crit Moves:	****					****						****
Green Time:	65.1	82.2	82.2	17.3	34.3	34.3	0.0	0.0	0.0	17.5	17.5	17.5
Volume/Cap:	0.82	0.41	0.41	0.22	0.35	0.82	0.00	0.00	0.00	0.30	0.82	0.82
Delay/Veh:	31.5	10.4	10.4	48.9	37.0	48.8	0.0	0.0	0.0	48.9	68.8	68.8
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:	31.5	10.4	10.4	48.9	37.0	48.8	0.0	0.0	0.0	48.9	68.8	68.8
LOS by Move:	C	B	B	D	D	D	A	A	A	D	E	E
HCM2kAvgQ:	26	9	9	2	6	17	0	0	0	3	10	10

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

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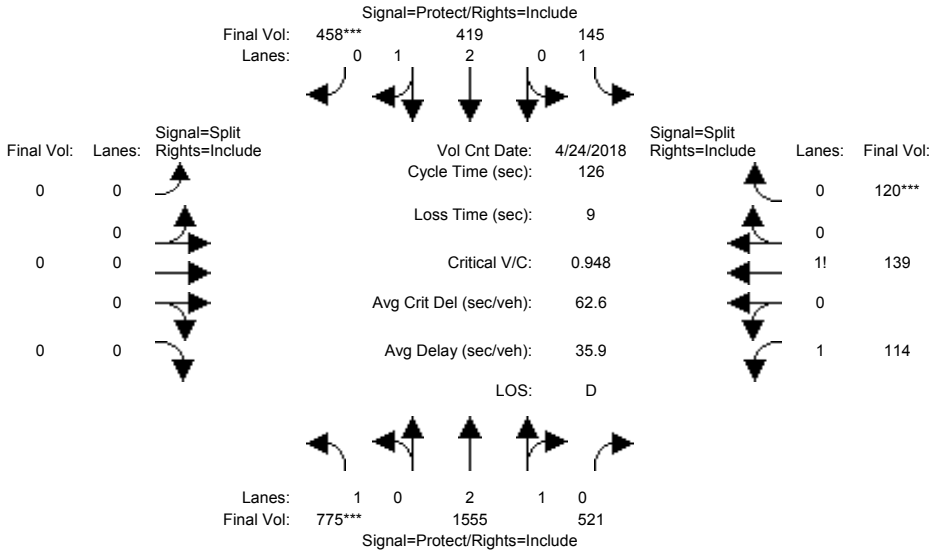
Winchester Ranch Residential Development

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

Intersection #3829: TISCH/WINCHESTER



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 Apr 2018 <<												
Base Vol:	742	1154	328	53	366	391	0	0	0	90	122	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	742	1154	328	53	366	391	0	0	0	90	122	37
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	33	401	193	92	53	67	0	0	0	24	17	83
Initial Fut:	775	1555	521	145	419	458	0	0	0	114	139	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:	775	1555	521	145	419	458	0	0	0	114	139	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	775	1555	521	145	419	458	0	0	0	114	139	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:	775	1555	521	145	419	458	0	0	0	114	139	120
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.22	0.78	1.00	2.00	1.00	0.00	0.00	0.00	1.18	0.44	0.38
Final Sat.:	1750	4193	1404	1750	3800	1750	0	0	0	2072	789	680
Capacity Analysis Module:												
Vol/Sat:	0.44	0.37	0.37	0.08	0.11	0.26	0.00	0.00	0.00	0.05	0.18	0.18
Crit Moves:	****					****						****
Green Time:	58.8	76.6	76.6	17.0	34.8	34.8	0.0	0.0	0.0	23.4	23.4	23.4
Volume/Cap:	0.95	0.61	0.61	0.61	0.40	0.95	0.00	0.00	0.00	0.29	0.95	0.95
Delay/Veh:	52.1	15.8	15.8	56.0	37.2	63.1	0.0	0.0	0.0	44.3	83.1	83.1
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:	52.1	15.8	15.8	56.0	37.2	63.1	0.0	0.0	0.0	44.3	83.1	83.1
LOS by Move:	D	B	B	E	D	E	A	A	A	D	F	F
HCM2kAvgQ:	31	16	16	7	7	23	0	0	0	4	17	17

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

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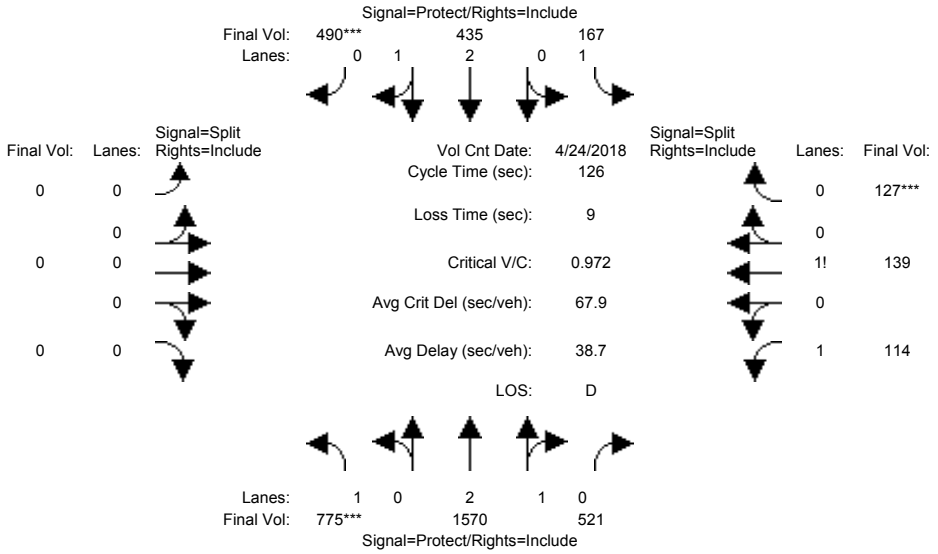
Winchester Ranch Residential Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
1-Way Charles Cali - Background Plus Project (AM)

Intersection #3829: TISCH/WINCHESTER



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 Apr 2018 <<												
Base Vol:	742	1154	328	53	366	391	0	0	0	90	122	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	742	1154	328	53	366	391	0	0	0	90	122	37
Added Vol:	0	15	0	22	16	32	0	0	0	0	0	7
ATI:	33	401	193	92	53	67	0	0	0	24	17	83
Initial Fut:	775	1570	521	167	435	490	0	0	0	114	139	127
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	775	1570	521	167	435	490	0	0	0	114	139	127
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	775	1570	521	167	435	490	0	0	0	114	139	127
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	775	1570	521	167	435	490	0	0	0	114	139	127
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.23	0.77	1.00	2.00	1.00	0.00	0.00	0.00	1.18	0.43	0.39
Final Sat.:	1750	4203	1394	1750	3800	1750	0	0	0	2065	772	704
Capacity Analysis Module:												
Vol/Sat:	0.44	0.37	0.37	0.10	0.11	0.28	0.00	0.00	0.00	0.05	0.18	0.18
Crit Moves:	****					****						****
Green Time:	57.4	74.7	74.7	19.0	36.3	36.3	0.0	0.0	0.0	23.3	23.3	23.3
Volume/Cap:	0.97	0.63	0.63	0.63	0.40	0.97	0.00	0.00	0.00	0.30	0.97	0.97
Delay/Veh:	58.7	17.1	17.1	55.0	36.2	67.0	0.0	0.0	0.0	44.4	89.2	89.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.7	17.1	17.1	55.0	36.2	67.0	0.0	0.0	0.0	44.4	89.2	89.2
LOS by Move:	E	B	B	E	D	E	A	A	A	D	F	F
HCM2kAvgQ:	32	16	16	7	7	26	0	0	0	4	18	18

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

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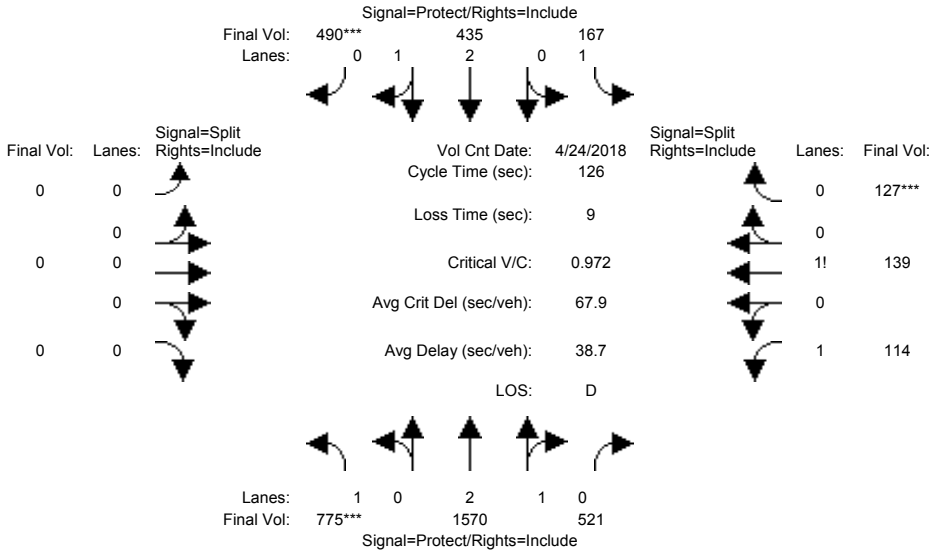
Winchester Ranch Residential Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2-Way Charles Cali - Background Plus Project (AM)

Intersection #3829: TISCH/WINCHESTER



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 Apr 2018 <<												
Base Vol:	742	1154	328	53	366	391	0	0	0	90	122	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	742	1154	328	53	366	391	0	0	0	90	122	37
Added Vol:	0	15	0	22	16	32	0	0	0	0	0	7
ATI:	33	401	193	92	53	67	0	0	0	24	17	83
Initial Fut:	775	1570	521	167	435	490	0	0	0	114	139	127
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	775	1570	521	167	435	490	0	0	0	114	139	127
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	775	1570	521	167	435	490	0	0	0	114	139	127
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	775	1570	521	167	435	490	0	0	0	114	139	127
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.23	0.77	1.00	2.00	1.00	0.00	0.00	0.00	1.18	0.43	0.39
Final Sat.:	1750	4203	1394	1750	3800	1750	0	0	0	2065	772	704
Capacity Analysis Module:												
Vol/Sat:	0.44	0.37	0.37	0.10	0.11	0.28	0.00	0.00	0.00	0.05	0.18	0.18
Crit Moves:	****					****						****
Green Time:	57.4	74.7	74.7	19.0	36.3	36.3	0.0	0.0	0.0	23.3	23.3	23.3
Volume/Cap:	0.97	0.63	0.63	0.63	0.40	0.97	0.00	0.00	0.00	0.30	0.97	0.97
Delay/Veh:	58.7	17.1	17.1	55.0	36.2	67.0	0.0	0.0	0.0	44.4	89.2	89.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.7	17.1	17.1	55.0	36.2	67.0	0.0	0.0	0.0	44.4	89.2	89.2
LOS by Move:	E	B	B	E	D	E	A	A	A	D	F	F
HCM2kAvgQ:	32	16	16	7	7	26	0	0	0	4	18	18

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

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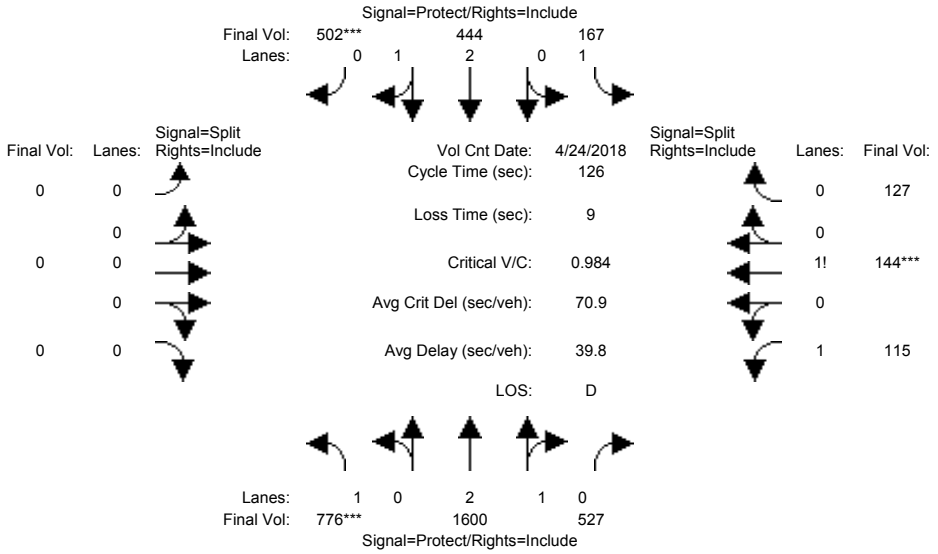
Winchester Ranch Residential Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
1-Way Charles Cali - Cumulative Plus Project (AM)

Intersection #3829: TISCH/WINCHESTER



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 Apr 2018 <<												
Base Vol:	775	1555	521	145	419	458	0	0	0	114	139	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:	775	1555	521	145	419	458	0	0	0	114	139	120
Added Vol:	0	15	0	22	16	32	0	0	0	0	0	7
ATI:	1	30	6	0	9	12	0	0	0	1	5	0
Initial Fut:	776	1600	527	167	444	502	0	0	0	115	144	127
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	776	1600	527	167	444	502	0	0	0	115	144	127
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	776	1600	527	167	444	502	0	0	0	115	144	127
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	776	1600	527	167	444	502	0	0	0	115	144	127
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.23	0.77	1.00	2.00	1.00	0.00	0.00	0.00	1.18	0.44	0.38
Final Sat.:	1750	4211	1387	1750	3800	1750	0	0	0	2064	785	692
Capacity Analysis Module:												
Vol/Sat:	0.44	0.38	0.38	0.10	0.12	0.29	0.00	0.00	0.00	0.06	0.18	0.18
Crit Moves:	****					****					****	
Green Time:	56.8	74.7	74.7	18.8	36.7	36.7	0.0	0.0	0.0	23.5	23.5	23.5
Volume/Cap:	0.98	0.64	0.64	0.64	0.40	0.98	0.00	0.00	0.00	0.30	0.98	0.98
Delay/Veh:	62.1	17.2	17.2	55.7	35.9	69.4	0.0	0.0	0.0	44.3	92.1	92.1
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:	62.1	17.2	17.2	55.7	35.9	69.4	0.0	0.0	0.0	44.3	92.1	92.1
LOS by Move:	E	B	B	E	D	E	A	A	A	D	F	F
HCM2kAvgQ:	32	17	17	8	7	27	0	0	0	4	18	18

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

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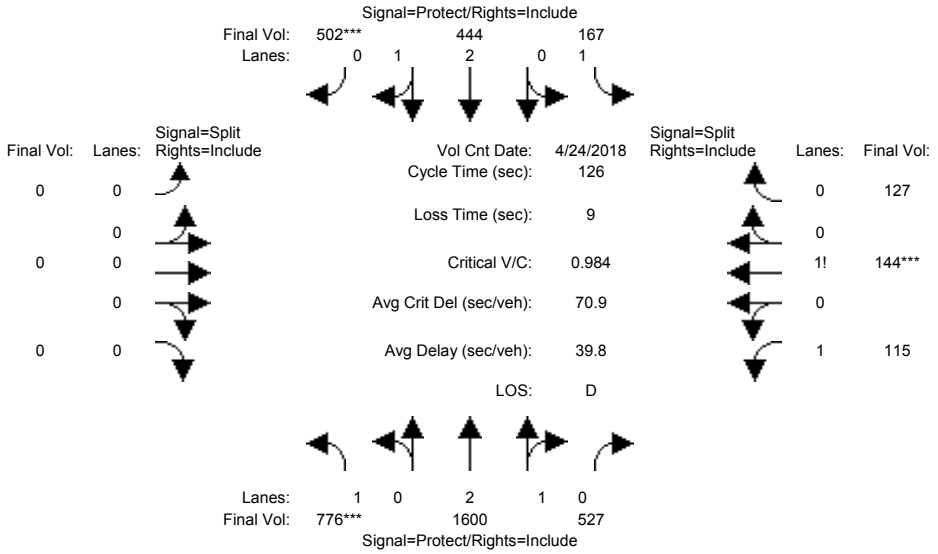
Winchester Ranch Residential Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2-Way Charles Cali - Cumulative Plus Project (AM)

Intersection #3829: TISCH/WINCHESTER



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 Apr 2018 <<												
Base Vol:	775	1555	521	145	419	458	0	0	0	114	139	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:	775	1555	521	145	419	458	0	0	0	114	139	120
Added Vol:	0	15	0	22	16	32	0	0	0	0	0	7
ATI:	1	30	6	0	9	12	0	0	0	1	5	0
Initial Fut:	776	1600	527	167	444	502	0	0	0	115	144	127
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	776	1600	527	167	444	502	0	0	0	115	144	127
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	776	1600	527	167	444	502	0	0	0	115	144	127
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	776	1600	527	167	444	502	0	0	0	115	144	127
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.23	0.77	1.00	2.00	1.00	0.00	0.00	0.00	1.18	0.44	0.38
Final Sat.:	1750	4211	1387	1750	3800	1750	0	0	0	2064	785	692
Capacity Analysis Module:												
Vol/Sat:	0.44	0.38	0.38	0.10	0.12	0.29	0.00	0.00	0.00	0.06	0.18	0.18
Crit Moves:	****					****					****	
Green Time:	56.8	74.7	74.7	18.8	36.7	36.7	0.0	0.0	0.0	23.5	23.5	23.5
Volume/Cap:	0.98	0.64	0.64	0.64	0.40	0.98	0.00	0.00	0.00	0.30	0.98	0.98
Delay/Veh:	62.1	17.2	17.2	55.7	35.9	69.4	0.0	0.0	0.0	44.3	92.1	92.1
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:	62.1	17.2	17.2	55.7	35.9	69.4	0.0	0.0	0.0	44.3	92.1	92.1
LOS by Move:	E	B	B	E	D	E	A	A	A	D	F	F
HCM2kAvgQ:	32	17	17	8	7	27	0	0	0	4	18	18

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

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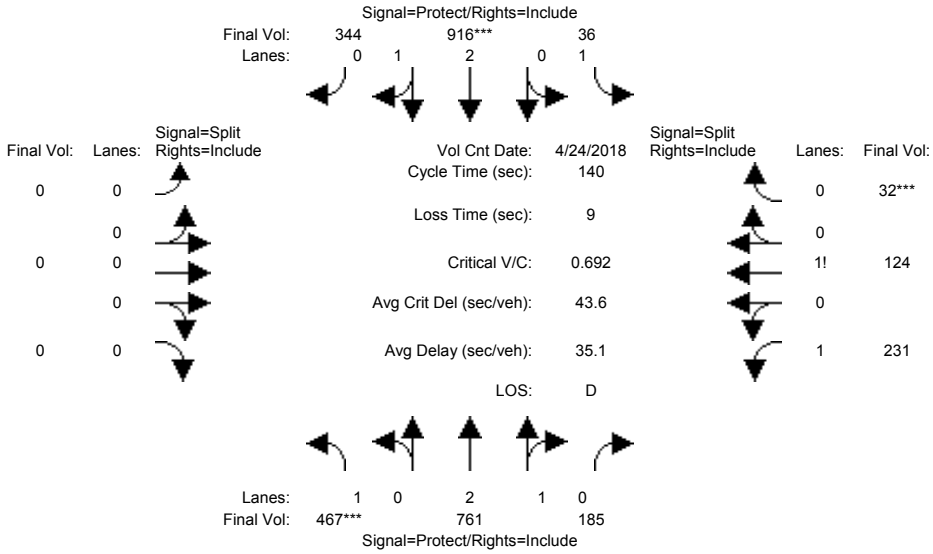
Winchester Ranch Residential Development

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

Intersection #3829: TISCH/WINCHESTER



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 Apr 2018 <<												
Base Vol:	467	761	185	36	916	344	0	0	0	231	124	32
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	467	761	185	36	916	344	0	0	0	231	124	32
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	467	761	185	36	916	344	0	0	0	231	124	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	467	761	185	36	916	344	0	0	0	231	124	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	467	761	185	36	916	344	0	0	0	231	124	32
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	467	761	185	36	916	344	0	0	0	231	124	32
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.95	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	1.00	2.39	0.61	1.00	2.15	0.85	0.00	0.00	0.00	1.42	0.46	0.12
Final Sat.:	1750	4503	1095	1750	4069	1528	0	0	0	2494	799	206
Capacity Analysis Module:												
Vol/Sat:	0.27	0.17	0.17	0.02	0.23	0.23	0.00	0.00	0.00	0.09	0.16	0.16
Crit Moves:	****				****							****
Green Time:	54.0	76.9	76.9	22.7	45.6	45.6	0.0	0.0	0.0	31.4	31.4	31.4
Volume/Cap:	0.69	0.31	0.31	0.13	0.69	0.69	0.00	0.00	0.00	0.41	0.69	0.69
Delay/Veh:	39.1	17.2	17.2	50.3	42.3	42.3	0.0	0.0	0.0	46.7	53.5	53.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.1	17.2	17.2	50.3	42.3	42.3	0.0	0.0	0.0	46.7	53.5	53.5
LOS by Move:	D	B	B	D	D	D	A	A	A	D	D	D
HCM2kAvgQ:	18	7	7	1	17	17	0	0	0	7	13	13

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

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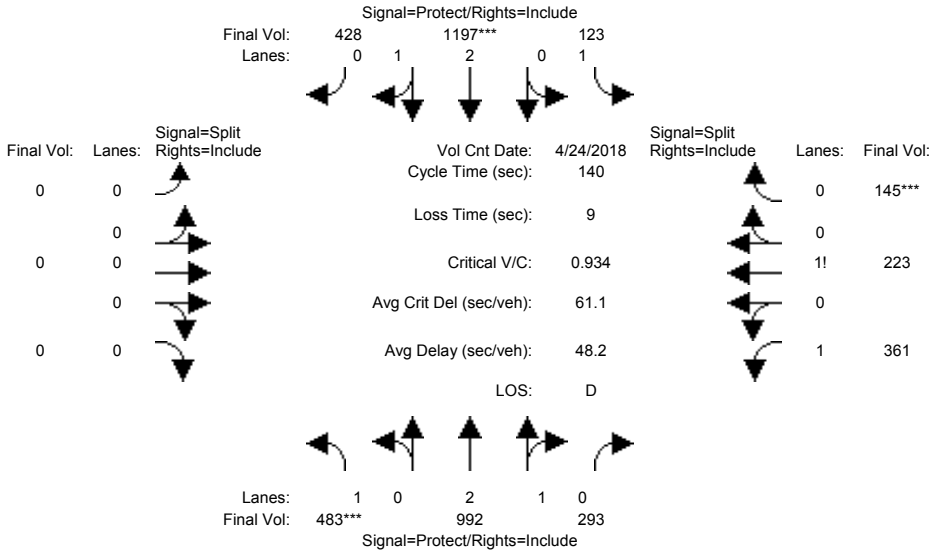
Winchester Ranch Residential Development

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

Intersection #3829: TISCH/WINCHESTER



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 Apr 2018 <<												
Base Vol:	467	761	185	36	916	344	0	0	0	231	124	32
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	467	761	185	36	916	344	0	0	0	231	124	32
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	16	231	108	87	281	84	0	0	0	130	99	113
Initial Fut:	483	992	293	123	1197	428	0	0	0	361	223	145
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	483	992	293	123	1197	428	0	0	0	361	223	145
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	483	992	293	123	1197	428	0	0	0	361	223	145
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	483	992	293	123	1197	428	0	0	0	361	223	145
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.29	0.71	1.00	2.18	0.82	0.00	0.00	0.00	1.34	0.40	0.26
Final Sat.:	1750	4322	1276	1750	4123	1474	0	0	0	2336	725	472
Capacity Analysis Module:												
Vol/Sat:	0.28	0.23	0.23	0.07	0.29	0.29	0.00	0.00	0.00	0.15	0.31	0.31
Crit Moves:	****				****							****
Green Time:	41.4	65.0	65.0	19.9	43.5	43.5	0.0	0.0	0.0	46.1	46.1	46.1
Volume/Cap:	0.93	0.49	0.49	0.49	0.93	0.93	0.00	0.00	0.00	0.47	0.93	0.93
Delay/Veh:	72.2	26.2	26.2	57.0	56.7	56.7	0.0	0.0	0.0	37.5	63.6	63.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	72.2	26.2	26.2	57.0	56.7	56.7	0.0	0.0	0.0	37.5	63.6	63.6
LOS by Move:	E	C	C	E	E	E	A	A	A	D	E	E
HCM2kAvgQ:	23	12	12	6	27	27	0	0	0	10	28	28

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

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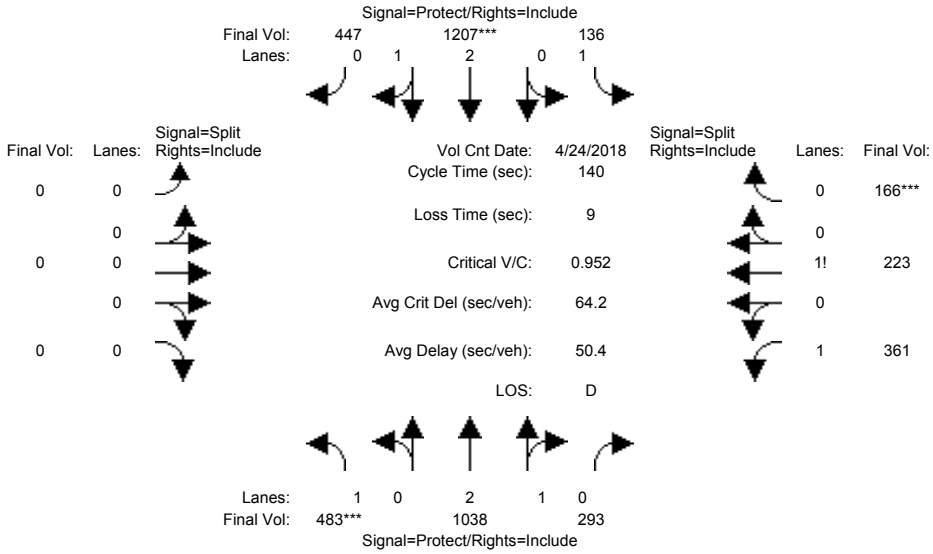
Winchester Ranch Residential Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
1-Way Charles Cali - Background Plus Project (PM)

Intersection #3829: TISCH/WINCHESTER



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 Apr 2018 <<												
Base Vol:	467	761	185	36	916	344	0	0	0	231	124	32
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	467	761	185	36	916	344	0	0	0	231	124	32
Added Vol:	0	46	0	13	10	19	0	0	0	0	0	21
ATI:	16	231	108	87	281	84	0	0	0	130	99	113
Initial Fut:	483	1038	293	136	1207	447	0	0	0	361	223	166
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	483	1038	293	136	1207	447	0	0	0	361	223	166
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	483	1038	293	136	1207	447	0	0	0	361	223	166
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	483	1038	293	136	1207	447	0	0	0	361	223	166
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.32	0.68	1.00	2.16	0.84	0.00	0.00	0.00	1.32	0.39	0.29
Final Sat.:	1750	4366	1232	1750	4085	1513	0	0	0	2315	699	521
Capacity Analysis Module:												
Vol/Sat:	0.28	0.24	0.24	0.08	0.30	0.30	0.00	0.00	0.00	0.16	0.32	0.32
Crit Moves:	****				****							****
Green Time:	40.6	63.4	63.4	20.7	43.5	43.5	0.0	0.0	0.0	47.0	47.0	47.0
Volume/Cap:	0.95	0.53	0.53	0.53	0.95	0.95	0.00	0.00	0.00	0.46	0.95	0.95
Delay/Veh:	76.9	27.7	27.7	57.1	59.4	59.4	0.0	0.0	0.0	36.8	66.6	66.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	76.9	27.7	27.7	57.1	59.4	59.4	0.0	0.0	0.0	36.8	66.6	66.6
LOS by Move:	E	C	C	E	E	E	A	A	A	D	E	E
HCM2kAvgQ:	24	13	13	6	28	28	0	0	0	10	30	30

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

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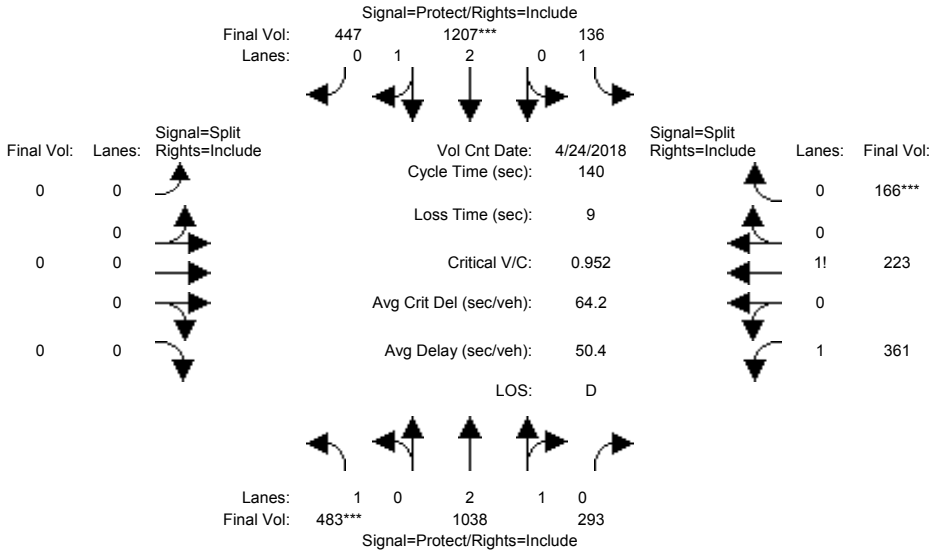
Winchester Ranch Residential Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2-Way Charles Cali - Background Plus Project (PM)

Intersection #3829: TISCH/WINCHESTER



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 Apr 2018 <<												
Base Vol:	467	761	185	36	916	344	0	0	0	231	124	32
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	467	761	185	36	916	344	0	0	0	231	124	32
Added Vol:	0	46	0	13	10	19	0	0	0	0	0	21
ATI:	16	231	108	87	281	84	0	0	0	130	99	113
Initial Fut:	483	1038	293	136	1207	447	0	0	0	361	223	166
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	483	1038	293	136	1207	447	0	0	0	361	223	166
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	483	1038	293	136	1207	447	0	0	0	361	223	166
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	483	1038	293	136	1207	447	0	0	0	361	223	166
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.32	0.68	1.00	2.16	0.84	0.00	0.00	0.00	1.32	0.39	0.29
Final Sat.:	1750	4366	1232	1750	4085	1513	0	0	0	2315	699	521
Capacity Analysis Module:												
Vol/Sat:	0.28	0.24	0.24	0.08	0.30	0.30	0.00	0.00	0.00	0.16	0.32	0.32
Crit Moves:	****				****							****
Green Time:	40.6	63.4	63.4	20.7	43.5	43.5	0.0	0.0	0.0	47.0	47.0	47.0
Volume/Cap:	0.95	0.53	0.53	0.53	0.95	0.95	0.00	0.00	0.00	0.46	0.95	0.95
Delay/Veh:	76.9	27.7	27.7	57.1	59.4	59.4	0.0	0.0	0.0	36.8	66.6	66.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	76.9	27.7	27.7	57.1	59.4	59.4	0.0	0.0	0.0	36.8	66.6	66.6
LOS by Move:	E	C	C	E	E	E	A	A	A	D	E	E
HCM2kAvgQ:	24	13	13	6	28	28	0	0	0	10	30	30

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

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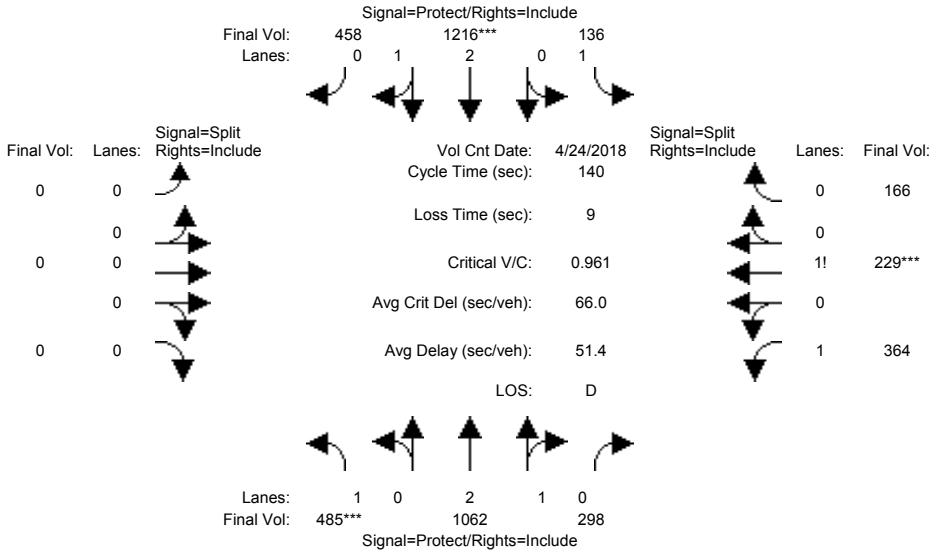
Winchester Ranch Residential Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
1-Way Charles Cali - Cumulative Plus Project (PM)

Intersection #3829: TISCH/WINCHESTER



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 Apr 2018 <<												
Base Vol:	483	992	293	123	1197	428	0	0	0	361	223	145
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	483	992	293	123	1197	428	0	0	0	361	223	145
Added Vol:	0	46	0	13	10	19	0	0	0	0	0	21
ATI:	2	24	5	0	9	11	0	0	0	3	6	0
Initial Fut:	485	1062	298	136	1216	458	0	0	0	364	229	166
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	485	1062	298	136	1216	458	0	0	0	364	229	166
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	485	1062	298	136	1216	458	0	0	0	364	229	166
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	485	1062	298	136	1216	458	0	0	0	364	229	166
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.32	0.68	1.00	2.15	0.85	0.00	0.00	0.00	1.32	0.39	0.29
Final Sat.:	1750	4371	1227	1750	4066	1531	0	0	0	2313	708	513
Capacity Analysis Module:												
Vol/Sat:	0.28	0.24	0.24	0.08	0.30	0.30	0.00	0.00	0.00	0.16	0.32	0.32
Crit Moves:	****				****						****	
Green Time:	40.4	63.6	63.6	20.3	43.5	43.5	0.0	0.0	0.0	47.1	47.1	47.1
Volume/Cap:	0.96	0.54	0.54	0.54	0.96	0.96	0.00	0.00	0.00	0.47	0.96	0.96
Delay/Veh:	79.4	27.8	27.8	57.7	61.0	61.0	0.0	0.0	0.0	36.8	68.5	68.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	79.4	27.8	27.8	57.7	61.0	61.0	0.0	0.0	0.0	36.8	68.5	68.5
LOS by Move:	E	C	C	E	E	E	A	A	A	D	E	E
HCM2kAvgQ:	24	14	14	6	29	29	0	0	0	10	31	31

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

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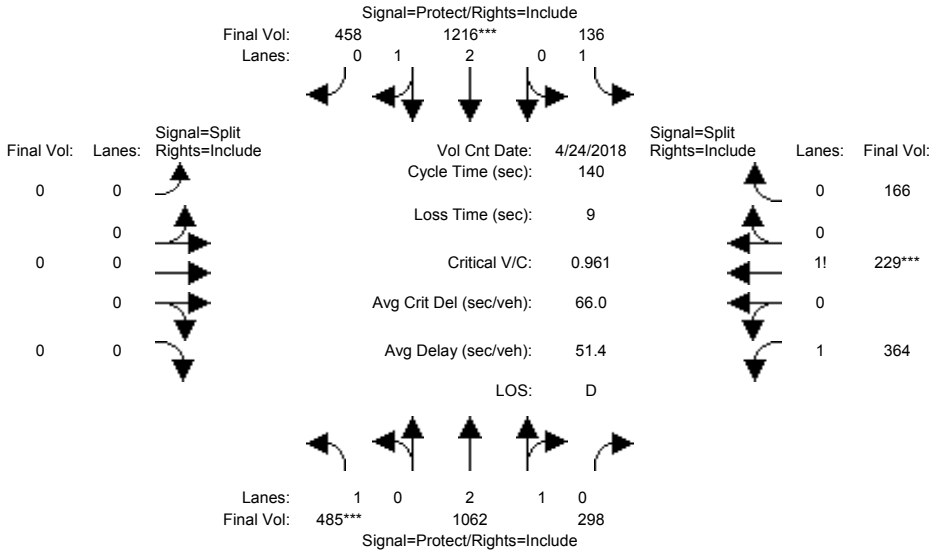
Winchester Ranch Residential Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2-Way Charles Cali - Cumulative Plus Project (PM)

Intersection #3829: TISCH/WINCHESTER



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 Apr 2018 <<												
Base Vol:	483	992	293	123	1197	428	0	0	0	361	223	145
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	483	992	293	123	1197	428	0	0	0	361	223	145
Added Vol:	0	46	0	13	10	19	0	0	0	0	0	21
ATI:	2	24	5	0	9	11	0	0	0	3	6	0
Initial Fut:	485	1062	298	136	1216	458	0	0	0	364	229	166
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	485	1062	298	136	1216	458	0	0	0	364	229	166
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	485	1062	298	136	1216	458	0	0	0	364	229	166
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	485	1062	298	136	1216	458	0	0	0	364	229	166
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.32	0.68	1.00	2.15	0.85	0.00	0.00	0.00	1.32	0.39	0.29
Final Sat.:	1750	4371	1227	1750	4066	1531	0	0	0	2313	708	513
Capacity Analysis Module:												
Vol/Sat:	0.28	0.24	0.24	0.08	0.30	0.30	0.00	0.00	0.00	0.16	0.32	0.32
Crit Moves:	****				****						****	
Green Time:	40.4	63.6	63.6	20.3	43.5	43.5	0.0	0.0	0.0	47.1	47.1	47.1
Volume/Cap:	0.96	0.54	0.54	0.54	0.96	0.96	0.00	0.00	0.00	0.47	0.96	0.96
Delay/Veh:	79.4	27.8	27.8	57.7	61.0	61.0	0.0	0.0	0.0	36.8	68.5	68.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	79.4	27.8	27.8	57.7	61.0	61.0	0.0	0.0	0.0	36.8	68.5	68.5
LOS by Move:	E	C	C	E	E	E	A	A	A	D	E	E
HCM2kAvgQ:	24	14	14	6	29	29	0	0	0	10	31	31

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

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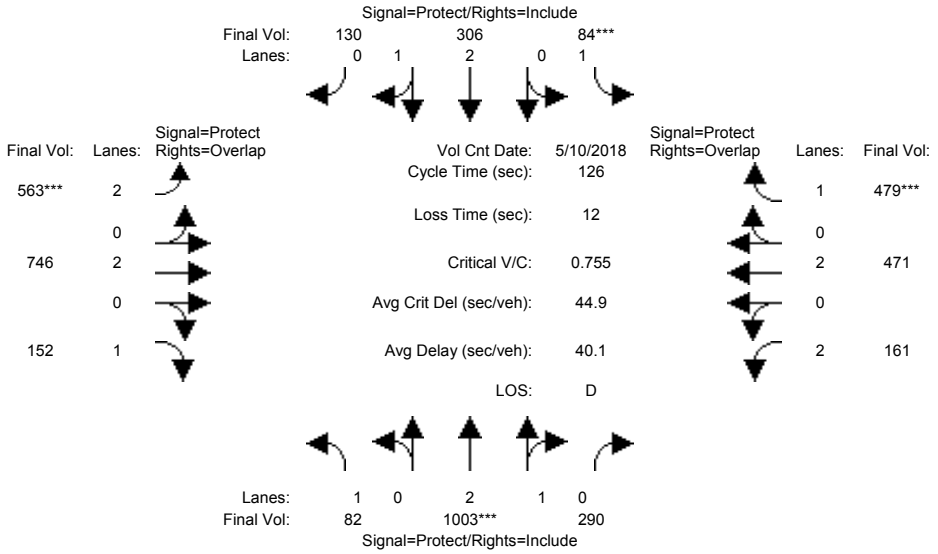
Winchester Ranch Residential Development

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

Intersection #3711: MOORPARK/WINCHESTER



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 10 May 2018 <<												
Base Vol:	82	1003	290	84	306	130	563	746	152	161	471	479
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	82	1003	290	84	306	130	563	746	152	161	471	479
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	82	1003	290	84	306	130	563	746	152	161	471	479
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	82	1003	290	84	306	130	563	746	152	161	471	479
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	1003	290	84	306	130	563	746	152	161	471	479
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	82	1003	290	84	306	130	563	746	152	161	471	479
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.30	0.70	1.00	2.07	0.93	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	4342	1256	1750	3928	1669	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.23	0.23	0.05	0.08	0.08	0.18	0.20	0.09	0.05	0.12	0.27
Crit Moves:		****		****			****					****
Green Time:	19.2	38.5	38.5	8.0	27.4	27.4	29.8	51.6	70.8	14.6	36.4	44.4
Volume/Cap:	0.31	0.76	0.76	0.76	0.36	0.36	0.76	0.48	0.15	0.44	0.43	0.78
Delay/Veh:	48.2	41.5	41.5	83.2	42.0	42.0	49.1	27.6	13.3	52.7	36.6	42.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.2	41.5	41.5	83.2	42.0	42.0	49.1	27.6	13.3	52.7	36.6	42.6
LOS by Move:	D	D	D	F	D	D	D	C	B	D	D	D
HCM2kAvgQ:	3	17	17	4	5	5	12	10	3	4	7	19

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

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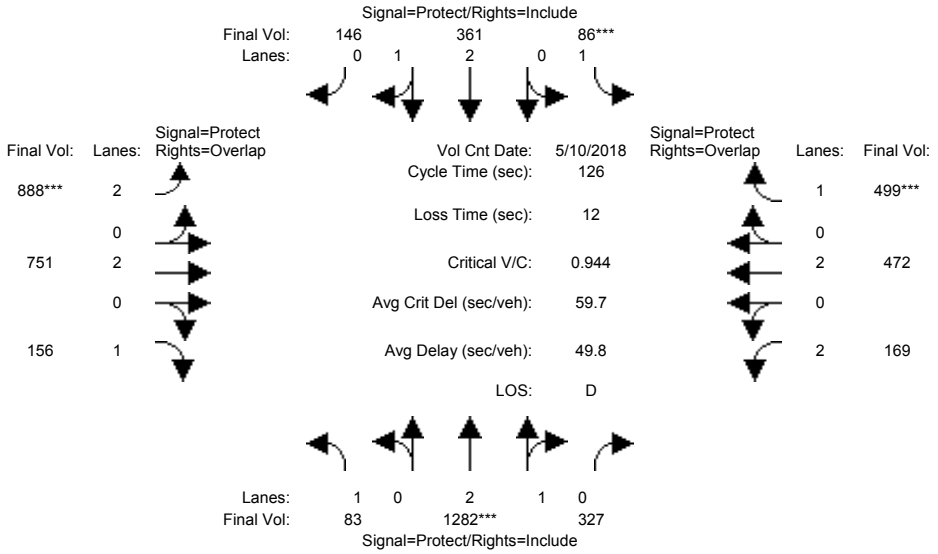
Winchester Ranch Residential Development

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

Intersection #3711: MOORPARK/WINCHESTER



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 10 May 2018 <<												
Base Vol:	82	1003	290	84	306	130	563	746	152	161	471	479
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	82	1003	290	84	306	130	563	746	152	161	471	479
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	1	279	37	2	55	16	325	5	4	8	1	20
Initial Fut:	83	1282	327	86	361	146	888	751	156	169	472	499
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	83	1282	327	86	361	146	888	751	156	169	472	499
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	1282	327	86	361	146	888	751	156	169	472	499
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	83	1282	327	86	361	146	888	751	156	169	472	499
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.37	0.63	1.00	2.10	0.90	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	4460	1138	1750	3986	1611	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.29	0.29	0.05	0.09	0.09	0.28	0.20	0.09	0.05	0.12	0.28
Crit Moves:		****		****			****					****
Green Time:	17.3	38.5	38.5	7.0	28.2	28.2	37.8	53.5	70.8	15.0	30.7	37.7
Volume/Cap:	0.35	0.94	0.94	0.89	0.40	0.40	0.94	0.47	0.16	0.45	0.51	0.95
Delay/Veh:	50.1	53.3	53.3	115.6	42.0	42.0	59.7	26.2	13.4	52.5	41.6	70.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.1	53.3	53.3	115.6	42.0	42.0	59.7	26.2	13.4	52.5	41.6	70.7
LOS by Move:	D	D	D	F	D	D	E	C	B	D	D	E
HCM2kAvgQ:	3	25	25	4	5	5	22	10	3	4	8	25

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

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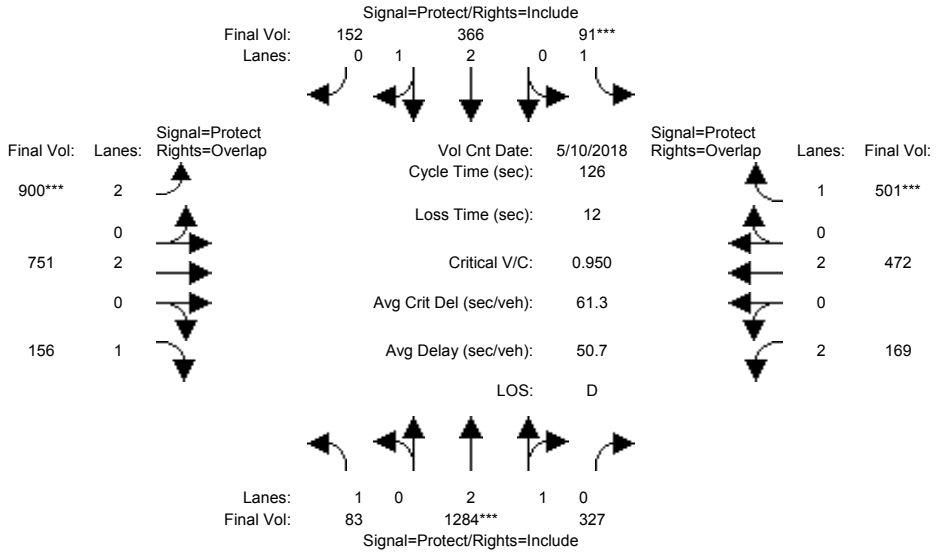
Winchester Ranch Residential Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
1-Way Charles Cali - Background Plus Project (AM)

Intersection #3711: MOORPARK/WINCHESTER



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 10 May 2018 <<												
Base Vol:	82	1003	290	84	306	130	563	746	152	161	471	479
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	82	1003	290	84	306	130	563	746	152	161	471	479
Added Vol:	0	2	0	5	5	6	12	0	0	0	0	2
ATI:	1	279	37	2	55	16	325	5	4	8	1	20
Initial Fut:	83	1284	327	91	366	152	900	751	156	169	472	501
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	83	1284	327	91	366	152	900	751	156	169	472	501
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	1284	327	91	366	152	900	751	156	169	472	501
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	83	1284	327	91	366	152	900	751	156	169	472	501
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.37	0.63	1.00	2.09	0.91	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	4461	1137	1750	3955	1642	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.29	0.29	0.05	0.09	0.09	0.29	0.20	0.09	0.05	0.12	0.29
Crit Moves:		****		****			****					****
Green Time:	17.0	38.3	38.3	7.0	28.3	28.3	38.0	53.6	70.6	15.1	30.7	37.7
Volume/Cap:	0.35	0.95	0.95	0.94	0.41	0.41	0.95	0.46	0.16	0.45	0.51	0.96
Delay/Veh:	50.4	54.4	54.4	130.6	42.0	42.0	60.7	26.1	13.4	52.4	41.6	71.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.4	54.4	54.4	130.6	42.0	42.0	60.7	26.1	13.4	52.4	41.6	71.9
LOS by Move:	D	D	D	F	D	D	E	C	B	D	D	E
HCM2kAvgQ:	3	25	25	5	6	6	23	10	3	4	8	26

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

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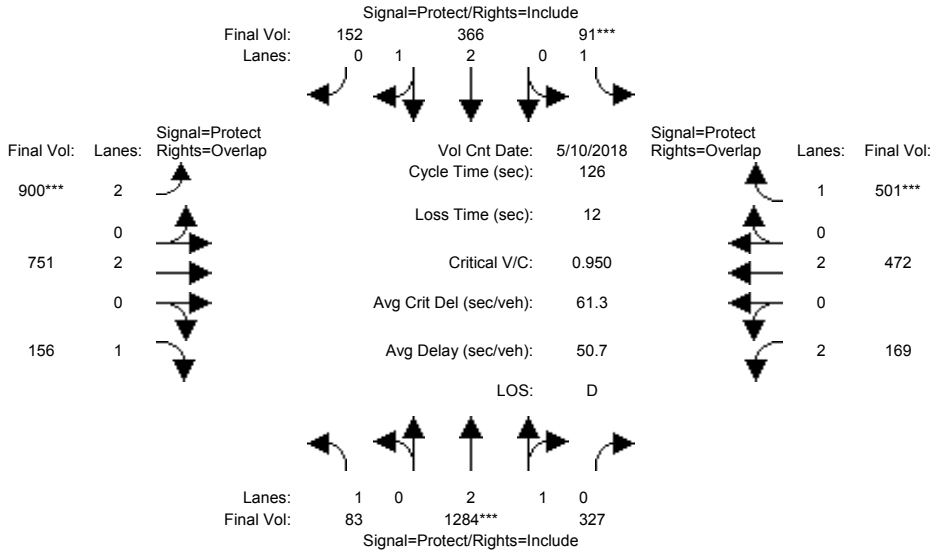
Winchester Ranch Residential Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2-Way Charles Cali - Background Plus Project (AM)

Intersection #3711: MOORPARK/WINCHESTER



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 10 May 2018 <<												
Base Vol:	82	1003	290	84	306	130	563	746	152	161	471	479
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	82	1003	290	84	306	130	563	746	152	161	471	479
Added Vol:	0	2	0	5	5	6	12	0	0	0	0	2
ATI:	1	279	37	2	55	16	325	5	4	8	1	20
Initial Fut:	83	1284	327	91	366	152	900	751	156	169	472	501
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	83	1284	327	91	366	152	900	751	156	169	472	501
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	1284	327	91	366	152	900	751	156	169	472	501
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	83	1284	327	91	366	152	900	751	156	169	472	501
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.37	0.63	1.00	2.09	0.91	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	4461	1137	1750	3955	1642	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.29	0.29	0.05	0.09	0.09	0.29	0.20	0.09	0.05	0.12	0.29
Crit Moves:		****		****			****					****
Green Time:	17.0	38.3	38.3	7.0	28.3	28.3	38.0	53.6	70.6	15.1	30.7	37.7
Volume/Cap:	0.35	0.95	0.95	0.94	0.41	0.41	0.95	0.46	0.16	0.45	0.51	0.96
Delay/Veh:	50.4	54.4	54.4	130.6	42.0	42.0	60.7	26.1	13.4	52.4	41.6	71.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.4	54.4	54.4	130.6	42.0	42.0	60.7	26.1	13.4	52.4	41.6	71.9
LOS by Move:	D	D	D	F	D	D	E	C	B	D	D	E
HCM2kAvgQ:	3	25	25	5	6	6	23	10	3	4	8	26

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

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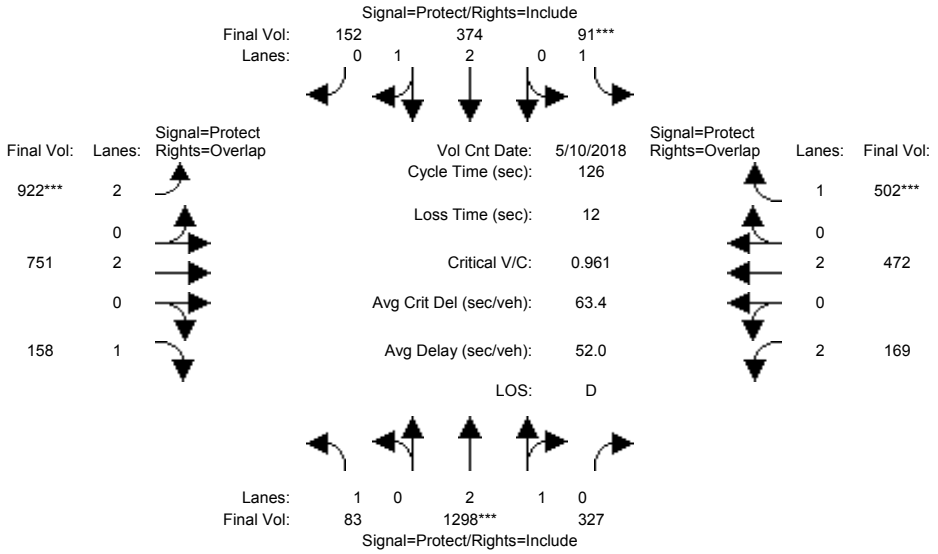
Winchester Ranch Residential Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
1-Way Charles Cali - Cumulative Plus Project (AM)

Intersection #3711: MOORPARK/WINCHESTER



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 10 May 2018 <<												
Base Vol:	83	1282	327	86	361	146	888	751	156	169	472	499
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	83	1282	327	86	361	146	888	751	156	169	472	499
Added Vol:	0	2	0	5	5	6	12	0	0	0	0	2
ATI:	0	14	0	0	8	0	22	0	2	0	0	1
Initial Fut:	83	1298	327	91	374	152	922	751	158	169	472	502
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	83	1298	327	91	374	152	922	751	158	169	472	502
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	1298	327	91	374	152	922	751	158	169	472	502
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	83	1298	327	91	374	152	922	751	158	169	472	502
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.37	0.63	1.00	2.10	0.90	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	4472	1127	1750	3980	1617	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.29	0.29	0.05	0.09	0.09	0.29	0.20	0.09	0.05	0.12	0.29
Crit Moves:		****		****			****					****
Green Time:	16.8	38.1	38.1	7.0	28.4	28.4	38.5	53.7	70.5	15.1	30.4	37.4
Volume/Cap:	0.36	0.96	0.96	0.94	0.42	0.42	0.96	0.46	0.16	0.45	0.51	0.97
Delay/Veh:	50.6	56.6	56.6	129.8	42.0	42.0	62.7	26.0	13.5	52.4	41.9	74.7
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:	50.6	56.6	56.6	129.8	42.0	42.0	62.7	26.0	13.5	52.4	41.9	74.7
LOS by Move:	D	E	E	F	D	D	E	C	B	D	D	E
HCM2kAvgQ:	3	26	26	5	6	6	24	10	3	4	8	26

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

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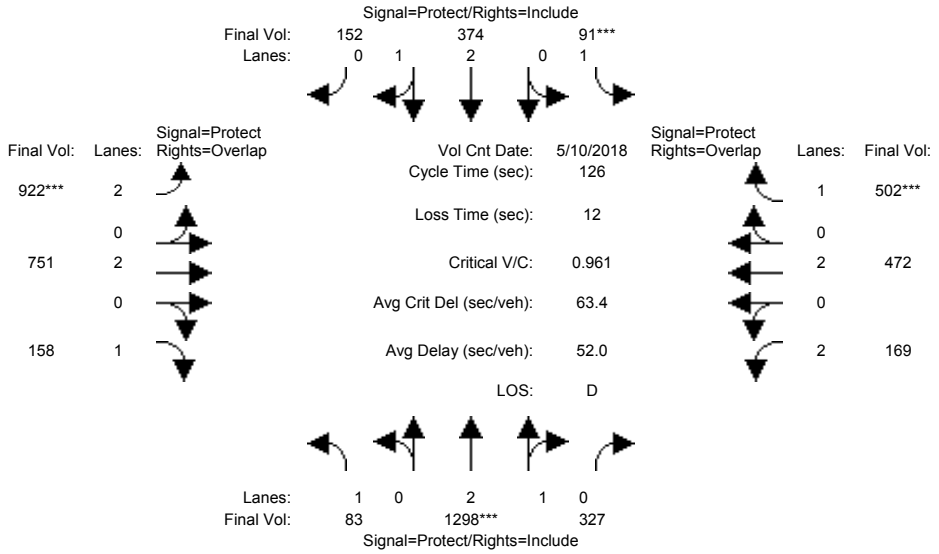
Winchester Ranch Residential Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2-Way Charles Cali - Cumulative Plus Project (AM)

Intersection #3711: MOORPARK/WINCHESTER



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 10 May 2018 <<												
Base Vol:	83	1282	327	86	361	146	888	751	156	169	472	499
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	83	1282	327	86	361	146	888	751	156	169	472	499
Added Vol:	0	2	0	5	5	6	12	0	0	0	0	2
ATI:	0	14	0	0	8	0	22	0	2	0	0	1
Initial Fut:	83	1298	327	91	374	152	922	751	158	169	472	502
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	83	1298	327	91	374	152	922	751	158	169	472	502
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	1298	327	91	374	152	922	751	158	169	472	502
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	83	1298	327	91	374	152	922	751	158	169	472	502
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.37	0.63	1.00	2.10	0.90	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	4472	1127	1750	3980	1617	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.29	0.29	0.05	0.09	0.09	0.29	0.20	0.09	0.05	0.12	0.29
Crit Moves:		****		****			****					****
Green Time:	16.8	38.1	38.1	7.0	28.4	28.4	38.5	53.7	70.5	15.1	30.4	37.4
Volume/Cap:	0.36	0.96	0.96	0.94	0.42	0.42	0.96	0.46	0.16	0.45	0.51	0.97
Delay/Veh:	50.6	56.6	56.6	129.8	42.0	42.0	62.7	26.0	13.5	52.4	41.9	74.7
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:	50.6	56.6	56.6	129.8	42.0	42.0	62.7	26.0	13.5	52.4	41.9	74.7
LOS by Move:	D	E	E	F	D	D	E	C	B	D	D	E
HCM2kAvgQ:	3	26	26	5	6	6	24	10	3	4	8	26

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

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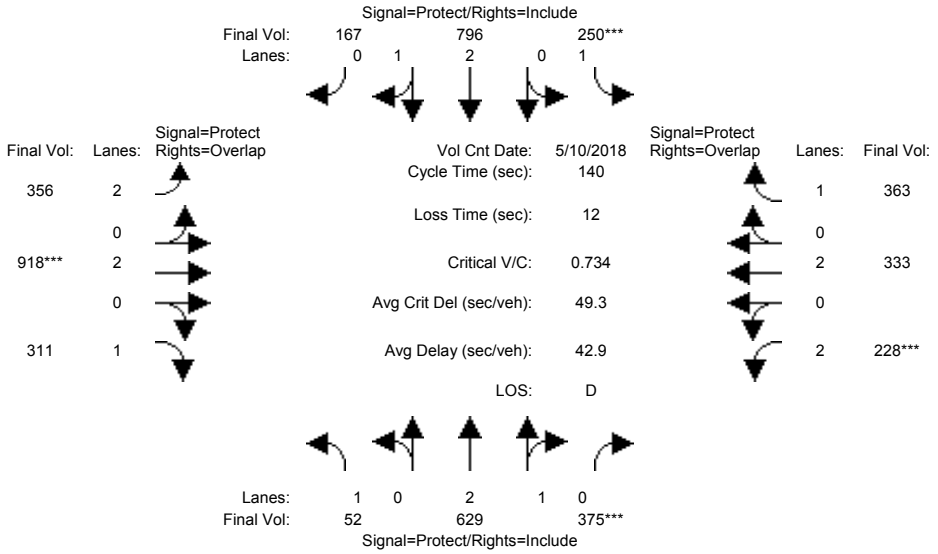
Winchester Ranch Residential Development

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

Intersection #3711: MOORPARK/WINCHESTER



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 10 May 2018 <<												
Base Vol:	52	629	375	250	796	167	356	918	311	228	333	363
Growth Adj:	1.00	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	629	375	250	796	167	356	918	311	228	333	363
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	52	629	375	250	796	167	356	918	311	228	333	363
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	629	375	250	796	167	356	918	311	228	333	363
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	629	375	250	796	167	356	918	311	228	333	363
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	52	629	375	250	796	167	356	918	311	228	333	363
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.46	0.54	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	4628	971	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.17	0.21	0.14	0.17	0.17	0.11	0.24	0.18	0.07	0.09	0.21
Crit Moves:			****	****				****		****		
Green Time:	15.3	40.9	40.9	27.2	52.8	52.8	33.7	46.1	61.4	13.8	26.2	53.4
Volume/Cap:	0.27	0.57	0.73	0.73	0.46	0.46	0.47	0.73	0.41	0.73	0.47	0.54
Delay/Veh:	58.0	42.5	46.8	61.0	33.0	33.0	45.9	43.8	27.2	70.1	51.2	34.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.0	42.5	46.8	61.0	33.0	33.0	45.9	43.8	27.2	70.1	51.2	34.7
LOS by Move:	E	D	D	E	C	C	D	D	C	E	D	C
HCM2kAvgQ:	2	12	17	11	10	10	8	17	9	7	7	13

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

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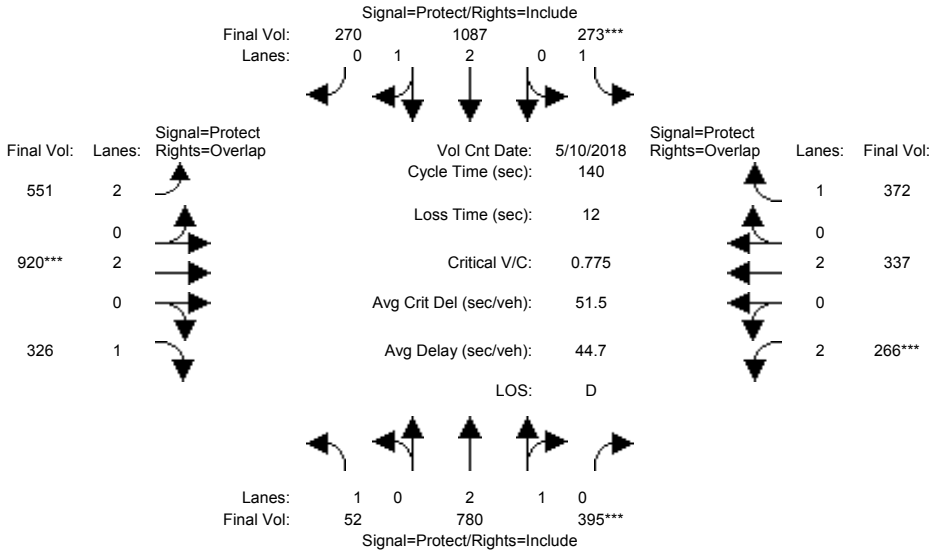
Winchester Ranch Residential Development

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

Intersection #3711: MOORPARK/WINCHESTER



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 10 May 2018 <<												
Base Vol:	52	629	375	250	796	167	356	918	311	228	333	363
Growth Adj:	1.00	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	629	375	250	796	167	356	918	311	228	333	363
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	151	20	23	291	103	195	2	15	38	4	9
Initial Fut:	52	780	395	273	1087	270	551	920	326	266	337	372
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	52	780	395	273	1087	270	551	920	326	266	337	372
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	780	395	273	1087	270	551	920	326	266	337	372
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	52	780	395	273	1087	270	551	920	326	266	337	372
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.38	0.62	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	4486	1112	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.21	0.23	0.16	0.24	0.24	0.18	0.24	0.19	0.08	0.09	0.21
Crit Moves:			****	****				****		****		
Green Time:	11.8	40.8	40.8	28.2	57.2	57.2	39.2	43.7	55.5	15.3	19.8	48.1
Volume/Cap:	0.35	0.70	0.77	0.77	0.59	0.59	0.63	0.77	0.47	0.77	0.63	0.62
Delay/Veh:	61.9	45.6	48.0	63.2	32.7	32.7	45.4	46.9	31.8	71.2	58.9	40.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.9	45.6	48.0	63.2	32.7	32.7	45.4	46.9	31.8	71.2	58.9	40.3
LOS by Move:	E	D	D	E	C	C	D	D	C	E	E	D
HCM2kAvgQ:	3	16	18	11	14	14	12	18	11	9	8	15

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

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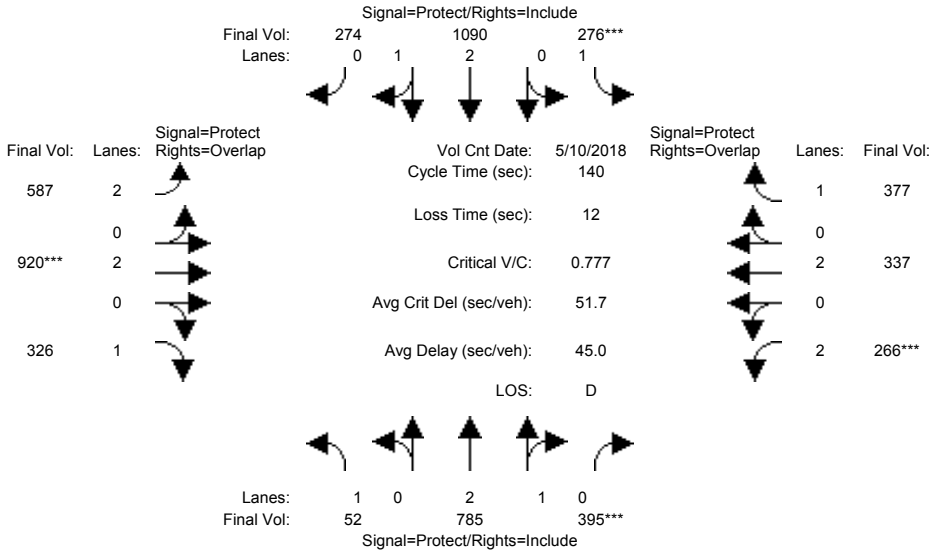
Winchester Ranch Residential Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
1-Way Charles Cali - Background Plus Project (PM)

Intersection #3711: MOORPARK/WINCHESTER



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 10 May 2018 <<												
Base Vol:	52	629	375	250	796	167	356	918	311	228	333	363
Growth Adj:	1.00	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	629	375	250	796	167	356	918	311	228	333	363
Added Vol:	0	5	0	3	3	4	36	0	0	0	0	5
ATI:	0	151	20	23	291	103	195	2	15	38	4	9
Initial Fut:	52	785	395	276	1090	274	587	920	326	266	337	377
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	52	785	395	276	1090	274	587	920	326	266	337	377
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	785	395	276	1090	274	587	920	326	266	337	377
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	52	785	395	276	1090	274	587	920	326	266	337	377
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.38	0.62	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	4475	1123	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.21	0.23	0.16	0.24	0.24	0.19	0.24	0.19	0.08	0.09	0.22
Crit Moves:			****	****				****		****		
Green Time:	11.8	40.7	40.7	28.5	57.4	57.4	39.9	43.6	55.4	15.2	19.0	47.4
Volume/Cap:	0.35	0.71	0.78	0.78	0.59	0.59	0.65	0.78	0.47	0.78	0.65	0.64
Delay/Veh:	62.0	45.8	48.1	63.1	32.7	32.7	45.8	47.1	31.9	71.4	60.4	41.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	62.0	45.8	48.1	63.1	32.7	32.7	45.8	47.1	31.9	71.4	60.4	41.3
LOS by Move:	E	D	D	E	C	C	D	D	C	E	E	D
HCM2kAvgQ:	3	16	18	11	14	14	13	18	11	9	8	15

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

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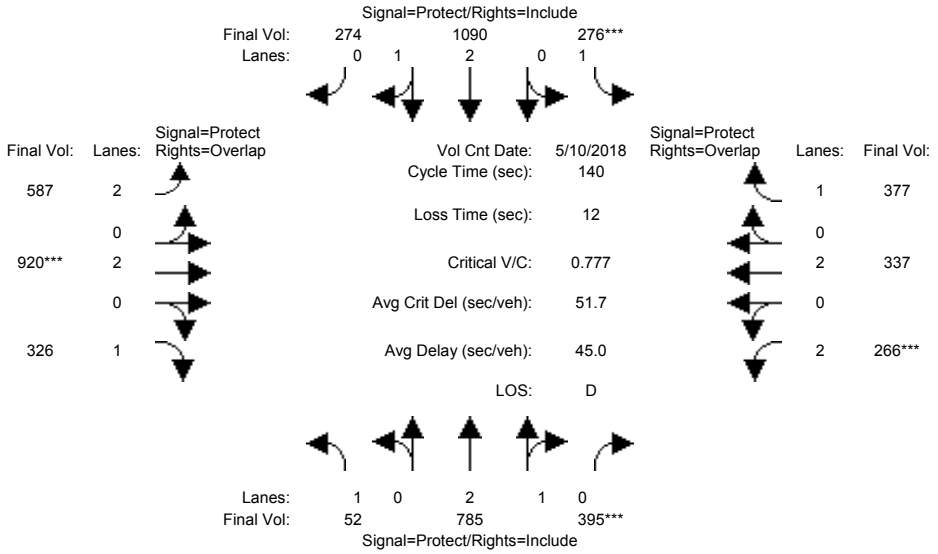
Winchester Ranch Residential Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2-Way Charles Cali - Background Plus Project (PM)

Intersection #3711: MOORPARK/WINCHESTER



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 10 May 2018 <<												
Base Vol:	52	629	375	250	796	167	356	918	311	228	333	363
Growth Adj:	1.00	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	629	375	250	796	167	356	918	311	228	333	363
Added Vol:	0	5	0	3	3	4	36	0	0	0	0	5
ATI:	0	151	20	23	291	103	195	2	15	38	4	9
Initial Fut:	52	785	395	276	1090	274	587	920	326	266	337	377
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	52	785	395	276	1090	274	587	920	326	266	337	377
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	785	395	276	1090	274	587	920	326	266	337	377
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	52	785	395	276	1090	274	587	920	326	266	337	377
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.38	0.62	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	4475	1123	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.21	0.23	0.16	0.24	0.24	0.19	0.24	0.19	0.08	0.09	0.22
Crit Moves:			****	****				****		****		
Green Time:	11.8	40.7	40.7	28.5	57.4	57.4	39.9	43.6	55.4	15.2	19.0	47.4
Volume/Cap:	0.35	0.71	0.78	0.78	0.59	0.59	0.65	0.78	0.47	0.78	0.65	0.64
Delay/Veh:	62.0	45.8	48.1	63.1	32.7	32.7	45.8	47.1	31.9	71.4	60.4	41.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	62.0	45.8	48.1	63.1	32.7	32.7	45.8	47.1	31.9	71.4	60.4	41.3
LOS by Move:	E	D	D	E	C	C	D	D	C	E	E	D
HCM2kAvgQ:	3	16	18	11	14	14	13	18	11	9	8	15

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

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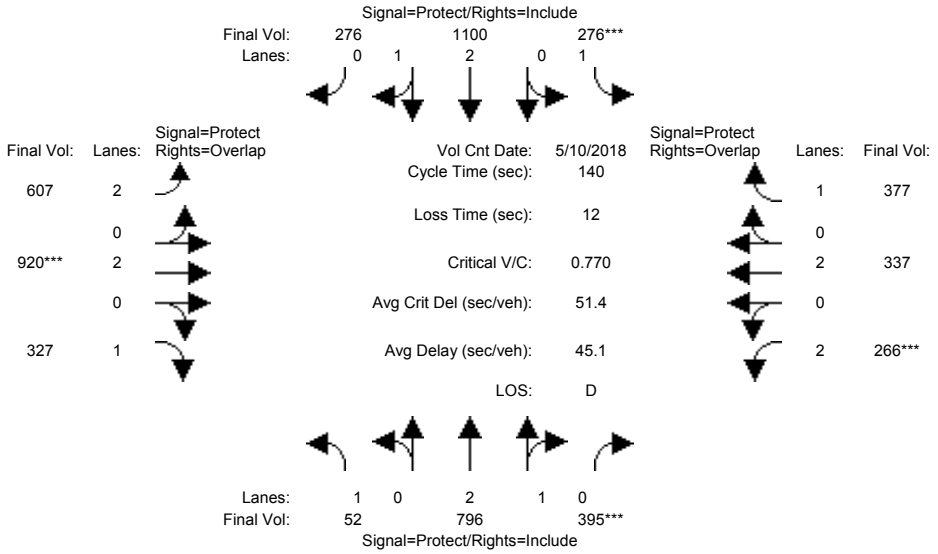
Winchester Ranch Residential Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
1-Way Charles Cali - Cumulative Plus Project (PM)

Intersection #3711: MOORPARK/WINCHESTER



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 10 May 2018 <<												
Base Vol:	52	780	395	273	1087	270	551	920	326	266	337	372
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	52	780	395	273	1087	270	551	920	326	266	337	372
Added Vol:	0	5	0	3	3	4	36	0	0	0	0	5
ATI:	0	11	0	0	10	2	20	0	1	0	0	0
Initial Fut:	52	796	395	276	1100	276	607	920	327	266	337	377
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	52	796	395	276	1100	276	607	920	327	266	337	377
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	796	395	276	1100	276	607	920	327	266	337	377
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	52	796	395	276	1100	276	607	920	327	266	337	377
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.38	0.62	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	3799	1800	1750	4475	1123	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.21	0.22	0.16	0.25	0.25	0.19	0.24	0.19	0.08	0.09	0.22
Crit Moves:			****	****				****		****		
Green Time:	11.6	39.9	39.9	28.7	57.0	57.0	40.7	44.0	55.6	15.4	18.7	47.4
Volume/Cap:	0.36	0.73	0.77	0.77	0.60	0.60	0.66	0.77	0.47	0.77	0.66	0.64
Delay/Veh:	62.2	47.0	48.3	62.3	33.1	33.1	45.5	46.5	31.8	70.7	60.9	41.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	62.2	47.0	48.3	62.3	33.1	33.1	45.5	46.5	31.8	70.7	60.9	41.3
LOS by Move:	E	D	D	E	C	C	D	D	C	E	E	D
HCM2kAvgQ:	3	16	18	11	14	14	14	18	11	8	8	15

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

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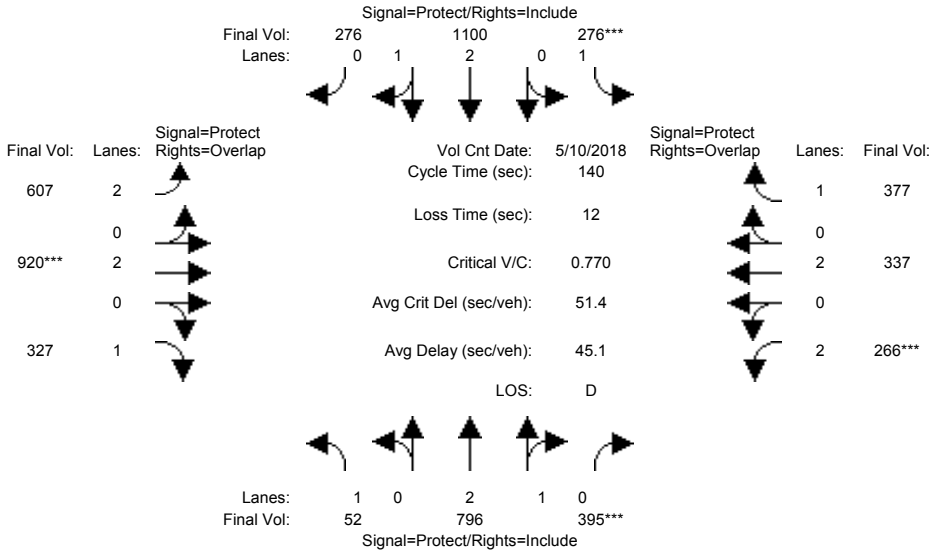
Winchester Ranch Residential Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2-Way Charles Cali - Cumulative Plus Project (PM)

Intersection #3711: MOORPARK/WINCHESTER



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 10 May 2018 <<												
Base Vol:	52	780	395	273	1087	270	551	920	326	266	337	372
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	52	780	395	273	1087	270	551	920	326	266	337	372
Added Vol:	0	5	0	3	3	4	36	0	0	0	0	5
ATI:	0	11	0	0	10	2	20	0	1	0	0	0
Initial Fut:	52	796	395	276	1100	276	607	920	327	266	337	377
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	52	796	395	276	1100	276	607	920	327	266	337	377
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	796	395	276	1100	276	607	920	327	266	337	377
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	52	796	395	276	1100	276	607	920	327	266	337	377
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.38	0.62	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	3799	1800	1750	4475	1123	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.21	0.22	0.16	0.25	0.25	0.19	0.24	0.19	0.08	0.09	0.22
Crit Moves:			****	****				****		****		
Green Time:	11.6	39.9	39.9	28.7	57.0	57.0	40.7	44.0	55.6	15.4	18.7	47.4
Volume/Cap:	0.36	0.73	0.77	0.77	0.60	0.60	0.66	0.77	0.47	0.77	0.66	0.64
Delay/Veh:	62.2	47.0	48.3	62.3	33.1	33.1	45.5	46.5	31.8	70.7	60.9	41.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	62.2	47.0	48.3	62.3	33.1	33.1	45.5	46.5	31.8	70.7	60.9	41.3
LOS by Move:	E	D	D	E	C	C	D	D	C	E	E	D
HCM2kAvgQ:	3	16	18	11	14	14	14	18	11	8	8	15

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

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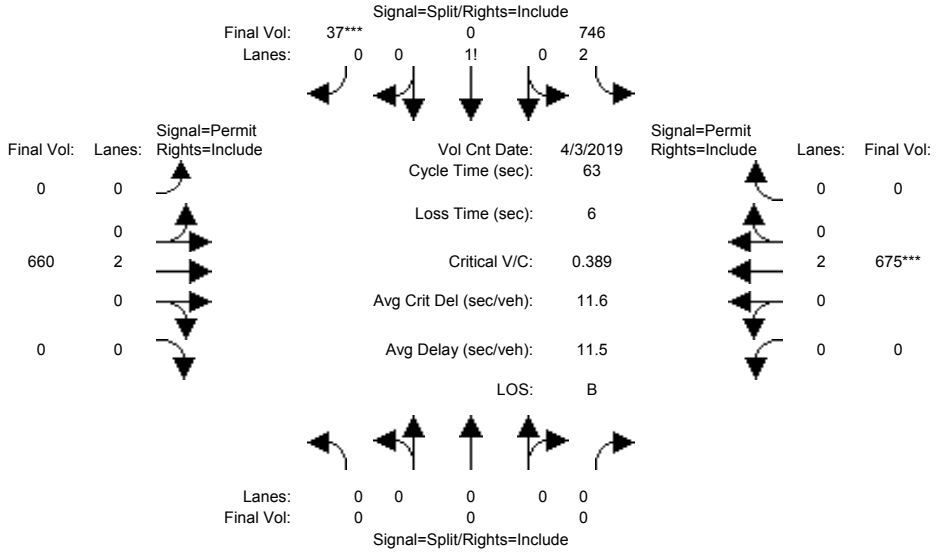
Winchester Ranch Residential Development

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

Intersection #3037: 280/MOORPARK



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	0	10	0	10	0	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Apr 2019 <<												
Base Vol:	0	0	0	746	0	37	0	660	0	0	675	0
Growth Adj:	1.00	1.00	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	746	0	37	0	660	0	0	675	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	746	0	37	0	660	0	0	675	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	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	746	0	37	0	660	0	0	675	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	746	0	37	0	660	0	0	675	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	746	0	37	0	660	0	0	675	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.86	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.88	0.00	0.12	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	0	0	0	4685	0	213	0	3800	0	0	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.16	0.00	0.17	0.00	0.17	0.00	0.00	0.18	0.00
Crit Moves:						****					****	
Green Time:	0.0	0.0	0.0	28.2	0.0	28.2	0.0	28.8	0.0	0.0	28.8	0.0
Volume/Cap:	0.00	0.00	0.00	0.36	0.00	0.39	0.00	0.38	0.00	0.00	0.39	0.00
Delay/Veh:	0.0	0.0	0.0	11.5	0.0	11.8	0.0	11.4	0.0	0.0	11.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	11.5	0.0	11.8	0.0	11.4	0.0	0.0	11.4	0.0
LOS by Move:	A	A	A	B	A	B	A	B	A	A	B	A
HCM2kAvgQ:	0	0	0	4	0	4	0	4	0	0	4	0

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

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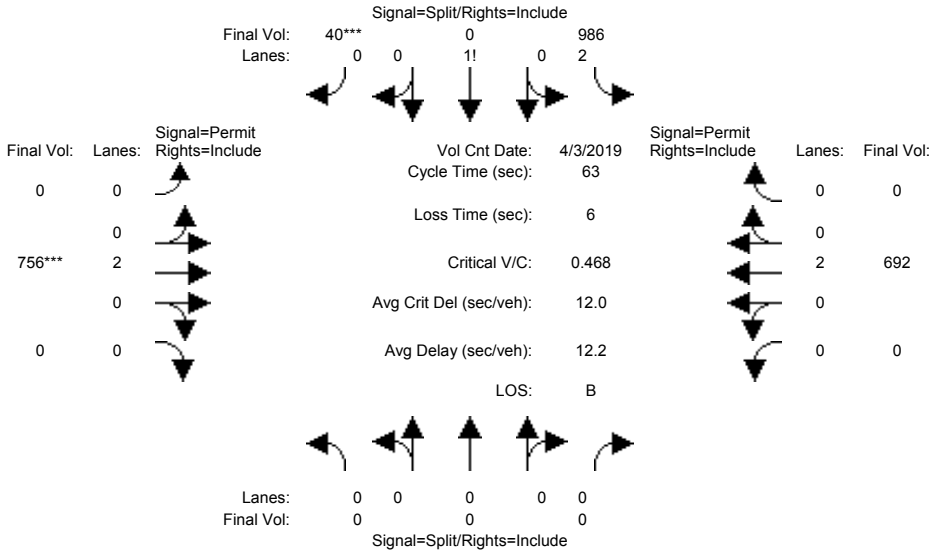
Winchester Ranch Residential Development

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

Intersection #3037: 280/MOORPARK



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	0	10	0	10	0	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Apr 2019 <<												
Base Vol:	0	0	0	746	0	37	0	660	0	0	675	0
Growth Adj:	1.00	1.00	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	746	0	37	0	660	0	0	675	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	240	0	3	0	96	0	0	17	0
Initial Fut:	0	0	0	986	0	40	0	756	0	0	692	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	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	986	0	40	0	756	0	0	692	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	986	0	40	0	756	0	0	692	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	986	0	40	0	756	0	0	692	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.86	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.90	0.00	0.10	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	0	0	0	4720	0	178	0	3800	0	0	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.21	0.00	0.22	0.00	0.20	0.00	0.00	0.18	0.00
Crit Moves:						****		****				
Green Time:	0.0	0.0	0.0	30.2	0.0	30.2	0.0	26.8	0.0	0.0	26.8	0.0
Volume/Cap:	0.00	0.00	0.00	0.44	0.00	0.47	0.00	0.47	0.00	0.00	0.43	0.00
Delay/Veh:	0.0	0.0	0.0	10.9	0.0	11.1	0.0	13.2	0.0	0.0	12.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	10.9	0.0	11.1	0.0	13.2	0.0	0.0	12.9	0.0
LOS by Move:	A	A	A	B	A	B	A	B	A	A	B	A
HCM2kAvgQ:	0	0	0	5	0	6	0	6	0	0	5	0

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

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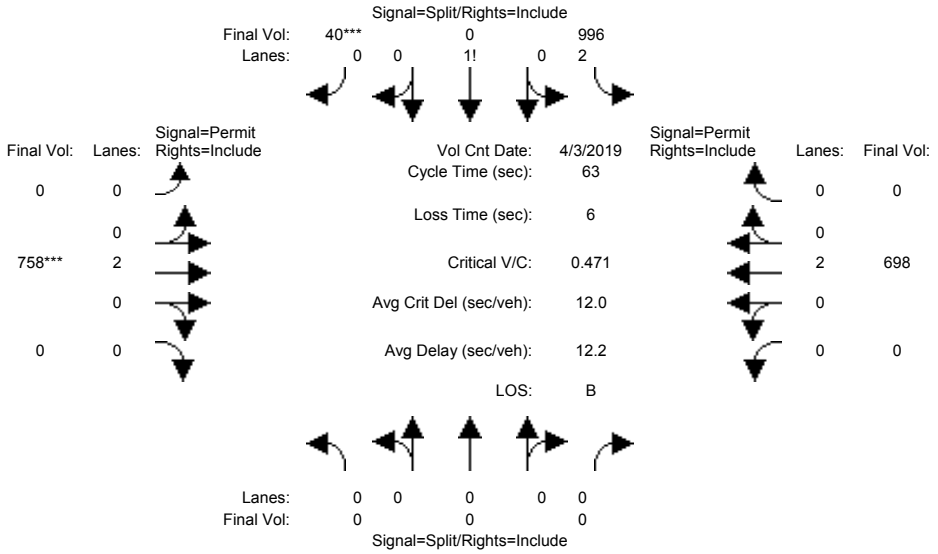
Winchester Ranch Residential Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
1-Way Charles Cali - Background Plus Project (AM)

Intersection #3037: 280/MOORPARK



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	0	10	0	10	0	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Apr 2019 <<												
Base Vol:	0	0	0	746	0	37	0	660	0	0	675	0
Growth Adj:	1.00	1.00	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	746	0	37	0	660	0	0	675	0
Added Vol:	0	0	0	10	0	0	0	2	0	0	6	0
ATI:	0	0	0	240	0	3	0	96	0	0	17	0
Initial Fut:	0	0	0	996	0	40	0	758	0	0	698	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	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	996	0	40	0	758	0	0	698	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	996	0	40	0	758	0	0	698	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	996	0	40	0	758	0	0	698	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.86	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.90	0.00	0.10	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	0	0	0	4722	0	176	0	3800	0	0	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.21	0.00	0.23	0.00	0.20	0.00	0.00	0.18	0.00
Crit Moves:						****		****				
Green Time:	0.0	0.0	0.0	30.3	0.0	30.3	0.0	26.7	0.0	0.0	26.7	0.0
Volume/Cap:	0.00	0.00	0.00	0.44	0.00	0.47	0.00	0.47	0.00	0.00	0.43	0.00
Delay/Veh:	0.0	0.0	0.0	10.9	0.0	11.1	0.0	13.3	0.0	0.0	13.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	10.9	0.0	11.1	0.0	13.3	0.0	0.0	13.0	0.0
LOS by Move:	A	A	A	B	A	B	A	B	A	A	B	A
HCM2kAvgQ:	0	0	0	5	0	6	0	6	0	0	5	0

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

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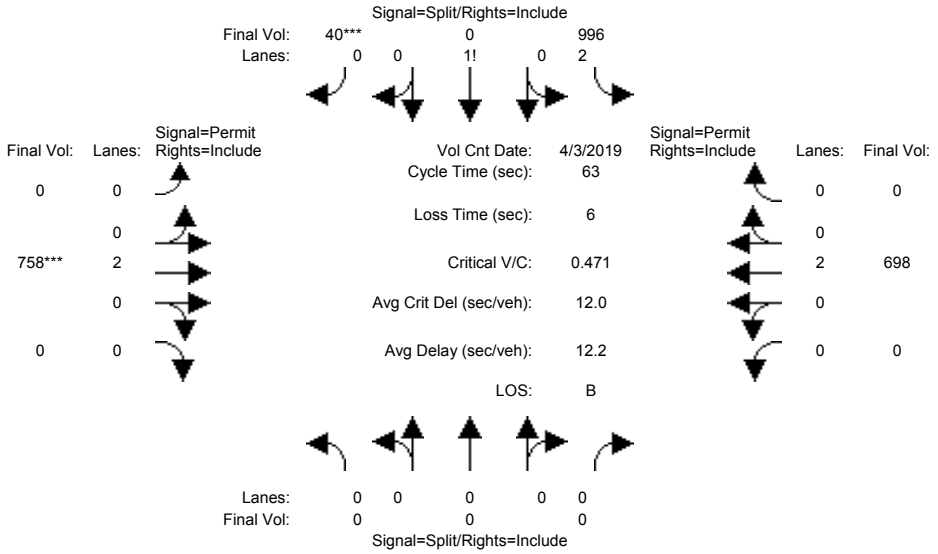
Winchester Ranch Residential Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2-Way Charles Cali - Background Plus Project (AM)

Intersection #3037: 280/MOORPARK



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	0	10	0	10	0	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Apr 2019 <<												
Base Vol:	0	0	0	746	0	37	0	660	0	0	675	0
Growth Adj:	1.00	1.00	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	746	0	37	0	660	0	0	675	0
Added Vol:	0	0	0	10	0	0	0	2	0	0	6	0
ATI:	0	0	0	240	0	3	0	96	0	0	17	0
Initial Fut:	0	0	0	996	0	40	0	758	0	0	698	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	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	996	0	40	0	758	0	0	698	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	996	0	40	0	758	0	0	698	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	996	0	40	0	758	0	0	698	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.86	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.90	0.00	0.10	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	0	0	0	4722	0	176	0	3800	0	0	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.21	0.00	0.23	0.00	0.20	0.00	0.00	0.18	0.00
Crit Moves:						****		****				
Green Time:	0.0	0.0	0.0	30.3	0.0	30.3	0.0	26.7	0.0	0.0	26.7	0.0
Volume/Cap:	0.00	0.00	0.00	0.44	0.00	0.47	0.00	0.47	0.00	0.00	0.43	0.00
Delay/Veh:	0.0	0.0	0.0	10.9	0.0	11.1	0.0	13.3	0.0	0.0	13.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	10.9	0.0	11.1	0.0	13.3	0.0	0.0	13.0	0.0
LOS by Move:	A	A	A	B	A	B	A	B	A	A	B	A
HCM2kAvgQ:	0	0	0	5	0	6	0	6	0	0	5	0

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

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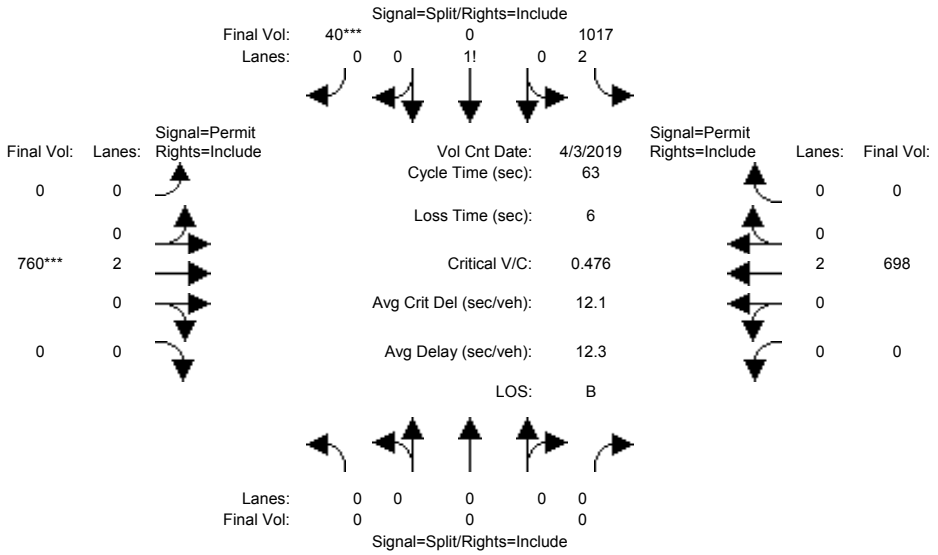
Winchester Ranch Residential Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
1-Way Charles Cali - Cumulative Plus Project (AM)

Intersection #3037: 280/MOORPARK



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	0	10	0	10	0	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Apr 2019 <<												
Base Vol:	0	0	0	986	0	40	0	756	0	0	692	0
Growth Adj:	1.00	1.00	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	986	0	40	0	756	0	0	692	0
Added Vol:	0	0	0	10	0	0	0	2	0	0	6	0
ATI:	0	0	0	21	0	0	0	2	0	0	0	0
Initial Fut:	0	0	0	1017	0	40	0	760	0	0	698	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	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	1017	0	40	0	760	0	0	698	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1017	0	40	0	760	0	0	698	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	1017	0	40	0	760	0	0	698	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.86	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.90	0.00	0.10	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	0	0	0	4725	0	173	0	3800	0	0	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.22	0.00	0.23	0.00	0.20	0.00	0.00	0.18	0.00
Crit Moves:						****		****				
Green Time:	0.0	0.0	0.0	30.5	0.0	30.5	0.0	26.5	0.0	0.0	26.5	0.0
Volume/Cap:	0.00	0.00	0.00	0.44	0.00	0.48	0.00	0.48	0.00	0.00	0.44	0.00
Delay/Veh:	0.0	0.0	0.0	10.8	0.0	11.0	0.0	13.5	0.0	0.0	13.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	10.8	0.0	11.0	0.0	13.5	0.0	0.0	13.2	0.0
LOS by Move:	A	A	A	B	A	B	A	B	A	A	B	A
HCM2kAvgQ:	0	0	0	5	0	6	0	6	0	0	5	0

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

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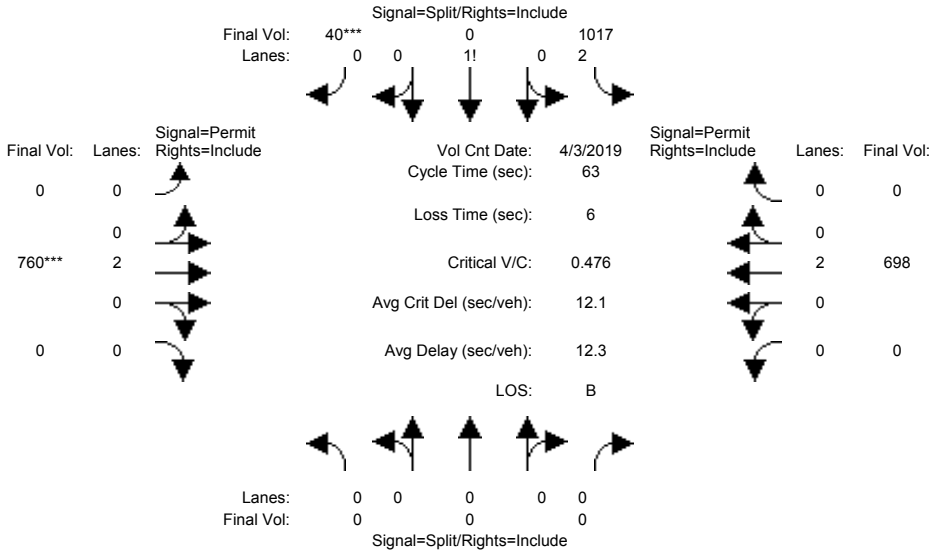
Winchester Ranch Residential Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2-Way Charles Cali - Cumulative Plus Project (AM)

Intersection #3037: 280/MOORPARK



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	0	10	0	10	0	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Apr 2019 <<												
Base Vol:	0	0	0	986	0	40	0	756	0	0	692	0
Growth Adj:	1.00	1.00	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	986	0	40	0	756	0	0	692	0
Added Vol:	0	0	0	10	0	0	0	2	0	0	6	0
ATI:	0	0	0	21	0	0	0	2	0	0	0	0
Initial Fut:	0	0	0	1017	0	40	0	760	0	0	698	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	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	1017	0	40	0	760	0	0	698	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1017	0	40	0	760	0	0	698	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	1017	0	40	0	760	0	0	698	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.86	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.90	0.00	0.10	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	0	0	0	4725	0	173	0	3800	0	0	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.22	0.00	0.23	0.00	0.20	0.00	0.00	0.18	0.00
Crit Moves:						****		****				
Green Time:	0.0	0.0	0.0	30.5	0.0	30.5	0.0	26.5	0.0	0.0	26.5	0.0
Volume/Cap:	0.00	0.00	0.00	0.44	0.00	0.48	0.00	0.48	0.00	0.00	0.44	0.00
Delay/Veh:	0.0	0.0	0.0	10.8	0.0	11.0	0.0	13.5	0.0	0.0	13.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	10.8	0.0	11.0	0.0	13.5	0.0	0.0	13.2	0.0
LOS by Move:	A	A	A	B	A	B	A	B	A	A	B	A
HCM2kAvgQ:	0	0	0	5	0	6	0	6	0	0	5	0

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

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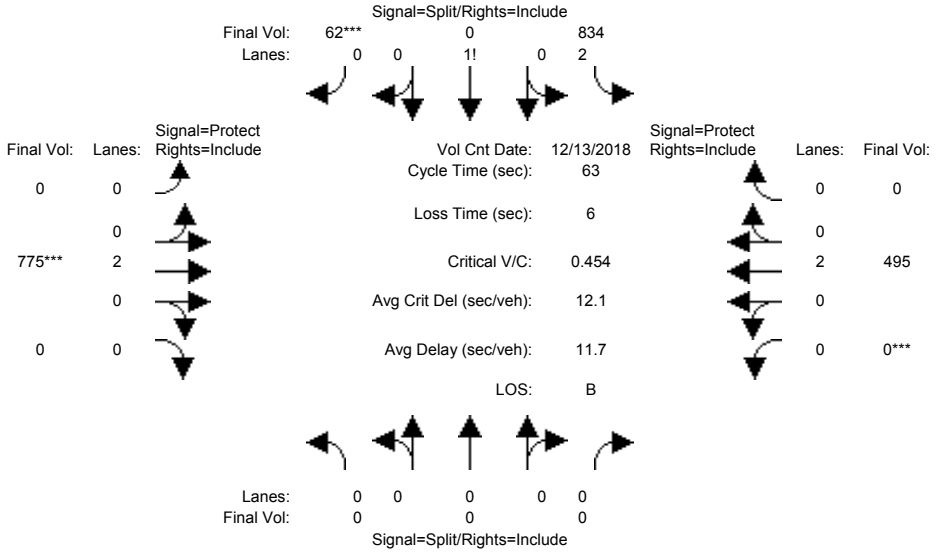
Winchester Ranch Residential Development

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

Intersection #3037: 280/MOORPARK



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	0	10	0	10	0	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 13 Dec 2018 <<												
Base Vol:	0	0	0	834	0	62	0	775	0	0	495	0
Growth Adj:	1.00	1.00	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	834	0	62	0	775	0	0	495	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	834	0	62	0	775	0	0	495	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	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	834	0	62	0	775	0	0	495	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	834	0	62	0	775	0	0	495	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	834	0	62	0	775	0	0	495	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.86	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.83	0.00	0.17	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	0	0	0	4595	0	300	0	3800	0	0	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.18	0.00	0.21	0.00	0.20	0.00	0.00	0.13	0.00
Crit Moves:						****		****		****		
Green Time:	0.0	0.0	0.0	28.7	0.0	28.7	0.0	28.3	0.0	0.0	28.3	0.0
Volume/Cap:	0.00	0.00	0.00	0.40	0.00	0.45	0.00	0.45	0.00	0.00	0.29	0.00
Delay/Veh:	0.0	0.0	0.0	11.5	0.0	11.9	0.0	12.2	0.0	0.0	11.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	11.5	0.0	11.9	0.0	12.2	0.0	0.0	11.1	0.0
LOS by Move:	A	A	A	B	A	B	A	B	A	A	B	A
HCM2kAvgQ:	0	0	0	5	0	6	0	6	0	0	3	0

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

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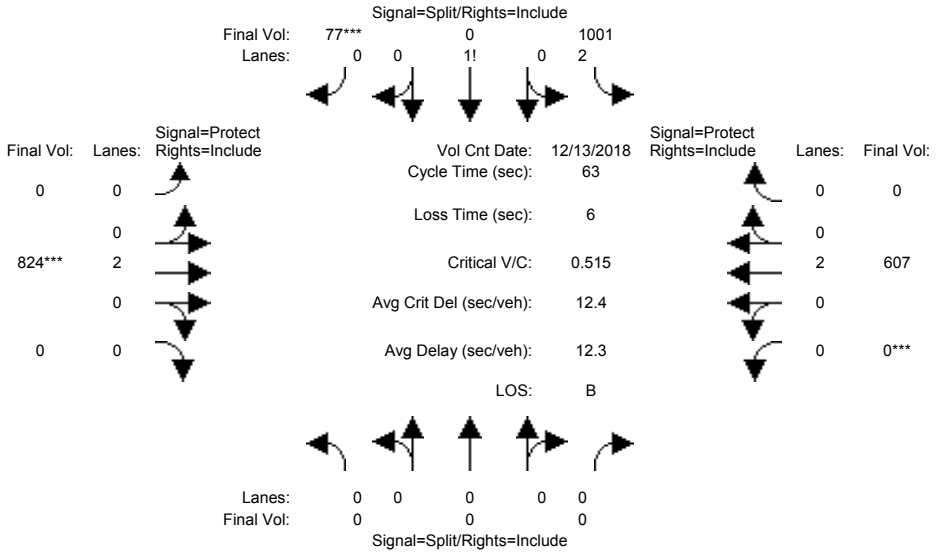
Winchester Ranch Residential Development

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

Intersection #3037: 280/MOORPARK



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	0	10	0	10	0	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 13 Dec 2018 <<												
Base Vol:	0	0	0	834	0	62	0	775	0	0	495	0
Growth Adj:	1.00	1.00	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	834	0	62	0	775	0	0	495	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	167	0	15	0	49	0	0	112	0
Initial Fut:	0	0	0	1001	0	77	0	824	0	0	607	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	1001	0	77	0	824	0	0	607	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1001	0	77	0	824	0	0	607	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	1001	0	77	0	824	0	0	607	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.85	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.82	0.00	0.18	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	0	0	0	4586	0	309	0	3800	0	0	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.22	0.00	0.25	0.00	0.22	0.00	0.00	0.16	0.00
Crit Moves:						****		****		****		
Green Time:	0.0	0.0	0.0	30.5	0.0	30.5	0.0	26.5	0.0	0.0	26.5	0.0
Volume/Cap:	0.00	0.00	0.00	0.45	0.00	0.52	0.00	0.52	0.00	0.00	0.38	0.00
Delay/Veh:	0.0	0.0	0.0	10.9	0.0	11.4	0.0	13.8	0.0	0.0	12.7	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	10.9	0.0	11.4	0.0	13.8	0.0	0.0	12.7	0.0
LOS by Move:	A	A	A	B	A	B	A	B	A	A	B	A
HCM2kAvgQ:	0	0	0	6	0	7	0	6	0	0	4	0

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

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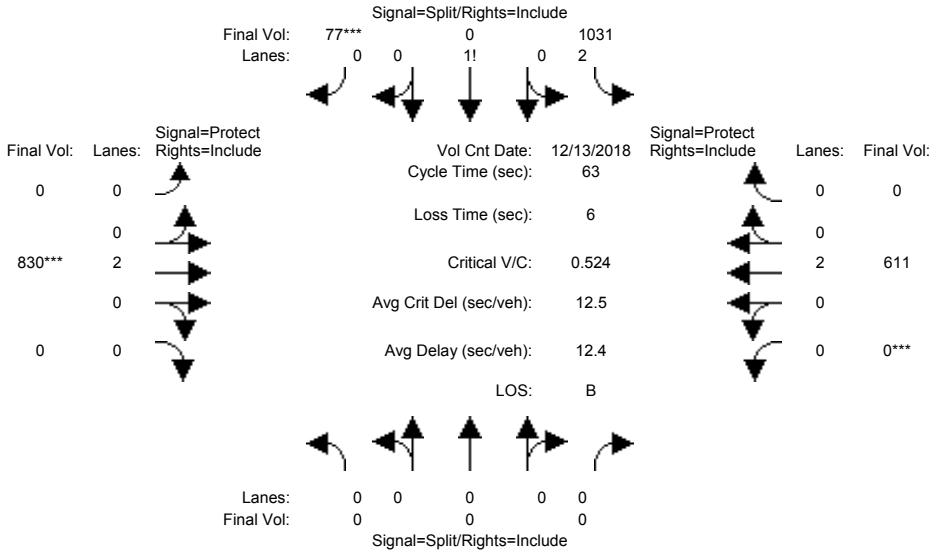
Winchester Ranch Residential Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
1-Way Charles Cali - Background Plus Project (PM)

Intersection #3037: 280/MOORPARK



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	0	10	0	10	0	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 13 Dec 2018 <<												
Base Vol:	0	0	0	834	0	62	0	775	0	0	495	0
Growth Adj:	1.00	1.00	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	834	0	62	0	775	0	0	495	0
Added Vol:	0	0	0	30	0	0	0	6	0	0	4	0
ATI:	0	0	0	167	0	15	0	49	0	0	112	0
Initial Fut:	0	0	0	1031	0	77	0	830	0	0	611	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	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	1031	0	77	0	830	0	0	611	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1031	0	77	0	830	0	0	611	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	1031	0	77	0	830	0	0	611	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.86	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.83	0.00	0.17	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	0	0	0	4594	0	301	0	3800	0	0	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.22	0.00	0.26	0.00	0.22	0.00	0.00	0.16	0.00
Crit Moves:						****		****		****		
Green Time:	0.0	0.0	0.0	30.7	0.0	30.7	0.0	26.3	0.0	0.0	26.3	0.0
Volume/Cap:	0.00	0.00	0.00	0.46	0.00	0.52	0.00	0.52	0.00	0.00	0.39	0.00
Delay/Veh:	0.0	0.0	0.0	10.8	0.0	11.3	0.0	14.0	0.0	0.0	12.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	10.8	0.0	11.3	0.0	14.0	0.0	0.0	12.9	0.0
LOS by Move:	A	A	A	B	A	B	A	B	A	A	B	A
HCM2kAvgQ:	0	0	0	6	0	7	0	6	0	0	4	0

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

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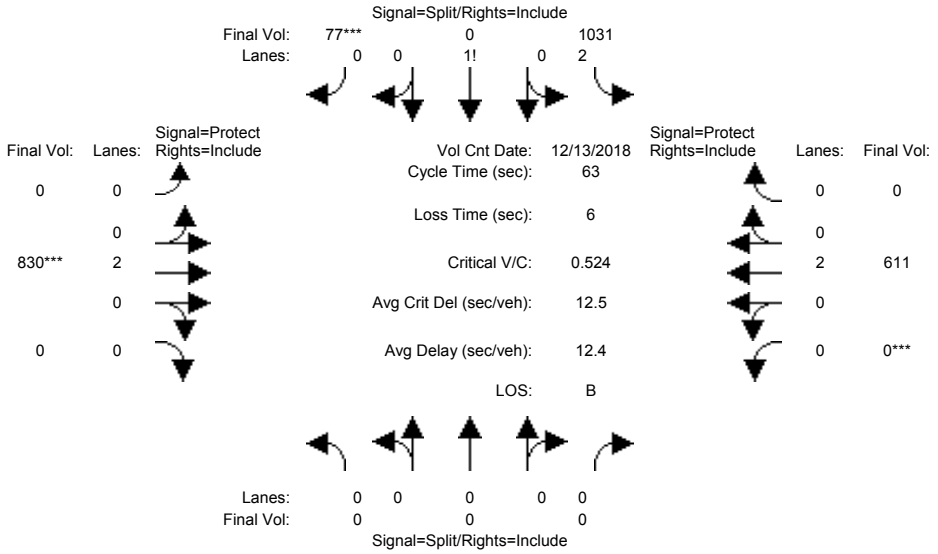
Winchester Ranch Residential Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2-Way Charles Cali - Background Plus Project (PM)

Intersection #3037: 280/MOORPARK



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	0	10	0	10	0	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 13 Dec 2018 <<												
Base Vol:	0	0	0	834	0	62	0	775	0	0	495	0
Growth Adj:	1.00	1.00	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	834	0	62	0	775	0	0	495	0
Added Vol:	0	0	0	30	0	0	0	6	0	0	4	0
ATI:	0	0	0	167	0	15	0	49	0	0	112	0
Initial Fut:	0	0	0	1031	0	77	0	830	0	0	611	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	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	1031	0	77	0	830	0	0	611	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1031	0	77	0	830	0	0	611	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	1031	0	77	0	830	0	0	611	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.86	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.83	0.00	0.17	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	0	0	0	4594	0	301	0	3800	0	0	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.22	0.00	0.26	0.00	0.22	0.00	0.00	0.16	0.00
Crit Moves:						****		****		****		
Green Time:	0.0	0.0	0.0	30.7	0.0	30.7	0.0	26.3	0.0	0.0	26.3	0.0
Volume/Cap:	0.00	0.00	0.00	0.46	0.00	0.52	0.00	0.52	0.00	0.00	0.39	0.00
Delay/Veh:	0.0	0.0	0.0	10.8	0.0	11.3	0.0	14.0	0.0	0.0	12.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	10.8	0.0	11.3	0.0	14.0	0.0	0.0	12.9	0.0
LOS by Move:	A	A	A	B	A	B	A	B	A	A	B	A
HCM2kAvgQ:	0	0	0	6	0	7	0	6	0	0	4	0

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

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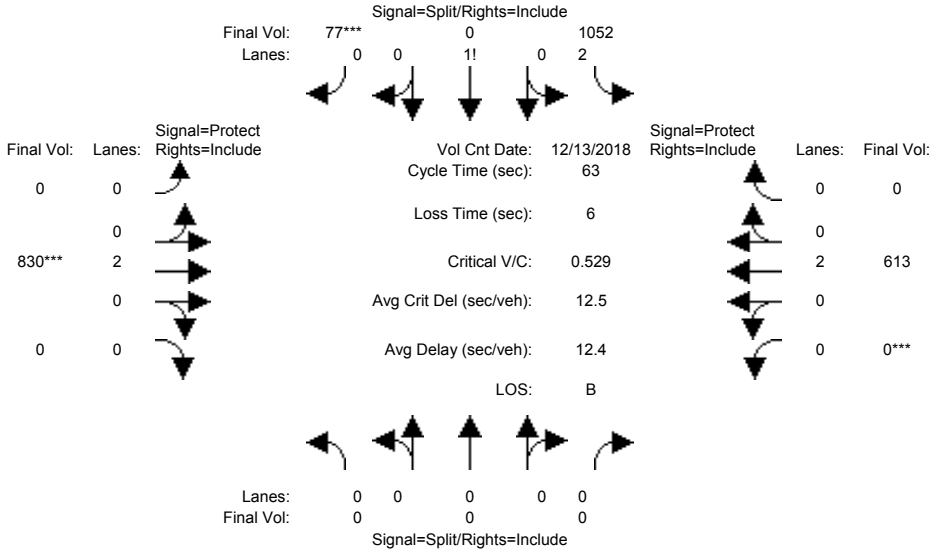
Winchester Ranch Residential Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
1-Way Charles Cali - Cumulative Plus Project (PM)

Intersection #3037: 280/MOORPARK



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	0	10	0	10	0	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 13 Dec 2018 <<												
Base Vol:	0	0	0	1001	0	77	0	824	0	0	607	0
Growth Adj:	1.00	1.00	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	1001	0	77	0	824	0	0	607	0
Added Vol:	0	0	0	30	0	0	0	6	0	0	4	0
ATI:	0	0	0	21	0	0	0	0	0	0	2	0
Initial Fut:	0	0	0	1052	0	77	0	830	0	0	613	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	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	1052	0	77	0	830	0	0	613	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1052	0	77	0	830	0	0	613	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	1052	0	77	0	830	0	0	613	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.86	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.83	0.00	0.17	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	0	0	0	4599	0	296	0	3800	0	0	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.23	0.00	0.26	0.00	0.22	0.00	0.00	0.16	0.00
Crit Moves:						****		****		****		
Green Time:	0.0	0.0	0.0	31.0	0.0	31.0	0.0	26.0	0.0	0.0	26.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.47	0.00	0.53	0.00	0.53	0.00	0.00	0.39	0.00
Delay/Veh:	0.0	0.0	0.0	10.7	0.0	11.3	0.0	14.2	0.0	0.0	13.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	10.7	0.0	11.3	0.0	14.2	0.0	0.0	13.1	0.0
LOS by Move:	A	A	A	B	A	B	A	B	A	A	B	A
HCM2kAvgQ:	0	0	0	6	0	7	0	7	0	0	4	0

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

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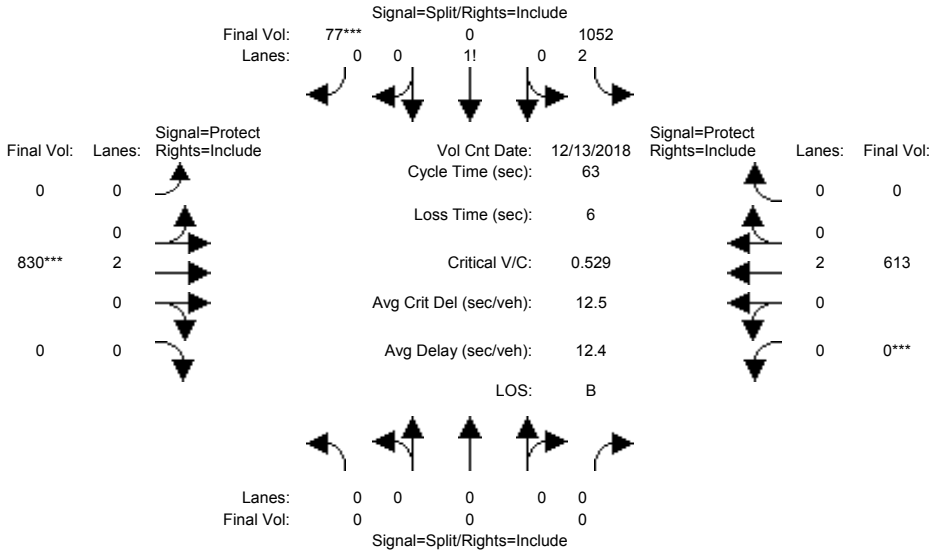
Winchester Ranch Residential Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2-Way Charles Cali - Cumulative Plus Project (PM)

Intersection #3037: 280/MOORPARK



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	0	10	0	10	0	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 13 Dec 2018 <<												
Base Vol:	0	0	0	1001	0	77	0	824	0	0	607	0
Growth Adj:	1.00	1.00	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	1001	0	77	0	824	0	0	607	0
Added Vol:	0	0	0	30	0	0	0	6	0	0	4	0
ATI:	0	0	0	21	0	0	0	0	0	0	2	0
Initial Fut:	0	0	0	1052	0	77	0	830	0	0	613	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	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	1052	0	77	0	830	0	0	613	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1052	0	77	0	830	0	0	613	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	1052	0	77	0	830	0	0	613	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.86	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.83	0.00	0.17	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	0	0	0	4599	0	296	0	3800	0	0	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.23	0.00	0.26	0.00	0.22	0.00	0.00	0.16	0.00
Crit Moves:						****		****		****		
Green Time:	0.0	0.0	0.0	31.0	0.0	31.0	0.0	26.0	0.0	0.0	26.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.47	0.00	0.53	0.00	0.53	0.00	0.00	0.39	0.00
Delay/Veh:	0.0	0.0	0.0	10.7	0.0	11.3	0.0	14.2	0.0	0.0	13.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	10.7	0.0	11.3	0.0	14.2	0.0	0.0	13.1	0.0
LOS by Move:	A	A	A	B	A	B	A	B	A	A	B	A
HCM2kAvgQ:	0	0	0	6	0	7	0	7	0	0	4	0

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

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Appendix F
Queue Length Calculations

Winchester/Stevens Creek
NBL
AM
Existing Conditions
Avg. Queue Per Lane in Veh= 2.6
Percentile = 95% 5

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0743	0.0743	0
0.1931	0.2674	1
0.2510	0.5184	2
0.2176	0.7360	3
0.1414	0.8774	4
0.0735	0.9510	5
0.0319	0.9828	6
0.0118	0.9947	7
0.0038	0.9985	8
0.0011	0.9996	9
0.0003	0.9999	10
0.0001	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Winchester/Stevens Creek
NBL
AM
Background Conditions
Avg. Queue Per Lane in Veh= 4.1
Percentile = 95% 8

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0166	0.0166	0
0.0679	0.0845	1
0.1393	0.2238	2
0.1904	0.4142	3
0.1951	0.6093	4
0.1600	0.7693	5
0.1093	0.8786	6
0.0640	0.9427	7
0.0328	0.9755	8
0.0150	0.9905	9
0.0061	0.9966	10
0.0023	0.9989	11
0.0008	0.9997	12
0.0002	0.9999	13
0.0001	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Winchester/Stevens Creek
NBL
AM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 4.3
Percentile = 95% 8

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0136	0.0136	0
0.0583	0.0719	1
0.1254	0.1974	2
0.1798	0.3772	3
0.1933	0.5704	4
0.1662	0.7367	5
0.1191	0.8558	6
0.0732	0.9290	7
0.0393	0.9683	8
0.0188	0.9871	9
0.0081	0.9952	10
0.0032	0.9983	11
0.0011	0.9995	12
0.0004	0.9998	13
0.0001	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Winchester/Stevens Creek
NBL
PM
Existing Conditions
Avg. Queue Per Lane in Veh= 4.4
Percentile = 95% 8

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0123	0.0123	0
0.0540	0.0663	1
0.1188	0.1851	2
0.1743	0.3594	3
0.1917	0.5512	4
0.1687	0.7199	5
0.1237	0.8436	6
0.0778	0.9214	7
0.0428	0.9642	8
0.0209	0.9851	9
0.0092	0.9943	10
0.0037	0.9980	11
0.0013	0.9993	12
0.0005	0.9998	13
0.0001	0.9999	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Winchester/Stevens Creek
NBL
PM
Background Conditions
Avg. Queue Per Lane in Veh= 9.5
Percentile = 95% 15

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0001	0.0001	0
0.0007	0.0008	1
0.0034	0.0042	2
0.0107	0.0149	3
0.0254	0.0403	4
0.0483	0.0885	5
0.0764	0.1649	6
0.1037	0.2687	7
0.1232	0.3918	8
0.1300	0.5218	9
0.1235	0.6453	10
0.1067	0.7520	11
0.0844	0.8364	12
0.0617	0.8981	13
0.0419	0.9400	14
0.0265	0.9665	15
0.0157	0.9823	16
0.0088	0.9911	17
0.0046	0.9957	18
0.0023	0.9980	19
0.0011	0.9991	20
0.0005	0.9996	21
0.0002	0.9999	22
0.0001	0.9999	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Winchester/Stevens Creek
NBL
PM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 9.6
Percentile = 95% 15

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0001	0.0001	0
0.0007	0.0007	1
0.0031	0.0038	2
0.0100	0.0138	3
0.0240	0.0378	4
0.0460	0.0838	5
0.0736	0.1574	6
0.1010	0.2584	7
0.1212	0.3796	8
0.1293	0.5089	9
0.1241	0.6329	10
0.1083	0.7412	11
0.0866	0.8279	12
0.0640	0.8919	13
0.0439	0.9357	14
0.0281	0.9638	15
0.0168	0.9806	16
0.0095	0.9902	17
0.0051	0.9952	18
0.0026	0.9978	19
0.0012	0.9990	20
0.0006	0.9996	21
0.0002	0.9998	22
0.0001	0.9999	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Winchester/Stevens Creek
WBL
AM
Existing Conditions
Avg. Queue Per Lane in Veh= 5.5
Percentile = 95% 10

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0041	0.0041	0
0.0225	0.0266	1
0.0618	0.0884	2
0.1133	0.2017	3
0.1558	0.3575	4
0.1714	0.5289	5
0.1571	0.6860	6
0.1234	0.8095	7
0.0849	0.8944	8
0.0519	0.9462	9
0.0285	0.9747	10
0.0143	0.9890	11
0.0065	0.9955	12
0.0028	0.9983	13
0.0011	0.9994	14
0.0004	0.9998	15
0.0001	0.9999	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Winchester/Stevens Creek
WBL
AM
Background Conditions
Avg. Queue Per Lane in Veh= 17.5
Percentile = 95% 25

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0000	0.0000	1
0.0000	0.0000	2
0.0000	0.0000	3
0.0001	0.0001	4
0.0003	0.0005	5
0.0010	0.0015	6
0.0025	0.0040	7
0.0055	0.0095	8
0.0107	0.0201	9
0.0186	0.0387	10
0.0297	0.0684	11
0.0432	0.1116	12
0.0582	0.1699	13
0.0728	0.2426	14
0.0849	0.3275	15
0.0929	0.4204	16
0.0956	0.5160	17
0.0929	0.6089	18
0.0856	0.6945	19
0.0749	0.7694	20
0.0624	0.8319	21
0.0496	0.8815	22
0.0378	0.9193	23
0.0275	0.9468	24
0.0193	0.9661	25
0.0130	0.9791	26
0.0084	0.9875	27
0.0053	0.9928	28
0.0032	0.9959	29
0.0019	0.9978	30
0.0010	0.9988	31
0.0006	0.9994	32
0.0003	0.9997	33
0.0002	0.9999	34
0.0001	0.9999	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Winchester/Stevens Creek
WBL
AM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 17.9
Percentile = 95% 25

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0000	0.0000	1
0.0000	0.0000	2
0.0000	0.0000	3
0.0001	0.0001	4
0.0003	0.0003	5
0.0008	0.0011	6
0.0020	0.0031	7
0.0044	0.0075	8
0.0088	0.0162	9
0.0157	0.0319	10
0.0255	0.0574	11
0.0380	0.0954	12
0.0524	0.1478	13
0.0669	0.2147	14
0.0799	0.2946	15
0.0894	0.3839	16
0.0941	0.4780	17
0.0936	0.5716	18
0.0882	0.6598	19
0.0789	0.7387	20
0.0673	0.8059	21
0.0547	0.8606	22
0.0426	0.9032	23
0.0318	0.9350	24
0.0227	0.9577	25
0.0157	0.9734	26
0.0104	0.9837	27
0.0066	0.9904	28
0.0041	0.9945	29
0.0024	0.9969	30
0.0014	0.9983	31
0.0008	0.9991	32
0.0004	0.9996	33
0.0002	0.9998	34
0.0001	0.9999	35
0.0001	0.9999	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Winchester/Stevens Creek
WBL
PM
Existing Conditions
Avg. Queue Per Lane in Veh= 7.4
Percentile = 95% 12

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0006	0.0006	0
0.0045	0.0051	1
0.0167	0.0219	2
0.0413	0.0632	3
0.0764	0.1395	4
0.1130	0.2526	5
0.1394	0.3920	6
0.1474	0.5393	7
0.1363	0.6757	8
0.1121	0.7877	9
0.0829	0.8707	10
0.0558	0.9265	11
0.0344	0.9609	12
0.0196	0.9805	13
0.0104	0.9908	14
0.0051	0.9959	15
0.0024	0.9983	16
0.0010	0.9993	17
0.0004	0.9997	18
0.0002	0.9999	19
0.0001	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Winchester/Stevens Creek
WBL
PM
Background Conditions
Avg. Queue Per Lane in Veh= 14.2
Percentile = 95% 21

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0000	0.0000	1
0.0001	0.0001	2
0.0003	0.0004	3
0.0012	0.0016	4
0.0033	0.0048	5
0.0078	0.0126	6
0.0157	0.0283	7
0.0279	0.0562	8
0.0440	0.1003	9
0.0625	0.1628	10
0.0807	0.2435	11
0.0955	0.3391	12
0.1043	0.4434	13
0.1058	0.5492	14
0.1002	0.6494	15
0.0889	0.7384	16
0.0743	0.8126	17
0.0586	0.8712	18
0.0438	0.9150	19
0.0311	0.9461	20
0.0210	0.9671	21
0.0136	0.9807	22
0.0084	0.9891	23
0.0050	0.9941	24
0.0028	0.9969	25
0.0015	0.9984	26
0.0008	0.9992	27
0.0004	0.9996	28
0.0002	0.9998	29
0.0001	0.9999	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Winchester/Stevens Creek
WBL
PM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 15.4
Percentile = 95% 22

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0000	0.0000	1
0.0000	0.0000	2
0.0001	0.0002	3
0.0005	0.0006	4
0.0015	0.0021	5
0.0038	0.0059	6
0.0084	0.0143	7
0.0161	0.0304	8
0.0275	0.0579	9
0.0424	0.1003	10
0.0594	0.1596	11
0.0762	0.2358	12
0.0902	0.3260	13
0.0993	0.4253	14
0.1019	0.5272	15
0.0981	0.6253	16
0.0888	0.7141	17
0.0760	0.7901	18
0.0616	0.8517	19
0.0474	0.8992	20
0.0348	0.9340	21
0.0244	0.9583	22
0.0163	0.9746	23
0.0105	0.9851	24
0.0064	0.9915	25
0.0038	0.9954	26
0.0022	0.9975	27
0.0012	0.9987	28
0.0006	0.9994	29
0.0003	0.9997	30
0.0002	0.9999	31
0.0001	0.9999	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Winchester/Olsen
NBL
AM
Existing Conditions
Avg. Queue Per Lane in Veh= 0.9
Percentile = 95% 3

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.4066	0.4066	0
0.3659	0.7725	1
0.1647	0.9371	2
0.0494	0.9865	3
0.0111	0.9977	4
0.0020	0.9997	5
0.0003	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Winchester/Olsen
NBL
AM
Background Conditions
Avg. Queue Per Lane in Veh= 5.7
Percentile = 95% 10

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0033	0.0033	0
0.0191	0.0224	1
0.0544	0.0768	2
0.1033	0.1800	3
0.1472	0.3272	4
0.1678	0.4950	5
0.1594	0.6544	6
0.1298	0.7841	7
0.0925	0.8766	8
0.0586	0.9352	9
0.0334	0.9686	10
0.0173	0.9859	11
0.0082	0.9941	12
0.0036	0.9977	13
0.0015	0.9991	14
0.0006	0.9997	15
0.0002	0.9999	16
0.0001	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Winchester/Olsen
NBL
AM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 6.1
Percentile = 95% 10

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0022	0.0022	0
0.0137	0.0159	1
0.0417	0.0577	2
0.0848	0.1425	3
0.1294	0.2719	4
0.1579	0.4298	5
0.1605	0.5902	6
0.1399	0.7301	7
0.1066	0.8367	8
0.0723	0.9090	9
0.0441	0.9531	10
0.0244	0.9776	11
0.0124	0.9900	12
0.0058	0.9958	13
0.0025	0.9984	14
0.0010	0.9994	15
0.0004	0.9998	16
0.0001	0.9999	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Winchester/Olsen
NBL
PM
Existing Conditions
Avg. Queue Per Lane in Veh= 0.9
Percentile = 95% 3

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.4066	0.4066	0
0.3659	0.7725	1
0.1647	0.9371	2
0.0494	0.9865	3
0.0111	0.9977	4
0.0020	0.9997	5
0.0003	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Winchester/Olsen
NBL
PM
Background Conditions
Avg. Queue Per Lane in Veh= 1.6
Percentile = 95% 4

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.2019	0.2019	0
0.3230	0.5249	1
0.2584	0.7834	2
0.1378	0.9212	3
0.0551	0.9763	4
0.0176	0.9940	5
0.0047	0.9987	6
0.0011	0.9997	7
0.0002	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Winchester/Olsen
NBL
PM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 2.9
Percentile = 95% 6

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0550	0.0550	0
0.1596	0.2146	1
0.2314	0.4460	2
0.2237	0.6696	3
0.1622	0.8318	4
0.0940	0.9258	5
0.0455	0.9713	6
0.0188	0.9901	7
0.0068	0.9969	8
0.0022	0.9991	9
0.0006	0.9998	10
0.0002	0.9999	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Winchester/Olsen
EBT/L
AM
Existing Conditions
Avg. Queue Per Lane in Veh= 0.3
Percentile = 95% 1

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.7408	0.7408	0
0.2222	0.9631	1
0.0333	0.9964	2
0.0033	0.9997	3
0.0003	1.0000	4
0.0000	1.0000	5
0.0000	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Winchester/Olsen
EBT/L
AM
Background Conditions
Avg. Queue Per Lane in Veh= 1.8
Percentile = 95% 4

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.1653	0.1653	0
0.2975	0.4628	1
0.2678	0.7306	2
0.1607	0.8913	3
0.0723	0.9636	4
0.0260	0.9896	5
0.0078	0.9974	6
0.0020	0.9994	7
0.0005	0.9999	8
0.0001	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Winchester/Olsen
EBT/L
AM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 5.0
Percentile = 95% 9

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0067	0.0067	0
0.0337	0.0404	1
0.0842	0.1247	2
0.1404	0.2650	3
0.1755	0.4405	4
0.1755	0.6160	5
0.1462	0.7622	6
0.1044	0.8666	7
0.0653	0.9319	8
0.0363	0.9682	9
0.0181	0.9863	10
0.0082	0.9945	11
0.0034	0.9980	12
0.0013	0.9993	13
0.0005	0.9998	14
0.0002	0.9999	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Winchester/Olsen
EBT/L
PM
Existing Conditions
Avg. Queue Per Lane in Veh= 0.6
Percentile = 95% 2

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.5488	0.5488	0
0.3293	0.8781	1
0.0988	0.9769	2
0.0198	0.9966	3
0.0030	0.9996	4
0.0004	1.0000	5
0.0000	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Winchester/Olsen
EBT/L
PM
Background Conditions
Avg. Queue Per Lane in Veh= 11.8
Percentile = 95% 18

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0001	0.0001	1
0.0005	0.0006	2
0.0021	0.0027	3
0.0061	0.0087	4
0.0143	0.0230	5
0.0281	0.0512	6
0.0474	0.0986	7
0.0700	0.1686	8
0.0917	0.2603	9
0.1082	0.3685	10
0.1161	0.4847	11
0.1142	0.5988	12
0.1036	0.7025	13
0.0874	0.7898	14
0.0687	0.8585	15
0.0507	0.9092	16
0.0352	0.9444	17
0.0231	0.9674	18
0.0143	0.9818	19
0.0084	0.9902	20
0.0047	0.9950	21
0.0025	0.9975	22
0.0013	0.9988	23
0.0006	0.9995	24
0.0003	0.9998	25
0.0001	0.9999	26
0.0001	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Winchester/Olsen
EBT/L
PM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 13.8
Percentile = 95% 20

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0000	0.0000	1
0.0001	0.0001	2
0.0004	0.0006	3
0.0015	0.0021	4
0.0042	0.0063	5
0.0097	0.0161	6
0.0192	0.0353	7
0.0331	0.0684	8
0.0508	0.1192	9
0.0701	0.1893	10
0.0880	0.2773	11
0.1011	0.3784	12
0.1074	0.4858	13
0.1058	0.5916	14
0.0974	0.6890	15
0.0840	0.7730	16
0.0682	0.8411	17
0.0523	0.8934	18
0.0380	0.9314	19
0.0262	0.9576	20
0.0172	0.9748	21
0.0108	0.9856	22
0.0065	0.9921	23
0.0037	0.9958	24
0.0021	0.9978	25
0.0011	0.9989	26
0.0006	0.9995	27
0.0003	0.9998	28
0.0001	0.9999	29
0.0001	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Winchester/Tisch
SBL
AM
Existing Conditions
Avg. Queue Per Lane in Veh= 1.9
Percentile = 95% 4

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.1496	0.1496	0
0.2842	0.4337	1
0.2700	0.7037	2
0.1710	0.8747	3
0.0812	0.9559	4
0.0309	0.9868	5
0.0098	0.9966	6
0.0027	0.9992	7
0.0006	0.9998	8
0.0001	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Winchester/Tisch
SBL
AM
Background Conditions
Avg. Queue Per Lane in Veh= 5.1
Percentile = 95% 9

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0061	0.0061	0
0.0311	0.0372	1
0.0793	0.1165	2
0.1348	0.2513	3
0.1719	0.4231	4
0.1753	0.5984	5
0.1490	0.7474	6
0.1086	0.8560	7
0.0692	0.9252	8
0.0392	0.9644	9
0.0200	0.9844	10
0.0093	0.9937	11
0.0039	0.9976	12
0.0015	0.9992	13
0.0006	0.9997	14
0.0002	0.9999	15
0.0001	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Winchester/Tisch
SBL
AM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 5.8
Percentile = 95% 10

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0030	0.0030	0
0.0176	0.0206	1
0.0509	0.0715	2
0.0985	0.1700	3
0.1428	0.3127	4
0.1656	0.4783	5
0.1601	0.6384	6
0.1326	0.7710	7
0.0962	0.8672	8
0.0620	0.9292	9
0.0359	0.9651	10
0.0190	0.9841	11
0.0092	0.9932	12
0.0041	0.9973	13
0.0017	0.9990	14
0.0007	0.9996	15
0.0002	0.9999	16
0.0001	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Winchester/Tisch
SBL
PM
Existing Conditions
Avg. Queue Per Lane in Veh= 1.4
Percentile = 95% 4

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.2466	0.2466	0
0.3452	0.5918	1
0.2417	0.8335	2
0.1128	0.9463	3
0.0395	0.9857	4
0.0111	0.9968	5
0.0026	0.9994	6
0.0005	0.9999	7
0.0001	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Winchester/Tisch
SBL
PM
Background Conditions
Avg. Queue Per Lane in Veh= 4.8
Percentile = 95% 9

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0082	0.0082	0
0.0395	0.0477	1
0.0948	0.1425	2
0.1517	0.2942	3
0.1820	0.4763	4
0.1747	0.6510	5
0.1398	0.7908	6
0.0959	0.8867	7
0.0575	0.9442	8
0.0307	0.9749	9
0.0147	0.9896	10
0.0064	0.9960	11
0.0026	0.9986	12
0.0009	0.9995	13
0.0003	0.9999	14
0.0001	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Winchester/Tisch
SBL
PM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 5.3
Percentile = 95% 9

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0050	0.0050	0
0.0265	0.0314	1
0.0701	0.1016	2
0.1239	0.2254	3
0.1641	0.3895	4
0.1740	0.5635	5
0.1537	0.7171	6
0.1163	0.8335	7
0.0771	0.9106	8
0.0454	0.9559	9
0.0241	0.9800	10
0.0116	0.9916	11
0.0051	0.9967	12
0.0021	0.9988	13
0.0008	0.9996	14
0.0003	0.9999	15
0.0001	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Winchester/Moorpark
EBL
AM
Existing Conditions
Avg. Queue Per Lane in Veh= 9.9
Percentile = 95% 15

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0001	0.0001	0
0.0005	0.0005	1
0.0025	0.0030	2
0.0081	0.0111	3
0.0201	0.0312	4
0.0398	0.0710	5
0.0656	0.1366	6
0.0928	0.2294	7
0.1148	0.3442	8
0.1263	0.4705	9
0.1250	0.5955	10
0.1125	0.7081	11
0.0928	0.8009	12
0.0707	0.8716	13
0.0500	0.9216	14
0.0330	0.9546	15
0.0204	0.9751	16
0.0119	0.9870	17
0.0065	0.9935	18
0.0034	0.9969	19
0.0017	0.9986	20
0.0008	0.9994	21
0.0004	0.9997	22
0.0002	0.9999	23
0.0001	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Winchester/Moorpark
EBL
AM
Background Conditions
Avg. Queue Per Lane in Veh= 15.5
Percentile = 95% 22

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0000	0.0000	1
0.0000	0.0000	2
0.0001	0.0001	3
0.0004	0.0006	4
0.0014	0.0020	5
0.0036	0.0055	6
0.0079	0.0135	7
0.0153	0.0288	8
0.0264	0.0552	9
0.0409	0.0961	10
0.0577	0.1538	11
0.0745	0.2283	12
0.0888	0.3171	13
0.0983	0.4154	14
0.1016	0.5170	15
0.0984	0.6154	16
0.0897	0.7052	17
0.0773	0.7825	18
0.0630	0.8455	19
0.0489	0.8944	20
0.0361	0.9304	21
0.0254	0.9558	22
0.0171	0.9730	23
0.0111	0.9840	24
0.0069	0.9909	25
0.0041	0.9950	26
0.0023	0.9973	27
0.0013	0.9986	28
0.0007	0.9993	29
0.0004	0.9997	30
0.0002	0.9998	31
0.0001	0.9999	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Winchester/Moorpark
EBL
AM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 15.8
Percentile = 95% 23

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0000	0.0000	1
0.0000	0.0000	2
0.0001	0.0001	3
0.0004	0.0005	4
0.0011	0.0016	5
0.0030	0.0046	6
0.0067	0.0113	7
0.0132	0.0245	8
0.0232	0.0478	9
0.0367	0.0845	10
0.0527	0.1372	11
0.0695	0.2067	12
0.0844	0.2911	13
0.0953	0.3864	14
0.1003	0.4867	15
0.0991	0.5858	16
0.0921	0.6779	17
0.0808	0.7587	18
0.0672	0.8260	19
0.0531	0.8791	20
0.0400	0.9190	21
0.0287	0.9477	22
0.0197	0.9674	23
0.0130	0.9804	24
0.0082	0.9886	25
0.0050	0.9936	26
0.0029	0.9965	27
0.0016	0.9982	28
0.0009	0.9991	29
0.0005	0.9995	30
0.0002	0.9998	31
0.0001	0.9999	32
0.0001	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Winchester/Moorpark
EBL
PM
Existing Conditions
Avg. Queue Per Lane in Veh= 6.9
Percentile = 95% 11

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0010	0.0010	0
0.0070	0.0080	1
0.0240	0.0320	2
0.0552	0.0871	3
0.0952	0.1823	4
0.1314	0.3137	5
0.1511	0.4647	6
0.1489	0.6136	7
0.1284	0.7420	8
0.0985	0.8405	9
0.0679	0.9084	10
0.0426	0.9510	11
0.0245	0.9755	12
0.0130	0.9885	13
0.0064	0.9950	14
0.0029	0.9979	15
0.0013	0.9992	16
0.0005	0.9997	17
0.0002	0.9999	18
0.0001	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Winchester/Moorpark
EBL
PM
Background Conditions
Avg. Queue Per Lane in Veh= 10.7
Percentile = 95% 16

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0002	0.0003	1
0.0013	0.0016	2
0.0046	0.0062	3
0.0123	0.0185	4
0.0264	0.0448	5
0.0470	0.0918	6
0.0718	0.1636	7
0.0961	0.2597	8
0.1142	0.3739	9
0.1222	0.4961	10
0.1189	0.6150	11
0.1060	0.7210	12
0.0872	0.8083	13
0.0667	0.8750	14
0.0476	0.9225	15
0.0318	0.9543	16
0.0200	0.9744	17
0.0119	0.9863	18
0.0067	0.9930	19
0.0036	0.9966	20
0.0018	0.9984	21
0.0009	0.9993	22
0.0004	0.9997	23
0.0002	0.9999	24
0.0001	0.9999	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Winchester/Moorpark
EBL
PM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 11.4
Percentile = 95% 17

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0001	0.0001	1
0.0007	0.0009	2
0.0028	0.0036	3
0.0079	0.0115	4
0.0180	0.0295	5
0.0341	0.0636	6
0.0556	0.1192	7
0.0792	0.1984	8
0.1003	0.2987	9
0.1144	0.4131	10
0.1185	0.5316	11
0.1126	0.6442	12
0.0987	0.7430	13
0.0804	0.8234	14
0.0611	0.8845	15
0.0435	0.9280	16
0.0292	0.9572	17
0.0185	0.9757	18
0.0111	0.9868	19
0.0063	0.9932	20
0.0034	0.9966	21
0.0018	0.9984	22
0.0009	0.9992	23
0.0004	0.9997	24
0.0002	0.9999	25
0.0001	0.9999	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

I-280/Moorpark
SB
AM
Existing Conditions
Avg. Queue Per Lane in Veh= 4.6
Percentile = 95% 8

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0101	0.0101	0
0.0462	0.0563	1
0.1063	0.1626	2
0.1631	0.3257	3
0.1875	0.5132	4
0.1725	0.6858	5
0.1323	0.8180	6
0.0869	0.9049	7
0.0500	0.9549	8
0.0255	0.9805	9
0.0118	0.9922	10
0.0049	0.9971	11
0.0019	0.9990	12
0.0007	0.9997	13
0.0002	0.9999	14
0.0001	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

I-280/Moorpark
SB
AM
Background Conditions
Avg. Queue Per Lane in Veh= 6.0
Percentile = 95% 10

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0025	0.0025	0
0.0149	0.0174	1
0.0446	0.0620	2
0.0892	0.1512	3
0.1339	0.2851	4
0.1606	0.4457	5
0.1606	0.6063	6
0.1377	0.7440	7
0.1033	0.8472	8
0.0688	0.9161	9
0.0413	0.9574	10
0.0225	0.9799	11
0.0113	0.9912	12
0.0052	0.9964	13
0.0022	0.9986	14
0.0009	0.9995	15
0.0003	0.9998	16
0.0001	0.9999	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

I-280/Moorpark
SB
AM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 6.0
Percentile = 95% 10

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0025	0.0025	0
0.0149	0.0174	1
0.0446	0.0620	2
0.0892	0.1512	3
0.1339	0.2851	4
0.1606	0.4457	5
0.1606	0.6063	6
0.1377	0.7440	7
0.1033	0.8472	8
0.0688	0.9161	9
0.0413	0.9574	10
0.0225	0.9799	11
0.0113	0.9912	12
0.0052	0.9964	13
0.0022	0.9986	14
0.0009	0.9995	15
0.0003	0.9998	16
0.0001	0.9999	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

I-280/Moorpark
SB
PM
Existing Conditions
Avg. Queue Per Lane in Veh= 5.2
Percentile = 95% 9

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0055	0.0055	0
0.0287	0.0342	1
0.0746	0.1088	2
0.1293	0.2381	3
0.1681	0.4061	4
0.1748	0.5809	5
0.1515	0.7324	6
0.1125	0.8449	7
0.0731	0.9181	8
0.0423	0.9603	9
0.0220	0.9823	10
0.0104	0.9927	11
0.0045	0.9972	12
0.0018	0.9990	13
0.0007	0.9997	14
0.0002	0.9999	15
0.0001	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

I-280/Moorpark
SB
PM
Background Conditions
Avg. Queue Per Lane in Veh= 6.3
Percentile = 95% 11

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0018	0.0018	0
0.0116	0.0134	1
0.0364	0.0498	2
0.0765	0.1264	3
0.1205	0.2469	4
0.1519	0.3988	5
0.1595	0.5582	6
0.1435	0.7017	7
0.1130	0.8148	8
0.0791	0.8939	9
0.0498	0.9437	10
0.0285	0.9723	11
0.0150	0.9873	12
0.0073	0.9945	13
0.0033	0.9978	14
0.0014	0.9992	15
0.0005	0.9997	16
0.0002	0.9999	17
0.0001	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

I-280/Moorpark
SB
PM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 6.5
Percentile = 95% 11

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0015	0.0015	0
0.0098	0.0113	1
0.0318	0.0430	2
0.0688	0.1118	3
0.1118	0.2237	4
0.1454	0.3690	5
0.1575	0.5265	6
0.1462	0.6728	7
0.1188	0.7916	8
0.0858	0.8774	9
0.0558	0.9332	10
0.0330	0.9661	11
0.0179	0.9840	12
0.0089	0.9929	13
0.0041	0.9970	14
0.0018	0.9988	15
0.0007	0.9996	16
0.0003	0.9998	17
0.0001	0.9999	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Monroe/Stevens Creek
WBL
AM
Existing Conditions
Avg. Queue Per Lane in Veh= 5.7
Percentile = 95% 10

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0033	0.0033	0
0.0191	0.0224	1
0.0544	0.0768	2
0.1033	0.1800	3
0.1472	0.3272	4
0.1678	0.4950	5
0.1594	0.6544	6
0.1298	0.7841	7
0.0925	0.8766	8
0.0586	0.9352	9
0.0334	0.9686	10
0.0173	0.9859	11
0.0082	0.9941	12
0.0036	0.9977	13
0.0015	0.9991	14
0.0006	0.9997	15
0.0002	0.9999	16
0.0001	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Monroe/Stevens Creek
WBL
AM
Background Conditions
Avg. Queue Per Lane in Veh= 14.1
Percentile = 95% 21

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0000	0.0000	1
0.0001	0.0001	2
0.0004	0.0004	3
0.0012	0.0017	4
0.0035	0.0052	5
0.0082	0.0134	6
0.0165	0.0299	7
0.0292	0.0591	8
0.0457	0.1047	9
0.0644	0.1691	10
0.0825	0.2517	11
0.0970	0.3487	12
0.1052	0.4539	13
0.1060	0.5598	14
0.0996	0.6594	15
0.0878	0.7472	16
0.0728	0.8200	17
0.0570	0.8770	18
0.0423	0.9193	19
0.0298	0.9492	20
0.0200	0.9692	21
0.0128	0.9820	22
0.0079	0.9899	23
0.0046	0.9945	24
0.0026	0.9971	25
0.0014	0.9986	26
0.0007	0.9993	27
0.0004	0.9997	28
0.0002	0.9998	29
0.0001	0.9999	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Monroe/Stevens Creek
WBL
AM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 14.3
Percentile = 95% 21

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0000	0.0000	1
0.0001	0.0001	2
0.0003	0.0004	3
0.0011	0.0014	4
0.0031	0.0045	5
0.0073	0.0118	6
0.0149	0.0268	7
0.0267	0.0535	8
0.0424	0.0959	9
0.0607	0.1566	10
0.0789	0.2355	11
0.0940	0.3296	12
0.1034	0.4330	13
0.1057	0.5387	14
0.1007	0.6394	15
0.0900	0.7294	16
0.0757	0.8051	17
0.0602	0.8653	18
0.0453	0.9106	19
0.0324	0.9430	20
0.0220	0.9650	21
0.0143	0.9793	22
0.0089	0.9882	23
0.0053	0.9935	24
0.0030	0.9966	25
0.0017	0.9982	26
0.0009	0.9991	27
0.0005	0.9996	28
0.0002	0.9998	29
0.0001	0.9999	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Monroe/Stevens Creek
WBL
PM
Existing Conditions
Avg. Queue Per Lane in Veh= 5.7
Percentile = 95% 10

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0033	0.0033	0
0.0191	0.0224	1
0.0544	0.0768	2
0.1033	0.1800	3
0.1472	0.3272	4
0.1678	0.4950	5
0.1594	0.6544	6
0.1298	0.7841	7
0.0925	0.8766	8
0.0586	0.9352	9
0.0334	0.9686	10
0.0173	0.9859	11
0.0082	0.9941	12
0.0036	0.9977	13
0.0015	0.9991	14
0.0006	0.9997	15
0.0002	0.9999	16
0.0001	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Monroe/Stevens Creek
WBL
PM
Background Conditions
Avg. Queue Per Lane in Veh= 10.0
Percentile = 95% 15

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0005	0.0005	1
0.0023	0.0028	2
0.0076	0.0103	3
0.0189	0.0293	4
0.0378	0.0671	5
0.0631	0.1301	6
0.0901	0.2202	7
0.1126	0.3328	8
0.1251	0.4579	9
0.1251	0.5830	10
0.1137	0.6968	11
0.0948	0.7916	12
0.0729	0.8645	13
0.0521	0.9165	14
0.0347	0.9513	15
0.0217	0.9730	16
0.0128	0.9857	17
0.0071	0.9928	18
0.0037	0.9965	19
0.0019	0.9984	20
0.0009	0.9993	21
0.0004	0.9997	22
0.0002	0.9999	23
0.0001	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Monroe/Stevens Creek
WBL
PM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 10.4
Percentile = 95% 16

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0003	0.0003	1
0.0016	0.0020	2
0.0057	0.0077	3
0.0148	0.0225	4
0.0309	0.0534	5
0.0535	0.1069	6
0.0795	0.1863	7
0.1033	0.2896	8
0.1194	0.4090	9
0.1241	0.5331	10
0.1174	0.6505	11
0.1017	0.7522	12
0.0814	0.8336	13
0.0604	0.8940	14
0.0419	0.9359	15
0.0272	0.9632	16
0.0167	0.9799	17
0.0096	0.9895	18
0.0053	0.9948	19
0.0027	0.9975	20
0.0014	0.9989	21
0.0006	0.9995	22
0.0003	0.9998	23
0.0001	0.9999	24
0.0001	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

I-880 NB Ramps/Stevens Creek
NBL
AM
Existing Conditions
Avg. Queue Per Lane in Veh= 14.9
Percentile = 95% 22

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0000	0.0000	1
0.0000	0.0000	2
0.0002	0.0002	3
0.0007	0.0009	4
0.0021	0.0030	5
0.0051	0.0081	6
0.0109	0.0191	7
0.0204	0.0394	8
0.0337	0.0732	9
0.0502	0.1234	10
0.0681	0.1915	11
0.0845	0.2760	12
0.0969	0.3728	13
0.1031	0.4759	14
0.1024	0.5783	15
0.0954	0.6737	16
0.0836	0.7573	17
0.0692	0.8265	18
0.0543	0.8807	19
0.0404	0.9211	20
0.0287	0.9498	21
0.0194	0.9692	22
0.0126	0.9818	23
0.0078	0.9896	24
0.0047	0.9943	25
0.0027	0.9970	26
0.0015	0.9984	27
0.0008	0.9992	28
0.0004	0.9996	29
0.0002	0.9998	30
0.0001	0.9999	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

I-880 NB Ramps/Stevens Creek
NBL
AM
Background Conditions
Avg. Queue Per Lane in Veh= 21.6
Percentile = 95% 30

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0000	0.0000	1
0.0000	0.0000	2
0.0000	0.0000	3
0.0000	0.0000	4
0.0000	0.0000	5
0.0001	0.0001	6
0.0002	0.0003	7
0.0005	0.0007	8
0.0012	0.0019	9
0.0025	0.0045	10
0.0050	0.0094	11
0.0090	0.0184	12
0.0149	0.0333	13
0.0230	0.0563	14
0.0331	0.0893	15
0.0447	0.1340	16
0.0567	0.1907	17
0.0681	0.2588	18
0.0774	0.3362	19
0.0836	0.4198	20
0.0860	0.5058	21
0.0844	0.5902	22
0.0793	0.6695	23
0.0714	0.7409	24
0.0617	0.8025	25
0.0512	0.8537	26
0.0410	0.8947	27
0.0316	0.9263	28
0.0235	0.9499	29
0.0170	0.9668	30
0.0118	0.9786	31
0.0080	0.9866	32
0.0052	0.9918	33
0.0033	0.9951	34
0.0020	0.9972	35
0.0012	0.9984	36
0.0007	0.9991	37
0.0004	0.9995	38
0.0002	0.9997	39
0.0001	0.9999	40
0.0001	0.9999	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

I-880 NB Ramps/Stevens Creek
NBL
AM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 21.8
Percentile = 95% 30

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0000	0.0000	1
0.0000	0.0000	2
0.0000	0.0000	3
0.0000	0.0000	4
0.0000	0.0000	5
0.0001	0.0001	6
0.0002	0.0002	7
0.0004	0.0007	8
0.0010	0.0017	9
0.0023	0.0040	10
0.0045	0.0085	11
0.0082	0.0167	12
0.0137	0.0304	13
0.0214	0.0518	14
0.0311	0.0829	15
0.0424	0.1253	16
0.0543	0.1796	17
0.0658	0.2454	18
0.0755	0.3209	19
0.0823	0.4032	20
0.0854	0.4887	21
0.0847	0.5733	22
0.0802	0.6536	23
0.0729	0.7264	24
0.0636	0.7900	25
0.0533	0.8433	26
0.0430	0.8863	27
0.0335	0.9198	28
0.0252	0.9450	29
0.0183	0.9633	30
0.0129	0.9762	31
0.0088	0.9849	32
0.0058	0.9907	33
0.0037	0.9944	34
0.0023	0.9967	35
0.0014	0.9981	36
0.0008	0.9990	37
0.0005	0.9994	38
0.0003	0.9997	39
0.0001	0.9998	40
0.0001	0.9999	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

I-880 NB Ramps/Stevens Creek
NBL
PM
Existing Conditions
Avg. Queue Per Lane in Veh= 12.3
Percentile = 95% 18

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0001	0.0001	1
0.0003	0.0004	2
0.0014	0.0018	3
0.0043	0.0062	4
0.0107	0.0168	5
0.0219	0.0387	6
0.0385	0.0772	7
0.0591	0.1363	8
0.0808	0.2172	9
0.0994	0.3166	10
0.1112	0.4278	11
0.1139	0.5417	12
0.1078	0.6495	13
0.0947	0.7442	14
0.0777	0.8219	15
0.0597	0.8816	16
0.0432	0.9248	17
0.0295	0.9543	18
0.0191	0.9734	19
0.0118	0.9852	20
0.0069	0.9921	21
0.0038	0.9959	22
0.0021	0.9980	23
0.0011	0.9990	24
0.0005	0.9996	25
0.0002	0.9998	26
0.0001	0.9999	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

I-880 NB Ramps/Stevens Creek
NBL
PM
Background Conditions
Avg. Queue Per Lane in Veh= 16.8
Percentile = 95% 24

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0000	0.0000	1
0.0000	0.0000	2
0.0000	0.0000	3
0.0002	0.0002	4
0.0006	0.0008	5
0.0016	0.0024	6
0.0038	0.0061	7
0.0080	0.0141	8
0.0149	0.0290	9
0.0250	0.0539	10
0.0381	0.0920	11
0.0534	0.1454	12
0.0690	0.2144	13
0.0828	0.2971	14
0.0927	0.3898	15
0.0973	0.4871	16
0.0962	0.5833	17
0.0898	0.6730	18
0.0794	0.7524	19
0.0667	0.8191	20
0.0533	0.8724	21
0.0407	0.9131	22
0.0297	0.9429	23
0.0208	0.9637	24
0.0140	0.9777	25
0.0090	0.9867	26
0.0056	0.9924	27
0.0034	0.9957	28
0.0020	0.9977	29
0.0011	0.9988	30
0.0006	0.9994	31
0.0003	0.9997	32
0.0002	0.9999	33
0.0001	0.9999	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

I-880 NB Ramps/Stevens Creek
NBL
PM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 17.4
Percentile = 95% 25

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0000	0.0000	1
0.0000	0.0000	2
0.0000	0.0000	3
0.0001	0.0001	4
0.0004	0.0005	5
0.0011	0.0016	6
0.0027	0.0042	7
0.0058	0.0100	8
0.0112	0.0212	9
0.0195	0.0406	10
0.0308	0.0714	11
0.0446	0.1160	12
0.0597	0.1758	13
0.0742	0.2500	14
0.0861	0.3361	15
0.0936	0.4297	16
0.0958	0.5256	17
0.0926	0.6182	18
0.0848	0.7031	19
0.0738	0.7769	20
0.0612	0.8380	21
0.0484	0.8864	22
0.0366	0.9230	23
0.0265	0.9495	24
0.0185	0.9680	25
0.0124	0.9804	26
0.0080	0.9883	27
0.0049	0.9933	28
0.0030	0.9962	29
0.0017	0.9980	30
0.0010	0.9989	31
0.0005	0.9994	32
0.0003	0.9997	33
0.0001	0.9999	34
0.0001	0.9999	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65