APPENDIX D

Final Transportation Impact Analysis

El Camino Real Specific Plan

Final Transportation Impact Analysis

Prepared for:
City of Santa Clara

November 2020

SJ17-1774

FEHR PEERS

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1. Introduction

This report presents the results of the transportation impact analysis (TIA) for the proposed El Camino Real Corridor Specific Plan (the "Plan" or the "Project") located in the City of Santa Clara, California. The Plan Area comprises approximately 316 acres along the El Camino Real in Santa Clara and is shown on **Figure 1.**

The purpose of this analysis is to identify potentially significant adverse impacts of the Plan on the surrounding local and regional transportation system and to recommend measures to mitigate significant impacts. In addition, this TIA evaluates consistency with *the Santa Clara General Plan* adopted November 2010 (General Plan). The TIA was prepared following the policies and practices of the City of Santa Clara and guidelines of the Santa Clara Valley Transportation Authority (VTA), the congestion management agency for Santa Clara County.

This section provides information on the El Camino Real Plan including both the land use and transportation components, a summary of the study area, the analysis scenarios, and an overview of the contents this report.

1.1 Project Description

The Plan Area includes the properties that are located immediately adjacent to the segment of El Camino Real between the City limits on the west and Lafayette Street on the east. With a few minor exceptions, the Plan Area boundary is consistent with the Priority Development Area (PDA) boundary established by the Association of Bay Area Governments (ABAG) and the City in 2011 and included in the regional Plan Bay Area adopted by ABAG and Metropolitan Transportation Commission (MTC) in 2013.

Existing development along the El Camino Real corridor comprises of a mix of small-scale auto-oriented commercial uses and services, mid- to large-scale strip mall developments, and multi-family residential buildings. The General Plan envisions transforming the El Camino Real corridor to a tree-lined, pedestrian- and transit-oriented corridor with a mix of residential and retail uses. The City has been provided grant funding from MTC to develop a Specific Plan to provide guidance for the transformation of the land uses along the El Camino Real corridor and to support a multimodal transportation facility, consistent with the General Plan vision.

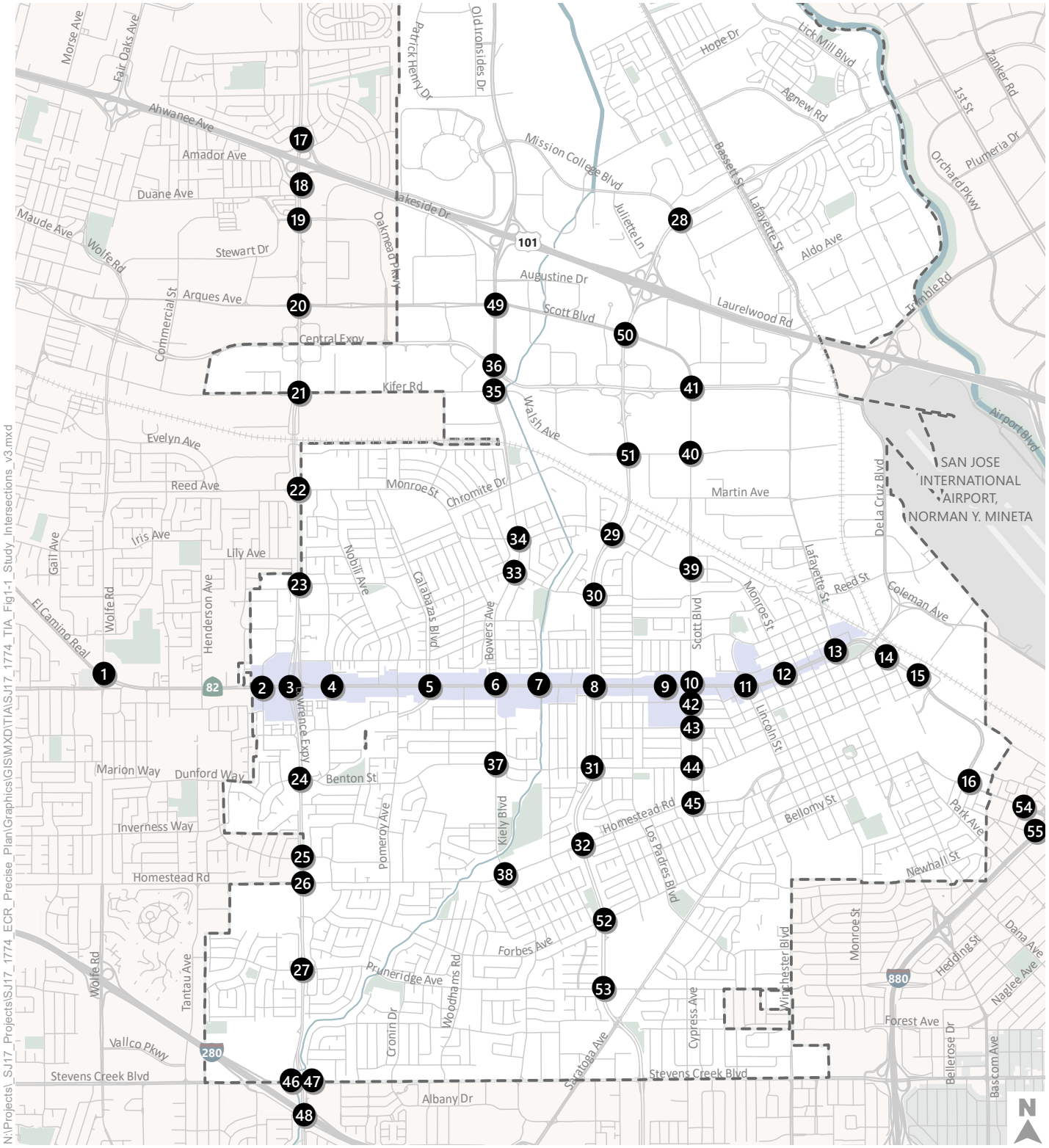
1.1.1 Land Use Component

The Preferred Land Use Alternative for the Plan is summarized in **Table 1**, along with a description of the existing uses, and the net change in land uses. The net change in land uses from retail to residential form the land use portion of the Project being evaluated in this TIA. **Figure 1** illustrates the corresponding conceptual land use scheme for the corridor.

Table 1: El Camino Real Corridor Specific Plan Land Use Changes

Land Use Scenario	Land Use	
	Retail	Residential
Existing Uses	395,000 square feet	0
Future Uses	0	6,200 dwelling units
Net New Land Uses	**(395,000 square feet)**	**6,200 dwelling units**

Source: Raimi + Associates, 2019.



Study Intersections

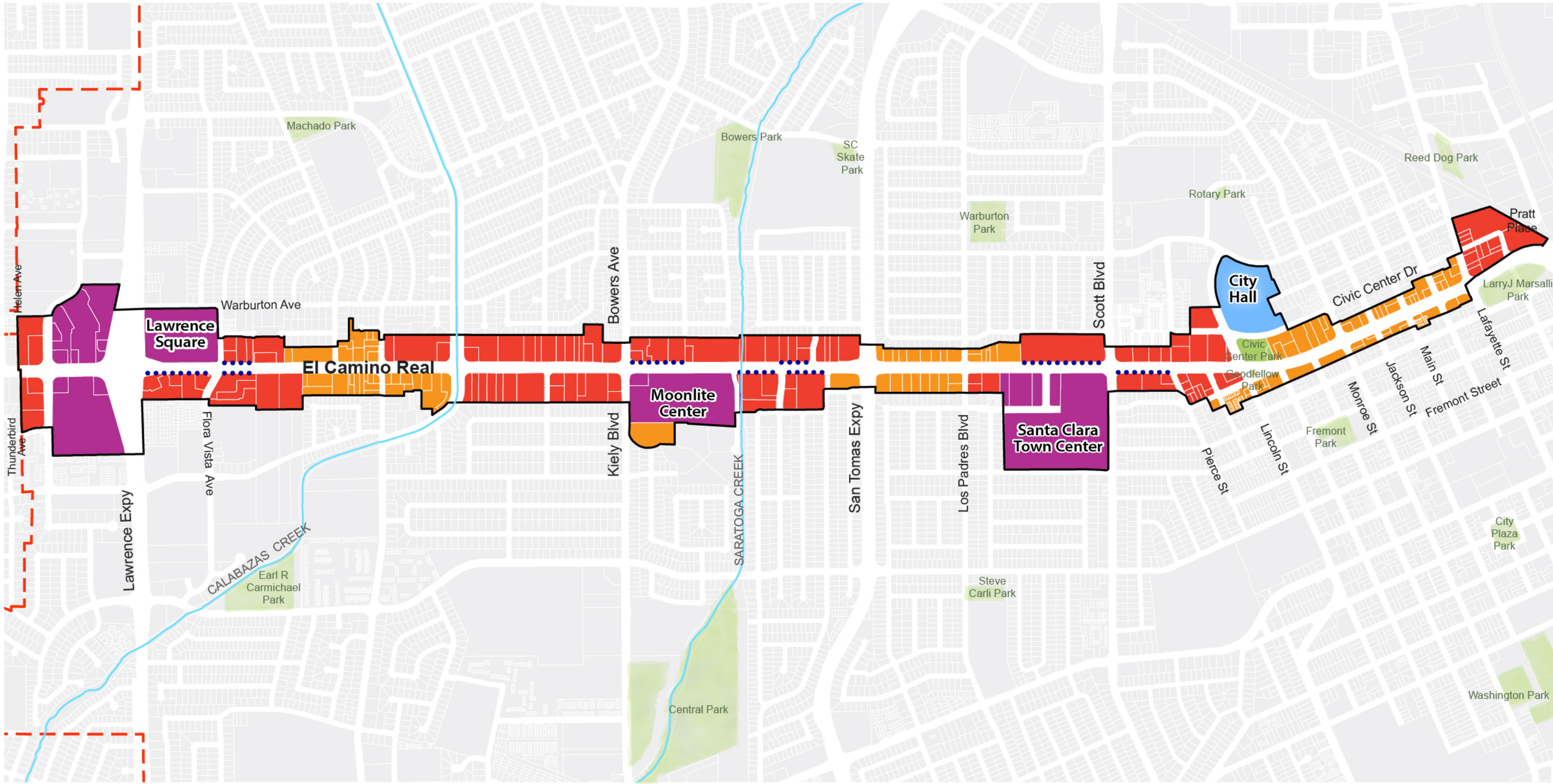
City of Santa Clara Boundary

PDA Boundary

Figure 1

Study Intersection

Preferred Alternative



Legend

Regional Commercial
5-6 Stories
Commercial required: 0.2 min FAR
Residential: 55-100 du/acre

Community Mixed-Use
4-5 Stories
Commercial: Allowed not required
Residential: 35-65 du/acre

Ground Floor Commerical Required

Medium Density Residential
3-4 Stories
Commercial: Allowed not required
Residential: 16-35 du/acre

Public/Quasi-Public

Parcels

Creeks

Parks

Project Boundary

0 0.25 Miles

5 minute walk

1.1.2 Specific Plan Circulation and Improvement

The Plan's proposed street network and improvements support a multimodal network to accommodate future growth in the Plan area. Overall, the Plan maintains the current roadway network capacity for El Camino Real while providing for pedestrian, bicycle, and transit access improvements to create a multimodal corridor. Key elements of the Plan are outlined below.

1.1.2.1 Pedestrian Access and Improvements

The pedestrian network improvements generally include increased sidewalk widths, buffers from traffic, more comfortable crossings, and more landscaping and tree canopy along El Camino Real. Pedestrian improvements will be particularly important and prioritized at centers of pedestrian and commercial activity and other areas where concentrations of commercial activity are planned.

1.1.2.2 Bicycle Access and Circulation

A key element of the Plan is the provision of a cycle track along El Camino Real that includes separated and protected bike lanes along the corridor. Installation of the cycle track will require the removal of on-street parking. The cycle track would be protected from the vehicular travel lanes via a two-foot wide raised buffer (i.e. concrete median). As an interim solution before full implementation of the cycle track, a two-foot wide painted buffer could be provided. Ultimately a raised buffer would be provided to truly enhance bicycle travel and safety along the corridor. **Figure 3** presents the proposed ultimate cross-section of El Camino Real, including the new cycle track on both sides of the street.

North/south bike connections along the El Camino Real corridor are provided via four key bicycle access corridors, including the crossings at Calabazas Creek, San Tomas Aquino Creek, Los Padres Boulevard, and Monroe Street. Bike facilities are provided parallel to Calabazas Creek on Calabazas Boulevard. The bike facilities include on-street left-hand side bike lanes with green bike lanes and bike boxes at the approaches to El Camino Real. The San Tomas Aquino Creek trail runs just west of and parallel to San Tomas Expressway and includes a Class I, fully separated multi-use bike path. The trail crosses El Camino Real on the west-leg of the signalized intersection at San Tomas Expressway via a standard crosswalk. The Plan includes recommended enhancements for this trail crossing of El Camino Real.

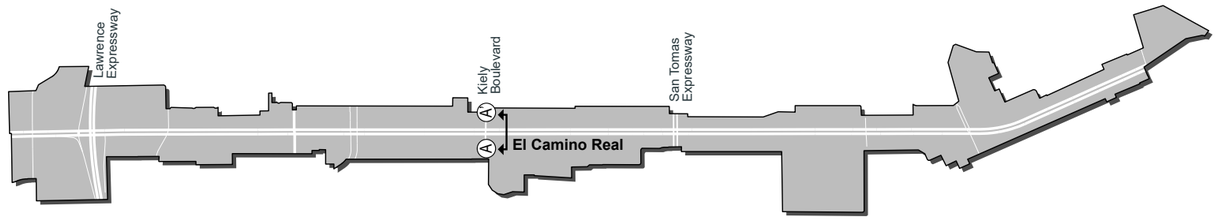
1.1.2.3 Transit Access and Circulation

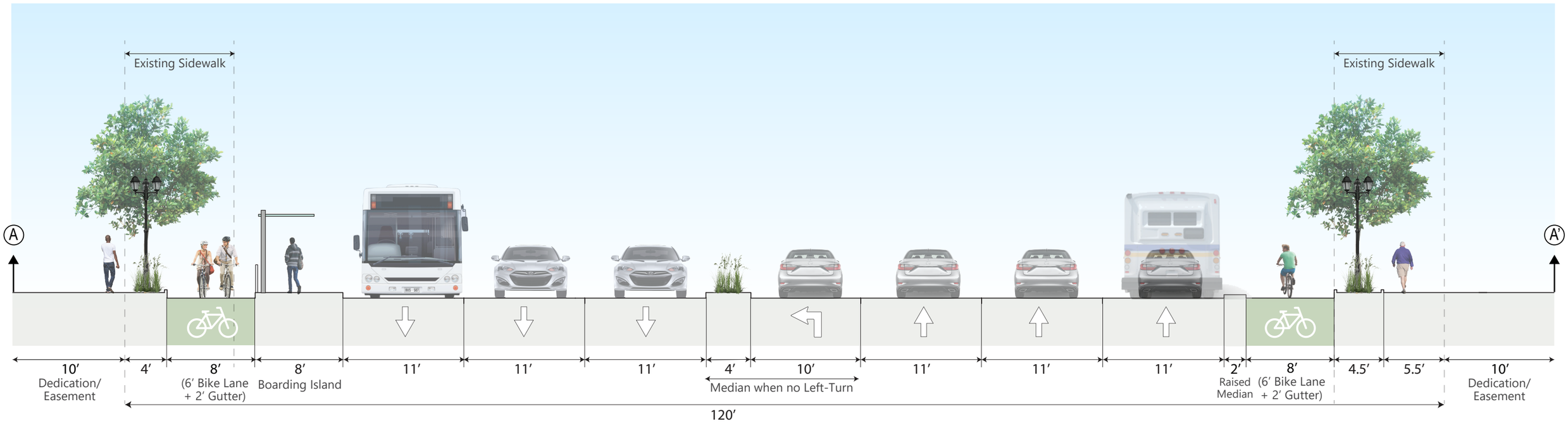
El Camino Real is a major east-west arterial that connects the City of Santa to the cities of Sunnyvale and San Jose. Consistent with SB 743 and the California Public Resources Code, El Camino Real along the entire Peninsula, including through the City of Santa Clara, is high-quality transit corridor,[1] with primary transit access provide by VTA's Rapid 522 and Bus Route 22.

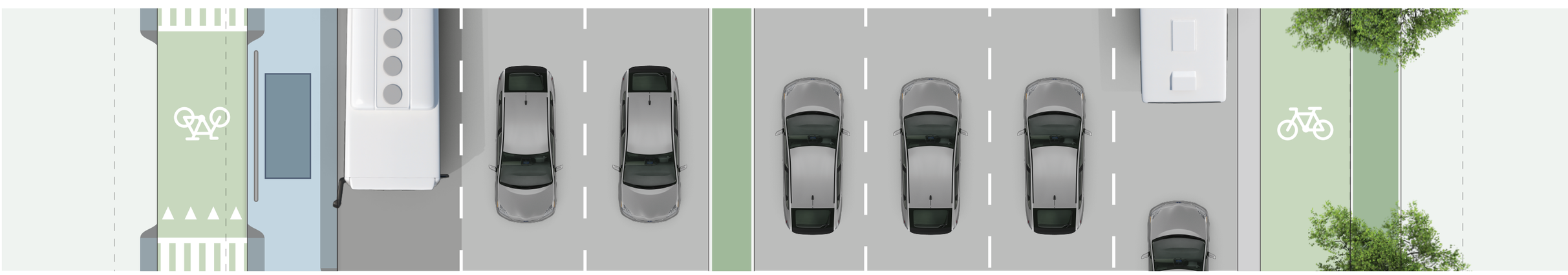
[1] A high-quality transit corridor means a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours. Add description of high quality transit corridor. California Public Resources Code, Section 21155(b)(3).

To support the corridors transit access, transit improvements identified as part of the Plan include the provision of bus boarding islands. Bus boarding islands are extensions of the curb that provide more space for riders to wait, board, and disembark, and that minimize potential conflicts between cyclists and buses. With the extension of the curb, bus boarding islands would allow buses to stop in the travel lane when accessing a bus stop and minimize wait times for buses to merge back into traffic. This will result in some additional wait time for cars, with bus boarding's typically taking about 30 seconds; though they can pass the stopped busses in the adjacent travel lanes. **Figure 3** presents the proposed ultimate cross-section of El Camino Real, including a proposed bus boarding island.

El Camino Real Specific Plan Project Area: Proposed El Camino Real Re-Design Concept







CONCEPTUAL - NOT FOR CONSTRUCTION
DETAILED ANALYSIS AND ENGINEERING DESIGN REQUIRED

Figure 3

FEHR PEERS

1.2 Study Area

The study area for this TIA generally extends along El Camino Real between Wolfe Road to the west in Sunnyvale and the I-880 interchange at The Alameda in the City of San Jose to the east. The major north-south corridors in the study area include Lawrence Expressway between US 101 to the north and I-280 to the south at the border of Santa Clara and San Jose, Bowers Avenue-Kiely Boulevard between Scott Boulevard to the north and Pruneridge Avenue to the south, San Tomas Expressway between Mission College Boulevard to the north and Pruneridge Avenue to the south, and Scott Boulevard between Central Expressway to the north and Homestead Road to the south. The roadway impacts of the Project were evaluated at the intersections identified below

1.2.1 Intersections

Project impacts on study area transportation facilities were determined by measuring the effect Project traffic would have on intersection operations during the morning (7:00 to 9:00 AM) and evening (4:00 to 6:00 PM) peak periods. Study intersections were selected in consultation with City of Santa Clara staff and following guidance from *VTA's Transportation Impact Analysis Guidelines* (2014), which indicates that an intersection should be evaluated if a Project contributes ten vehicle trips per lane during the morning or evening peak hours. The ten trips per lane guidance was applied to Congestion Management Program (CMP) intersections and major City intersections. Not all minor intersections that meet the ten trips per lane guidance were included because traffic operations at these locations would not be substantially affected by Project trips. The resulting study intersections are presented in **Table 2.**

Table 2: Study Intersections

ID	Intersection	Jurisdiction
1	El Camino Real / Wolfe Road	City of Sunnyvale (CMP)
2	El Camino Real / Halford Avenue	City of Santa Clara
3	El Camino Real / Lawrence Expressway	Santa Clara County (CMP)
4	El Camino Real / Flora Vista Avenue	City of Santa Clara
5	El Camino Real / Calabazas Boulevard	City of Santa Clara
6	El Camino Real / Kiely Boulevard-Bowers Avenue	City of Santa Clara (CMP)
7	El Camino Real / Bowe Avenue	City of Santa Clara
8	El Camino Real / San Tomas Expressway	Santa Clara County (CMP)
9	El Camino Real / McCormick Drive	City of Santa Clara
10	El Camino Real / Scott Boulevard	City of Santa Clara (CMP)
11	El Camino Real / Lincoln Street	City of Santa Clara (CMP)
12	El Camino Real / Monroe Street	City of Santa Clara (CMP)
13	El Camino Real / Lafayette Street	City of Santa Clara (CMP)
14	El Camino Real / Harrison Street	City of Santa Clara

Table 2: Study Intersections

ID	Intersection	Jurisdiction
15	El Camino Real / Benton Street	City of Santa Clara
16	El Camino Real / The Alameda	City of Santa Clara (CMP)
17	Lawrence Expressway / US 101 Northbound	Santa Clara County
18	Lawrence Expressway / US 101 Southbound	Santa Clara County
19	Lawrence Expressway / Oakmead Parkway	Santa Clara County
20	Lawrence Expressway / Arques Avenue	Santa Clara County (CMP)
21	Lawrence Expressway / Kifer Road	Santa Clara County
22	Lawrence Expressway / Monroe Street	Santa Clara County (CMP)
23	Lawrence Expressway / Cabrillo Avenue	Santa Clara County
24	Lawrence Expressway / Benton Street	Santa Clara County
25	Lawrence Expressway / Lochinvar Avenue	Santa Clara County
26	Lawrence Expressway / Homestead Road	Santa Clara County (CMP)
27	Lawrence Expressway / Pruneridge Avenue	Santa Clara County
28	Montague Expressway / Mission College Boulevard	Santa Clara County (CMP)
29	San Tomas Expressway / Monroe Street	Santa Clara County (CMP)
30	San Tomas Expressway / Cabrillo Avenue	Santa Clara County
31	San Tomas Expressway / Benton Street	Santa Clara County
32	San Tomas Expressway / Homestead Road	Santa Clara County (CMP)
33	Bowers Avenue / Cabrillo Avenue	City of Santa Clara
34	Bowers Avenue / Monroe Street	City of Santa Clara
35	Bowers Avenue / Kifer Road-Walsh Avenue	City of Santa Clara
36	Bowers Avenue / Central Expressway	Santa Clara County (CMP)
37	Kiely Boulevard / Benton Street	City of Santa Clara
38	Kiely Boulevard / Homestead Road	City of Santa Clara
39	Scott Boulevard / Monroe Street	City of Santa Clara
40	Scott Boulevard / Walsh Avenue	City of Santa Clara
41	Scott Boulevard / Central Expressway	Santa Clara County (CMP)
42	Scott Boulevard / Clay Street	City of Santa Clara
43	Scott Boulevard / Harrison Street	City of Santa Clara
44	Scott Boulevard / Benton Street	City of Santa Clara
45	Scott Boulevard / Homestead Road	City of Santa Clara
46	Lawrence Expressway Southbound / Stevens Creek Boulevard	Santa Clara County (CMP)
47	Lawrence Expressway Northbound / Stevens Creek Boulevard	Santa Clara County (CMP)
48	Lawrence Expressway / Calvert Drive – I-280 Southbound	Santa Clara County (CMP)

Table 2: Study Intersections

ID	Intersection	Jurisdiction
49	Bowers Avenue / Scott Boulevard	City of Santa Clara (CMP)
50	San Tomas Expressway / Scott Boulevard	Santa Clara County (CMP)
51	San Tomas Expressway / Walsh Avenue	Santa Clara County
52	San Tomas Expressway / Forbes Avenue	Santa Clara County
53	San Tomas Expressway / Pruneridge Avenue	Santa Clara County
54	The Alameda / I-880 Southbound	City of San José (CMP)
55	The Alameda / I-880 Northbound	City of San José (CMP)

Source: Fehr & Peers, 2019.
Note: CMP=Congestion Management Program; CMP indicates the intersection is part of VTA's CMP monitoring program.

1.2.2 Freeway Segments

A freeway segment is defined as the portion of the freeway between two interchanges, by direction, with mixed-flow and high-occupancy (HOV) lanes evaluated separately. Pursuant to VTA guidelines, freeway segments are selected for analysis when: a) the project site is adjacent to a freeway segment, b) project access is provided using various interchanges, and/or c) the project is anticipated to add more than one percent to each of the segment's capacity during both/either peak hour. The El Camino Real corridor is not directly adjacent to a freeway segment and in general is over a mile from any freeway interchanges. **Table 3** evaluates whether the Project would add more than one percent to each of the segment's capacity during the peak hour. This threshold is not met for any of the freeway segments that provide direct access to the study area, and therefore no further freeway segment LOS analysis was conducted.

As discussed in Section 5, the Project would replace commercial uses with residential uses, which causes shifts in travel patterns throughout the area as existing trips divert to other commercial areas and new trips from the new residential uses connect to employment centers. This results in negative trips for the diverted commercial trips and added trips for the new residential uses. At some freeway segments, this difference causes net negative project trips added.

Table 3: Freeway Segment Capacity and Trip Added

Freeway Segment	Direction	Capacity[1]		Peak Hour[2]	Existing Plus Project Conditions			
					Project Trips Added		Trip Added > 1% of Density?[3]	
		Mixed	HOV		Mixed	HOV	Mixed	HOV
US-101								
Bowers Avenue – Great America Parkway to Lawrence Expressway	NB	6,900	1,650	AM PM	14 5	1 1	No No	No No
	SB	6,900	1,650	AM PM	1 8	0 1	No No	No No
Lawrence Expressway to North Fair Oaks Avenue	NB	6,900	1,650	AM PM	-4 -1	-1 0	No No	No No
	SB	6,900	1,650	AM PM	-4 27	-1 3	No No	No No
I-280								
Stevens Creek Boulevard to Lawrence Expressway	EB	6,900	1,650	AM PM	-3 15	-1 2	No No	No No
	WB	6,900	1,650	AM PM	27 8	3 1	No No	n/a n/a
Lawrence Expressway to Saratoga Avenue	EB	6,900	1,650	AM PM	22 7	3 1	No No	No No
	WB	6,900	1,650	AM PM	-4 18	-1 2	No No	No No
I-880								
North of Alameda	NB	6,900	-	AM PM	8 20	- -	No No	- -
	SB	6,900	-	AM PM	-6 12	- -	No No	- -
South of The Alameda	NB	6,900	-	AM PM	6 -10	- -	No No	- -
	SB	6,900	-	AM PM	-3 1	- -	No No	- -
	SB	6,900	-	AM PM	-3 1	- -	No No	- -

Notes:

1. Densities as identified in the *2018 Monitoring & Conformance Report*, VTA, May 2017.
2. AM = morning peak hour, PM = evening peak hour.
3. Do the trips added per trip generation in Chapter XX exceed 1 percent of the freeway segment's capacity?

N/A = not applicable. Freeway segment does not have HOV lanes.
Source: *2016 Monitoring & Conformance Report*, VTA, May 2017; Fehr & Peers, January November 2019.

1.2.3 Pedestrian, Bicycle, and Transit Facilities

Project impacts to pedestrian facilities, bicycle facilities, and transit services and facilities within an approximately one-half mile radius from the Project site were also addressed.

1.3 Analysis Scenarios

Intersection operations were evaluated during the weekday peak hours within the morning and evening commute periods for the following scenarios:

Scenario 1: *Existing Conditions* – Existing volumes obtained from existing/new traffic counts.

Scenario 2: *Existing with Project Conditions* – Volumes from Scenario 1 plus net-added traffic generated by buildout of the Project.

Scenario 3: *Background Conditions* – Existing volumes plus traffic estimates from "approved but not yet built" and "not occupied" developments in the area.

Scenario 4: *Background with Project Conditions* – Volumes from Scenario 3 plus net-added traffic generated by buildout of the Project.

Scenario 5: *Cumulative Conditions* – Volumes from Scenario 3 plus traffic generated from the City of Santa Clara's Travel Demand Forecasting model for the year 2035.

Scenario 6: Cumulative with Project Conditions – Scenario 5 volumes plus net-added traffic generated by the Project.

1.4 Report Organization

The remainder of this report is divided into the following chapters:

- **Chapter 2 – Regulatory Framework** presents local, regional and state programs and plans relevant to the Project.
- **Chapter 3 – Analysis Methods and Thresholds of Significance** presents the analysis methods, level of service standards, and thresholds of significance for the study intersections, and transit, bicycle, and pedestrian facilities.
- **Chapter 4 – Existing Conditions** describes the transportation system near the Project site, including the surrounding roadway network, morning and evening peak period intersection turning movement volumes, existing bicycle, pedestrian, and transit facilities, and intersection levels of service.
- **Chapter 5 – Existing with Project Conditions** describes the Project trip generation, distribution and assignment methods along with the transportation operations with the Project. As needed,

the chapter also presents the intersection impacts and associated mitigation measures for the Project.

- **Chapter 6 – Background Conditions** presents the transportation operations with and without the Project under Background Conditions. As needed, the chapter also presents the intersection impacts and associated mitigation measures for the Project.
- **Chapter 7 – Cumulative (2040) Conditions** presents the transportation operations with and without the Project under Cumulative Conditions. As needed, the chapter also presents the intersection impacts and associated mitigation measures for the Project.
- **Chapter 8 –Multimodal Evaluation** describes the impacts and mitigation measures for transit, bicycle, and pedestrian access for the Project.
- **Chapter 9 – Vehicle Miles Traveled Analysis** presents the vehicle miles of travel (VMT) estimates used in the greenhouse gas analysis.
- **Chapter 11 - Other Transportation Evaluations** includes, for informational purposes only, the results of the operations analysis of selected intersection queuing

2. Regulatory Framework

This chapter describes the Project's relevant transportation regulatory framework. The regulatory framework includes local, regional and state programs and plans related to the Project, including their implementation status, as some are still in-progress and not yet fully adopted.

2.1 City of Santa Clara

The City of Santa Clara has adopted several plans that provide guidance for managing the City's transportation system.

2.1.1 Santa Clara General Plan Update 2010-2035

The City of Santa Clara 2010-2035 General Plan (General Plan) was adopted in November 2010. The State requires every city and county in California to prepare a general plan. The City of Santa Clara's General Plan lays out broad goals and specific policies on land use, community design, circulation, housing, public facilities, open space, recreation, conservation, noise, seismic and safety, and historic preservation. The General Plan provides information for the community to define acceptable development. It is a guide for decisions by the City Council, Planning Commission, City Departments and other governmental agencies on specific development applications.

The General Plan's vision is long-range, looking forward 25 years into the future. It is designed as a "progressive plan" that breaks down the 25-year horizon into three planning phases: to 2015, 2025, and 2035. Near the close of each of these phases, the City will engage the community in efforts to check the direction and priorities, as well as reaffirm the long-term vision. The General Plan outlines Major Strategies that provide the foundation for defined goals and policies for the City. Together, these Strategies, goals, and policies guide land use and transportation decisions, as well as neighborhood conservation, transportation, parks, and other aspects of the City's form. In terms of transportation the General Plan outlines the following mobility goals:

> 5.8.1-G1: Transportation networks that support the General Plan Major Strategies as well as the Goals and Policies for Prerequisites, Land Use, Focus Areas, Neighborhood Compatibility, Public Services and Environmental Quality.
>
> 5.8.1-G2: Transportation networks that provide a safe, efficient, convenient and integrated system to move people and goods.
>
> 5.8.1-G3: Transportation networks that promote a reduction in the use of personal vehicles and vehicle miles traveled.
>
> 5.8.2-G1: A street system that supports the safe and efficient movement of people, goods and services.

5.8.2-G2: Roadway design, construction, operation and maintenance that supports the goals for "Full- Service Streets" throughout the City.

5.8.2-G3: A roadway network designed to accommodate alternate transportation modes in addition to vehicles.

5.8.2-G4: Technological advances applied to the roadway infrastructure to maximize the use of the existing roadway and support efficient traffic flow.

5.8.3-G1: Transit services that are accessible to all segments of the City's population.

5.8.3-G2: A transit network that supports a reduction in automobile dependence for residents, employees and visitors.

5.8.3-G3: Transit options that are available to provide commuter services throughout the City.

5.8.4-G1: Pedestrian and bicycle connections that are accessible throughout the City to all segments of the population.

5.8.4-G2: A bicycle and pedestrian network that provides links from neighborhoods to public amenities and destinations.

5.8.4-G3: Walking and bicycling as alternatives to driving to reduce vehicle commute and non-commute trips, and to improve community health and reduce vehicle use.

5.8.5-G1: Transportation demand management programs for all new development in order to decrease vehicle miles traveled and single occupant vehicle use.

5.8.5-G2: Transportation demand management programs that promote an increase in vehicle occupancy and a decrease in vehicle trips during commute hours.

5.8.6-G1: Parking provided for new development and along public streets that does not exceed average demands.

5.8.6-G2: A parking supply that encourages the use of alternate transportation modes.

5.8.6-G3: Flexible parking standards that address unique development types and locations within the City.

5.8.7-G1: The movement of goods safely and efficiently through the City.

5.8.7-G2: Neighborhoods protected from negative effects associated with rail and freight services.

2.1.1.1 City of Santa Clara Bicycle Plan

The *City of Santa Clara Bicycle Plan Update* 2018 established a long-term vision for improving bicycling in Santa Clara. This plan contains the policy vision, design guidance, and specific recommendations to guide public and private investments in active transportation bicycle facilities and related programs. Existing and planned bicycle facilities in the Study Area are presented in **Chapter 3**.

2.1.1.2 City of Santa Clara Emergency Operations Plan

The City of Santa Clara Emergency Operations Plan (EOP) was adopted in March of 2012 by the Santa Clara City Council (City of Santa Clara, 2012). An Emergency Operations Plan is required for each local government in California. The guidelines for the plan are from the Federal Emergency Management Agency (FEMA) and modified by the State Office of Emergency Services (OES). The purpose of the EOP is to provide the legal framework for the management of emergencies that affect the City and guidance for the conduct of businesses during an emergency at the designated Emergency Operations Center (EOC). The Plan consists of two parts: the Basic Plan and the Annexes. The Basic Plan is a legal document that outlines how the City of Santa Clara fulfills its legal requirements for emergency management within its jurisdiction. The Annexes contain functional guidance for the operation of the EOC. The Annexes include a checklist to address functions during earthquakes, flooding, dam failure, or hazardous materials release. The Plan also includes operational data such as listings of resources, key personnel, and essential facilities needed for conducting emergency operations. The EOC would be activated under the following conditions:

- Proclamation of a Local Emergency by a city official designated by local ordinance
- Proclamation of a State of Emergency by the Governor of California
- Automatic proclamation of a State of War Emergency as defined by the California Emergency Services Act

2.1.1.3 Climate Action Plan

The City Council adopted the CAP on December 3, 2013 and is currently updating their plan, which it expects to release in 2020. The City's Climate Action Plan (CAP) defines the City's path toward creating a more sustainable, healthy and livable community. Related to transportation, the current CAP identifies VMT reduction requirements by district. The Plan Area is within the *El Camino Real Corridor* district and has requirements for the High Density Residential, Community Mixed Use and Regional Mixed-Use General Plan land use designations. The requirements include a total VMT reduction of 15 percent for the residential and 20 percent for the commercial land uses; of which five percent and ten percent, respectively, should come from TDM measures.

2.1.1.4 Neighborhood Traffic Calming Program

The City of Santa Clara maintains a Neighborhood Traffic Calming Program (NTCP). The NCTP was established by the City in 1999 to address and resolve neighborhood traffic concerns and quality of life issues including pedestrian safety, excessive cut-through traffic, speeding, parking control and prohibition,

and limited site distance. The program provides a range of possible solutions to neighborhood traffic disruptions, organized by issue area. The NCTP aims to maintain a livable community, which include elements supporting security and safety of all residents and visitors, the sense of home and privacy, and the feeling of community identification (Santa Clara, 1999).

2.2 Countywide Agencies

The City of Santa Clara is subject to regulations set by the Santa Clara Valley Transportation Authority (VTA) and County of Santa Clara.

2.2.1 Valley Transportation Authority (VTA)

VTA serves two roles in Santa Clara County—first, as the primary transit operator, and second, as the Congestion Management Agency (CMA). In its role as transit operator, VTA is responsible for development, operation, and maintenance of the bus and light-rail system within the County. VTA operates more than 70 bus lines and three light-rail lines, in addition to shuttle and paratransit service. It also provides transit service to major regional destinations and transfer centers in adjoining counties.

As the County's CMA, VTA is responsible for managing the County's blueprint to reduce congestion and improve air quality. VTA is authorized to set State and federal funding priorities for transportation improvements that affect the Santa Clara Congestion Management Plan (CMP) transportation system. Priority projects are also eligible for the Regional Transportation Plan (RTP). The CMP roadway network in Santa Clara includes all State highways, County expressways, and some principal arterials and intersections, while the CMP transit network includes rail service and selected bus service.

VTA requires local jurisdictions to analyze impacts of new developments, or land use policy changes, on CMP facilities if they are expected to generate 100 or more new peak-hour trips. VTA developed the Transportation Impact Analysis Guidelines (October 2014), which were adopted by all cities and the County, to provide local jurisdictions with a uniform program for evaluating the transportation impacts of land use decisions on the designated CMP system. VTA updated the Transportation Impact Analysis Guidelines in 2014 which are the basis of the transportation impact analysis for this Project.

As the CMA for Santa Clara County, VTA is responsible for the development of a long-range countywide transportation plan, called Valley Transportation Plan (VTP) 2040. VTP 2040 provides programs, projects, and policies for roadways, transit, Intelligent Transportation Systems (ITS) and Systems Operations Management, bicycle and pedestrian facilities, and land use and transportation integration. VTP 2040 projects serve as VTA's recommendations for the RTP known as the Plan Bay Area. VTA 2040 was adopted by the VTA Board of Directors in September of 2014.

VTA's Short-Range Transit Plan (SRTP) is a federally mandated planning document that describes the plans, programs, and goals of VTA's transit service. It has a 10-year planning horizon and is updated annually. It focuses on the characteristics and capital needs of the existing system and on committed (funded) expansion plans. The current plan proposes to keep bus and light-rail service at existing levels, expand community bus services (neighborhood-based circulator and feeder routes that travel within a

limited area), continue to contribute monetarily to Caltrain service, and replace and expand the bus vehicle fleet. Other relevant VTA plans and programs are described below.

- *Transit Sustainability Policy and Service Design Guidelines*: VTA's Transit Sustainability Policy (TSP) is a ridership-based policy that provides a framework for the efficient expenditure of transit funds. It is intended to assist the VTA Board of Directors with its decision-making process by making available the most complete information possible regarding options, costs, benefits, and trade-offs for various transit projects and service proposals prior to a selection of mode and funding decisions. The Service Design Guidelines associated with the TSP were developed to evaluate and make recommendations regarding design, implementation, and monitoring of the performance of transit services in the region (VTA 2018).
- *Complete Streets Program* (ongoing): VTA, in a collaborative effort with its member agencies and partner agencies, Caltrans, and the MTC, is in the process of developing a Complete Streets Program for Santa Clara County. The main objective of this program is to formulate a process for instituting incremental "complete street" improvements in Santa Clara County. The VTA, in collaboration with the cities of Santa Clara, San José, Sunnyvale and Milpitas, recently initiated a Complete Street Corridor Study along Tasman Drive that will develop conceptual designs of improvements to accommodate bicyclists, pedestrians, transit passengers and vehicles, and other vehicles.
- *Safe Routes to Transit*: VTA recently developed Pedestrian Access to Transit Plan, the first countywide pedestrian plan for Santa Clara County. The plan aims to improve the safety, comfort, and convenience of the walking environment for VTA customers at twelve Focus Areas with high VTA bus ridership and need for pedestrian infrastructure improvements. VTA worked with community members and stakeholders to identify projects, such as pedestrian bridge, streetscape improvement, bicycle and pedestrian path, street crossing, and sidewalk projects to improve the safety and comfort of those who ride VTA trains and buses. None of the Focus Areas are along the El Camino Real Corridor in the City of Santa Clara.
- *Santa Clara Countywide Bicycle Plan*: The Santa Clara Countywide Bicycle Plan synthesizes other local and County plans into a comprehensive 20-year cross-County bicycle corridor network and expenditure plan. The long-range countywide transportation plan and the means by which projects compete for funding and prioritization are documented in Valley Transportation Plan (VTP) 2040. The most recent version of the Santa Clara Countywide Bicycle Plan was adopted by VTA in 2018. The plan establishes a network of Cross County Bikeway Corridors that provide continuous, complete bike connections across the county. The plan also identifies locations where new and improved bicycle connections are needed across freeways, rail lines, and creeks. Within the El Camino Real Specific Plan area, the Calabazas Creek crossing is identified as an "inadequate roadway crossing" for the Priority Corridor along Calabazas Creek.

2.2.2 County of Santa Clara

Roadways in unincorporated areas of Santa Clara County, as well as all of the County expressways, are under the auspices of the Santa Clara County Roads and Airports Department. Department staff members

are responsible for maintaining and operating all of the expressways and all of the streets that are located on County property.

Santa Clara County's Expressway Plan 2040 is the successor to the 2003 Comprehensive County Expressway Planning Study. Adopted in 2016, the study evaluates the needs of expressways and the Santa Teresa/Hale Corridor based on city land use plans, projected 2040 traffic growth, and complete streets planning. The plan also identifies policy changes and updated implementation strategies.

2.3 State and Regional Regulatory Framework

This section describes state and regional transportation programs and plans related to the Project.

2.3.1 State Agency – California Department of Transportation (Caltrans)

Caltrans has authority over the State highway system, which includes freeways, interchanges, and arterial State Routes (SR). El Camino Real is designated as SR 82 and under Caltrans jurisdiction. Caltrans transportation analysis requirements are described in the *Guide for the Preparation of Traffic Impact Studies* (Caltrans, 2002), which covers the information needed for Caltrans to review the impacts on state highway facilities. However, as the Congestion Management Agency, VTA is responsible for monitoring operations on Caltrans facilities within Santa Clara County and VTA's *Transportation Impact Analysis Guidelines* are applied to the evaluation of Caltrans facilities within the City of Santa Clara. Caltrans programs and plans are described below.

2.3.1.1 Statewide Transportation Improvement Program

The California Transportation Commission (CTC) administers transportation programming. Transportation programming is the public decision-making process, which sets priorities and funds projects envisioned in long-range transportation plans. It commits expected revenues over a multi-year period to transportation projects. The State Transportation Improvement Program (STIP) is a multi-year capital improvement program of transportation projects on and off the State Highway System, funded with revenues from the State Highway Account and other funding sources. STIP programming typically occurs every two years. The California Department of Transportation (Caltrans) manages the operation of State Highways in Santa Clara.

2.3.1.2 California Transportation Plan 2040

The California Transportation Plan (CTP) 2040 was adopted in 2016. The Plan is a statewide long-range policy plan that presents a vision for California's future transportation system. The CTP defines goals, policies, and strategies to achieve a vision and recommended performance measures for assessing their effectiveness. Numerous strategic planning concepts are integrated into the CTP 2040, including previous long-range transportation plans and many related efforts including findings and recommendations from Caltrans' statewide long-range modal plans and programs, Regional Transportation Plans (RTPs), Sustainable Communities Strategies (SCSs), and rural transportation Plans.

2.3.1.3 Complete Streets (AB 1358)

AB 1358, also known as the *California Complete Streets Act of 2008*, requires cities and counties to include complete streets policies in their general plans. These policies address the safe accommodation of all users, including bicyclists, pedestrians, motorists, public transit vehicles and riders, children, the elderly, and the disabled. These policies can apply to new streets as well as the redesign of corridors in the Study Area.

2.3.1.4 Senate Bill 743

Senate Bill (SB) 743 was adopted in 2013 and requires lead agencies to use vehicle miles traveled (VMT) instead of LOS for evaluating transportation impacts. In December 2018, the California Natural Resources Agency released the final CEQA Guidelines rulemaking materials for section 15064.3 (Determining the Significance of Transportation Impacts) consistent with the legislative intent of SB 743. Local Jurisdictions have until June 30, 2020 to formally adopt methodologies and impact thresholds for evaluation of VMT under CEQA. The City of Santa Clara has not yet adopted thresholds or analytic methods as of the notice of preparation (NOP). Therefore, VMT is not used as a threshold in this EIR analysis.

2.3.2 Regional Agencies

This section describes regional transportation agencies and plans.

2.3.2.1 Metropolitan Transportation Commission

Metropolitan Transportation Commission (MTC) is the Bay Area's regional transportation planning agency and federally designated metropolitan planning organization (MPO). MTC is responsible for preparing the Regional Transportation Plan (RTP), a comprehensive blueprint for the development of mass transit, highway, airport, seaport, railroad, bicycle, and pedestrian facilities. The RTP is a 20-year plan that is updated every three years to reflect new planning priorities and changing projections of future growth and travel demand. The long-range plan must be based on a realistic forecast of future revenues, and the transportation projects taken as a whole must help improve regional air quality. The Commission also screens requests from local agencies for State and federal grants for transportation projects to determine compatibility with the RTP.

2.3.2.1.1 Plan Bay Area 2040

Plan Bay Area is overseen by the MTC and the Association of Bay Area Governments (ABAG). It serves as the region's SCS and the 2040 Regional Transportation Plan (preceded by *Transportation 2035*), integrating transportation and land-use strategy to manage greenhouse gas emissions and plan for future population growth. The Regional Transportation Plan and SCS includes policies that call for shifting more travel demand to transit and accommodating growth along transit corridors in "Priority Development Areas." In July 2013, *Plan Bay Area* was adopted by ABAG and the MTC. The update to Plan Bay Area, known as Plan Bay Area 2040, was subsequently developed by MTC and adopted in July 2017.

Major transit projects included in *Plan Bay Area 2040* include a BART extension to San José /Santa Clara; Caltrain electrification; enhanced service along the Amtrak Capitol Corridor; and improvements to local and express bus services.

2.3.2.1.2 FOCUS Program: Priority Development Areas

The Bay Area's regional agencies of ABAG, Bay Area Air Quality Management District (BAAQMD), San Francisco Bay Conservation and Development Commission, and Metropolitan Transportation Commission initiated the "Focusing our Vision" (FOCUS) Program. The purpose of this program is to encourage growth and revitalization near transit facilities in existing communities. The program provides planning and construction funding for projects in Priority Development Areas (PDAs) with high transit accessibility and potential for redevelopment. El Camino Real is a PDA, subject to a land use plan and resolution adopted by the Santa Clara City Council.

2.3.2.2 Bay Area Air Quality Management District (BAAQMD)

BAAQMD is the regional agency with the authority to develop and enforce regulations for the control of air pollution throughout the Bay Area. The Clean Air Plan is BAAQMD's plan for reducing the emissions of air pollutants that lead to ozone. BAAQMD has also published CEQA Guidelines for the purpose of evaluating the air quality impact of projects and plans. One of the criteria that the Guidelines describes is that plans, including General Plans, must demonstrate reasonable efforts to implement transportation control measures (TCM) included in the Clean Air Plan that identify local governments as the implementing agencies. On-road motor vehicles are the largest source of air pollution in the Bay Area. To address the impact of vehicles, the California Clean Air Act requires air districts to adopt, implement, and enforce TCM.

3. Analysis Methods and Thresholds of Significance

This chapter describes the analysis methods and impact thresholds used to evaluate the transportation impacts of the El Camino Real Specific Plan.

3.1 Level of Service and Senate Bill (SB) 743

The operations of roadway facilities have traditionally been described with the term *level of service*. Level of Service (LOS) describes traffic flow from the driver's perspective based on factors such as speed, travel time, delay, and freedom to maneuver. There are six levels from LOS A, with little or no delay, to LOS F, with excessive delay. LOS E represents "at-capacity" operations. When traffic volumes exceed the capacity, stop-and-go conditions result, and operations are designated as LOS F.

Senate Bill (SB) 743 was adopted in 2013 and requires lead agencies to use vehicle miles traveled (VMT) instead of LOS for evaluating transportation impacts. In December 2018, the California Natural Resources Agency released the final CEQA Guidelines rulemaking materials for section 15064.3 (Determining the Significance of Transportation Impacts) consistent with the legislative intent of SB 743. Local Jurisdictions have until June 30, 2020 to formally adopt methodologies and impact thresholds for evaluation of VMT under CEQA.

Because the CEQA Guidelines implementing SB 743 will not be formally adopted by the City until June 2020, the City is using level of service for CEQA impact determination. VMT estimates are presented for input to the greenhouse gas analysis and not for transportation impact assessment.[2]

3.2 Level of Service Analysis Methods

This section describes the intersection LOS methods applied for the purposes of this TIA.

3.2.1 Signalized Intersections

The method described in Chapter 16 of the 2000 *Highway Capacity Manual* (HCM) (Special Report 209, Transportation Research Board) was used to prepare the LOS calculations for the signalized study intersections. This method, which is adopted by the City of Santa Clara and adjacent local agencies

[2] The Metropolitan Transportation Commission (MTC), which is, the transportation planning, financing and coordinating agency for the nine-county San Francisco Bay Area, identifies the El Camino Real corridor in Santa Clara as part of a Transit Priority Area (TSP) (within one-half mile of either an existing major transit stop or a stop along an existing high quality transit corridor). The California Natural Resource rulemaking materials for amendments to the CEQA Guidelines state that, generally, projects within a TSP should be presumed to cause a less than significant transportation impact and in most cases would not require a transportation impact assessment or VMT analysis under CEQA. See Proposed CEQA Guidelines § 15064.3(b)(1).

(including the cities of Sunnyvale and San José), and the VTA, analyzes operations based on average control delay per vehicle. Control delay includes the initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. The average control delay for signalized intersections is calculated using TRAFFIX analysis software and is correlated to a LOS designation as shown in **Table 4**.

Table 4: Signalized Intersection Level of Service Definitions

Level of Service	Description	Average Control Delay per Vehicle (seconds)
A	Operations with very low delay occurring with favorable progression and/or short cycle lengths.	≤ 10.0
B+ B B-	Operations with low delay occurring with good progression and/or short cycle lengths.	10.1 to 12.0 12.1 to 18.0 18.1 to 20.0
C+ C C-	Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear.	20.1 to 23.0 23.1 to 32.0 32.1 to 35.0
D+ D D-	Operations with longer delays due to a combination of unfavorable progression, long cycle lengths, and high volume-to-capacity (V/C) ratios. Many vehicles stop and individual cycle failures are noticeable.	35.1 to 39.0 39.1 to 51.0 51.1 to 55.0
E+ E E-	Operations with high delay values indicating poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences.	55.1 to 60.0 60.1 to 75.0 75.1 to 80.0
F	Operations with delays unacceptable to most drivers occurring due to over-saturation, poor progression, or very long cycle lengths.	> 80.0

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

3.2.2 Unsignalized Intersections

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

Table 5 summarizes the relationship between delay and LOS for unsignalized intersections. Additionally, the City of Santa Clara and adjacent local jurisdictions apply the *California Manual on Uniform Traffic Control Devices* (MUTCD) peak-hour volume signal warrant to evaluate operations at unsignalized intersections.

Table 5: Unsignalized Intersection Level of Service Definitions

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

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

3.3 Transit Analysis Methods

VTA's TIA Guidelines require that Project effects on the transit system, in terms of transit facilities, transit vehicle delay[3], and pedestrian and bicyclist access be evaluated. The TIA Guidelines also state that a quantitative analysis of demand and capacity should be conducted for projects that generate unusually large volumes of pedestrian, bicycle, or transit trips.

3.4 Intersection Level of Service Standards

Level of service standards, i.e. minimum threshold for acceptable operations, are set by the jurisdiction that controls that portion of the transportation infrastructure. In Santa Clara County, each city typically sets the thresholds for the transportation facilities within their jurisdictions through their adopted General Plan policies, and VTA sets thresholds for CMP-designated facilities, including freeway segments and select intersections, through its CMP. The following LOS standards were applied to the study intersections.

3.4.1 Signalized Intersection LOS Standards

Signalized intersection operations and impacts were evaluated based on the appropriate jurisdiction's LOS standards as summarized **Table 6**. For CMP study intersections Cupertino and the San José use their locally adopted LOS standard, while all other jurisdictions use VTA's LOS standard.

[3] VTA do not have adopted standards related to transit corridor performance associated with congestion resulting from new development projects. Pursuant to the VTA TIA Guidelines, i*f increased transit vehicle delay is found, the Lead Agency* [City of Santa Clara] *should work with VTA to identify feasible transit priority measures near the affected facility and include contributions to any applicable projects that improve transit speed and reliability in the TIA*. Thus, the transit delay information is presented for informational purposes and no impact assessments are made under CEQA.

Table 6: Intersection LOS Standards

Local Jurisdiction	Signalized Intersection Type		
	City (or County) Controlled	CMP	Expressway
City of Santa Clara[1]	LOS D	LOS E	LOS E
City of Sunnyvale[2]	LOS D, except regionally significant roadways, including intersections along El Camino Real and Sunnyvale-Saratoga Road (LOS E threshold).	LOS E	LOS E
City of San José[3]	LOS D, except those governed by an Area Development Policy or protected intersection designation (LOS threshold varies by location)	LOS D	LOS E
VTA[4]	LOS E for all Santa Clara County CMP intersections; except for cities of Cupertino and San Jose that use their own standards CMP intersections within their City boundaries.	LOS E unless higher standard adopted by cities	N/A
Santa Clara County[5]	LOS E	LOS E	LOS E

Notes:
1. City of Santa Clara General Plan, 2010.
2. City of Sunnyvale General Plan, 2011.
3. City of San José, Council Policy 5-3.
4. VTA Congestion Management Program, 2017.
5. VTA Congestion Management Program, 2017.

Source: Fehr & Peers, November 2019.

3.4.2 Unsignalized Intersections LOS Standards

Level of service analysis at unsignalized intersections is generally used to determine the need for modifying intersection control type (i.e., all-way stop or signalization). As part of this evaluation, traffic volumes, delays, and peak hour traffic signal warrants are evaluated to determine if the existing intersection control is appropriate. Both unsignalized study intersections are within the City of Santa Clara. The City does not have an officially adopted LOS threshold for unsignalized intersections. However, the City generally uses LOS E as a minimum acceptable operating level.

3.5 Significance Criteria

The criteria for evaluating the significance of a project's environmental impacts are based on the State California Environmental Quality Act (CEQA) Guidelines and applicable standards recognized by the City of Santa Clara and surrounding jurisdictions. According to the current version of Appendix G of the CEQA Guidelines, transportation impacts are considered significant if a Project would:

1. Conflict with a plan, ordinance, or policy addressing the circulation system, including transit, roadways, bicycle lanes, and pedestrian paths;

2. Conflict or is inconsistent with CEQA Guidelines section 15064.3, subdivision (b)(1);[4]
3. Substantially increase hazards due to a geometric design feature (e.g. sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment);
4. Result in inadequate emergency access.

Based on the State CEQA Guidelines and thresholds used by the City of Santa Clara and surrounding jurisdictions (see CEQA Guidelines § 15064.7), the following significance criteria were used to evaluate project-level and cumulative impacts of the El Camino Real Specific Plan.

3.5.1 Signalized Intersection Impact Criteria

Impact criteria for signalized intersections are discussed below. For all jurisdictions, a significant impact is considered to be mitigated to a less-than-significant level when measures are implemented that would restore intersection conditions to the jurisdiction's LOS standard or to an average delay that is better than without project conditions.

Signalized intersection operations and impacts were evaluated based on the appropriate jurisdiction's LOS standards as summarized **Table 6** and are included in impact criteria discussion below.

3.5.1.1 City of Santa Clara

The City of Santa Clara has established a minimum acceptable operation level of LOS D for local streets (*City of Santa Clara General Plan*, 2011). The City of Santa Clara defers to VTA and applies LOS E threshold to CMP intersections. Significant impacts at signalized City of Santa Clara intersections would occur when the addition of project traffic causes one of the following:

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

[4] Senate Bill (SB) 743 was adopted in 2013 and requires lead agencies to use vehicle miles traveled (VMT) instead of LOS for evaluating transportation impacts. Local Jurisdictions have until June 30, 2020 to formally adopt methodologies and impact thresholds for evaluation of VMT under CEQA. Because the CEQA Guidelines implementing SB 743 will not be formally adopted by the City until June 2020, the City is using level of service for CEQA impact determination.

3.5.1.2 Santa Clara County and Congestion Management Program (CMP)

The LOS standard for Santa Clara County (*VTA Congestion Management Program*, 2015) expressway and CMP study intersections is LOS E. Traffic impacts at expressway and CMP intersections would occur when the addition of traffic associated with a project causes:

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

3.5.1.3 City of Sunnyvale

The City of Sunnyvale has established a minimum acceptable operation level of LOS D for local streets and LOS E for regionally significant roadways, including Saratoga-Sunnyvale Road within the study area (*City of Sunnyvale General Plan*, 2011). The City of Sunnyvale defers to VTA and applies LOS E threshold to CMP intersections. Significant impacts at signalized City of Sunnyvale intersections would occur when the addition of project traffic causes one of the following:

- Intersection operations to degrade from an acceptable level (LOS D or better for local streets and LOS E or better for regionally significant roadways and CMP intersections) to an unacceptable level (LOS E or F for local streets and LOS F for regionally significant roadways and CMP intersections); or
- Exacerbates unacceptable operations by increasing the critical delay by four seconds or more, and increasing the volume-to-capacity (V/C) ratio by 0.01 or more; or
- An increase in the V/C ratio of 0.01 or more at an intersection with unacceptable operations when the change in critical delay is negative (i.e., decreases). This can occur if the critical movements change.

3.5.1.4 City of San José

On February 27, 2018, the San José City Council adopted Council Policy 5-1, which replaces Council Policy 5-3. In response to SB 743, Council Policy 5-1 removes transportation LOS and replaces it with VMT analysis as a measure of transportation impacts. It went into effect on March 29, 2018, 30 days after City Council approval. The guidance in San José's Council Policy 5-3 has been followed for purposes of this analysis.

San José's Council Policy 5-3 "Transportation Level of Service" guides transportation analysis and impact determination for the City of San José. San José's minimum threshold for acceptable signalized

intersection operations is LOS D, unless governed by an Area Development Policy, or protected intersection designation.

Significant impacts at signalized City of San José study intersections would occur when the addition of project traffic causes one of the following:

- Intersection operations to deteriorate from an acceptable level of service (LOS D or better) to an unacceptable level (LOS E or LOS F); or,
- An increase in the V/C ratio of 0.01 or more at an intersection with unacceptable operations when the change in critical delay is negative (i.e., decreases). This can occur if the critical movements change.

3.5.2 Unsignalized Intersections Impact Criteria

The City of Santa Clara does not have an officially adopted significance criterion for unsignalized intersections. However, based on previous studies significant impacts are defined to occur when the addition of project traffic degrades operations to LOS F and the intersection satisfies the peak hour volume signal warrants from the *California Manual on Uniform Traffic Control Devices* (MUTCD) (2012).[5]

3.5.3 Vehicle Miles Traveled Standards

Agencies have until June 30, 2020 to formally adopt VMT methodologies and thresholds of significance. Because specific VMT criteria have not yet been adopted by the City of Santa Clara or by VTA as the County's Congestion Management Agency, there are no identified thresholds for VMT impacts in this evaluation and VMT is presented for informational purposes only.

3.5.4 Transit Impact Criteria

Transit impacts are considered significant if the Project[6],:

- Conflicts with existing or planned transit facilities, or
- Does not provide adequate facilities for pedestrians and bicyclists to access transit routes and stops, or

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

[6] VTA do not have adopted standards related to transit corridor performance associated with congestion resulting from new development projects. Pursuant to the VTA TIA Guidelines, i*f increased transit vehicle delay is found, the Lead Agency* [City of Santa Clara] *should work with VTA to identify feasible transit priority measures near the affected facility and include contributions to any applicable projects that improve transit speed and reliability in the TIA*. Thus, the transit delay information is presented for informational purposes and no impact assessments are made under CEQA.

- Generates potential transit trips that cause the transit route's load factor to exceed available capacity.

3.5.5 Pedestrian and Bicycle Impact Criteria

The Mobility and Transportation section of the General Plan describes related policies necessary to ensure a transportation network that provides a safe, efficient, convenient and integral system to move people and goods, while also promoting the reduction of personal vehicles and VMT. Using the General Plan as a guide, significant impacts to these facilities would occur if a project or an element of a project would:

- Disrupt or eliminate existing pedestrian and bicycle facilities, or
- Create a hazardous condition that currently does not exist for pedestrians or bicyclists, or otherwise interfere with bicycle and pedestrian accessibility to the site and adjoining areas; or
- Increase conflicts between drivers, pedestrians, and/or bicyclists, or
- Conflict with an existing or planned pedestrian or bicycle facility; or
- Conflict with policies related to bicycle and pedestrian activity adopted by the City of Santa Clara for facilities within the City.

3.5.5.1 Evaluating the Effects of Intersection Mitigation Measures on Pedestrians and Bicyclists

Pursuant to the VTA TIA Guidelines, any mitigation measure identified in this TIA that would change the roadway geometry or signal operations must be evaluated to determine their effects on the quality of service (QOS) for bicyclists and pedestrians. For the purposes of this analysis, effects of potential mitigation measures on pedestrian and bicycle travel were qualitatively evaluated.

4. Existing Conditions

This chapter describes the Existing Conditions of the roadway system, pedestrian facilities, bicycle facilities, and transit service near the Plan Area. It also presents existing volumes and operations for the study intersections with level of service results. Existing pedestrian, bicycle, and transit facilities within 2,000 feet of the corridor are described based on acceptable walking and cycling distances.

4.1 Existing Roadway Network

Regional and primary automobile access to the Project site is provided by Lawrence Expressway, San Tomas Expressway, and El Camino Real. The following streets provide local access: Bowers Avenue, Kiely Boulevard, Scott Boulevard, Monroe Street, Lafayette Street, Halford Avenue, Flora Vista Boulevard, Nobili Avenue, Pomeroy Avenue, Calabazas Boulevard, Los Padres Boulevard, and Lincoln Street. These roadways are described below and illustrated on Figure 1**.**

- **El Camino Real (SR 82)** is an arterial that runs (generally) north-south from San Francisco to San Jose and parallels US 101 and I-280. In the Plan Area, El Camino Real has an east-west alignment and six travel lanes. The major intersections within the Plan Area are controlled by traffic signals with the exception of the El Camino Real/Lawrence Expressway interchange. This interchange is grade-separated with a diamond configuration and signalized exit and entrance ramps. In the City of Santa Clara's General Plan, El Camino Real is classified as an arterial.
- **Lawrence Expressway** is an eight-lane, north-south roadway that extends between Saratoga Avenue and SR 237. One lane in each direction operates as a high occupancy vehicle (HOV) lane, also known as a carpool lane, from 6:00 am to 9:00 am and from 3:00 pm to 7:00 pm Monday through Friday. The major directions of traffic flow on this facility (and other north-south roadways in the area) are northbound in the morning and southbound in the evening.
- **San Tomas Expressway** is a six- to eight-lane, north-south roadway that extends between SR 17 in Campbell and US 101 in the City of Santa Clara. One lane in each direction operates as an HOV lane from 6:00 am to 9:00 am and from 3:00 pm to 7:00 pm Monday through Friday.
- **Bowers Avenue** is a four-lane, north-south arterial roadway that connects US 101 with El Camino Real. South of El Camino Real, Bowers Avenue is called Kiely Boulevard.
- **Calabazas Boulevard** is a two-lane, north-south connector roadway that provides a link between Monroe Street and Pomeroy Avenue. Calabazas Boulevard follows and is separated by Calabazas Creek for the majority of its length.
- **Flora Vista Avenue** is a north-south, two-lane road that provides a connection across El Camino Real between Warburton Avenue and Benton Street. North of El Camino Real, Flora Vista Avenue is designated at a local street and south it is a connector roadway.
- **Halford Avenue** is a two-lane connector roadway that provides access between the residential and commercials areas north and south of El Camino Real and adjacent to Lawrence Expressway.

- **Kiely Boulevard** is a four-lane, north-south arterial roadway within the city limits of Santa Clara that links El Camino Real to Stevens Creek Boulevard.
- **Lafayette Street** is a four-lane, north-south arterial roadway that provides convenient access to both US 101 and Interstate 880 (I-880) via Washington Street and Bascom Avenue.
- **Lincoln Street** is a north-south, connector roadway that provides a link between Warburton Avenue and Winchester Boulevard. Lincoln Street is a four-lane road north of El Camino. From El Camino Real to Homestead Road, Lincoln Street is a two-lane road. Lincoln Street turns into Winchester Boulevard south of Homestead Road.
- **Los Padres Boulevard** is a two-lane, north-south connector road that links residential areas to the north and south between Monroe Street and Pruneridge Avenue.
- **Monroe Street** is a two-lane arterial roadway that provides access to residential areas surrounding the Plan Area. Monroe Street is an east-west roadway that links Lawrence Expressway, Calabazas Boulevard, Bowers Avenue, San Tomas Expressway, Scott Boulevard, and El Camino Real north of the Plan Area. To the south Monroe Street provides a north-south connection between El Camino Real and the commercial and residential areas surrounding Westfield Valley Fair.
- **Nobili Avenue** is a two-lane, north-south connector roadway that provides a link between El Camino Real and Monroe Street.
- **Pomeroy Avenue** is a two-lane, north-south road that extends between Fowler Avenue and Pruneridge Avenue. South of El Camino Real, Pomeroy Avenue is designated as a collector street.
- **Scott Boulevard** is a four-lane arterial roadway that provides access to the residential and office buildings near the Plan Area. Scott Boulevard extends between Lawrence Expressway and Washington Street and intersects with several other arterial roadways in the City including Bowers Avenue, San Tomas Expressway, Monroe Street, and El Camino Real.

4.1.1.1 Existing Truck Routes

The Santa Clara General Plan highlights the importance of the movement of trucks and freight through the City's transportation network while recognizing the need to protect neighborhoods from adverse noise and vibration impacts. Truck travel is focused along the City of Santa Clara's arterials and is discouraged on local and collector streets, except for deliveries to destinations that can only be accessed by those streets.

4.2 Existing Intersection Operations

Existing Conditions, in terms of intersection operations/levels of service, are discussed in this section.

4.2.1 Existing Intersection Volumes and Lane Geometries

4.2.1.1 Existing Intersection Volumes

Available intersection turning movement counts were obtained from the City of Santa Clara and TIAs conducted for other projects in the area and compared to recent counts in the area to ensure that they

are valid for analysis purposes. For intersections without available count data, weekday morning (7:00 to 9:00 AM) and evening (4:00 to 6:00 PM) peak period intersection turning movement counts were conducted in June 2019 and October 2019 on clear days with area schools in-session The count dates for study intersections are noted in **Table 7.**

Peak period turning movement counts can be found in **Appendix A**. The AM and PM peak hour intersection volumes for Existing Conditions are presented on **Figure 6**.

4.2.1.2 Existing Lane Geometries

Existing lane configurations and traffic controls were obtained through field observations and are presented on **Figure 6**.

4.2.2 Existing Intersection Operations

Existing intersection lane configurations, signal timings, and peak hour turning movement volumes were used to calculate the levels of service for the study intersections during each peak hour. The results are presented in Table 7**. Appendix B** contains the corresponding LOS calculation sheets.

The results of the LOS calculations indicate that all study intersections currently operate at acceptable levels during the peak hours with the exception of the following:

- Intersection # 8 - El Camino Real / San Tomas Expressway (VTA/LOS E): LOS F in PM peak hour
- Intersection # 43 - Scott Boulevard / Harrison Street (Santa Clara/LOS D): LOS F in the PM peak hour

Table 7: Existing Intersection Levels of Service

#	Intersection Name	Control[1]	Jurisdiction	Count Date	LOS Threshold[2]	Peak Hour	Existing	
							Delay[3]	LOS[4]
1	El Camino Real / Wolfe Road	Signal	VTA/ Sunnyvale	May 2017 (AM) October 2018 (PM)	E	AM PM	40.7 46.4	D D
2	El Camino Real / Halford Avenue	Signal	Santa Clara	June 2019	D	AM PM	19.0 22.4	B- C+
3	El Camino Real / Lawrence Expressway	Signal	VTA/SCC	June 2019 (AM) November 2018 (PM)	E	AM PM	26.8 28.8	C C
4	El Camino Real / Flora Vista Avenue	Signal	Santa Clara	June 2019	D	AM PM	20.3 25.7	C+ C
5	El Camino Real / Calabazas Boulevard	Signal	Santa Clara	June 2019	D	AM PM	28.7 32.7	C C-
6	El Camino Real / Kiely Boulevard-Bowers Avenue	Signal	VTA/ Santa Clara	June 2019 (AM) November 2018 (PM)	E	AM PM	28.9 30.4	C C
7	El Camino Real / Bowe Avenue	Signal	Santa Clara	June 2019	D	AM PM	12.5 14.3	B B
8	El Camino Real / San Tomas Expressway	Signal	VTA/SCC	June 2019 (AM) November 2018 (PM)	E	AM PM	53.3 **94.0**	D- **F**
9	El Camino Real / McCormick Drive	Signal	Santa Clara	June 2019	D	AM PM	10.6 20.6	B+ C+
10	El Camino Real / Scott Boulevard	Signal	VTA/ Santa Clara	June 2019 (AM) November 2018 (PM)	E	AM PM	34.6 38.2	C- D+
11	El Camino Real / Lincoln Street	Signal	VTA/ Santa Clara	June 2019 (AM) November 2018 (PM)	E	AM PM	29.6 24.9	C C
12	El Camino Real / Monroe Street	Signal	VTA/ Santa Clara	May 2018 (AM) November 2018 (PM)	E	AM PM	33.4 34.6	C- C-
13	El Camino Real / Lafayette Street	Signal	VTA/ Santa Clara	June 2019 (AM) November 2018 (PM)	E	AM PM	42.3 39.8	D D
14	El Camino Real / Harrison Street	SSSC	Santa Clara	June 2019	D	AM PM	11.6 13.4	B B
15	El Camino Real / Benton Street	Signal	Santa Clara	June 2019	D	AM PM	16.6 26.0	B C
16	El Camino Real / The Alameda	Signal	VTA/ Santa Clara	June 2019 (AM) November 2018 (PM)	E	AM PM	12.3 16.2	B B
17	Lawrence Expressway / Northbound US 101	Signal	SCC	June 2019	E	AM PM	11.4 12.0	B+ B
18	Lawrence Expressway / Southbound US 101	Signal	SCC	June 2019	E	AM PM	10.6 72.4	B+ E
19	Lawrence Expressway / Oakmead Parkway	Signal	SCC	June 2019	E	AM PM	41.1 46.3	D D

Table 7: Existing Intersection Levels of Service

#	Intersection Name	Control[1]	Jurisdiction	Count Date	LOS Threshold[2]	Peak Hour	Existing	
							Delay[3]	LOS[4]
20	Lawrence Expressway / Arques Avenue	Signal	VTA/SCC	June 2019 (AM) November 2018 (PM)	E	AM PM	38.3 71.6	D+ E
21	Lawrence Expressway / Kifer Road	Signal	SCC	March 2018	E	AM PM	39.6 65.8	D E
22	Lawrence Expressway / Monroe Street	Signal	VTA/SCC	June 2019 (AM) November 2018 (PM)	E	AM PM	54.6 61.8	D- E
23	Lawrence Expressway / Cabrillo Avenue	Signal	SCC	June 2019	E	AM PM	34.6 31.9	C- C
24	Lawrence Expressway / Benton Street	Signal	SCC	June 2019	E	AM PM	58.8 41.5	E+ D
25	Lawrence Expressway / Lochinvar Avenue	Signal	SCC	October 2018	E	AM PM	25.9 25.1	C C
26	Lawrence Expressway / Homestead Road	Signal	VTA/SCC	November 2017(AM) November 2018 (PM)	E	AM PM	62.0 65.9	E E
27	Lawrence Expressway / Pruneridge Avenue	Signal	SCC	January 2018	E	AM PM	53.1 48.0	D- D
28	San Tomas Expressway / Mission College Boulevard	Signal	VTA/SCC	October 2019 (AM) November 2018 (PM)	E	AM PM	47.9 66.7	D E
29	San Tomas Expressway / Monroe Street	Signal	VTA/SCC	November 2017 (AM) November 2018 (PM)	E	AM PM	39.3 38.5	D D+
30	San Tomas Expressway / Cabrillo Avenue	Signal	SCC	October 2019 (AM) March 2018 (PM)	E	AM PM	28.2 20.6	C C+
31	San Tomas Expressway / Benton Street	Signal	SCC	November 2017	E	AM PM	38.5 37.3	D+ D+
32	San Tomas Expressway / Homestead Road	Signal	VTA/SCC	October 2019 (AM) November 2018 (PM)	E	AM PM	49.6 39.7	D D
33	Bowers Avenue / Cabrillo Avenue	Signal	Santa Clara	October 2019	D	AM PM	23.3 28.4	C C
34	Bowers Avenue / Monroe Street	Signal	Santa Clara	October 2019	D	AM PM	30.2 33.1	C C-
35	Bowers Avenue / Kifer Road-Walsh Avenue	Signal	Santa Clara	October 2019 (AM) March 2018 (PM)	D	AM PM	34.4 34.1	C- C-
36	Bowers Avenue / Central Expressway	Signal	VTA/SCC	October 2019 (AM) November 2018 (PM)	E	AM PM	50.2 53.8	D D-
37	Kiely Boulevard / Benton Street	Signal	Santa Clara	October 2019 (AM) May 2018 (PM)	D	AM PM	34.4 36.5	C- D+
38	Kiely Boulevard / Homestead Road	Signal	Santa Clara	October 2019 (AM) May 2018 (PM)	D	AM PM	35.7 40.3	D+ D

Table 7: Existing Intersection Levels of Service

#	Intersection Name	Control[1]	Jurisdiction	Count Date	LOS Threshold[2]	Peak Hour	Existing	
							Delay[3]	LOS[4]
39	Scott Boulevard / Monroe Street	Signal	Santa Clara	October 2019 (AM) May 2018 (PM)	D	AM PM	35.3 30.8	D+ C
40	Scott Boulevard / Walsh Avenue	Signal	Santa Clara	October 2019 (AM) May 2018 (PM)	D	AM PM	25.3 29.8	C C
41	Scott Boulevard / Central Expressway	Signal	VTA/SCC	October 2019 (AM) November 2018 (PM)	E	AM PM	45.0 60.8	D E
42	Scott Boulevard / Clay Street	Signal	Santa Clara	October 2019	D	AM PM	11.0 20.3	B+ C+
43	Scott Boulevard / Harrison Street	SSSC	Santa Clara	October 2019	D	AM PM	31.4 **62.0**	D **F**
44	Scott Boulevard / Benton Street	Signal	Santa Clara	May 2018	D	AM PM	18.1 16.5	B- B
45	Scott Boulevard / Homestead Road	Signal	Santa Clara	May 2018	D	AM PM	16.0 16.4	B B
46	Lawrence Expressway Southbound / Stevens Creek Boulevard	Signal	VTA/SCC	May 2018 (AM) November 2018 (PM)	E	AM PM	25.9 26.1	C C
47	Lawrence Expressway Northbound / Stevens Creek Boulevard	Signal	VTA/SCC	January 2018 (AM) November 2018 (PM)	E	AM PM	31.6 28.0	C C
48	Lawrence Expressway / Calvert Drive – I-280 Southbound	Signal	VTA/SCC	January 2018 (AM) November 2018 (PM)	E	AM PM	32.8 42.1	C- D
49	Bowers Avenue / Scott Boulevard	Signal	VTA/ Santa Clara	April 2019 (AM) November 2018 (PM)	E	AM PM	39.5 31.6	D C
50	San Tomas Expressway / Scott Boulevard	Signal	VTA/SCC	April 2019 (AM) November 2018 (PM)	E	AM PM	35.8 50.7	D+ D
51	San Tomas Expressway / Walsh Avenue	Signal	SCC	April 2019 (AM) March 2018 (PM)	E	AM PM	40.8 50.7	D D
52	San Tomas Expressway / Forbes Avenue	Signal	SCC	May 2018	E	AM PM	25.4 17.8	C B
53	San Tomas Expressway / Pruneridge Avenue	Signal	SCC	May 2018	E	AM PM	63.0 63.8	E E
54	The Alameda / I-880 Southbound	Signal	VTA/ San José	March 2019 (AM) December 2018 (PM)	E	AM PM	20.1 13.9	C+ B
55	The Alameda / I-880 Northbound	Signal	VTA/ San José	March 2019 (AM) December 2018 (PM)	E	AM PM	24.4 22.0	C C+

Notes:

1. Intersection control. Signal = signalized intersection, SSSC = side-street stop-controlled intersection.

2. AM = morning peak hour, PM = evening peak hour.
3. Whole intersection weighted average control delay expressed in seconds per vehicle calculated using methods described in the 2000 *Highway Capacity Manual*, with adjusted saturation flow rates to reflect Santa Clara County Conditions for signalized intersections and all-way stops-controlled intersections. For Side-Street Stop-Controlled intersections, values reported are whole intersection average (worst approach).
4. LOS = Level of Service. LOS calculations conducted using the TRAFFIX analysis software packages, which apply the methods described in the 2000 *Highway Capacity Manual*.

Bold text indicates unacceptable operations by jurisdiction level of service standard.
Source: Fehr & Peers, November 2019.

4.2.3 Field Observations

Field observations were conducted in September and October 2019 while area schools were in session to verify the calculated LOS calculations and observe overall transportation characteristics along the El Camino Real, Lawrence Expressway, and San Tomas Expressway corridors. Intersection operations, including intersection delay, queue lengths, and signal timing parameters, were used to verify the LOS calculations shown in **Appendix B**. Field observations were consistent with LOS calculation results.

4.3 Pedestrian Facilities

Pedestrian facilities comprise sidewalks, crosswalks and shared use paths. Pedestrians are most vulnerable when crossing roadways, since they are exposed to vehicular traffic. Crosswalks designate the pedestrian crossing space and make pedestrians more visible to drivers. Good quality and appropriate placement of crosswalks help to improve pedestrian safety. Long roadway crossings, particularly where pedestrians must cross several lanes of traffic, increase exposure to traffic, thus potentially increasing the risk of collisions.

4.3.1.1 Existing Pedestrian Facilities

Pedestrian connectivity within the Plan Area is provided by a mostly complete network of sidewalks, crosswalks, and shared use paths. There are a few gaps in the sidewalk network on portions of San Tomas Expressway and Lawrence Expressway.

Signalized crossings on El Camino Real, which have pedestrian signals to provide safe pedestrian/bicycle crossings, are provided at numerous locations including Lafayette Street, Monroe Street, Lincoln Street, Scott Boulevard, Los Padres Boulevard, San Tomas Expressway, Bowe Avenue, Bowers Avenue – Kiely Boulevard, Calabazas Boulevard, Pomeroy Avenue, Nobili Avenue, Flora Vista Avenue, and Lawrence Expressway.

In addition, pedestrian hybrid beacons (PHBs) are located along El Camino Real at the intersections of Morse Lane, Buchanan Drive, and Alpine Avenue. PHBs consist of three signal indicators, with a circular yellow indication centered below two horizontally aligned circular red indications. The signal remains dark until a pedestrian pushing a button activates the system.

The closest rail station is the Santa Clara Transit station located on the east side of El Camino Real, southeast of the Plan Area. Pedestrians can either use El Camino Real to access the station or the pedestrian signals and crosswalks at Benton Street or Palm Drive.

4.3.1.2 Planned Pedestrian Improvements

The *Santa Clara General Plan* (2010) includes nine Focus Areas representing locations with opportunities for more intense development with limited impact on existing neighborhoods. Future Focus Areas are identified for Phases II and III of the General Plan and require conformance with applicable prerequisites including approval of a comprehensive plan for each area, prior to implementation. El Camino Real is designated as a General Plan Focus Area. El Camino Real Focus Area Goals and Policies related to improvements to the pedestrian environment are:

> *Goal 5.4.1-G2 High quality design that respects the scale and character of adjacent residential neighborhoods and historic resources and creates a walkable environment.*
>
> *Goal 5.4.1-G4 Pedestrian, bicycle and transit priority for mobility in the El Camino Real Focus Area.*
>
> *Policy 5.4.1-P1 Require that the mix of uses is consistent with the Regional Mixed Used land use classification and the development is pedestrian-oriented, with enhanced streetscapes, publicly accessible open space and plazas, and connections to surrounding neighborhoods.*
>
> *Policy 5.4.1-P19 Work with Valley Transportation Authority and Caltrans toward a roadway design for El Camino Real that includes narrower and/or reduced travel lanes, enhanced pedestrian facilities, wider sidewalks, street trees, planted medians, and enhanced signage and lighting, as well as transit and bicycle lanes without increasing overall right-of-way requirements.*

The City of Santa Clara's *Pedestrian Master Plan* will be considered by City Council in Winter 2020. Although the plan has not been officially adopted, the *Final Public Draft Pedestrian Master Plan* (2019) identifies the entirety of El Camino Real within the City as Priority Pedestrian Zones. These zones are areas with the highest potential for increasing walkability with respect to safety, comfort, destination accessibility, and land use.

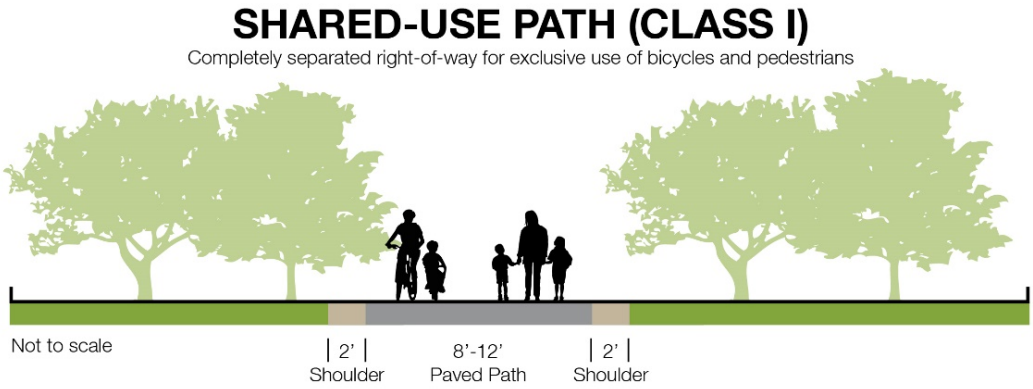
4.4 Bicycle Facilities

Bikeway planning and design in California typically relies on guidelines and design standards established by Caltrans in the *Highway Design Manual* (Chapter 1000: Bikeway Planning and Design and other design documents). For local reference, the *City of Santa Clara Bicycle Plan Update* (2018) provides a bikeway planning and design tool. Bicycle facilities comprise shared use paths (Class I), bicycle lanes (Class II), bicycle routes (Class III), and cycletracks or separated bikeways (Class IV) as described below.

4.4.1.1 Class I Bikeways (Shared-Use Paths)

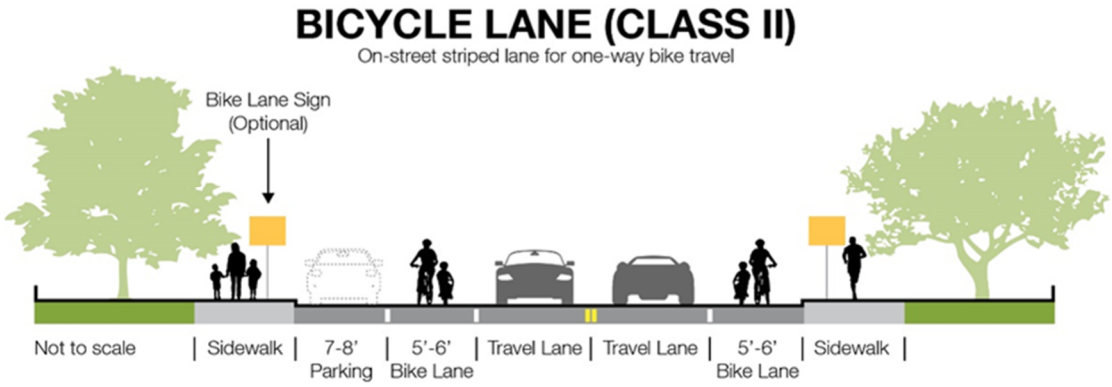
Class I bikeways provide a completely separate right-of-way and are designated for the exclusive use of bicycles and pedestrians, with vehicle and pedestrian cross-flow minimized. In general, bike paths serve

corridors where on-street facilities are not feasible or where sufficient right-of-way exists to allow them to be constructed.



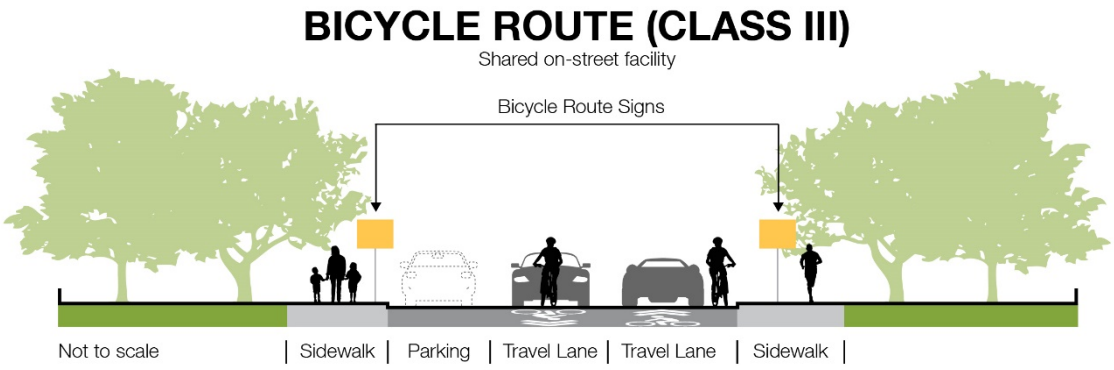
4.4.1.2 Class II Bikeways (Bicycle Lanes)

Class II Bikeways, or bike lanes, are dedicated lanes for bicyclists generally adjacent to the outer vehicle travel lanes. These lanes have special lane markings, pavement legends, and signage. Bicycle lanes are typically five (5) feet wide. Adjacent vehicle parking and vehicle/pedestrian cross-flow are permitted.



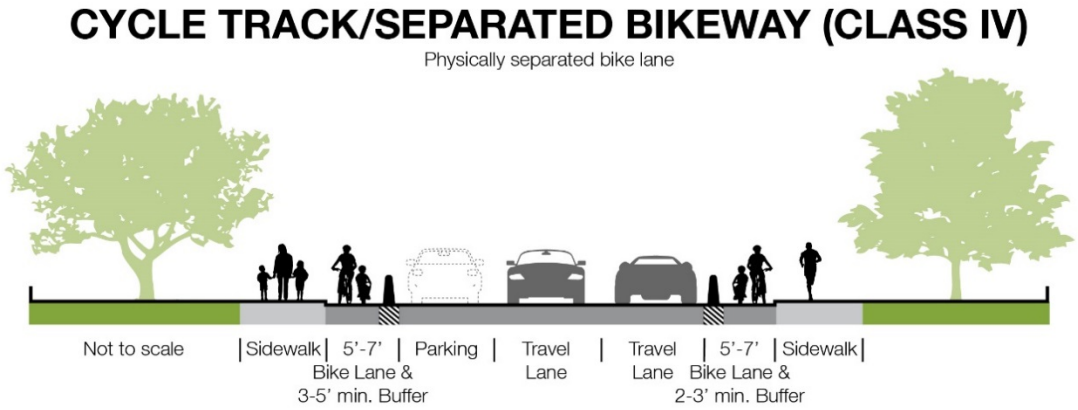
4.4.1.3 Class III Bikeways (Bicycle Routes)

Class III Bikeways (bike routes) are designated by signs or pavement markings for shared use with pedestrians or motor vehicles, but have no separated bike right-of-way or lane striping. Bike routes serve either to a) provide a connection to other bicycle facilities where dedicated facilities are infeasible, or b) designate preferred routes through high-demand corridors.



4.4.1.4 Class IV Bikeways (Cycletracks or separated bikeways)

Class IV Bikeways (cycletracks or separated bikeways) provide a right-of-way designated exclusively for bicycle travel within a roadway and are protected from other vehicle traffic by physical barriers, including, but not limited to, grade separation, flexible posts, inflexible vertical barriers such as raised curbs, or parked cars.



4.4.2 Existing Bicycle Facilities

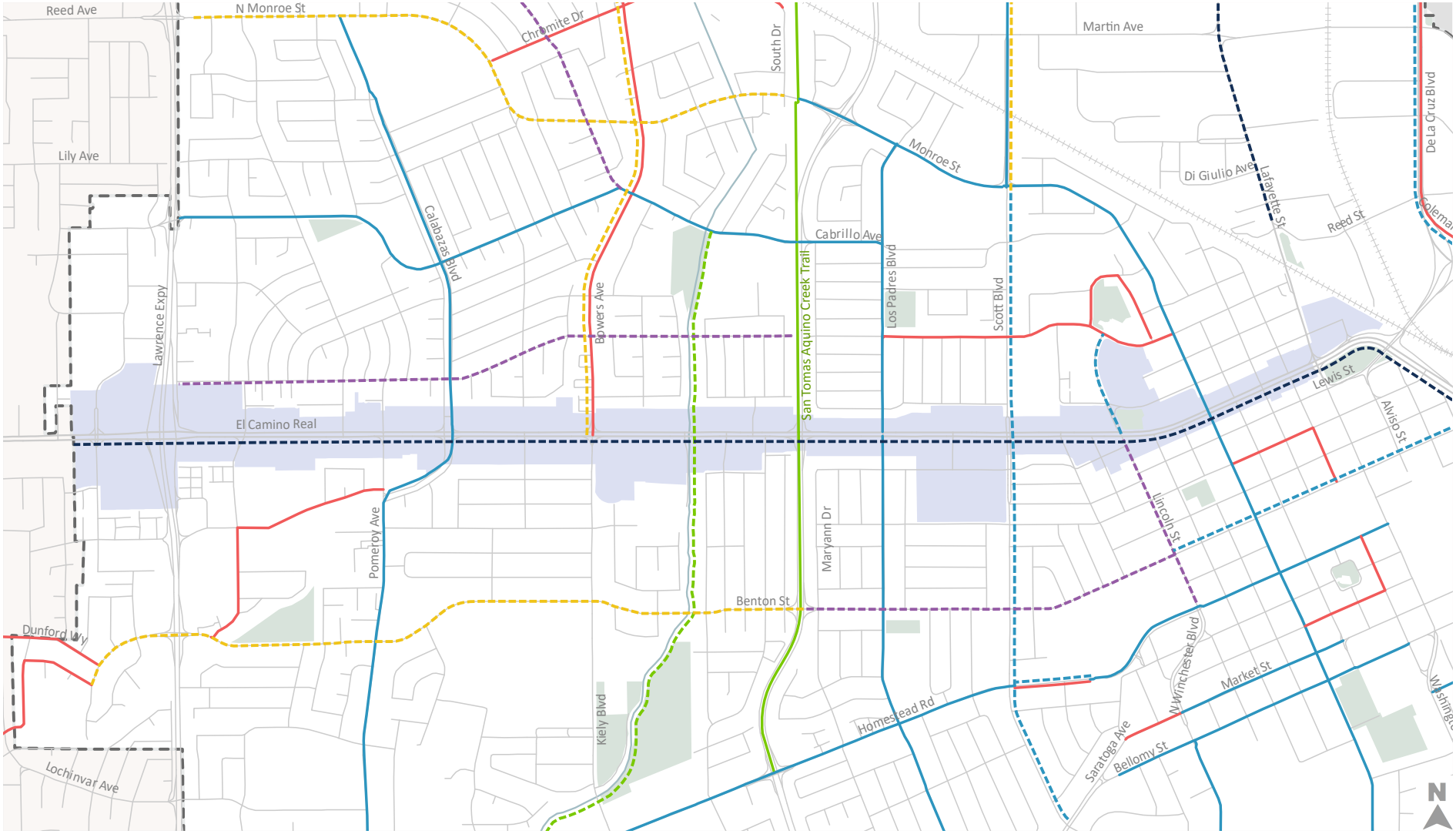
Existing and planned bicycle facilities in the Study Area are shown on **Figure 4**. North-south bicycle connectivity to the El Camino Real area is good, with an off-street bicycle path along the San Tomas Aquino Creek that provide access between the Baylands Park Trail to the north and Homestead Road to the south in Santa Clara. Bicycle lanes are present along Monroe Street, Los Padres, and Calabazas Boulevard. Calabazas Boulevard, in particular, features enhanced buffered bike lanes that include green paint and bike boxes at the El Camino Real intersection. Several bicycle routes exist within the Plan Area, notably Lafayette Street, Scott Boulevard, and Bowers Avenue. Bicycles are permitted on Lawrence Expressway and San Tomas Expressway. East-west bicycle access is allowed along El Camino Real in the Plan Area but there are no bicycle facility provisions. El Camino Real is designated as a "high caution" bike route within the County.

4.4.3 Planned Bicycle Improvements

The *City of Santa Clara Bicycle Plan (2018)* identifies several bicycle infrastructure improvements near the Plan Area, listed below:

- Shared-Use Path (Class I): Along Saratoga Creek and Calabazas Boulevard
- Bicycle Lanes (Class II): Along Monroe Street, Lincoln Street north of El Camino Real, and Scott Boulevard
- Buffered Bicycle Lanes (Class IIB): Along Kiely Boulevard north of El Camino Real
- Bicycle Boulevard (Class IIIB): Along Lincoln Street south of El Camino Real
- Separated Bikeway (Class IV): Along El Camino Real, which is included as part of the El Camino Real Specific Plan

VTA adopted the updated Santa Clara Countywide Bicycle Plan in May 2018, which includes a vision of ten Bicycle Superhighways and 57 identified Cross County Bicycle Corridors (CCBC). The Santa Clara Countywide Bicycle Plan synthesizes other local and county plans into a comprehensive 20-year cross-County bicycle corridor network and expenditure plan. Near the Project area, the plan identifies El Camino Real, Lafayette Street, Monroe Street, San Tomas Expressway, San Tomas Aquino Creek Trail, Kiely Boulevard, Calabazas Boulevard, and Lawrence Expressway as Priority Cross-County Bicycle Corridors.



Existing Bikeways

High-Priority Recommendations

- Class I Bike Path
- Class II Bike Lane
- Class IIB Buffered Bike Lane
- Class III Bike Route
- Class IIIB Bike Boulevard
- Class IV Cycle Track
- City of Santa Clara Boundary
- PDA Boundary

Figure 4

Existing Bicycle Facilities and High-Priority Recommendations

4.5 Existing Transit Service

This section summarizes local and regional transit connectivity in the El Camino Real Specific Plan Area, including bus, light rail, commuter rail, and public and private shuttles. The greater San Francisco Bay Area is served by an extensive public transit network of rail, buses, and ferries. Many of these transit providers offering regional transit mobility to employees, residents and visitors in Santa Clara. Transit systems that serve the Plan Area are described below:

- **Santa Clara Valley Transportation Authority (VTA):** VTA provides light rail, bus and paratransit service to Santa Clara County, including the City of Santa Clara. VTA is governed by a 12-member Board of Directors. Light rail trains operate at 15, 20, and 60-minute frequencies depending on the time of day. VTA bus routes generally operate either 24 hours or between 5:00 AM and 12:00 AM with varying headways.
- **Caltrain:** Caltrain provides inter- and intra-county commuter rail service from San Francisco County in the north through San Mateo County to Santa Clara County. The Peninsula Corridor Joint Powers Board operates Caltrain 365 days a year with reduced schedules on major U.S. holidays. Weekday trains are a mix of Baby Bullets, Limited, and Local trains. The nearest Baby Bullet Station is San José Diridon. Santa Clara Station (1001 Railroad Avenue, Santa Clara), College Park Station (780 Stockton Avenue Santa Clara) and Lawrence Caltrain Station (137 San Zeno Way, Sunnyvale) are closest to the Study Area, while the San José Diridon Station (65 Cahill Street) is located outside the study area, closer to downtown San José.
- **Altamont Corridor Express (ACE):** ACE provides passenger rail service across the Altamont corridor, extending between San José and Stockton and stops at the Santa Clara Station (1001 Railroad Avenue, Santa Clara). ACE trains connect to Caltrain at the Santa Clara and San José Diridon Stations. The San Joaquin Regional Rail Commission (SJRRC) is the owner and operator of ACE services. ACE's hours of operation on weekdays for westbound trains are 4:20 AM to 9:17 AM; eastbound trains operate between 3:35 PM and 8:50 PM. Trains depart approximately every hour during service hours.
- **Capitol Corridor:** Capitol Corridor provides intercity passenger rail service to Sacramento, Oakland, and San José with Amtrak Thruway bus connections to nearby cities and includes a stop at the Santa Clara Station. Capitol Corridor trains operate between 4:30 AM and 11:30 PM. Trains depart about every hour to two hours during weekdays. The Capitol Corridor is managed by the Capitol Corridor Joint Powers Authority (CCJPA), a partnership of six Local transit agencies in the eight-county service area. BART provides daily management support to the CCJPA, and trains are operated by Amtrak. The closest Capitol Corridor stations is the San José Diridon Station.

4.5.1 Local Transit Network Connectivity

VTA operates bus service is the Study Area. The operating hours, frequencies and ridership for the routes in the Study Area are detailed in **Table 8** and displayed on **Figure 5**. These exhibits reflect typical transit operations during normal operating conditions (i.e. without temporary schedule changes due to construction or emergency conditions).

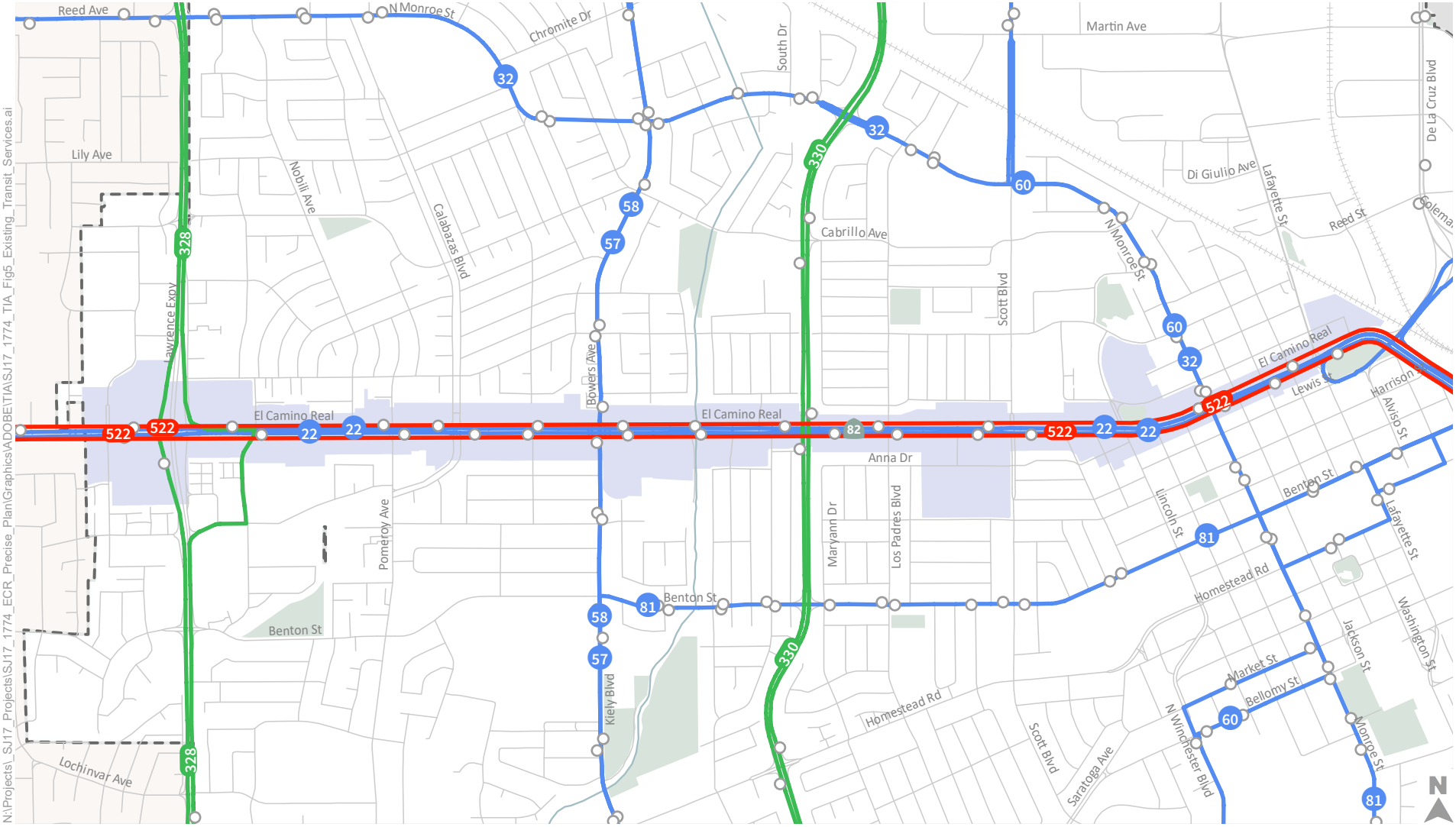
Table 8: Existing VTA Bus Service

Route	Weekdays[1]		Weekends[1]	
	Operating Hours	Peak Headway (minutes)	Operating Hours	Peak Headway (minutes)
Route 22 - Palo Alto Transit Center to Eastridge Transit Center via El Camino	24 hours	15	24 hours	15
Route 32 - San Antonio Shopping Center to Santa Clara Transit Center	5:45 AM to 8:35 PM	30	8:45 AM to 6:00 PM	60
Route 57 - West Valley College to Great America	5:30 AM to 11:00 PM	30	8:00 AM to 9:00 PM	30
Route 58 - West Valley College to Alviso	6:00 AM to 8:15 PM	30	N/A	N/A
Route 60 - Winchester Transit Center to Great America	5:30 AM to 11:00 PM	15	7:00 AM to 10:45 PM	30
Route 328 - Almaden Expwy & Camden to Lockheed Martin/Moffett Industrial Park	Northbound: 6:00 AM to 8:45 AM Southbound: 5:00 PM to 7:15 PM	60	N/A	N/A
Route 330 - Almaden Expwy & Camden to Tasman Drive	Northbound: 6:45 AM to 9:30 AM Southbound: 4:15 PM to 7:30 PM	30	N/A	N/A
Rapid 522 – Palo Alto Transit Center to Eastridge Transit Center	4:45 AM to 11:45 PM	10	6:00 AM to 11:45 PM	15

Notes:
Weekday and weekend service as of October 2019.
Sources: Santa Clara Valley Transportation Authority (2019) and Fehr & Peers (2019).

4.5.1.1 VTA 2019 New Transit Service Plan

VTA released a revised transit plan called the 2019 New Transit Service Plan in January and February of 2019, which will replace the Next Network Plan adopted in 2017. Per the New Transit Service Plan, Route 32 is proposed to be merged with Route 35 and renamed Route 21, Route 58 is proposed to be discontinued, and Route 60 would be rerouted to serve San Jose Airport and end at the Milpitas BART Station. In addition, the Final Plan proposed to discontinue some express routes such as Route 328 and Route 330 due to low ridership and Route 185 due to the high cost of operation. Per the Plan, in early 2020, VTA will implement a new Express Route program model that includes third-party funding partnerships that would offset the high cost of operation and bring the routes into compliance with VTA's performance standards. The New Transit Service Plan is planned to begin in December 2019 in coordination with the opening of the new Berryessa BART Station in San José.



Source: Valley Transportation Authority (VTA)

Existing Bus Services
- Local
- Limited
- Rapid 522

Bus Stop

City of Santa Clara Boundary

PDA Boundary

Figure 5

Existing Transit Services in Study Area

5. Existing Plus Project Conditions

The impacts of the Project on the transportation system are discussed in this chapter. First, the method used to estimate Project traffic is described. Then, the results of the intersection level of service calculations for Existing Plus Project Conditions are presented. Finally, measures to mitigate Project impacts are presented.

5.1 Project Traffic

The amount of vehicle traffic added to the roadway system by the Project was estimated using the City of Santa Clara travel demand model. Land uses in the City's base year 2018 model were adjusted to reflect the planned development included in the Specific Plan to reflect "plus Project" conditions. Intersection forecasts were developed using guidelines published in National Cooperative Highway Research Program (NCHRP) Report 255[7] for converting raw model results into forecast volumes. This method, known as the *difference forecast method*, relies on existing counts and the difference between the model's base year and base year plus project volumes. It normalizes model projections according to the accuracy of model validation and existing roadway conditions.

The changes in traffic forecasts at the study intersections between the 2018 base year model and the 2018 with Project model represent the Project's trip assignment. The Project trip assignment was added to the existing counts to develop intersection turning movement volumes for Existing Plus Project Conditions. The model's Project trip assignment is shown in **Figure 7**.

The Project would replace commercial uses with residential uses, which causes shifts in travel patterns throughout the area as existing trips divert to other commercial areas and new trips from the new residential uses connect to employment centers. This results in negative trips for the diverted commercial trips and added trips for the new residential uses. The Project's net-new trip generation, or the magnitudes of the traffic volumes changes due to the land uses changes, is presented in **Table 9**.

[7] National Cooperative Highway Research Program. 1982. *Report 255: Highway Traffic Data for Urbanized Area Project Planning and Design.* Washington, D.C.: National Academy Press.

Table 9: Project Trip Generation

Land Uses	Daily Trips	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
2018 with Project Model (A)							
Existing land uses and: • +6,200 Residential (Apartment) dwelling units • -395,000 square feet of Retail development	85,484	4,606	6,542	11,147	7,038	5,601	12,639
2018 Base Year Model (B)							
Existing land uses (no changes)	72,504	4,279	4,771	9,050	5,580	5,026	10,606
Net-Added Traffic (A-B)	***12,980***	***327***	***1,770***	***2,097***	***1,458***	***575***	***2,034***

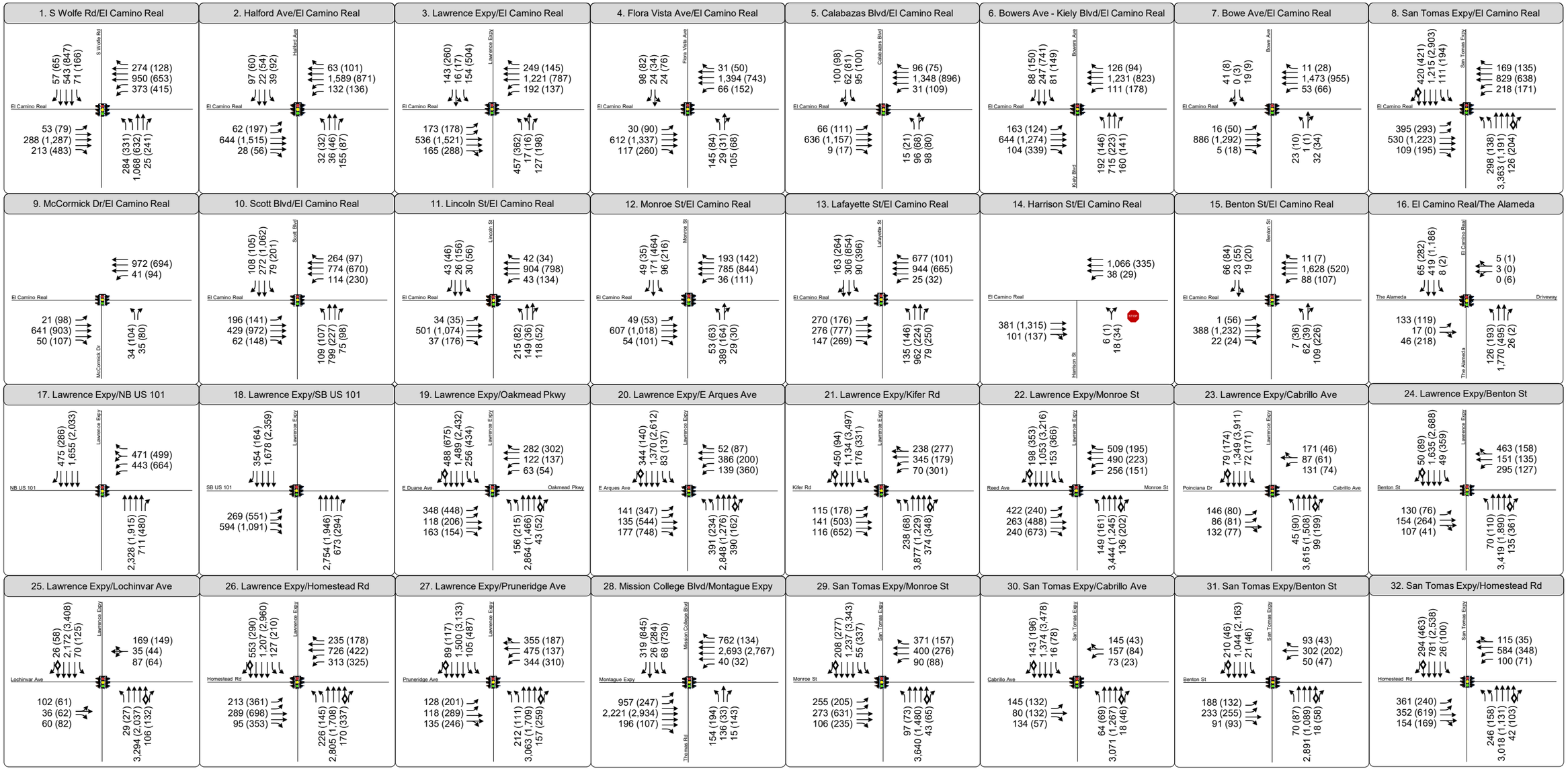
Sources: Fehr & Peers, November 2019.

5.2 Existing Plus Project Intersection Levels of Service

The trip assignment was added to the existing volumes to establish volumes under Existing Plus Project Conditions, as shown on **Figure 8**. Intersection levels of service were calculated with the traffic added by the Project to identify potential intersection impacts. The results are presented in **Table 10**. **Appendix B** contains the corresponding calculation sheets.

The results for Existing Conditions are included for comparison purpose, along with the projected increases in critical delay and critical volume-to-capacity (V/C) ratios. Critical delay represents the delay associated with the critical movements of the intersection, or the movements that require the most "green time" and have the greatest effect on overall intersection operations. The changes in critical delay and critical V/C ratio between Existing and Existing Plus Project Conditions are used to identify project-level significant impacts.

The peak hour traffic signal warrant results for the Harrison Street intersections at El Camino Real (#14) and Scott Boulevard (#43) are contained in **Appendix C.**

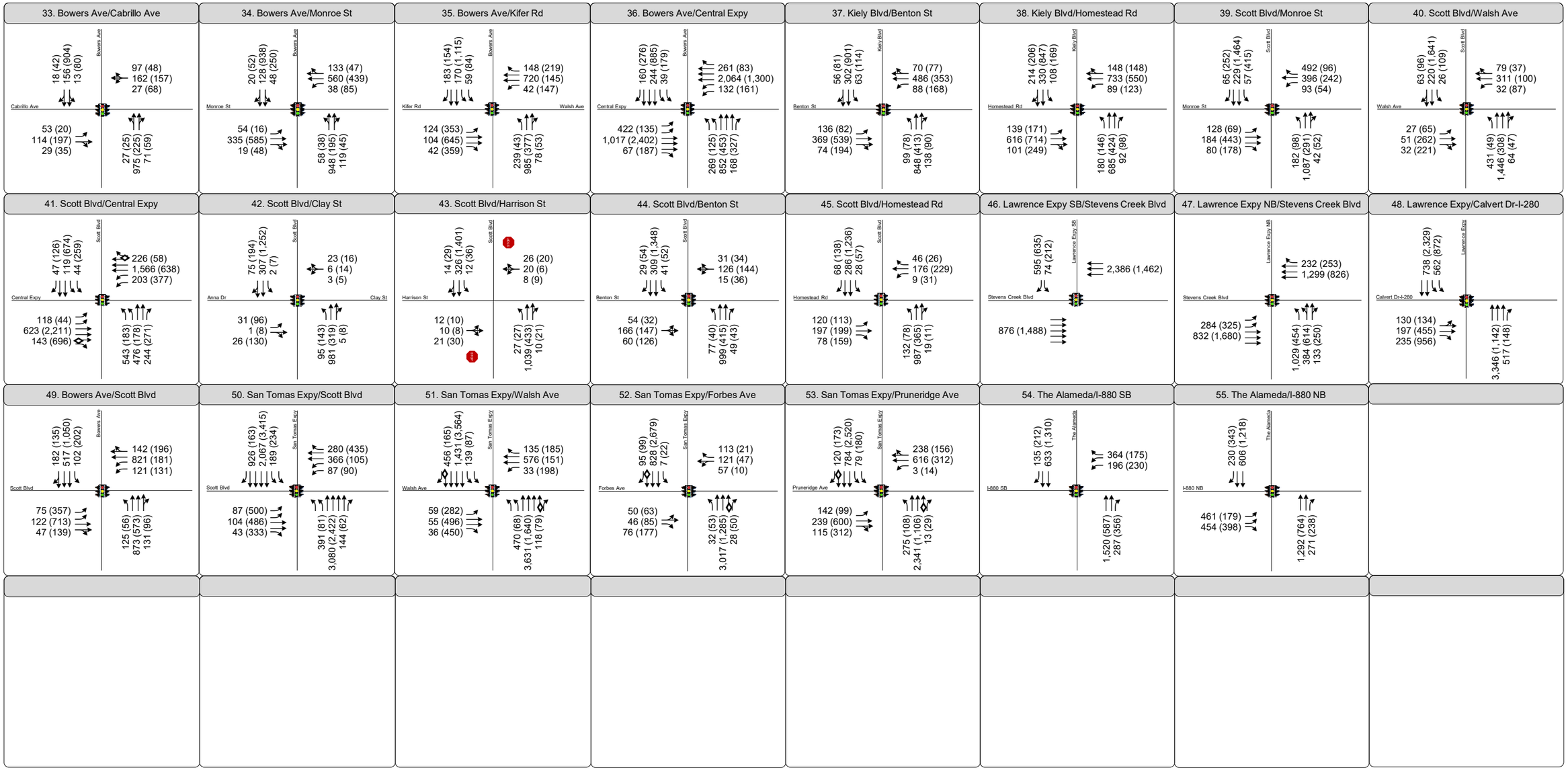


LEGEND

#	Study Intersection	STOP	Stop Sign
AM (PM)	Peak Hour Traffic Volume		Signalized
	Lane Configuration		Yield Sign
	High Occupancy Vehicle (HOV) and Bus Only Lane 6:00 AM - 9:00 AM, 3:00 PM - 7:00 PM, Monday through Friday		

Figure 6

Intersection Volumes and Lane Configurations - Existing Conditions

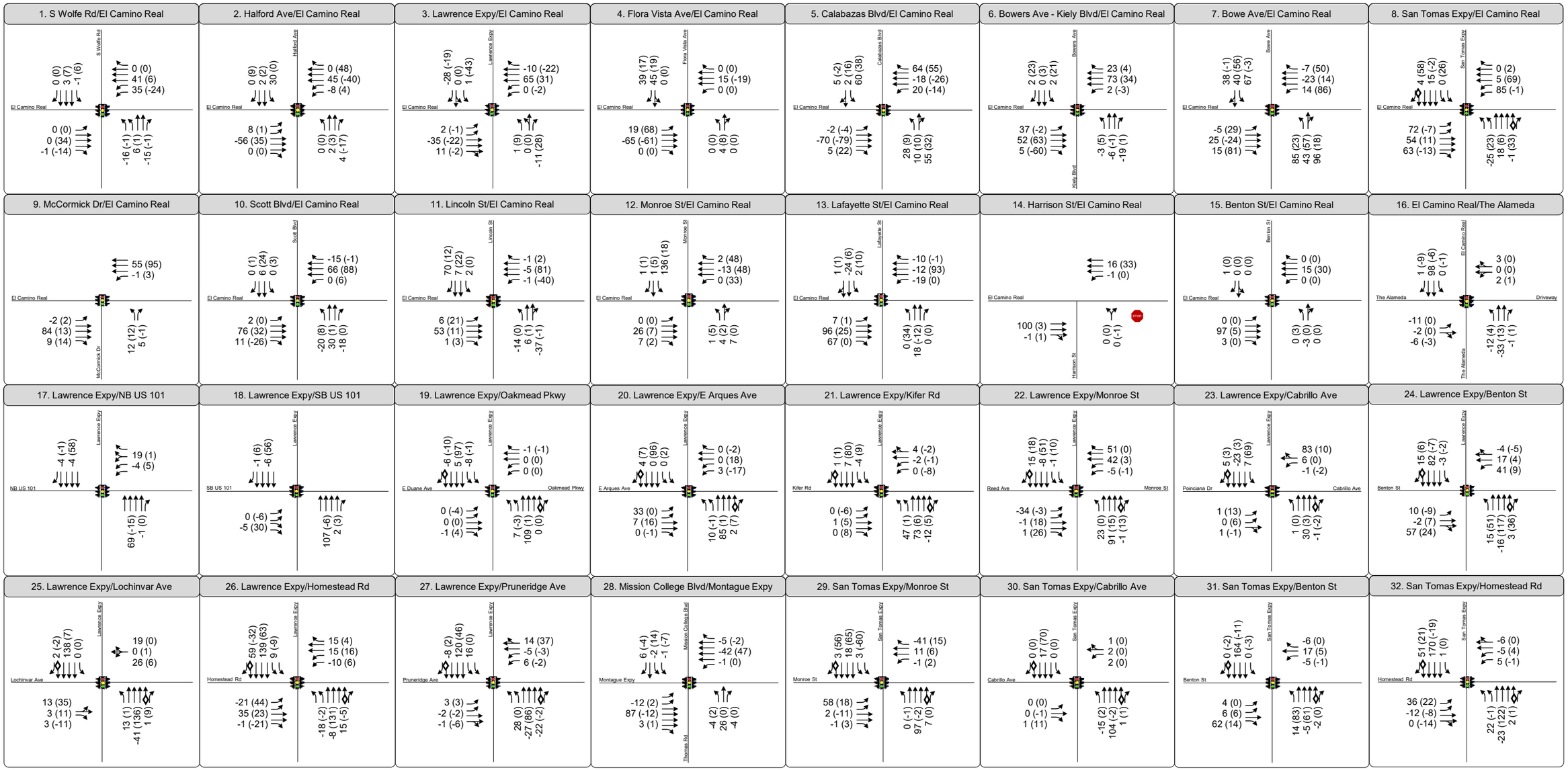


LEGEND

#	Study Intersection		Stop Sign
AM (PM)	Peak Hour Traffic Volume		Signalized
	Lane Configuration		Yield Sign
	High Occupancy Vehicle (HOV) and Bus Only Lane 6:00 AM - 9:00 AM, 3:00 PM - 7:00 PM, Monday through Friday		

Figure 6

Intersection Volumes and Lane Configurations - Existing Conditions



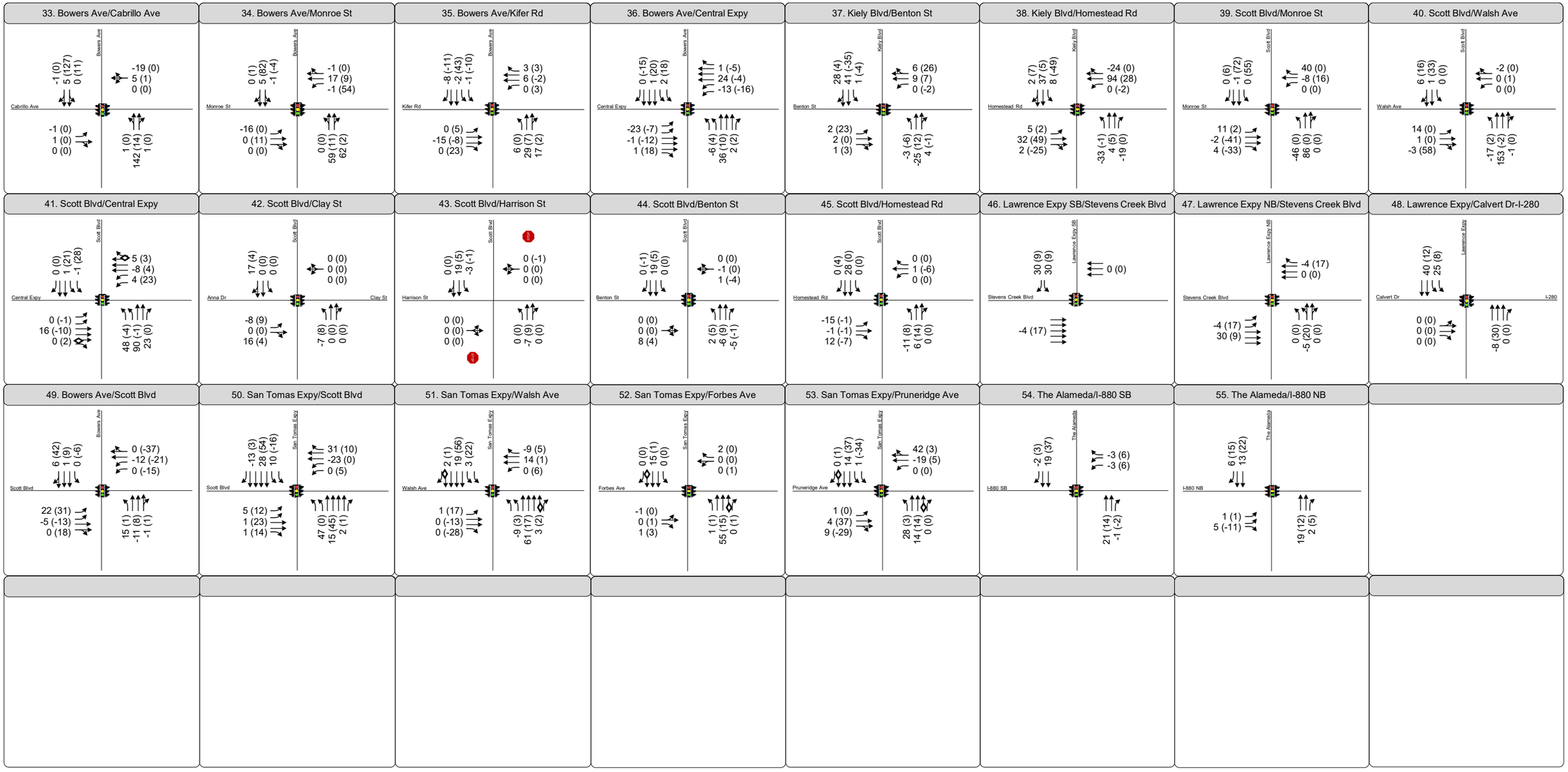
LEGEND

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

High Occupancy Vehicle (HOV) and Bus Only Lane
6:00 AM - 9:00 AM, 3:00 PM - 7:00 PM, Monday through Friday

Figure 7

Project Trip Assignment -
Existing Conditions and Background Conditions

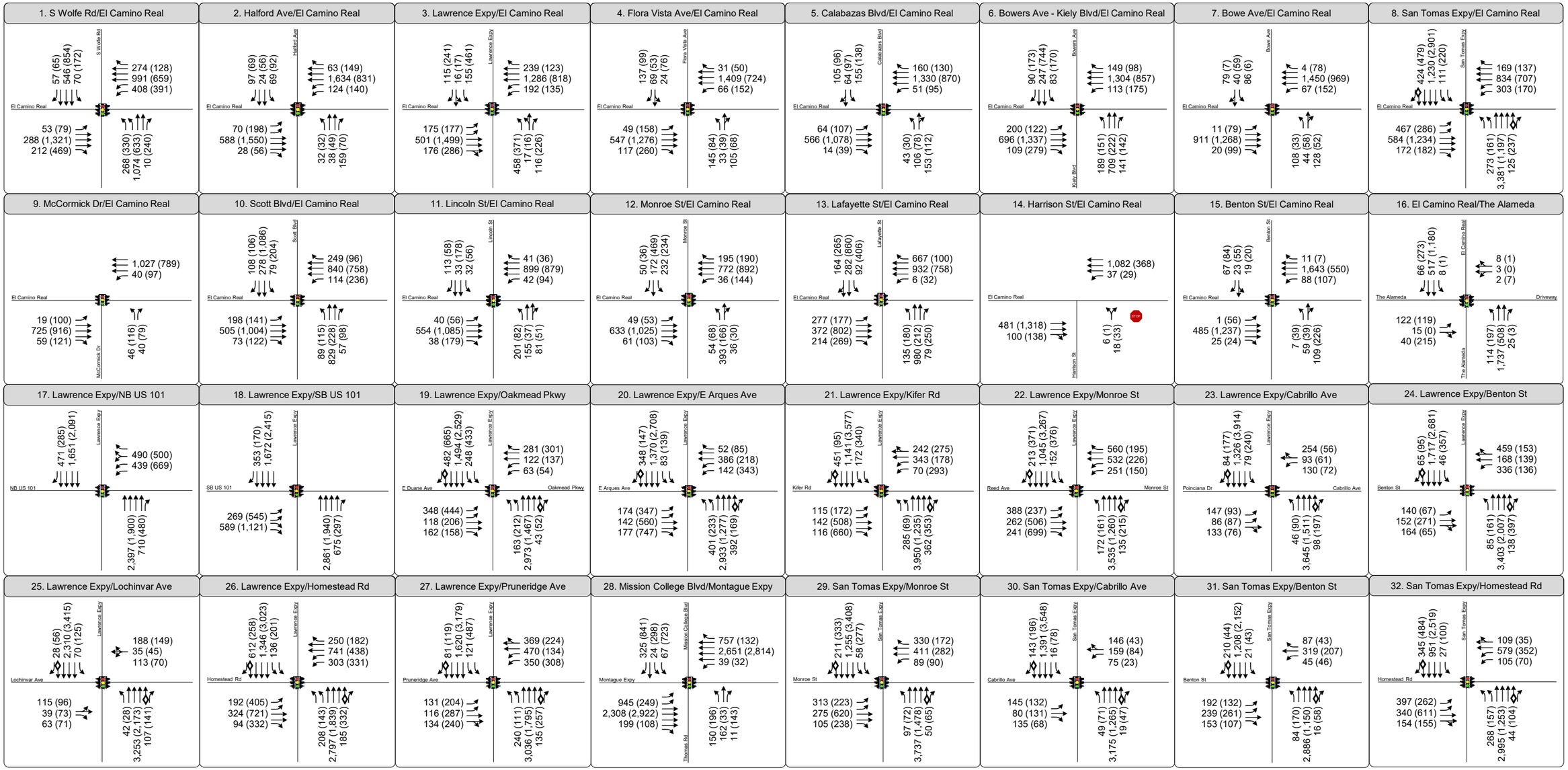


LEGEND

#	Study Intersection	STOP	Stop Sign
AM (PM)	Peak Hour Traffic Volume		Signalized
	Lane Configuration		Yield Sign
	High Occupancy Vehicle (HOV) and Bus Only Lane 6:00 AM - 9:00 AM, 3:00 PM - 7:00 PM, Monday through Friday		

Figure 7

Project Trip Assignment -
Existing Conditions and Background Conditions

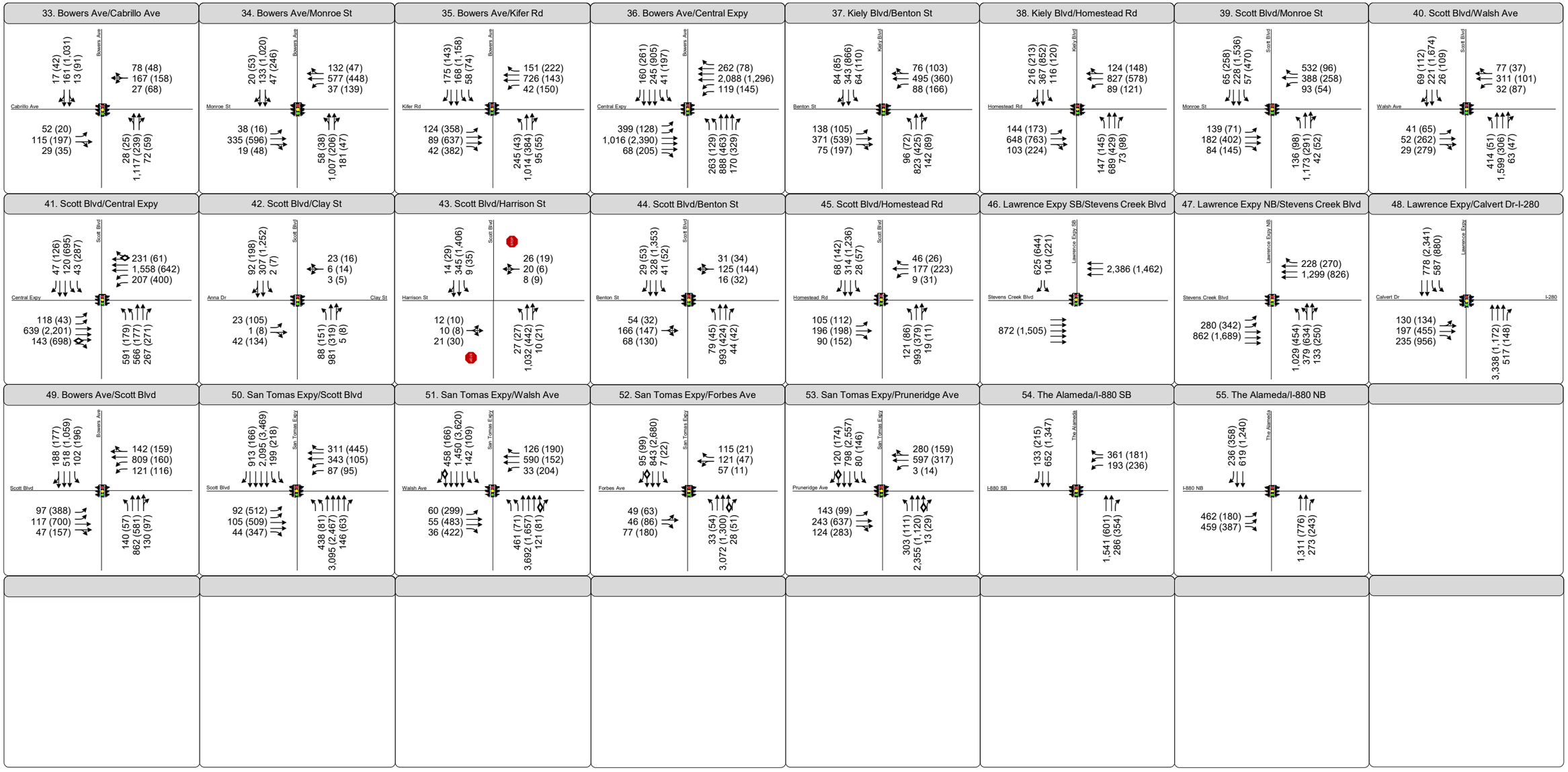


LEGEND

#	Study Intersection	STOP	Stop Sign
AM (PM)	Peak Hour Traffic Volume		Signalized
	Lane Configuration		Yield Sign
	High Occupancy Vehicle (HOV) and Bus Only Lane 6:00 AM - 9:00 AM, 3:00 PM - 7:00 PM, Monday through Friday		

Figure 8

Intersection Volumes and Lane Configurations - Existing Plus Project Conditions



LEGEND

#	Study Intersection		Stop Sign
AM (PM)	Peak Hour Traffic Volume		Signalized
	Lane Configuration		Yield Sign
	High Occupancy Vehicle (HOV) and Bus Only Lane 6:00 AM - 9:00 AM, 3:00 PM - 7:00 PM, Monday through Friday		

Figure 8

Intersection Volumes and Lane Configurations - Existing Plus Project Conditions

Table 10: Existing and Existing Plus Project Intersection Levels of Service

#	Intersection Name	Control	Jurisdiction[1]	LOS Threshold	Peak Hour[2]	Existing		Existing Plus Project			
						Delay[3]	LOS[4]	Delay[3]	LOS[4]	Critical Change V/C[5]	Average Critical Change Delay[6]
1	El Camino Real / Wolfe Road	Signal	VTA/ Sunnyvale	E	AM PM	40.7 46.4	D D	41.0 46.1	D D	0.009 0.010	0.2 -1.0
2	El Camino Real / Halford Avenue	Signal	Santa Clara	D	AM PM	19.0 22.4	B- C+	21.6 22.2	C+ C+	0.039 0.009	4.5 0.0
3	El Camino Real / Lawrence Expressway	Signal	VTA/SCC	E	AM PM	26.8 28.8	C C	26.6 28.5	C C	0.014 -0.016	-0.2 -0.6
4	El Camino Real / Flora Vista Avenue	Signal	Santa Clara	D	AM PM	20.3 25.7	C+ C	21.8 29.5	C+ C	0.010 0.000	0.7 2.0
5	El Camino Real / Calabazas Boulevard	Signal	Santa Clara	D	AM PM	28.7 32.7	C C-	33.4 37.9	C- D+	0.073 0.056	6.0 8.1
6	El Camino Real / Kiely Boulevard-Bowers Avenue	Signal	VTA/ Santa Clara	E	AM PM	28.9 30.4	C C	29.6 30.6	C C	0.038 0.015	1.3 0.2
7	El Camino Real / Bowe Avenue	Signal	Santa Clara	D	AM PM	12.5 14.3	B B	28.8 23.7	C C	0.118 0.082	17.1 11.5
8	El Camino Real / San Tomas Expressway	Signal	VTA/SCC	E	AM PM	53.3 **94.0**	D- **F**	56.3 **93.3**	E+ **F**	0.028 **0.009**	4.3 **-0.3**
9	El Camino Real / McCormick Drive	Signal	Santa Clara	D	AM PM	10.6 20.6	B+ C+	11.3 20.9	B+ C+	0.018 0.012	2.7 0.9
10	El Camino Real / Scott Boulevard	Signal	VTA/ Santa Clara	E	AM PM	34.6 38.2	C- D+	34.6 38.7	C- D+	0.023 0.022	0.3 0.9
11	El Camino Real / Lincoln Street	Signal	VTA/ Santa Clara	E	AM PM	29.6 24.9	C C	29.8 24.1	C C	-0.004 -0.017	-0.1 -1.6
12	El Camino Real / Monroe Street	Signal	VTA/ Santa Clara	E	AM PM	33.4 34.6	C- C-	36.6 35.1	D+ D+	0.091 0.028	4.9 1.7
13	El Camino Real / Lafayette Street	Signal	VTA/ Santa Clara	E	AM PM	42.3 39.8	D D	42.1 41.0	D D	0.003 0.042	0.5 2.5
14	El Camino Real / Harrison Street	SSSC	Santa Clara	D	AM PM	11.6 13.4	B B	12.3 15.3	B C	0.002 -0.002	0.0 0.0
15	El Camino Real / Benton Street	Signal	Santa Clara	D	AM PM	16.6 26.0	B C	16.6 25.9	B C	0.001 0.001	-0.2 0.0
16	El Camino Real / The Alameda	Signal	VTA/ Santa Clara	E	AM PM	12.3 16.2	B B	11.6 16.3	B+ B	-0.017 0.001	-0.7 0.2
17	Lawrence Expressway / Northbound US 101	Signal	SCC	E	AM PM	11.4 12.0	B+ B	11.4 12.1	B+ B	0.009 0.009	0.0 0.0

Table 10: Existing and Existing Plus Project Intersection Levels of Service

#	Intersection Name	Control	Jurisdiction[1]	LOS Threshold	Peak Hour[2]	Existing		Existing Plus Project			
						Delay[3]	LOS[4]	Delay[3]	LOS[4]	Critical Change V/C[5]	Average Critical Change Delay[6]
18	Lawrence Expressway / Southbound US 101	Signal	SCC	E	AM PM	10.6 72.4	B+ E	10.5 77.0	B+ E-	0.013 0.018	-0.2 6.9
19	Lawrence Expressway / Oakmead Parkway	Signal	SCC	E	AM PM	41.1 46.3	D D	41.3 46.1	D D	0.014 0.012	0.2 -0.3
20	Lawrence Expressway / Arques Avenue	Signal	VTA/SCC	E	AM PM	38.3 71.6	D+ E	39.1 71.9	D E	0.024 0.008	1.0 0.4
21	Lawrence Expressway / Kifer Road	Signal	SCC	E	AM PM	39.6 65.8	D E	40.2 66.7	D E	0.009 0.006	0.4 2.1
22	Lawrence Expressway / Monroe Street	Signal	VTA/SCC	E	AM PM	54.6 61.8	D- E	57.6 64.0	E+ E	0.033 0.022	8.2 4.2
23	Lawrence Expressway / Cabrillo Avenue	Signal	SCC	E	AM PM	34.6 31.9	C- C	38.8 34.4	D+ C-	0.062 0.044	6.3 6.8
24	Lawrence Expressway / Benton Street	Signal	SCC	E	AM PM	58.8 41.5	E+ D	59.2 43.3	E+ D	-0.001 0.012	-0.6 -0.1
25	Lawrence Expressway / Lochinvar Avenue	Signal	SCC	E	AM PM	25.9 25.1	C C	28.8 25.8	C C	0.021 0.006	3.3 0.6
26	Lawrence Expressway / Homestead Road	Signal	VTA/SCC	E	AM PM	62.0 65.9	E E	62.0 67.2	E E	0.020 0.024	-0.4 0.7
27	Lawrence Expressway / Pruneridge Avenue	Signal	SCC	E	AM PM	53.1 48.0	D- D	45.6 47.8	D D	-0.122 0.004	-17.1 -0.3
28	San Tomas Expressway / Mission College Boulevard	Signal	VTA/SCC	E	AM PM	47.9 66.7	D E	48.9 66.6	D E	-0.005 0.005	5.5 -0.2
29	San Tomas Expressway / Monroe Street	Signal	VTA/SCC	E	AM PM	39.3 38.5	D D+	39.8 38.4	D D+	-0.058 0.006	-0.1 -0.4
30	San Tomas Expressway / Cabrillo Avenue	Signal	SCC	E	AM PM	28.2 20.6	C C+	27.9 20.8	C C+	0.021 0.011	-0.1 0.1
31	San Tomas Expressway / Benton Street	Signal	SCC	E	AM PM	38.5 37.3	D+ D+	39.2 40.7	D D	0.010 0.057	0.7 6.2
32	San Tomas Expressway / Homestead Road	Signal	VTA/SCC	E	AM PM	49.6 39.7	D D	50.1 39.2	D D	0.006 -0.010	1.4 -0.5
33	Bowers Avenue / Cabrillo Avenue	Signal	Santa Clara	D	AM PM	23.3 28.4	C C	22.8 28.4	C+ C	0.036 0.047	-0.8 -0.2
34	Bowers Avenue / Monroe Street	Signal	Santa Clara	D	AM PM	30.2 33.1	C C-	30.5 36.1	C D+	0.034 0.067	0.3 3.9

Table 10: Existing and Existing Plus Project Intersection Levels of Service

#	Intersection Name	Control	Jurisdiction[1]	LOS Threshold	Peak Hour[2]	Existing		Existing Plus Project			
						Delay[3]	LOS[4]	Delay[3]	LOS[4]	Critical Change V/C[5]	Average Critical Change Delay[6]
35	Bowers Avenue / Kifer Road-Walsh Avenue	Signal	Santa Clara	D	AM PM	34.4 34.1	C- C-	34.5 35.1	C- D+	0.015 -0.010	0.2 2.0
36	Bowers Avenue / Central Expressway	Signal	VTA/SCC	E	AM PM	50.2 53.8	D D-	49.9 53.9	D D-	0.004 -0.003	-0.4 0.0
37	Kiely Boulevard / Benton Street	Signal	Santa Clara	D	AM PM	34.4 36.5	C- D+	34.4 36.2	C- D+	0.000 -0.014	0.4 -0.4
38	Kiely Boulevard / Homestead Road	Signal	Santa Clara	D	AM PM	35.7 40.3	D+ D	35.7 40.5	D+ D	0.031 0.009	0.6 0.3
39	Scott Boulevard / Monroe Street	Signal	Santa Clara	D	AM PM	35.3 30.8	D+ C	36.6 30.8	D+ C	0.103 0.032	2.6 1.0
40	Scott Boulevard / Walsh Avenue	Signal	Santa Clara	D	AM PM	25.3 29.8	C C	23.8 31.9	C C	-0.004 0.048	-14.2 3.2
41	Scott Boulevard / Central Expressway	Signal	VTA/SCC	E	AM PM	45.0 60.8	D E	46.5 62.2	D E	0.015 -0.099	1.6 3.2
42	Scott Boulevard / Clay Street	Signal	Santa Clara	D	AM PM	11.0 20.3	B+ C+	11.1 21.0	B+ C+	0.006 0.009	0.5 0.7
43	Scott Boulevard / Harrison Street	SSSC	Santa Clara	D	AM PM	31.4 **62.0**	D **F**	31.4 **63.2**	D **F**	0.001 **0.003**	0.0 **0.0**
44	Scott Boulevard / Benton Street	Signal	Santa Clara	D	AM PM	18.1 16.5	B- B	18.3 16.6	B- B	0.003 0.007	0.3 0.2
45	Scott Boulevard / Homestead Road	Signal	Santa Clara	D	AM PM	16.0 16.4	B B	15.7 16.5	B B	0.001 0.002	-0.1 0.2
46	Lawrence Expressway Southbound / Stevens Creek Boulevard	Signal	VTA/SCC	E	AM PM	25.9 26.1	C C	27.1 26.3	C C	0.018 0.005	1.4 0.2
47	Lawrence Expressway Northbound / Stevens Creek Boulevard	Signal	VTA/SCC	E	AM PM	31.6 28.0	C C	31.4 28.2	C C	-0.001 0.006	-0.1 0.1
48	Lawrence Expressway / Calvert Drive – I-280 Southbound	Signal	VTA/SCC	E	AM PM	32.8 42.1	C- D	34.5 43.0	C- D	0.606 0.008	20.2 1.0
49	Bowers Avenue / Scott Boulevard	Signal	VTA/ Santa Clara	E	AM PM	39.5 31.6	D C	39.5 31.1	D C	0.002 0.007	-0.1 -0.3
50	San Tomas Expressway / Scott Boulevard	Signal	VTA/SCC	E	AM PM	35.8 50.7	D+ D	42.5 52.3	D D-	-0.033 0.023	-0.1 2.4

Table 10: Existing and Existing Plus Project Intersection Levels of Service

#	Intersection Name	Control	Jurisdiction[1]	LOS Threshold	Peak Hour[2]	Existing		Existing Plus Project			
						Delay[3]	LOS[4]	Delay[3]	LOS[4]	Critical Change V/C[5]	Average Critical Change Delay[6]
51	San Tomas Expressway / Walsh Avenue	Signal	SCC	E	AM PM	40.8 50.7	D D	41.1 50.2	D D	0.014 -0.006	0.7 -1.5
52	San Tomas Expressway / Forbes Avenue	Signal	SCC	E	AM PM	25.4 17.8	C B	26.4 17.9	C B	0.013 0.001	1.5 0.1
53	San Tomas Expressway / Pruneridge Avenue	Signal	SCC	E	AM PM	63.0 63.8	E E	66.3 62.8	E E	0.027 -0.007	8.3 -4.0
54	The Alameda / I-880 Southbound	Signal	VTA/ San José	E	AM PM	20.1 13.9	C+ B	19.9 14.1	B- B	0.004 0.014	-0.2 0.2
55	The Alameda / I-880 Northbound	Signal	VTA/ San José	E	AM PM	24.4 22.0	C C+	24.5 21.5	C C+	0.008 -0.001	0.2 -0.3

Notes:
1. VTA = Congestion Management Program (CMP) intersection; SCC = Santa Clara County intersection
2. AM = morning peak hour, PM = evening peak hour
3. For signalized intersections whole intersection weighted average control delay is expressed in seconds per vehicle, calculated using methods described in the 2000 Highway Capacity Manual, with adjusted saturation flow rates to reflect Santa Clara County conditions for signalized intersections. Total control delay for the worst movement is presented for side-street stop-controlled intersections.
4. LOS = Level of service. LOS calculations conducted using the TRAFFIX analysis software packages, which applies the methods described in the 2000 Highway Capacity Manual.
5. Change in critical V/C ratio between background and background with-Project conditions.
6. Change in average critical movement delay between Existing and Existing Plus Project conditions.

Bold text indicates unacceptable operations according to the jurisdiction's LOS standard.
Source: Fehr & Peers, November 2019.

Some of the study intersections show a reduction in average critical delay with the addition of Project traffic, which may seem counterintuitive. The average delay values in the table are weighted averages. Weighted average delays will be reduced when traffic is added to a movement with a low delay, such as the major through movements, as opposed to a side street approach. Conversely, relatively small volume increase to movements with high delays can substantially increase the weighted average delay.

5.2.1 Unacceptable Intersection Operations

As shown in **Table 10**, under Existing Plus Project conditions all intersections operate at acceptable levels except the following intersections under the identified peak period:

- Intersection # 8 – El Camino Real / San Tomas Expressway (VTA/LOS E): LOS F in the PM peak hour
- Intersection # 43 – Scott Boulevard / Harrison Street (Santa Clara/LOS D): LOS F in the PM peak hour

5.3 Existing Plus Project Intersection Impacts and Mitigation Measures

This section first evaluates intersections against the appropriate jurisdictions impact thresholds and then, as needed, discusses potential mitigation measures for those intersections that are determined to have significant impacts.

5.3.1 Impact Determination

Potential intersection LOS impacts for the Project are discussed below.

Intersection # 8 - El Camino Real / San Tomas Expressway (VTA/LOS E): The Project would exacerbate unacceptable LOS F operations during the PM peak hour. However, the addition of Project traffic does not increase the critical delay by more than four seconds and the V/C ratio is not projected to increase by more than 0.01. Therefore, the impact is considered **less-than-significant** under Existing Plus Project Conditions. No mitigation measures are required.

Intersection # 43 - Scott Boulevard / Harrison Street (Santa Clara/LOS D): The Project would exacerbate unacceptable LOS F operations during the PM peak hour. However, MUTCD's peak hour volume signal warrant is not met, and the impact is considered **less-than-significant** under Existing Plus Project Conditions. No mitigation measures are required.

5.3.2 Intersection Mitigation Measures

All study intersections are determined to have less-than-significant impacts and no mitigation measures are required under Existing Plus Project Conditions.

6. Background Conditions

This chapter presents the results of the intersection level of service calculations under Background Conditions both without and with the Project. Traffic volumes for Background No Project Conditions comprise existing volumes plus traffic generated by "approved but not yet built" and "not occupied" developments to account for growth in the study area. Background Plus Project Conditions are defined as Background No Project Conditions plus traffic generated by the Project.

6.1 Background No Project Traffic Volumes

A list of "approved but not yet built" and "not occupied" development projects was provided by Santa Clara staff. Trip generation estimates for these projects were obtained from their respective traffic reports or estimated based on trip generation rates published in the ITE's *Trip Generation Manual* (10th Edition). One of the largest and most relevant projects is Phases 1, 2 and 3 of the City Place project. Background development projects in Sunnyvale and San Jose near the study area were also obtained. Vehicle trips for each of the background projects were then assigned to the roadway network based on population and employment data, existing and estimated future travel patterns, and recent TIAs completed in the area.

Appendix D contains a list of approved and not occupied projects. Trip estimates were added to the existing volumes discussed in **Chapter 3** to represent Background No Project Conditions, as shown in **Figure 9**.

6.2 Background No Project Roadway Improvements

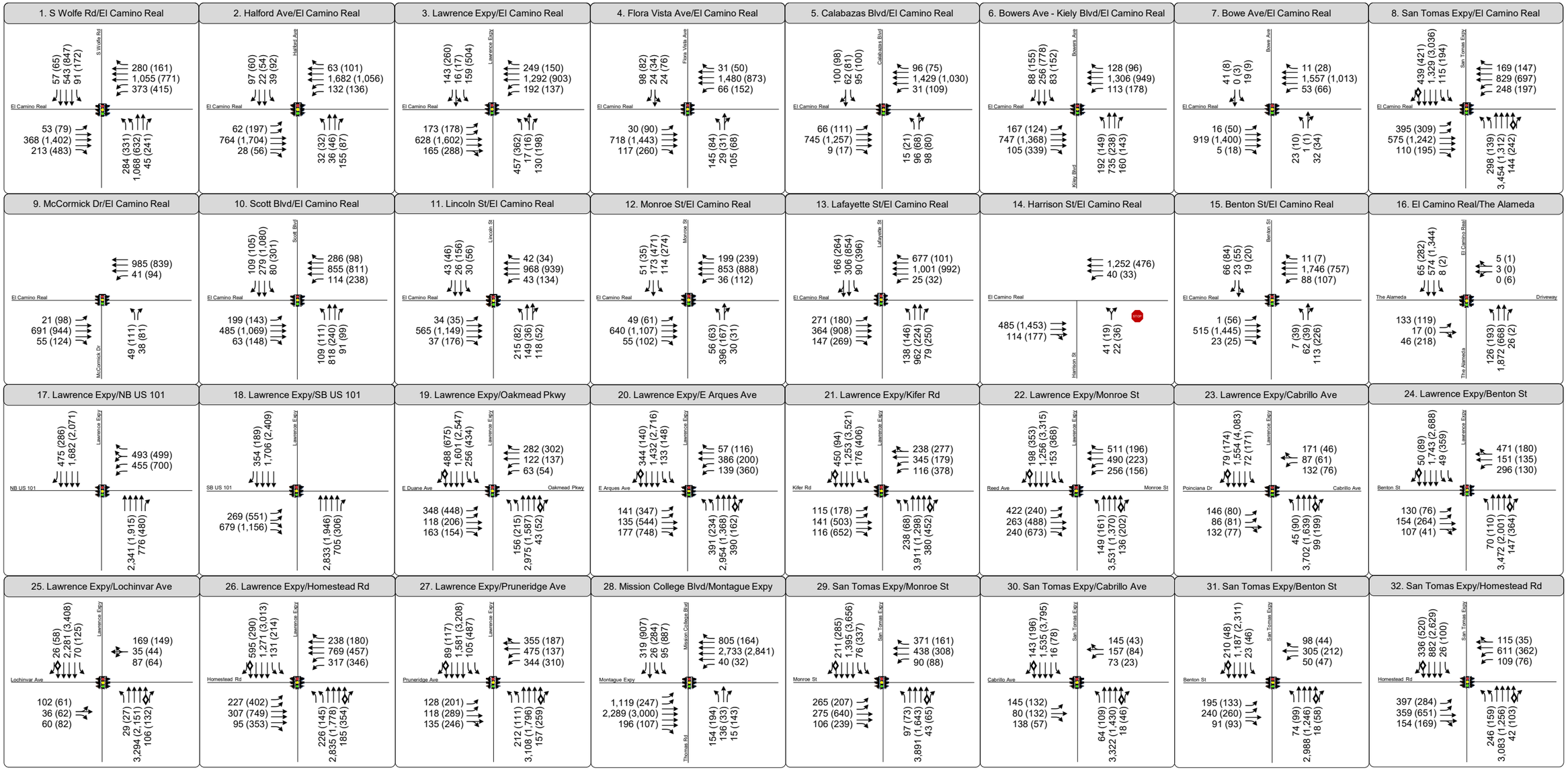
The roadway network under Background Conditions was updated from Existing Conditions based on the planned and fully funded improvements identified by the City of Santa Clara, including improvements that are conditions of approval for City Place. Fully funded roadway improvements within the study area that were included in the analysis are summarized in **Table 11.**

Table 11: Roadway Improvement Projects for Background Conditions

Intersection		Improvement	Source
24	Lawrence Expressway/ Benton Street	Second southbound left-turn lane. Second eastbound left-turn lane.	City Place
26	Lawrence Expressway/ Homestead Road	Third eastbound through lane. Third westbound through lane.	City Place
36	Bowers Avenue/ Central Expressway	Third southbound left-turn lane. Third eastbound left-turn lane.	City Place
51	San Tomas Expressway/ Walsh Avenue	Second eastbound left-turn lane.	City Place
53	San Tomas Expressway/ Pruneridge Avenue	Second northbound left-turn lane.	City Place

Source: Fehr & Peers, March 2018.

These improvements are included in both the “No Project” and “Plus Project” scenarios for the Background Conditions analysis and are reflected in the intersection operation results.



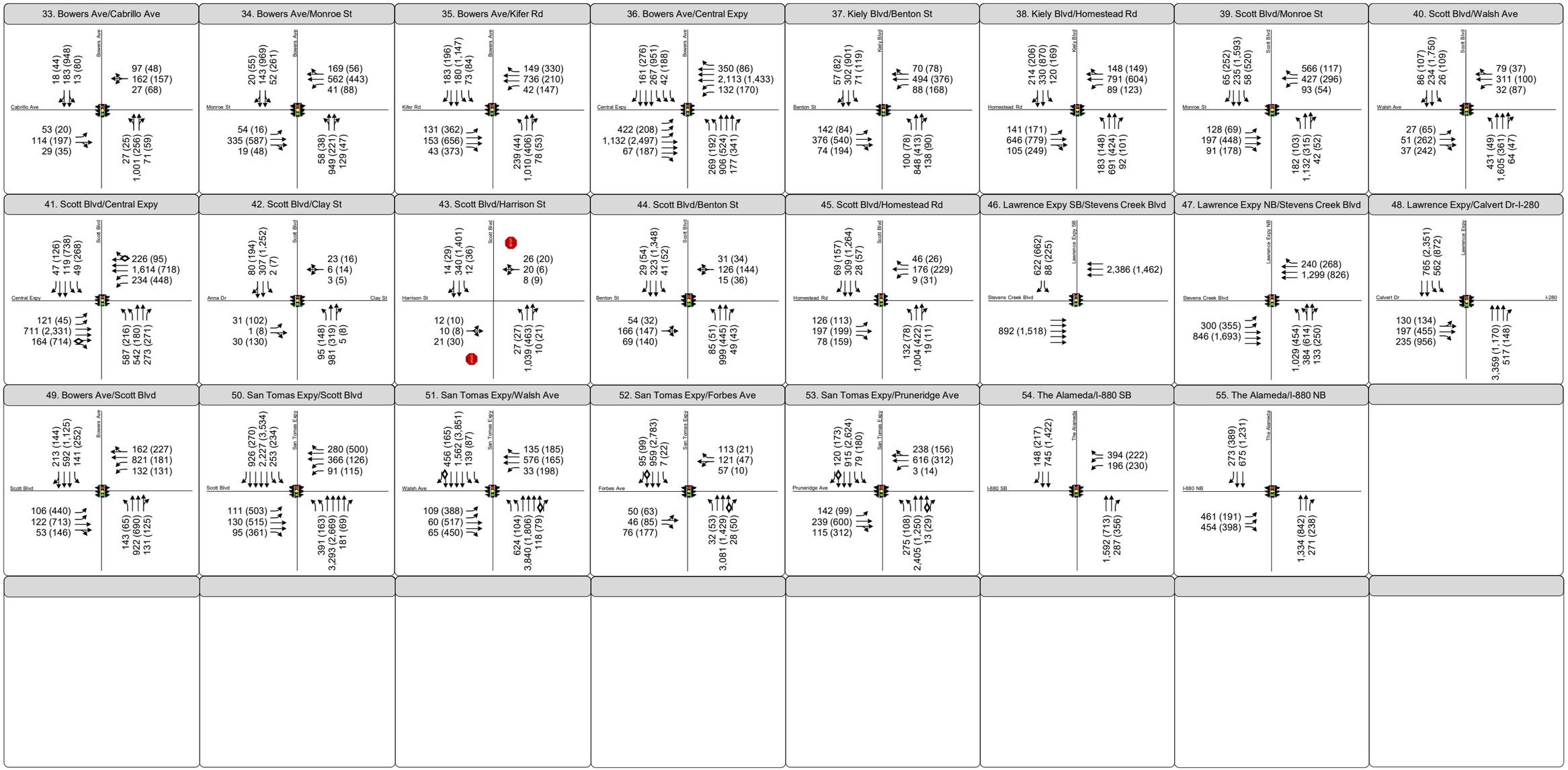
LEGEND

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

High Occupancy Vehicle (HOV) and Bus Only Lane
6:00 AM - 9:00 AM, 3:00 PM - 7:00 PM, Monday through Friday

Figure 8

Intersection Volumes and Lane Configurations - Background Conditions

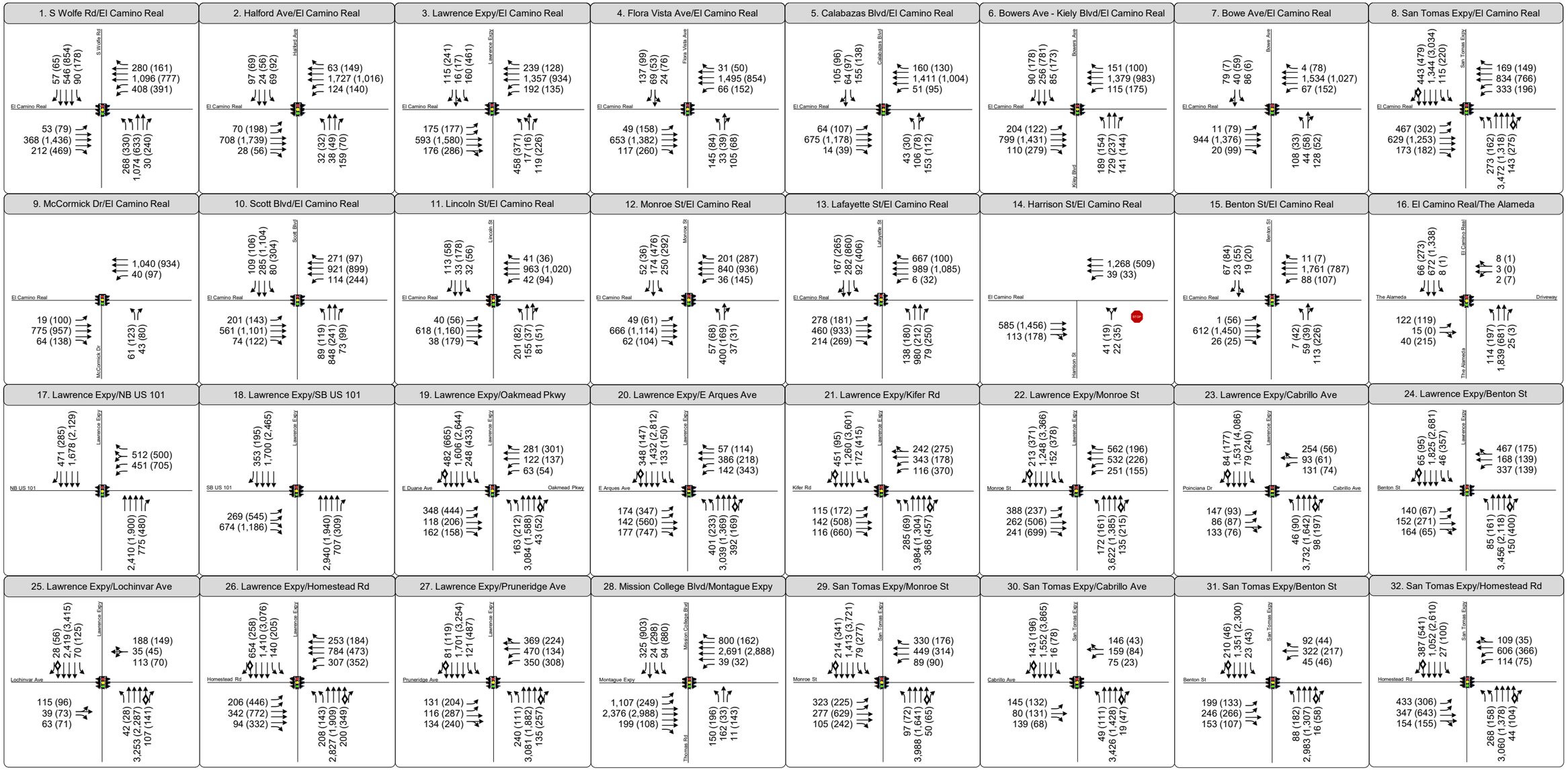


LEGEND

#	Study Intersection	STOP	Stop Sign
AM (PM)	Peak Hour Traffic Volume		Signalized
	Lane Configuration		Yield Sign
	High Occupancy Vehicle (HOV) and Bus Only Lane 6:00 AM - 9:00 AM, 3:00 PM - 7:00 PM, Monday through Friday		

Figure 8

Intersection Volumes and Lane Configurations - Background Conditions

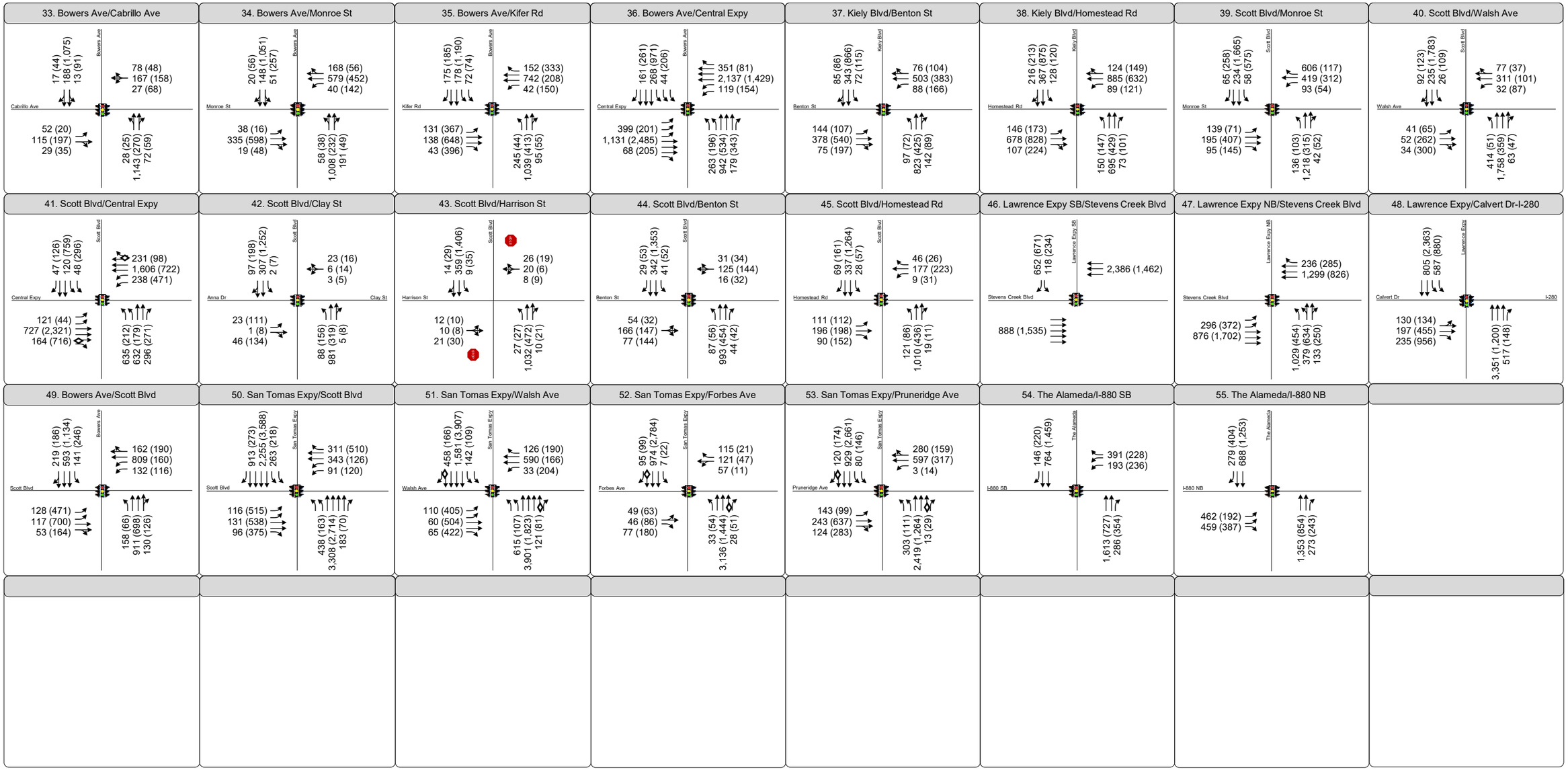


LEGEND

#	Study Intersection	STOP	Stop Sign
AM (PM)	Peak Hour Traffic Volume		Signalized
	Lane Configuration		Yield Sign
	High Occupancy Vehicle (HOV) and Bus Only Lane 6:00 AM - 9:00 AM, 3:00 PM - 7:00 PM, Monday through Friday		

Figure 10

Intersection Volumes and Lane Configurations - Background Plus Project Conditions



LEGEND

#	Study Intersection		Stop Sign
AM (PM)	Peak Hour Traffic Volume		Signalized
	Lane Configuration		Yield Sign
	High Occupancy Vehicle (HOV) and Bus Only Lane 6:00 AM - 9:00 AM, 3:00 PM - 7:00 PM, Monday through Friday		

Figure 10

Intersection Volumes and Lane Configurations - Background Plus Project Conditions

6.3 Background Plus Project Traffic Volumes

The trip assignment shown in **Figure 7** was added to the background volumes in **Figure 9** to establish intersection turning movement volumes for Background plus Project Conditions as shown on **Figure 10**.

6.4 Background Intersection Levels of Service

Intersection levels of service were calculated for Background and Background Plus Project Conditions. **Table 12** shows the delays, LOSs, and changes in critical volume-to-capacity ratio and delay used to identify significant intersection impacts under Background Plus Project Conditions that are highlighted and bold. The corresponding LOS calculation sheets are included in **Appendix B**.

The peak hour traffic signal warrant results for intersections of El Camino Real / Harrison Street (#14) and Scott Boulevard / Harrison Street (#43) are contained in **Appendix C.**

Table 12: Background Intersection LOS Results

#	Intersection Name	Control	Jurisdictiona[1]	LOS Threshold	Peak Hour[2]	Background		Background Plus Project			
						Delay[3]	LOS[4]	Delay[3]	LOS[4]	Critical Change V/C[5]	Average Critical Change Delay[6]
1	El Camino Real / Wolfe Road	Signal	VTA/ Sunnyvale	E	AM PM	41.7 46.0	D D	42.0 45.8	D D	0.009 0.002	0.1 -0.3
2	El Camino Real / Halford Avenue	Signal	Santa Clara	D	AM PM	18.4 21.2	B- C+	20.9 21.0	C+ C+	0.039 0.009	4.4 0.1
3	El Camino Real / Lawrence Expressway	Signal	VTA/SCC	E	AM PM	26.5 28.6	C C	26.3 28.3	C C	0.014 -0.016	-0.1 -0.6
4	El Camino Real / Flora Vista Avenue	Signal	Santa Clara	D	AM PM	19.5 24.3	B- C	20.9 28.2	C+ C	0.010 0.000	0.5 1.9
5	El Camino Real / Calabazas Boulevard	Signal	Santa Clara	D	AM PM	27.8 31.3	C C	32.8 36.6	C- D+	0.073 0.056	6.2 8.0
6	El Camino Real / Kiely Boulevard-Bowers Avenue	Signal	VTA/ Santa Clara	E	AM PM	29.1 30.7	C C	29.8 30.9	C C	0.038 0.015	1.4 0.2
7	El Camino Real / Bowe Avenue	Signal	Santa Clara	D	AM PM	12.3 13.8	B B	28.0 23.0	C C+	0.118 0.082	16.4 10.9
8	El Camino Real / San Tomas Expressway	Signal	VTA/SCC	E	AM PM	53.7 **101.5**	D- **F**	57.0 **100.7**	E+ **F**	0.028 0.009	4.7 -0.4
9	El Camino Real / McCormick Drive	Signal	Santa Clara	D	AM PM	11.7 20.0	B+ C+	12.3 20.3	B C+	0.017 0.012	2.5 0.9
10	El Camino Real / Scott Boulevard	Signal	VTA/ Santa Clara	E	AM PM	34.6 39.0	C- D+	34.6 39.6	C- D	0.023 0.022	0.3 1.0

Table 12: Background Intersection LOS Results

#	Intersection Name	Control	Jurisdictiona[1]	LOS Threshold	Peak Hour[2]	Background		Background Plus Project			
						Delay[3]	LOS[4]	Delay[3]	LOS[4]	Critical Change V/C[5]	Average Critical Change Delay[6]
11	El Camino Real / Lincoln Street	Signal	VTA/ Santa Clara	E	AM PM	29.0 23.8	C C	29.1 23.1	C C	-0.004 -0.017	-0.3 -1.6
12	El Camino Real / Monroe Street	Signal	VTA/ Santa Clara	E	AM PM	33.7 34.1	C- C-	36.9 34.7	D+ C-	0.091 0.028	4.8 1.8
13	El Camino Real / Lafayette Street	Signal	VTA/ Santa Clara	E	AM PM	42.1 41.0	D D	41.9 42.4	D D	0.003 0.042	0.5 2.5
14	El Camino Real / Harrison Street	SSSC	Santa Clara	D	AM PM	20.4 **38.5**	C **E**	23.4 **39.8**	C **E**	0.031 0.006	0.0 0.0
15	El Camino Real / Benton Street	Signal	Santa Clara	D	AM PM	16.5 24.1	B C	16.1 24.0	B C	0.001 0.001	-0.2 0.0
16	El Camino Real / The Alameda	Signal	VTA/ Santa Clara	E	AM PM	12.2 15.0	B B	11.4 15.1	B+ B	-0.017 0.001	-0.7 0.2
17	Lawrence Expressway / Northbound US 101	Signal	SCC	E	AM PM	11.3 12.2	B+ B	11.4 12.2	B+ B	0.009 0.009	0.0 0.0
18	Lawrence Expressway / Southbound US 101	Signal	SCC	E	AM PM	13.1 **83.4**	B **F**	12.9 **88.3**	B **F**	0.013 **0.018**	-0.5 **7.0**
19	Lawrence Expressway / Oakmead Parkway	Signal	SCC	E	AM PM	41.2 46.2	D D	41.4 46.2	D D	0.014 0.012	0.3 0.1
20	Lawrence Expressway / Arques Avenue	Signal	VTA/SCC	E	AM PM	38.8 72.3	D+ E	39.6 73.1	D E	0.024 0.008	1.0 1.4
21	Lawrence Expressway / Kifer Road	Signal	SCC	E	AM PM	39.8 69.2	D E	40.5 70.0	D E	0.009 0.006	0.5 1.7
22	Lawrence Expressway / Monroe Street	Signal	VTA/SCC	E	AM PM	55.1 61.7	E+ E	58.3 63.9	E+ E	0.033 0.022	7.6 4.2
23	Lawrence Expressway / Cabrillo Avenue	Signal	SCC	E	AM PM	34.2 32.6	C- C-	38.7 35.0	D+ D+	0.054 0.044	7.7 6.4
24	Lawrence Expressway / Benton Street	Signal	SCC	E	AM PM	60.0 39.2	E D	60.1 40.9	E D	-0.002 0.015	-0.9 -0.1
25	Lawrence Expressway / Lochinvar Avenue	Signal	SCC	E	AM PM	25.8 25.1	C C	28.7 25.7	C C	0.021 0.006	3.3 0.6
26	Lawrence Expressway / Homestead Road	Signal	VTA/SCC	E	AM PM	61.9 66.1	E E	61.9 67.0	E E	0.017 -0.002	-0.4 1.0
27	Lawrence Expressway / Pruneridge Avenue	Signal	SCC	E	AM PM	44.4 48.0	D D	45.5 47.8	D D	0.005 0.004	0.3 -0.3

Table 12: Background Intersection LOS Results

#	Intersection Name	Control	Jurisdictiona[1]	LOS Threshold	Peak Hour[2]	Background		Background Plus Project			
						Delay[3]	LOS[4]	Delay[3]	LOS[4]	Critical Change V/C[5]	Average Critical Change Delay[6]
28	San Tomas Expressway / Mission College Boulevard	Signal	VTA/SCC	E	AM PM	61.1 77.2	E E-	62.2 76.9	E E-	0.004 0.005	7.9 -0.3
29	San Tomas Expressway / Monroe Street	Signal	VTA/SCC	E	AM PM	40.0 38.5	D D+	40.9 38.7	D D+	-0.040 0.006	1.7 0.0
30	San Tomas Expressway / Cabrillo Avenue	Signal	SCC	E	AM PM	27.4 22.1	C C+	27.2 22.2	C C+	0.016 0.011	0.1 0.1
31	San Tomas Expressway / Benton Street	Signal	SCC	E	AM PM	38.9 37.6	D+ D+	39.6 41.4	D D	0.010 0.057	0.7 6.8
32	San Tomas Expressway / Homestead Road	Signal	VTA/SCC	E	AM PM	51.2 40.3	D- D	51.7 39.9	D- D	0.006 -0.010	1.5 -0.6
33	Bowers Avenue / Cabrillo Avenue	Signal	Santa Clara	D	AM PM	23.8 28.9	C C	23.3 29.1	C C	0.036 0.047	-0.8 -0.1
34	Bowers Avenue / Monroe Street	Signal	Santa Clara	D	AM PM	30.9 34.1	C C-	31.4 37.5	C D+	0.034 0.067	0.5 4.4
35	Bowers Avenue / Kifer Road-Walsh Avenue	Signal	Santa Clara	D	AM PM	35.1 35.1	D+ D+	35.2 35.5	D+ D+	0.015 0.021	0.2 0.4
36	Bowers Avenue / Central Expressway	Signal	VTA/SCC	E	AM PM	47.9 55.8	D E+	47.7 55.9	D E+	0.006 -0.003	-0.2 0.1
37	Kiely Boulevard / Benton Street	Signal	Santa Clara	D	AM PM	34.9 36.6	C- D+	34.8 36.3	C- D+	0.000 -0.014	0.4 -0.4
38	Kiely Boulevard / Homestead Road	Signal	Santa Clara	D	AM PM	36.1 41.1	D+ D	36.2 41.5	D+ D	0.031 0.009	0.8 0.4
39	Scott Boulevard / Monroe Street	Signal	Santa Clara	D	AM PM	36.8 32.6	D+ C-	39.1 33.2	D C-	0.058 0.032	4.0 1.4
40	Scott Boulevard / Walsh Avenue	Signal	Santa Clara	D	AM PM	23.5 30.6	C C	23.4 33.5	C C-	0.039 0.055	0.3 4.6
41	Scott Boulevard / Central Expressway	Signal	VTA/SCC	E	AM PM	47.3 68.4	D E	46.8 71.7	D E	-0.110 0.149	15.5 5.1
42	Scott Boulevard / Clay Street	Signal	Santa Clara	D	AM PM	11.1 20.6	B+ C+	11.2 21.3	B+ C+	0.008 0.009	0.7 0.7
43	Scott Boulevard / Harrison Street	SSSC	Santa Clara	D	AM PM	32.0 **64.8**	D **F**	31.9 **66.1**	D **F**	0.001 0.003	0.0 0.0
44	Scott Boulevard / Benton Street	Signal	Santa Clara	D	AM PM	18.4 17.1	B- B	18.7 17.3	B- B	0.003 0.007	0.3 0.4

Table 12: Background Intersection LOS Results

#	Intersection Name	Control	Jurisdictiona[1]	LOS Threshold	Peak Hour[2]	Background		Background Plus Project			
						Delay[3]	LOS[4]	Delay[3]	LOS[4]	Critical Change V/C[5]	Average Critical Change Delay[6]
45	Scott Boulevard / Homestead Road	Signal	Santa Clara	D	AM PM	15.9 16.2	B B	15.7 16.2	B B	0.001 0.002	-0.1 0.2
46	Lawrence Expressway Southbound / Stevens Creek Boulevard	Signal	VTA/SCC	E	AM PM	27.0 26.7	C C	28.2 26.9	C C	0.018 0.005	1.4 0.2
47	Lawrence Expressway Northbound / Stevens Creek Boulevard	Signal	VTA/SCC	E	AM PM	31.8 28.2	C C	31.7 28.5	C C	-0.001 0.006	-0.1 0.1
48	Lawrence Expressway / Calvert Drive – I-280 Southbound	Signal	VTA/SCC	E	AM PM	32.9 42.5	C- D	34.7 43.4	C- D	0.601 0.008	21.2 1.0
49	Bowers Avenue / Scott Boulevard	Signal	VTA/ Santa Clara	E	AM PM	40.4 33.0	D C-	40.4 32.1	D C-	0.002 -0.022	-0.1 -6.4
50	San Tomas Expressway / Scott Boulevard	Signal	VTA/SCC	E	AM PM	36.9 54.9	D+ D-	37.6 56.1	D+ E+	0.001 0.023	-0.3 2.1
51	San Tomas Expressway / Walsh Avenue	Signal	SCC	E	AM PM	43.0 52.9	D D-	43.4 52.7	D D-	0.014 -0.006	0.8 -0.9
52	San Tomas Expressway / Forbes Avenue	Signal	SCC	E	AM PM	26.1 17.7	C B	27.3 17.8	C B	0.013 0.001	1.9 0.1
53	San Tomas Expressway / Pruneridge Avenue	Signal	SCC	E	AM PM	61.2 62.7	E E	63.3 62.0	E E	0.011 -0.007	2.8 -3.8
54	The Alameda / I-880 Southbound	Signal	VTA/ San José	E	AM PM	20.9 15.0	C+ B	20.8 15.1	C+ B	0.004 0.014	-0.2 0.2
55	The Alameda / I-880 Northbound	Signal	VTA/ San José	E	AM PM	24.3 22.0	C C+	24.4 21.5	C C+	0.008 -0.001	0.2 -0.3

Notes:

1. VTA = Congestion Management Program (CMP) intersection; SCC = Santa Clara County intersection
2. AM = morning peak hour, PM = evening peak hour
3. For signalized intersections whole intersection weighted average control delay is expressed in seconds per vehicle, calculated using methods described in the 2000 Highway Capacity Manual, with adjusted saturation flow rates to reflect Santa Clara County conditions for signalized intersections. Total control delay for the worst movement is presented for side-street stop-controlled intersections.
4. LOS = Level of service. LOS calculations conducted using the TRAFFIX analysis software packages, which applies the methods described in the 2000 Highway Capacity Manual.
5. Change in critical V/C ratio between background and background with-Project conditions.
6. Change in average critical movement delay between Background and Background Plus Project conditions.

Bold text indicates unacceptable operations according to the jurisdiction's LOS standard.

Bold and highlighted indicates a significant impact.

Source: Fehr & Peers, November 2019.

6.4.1 Unacceptable Intersection Operations

As shown in **Table 12**, under Background Plus Project conditions all intersections operate at acceptable levels except the following intersections under the identified peak period:

- Intersection # 8 – El Camino Real / San Tomas Expressway (VTA/LOS E): LOS F in the PM peak hour
- Intersection # 18 – Lawrence Expressway / Southbound US 101 (VTA/LOS E): LOS F in the PM peak hour
- Intersection # 43 – Scott Boulevard / Harrison Street (Santa Clara/LOS D): LOS F in the PM peak hour

6.5 Background Plus Project Intersection Impacts and Mitigation Measures

This section first evaluates intersections against the appropriate jurisdiction's impact threshold and discusses potential mitigation measures for those intersections that are determined to have significant impacts.

6.5.1 Impact Determination

Potential intersection LOS impacts for the Project are discussed below:

Intersection # 8 - El Camino Real / San Tomas Expressway (VTA/LOS E): The Project would exacerbate unacceptable LOS F operations during the PM peak hour. However, the addition of Project traffic does not increase the critical delay by more than four seconds and the V/C ratio is not projected to increase by more than 0.01. Therefore, the impact is considered **less-than-significant** under Background Plus Project Conditions. No mitigation measures are required.

Intersection # 18 – Lawrence Expressway / Southbound US 101 (VTA/LOS E): The Project would exacerbate unacceptable LOS F operations during the PM peak hour. Since the addition of Project traffic increases the critical delay by more than four seconds and the V/C ratio by more than 0.01, the Project is considered to have a **significant impact** under Background Plus Project Conditions. Potential mitigation measures are discussed in the next section.

Intersection # 43 - Scott Boulevard / Harrison Street (Santa Clara/LOS D): The Project would exacerbate unacceptable LOS F operations during the PM peak hour. However, MUTCD's peak hour volume signal warrant is not met, and the impact is considered **less-than-significant** under Background Plus Project Conditions. No mitigation measures are required.

6.5.2 Intersection Mitigation Measures

Under Background Plus Project Conditions, implementation of the Project would increase motor vehicle traffic and congestion, resulting in potentially significant impacts at the following intersection:

- Intersection # 18 – Lawrence Expressway / Southbound US 101 (VTA/LOS E)

Mitigation measures for this intersection are summarized in **Table 13** and are described below:

- Intersection # 18 – Lawrence Expressway / Southbound US 101 – Adding a third eastbound right-turn lane would improve intersection operations to acceptable LOS E and fully mitigate the Project impact. Since the intersection already operates at unacceptable levels under the Background No Project scenario and the Project is not causing the deficient operations, El Camino Real Specific Plan development projects would need to pay Santa Clara County a fair share contribution towards the construction of the third eastbound right-turn lane. The added turn lane would have secondary effects on pedestrian travel, as the mitigation would increase the pedestrian crossing distance at this intersection by about 11 to 12 feet. The secondary effects could be minimized by designing the curbs to have tight turning radii and/or incorporating other design features that increase the visibility of pedestrians and slow oncoming vehicles. In addition, the signalized walk time would need to be increased for pedestrians crossing the off-ramp. While the mitigation measure would reduce the impact to less-than-significant levels, the intersection is under the jurisdiction of Santa Clara County and the City cannot ensure the implementation of the improvement; thus, the impact is considered **less-than-significant for LOS analysis purposes but significant and unavoidable for CEQA purposes**.

  Previous studies, including City Place, have identified the conversion of the second eastbound left-turn lane to a shared left/right-turn lane as a mitigation for this intersection. However, in discussions with the County, they prefer the provision of a third right-turn lane, because this would allow them to operate the northbound through lanes in conjunction with the eastbound right-turn lanes.

Table 13: Background Plus Project Intersection Mitigation Measures

ID	Intersection	Jurisdiction	Mitigation Measure	ROW[1] Needed?	Project Responsibility[2]	Peak Hour	Background Plus Project + Mitigations	
							Delay	LOS
#18	Lawrence Expressway / Southbound US 101	Santa Clara County	Add third eastbound right-turn lane	Yes	% of Total Traffic	AM PM	10.2 60.8	B E

Notes:

1. ROW = right-of-way. "Yes" = additional right-of-way is required to construct the proposed mitigation measure. This includes relocating existing curbs and gutters. "Possible" = additional right-of-way may be needed to maintain bike lanes or transit facilities, such as bus duck-outs. "No" = the proposed mitigation measure will fit within the existing right-of-way and existing curb-to-curb widths. Curbs and gutters will not need to be relocated, but the median may need to be modified. "N/A" = the proposed mitigation is considered infeasible because it would require new right-of-way or requires approval from other jurisdictions outside the City of Santa Clara; therefore, specific ROW needs, delay and LOS for mitigated conditions are not applicable.
2. "100%" = The cost and construction of the proposed mitigation measure is the full responsibility of the Project. These are discrete mitigation measures that either fully or partially mitigate significant Project impacts. "0%" = There is no feasible mitigation measure. "% of Total Traffic" = proposed El Camino Real Specific Plan development projects shall pay a fair-share contribution to the proposed mitigation measure, which is typically a larger transportation improvement, such as an expressway interchange, that has been identified in an adopted plan.

Bold text indicates intersection operates at a deficient LOS.
Bold and highlighted indicates a significant impact (with mitigation).
Source: Fehr & Peers, November 2019.

7. Cumulative (2040) Conditions

This chapter presents the results of the intersection level of service calculations under Cumulative Conditions with and without the Project. Cumulative Conditions are defined as traffic conditions expected in the year 2040. Traffic forecasts were obtained from the City of Santa Clara travel demand model. Planned and funded roadway improvements expected to be completed by 2040 are included in the analysis of Cumulative Conditions.

7.1 Cumulative Traffic Volumes

The City of Santa Clara travel demand model was used to develop Cumulative Conditions traffic forecasts for the study area. The land uses in the 2040 model include planned developments from the City of Santa Clara 2010-2035 General Plan, including full buildout of the City Place project. The roadway network includes the planned and funded improvements identified in the financially constrained roadway improvement project list from the Valley Transportation Plan (VTP) 2040 published by VTA (October 2014) and the City of Santa Clara 2010–2035 General Plan. The 2040 model was run as is to develop Cumulative No Project forecasts. Land uses were adjusted in the 2040 model to reflect the land uses proposed as part the Specific Plan to develop Cumulative Plus Project forecasts.

The project trip assignments for the cumulative analysis are different than those under Existing and Background Conditions, since the model accounts for changes in regional land uses and roadway networks.

7.1.1 Intersection Forecasts

Intersection forecasts were developed using the *difference forecast method* discussed in Chapter 5. Intersection volumes for Cumulative Conditions are shown on Figure 10. Cumulative plus Project volumes are shown on Figure 11.

7.2 Intersection Improvements

Intersection geometries from Background Conditions were adjusted under Cumulative No Project Conditions to include mitigation measures recommended in the *City Place EIR (2014)* Cumulative with Project scenario. Local roadway improvements from City Place that are within the study area are summarized in **Table 14**.

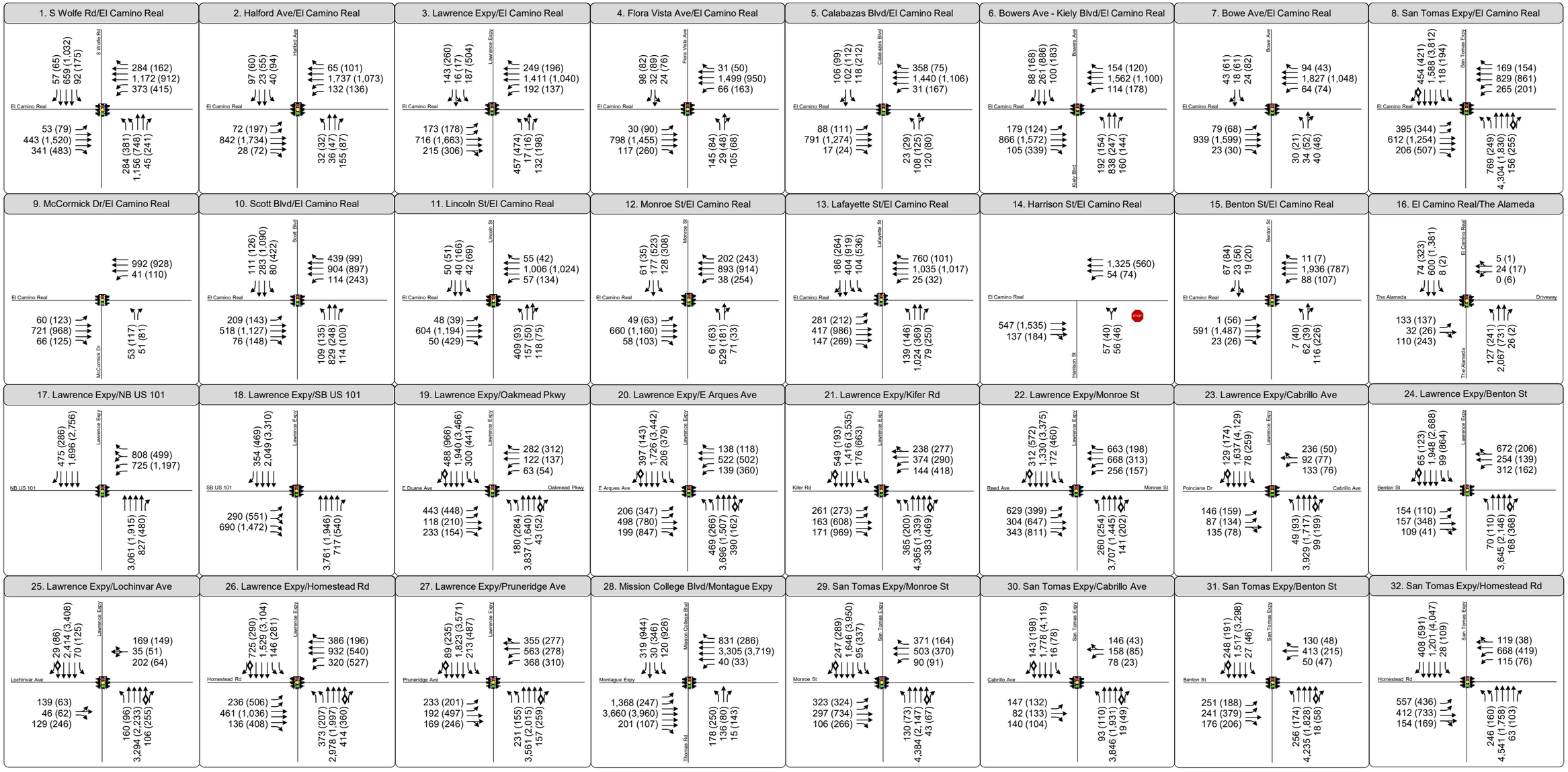
Table 14: Roadway Improvement Projects for Cumulative Conditions

Intersection		Improvement	Source
13	El Camino Real/ Lafayette Street	Second southbound left-turn lane. Second eastbound left-turn lane.	City of Santa Clara CIP

Table 14: Roadway Improvement Projects for Cumulative Conditions

Intersection		Improvement	Source
34	Bowers Avenue/ Monroe Street	Reconfigure the northbound and southbound approaches to one left-turn lane, one through lane, and one shared through/right-turn lane. Change northbound/southbound signal operations from "split" to "protected."	City Place
36	Bowers Avenue/ Central Expressway	Third southbound left-turn lane. Third eastbound left-turn lane.	City Place
41	Central Expressway/ Scott Boulevard	Convert eastbound and westbound HOV lanes to mixed-flow lanes.	County Expressway Plan 2040
51	San Tomas Expressway/ Walsh Avenue	Second eastbound left-turn lane.	City Place
52	San Tomas Expressway/ Forbes Avenue	Third mixed-flow through lane on northbound and southbound approaches.	County Expressway Plan 2040
53	San Tomas Expressway/ Pruneridge Avenue	Third mixed-flow through lane on northbound and southbound approaches. Second northbound left-turn lane.	County Expressway Plan 2040; City Place

Source: Fehr & Peers, March 2018; City of Santa Clara, 2019.



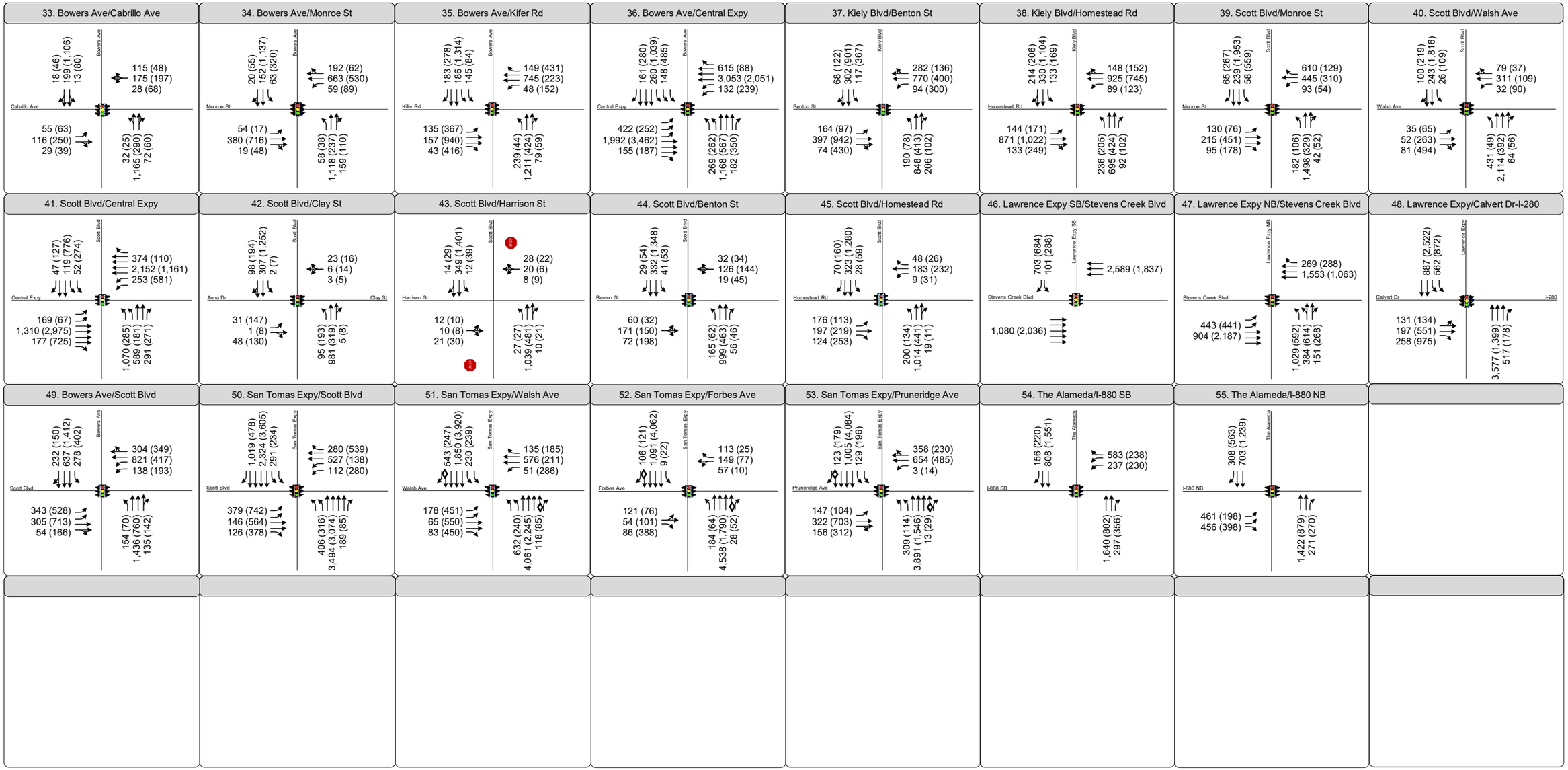
LEGEND

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

High Occupancy Vehicle (HOV) and Bus Only Lane
6:00 AM - 9:00 AM, 3:00 PM - 7:00 PM, Monday through Friday

Figure 11

Intersection Volumes and Lane Configurations - Cumulative Plus Project Conditions

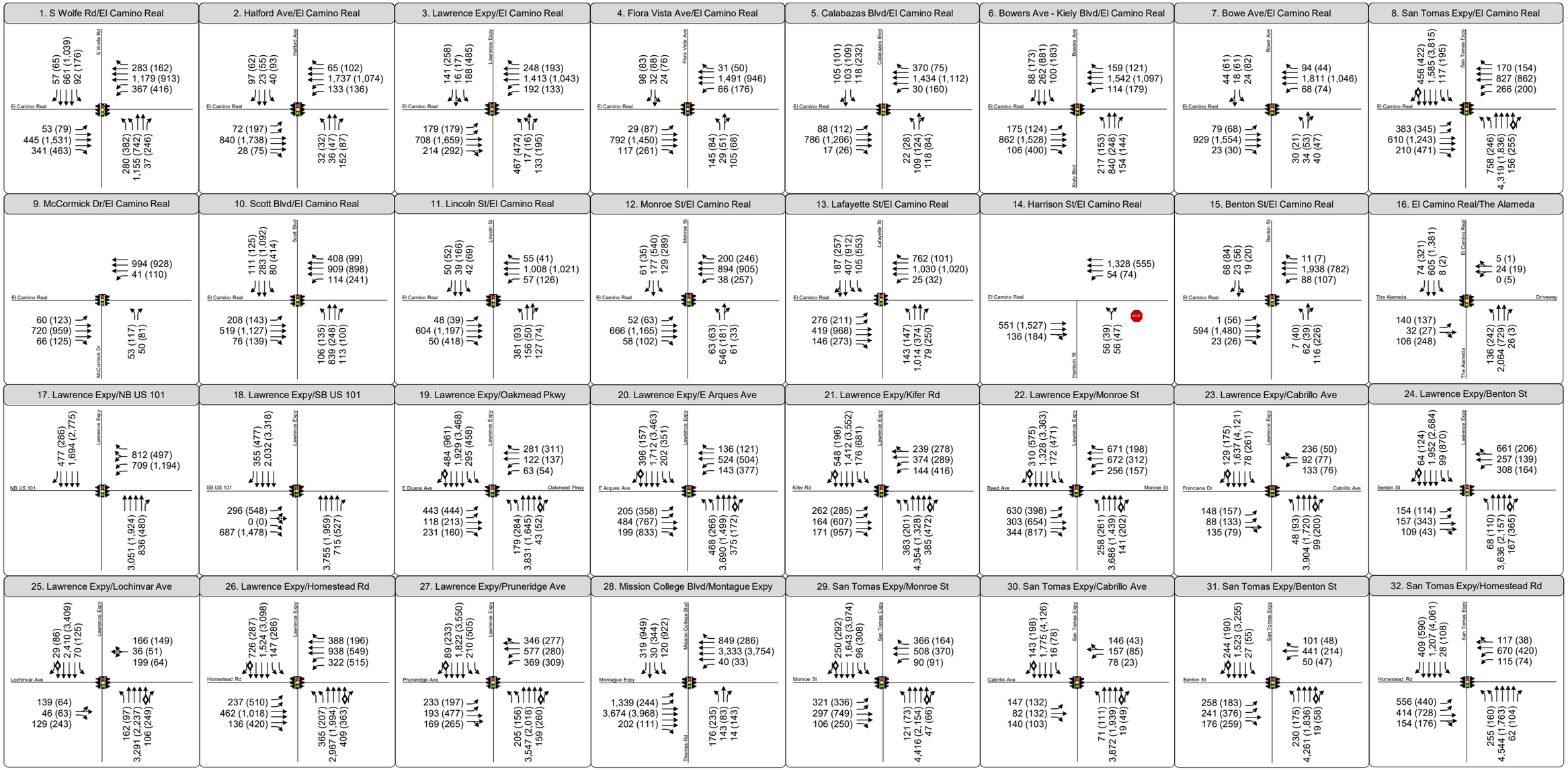


LEGEND

#	Study Intersection		Stop Sign
AM (PM)	Peak Hour Traffic Volume		Signalized
	Lane Configuration		Yield Sign
	High Occupancy Vehicle (HOV) and Bus Only Lane 6:00 AM - 9:00 AM, 3:00 PM - 7:00 PM, Monday through Friday		

Figure 11

Intersection Volumes and Lane Configurations - Cumulative Plus Project Conditions

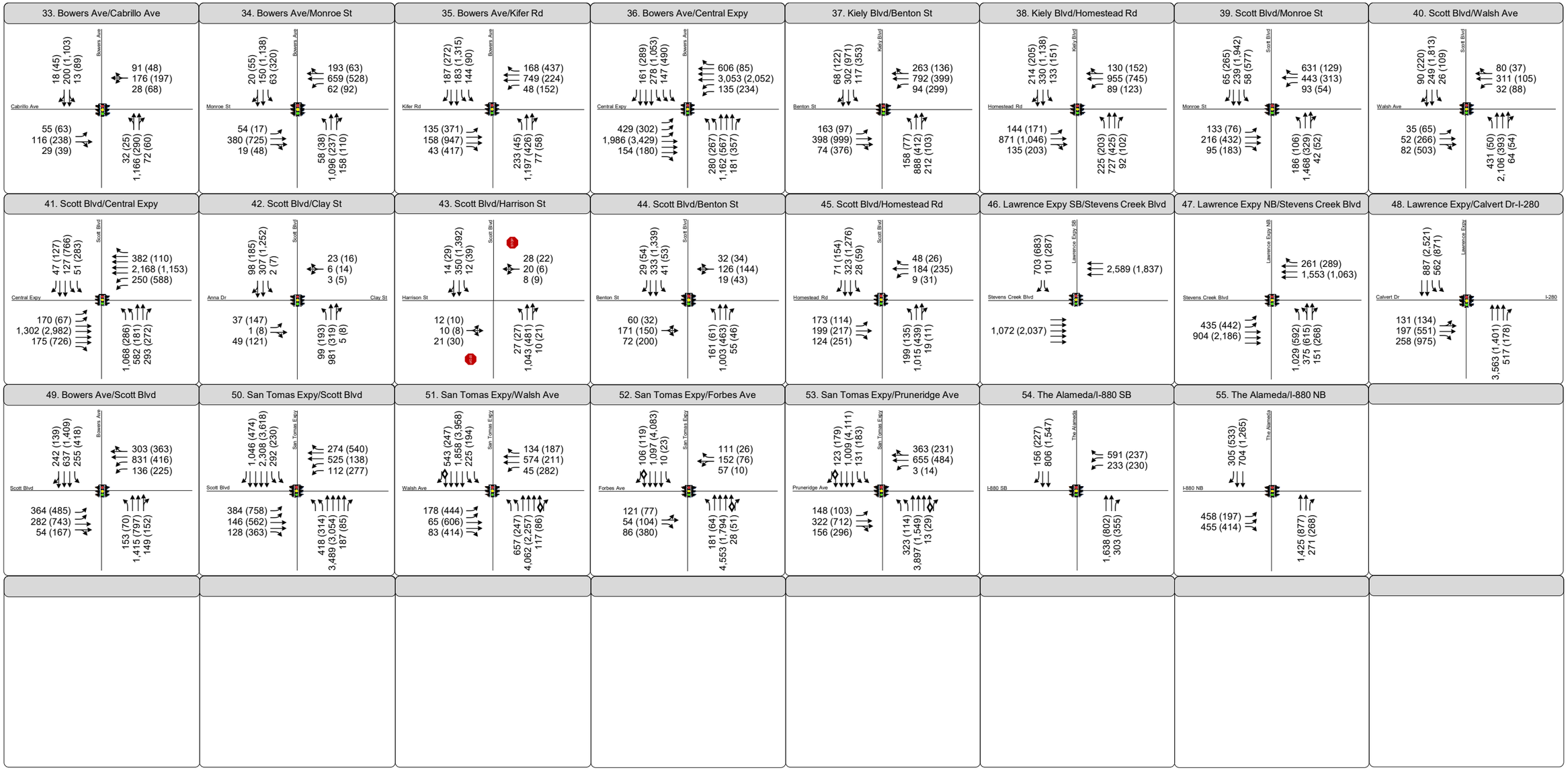


LEGEND

#	Study Intersection	STOP	Stop Sign
AM (PM)	Peak Hour Traffic Volume		Signalized
	Lane Configuration		Yield Sign
	High Occupancy Vehicle (HOV) and Bus Only Lane 6:00 AM - 9:00 AM, 3:00 PM - 7:00 PM, Monday through Friday		

Figure 12

Intersection Volumes and Lane Configurations - Cumulative Plus Project Conditions



LEGEND

#	Study Intersection		Stop Sign
AM (PM)	Peak Hour Traffic Volume		Signalized
	Lane Configuration		Yield Sign
	High Occupancy Vehicle (HOV) and Bus Only Lane 6:00 AM - 9:00 AM, 3:00 PM - 7:00 PM, Monday through Friday		

Figure 12

Intersection Volumes and Lane Configurations - Cumulative Plus Project Conditions

7.3 Cumulative Intersection Levels of Service

Intersection levels of service were calculated for Cumulative and Cumulative Plus Project Conditions. **Table 15** shows the delays, LOS and changes in critical volume-to-capacity ratio and delay used to identify significant intersection impacts under Cumulative Plus Project Conditions that are highlighted and bold. The corresponding LOS calculation sheets are included in **Appendix B**.

The peak hour traffic signal warrant results for the Harrison Street intersections at El Camino Real (#14) and Scott Boulevard (#43) are contained in **Appendix C.**

Table 15: Cumulative Intersection LOS Results

#	Intersection Name	Control	Jurisdiction[1]	LOS	Peak Hour[2]	Cumulative		Cumulative Plus Project			
						Delay[3]	LOS[4]	Delay[3]	LOS[4]	Critical Change V/C[5]	Average Critical Change Delay[6]
1	El Camino Real / Wolfe Road	Signal	VTA/ Sunnyvale	E	AM PM	42.1 47.5	D D	42.1 47.6	D D	0.001 0.001	0.0 0.0
2	El Camino Real / Halford Avenue	Signal	Santa Clara	D	AM PM	18.3 21.1	B- C+	18.3 21.0	B- C+	0.000 0.000	0.0 -0.1
3	El Camino Real / Lawrence Expressway	Signal	VTA/SCC	E	AM PM	26.2 30.1	C C	26.4 29.8	C C	0.006 -0.011	0.3 -0.5
4	El Camino Real / Flora Vista Avenue	Signal	Santa Clara	D	AM PM	19.3 27.0	B- C	19.3 27.4	B- C	-0.002 0.007	0.0 0.8
5	El Camino Real / Calabazas Boulevard	Signal	Santa Clara	D	AM PM	29.6 41.2	C D	29.6 42.0	C D	-0.002 0.008	0.0 0.7
6	El Camino Real / Kiely Boulevard-Bowers Avenue	Signal	VTA/ Santa Clara	E	AM PM	30.7 32.0	C C-	30.7 31.8	C C	-0.006 -0.010	-0.2 -0.3
7	El Camino Real / Bowe Avenue	Signal	Santa Clara	D	AM PM	16.6 23.7	B C	16.8 24.0	B C	-0.002 -0.009	0.1 0.4
8	El Camino Real / San Tomas Expressway	Signal	VTA/SCC	E	AM PM	69.9 **150.2**	E **F**	69.2 **150.4**	E **F**	-0.002 -0.003	-1.1 0.6
9	El Camino Real / McCormick Drive	Signal	Santa Clara	D	AM PM	19.6 28.3	B- C	19.6 28.4	B- C	0.001 0.000	0.0 0.0
10	El Camino Real / Scott Boulevard	Signal	VTA/ Santa Clara	E	AM PM	35.3 40.3	D+ D	35.1 40.2	D+ D	0.003 -0.001	0.0 -0.1
11	El Camino Real / Lincoln Street	Signal	VTA/ Santa Clara	E	AM PM	33.5 23.5	C- C	33 23.3	C- C	-0.018 -0.004	-0.7 -0.4

Table 15: Cumulative Intersection LOS Results

#	Intersection Name	Control	Jurisdiction[1]	LOS	Peak Hour[2]	Cumulative		Cumulative Plus Project			
						Delay[3]	LOS[4]	Delay[3]	LOS[4]	Critical Change V/C[5]	Average Critical Change Delay[6]
12	El Camino Real / Monroe Street	Signal	VTA/ Santa Clara	E	AM PM	36.2 38.1	D+ D+	36.4 38.3	D+ D+	0.007 0.013	0.3 0.6
13	El Camino Real / Lafayette Street	Signal	VTA/ Santa Clara	E	AM PM	39.2 40.2	D D	39.1 40.2	D D	-0.003 -0.003	-0.4 0.0
14	El Camino Real / Harrison Street	SSSC	Santa Clara	D	AM PM	25.0 **159.1**	C **F**	24.9 **147.2**	C **F**	-0.003 -0.034	0.0 -0.4
15	El Camino Real / Benton Street	Signal	Santa Clara	D	AM PM	15.8 23.8	B C	15.8 23.8	B C	0.000 -0.001	0.0 0.0
16	El Camino Real / The Alameda	Signal	VTA/ Santa Clara	E	AM PM	12.9 17.2	B B	13.3 17.2	B B	0.004 0.001	0.4 0.0
17	Lawrence Expressway / Northbound US 101	Signal	SCC	E	AM PM	14.9 15.2	B B	14.9 15.1	B B	-0.001 0.002	0.0 -0.1
18	Lawrence Expressway / Southbound US 101	Signal	SCC	E	AM PM	10.4 **80.1**	B+ **F**	10.4 **80.5**	B+ **F**	0.001 0.002	0.0 0.8
19	Lawrence Expressway / Oakmead Parkway	Signal	SCC	E	AM PM	57.1 54.5	E+ D-	56.8 54.6	E+ D-	-0.003 -0.001	-0.4 0.0
20	Lawrence Expressway / Arques Avenue	Signal	VTA/SCC	E	AM PM	47.2 **119.9**	D **F**	47.1 **117.0**	D **F**	-0.002 0.000	0.1 0.4
21	Lawrence Expressway / Kifer Road	Signal	SCC	E	AM PM	49.1 **136.3**	D **F**	49.1 **136.2**	D **F**	-0.001 -0.004	-0.1 0.2
22	Lawrence Expressway / Monroe Street	Signal	VTA/SCC	E	AM PM	**88.5** **83.2**	**F** **F**	**89.2** **84.5**	**F** **F**	0.004 0.002	2.1 1.8
23	Lawrence Expressway / Cabrillo Avenue	Signal	SCC	E	AM PM	38.3 38.4	D+ D+	38.2 38.4	D+ D+	-0.003 0.002	-0.2 0.3
24	Lawrence Expressway / Benton Street	Signal	SCC	E	AM PM	**93.3** 52.8	**F** D-	**91.1** 53.3	**F** D-	-0.008 0.004	-3.8 1.0
25	Lawrence Expressway / Lochinvar Avenue	Signal	SCC	E	AM PM	37.2 28.8	D+ C	37.0 28.9	D+ C	-0.003 0.001	-0.3 0.1
26	Lawrence Expressway / Homestead Road	Signal	VTA/SCC	E	AM PM	64.2 75.5	E E-	64.1 75.0	E E	-0.003 -0.006	-0.2 -1.4
27	Lawrence Expressway / Pruneridge Avenue	Signal	SCC	E	AM PM	54.4 54.0	D- D-	53.9 54.0	D- D-	-0.002 -0.003	-0.1 -0.3

Table 15: Cumulative Intersection LOS Results

#	Intersection Name	Control	Jurisdiction[1]	LOS	Peak Hour[2]	Cumulative		Cumulative Plus Project			
						Delay[3]	LOS[4]	Delay[3]	LOS[4]	Critical Change V/C[5]	Average Critical Change Delay[6]
28	San Tomas Expressway / Mission College Boulevard	Signal	VTA/SCC	E	AM	77.0	E-	74.6	E	-0.007	-5.3
					PM	**114.6**	**F**	**116.2**	**F**	-0.001	3.3
29	San Tomas Expressway / Monroe Street	Signal	VTA/SCC	E	AM	45.4	D	45.3	D	0.001	-0.5
					PM	44.9	D	45.5	D	0.007	1.3
30	San Tomas Expressway / Cabrillo Avenue	Signal	SCC	E	AM	27.7	C	26.8	C	0.003	-0.1
					PM	21.5	C+	21.5	C+	0.002	0.1
31	San Tomas Expressway / Benton Street	Signal	SCC	E	AM	64.0	E	67.0	E	0.003	-0.2
					PM	47.0	D	47.6	D	-0.007	-0.3
32	San Tomas Expressway / Homestead Road	Signal	VTA/SCC	E	AM	**99.8**	**F**	**99.8**	**F**	0.000	0.0
					PM	56.7	E+	57.5	E+	0.004	1.3
33	Bowers Avenue / Cabrillo Avenue	Signal	Santa Clara	D	AM	24.8	C	24.2	C	-0.014	-0.8
					PM	30.9	C	30.8	C	0.002	0.0
34	Bowers Avenue / Monroe Street	Signal	Santa Clara	D	AM	29.9	C	29.8	C	-0.008	-0.2
					PM	30.2	C	30.4	C	0.005	0.3
35	Bowers Avenue / Kifer Road-Walsh Avenue	Signal	Santa Clara	D	AM	36.7	D+	36.6	D+	-0.004	0.0
					PM	38.0	D+	38.3	D+	0.005	0.7
36	Bowers Avenue / Central Expressway	Signal	VTA/SCC	E	AM	55.3	E+	55.5	E+	0.000	0.2
					PM	**86.2**	**F**	**85.1**	**F**	-0.007	-2.6
37	Kiely Boulevard / Benton Street	Signal	Santa Clara	D	AM	41.6	D	42.0	D	0.014	0.7
					PM	**63.1**	**E**	**64.8**	**E**	-0.009	-2.6
38	Kiely Boulevard / Homestead Road	Signal	Santa Clara	D	AM	38.0	D+	37.5	D+	-0.013	-2.3
					PM	**57.0**	**E+**	**57.5**	**E+**	0.002	0.4
39	Scott Boulevard / Monroe Street	Signal	Santa Clara	D	AM	44.8	D	45.5	D	0.006	1.6
					PM	35.7	D+	35.7	D+	-0.001	0.0
40	Scott Boulevard / Walsh Avenue	Signal	Santa Clara	D	AM	22.6	C+	22.6	C+	-0.001	0.0
					PM	**55.2**	**E+**	**56.2**	**E+**	0.004	1.3
41	Scott Boulevard / Central Expressway	Signal	VTA/SCC	E	AM	55.2	E+	55.0	E+	-0.001	-0.4
					PM	**87.1**	**F**	**88.2**	**F**	0.001	0.5
42	Scott Boulevard / Clay Street	Signal	Santa Clara	D	AM	11.5	B+	11.8	B+	0.001	0.0
					PM	23.7	C	23.5	C	0.005	0.7
43	Scott Boulevard / Harrison Street	SSSC	Santa Clara	D	AM	31.9	D	32.1	D	0.001	0.0
					PM	**67.9**	**F**	**66.4**	**F**	-0.004	0.0
44	Scott Boulevard / Benton Street	Signal	Santa Clara	D	AM	19.8	B-	19.8	B-	0.001	0.0
					PM	18.9	B-	18.9	B-	-0.002	0.0
45	Scott Boulevard / Homestead Road	Signal	Santa Clara	D	AM	16.6	B	16.6	B	0.001	0.1
					PM	17.9	B	18.0	B	0.001	0.1

Table 15: Cumulative Intersection LOS Results

#	Intersection Name	Control	Jurisdiction[1]	LOS	Peak Hour[2]	Cumulative		Cumulative Plus Project			
						Delay[3]	LOS[4]	Delay[3]	LOS[4]	Critical Change V/C[5]	Average Critical Change Delay[6]
46	Lawrence Expressway Southbound / Stevens Creek Boulevard	Signal	VTA/SCC	E	AM PM	31.3 26.6	C C	31.3 26.6	C C	0.000 -0.001	0.0 0.0
47	Lawrence Expressway Northbound / Stevens Creek Boulevard	Signal	VTA/SCC	E	AM PM	34.7 29.7	C- C	34.5 29.8	C- C	-0.005 0.000	-0.2 0.0
48	Lawrence Expressway / Calvert Drive – I-280 Southbound	Signal	VTA/SCC	E	AM PM	39.5 48.5	D D	39.0 48.4	D+ D	-0.003 0.000	-0.7 -0.1
49	Bowers Avenue / Scott Boulevard	Signal	VTA/ Santa Clara	E	AM PM	54.0 39.2	D- D	54.0 39.8	D- D	-0.006 0.008	-0.1 0.6
50	San Tomas Expressway / Scott Boulevard	Signal	VTA/SCC	E	AM PM	50.9 73.4	D E	51.6 74.3	D- E	0.001 0.009	0.2 1.7
51	San Tomas Expressway / Walsh Avenue	Signal	SCC	E	AM PM	48.5 64.0	D E	48.6 62.4	D E	-0.002 -0.018	-0.4 -3.7
52	San Tomas Expressway / Forbes Avenue	Signal	SCC	E	AM PM	29.7 25.0	C C	29.7 24.6	C C	0.001 -0.002	-0.6 -0.7
53	San Tomas Expressway / Pruneridge Avenue	Signal	SCC	E	AM PM	**80.5** 71.7	**F** E	**81.5** 70.8	**F** E	0.004 -0.006	1.3 -4.0
54	The Alameda / I-880 Southbound	Signal	VTA/ San José	E	AM PM	28.2 15.1	C B	28.6 15.0	C B	0.004 -0.002	0.4 0.0
55	The Alameda / I-880 Northbound	Signal	VTA/ San José	E	AM PM	24.3 22.0	C C+	24.3 22.4	C C+	0.000 0.017	0.0 0.5

Notes:

1. VTA = Congestion Management Program (CMP) intersection; SCC = Santa Clara County intersection
2. AM = morning peak hour, PM = evening peak hour
3. For signalized intersections whole intersection weighted average control delay is expressed in seconds per vehicle, calculated using methods described in the 2000 Highway Capacity Manual, with adjusted saturation flow rates to reflect Santa Clara County conditions for signalized intersections. Total control delay for the worst movement is presented for side-street stop-controlled intersections.
4. LOS = Level of service. LOS calculations conducted using the TRAFFIX analysis software packages, which applies the methods described in the 2000 Highway Capacity Manual.
5. Change in critical V/C ratio between background and background with-Project conditions.
6. Change in average critical movement delay between Cumulative and Cumulative Plus Project conditions.

Bold text indicates unacceptable operations according to the jurisdiction's LOS standard.
Bold and highlighted indicates a significant impact.
Source: Fehr & Peers, November 2019.

7.3.1 Unacceptable Intersection Operations

As shown in **Table 15**, under Cumulative Plus Project conditions all intersections operate at acceptable levels except the following intersections under the identified peak hour:

- Intersection # 8 – El Camino Real / San Tomas Expressway (VTA/LOS E): LOS F in the PM peak hour
- Intersection # 14 – El Camino Real / Harrison Street (Santa Clara/LOS D): LOS F in the PM peak hour
- Intersection # 18 – Lawrence Expressway / Southbound US 101 (VTA/LOS E): LOS F in the PM peak hour
- Intersection # 20 – Lawrence Expressway / Arques Avenue (VTA/LOS E): LOS F in the PM peak hour
- Intersection # 21 – Lawrence Expressway / Kifer Road (Santa Clara County/LOS E): LOS F in the PM peak hour
- Intersection # 22 – Lawrence Expressway / Monroe Street (VTA/LOS E): LOS F in the AM and PM peak hours
- Intersection # 24 – Lawrence Expressway / Benton Street (Santa Clara County/LOS E): LOS F in the AM peak hour
- Intersection # 28 – San Tomas Expressway / Mission College Boulevard (VTA/LOS E): LOS F in the PM peak hour
- Intersection # 32 – San Tomas Expressway / Homestead Road (VTA/LOS E): LOS F in the AM peak hour
- Intersection # 36 – Bowers Avenue / Central Expressway (VTA/LOS E): LOS F in the PM peak hour
- Intersection # 37 – Kiely Boulevard / Benton Street (Santa Clara/LOS D): LOS E in the PM peak hour
- Intersection # 38 – Kiely Boulevard / Homestead Road (Santa Clara/LOS D): LOS E in the PM peak hour
- Intersection # 40 – Scott Boulevard / Walsh Avenue (Santa Clara/LOS D): LOS E in the PM peak hour
- Intersection # 41 – Scott Boulevard / Central Expressway (VTA/LOS E): LOS F in the PM peak hour
- Intersection # 43 – Scott Boulevard / Harrison Street (Santa Clara/LOS D): LOS F in the PM peak hour
- Intersection # 53 – San Tomas Expressway / Pruneridge Avenue (Santa Clara County/LOS E): LOS F in the AM peak hour

7.4 Cumulative Plus Project Intersection Impacts and Mitigation Measures

This section first evaluates intersections against the appropriate jurisdiction's impact thresholds and discusses potential mitigation measures for those intersections that are determined to have significant impacts.

7.4.1 Impact Determination

Potential intersection LOS impacts for the Project are discussed below:

Intersection # 8 - El Camino Real / San Tomas Expressway (VTA/LOS E): The Project would exacerbate unacceptable LOS F operations during the PM peak hour. However, the addition of Project traffic does not increase the critical delay by more than four seconds and the V/C ratio is not projected to increase by more than 0.01 and the impact is considered **less-than-significant** under Cumulative Plus Project Conditions. No mitigation measures are required.

Intersection # 14 - El Camino Real / Harrison Street (Santa Clara/LOS D): The Project would exacerbate unacceptable LOS F operations during the PM peak hour. However, MUTCD's peak hour volume signal warrant is not met, and the impact is considered **less-than-significant** under Cumulative Plus Project Conditions. No mitigation measures are required.

Intersection # 18 – Lawrence Expressway / Southbound US 101 (VTA/LOS E): The Project would exacerbate unacceptable LOS F operations during the PM peak hour. However, the addition of Project traffic does not increase the critical delay by more than four seconds and the V/C ratio is not projected to increase by more than 0.01. As noted above, the project trip assignments for the cumulative analysis are different than those under Existing and Background Conditions, resulting in fewer project trips at this intersection under Cumulative Plus Project Conditions. Therefore, the impact is considered **less-than-significant** under Cumulative Plus Project Conditions. No mitigation measures are required.

Intersection # 20 – Lawrence Expressway / Arques Avenue (VTA/LOS E): The Project would exacerbate unacceptable LOS F operations during the PM peak hour. However, the addition of Project traffic does not increase the critical delay by more than four seconds and the V/C ratio is not projected to increase by more than 0.01 and the impact is considered **less-than-significant** under Cumulative Plus Project Conditions. No mitigation measures are required.

Intersection # 21 – Lawrence Expressway / Kifer Road (VTA/LOS E): The Project would exacerbate unacceptable LOS F operations during the PM peak hour. However, the addition of Project traffic does not increase the critical delay by more than four seconds and the V/C ratio is not projected to increase by more than 0.01 and the impact is considered **less-than-significant** under Cumulative Plus Project Conditions. No mitigation measures are required.

Intersection # 22 – Lawrence Expressway / Monroe Street (VTA/LOS E): The Project would exacerbate unacceptable LOS F operations during the AM and PM peak hours. However, the addition of Project traffic

does not increase the critical delay by more than four seconds and the V/C ratio is not projected to increase by more than 0.01 and the impact is considered **less-than-significant** under Cumulative Plus Project Conditions. No mitigation measures are required.

Intersection # 24 – Lawrence Expressway / Benton Street (Santa Clara County/LOS E): The Project would exacerbate unacceptable LOS F operations during the AM peak hour. However, while the critical delay decreases the V/C ratio is not projected to increase by more than 0.01 and the impact is considered **less-than-significant** under Cumulative Plus Project Conditions. No mitigation measures are required.

Intersection # 28 – San Tomas Expressway / Mission College Boulevard (VTA/LOS E): The Project would exacerbate unacceptable LOS F operations during the PM peak hour. However, while addition of Project traffic does increase the critical delay by more than four seconds and the V/C ratio is not projected to increase by more than 0.01 and the impact is considered **less-than-significant** under Cumulative Plus Project Conditions. No mitigation measures are required.

Intersection # 32 – San Tomas Expressway / Homestead Road (VTA/LOS E): The Project would exacerbate unacceptable LOS F operations during the AM peak hour. However, the addition of Project traffic does not increase the critical delay by more than four seconds and the V/C ratio is not projected to increase by more than 0.01 and the impact is considered **less-than-significant** under Cumulative Plus Project Conditions. No mitigation measures are required.

Intersection # 36 – Bowers Avenue / Central Expressway (VTA/LOS E): The Project would exacerbate unacceptable LOS F operations during the PM peak hour. However, the addition of Project traffic does not increase the critical delay by more than four seconds and the V/C ratio is not projected to increase by more than 0.01 and the impact is considered **less-than-significant** under Cumulative Plus Project Conditions. No mitigation measures are required.

Intersection # 37 – Kiely Boulevard / Benton Street (Santa Clara/LOS D): The Project would exacerbate unacceptable LOS E operations during the PM peak hour. However, the addition of Project traffic does not increase the critical delay by more than four seconds and the V/C ratio is not projected to increase by more than 0.01 and the impact is considered **less-than-significant** under Cumulative Plus Project Conditions. No mitigation measures are required.

Intersection # 38 – Kiely Boulevard / Homestead Road (Santa Clara/LOS D): The Project would exacerbate unacceptable LOS E operations during the PM peak hour. However, the addition of Project traffic does not increase the critical delay by more than four seconds and the V/C ratio is not projected to increase by more than 0.01 and the impact is considered **less-than-significant** under Cumulative Plus Project Conditions. No mitigation measures are required.

Intersection # 40 – Scott Boulevard / Walsh Avenue (Santa Clara/LOS D): The Project would exacerbate unacceptable LOS E operations during the PM peak hour. However, the addition of Project traffic does not increase the critical delay by more than four seconds and the V/C ratio is not projected to

increase by more than 0.01 and the impact is considered **less-than-significant** under Cumulative Plus Project Conditions. No mitigation measures are required.

Intersection # 41 – Scott Boulevard / Central Expressway (VTA/LOS E): The Project would exacerbate unacceptable LOS F operations during the PM peak hour. However, the addition of Project traffic does not increase the critical delay by more than four seconds and the V/C ratio is not projected to increase by more than 0.01 and the impact is considered **less-than-significant** under Cumulative Plus Project Conditions. No mitigation measures are required.

Intersection # 43 - Scott Boulevard / Harrison Street (Santa Clara/LOS D): The Project would exacerbate unacceptable LOS F operations during the PM peak hour. However, MUTCD's peak hour volume signal warrant is not met, and the impact is considered **less-than-significant** under Cumulative Plus Project Conditions. No mitigation measures are required.

Intersection # 53 – San Tomas Expressway / Pruneridge Avenue (Santa Clara County/LOS E): The Project would exacerbate unacceptable LOS F operations during the AM peak hour. However, the addition of Project traffic does not increase the critical delay by more than four seconds and the V/C ratio is not projected to increase by more than 0.01 and the impact is considered **less-than-significant** under Cumulative Plus Project Conditions. No mitigation measures are required.

7.4.2 Intersection Mitigation Measures

All study intersections are determined to have less-than-significant impacts and no mitigation measures are required under Cumulative Plus Project Conditions.

8. Multimodal Evaluation

The following section evaluates potential pedestrian, bicycle and transit impacts and associated mitigation measures within the El Camino Real Specific Plan area.

8.1 Bicycle Access and Circulation

8.1.1 Bicycle Circulation

Existing and proposed bicycle and pedestrian facilities in the Project area are shown on **Figure 4**. A key element of the Plan is the provision of a cycle track along El Camino Real that includes separated and protected bike lanes along the corridor. Installation of the cycle track will require the removal of on-street parking. The cycle track would be protected from the vehicular travel lanes via a two-foot wide raised buffer (i.e. concrete median). As an interim solution before full implementation of the cycle track, a two-foot wide painted buffer could be provided. Ultimately a raised buffer would be provided to truly enhance bicycle travel and safety along the corridor. **Figure 3** presents the proposed ultimate cross-section of El Camino Real, including the new cycle track on both sides of the street.

In addition, the Plan includes the provision of additional enhancements to the San Tomas Aquino trail crossing on the west leg of the El Camino Real/San Tomas Expressway intersection enhance its visibility. These enhancements include pedestrian motion sensors, "Yield Here to Peds" signs, waiting area improvements, decorative crosswalks, and a signalized bicycle crossing across El Camino Real.

8.1.2 Pedestrian Circulation

The pedestrian network improvements generally include increased sidewalk widths, buffers from traffic, more comfortable crossings, and more landscaping and tree canopy along El Camino Real. Pedestrian improvements will be particularly important and prioritized at centers of pedestrian and commercial activity and other areas where concentrations of commercial activity are planned. Consistent with the City's draft Pedestrian Master Plan update, intersections of pedestrian paths would include treatments such as pedestrian bulbouts, curb extensions and enhanced crosswalks. All intersections and crosswalks within the El Camino Real Specific Plan Area would be well lit to help motorists see pedestrians crossing the street and pedestrian-scaled lighting will be used for nighttime safety and security.

8.2 Pedestrian and Bicycle Impacts

Overall, the Project will provide improved pedestrian and bicycling facilities to enhance the pedestrian and bicycling networks. Both the proposed bicycle and pedestrian improvements do not meet any of the significance thresholds:

- Disrupt or eliminate existing pedestrian and bicycle facilities, or

- Create a hazardous condition that currently does not exist for pedestrians or bicyclists, or otherwise interfere with bicycle and pedestrian accessibility to the site and adjoining areas; or
- Increase conflicts between drivers, pedestrians, and/or bicyclists, or
- Conflict with an existing or planned pedestrian or bicycle facility; or
- Conflict with policies related to bicycle and pedestrian activity adopted by the City of Santa Clara for facilities within the City.

Therefore, the Project is considered to have **less-than-significant** impact to these facilities and no mitigation measures are required.

8.3 Transit Access and Circulation

To support the corridor's transit access, transit improvements identified as part of the Plan include the provision of bus boarding islands. Bus boarding islands are extensions of the curb that provide more space for riders to wait, board, and disembark, and that minimize potential conflicts between cyclists and buses. With the extension of the curb, bus boarding islands would allow buses to stop in the travel lane when accessing a bus stop and minimize wait times for buses to merge back into traffic. These improvements along the El Camino Real will support Bus Route 22 and Rapid 522 that are part of the VTA's core bus service that provides connections between San Jose and Palo Alto.

8.3.1 Transit Access Impacts

The Project would not conflict with existing or planned transit facilities and it provides adequate facilities for pedestrians and bicyclists to access transit routes and stops with mitigation.

8.3.2 Secondary Vehicle Impacts From Bus Boarding Islands

Bus boarding islands allow buses to stop in the travel lane to access a bus stop which minimizes wait times for buses to merge back into traffic thus reducing overall bus travel times. They will result in some additional delay for vehicles in the travel lane, though they can pass stopped buses using the adjacent travel lane.

The amount of added delay was estimated based on the amount of time needed for bus boardings and the number of bus stops in the corridor. Bus boardings typically take about 30 seconds at each stop and there are 11 stops in each direction. This equates to a potential added delay of up to 5.5 minutes for the vehicles traveling behind buses. This analysis is conservative, since it assumes that the bus stops at each stop, and that vehicles stay behind the buses instead of passing them in the adjacent lane.

Table 16 below summarizes the number of buses in each direction of travel during each peak hour on the El Camino Real corridor that would cause the added delay; the maximum is 11 eastbound buses during the morning peak hour.

Table 16: Number of Buses in the El Camino Corridor by Peak Hour and by Route

Direction	Peak Hour	Bus Route		Total Buses
		22	522	
Eastbound	AM	5	6	11
	PM	4	5	9
Westbound	AM	4	5	9
	PM	4	5	9

Source: VTA, November 2019.

Overall, the provision of the bus boarding islands aligns with City and VTA policies to increase the efficiency of bus service along key transit corridors, such as El Camino Real.

8.4 Transit Travel Time

Transit vehicles operating on the same roadways used by private vehicles to access the Project site could incur additional delay due to increased auto congestion. The through movement delays along the primary corridors are used to determine the potential added transit vehicle delay. The difference between the No Project and Plus Project values is the added transit vehicle delay. The results are shown in **Table 17**.

Table 17: Additional Transit Vehicle Delay by Route

Affected Transit Routes	Peak Hour	Projected Additional Delay (sec)						Corridor
		Existing Plus Project		Background Plus Project		Cumulative Plus Project		
		EB/NB	WB/SB	EB/NB	WB/SB	EB/NB	WB/SB	
22/522	AM	24.8	31.8	25.0	32.1	0.7	-1.3	El Camino Real[1]
	PM	19.6	18.1	18.2	18.6	1.1	1.8	
57/58	AM	1.0	1.5	1.0	1.5	0.0	-0.3	Kiely Boulevard-Bowers Avenue[2]
	PM	0.6	0.3	0.5	0.3	-0.1	-0.1	

Notes:
1. El Camino Real corridor is defined as between Halford Avenue and Lafayette Street.
2. Kiely Boulevard-Bowers Avenue corridor is defined as between Homestead Road and Scott Boulevard.

Source: Fehr & Peers, November 2019.

As shown in **Table 17,** the traffic created by the Project will increase travel times by less than 30 seconds for Route 22/Rapid 522 under all scenarios except during the Existing Plus Project AM peak hour in the westbound direction and the Background Plus Project AM peak hour in the westbound direction. (The project trip assignments for the cumulative analysis are different than those under Existing and Background

Conditions, since the model accounts for changes in regional land uses and roadway networks. Therefore, the projected additional delay is lower under Cumulative Plus Project conditions.) Additionally, traffic created by the Project will increase travel times by less than 30 seconds for Route 57/Route 58 under all scenarios. The additional delay of 32.1 seconds added by the Project on Route 22/Rapid 522 during the Background Plus Project AM peak hour constitutes one percent of the total travel time on that route.

The San Tomas Expressway and Lawrence Expressway corridors were not included in the transit delay analysis because these corridors have carpool lanes in which the buses can operate. The TRAFFIX LOS analysis used to calculate added transit delay only calculates the delay for the general-purpose lanes and does not account for the faster travel times in the HOV lanes.

8.4.1 Transit Travel Time Impacts

Neither the City nor VTA has established policies or quantitative significance criteria related to transit vehicle delay. Therefore, there are no transit travel time impacts.

8.5 Transit Ridership

Additional transit riders generated by the Project would use the 11 bus stops provided along El Camino Real in each direction of travel. Each of these bus stops, with the proposed minimum sidewalk width of ten feet and the bus boarding islands, have the capacity to accommodate passengers waiting for buses. Based on current ridership levels, the incremental amount of new transit riders using these bus stops is not expected to result in overcrowded sidewalks or over-capacity transit vehicles.

8.5.1 Transit Ridership Impacts

Since the Project would not result in overcrowding of sidewalks, bus stops, or over-capacity transit vehicles, the Project would have a less-than-significant impact to transit ridership.

9. VMT Analysis

The El Camino Real Specific Plan would both change traffic patterns and generate new vehicle trips on the surrounding street network. The combined effect of these two items can be assessed by reviewing daily vehicle miles traveled (VMT) estimates for the various analysis scenarios. VMT is a measure of the number of daily trips in a light duty truck or automobile and the distance traveled by those trips. The VMT generated by the Project is reported for the purpose of analyzing greenhouse gas emissions and criteria air pollutants generated by the Project.

9.1 VMT

The VMT for the Traffic Analysis Zones (TAZs) that comprise the Project area was obtained from the City of Santa Clara's Travel Demand Forecasting model. **Table 18** presents the results under Existing Conditions, Existing with Project Conditions, Cumulative Conditions, and Cumulative with Project Conditions. Because the Project area does not fit exactly within the model's TAZ structure, the VMT estimates include some development not associated with the Specific Plan. Thus, the net change in VMT due to the Project is a portion of the changes in VMT presented in the table below. The net new Project VMT represents the Project's effect on the surrounding area.

Table 18: Project Area Vehicle Miles Traveled (VMT)

Scenario	VMT[1]
Existing Conditions (A)	798,103
Existing with Project Conditions (B)	785,446
Net New Project VMT (Existing Conditions) (B-A)	**-12,657**
Cumulative Conditions (C)	909,091
Cumulative with Project Conditions (D)	986,460
Net New Project VMT (Cumulative Conditions) (D-C)	**77,369**

Notes:

1. VMT is obtained from the City of Santa Clara's Travel Demand Forecasting model. Because the Project area does not fit exactly within the model's TAZ structure, the VMT estimates include some development not associated with the Specific Plan.

Source: Fehr & Peers, November 2019.

VMT for an area is calculated by multiplying the area's average trip length by the area's daily trip generation. A new development would yield a net increase in VMT when it causes an increase in average trip length and/or daily trip generation. Conversely, a new development would yield a net decrease in VMT when it causes a decrease in average trip length and/or daily trip generation. For example, when a grocery store is added to a food desert, the average trip length for the community decreases resulting in a net decrease in VMT.

As shown in **Table 9**, the Project causes a net increase in daily trip generation under all scenarios. However, the Project will add housing in close proximity to regional job centers, reducing average commute distances. Under Existing with Project Conditions, the Project's average trip length reduction is greater than the added number of daily trips. Thus, net new Project VMT is negative.

Cumulative Conditions includes buildout of additional housing development per the City of Santa Clara 2010–2035 General Plan. Because more housing is located in close proximity to regional job centers, the Project area's average trip length is shorter under Cumulative Conditions than under Existing Conditions. The Project does not reduce the average trip length under Cumulative Conditions as much as it does under Existing Conditions, so the reduction in average trip length does not offset the Project's net new daily trip generation. Thus, the net new Project VMT is positive under Cumulative Conditions.

9.2 VMT Per Capita

The Project will also result in more residents and fewer employees in the Project area. To account for these changes, VMT per capita was estimated by dividing the VMT estimates in **Table 18** by Project area's service population (i.e. the number of employees and residents within the Project area). The results are shown in **Table 19**.

Table 19: Vehicle Miles Traveled (VMT) per Capita

	Existing Conditions	Existing with Project Conditions	Cumulative Conditions	Cumulative with Project Conditions
Vehicle Miles Traveled[1] (A)	798,103	785,446	909,091	986,460
Population[1] (B)	44,294	58,456	53,205	67,366
VMT per Capita (B/A)	**18.0**	**13.4**	**17.1**	**14.6**

Notes:
1. VMT and population are obtained from the City of Santa Clara's Travel Demand Forecasting model. Because the Project area does not fit exactly within the model's TAZ structure, the VMT estimates and population include some development not associated with the Specific Plan.

Source: Fehr & Peers, November 2019.

The Project area's daily VMT per capita would be 13.4 under Existing with Project Conditions and 14.6 under Cumulative with Project Conditions, a decrease compared to Existing and Cumulative Conditions. While presented for informational purposes only, the VMT per capita metric is useful to compare against regional averages and to demonstrate the benefit of locating jobs and housing in close proximity. Additionally, VMT per capita is a metric that will be considered for CEQA analysis in the future.

The entire El Camino Real Specific Plan area is supported by several VTA Bus routes along El Camino Real. Additionally, the Santa Clara and Lawrence Caltrain Stations are within one mile of the Project area. Access to transit increases the likelihood that Project trips could be taken by bus or rail, thus reducing VMT. Also, because the Project includes a high number of residential housing units, it can be assumed to have an

overall positive "effect" on regional VMT because it locates housing near regional job centers in San José, Santa Clara, Sunnyvale, and Mountain View. This would have an overall shortening effect on commute trip distances, thus contributing to lower overall regional VMT on a per capita (i.e. residents plus employees) basis.

9.3 VMT Impact Assessment

On September 27, 2013, California Governor Jerry Brown signed SB 743 into law, which requires an analysis of vehicle miles traveled (VMT) to identify transportation impacts in a Project's environmental impact study. The Office of Planning and Research (OPR) provided guidance on a threshold for determining a VMT impact in November 2017. In June 2020, the City of Santa Clara released their VMT Transportation Analysis Policy for Environmental Review which outlines the required analysis methodologies and thresholds for identifying significant project impacts under CEQA.

In addition to establishing the baseline and threshold for VMT analysis, the City's VMT Policy establishes certain projects that are presumed to have a less-than-significant impact per OPR guidance and do not require a VMT analysis. Transit supportive projects are among those that do not require a VMT analysis under CEQA. A project qualifies as a transit supportive project if:

- The project is located within 0.5 miles of an existing major transit stop[8] or an existing transit stop along a high-quality transit corridor[9];
- The project has a minimum floor area ratio of 0.75 for office/research & development projects;
- The project has a minimum density of 35 units per acre for residential projects;
- The project does not include more parking for use by residents, customers, or employees of the project than required by City Municipal Code; *and*
- The project does not replace affordable residential units with a smaller number of affordable units, and any replacement units are at the same level of affordability.

Transit supportive projects are presumed to have less-than-significant impacts based on their proximity to and synergy with high-quality transit facilities. When a project's service population can easily access high-quality transit facilities, they are more likely to use transit instead of personal vehicles to travel, thereby lowering the number of vehicle-trips and VMT associated with the project. Transit supportive project also typically include improvements that encourage multimodal travel, including enhanced bicycle and pedestrian facilities.

El Camino Real qualifies as a high-quality transit corridor because VTA operates Rapid 522 Bus Rapid Transit service on the facility. As identified in **Table 8**, Rapid 522 operates with 10 minute headways on

[8] A "major transit stop" includes any of the following: a) an existing rail or bus rapid transit station; b) the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods; or c) a major transit stop that is included in Plan Bay Area 2040.

[9] A "high-quality transit corridor" is a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours.

weekdays and 15 minute headways on weekends. Additionally, the El Camino Real Specific Plan will have an average residential density greater than 35 residential units per acre, will not construct more parking than required by City Municipal Code, and will not result in a loss of affordable residential units. Therefore, the El Camino Real Specific Plan qualifies as a transit supportive project and is presumed to have a less-than-significant impact on VMT.

10. Traffic Operational Analysis

This section includes an evaluation of left-turn pocket storage and freeway ramp queuing. Analysis results are presented for informational purposes only and are not assumed to result in any Project impacts.

10.1 Left-Turn Pocket Queuing Analysis

The addition of Project traffic along the roadway network has the potential to add vehicles to left-turn movements, causing left-turn queues to exceed left-turn pocket storage lengths or freeway off-ramps to exceed available storage. Queues that exceed left-turn pocket storage length have the potential to impede adjacent through traffic movements. Potentially affected major study intersections were selected for this evaluation based on where the Project would add more than 30 left turning vehicles during either AM or PM peak hours, including freeway off-ramps. The following intersection movements were selected:

- Intersection #1 Wolfe Road / El Camino Real (WBL)
- Intersection #2 Halford Avenue / El Camino Real (SBL)
- Intersection #4 Flora Vista Avenue / El Camino Real (EBL)
- Intersection #5 Calabazas Boulevard / El Camino Real (SBL)
- Intersection #6 Bowers Avenue / El Camino Real (EBL)
- Intersection #7 Bowe Avenue / El Camino Real (NBL and WBL)
- Intersection #8 San Tomas Expressway / El Camino Real (EBL and WBL)
- Intersection #12 Monroe Street / El Camino Real (SBL)
- Intersection #13 Lafayette Street / El Camino Real (NBL)
- Intersection #20 Lawrence Expressway / Kifer Road (NBL)
- Intersection #29 San Tomas Expressway / Monroe Street (EBL)
- Intersection #32 San Tomas Expressway / Homestead Road (EBL)
- Intersection #41 Scott Boulevard / Central Expressway (NBL)
- Intersection #50 San Tomas Expressway / Scott Boulevard (NBL)

The 95th percentile queues from the TRAFFIX LOS analysis (**Appendix B**) were used to evaluate the projected maximum queues at the identified left-turn movements. The results of the left-turn queue analysis are presented in **Table 20**.

Several turn pocket lengths are exceeded in Existing Plus Project and Background Plus Project volume conditions. In nearly every case where queue length is exceeded in the Background Plus Project condition, it also is exceeded in the corresponding Background No Project condition. Recommended improvements are summarized below in **Table 20** for intersections where queue length is exceeded in the Plus Project condition.

Table 20: Left-turn Queue Analysis

Intersection		Pocket	Available Storage Length[1] (feet)	Peak Hour	Number of Left Turning Project Trips	Projected Queue Length (feet)[2]		Improvements
						Existing (Existing Plus Project)	Background (Background Plus Project)	*(presented for informational purposes only – not intended as mitigation measures)*
1	Wolfe Road / El Camino Real	WBL	300 X 2	AM PM	35 -24	**400 (450)** **475 (475)**	**400 (450)** **500 (475)**	Additional capacity is available by reducing the median width on El Camino Real east of the intersection.
2	Halford Avenue / El Camino Real	SBL	135	AM PM	30 0	125 **(175)** **200 (200)**	125 **(200)** **200 (200)**	Additional capacity is not available by restriping. Increase signal timing for southbound left movement or implementing ITS improvements, such as advanced signal loop detectors or video image detectors, to improve queuing.
4	Flora Vista Avenue / El Camino Real	EBL	200	AM PM	19 68	75 (100) 175 **(275)**	75 (100) 175 **(275)**	Additional capacity is available by narrowing lanes on the eastbound approach to accommodate two left-turn lanes, two through lanes, and one shared through/right-turn lane (11 feet each).
5	Calabazas Boulevard / El Camino Real	SBL	120	AM PM	60 38	**225 (325)** **250 (300)**	**225 (325)** **250 (325)**	Additional capacity is not available by restriping. Increase signal timing for southbound left movement or implementing ITS improvements, such as advanced signal loop detectors or video image detectors, to improve queuing.
6	Bowers Avenue / El Camino Real	EBL	220	AM PM	37 -2	**250 (300)** 175 (175)	**250 (300)** 175 (175)	Approximately 200 feet of capacity is available by reducing the median width on El Camino Real west of the intersection.
7	Bowe Avenue / El Camino Real	NBL	130	AM PM	85 23	75 **(250)** 25 (100)	75 **(250)** 25 (100)	Approximately 125 feet of capacity is available by reducing the southbound travel lane on the south leg of the intersection to 11 feet and extending the northbound left-turn lane on Bowe Avenue south of the intersection.

Table 20: Left-turn Queue Analysis

Intersection		Pocket	Available Storage Length[1] (feet)	Peak Hour	Number of Left Turning Project Trips	Projected Queue Length (feet)[2]		Improvements
						Existing (Existing Plus Project)	Background (Background Plus Project)	*(presented for informational purposes only – not intended as mitigation measures)*
		WBL	280	AM PM	14 86	100 (150) 150 **(300)**	100 (150) 150 **(300)**	Additional capacity is not available by restriping. Increase signal timing for westbound left movement or implementing ITS improvements, such as advanced signal loop detectors or video image detectors, to improve queuing.
8	San Tomas Expressway / El Camino Real	EBL	455 x2	AM PM	72 -7	**650 (750)** 450 (425)	**650 (775)** **475** (450)	Additional capacity is not available by restriping. Increase signal timing for eastbound left movement or implementing ITS improvements, such as advanced signal loop detectors or video image detectors, to improve queuing.
		WBL	265 x2	AM PM	85 -1	**325 (450)** **275 (275)**	**375 (500)** **300 (300)**	Approximately 250 feet of capacity is available by reducing the median width on El Camino Real east of the intersection.
12	Monroe Street / El Camino Real	SBL	170	AM PM	136 18	**175 (375)** **325 (350)**	**200 (400)** **425 (450)**	Approximately 170 feet of capacity is available by narrowing lanes on the southbound approach to accommodate two left-turn lanes and one shared through/right-turn lane (12 feet each). Increase signal timing for southbound left movement or implementing ITS improvements, such as advanced signal loop detectors or video image detectors, to improve queuing.
13	Lafayette Street / El Camino Real	NBL	250	AM PM	0 34	**275 (275)** **350 (400)**	**300 (275)** **350 (425)**	Additional capacity is not available by restriping. Increase signal timing for northbound left movement or implementing ITS improvements, such as advanced signal loop detectors or video image detectors, to improve queuing.

Table 20: Left-turn Queue Analysis

Intersection		Pocket	Available Storage Length[1] (feet)	Peak Hour	Number of Left Turning Project Trips	Projected Queue Length (feet)[2]		Improvements
						Existing (Existing Plus Project)	Background (Background Plus Project)	*(presented for informational purposes only – not intended as mitigation measures)*
21	Lawrence Expressway / Kifer Road	NBL	330 x2	AM PM	47 1	325 **(400)** 125 (125)	325 **(400)** 125 (125)	Additional capacity is not available by restriping. Increase signal timing for northbound left movement or implementing ITS improvements, such as advanced signal loop detectors or video image detectors, to improve queuing.
29	San Tomas Expressway / Monroe Street	EBL	155 x2	AM PM	58 18	**425 (500)** **350 (400)**	**450 (525)** **350 (400)**	Additional capacity is not available by restriping. Increase signal timing for eastbound left movement or implementing ITS improvements, such as advanced signal loop detectors or video image detectors, to improve queuing.
32	San Tomas Expressway /Homestead Road	EBL	385 x2	AM PM	36 22	**575 (625)** 350 **(400)**	**625 (675)** **425 (450)**	Additional capacity is not available by restriping. Increase signal timing for eastbound left movement or implementing ITS improvements, such as advanced signal loop detectors or video image detectors, to improve queuing.
41	Scott Boulevard / Central Expressway	NBL	200 x2	AM PM	48 -4	**700 (750)** **300 (275)**	**750 (800)** **350 (350)**	Additional capacity is not available by restriping. Increase signal timing for northbound left movement or implementing ITS improvements, such as advanced signal loop detectors or video image detectors, to improve queuing.

Table 20: Left-turn Queue Analysis

Intersection		Pocket	Available Storage Length[1] (feet)	Peak Hour	Number of Left Turning Project Trips	Projected Queue Length (feet)[2]		Improvements
						Existing (Existing Plus Project)	Background (Background Plus Project)	*(presented for informational purposes only – not intended as mitigation measures)*
50	San Tomas Expressway / Scott Boulevard	NBL	355 x2	AM PM	47 0	**625 (600)** 125 (125)	**600 (650)** 300 (300)	Approximately 100 feet of capacity is available by reducing the median width on San Tomas Expressway south of the intersection. Increase signal timing for westbound left movement or implementing ITS improvements, such as advanced signal loop detectors or video image detectors, to improve queuing.

Notes:
1. Storage length is the length of the longest left turn lane.
2. Queue length is measured in feet for one lane.

Bold text indicates projected queue length exceeds available storage length.
Source: Fehr & Peers, November 2019.

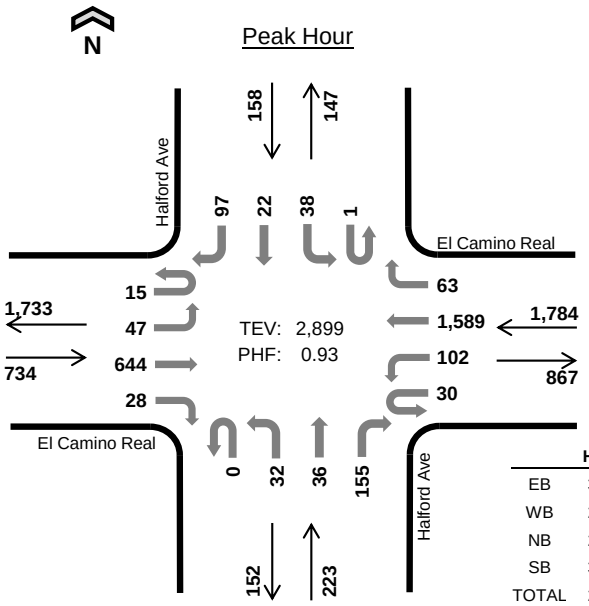
Appendix A:
Peak Period Intersection Turning Movement Counts

North/South	East/West	Count Date	AM																Grand Total
			Time	Northbound				Southbound				Eastbound				Westbound				
				L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Wolfe Road	El Camino Real	May 2017	8:00AM-9:00AM	284	1068	25	1377	71	543	57	671	53	288	213	554	373	950	274	1597	4199
Monroe	El Camino Real	May 2018	7:45 AM - 08:45 A	53	389	29	471	96	171	49	316	49	607	54	710	36	785	193	1014	2511
Lawrence Expressway	Kifer Road	March 2018	8:00 AM - 9:00 AM	238	3877	374	4489	176	1134	450	1760	115	141	116	372	70	345	238	653	7274
Lawrence Expressway	Homestead Road	November 2017	8:00 AM - 09:00 A	226	2805	170	3201	127	1207	553	1887	213	289	95	597	313	726	235	1274	6959
San Tomas Expressway	Monroe Street	April 2019	7:45AM-8:45AM	97	3640	43	3780	55	1237	208	1500	255	273	106	634	90	400	371	861	6775
San Tomas Expressway	Cabrillo Avenue	March 2018	N/A																	
San Tomas Expressway	Benton Street	November 2017	7:30AM-8:30AM	70	2891	18	2979	21	1044	210	1275	188	233	91	512	50	302	93	445	5211
Bowers Avenue	Kifer-Walsh	March 2018	None																	
Kiely Boulevard	Benton Street	May 2018	None																	
Kiely Boulevard	Homestead Road	May 2018	None																	
Scott Boulevard	Monroe Street	May 2018	None																	
Scott Boulevard	Walsh Avenue	May 2018	None																	
Scott Boulevard	Benton	May 2018	8:00 AM - 09:00 A	77	999	49	1125	41	309	29	379	54	166	60	280	15	126	31	172	1956
Scott Boulevard	Homestead	May 2018	8:00 AM - 09:00 A	132	987	19	1138	28	286	68	382	120	197	78	395	9	176	46	231	2146
Lawrence Expressway (SB Ramp)	Stevens Creek Boulevard	May 2018	8:00 AM - 09:00 A	0	0	0	0	74	0	595	669	0	876	0	876	0	2386	0	2386	3931
Bowers Avenue	Scott Boulevard	November 2017	8:00 AM - 9:00 AM	125	873	131	1129	102	517	182	801	75	122	47	244	121	821	142	1084	3258
San Tomas Expressway	Scott Boulevard	April 2019	7:45AM-8:45AM	391	3080	144	3615	189	2067	926	3182	87	104	43	234	87	366	280	733	7764
San Tomas Expressway	Walsh Avenue	April 2019	7:45AM-8:45AM	470	3631	118	4219	139	1431	456	2026	59	55	36	150	33	576	135	744	7139
San Tomas Expressway	Walsh Avenue	March 2018	N/A																	
San Tomas Expressway	Forbes Avenue	May 2018	7:30 AM - 08:30 A	32	3017	28	3077	7	828	95	930	50	46	76	172	57	121	113	291	4470
San Tomas Expressway	Pruneridge Avenue	May 2018	7:30 AM - 08:30 A	275	2341	13	2629	79	784	120	983	142	239	115	496	3	616	238	857	4965
The Alameda	I-880 (S)*	March 2019	7:30AM - 8:30AM	0	1292	271	1563	0	606	230	836	461	0	454	915	0	0	0	0	3314
The Alameda	I-880 (N)*	March 2019	7:45AM - 8:45AM	0	1520	287	1807	0	633	135	768	0	0	0	0	196	0	364	560	3135

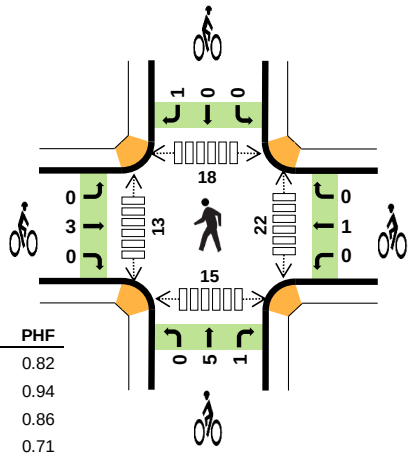
North/South	East/West	Count Date	PM																Grand Total
			Time	Northbound				Southbound				Eastbound				Westbound				
				L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Wolfe Road	El Camino Real	May 2017	5:00PM-6:00PM	253	527	184	964	160	1127	92	1379	56	1267	437	1760	364	623	143	1130	5233
Monroe	El Camino Real	May 2018	None												0				0	0
Lawrence Expressway	Kifer Road	March 2018	4:15 PM - 5:15 PM	68	1,229	348	1645	331	3,497	94	3922	178	503	652	1333	301	179	277	757	7657
Lawrence Expressway	Homestead Road	November 2017	None																	
San Tomas Expressway	Monroe Street	April 2019	None																	
San Tomas Expressway	Cabrillo Avenue	March 2018	5:00 PM - 06:00 PI	69	1,267	46	1382	78	3,478	196	3752	132	132	57	321	23	84	43	150	5605
San Tomas Expressway	Benton Street	November 2017	3:00PM-4:00PM	87	1089	58	1234	46	2163	115	2324	132	255	93	480	47	202	43	292	4330
Bowers Avenue	Kifer-Walsh	March 2018	5:00 PM - 06:00 PI	43	377	53	473	84	1115	154	1353	353	645	359	1357	147	145	219	511	3694
Kiely Boulevard	Benton Street	May 2018	5:00 PM - 06:00 PI	78	413	90	581	114	901	81	1096	82	539	194	815	168	353	77	598	3090
Kiely Boulevard	Homestead Road	May 2018	5:00 PM - 06:00 PI	146	424	98	668	169	847	206	1222	171	714	249	1134	123	550	148	821	3845
Scott Boulevard	Monroe Street	May 2018	5:00 PM - 06:00 PI	98	291	52	441	415	1464	252	2131	69	443	178	690	54	242	96	392	3654
Scott Boulevard	Walsh Avenue	May 2018	4:45 PM - 05:45 PI	49	308	47	404	109	1641	96	1846	65	262	221	548	87	100	37	224	3022
Scott Boulevard	Benton	May 2018	5:00 PM - 06:00 PI	40	415	43	498	52	1348	54	1454	32	147	126	305	36	144	34	214	2471
Scott Boulevard	Homestead	May 2018	5:00 PM - 06:00 PI	78	365	11	454	57	1236	138	1431	113	199	159	471	31	229	26	286	2642
Lawrence Expressway (SB Ramp)	Stevens Creek Boulevard	May 2018																		
Bowers Avenue	Scott Boulevard	November 2017	3:00 PM - 4:00 PM	27	450	71	548	170	732	75	977	171	419	77	667	76	144	144	364	2556
San Tomas Expressway	Scott Boulevard	April 2019	None																	
San Tomas Expressway	Walsh Avenue	April 2019	None																	
San Tomas Expressway	Walsh Avenue	March 2018	5:00 PM - 06:00 PI	68	1,640	79	1787	87	3,564	165	3816	282	496	450	1228	198	151	185	534	7365
San Tomas Expressway	Forbes Avenue	May 2018	5:00 PM - 06:00 PI	53	1285	50	1388	22	2679	99	2800	63	85	177	325	10	47	21	78	4591
San Tomas Expressway	Pruneridge Avenue	May 2018	5:00 PM - 06:00 PI	108	1106	29	1243	180	2520	173	2873	99	600	312	1011	14	312	156	482	5609
The Alameda	I-880 (S)*	March 2019	None																	
The Alameda	I-880 (N)*	March 2019	None																	

Halford Ave
El Camino Real

Date: 06-04-2019
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:45 AM to 8:45 AM



	HV %:	PHF
EB	3.1%	0.82
WB	2.7%	0.94
NB	2.2%	0.86
SB	3.8%	0.71
TOTAL	2.8%	0.93



Two-Hour Count Summaries

Interval Start		El Camino Real Eastbound UT	LT	TH	RT	El Camino Real Westbound UT	LT	TH	RT	Halford Ave Northbound UT	LT	TH	RT	Halford Ave Southbound UT	LT	TH	RT	15-min Total	Rolling One Hour
7:00 AM		4	4	59	4	5	11	190	5	0	3	5	13	0	4	3	15	325	0
7:15 AM		2	14	86	2	10	15	283	10	1	10	3	17	0	6	4	20	483	0
7:30 AM		1	17	128	5	9	19	350	8	0	11	8	38	0	11	12	24	641	0
7:45 AM		**4**	**17**	**162**	**5**	**6**	**35**	**398**	**10**	**0**	**6**	**8**	**51**	**1**	**11**	**11**	**33**	**758**	2,207
8:00 AM		**4**	**16**	**193**	**10**	**5**	**28**	**423**	**16**	**0**	**5**	**12**	**35**	**0**	**7**	**4**	**22**	**780**	2,662
8:15 AM		**2**	**9**	**130**	**8**	**9**	**15**	**367**	**14**	**0**	**16**	**9**	**38**	**0**	**11**	**6**	**19**	**653**	2,832
8:30 AM		**5**	**5**	**159**	**5**	**10**	**24**	**401**	**23**	**0**	**5**	**7**	**31**	**0**	**9**	**1**	**23**	**708**	**2,899**
8:45 AM		3	19	137	10	7	14	412	21	0	22	10	36	0	8	4	20	723	2,864
Count Total		25	101	1,054	49	61	161	2,824	107	1	78	62	259	1	67	45	176	5,071	0
Peak Hour	**All**	**15**	**47**	**644**	**28**	**30**	**102**	**1,589**	**63**	**0**	**32**	**36**	**155**	**1**	**38**	**22**	**97**	**2,899**	**0**
	HV	**1**	**1**	**19**	**2**	**0**	**2**	**42**	**4**	**0**	**2**	**0**	**3**	**0**	**4**	**0**	**2**	**82**	**0**
	HV%	**7%**	**2%**	**3%**	**7%**	**0%**	**2%**	**3%**	**6%**	**-**	**6%**	**0%**	**2%**	**0%**	**11%**	**0%**	**2%**	**3%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) East	West	North	South	Total
7:00 AM	6	6	1	2	*15*	1	0	1	0	*2*	5	1	10	2	*18*
7:15 AM	5	8	0	0	*13*	0	2	1	0	*3*	3	3	4	5	*15*
7:30 AM	8	9	1	3	*21*	0	0	1	2	*3*	5	5	3	4	*17*
7:45 AM	**6**	**13**	**1**	**4**	***24***	**0**	**0**	**0**	**0**	***0***	**3**	**5**	**3**	**4**	*15*
8:00 AM	**7**	**15**	**1**	**1**	***24***	**2**	**0**	**1**	**1**	***4***	**7**	**2**	**2**	**2**	*13*
8:15 AM	**3**	**11**	**1**	**0**	***15***	**1**	**1**	**2**	**0**	***4***	**8**	**4**	**9**	**3**	*24*
8:30 AM	**7**	**9**	**2**	**1**	***19***	**0**	**0**	**3**	**0**	***3***	**4**	**2**	**4**	**6**	***16***
8:45 AM	8	14	0	2	*24*	0	0	0	1	*1*	6	4	4	5	*19*
Count Total	50	85	7	13	*155*	4	3	9	4	*20*	41	26	39	31	*137*
Peak Hour	**23**	**48**	**5**	**6**	***82***	**3**	**1**	**6**	**1**	***11***	**22**	**13**	**18**	**15**	***68***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	El Camino Real				El Camino Real				Halford Ave				Halford Ave				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	1	5	0	0	0	6	0	0	0	0	1	0	0	0	2	15	0
7:15 AM	0	1	4	0	0	0	7	1	0	0	0	0	0	0	0	0	13	0
7:30 AM	0	1	7	0	0	1	7	1	0	1	0	0	0	3	0	0	21	0
7:45 AM	**1**	**1**	**4**	**0**	**0**	**1**	**11**	**1**	**0**	**0**	**0**	**1**	**0**	**2**	**0**	**2**	**24**	73
8:00 AM	**0**	**0**	**5**	**2**	**0**	**0**	**15**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**24**	82
8:15 AM	**0**	**0**	**3**	**0**	**0**	**1**	**8**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**15**	84
8:30 AM	**0**	**0**	**7**	**0**	**0**	**0**	**8**	**1**	**0**	**0**	**0**	**2**	**0**	**1**	**0**	**0**	**19**	**82**
8:45 AM	0	1	7	0	0	0	12	2	0	0	0	0	0	1	0	1	24	82
Count Total	1	5	42	2	0	3	74	8	0	3	0	4	0	8	0	5	155	0
Peak Hour	**1**	**1**	**19**	**2**	**0**	**2**	**42**	**4**	**0**	**2**	**0**	**3**	**0**	**4**	**0**	**2**	**82**	**0**

Two-Hour Count Summaries - Bikes

Interval Start	El Camino Real			El Camino Real			Halford Ave			Halford Ave			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	1	0	0	0	0	0	1	0	0	0	0	2	0
7:15 AM	0	0	0	0	2	0	0	1	0	0	0	0	3	0
7:30 AM	0	0	0	0	0	0	0	0	1	0	2	0	3	0
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	8
8:00 AM	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**4**	10
8:15 AM	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**4**	11
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**1**	**0**	**0**	**0**	**3**	**11**
8:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	12
Count Total	0	4	0	0	3	0	0	7	2	0	3	1	20	0
Peak Hour	**0**	**3**	**0**	**0**	**1**	**0**	**0**	**5**	**1**	**0**	**0**	**1**	**11**	**0**

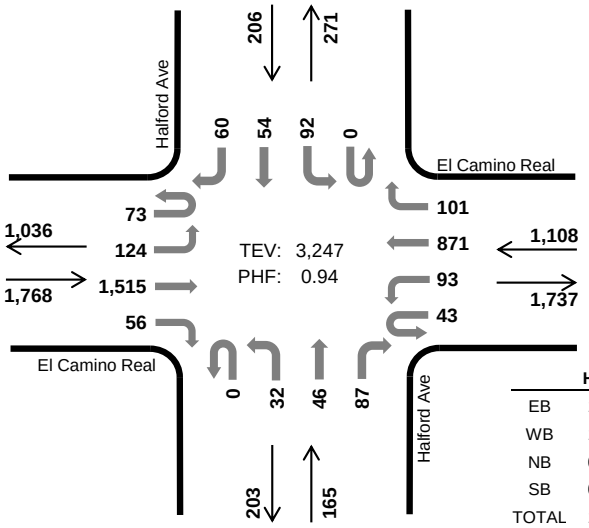
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Halford Ave
El Camino Real

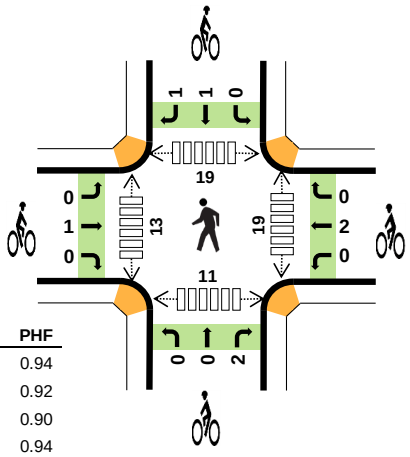
Date: 06-04-2019
Count Period: 4:00 PM to 7:00 PM
Peak Hour: 4:15 PM to 5:15 PM

N

Peak Hour



	HV %:	PHF
EB	1.5%	0.94
WB	1.1%	0.92
NB	0.0%	0.90
SB	0.5%	0.94
TOTAL	1.2%	0.94



Three-Hour Count Summaries

Interval Start		El Camino Real Eastbound UT	LT	TH	RT	El Camino Real Westbound UT	LT	TH	RT	Halford Ave Northbound UT	LT	TH	RT	Halford Ave Southbound UT	LT	TH	RT	15-min Total	Rolling One Hour
4:15 PM		8	27	365	9	17	18	211	18	0	14	13	14	0	21	14	20	769	0
4:30 PM		26	37	371	19	7	19	211	31	0	5	7	29	0	24	12	13	811	0
4:45 PM		15	29	381	12	10	19	221	24	0	6	15	25	0	23	13	15	808	0
5:00 PM		24	31	398	16	9	37	228	28	0	7	11	19	0	24	15	12	859	3,247
Peak Hour	All	73	124	1,515	56	43	93	871	101	0	32	46	87	0	92	54	60	3,247	0
	HV	0	0	26	0	0	0	12	0	0	0	0	0	0	0	0	1	39	0
	HV%	0%	0%	2%	0%	0%	0%	1%	0%	-	0%	0%	0%	-	0%	0%	2%	1%	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) East	West	North	South	Total
4:15 PM	9	3	0	0	*12*	0	0	0	0	*0*	4	2	6	4	*16*
4:30 PM	6	2	0	0	*8*	1	0	0	0	*1*	5	2	4	5	*16*
4:45 PM	6	4	0	1	*11*	0	2	2	1	*5*	5	4	5	0	*14*
5:00 PM	5	3	0	0	*8*	0	0	0	1	*1*	5	5	4	2	*16*
Peak Hour	26	12	0	1	*39*	1	2	2	2	*7*	19	13	19	11	*62*

Three-Hour Count Summaries

Interval Start	El Camino Real				El Camino Real				Halford Ave				Halford Ave				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	14	25	390	17	5	20	198	22	0	6	6	21	0	7	10	15	756	0
4:15 PM	**8**	**27**	**365**	**9**	**17**	**18**	**211**	**18**	**0**	**14**	**13**	**14**	**0**	**21**	**14**	**20**	**769**	0
4:30 PM	**26**	**37**	**371**	**19**	**7**	**19**	**211**	**31**	**0**	**5**	**7**	**29**	**0**	**24**	**12**	**13**	**811**	0
4:45 PM	**15**	**29**	**381**	**12**	**10**	**19**	**221**	**24**	**0**	**6**	**15**	**25**	**0**	**23**	**13**	**15**	**808**	3,144
5:00 PM	**24**	**31**	**398**	**16**	**9**	**37**	**228**	**28**	**0**	**7**	**11**	**19**	**0**	**24**	**15**	**12**	**859**	**3,247**
5:15 PM	16	29	317	8	9	30	249	19	0	12	12	23	0	20	9	16	769	3,247
5:30 PM	13	23	277	12	6	24	238	28	0	13	17	29	0	24	13	20	737	3,173
5:45 PM	19	31	248	10	8	28	257	20	0	14	15	47	0	28	15	27	767	3,132
6:00 PM	7	24	262	9	5	23	246	27	0	13	21	56	0	24	15	16	748	3,021
6:15 PM	10	29	262	8	9	29	230	25	0	11	17	54	0	34	11	23	752	3,004
6:30 PM	8	31	326	8	7	27	264	26	0	13	21	26	0	27	14	17	815	3,082
6:45 PM	5	25	274	8	11	23	227	38	0	17	16	35	0	35	11	14	739	3,054
Count Total	165	341	3,871	136	103	297	2,780	306	0	131	171	378	0	291	152	208	9,330	0
Peak Hour All	**73**	**124**	**1,515**	**56**	**43**	**93**	**871**	**101**	**0**	**32**	**46**	**87**	**0**	**92**	**54**	**60**	**3,247**	**0**
Peak Hour HV	**0**	**0**	**26**	**0**	**0**	**0**	**12**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**39**	**0**
Peak Hour HV%	**0%**	**0%**	**2%**	**0%**	**0%**	**0%**	**1%**	**0%**	**-**	**0%**	**0%**	**0%**	**-**	**0%**	**0%**	**2%**	**1%**	**0**

Note: Three-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	5	4	1	0	*10*	0	0	0	0	*0*	2	1	5	2	*10*
4:15 PM	**9**	**3**	**0**	**0**	***12***	**0**	**0**	**0**	**0**	***0***	**4**	**2**	**6**	**4**	*16*
4:30 PM	**6**	**2**	**0**	**0**	***8***	**1**	**0**	**0**	**0**	***1***	**5**	**2**	**4**	**5**	*16*
4:45 PM	**6**	**4**	**0**	**1**	***11***	**0**	**2**	**2**	**1**	***5***	**5**	**4**	**5**	**0**	*14*
5:00 PM	**5**	**3**	**0**	**0**	***8***	**0**	**0**	**0**	**1**	***1***	**5**	**5**	**4**	**2**	***16***
5:15 PM	5	3	1	0	*9*	1	0	0	2	*3*	7	5	3	3	*18*
5:30 PM	6	3	0	0	*9*	1	1	0	1	*3*	3	5	1	0	*9*
5:45 PM	3	3	0	0	*6*	1	1	0	2	*4*	4	7	8	6	*25*
6:00 PM	2	6	0	0	*8*	0	0	1	1	*2*	2	1	5	1	*9*
6:15 PM	6	4	0	1	*11*	0	0	0	0	*0*	4	2	2	5	*13*
6:30 PM	3	3	0	0	*6*	1	0	0	0	*1*	2	8	3	6	*19*
6:45 PM	2	2	0	0	*4*	0	0	0	2	*2*	2	2	2	1	*7*
Count Total	58	40	2	2	*102*	5	4	3	10	*22*	45	44	48	35	*172*
Peak Hour	**26**	**12**	**0**	**1**	***39***	**1**	**2**	**2**	**2**	***7***	**19**	**13**	**19**	**11**	***62***

Three-Hour Count Summaries - Heavy Vehicles

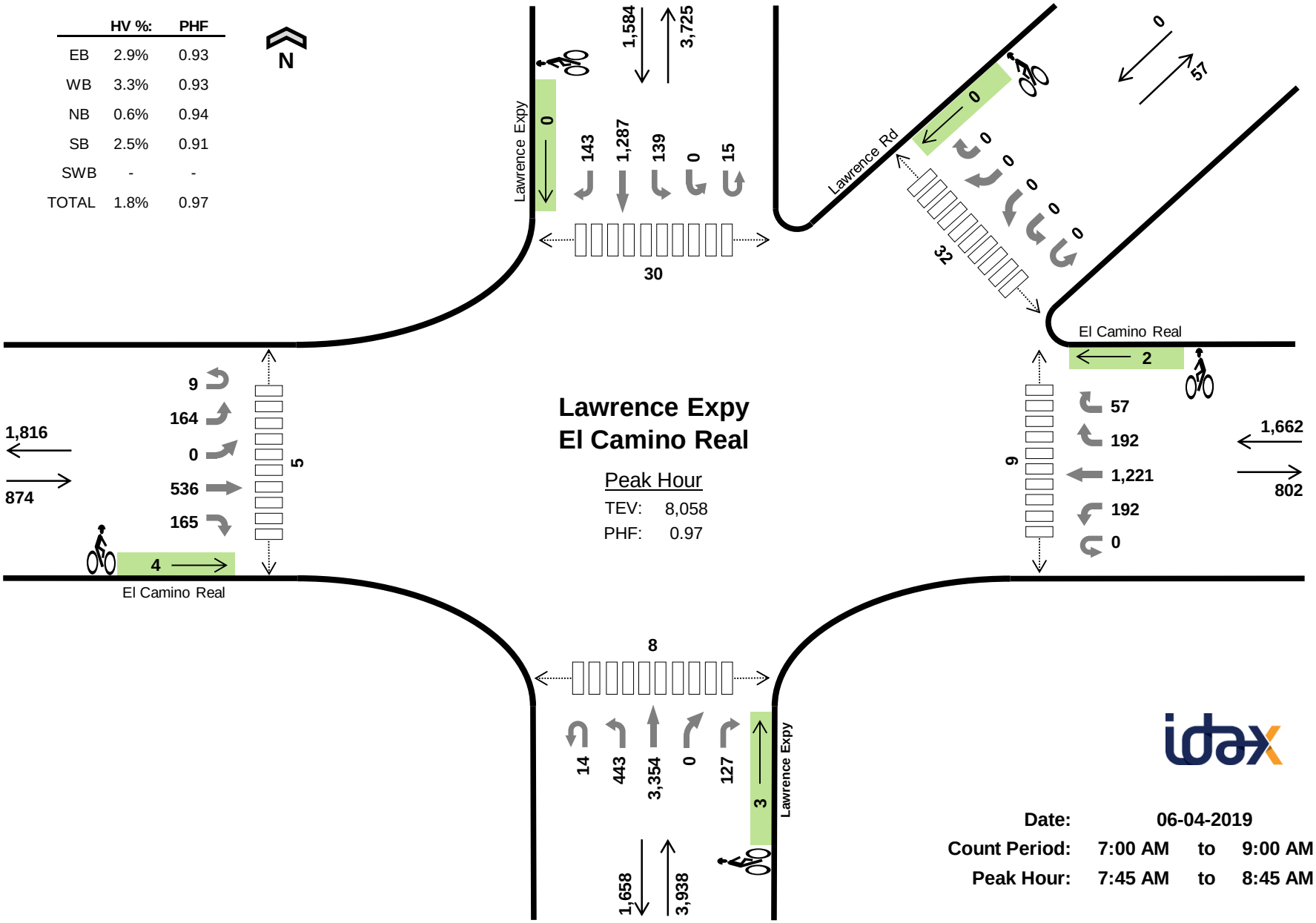
Interval Start	El Camino Real				El Camino Real				Halford Ave				Halford Ave				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	5	0	0	0	4	0	0	0	0	1	0	0	0	0	10	0
4:15 PM	**0**	**0**	**9**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**12**	0
4:30 PM	**0**	**0**	**6**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	0
4:45 PM	**0**	**0**	**6**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**11**	41
5:00 PM	**0**	**0**	**5**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	**39**
5:15 PM	0	0	5	0	0	0	3	0	0	1	0	0	0	0	0	0	9	36
5:30 PM	0	0	6	0	0	0	3	0	0	0	0	0	0	0	0	0	9	37
5:45 PM	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	6	32
6:00 PM	0	0	2	0	0	0	6	0	0	0	0	0	0	0	0	0	8	32
6:15 PM	0	0	6	0	0	0	4	0	0	0	0	0	0	0	0	1	11	34
6:30 PM	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	6	31
6:45 PM	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	4	29
Count Total	0	0	58	0	0	0	40	0	0	1	0	1	0	0	0	2	102	0
Peak Hour	**0**	**0**	**26**	**0**	**0**	**0**	**12**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**39**	**0**

Three-Hour Count Summaries - Bikes

Interval Start	El Camino Real			El Camino Real			Halford Ave			Halford Ave			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
4:30 PM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	0
4:45 PM	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**2**	**0**	**1**	**0**	**5**	6
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**7**
5:15 PM	0	1	0	0	0	0	0	0	0	0	2	0	3	10
5:30 PM	0	1	0	0	0	1	0	0	0	0	1	0	3	12
5:45 PM	0	1	0	1	0	0	0	0	0	0	2	0	4	11
6:00 PM	0	0	0	0	0	0	0	1	0	0	1	0	2	12
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	9
6:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	7
6:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	2	5
Count Total	0	5	0	1	2	1	0	1	2	0	9	1	22	0
Peak Hour	**0**	**1**	**0**	**0**	**2**	**0**	**0**	**0**	**2**	**0**	**1**	**1**	**7**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

	HV %:	PHF
EB	2.9%	0.93
WB	3.3%	0.93
NB	0.6%	0.94
SB	2.5%	0.91
SWB	-	-
TOTAL	1.8%	0.97



Lawrence Expy
El Camino Real

Peak Hour

TEV: 8,058

PHF: 0.97

Date: 06-04-2019

Count Period: 7:00 AM to 9:00 AM

Peak Hour: 7:45 AM to 8:45 AM

Two-Hour Count Summaries

Interval Start	El Camino Real Eastbound					El Camino Real Westbound					Lawrence Expy Northbound					Lawrence Expy Southbound					Lawrence Rd Southwestbound					15-min Total	Rolling One Hour
	UT	LT	BL	TH	RT	UT	LT	TH	RT	HR	UT	LT	TH	BR	RT	UT	HL	LT	TH	RT	UT	HL	BL	BR	HR		
7:00 AM	2	19	0	42	15	0	23	161	42	9	0	46	500	0	13	5	0	16	164	23	0	0	0	0	0	1,080	0
7:15 AM	0	30	0	74	26	0	31	220	51	12	3	57	589	0	13	5	0	19	262	39	0	0	0	0	0	1,431	0
7:30 AM	2	44	0	103	21	0	48	310	43	13	1	93	744	0	17	4	0	21	252	40	0	0	0	0	0	1,756	0
7:45 AM	**3**	**58**	**0**	**135**	**40**	**0**	**26**	**331**	**50**	**16**	**3**	**87**	**880**	**0**	**22**	**6**	**0**	**37**	**306**	**51**	**0**	**0**	**0**	**0**	**0**	**2,051**	6,318
8:00 AM	**1**	**45**	**0**	**138**	**37**	**0**	**48**	**333**	**50**	**16**	**3**	**100**	**835**	**0**	**33**	**2**	**0**	**37**	**358**	**36**	**0**	**0**	**0**	**0**	**0**	**2,072**	7,310
8:15 AM	**3**	**37**	**0**	**134**	**37**	**0**	**51**	**289**	**58**	**14**	**2**	**103**	**795**	**0**	**25**	**3**	**0**	**39**	**308**	**22**	**0**	**0**	**0**	**0**	**0**	**1,920**	7,799
8:30 AM	**2**	**24**	**0**	**129**	**51**	**0**	**67**	**268**	**34**	**11**	**6**	**153**	**844**	**0**	**47**	**4**	**0**	**26**	**315**	**34**	**0**	**0**	**0**	**0**	**0**	**2,015**	**8,058**
8:45 AM	2	38	0	109	38	0	50	290	43	10	5	153	700	0	50	3	0	32	273	23	0	0	0	0	0	1,819	7,826
Count Total	15	295	0	864	265	0	344	2,202	371	101	23	792	5,887	0	220	32	0	227	2,238	268	0	0	0	0	0	14,144	0
Peak Hour All	**9**	**164**	**0**	**536**	**165**	**0**	**192**	**1,221**	**192**	**57**	**14**	**443**	**3,354**	**0**	**127**	**15**	**0**	**139**	**1,287**	**143**	**0**	**0**	**0**	**0**	**0**	**8,058**	**0**
Peak Hour HV	**0**	**3**	**0**	**18**	**4**	**0**	**4**	**36**	**11**	**4**	**0**	**4**	**20**	**0**	**1**	**0**	**0**	**0**	**35**	**4**	**0**	**0**	**0**	**0**	**0**	**144**	**0**
Peak Hour HV%	**0%**	**2%**	**-**	**3%**	**2%**	**-**	**2%**	**3%**	**6%**	**7%**	**0%**	**1%**	**1%**	**-**	**1%**	**0%**	**-**	**0%**	**3%**	**3%**	**-**	**-**	**-**	**-**	**-**	**2%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals						Bicycles						Pedestrians (Crossing Leg)					
	EB	WB	NB	SB	SWB	Total	EB	WB	NB	SB	SWB	Total	East	West	North	South	Northeast	Total
7:00 AM	5	9	7	5	0	*26*	1	0	0	0	0	*1*	2	2	5	1	2	*12*
7:15 AM	5	9	5	11	0	*30*	0	1	0	0	0	*1*	0	1	3	1	5	*10*
7:30 AM	11	10	8	7	0	*36*	2	0	0	0	0	*2*	1	0	8	4	12	*25*
7:45 AM	**7**	**11**	**4**	**13**	**0**	***35***	**0**	**0**	**1**	**0**	**0**	***1***	**0**	**0**	**7**	**0**	**6**	***13***
8:00 AM	**5**	**18**	**7**	**10**	**0**	***40***	**2**	**0**	**0**	**0**	**0**	***2***	**4**	**3**	**6**	**1**	**5**	***19***
8:15 AM	**4**	**15**	**5**	**9**	**0**	***33***	**1**	**2**	**1**	**0**	**0**	***4***	**4**	**2**	**13**	**4**	**17**	***40***
8:30 AM	**9**	**11**	**9**	**7**	**0**	***36***	**1**	**0**	**1**	**0**	**0**	***2***	**1**	**0**	**4**	**3**	**4**	***12***
8:45 AM	8	12	8	13	0	*41*	0	1	0	0	0	*1*	3	2	10	2	11	*28*
Count Total	54	95	53	75	0	*277*	7	4	3	0	0	*14*	15	10	56	16	62	*159*
Peak Hr	**25**	**55**	**25**	**39**	**0**	***144***	**4**	**2**	**3**	**0**	**0**	***9***	**9**	**5**	**30**	**8**	**32**	*84*

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	El Camino Real					El Camino Real					Lawrence Expy					Lawrence Expy					Lawrence Rd					15-min Total	Rolling One Hour
	Eastbound					Westbound					Northbound					Southbound					Southwestbound						
	UT	LT	BL	TH	RT	UT	LT	TH	RT	HR	UT	LT	TH	BR	RT	UT	HL	LT	TH	RT	UT	HL	BL	BR	HR		
7:00 AM	0	2	0	3	0	0	1	5	2	1	0	1	5	0	1	0	0	0	5	0	0	0	0	0	0	26	0
7:15 AM	0	0	0	3	2	0	2	5	2	0	0	1	4	0	0	0	0	0	9	2	0	0	0	0	0	30	0
7:30 AM	0	2	0	7	2	0	0	9	1	0	0	1	7	0	0	0	0	0	5	2	0	0	0	0	0	36	0
7:45 AM	**0**	**0**	**0**	**6**	**1**	**0**	**0**	**8**	**1**	**2**	**0**	**0**	**3**	**0**	**1**	**0**	**0**	**0**	**10**	**3**	**0**	**0**	**0**	**0**	**0**	**35**	127
8:00 AM	**0**	**2**	**0**	**3**	**0**	**0**	**1**	**13**	**3**	**1**	**0**	**1**	**6**	**0**	**0**	**0**	**0**	**0**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**40**	141
8:15 AM	**0**	**0**	**0**	**4**	**0**	**0**	**1**	**9**	**4**	**1**	**0**	**1**	**4**	**0**	**0**	**0**	**0**	**0**	**8**	**1**	**0**	**0**	**0**	**0**	**0**	**33**	144
8:30 AM	**0**	**1**	**0**	**5**	**3**	**0**	**2**	**6**	**3**	**0**	**0**	**2**	**7**	**0**	**0**	**0**	**0**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**36**	**144**
8:45 AM	0	2	0	4	2	0	2	8	2	0	0	1	7	0	0	0	0	0	10	3	0	0	0	0	0	41	150
Count Total	0	9	0	35	10	0	9	63	18	5	0	8	43	0	2	0	0	0	64	11	0	0	0	0	0	277	0
Peak Hour	**0**	**3**	**0**	**18**	**4**	**0**	**4**	**36**	**11**	**4**	**0**	**4**	**20**	**0**	**1**	**0**	**0**	**0**	**35**	**4**	**0**	**0**	**0**	**0**	**0**	144	**0**

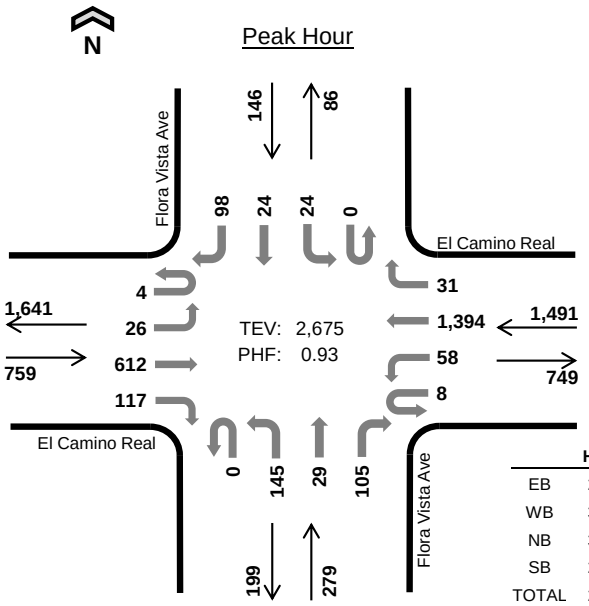
Two-Hour Count Summaries - Bikes

Interval Start	El Camino Real					El Camino Real					Lawrence Expy					Lawrence Expy					Lawrence Rd					15-min Total	Rolling One Hour
	Eastbound					Westbound					Northbound					Southbound					Southwestbound						
	UT	LT	BL	TH	RT	UT	LT	TH	RT	HR	UT	LT	TH	BR	RT	UT	HL	LT	TH	RT	UT	HL	BL	BR	HR		
7:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
7:15 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
7:30 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	5
8:00 AM	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	6
8:15 AM	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	9
8:30 AM	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**9**
8:45 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	9
Count Total	0	1	1	5	0	0	0	2	2	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	14	0
Peak Hour	**0**	**0**	**1**	**3**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	9	**0**

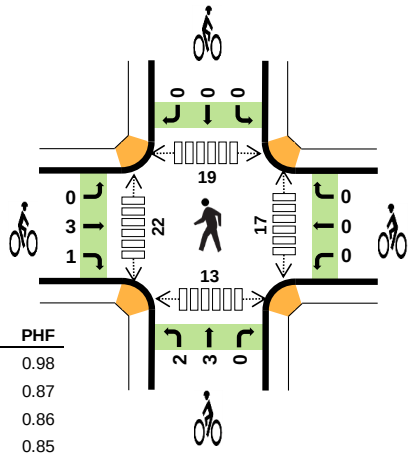
Flora Vista Ave
El Camino Real

Date: 06-04-2019
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 8:00 AM to 9:00 AM

Peak Hour



	HV %:	PHF
EB	2.1%	0.98
WB	3.3%	0.87
NB	3.2%	0.86
SB	2.7%	0.85
TOTAL	2.9%	0.93



Two-Hour Count Summaries

Interval Start		El Camino Real Eastbound UT	LT	TH	RT	El Camino Real Westbound UT	LT	TH	RT	Flora Vista Ave Northbound UT	LT	TH	RT	Flora Vista Ave Southbound UT	LT	TH	RT	15-min Total	Rolling One Hour
7:00 AM		1	4	42	14	1	5	214	4	0	13	1	7	0	1	2	16	325	0
7:15 AM		0	9	77	13	1	16	287	5	0	14	6	10	0	2	7	18	465	0
7:30 AM		3	6	105	19	2	18	374	2	0	24	4	12	0	4	7	32	612	0
7:45 AM		2	9	135	40	1	11	329	4	0	27	10	14	0	4	5	37	628	2,030
8:00 AM		**0**	**5**	**152**	**34**	**4**	**17**	**393**	**13**	**0**	**29**	**8**	**19**	**0**	**6**	**6**	**31**	**717**	2,422
8:15 AM		**2**	**9**	**159**	**22**	**2**	**14**	**345**	**3**	**0**	**51**	**8**	**22**	**0**	**6**	**6**	**27**	**676**	2,633
8:30 AM		**0**	**7**	**156**	**30**	**0**	**11**	**340**	**7**	**0**	**31**	**5**	**32**	**0**	**0**	**6**	**20**	**645**	2,666
8:45 AM		**2**	**5**	**145**	**31**	**2**	**16**	**316**	**8**	**0**	**34**	**8**	**32**	**0**	**12**	**6**	**20**	**637**	**2,675**
Count Total		10	54	971	203	13	108	2,598	46	0	223	50	148	0	35	45	201	4,705	0
Peak Hour	**All**	**4**	**26**	**612**	**117**	**8**	**58**	**1,394**	**31**	**0**	**145**	**29**	**105**	**0**	**24**	**24**	**98**	**2,675**	**0**
	HV	**0**	**1**	**13**	**2**	**0**	**1**	**47**	**1**	**0**	**6**	**1**	**2**	**0**	**1**	**0**	**3**	**78**	**0**
	HV%	**0%**	**4%**	**2%**	**2%**	**0%**	**2%**	**3%**	**3%**	**-**	**4%**	**3%**	**2%**	**-**	**4%**	**0%**	**3%**	**3%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) East	West	North	South	Total
7:00 AM	4	7	1	0	*12*	1	0	1	0	*2*	0	4	0	1	*5*
7:15 AM	3	9	0	0	*12*	0	0	0	0	*0*	3	1	2	0	*6*
7:30 AM	6	9	0	0	*15*	0	0	0	0	*0*	0	5	1	0	*6*
7:45 AM	5	10	1	1	*17*	0	0	0	0	*0*	0	3	2	0	*5*
8:00 AM	**3**	**13**	**2**	**2**	***20***	**2**	**0**	**0**	**0**	***2***	**5**	**4**	**3**	**3**	*15*
8:15 AM	**4**	**15**	**1**	**0**	***20***	**1**	**0**	**3**	**0**	***4***	**3**	**7**	**6**	**3**	*19*
8:30 AM	**5**	**12**	**3**	**1**	***21***	**0**	**0**	**1**	**0**	***1***	**5**	**2**	**1**	**5**	*13*
8:45 AM	**4**	**9**	**3**	**1**	***17***	**1**	**0**	**1**	**0**	***2***	**4**	**9**	**9**	**2**	***24***
Count Total	34	84	11	5	*134*	5	0	6	0	*11*	20	35	24	14	*93*
Peak Hour	**16**	**49**	**9**	**4**	***78***	**4**	**0**	**5**	**0**	***9***	**17**	**22**	**19**	**13**	***71***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	El Camino Real				El Camino Real				Flora Vista Ave				Flora Vista Ave				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	4	0	0	0	7	0	0	1	0	0	0	0	0	0	12	0
7:15 AM	0	0	3	0	0	0	9	0	0	0	0	0	0	0	0	0	12	0
7:30 AM	0	0	6	0	0	0	8	1	0	0	0	0	0	0	0	0	15	0
7:45 AM	0	0	5	0	0	0	10	0	0	1	0	0	0	0	0	1	17	56
8:00 AM	**0**	**0**	**3**	**0**	**0**	**1**	**12**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**2**	**20**	64
8:15 AM	**0**	**1**	**3**	**0**	**0**	**0**	**15**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**20**	72
8:30 AM	**0**	**0**	**4**	**1**	**0**	**0**	**11**	**1**	**0**	**2**	**0**	**1**	**0**	**0**	**0**	**1**	**21**	78
8:45 AM	**0**	**0**	**3**	**1**	**0**	**0**	**9**	**0**	**0**	**2**	**0**	**1**	**0**	**1**	**0**	**0**	**17**	**78**
Count Total	0	1	31	2	0	1	81	2	0	8	1	2	0	1	0	4	134	0
Peak Hour	**0**	**1**	**13**	**2**	**0**	**1**	**47**	**1**	**0**	**6**	**1**	**2**	**0**	**1**	**0**	**3**	**78**	**0**

Two-Hour Count Summaries - Bikes

Interval Start	El Camino Real			El Camino Real			Flora Vista Ave			Flora Vista Ave			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	1	0	0	0	0	1	0	0	0	0	0	2	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:00 AM	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	2
8:15 AM	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**2**	**0**	**0**	**0**	**0**	**4**	6
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	7
8:45 AM	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**2**	**9**
Count Total	0	4	1	0	0	0	3	3	0	0	0	0	11	0
Peak Hour	**0**	**3**	**1**	**0**	**0**	**0**	**2**	**3**	**0**	**0**	**0**	**0**	**9**	**0**

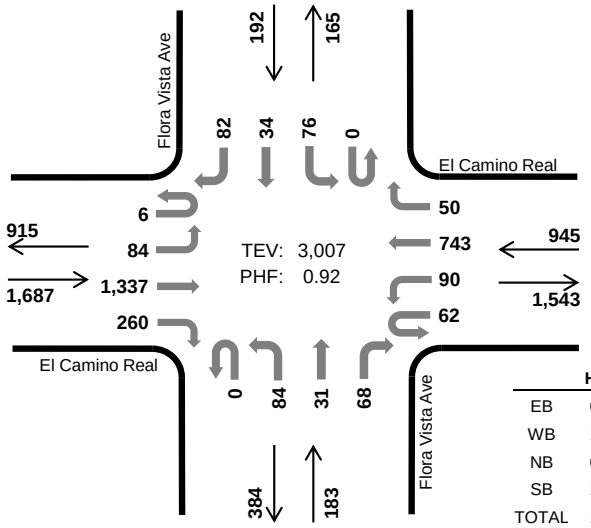
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Flora Vista Ave
El Camino Real

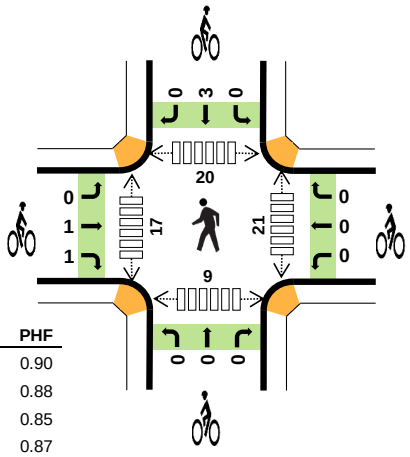
Date: 06-04-2019
Count Period: 4:00 PM to 7:00 PM
Peak Hour: 5:45 PM to 6:45 PM

N

Peak Hour



	HV %:	PHF
EB	0.8%	0.90
WB	1.5%	0.88
NB	0.5%	0.85
SB	1.0%	0.87
TOTAL	1.0%	0.92



Three-Hour Count Summaries

Interval Start		El Camino Real Eastbound UT	LT	TH	RT	El Camino Real Westbound UT	LT	TH	RT	Flora Vista Ave Northbound UT	LT	TH	RT	Flora Vista Ave Southbound UT	LT	TH	RT	15-min Total	Rolling One Hour
5:45 PM		1	19	311	75	13	35	176	12	0	18	9	20	0	16	12	22	739	0
6:00 PM		2	20	377	71	20	16	217	15	0	18	4	14	0	18	3	19	814	0
6:15 PM		3	15	315	56	14	25	156	11	0	24	10	12	0	20	10	25	696	0
6:30 PM		0	30	334	58	15	14	194	12	0	24	8	22	0	22	9	16	758	3,007
Peak Hour	All	6	84	1,337	260	62	90	743	50	0	84	31	68	0	76	34	82	3,007	0
	HV	0	0	14	0	0	0	14	0	0	0	0	1	0	1	0	1	31	0
	HV%	0%	0%	1%	0%	0%	0%	2%	0%	-	0%	0%	1%	-	1%	0%	1%	1%	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) East	West	North	South	Total
5:45 PM	3	3	0	1	*7*	0	0	0	0	*0*	4	2	3	3	*12*
6:00 PM	2	6	0	0	*8*	0	0	0	2	*2*	2	6	5	3	*16*
6:15 PM	6	3	0	0	*9*	0	0	0	0	*0*	14	5	8	1	*28*
6:30 PM	3	2	1	1	*7*	2	0	0	1	*3*	1	4	4	2	*11*
Peak Hour	14	14	1	2	*31*	2	0	0	3	*5*	21	17	20	9	*67*

Three-Hour Count Summaries

Interval Start	El Camino Real				El Camino Real				Flora Vista Ave				Flora Vista Ave				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	1	16	291	33	17	13	172	8	0	22	10	17	0	15	8	12	635	0
4:15 PM	0	14	318	46	15	14	182	7	0	24	10	23	0	7	4	9	673	0
4:30 PM	1	16	320	45	18	13	154	7	0	19	7	22	0	12	9	18	661	0
4:45 PM	1	9	387	50	19	9	155	14	0	28	14	16	0	14	5	21	742	2,711
5:00 PM	0	17	351	41	16	18	191	10	0	34	13	26	0	20	8	17	762	2,838
5:15 PM	3	17	327	67	12	28	201	5	0	20	9	20	0	9	7	27	752	2,917
5:30 PM	1	13	312	73	18	14	180	7	0	17	11	19	0	14	7	10	696	2,952
5:45 PM	**1**	**19**	**311**	**75**	**13**	**35**	**176**	**12**	**0**	**18**	**9**	**20**	**0**	**16**	**12**	**22**	**739**	2,949
6:00 PM	**2**	**20**	**377**	**71**	**20**	**16**	**217**	**15**	**0**	**18**	**4**	**14**	**0**	**18**	**3**	**19**	**814**	3,001
6:15 PM	**3**	**15**	**315**	**56**	**14**	**25**	**156**	**11**	**0**	**24**	**10**	**12**	**0**	**20**	**10**	**25**	**696**	2,945
6:30 PM	**0**	**30**	**334**	**58**	**15**	**14**	**194**	**12**	**0**	**24**	**8**	**22**	**0**	**22**	**9**	**16**	**758**	**3,007**
6:45 PM	1	15	276	61	21	23	179	10	0	37	5	12	0	12	6	17	675	2,943
Count Total	14	201	3,919	676	198	222	2,157	118	0	285	110	223	0	179	88	213	8,603	0
Peak Hour All	**6**	**84**	**1,337**	**260**	**62**	**90**	**743**	**50**	**0**	**84**	**31**	**68**	**0**	**76**	**34**	**82**	**3,007**	**0**
Peak Hour HV	**0**	**0**	**14**	**0**	**0**	**0**	**14**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**1**	**31**	**0**
Peak Hour HV%	**0%**	**0%**	**1%**	**0%**	**0%**	**0%**	**2%**	**0%**	**-**	**0%**	**0%**	**1%**	**-**	**1%**	**0%**	**1%**	**1%**	**0**

Note: Three-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	5	3	1	0	*9*	0	0	0	0	*0*	1	1	4	1	*7*
4:15 PM	6	3	0	0	*9*	0	0	0	0	*0*	5	3	2	8	*18*
4:30 PM	9	4	0	0	*13*	0	0	0	0	*0*	1	4	1	3	*9*
4:45 PM	4	4	0	0	*8*	0	2	1	0	*3*	3	9	3	1	*16*
5:00 PM	6	5	0	0	*11*	0	0	0	0	*0*	3	7	1	4	*15*
5:15 PM	6	1	0	0	*7*	0	0	0	1	*1*	2	4	1	9	*16*
5:30 PM	5	4	1	0	*10*	2	0	0	0	*2*	4	3	4	2	*13*
5:45 PM	**3**	**3**	**0**	**1**	***7***	**0**	**0**	**0**	**0**	***0***	**4**	**2**	**3**	**3**	*12*
6:00 PM	**2**	**6**	**0**	**0**	***8***	**0**	**0**	**0**	**2**	***2***	**2**	**6**	**5**	**3**	*16*
6:15 PM	**6**	**3**	**0**	**0**	***9***	**0**	**0**	**0**	**0**	***0***	**14**	**5**	**8**	**1**	*28*
6:30 PM	**3**	**2**	**1**	**1**	***7***	**2**	**0**	**0**	**1**	***3***	**1**	**4**	**4**	**2**	***11***
6:45 PM	3	2	0	0	*5*	0	0	0	0	*0*	9	7	4	7	*27*
Count Total	58	40	3	2	*103*	4	2	1	4	*11*	49	55	40	44	*188*
Peak Hour	**14**	**14**	**1**	**2**	***31***	**2**	**0**	**0**	**3**	***5***	**21**	**17**	**20**	**9**	***67***

Three-Hour Count Summaries - Heavy Vehicles

Interval Start	El Camino Real				El Camino Real				Flora Vista Ave				Flora Vista Ave				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	5	0	0	0	3	0	0	0	0	1	0	0	0	0	9	0
4:15 PM	0	0	6	0	1	0	2	0	0	0	0	0	0	0	0	0	9	0
4:30 PM	0	0	9	0	0	0	4	0	0	0	0	0	0	0	0	0	13	0
4:45 PM	0	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	8	39
5:00 PM	0	1	5	0	0	0	5	0	0	0	0	0	0	0	0	0	11	41
5:15 PM	0	0	6	0	0	0	1	0	0	0	0	0	0	0	0	0	7	39
5:30 PM	0	2	3	0	0	0	3	1	0	0	1	0	0	0	0	0	10	36
5:45 PM	**0**	**0**	**3**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**7**	35
6:00 PM	**0**	**0**	**2**	**0**	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	32
6:15 PM	**0**	**0**	**6**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**9**	34
6:30 PM	**0**	**0**	**3**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**7**	**31**
6:45 PM	0	0	3	0	0	0	2	0	0	0	0	0	0	0	0	0	5	29
Count Total	0	3	55	0	1	0	38	1	0	0	1	2	0	1	0	1	103	0
Peak Hour	**0**	**0**	**14**	**0**	**0**	**0**	**14**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**1**	**31**	**0**

Three-Hour Count Summaries - Bikes

Interval Start	El Camino Real			El Camino Real			Flora Vista Ave			Flora Vista Ave			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	1	1	0	0	1	0	0	0	3	3
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3
5:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	4
5:30 PM	0	1	1	0	0	0	0	0	0	0	0	0	2	6
5:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	3
6:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**2**	5
6:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	4
6:30 PM	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**3**	**5**
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	5
Count Total	0	2	2	0	1	1	0	0	1	0	4	0	11	0
Peak Hour	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**5**	**0**

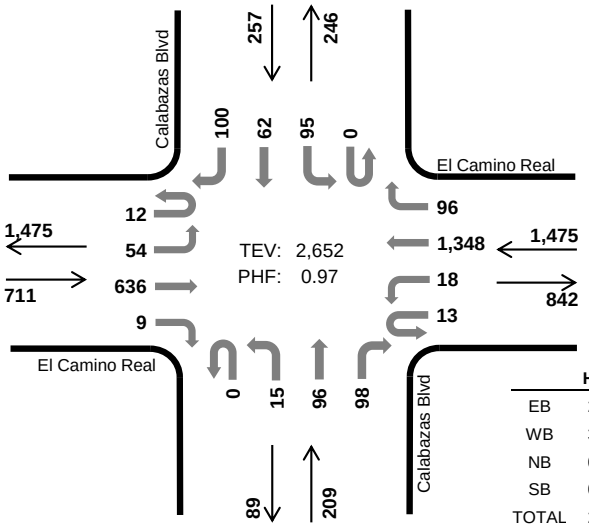
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Calabazas Blvd
El Camino Real

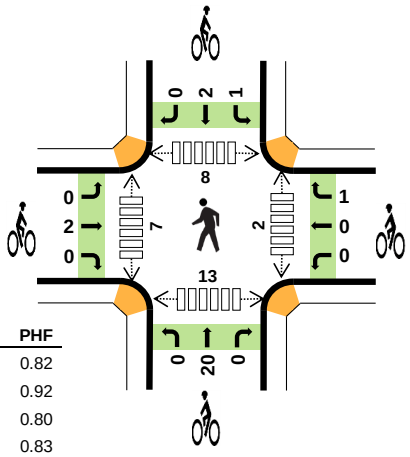
Date: 06-04-2019
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:45 AM to 8:45 AM

N

Peak Hour



	HV %:	PHF
EB	2.1%	0.82
WB	3.8%	0.92
NB	0.5%	0.80
SB	0.8%	0.83
TOTAL	2.8%	0.97



Two-Hour Count Summaries

Interval Start		El Camino Real Eastbound UT	LT	TH	RT	El Camino Real Westbound UT	LT	TH	RT	Calabazas Blvd Northbound UT	LT	TH	RT	Calabazas Blvd Southbound UT	LT	TH	RT	15-min Total	Rolling One Hour
7:00 AM		4	4	48	0	0	2	207	2	0	1	8	6	0	7	6	9	304	0
7:15 AM		0	4	74	1	0	1	302	7	0	3	14	9	0	7	5	14	441	0
7:30 AM		4	19	106	2	1	1	378	18	0	2	22	26	0	17	10	24	630	0
7:45 AM		**4**	**19**	**131**	**3**	**3**	**6**	**335**	**24**	**0**	**7**	**34**	**24**	**0**	**20**	**14**	**31**	**655**	2,030
8:00 AM		**2**	**11**	**145**	**3**	**3**	**4**	**376**	**20**	**0**	**2**	**22**	**22**	**0**	**22**	**21**	**29**	**682**	2,408
8:15 AM		**3**	**9**	**162**	**2**	**3**	**5**	**337**	**22**	**0**	**3**	**20**	**26**	**0**	**35**	**20**	**22**	**669**	2,636
8:30 AM		**3**	**15**	**198**	**1**	**4**	**3**	**300**	**30**	**0**	**3**	**20**	**26**	**0**	**18**	**7**	**18**	**646**	**2,652**
8:45 AM		1	17	152	2	2	6	283	33	0	7	24	19	1	14	6	16	583	2,580
Count Total		21	98	1,016	14	16	28	2,518	156	0	28	164	158	1	140	89	163	4,610	0
Peak Hour	**All**	**12**	**54**	**636**	**9**	**13**	**18**	**1,348**	**96**	**0**	**15**	**96**	**98**	**0**	**95**	**62**	**100**	**2,652**	**0**
	HV	**0**	**0**	**15**	**0**	**0**	**0**	**52**	**4**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**1**	**74**	**0**
	HV%	**0%**	**0%**	**2%**	**0%**	**0%**	**0%**	**4%**	**4%**	**-**	**7%**	**0%**	**0%**	**-**	**1%**	**0%**	**1%**	**3%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) East	West	North	South	Total
7:00 AM	5	6	0	1	*12*	0	0	2	0	*2*	1	0	1	1	*3*
7:15 AM	4	12	0	0	*16*	0	1	4	4	*9*	1	2	0	2	*5*
7:30 AM	6	12	0	2	*20*	0	1	6	0	*7*	1	0	1	2	*4*
7:45 AM	**5**	**13**	**0**	**1**	***19***	**0**	**0**	**3**	**0**	***3***	**1**	**4**	**1**	**4**	*10*
8:00 AM	**3**	**15**	**1**	**0**	***19***	**0**	**0**	**4**	**1**	***5***	**0**	**2**	**4**	**3**	*9*
8:15 AM	**3**	**16**	**0**	**1**	***20***	**2**	**0**	**5**	**0**	***7***	**1**	**0**	**3**	**4**	*8*
8:30 AM	**4**	**12**	**0**	**0**	***16***	**0**	**1**	**8**	**2**	***11***	**0**	**1**	**0**	**2**	***3***
8:45 AM	4	8	0	0	*12*	0	0	2	0	*2*	2	1	1	1	*5*
Count Total	34	94	1	5	*134*	2	3	34	7	*46*	7	10	11	19	*47*
Peak Hour	**15**	**56**	**1**	**2**	***74***	**2**	**1**	**20**	**3**	***26***	**2**	**7**	**8**	**13**	***30***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	El Camino Real				El Camino Real				Calabazas Blvd				Calabazas Blvd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	5	0	0	0	6	0	0	0	0	0	0	0	0	1	12	0
7:15 AM	0	0	4	0	0	0	12	0	0	0	0	0	0	0	0	0	16	0
7:30 AM	0	0	6	0	1	1	10	0	0	0	0	0	0	1	0	1	20	0
7:45 AM	**0**	**0**	**5**	**0**	**0**	**0**	**13**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**19**	67
8:00 AM	**0**	**0**	**3**	**0**	**0**	**0**	**14**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**19**	74
8:15 AM	**0**	**0**	**3**	**0**	**0**	**0**	**14**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**20**	78
8:30 AM	**0**	**0**	**4**	**0**	**0**	**0**	**11**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**16**	**74**
8:45 AM	0	0	4	0	0	0	8	0	0	0	0	0	0	0	0	0	12	67
Count Total	0	0	34	0	1	1	88	4	0	1	0	0	0	2	0	3	134	0
Peak Hour	**0**	**0**	**15**	**0**	**0**	**0**	**52**	**4**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**1**	**74**	**0**

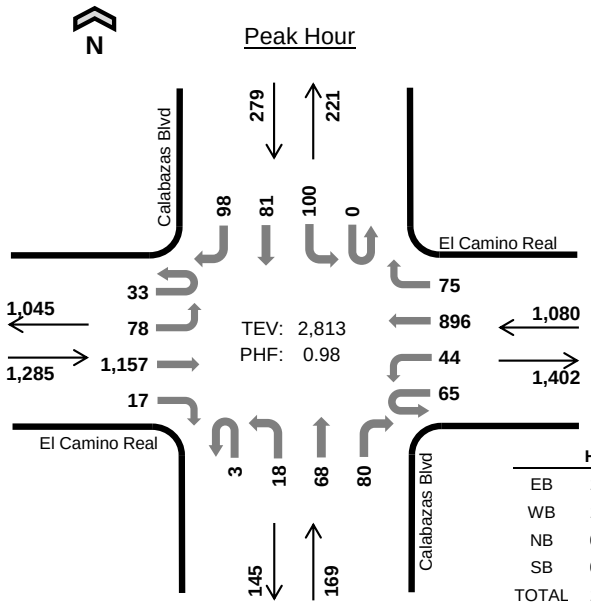
Two-Hour Count Summaries - Bikes

Interval Start	El Camino Real			El Camino Real			Calabazas Blvd			Calabazas Blvd			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	2	0	0	0	0	2	0
7:15 AM	0	0	0	0	1	0	0	4	0	0	3	1	9	0
7:30 AM	0	0	0	0	1	0	0	6	0	0	0	0	7	0
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**3**	21
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**1**	**0**	**5**	24
8:15 AM	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**7**	22
8:30 AM	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**8**	**0**	**1**	**1**	**0**	**11**	**26**
8:45 AM	0	0	0	0	0	0	0	2	0	0	0	0	2	25
Count Total	0	2	0	0	2	1	0	34	0	1	5	1	46	0
Peak Hour	**0**	**2**	**0**	**0**	**0**	**1**	**0**	**20**	**0**	**1**	**2**	**0**	**26**	**0**

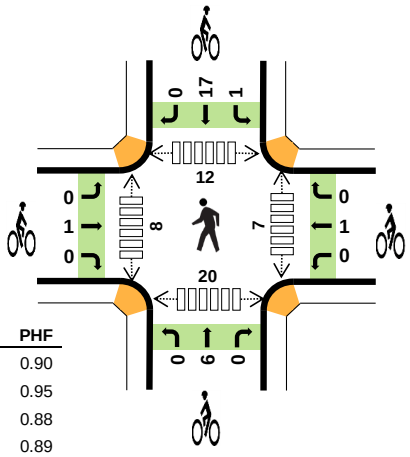
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Calabazas Blvd
El Camino Real

Date: 06-04-2019
Count Period: 4:00 PM to 7:00 PM
Peak Hour: 5:15 PM to 6:15 PM



	HV %:	PHF
EB	1.1%	0.90
WB	1.3%	0.95
NB	0.0%	0.88
SB	0.7%	0.89
TOTAL	1.1%	0.98



Three-Hour Count Summaries

Interval Start		El Camino Real Eastbound UT	LT	TH	RT	El Camino Real Westbound UT	LT	TH	RT	Calabazas Blvd Northbound UT	LT	TH	RT	Calabazas Blvd Southbound UT	LT	TH	RT	15-min Total	Rolling One Hour
5:15 PM		8	22	325	3	14	13	219	18	0	6	12	22	0	22	16	16	716	0
5:30 PM		9	20	290	4	10	17	219	22	1	4	19	20	0	24	23	26	708	0
5:45 PM		7	16	275	7	23	9	230	22	0	3	18	16	0	22	25	27	700	0
6:00 PM		9	20	267	3	18	5	228	13	2	5	19	22	0	32	17	29	689	2,813
Peak Hour	All	33	78	1,157	17	65	44	896	75	3	18	68	80	0	100	81	98	2,813	0
	HV	0	0	14	0	0	1	13	0	0	0	0	0	0	2	0	0	30	0
	HV%	0%	0%	1%	0%	0%	2%	1%	0%	0%	0%	0%	0%	-	2%	0%	0%	1%	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) East	West	North	South	Total
5:15 PM	6	1	0	0	*7*	0	1	2	6	*9*	2	3	4	1	*10*
5:30 PM	4	4	0	1	*9*	0	0	0	1	*1*	0	5	1	10	*16*
5:45 PM	2	4	0	0	*6*	1	0	0	7	*8*	4	0	4	2	*10*
6:00 PM	2	5	0	1	*8*	0	0	4	4	*8*	1	0	3	7	*11*
Peak Hour	14	14	0	2	*30*	1	1	6	18	*26*	7	8	12	20	*47*

Three-Hour Count Summaries

Interval Start		El Camino Real				El Camino Real				Calabazas Blvd				Calabazas Blvd				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		3	15	303	3	20	2	204	18	0	2	10	12	0	22	10	20	644	0
4:15 PM		4	11	318	2	17	5	194	14	2	1	14	9	0	21	8	16	636	0
4:30 PM		6	25	333	5	13	5	189	18	0	1	9	7	0	18	13	26	668	0
4:45 PM		11	15	341	4	16	8	197	20	1	4	7	12	0	22	15	18	691	2,639
5:00 PM		10	19	314	0	10	8	217	22	1	3	15	9	0	23	14	14	679	2,674
5:15 PM		**8**	**22**	**325**	**3**	**14**	**13**	**219**	**18**	**0**	**6**	**12**	**22**	**0**	**22**	**16**	**16**	**716**	2,754
5:30 PM		**9**	**20**	**290**	**4**	**10**	**17**	**219**	**22**	**1**	**4**	**19**	**20**	**0**	**24**	**23**	**26**	**708**	2,794
5:45 PM		**7**	**16**	**275**	**7**	**23**	**9**	**230**	**22**	**0**	**3**	**18**	**16**	**0**	**22**	**25**	**27**	**700**	2,803
6:00 PM		**9**	**20**	**267**	**3**	**18**	**5**	**228**	**13**	**2**	**5**	**19**	**22**	**0**	**32**	**17**	**29**	**689**	**2,813**
6:15 PM		3	18	297	8	21	7	190	16	0	8	12	14	0	33	24	26	677	2,774
6:30 PM		7	16	317	8	28	8	216	25	0	2	13	13	0	15	8	23	699	2,765
6:45 PM		9	16	275	6	15	8	210	12	0	4	16	13	0	25	16	18	643	2,708
Count Total		86	213	3,655	53	205	95	2,513	220	7	43	164	169	0	279	189	259	8,150	0
Peak Hour	**All**	**33**	**78**	**1,157**	**17**	**65**	**44**	**896**	**75**	**3**	**18**	**68**	**80**	**0**	**100**	**81**	**98**	**2,813**	**0**
	HV	**0**	**0**	**14**	**0**	**0**	**1**	**13**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**30**	**0**
	HV%	**0%**	**0%**	**1%**	**0%**	**0%**	**2%**	**1%**	**0%**	**0%**	**0%**	**0%**	**0%**	**-**	**2%**	**0%**	**0%**	**1%**	**0**

Note: Three-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	6	2	0	2	*10*	0	0	2	0	*2*	1	0	2	0	*3*
4:15 PM	6	3	1	0	*10*	0	0	0	5	*5*	0	2	4	5	*11*
4:30 PM	9	3	0	1	*13*	0	1	0	1	*2*	0	3	1	6	*10*
4:45 PM	5	5	0	2	*12*	0	0	1	0	*1*	4	0	2	3	*9*
5:00 PM	5	4	0	0	*9*	0	1	0	2	*3*	1	1	5	3	*10*
5:15 PM	**6**	**1**	**0**	**0**	***7***	**0**	**1**	**2**	**6**	***9***	**2**	**3**	**4**	**1**	*10*
5:30 PM	**4**	**4**	**0**	**1**	***9***	**0**	**0**	**0**	**1**	***1***	**0**	**5**	**1**	**10**	*16*
5:45 PM	**2**	**4**	**0**	**0**	***6***	**1**	**0**	**0**	**7**	***8***	**4**	**0**	**4**	**2**	*10*
6:00 PM	**2**	**5**	**0**	**1**	***8***	**0**	**0**	**4**	**4**	***8***	**1**	**0**	**3**	**7**	***11***
6:15 PM	6	2	0	1	*9*	0	0	0	5	*5*	2	1	1	9	*13*
6:30 PM	4	3	0	0	*7*	1	0	1	4	*6*	0	1	1	1	*3*
6:45 PM	3	2	0	0	*5*	0	1	1	5	*7*	2	1	6	2	*11*
Count Total	58	38	1	8	*105*	2	4	11	40	*57*	17	17	34	49	*117*
Peak Hour	**14**	**14**	**0**	**2**	***30***	**1**	**1**	**6**	**18**	***26***	**7**	**8**	**12**	**20**	***47***

Three-Hour Count Summaries - Heavy Vehicles

Interval Start	El Camino Real				El Camino Real				Calabazas Blvd				Calabazas Blvd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	6	0	0	0	2	0	0	0	0	0	0	1	0	1	10	0
4:15 PM	0	0	6	0	0	0	3	0	1	0	0	0	0	0	0	0	10	0
4:30 PM	0	0	8	1	0	0	3	0	0	0	0	0	0	1	0	0	13	0
4:45 PM	0	0	4	1	0	0	5	0	0	0	0	0	0	1	1	0	12	45
5:00 PM	0	0	5	0	0	0	4	0	0	0	0	0	0	0	0	0	9	44
5:15 PM	**0**	**0**	**6**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	41
5:30 PM	**0**	**0**	**4**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**9**	37
5:45 PM	**0**	**0**	**2**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	31
6:00 PM	**0**	**0**	**2**	**0**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**8**	**30**
6:15 PM	0	0	6	0	0	0	2	0	0	0	0	0	0	1	0	0	9	32
6:30 PM	0	0	4	0	0	0	2	1	0	0	0	0	0	0	0	0	7	30
6:45 PM	0	0	3	0	0	0	2	0	0	0	0	0	0	0	0	0	5	29
Count Total	0	0	56	2	0	1	36	1	1	0	0	0	0	6	1	1	105	0
Peak Hour	**0**	**0**	**14**	**0**	**0**	**1**	**13**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**30**	**0**

Three-Hour Count Summaries - Bikes

Interval Start	El Camino Real			El Camino Real			Calabazas Blvd			Calabazas Blvd			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	2	0	0	0	0	2	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	5	0	5	0
4:30 PM	0	0	0	0	1	0	0	0	0	0	1	0	2	0
4:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	10
5:00 PM	0	0	0	0	0	1	0	0	0	0	2	0	3	11
5:15 PM	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**2**	**0**	**0**	**6**	**0**	**9**	15
5:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	14
5:45 PM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**6**	**0**	**8**	21
6:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**4**	**0**	**8**	**26**
6:15 PM	0	0	0	0	0	0	0	0	0	0	5	0	5	22
6:30 PM	0	1	0	0	0	0	0	1	0	0	4	0	6	27
6:45 PM	0	0	0	0	1	0	0	1	0	0	5	0	7	26
Count Total	0	2	0	0	3	1	0	11	0	1	39	0	57	0
Peak Hour	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**6**	**0**	**1**	**17**	**0**	**26**	**0**

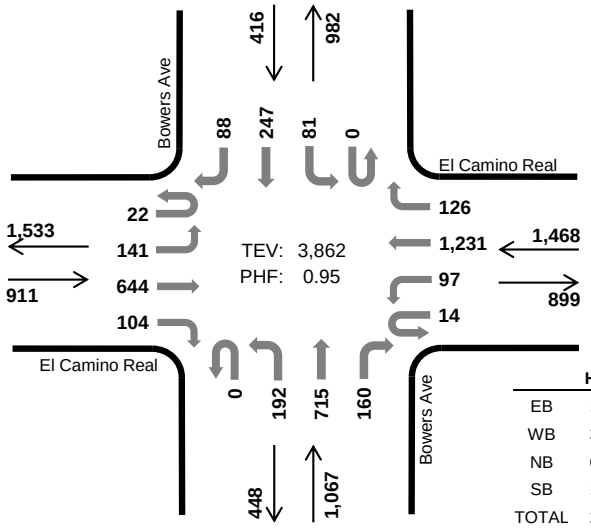
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Bowers Ave
El Camino Real

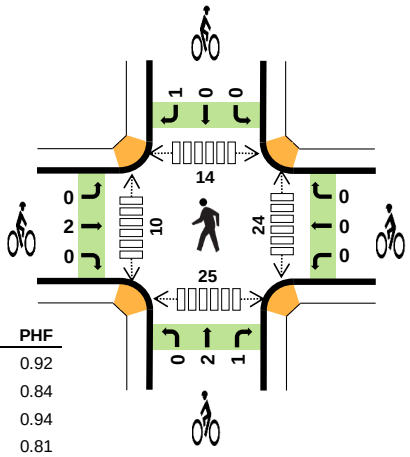
Date: 06-04-2019
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 8:00 AM to 9:00 AM

N

Peak Hour



	HV %:	PHF
EB	1.8%	0.92
WB	3.5%	0.84
NB	0.8%	0.94
SB	1.7%	0.81
TOTAL	2.2%	0.95



Two-Hour Count Summaries

Interval Start		El Camino Real Eastbound UT	LT	TH	RT	El Camino Real Westbound UT	LT	TH	RT	Bowers Ave Northbound UT	LT	TH	RT	Bowers Ave Southbound UT	LT	TH	RT	15-min Total	Rolling One Hour
7:00 AM		1	6	51	9	2	9	199	13	0	10	49	18	0	6	22	6	401	0
7:15 AM		0	13	78	9	1	18	286	17	0	19	61	22	0	9	22	5	560	0
7:30 AM		3	26	107	14	0	20	380	18	1	26	111	30	0	13	45	14	808	0
7:45 AM		7	26	134	16	0	28	342	34	0	23	121	48	0	17	64	17	877	2,646
8:00 AM		**4**	**28**	**154**	**25**	**2**	**44**	**363**	**27**	**0**	**42**	**141**	**60**	**0**	**20**	**89**	**19**	**1,018**	3,263
8:15 AM		**9**	**39**	**169**	**30**	**1**	**21**	**299**	**17**	**0**	**57**	**189**	**37**	**0**	**19**	**77**	**29**	**993**	3,696
8:30 AM		**3**	**39**	**170**	**30**	**5**	**17**	**306**	**32**	**0**	**45**	**181**	**40**	**0**	**26**	**41**	**22**	**957**	3,845
8:45 AM		**6**	**35**	**151**	**19**	**6**	**15**	**263**	**50**	**0**	**48**	**204**	**23**	**0**	**16**	**40**	**18**	**894**	**3,862**
Count Total		33	212	1,014	152	17	172	2,438	208	1	270	1,057	278	0	126	400	130	6,508	0
Peak Hour	**All**	**22**	**141**	**644**	**104**	**14**	**97**	**1,231**	**126**	**0**	**192**	**715**	**160**	**0**	**81**	**247**	**88**	**3,862**	**0**
	HV	**0**	**0**	**15**	**1**	**1**	**2**	**47**	**2**	**0**	**2**	**6**	**1**	**0**	**1**	**3**	**3**	**84**	**0**
	HV%	**0%**	**0%**	**2%**	**1%**	**7%**	**2%**	**4%**	**2%**	**-**	**1%**	**1%**	**1%**	**-**	**1%**	**1%**	**3%**	**2%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) East	West	North	South	Total
7:00 AM	5	6	1	1	*13*	0	0	1	0	*1*	10	1	2	5	*18*
7:15 AM	4	11	2	1	*18*	0	1	1	0	*2*	4	2	4	6	*16*
7:30 AM	6	13	1	4	*24*	0	0	0	0	*0*	11	3	3	10	*27*
7:45 AM	6	12	0	0	*18*	0	0	0	0	*0*	5	3	0	1	*9*
8:00 AM	**4**	**19**	**6**	**1**	***30***	**0**	**0**	**1**	**0**	***1***	**7**	**1**	**2**	**3**	*13*
8:15 AM	**4**	**12**	**2**	**2**	***20***	**1**	**0**	**0**	**0**	***1***	**8**	**2**	**4**	**10**	*24*
8:30 AM	**3**	**12**	**0**	**1**	***16***	**1**	**0**	**0**	**1**	***2***	**4**	**4**	**4**	**5**	*17*
8:45 AM	**5**	**9**	**1**	**3**	***18***	**0**	**0**	**2**	**0**	***2***	**5**	**3**	**4**	**7**	***19***
Count Total	37	94	13	13	*157*	2	1	5	1	*9*	54	19	23	47	*143*
Peak Hour	**16**	**52**	**9**	**7**	***84***	**2**	**0**	**3**	**1**	***6***	**24**	**10**	**14**	**25**	***73***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	El Camino Real				El Camino Real				Bowers Ave				Bowers Ave				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	5	0	0	0	6	0	0	0	1	0	0	0	1	0	13	0
7:15 AM	0	0	4	0	0	1	10	0	0	1	1	0	0	0	1	0	18	0
7:30 AM	0	0	4	2	0	0	12	1	0	0	1	0	0	1	1	2	24	0
7:45 AM	0	0	6	0	0	0	12	0	0	0	0	0	0	0	0	0	18	73
8:00 AM	**0**	**0**	**3**	**1**	**0**	**2**	**15**	**2**	**0**	**1**	**4**	**1**	**0**	**1**	**0**	**0**	**30**	90
8:15 AM	**0**	**0**	**4**	**0**	**0**	**0**	**12**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**1**	**1**	**20**	92
8:30 AM	**0**	**0**	**3**	**0**	**0**	**0**	**12**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**16**	84
8:45 AM	**0**	**0**	**5**	**0**	**1**	**0**	**8**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**2**	**18**	**84**
Count Total	0	0	34	3	1	3	87	3	0	3	9	1	0	2	6	5	157	0
Peak Hour	**0**	**0**	**15**	**1**	**1**	**2**	**47**	**2**	**0**	**2**	**6**	**1**	**0**	**1**	**3**	**3**	**84**	**0**

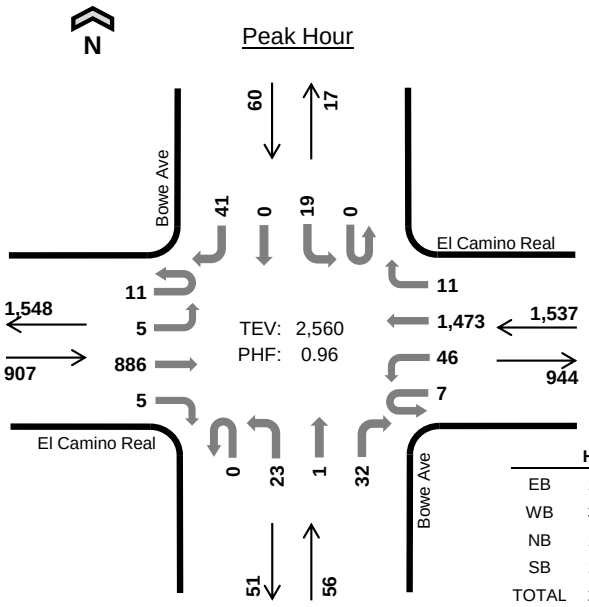
Two-Hour Count Summaries - Bikes

Interval Start	El Camino Real			El Camino Real			Bowers Ave			Bowers Ave			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	1	0
7:15 AM	0	0	0	0	1	0	0	1	0	0	0	0	2	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	3
8:15 AM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	2
8:30 AM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**2**	4
8:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**2**	**6**
Count Total	0	2	0	0	1	0	0	4	1	0	0	1	9	0
Peak Hour	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**2**	**1**	**0**	**0**	**1**	**6**	**0**

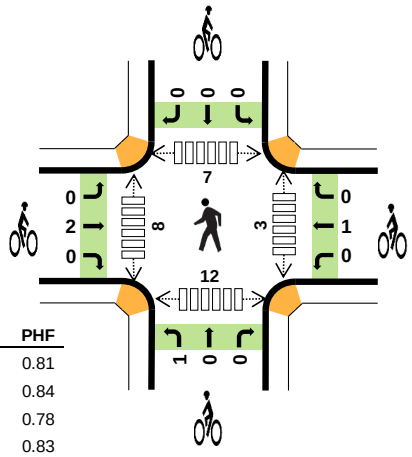
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Bowe Ave
El Camino Real

Date: 06-04-2019
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:45 AM to 8:45 AM



	HV %:	PHF
EB	1.9%	0.81
WB	3.5%	0.84
NB	1.8%	0.78
SB	1.7%	0.83
TOTAL	2.9%	0.96



Two-Hour Count Summaries

Interval Start		El Camino Real Eastbound UT	LT	TH	RT	El Camino Real Westbound UT	LT	TH	RT	Bowe Ave Northbound UT	LT	TH	RT	Bowe Ave Southbound UT	LT	TH	RT	15-min Total	Rolling One Hour
7:00 AM		0	0	72	1	1	5	227	1	0	4	0	5	0	1	0	1	318	0
7:15 AM		0	1	102	0	4	7	370	4	0	2	0	8	0	3	0	4	505	0
7:30 AM		2	1	141	1	2	7	392	3	0	3	0	11	0	1	0	9	573	0
7:45 AM		**2**	**1**	**191**	**1**	**2**	**20**	**430**	**4**	**0**	**3**	**1**	**2**	**0**	**3**	**0**	**8**	**668**	2,064
8:00 AM		**0**	**0**	**236**	**0**	**1**	**12**	**369**	**1**	**0**	**10**	**0**	**5**	**0**	**6**	**0**	**12**	**652**	2,398
8:15 AM		**1**	**1**	**192**	**1**	**3**	**7**	**343**	**3**	**0**	**5**	**0**	**13**	**0**	**4**	**0**	**10**	**583**	2,476
8:30 AM		**8**	**3**	**267**	**3**	**1**	**7**	**331**	**3**	**0**	**5**	**0**	**12**	**0**	**6**	**0**	**11**	**657**	**2,560**
8:45 AM		1	1	189	2	3	9	314	1	0	7	0	9	0	5	0	12	553	2,445
Count Total		14	8	1,390	9	17	74	2,776	20	0	39	1	65	0	29	0	67	4,509	0
Peak Hour	**All**	**11**	**5**	**886**	**5**	**7**	**46**	**1,473**	**11**	**0**	**23**	**1**	**32**	**0**	**19**	**0**	**41**	**2,560**	**0**
	HV	**0**	**0**	**17**	**0**	**0**	**0**	**53**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**73**	**0**
	HV%	**0%**	**0%**	**2%**	**0%**	**0%**	**0%**	**4%**	**9%**	**-**	**4%**	**0%**	**0%**	**-**	**0%**	**-**	**2%**	**3%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) East	West	North	South	Total
7:00 AM	5	5	0	0	*10*	0	0	0	0	*0*	1	0	3	0	*4*
7:15 AM	3	14	0	0	*17*	0	1	1	0	*2*	0	1	6	3	*10*
7:30 AM	4	11	0	0	*15*	0	0	0	0	*0*	0	0	1	4	*5*
7:45 AM	**6**	**14**	**0**	**1**	***21***	**0**	**0**	**0**	**0**	***0***	**1**	**4**	**2**	**3**	*10*
8:00 AM	**5**	**16**	**1**	**0**	***22***	**1**	**1**	**0**	**0**	***2***	**1**	**0**	**4**	**4**	*9*
8:15 AM	**3**	**13**	**0**	**0**	***16***	**1**	**0**	**1**	**0**	***2***	**1**	**4**	**0**	**3**	*8*
8:30 AM	**3**	**11**	**0**	**0**	***14***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**1**	**2**	***3***
8:45 AM	7	10	0	0	*17*	0	0	0	0	*0*	0	0	8	3	*11*
Count Total	36	94	1	1	*132*	2	2	2	0	*6*	4	9	25	22	*60*
Peak Hour	**17**	**54**	**1**	**1**	***73***	**2**	**1**	**1**	**0**	***4***	**3**	**8**	**7**	**12**	***30***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	El Camino Real				El Camino Real				Bowe Ave				Bowe Ave				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	5	0	0	0	5	0	0	0	0	0	0	0	0	0	10	0
7:15 AM	0	0	3	0	0	0	14	0	0	0	0	0	0	0	0	0	17	0
7:30 AM	0	0	4	0	0	0	11	0	0	0	0	0	0	0	0	0	15	0
7:45 AM	**0**	**0**	**6**	**0**	**0**	**0**	**13**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**21**	63
8:00 AM	**0**	**0**	**5**	**0**	**0**	**0**	**16**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**22**	75
8:15 AM	**0**	**0**	**3**	**0**	**0**	**0**	**13**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**16**	74
8:30 AM	**0**	**0**	**3**	**0**	**0**	**0**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**14**	**73**
8:45 AM	0	0	7	0	0	0	10	0	0	0	0	0	0	0	0	0	17	69
Count Total	0	0	36	0	0	0	93	1	0	1	0	0	0	0	0	1	132	0
Peak Hour	**0**	**0**	**17**	**0**	**0**	**0**	**53**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**73**	**0**

Two-Hour Count Summaries - Bikes

Interval Start	El Camino Real			El Camino Real			Bowe Ave			Bowe Ave			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	1	0	0	0	1	0	0	0	2	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	2
8:00 AM	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	4
8:15 AM	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**2**	4
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Count Total	0	2	0	0	2	0	1	0	1	0	0	0	6	0
Peak Hour	**0**	**2**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**4**	**0**

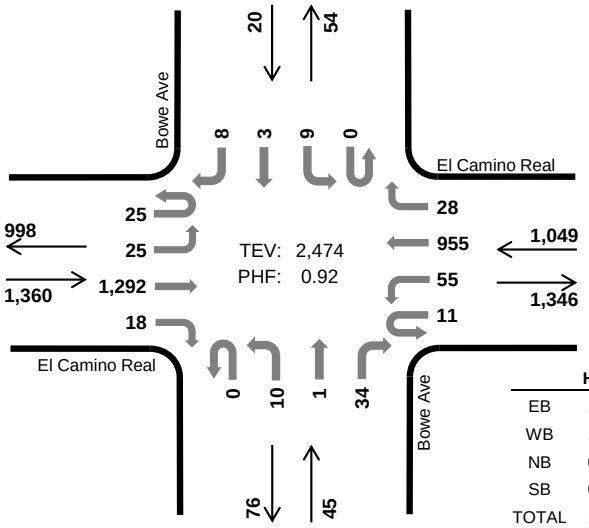
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Bowe Ave
El Camino Real

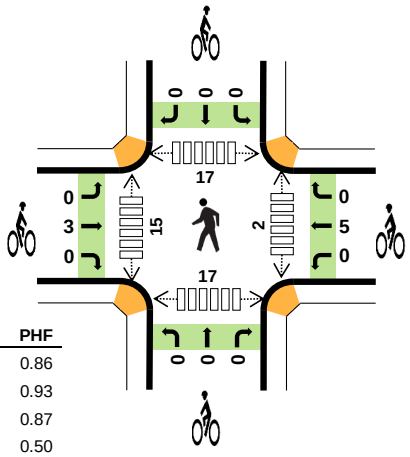
Date: 06-04-2019
Count Period: 4:00 PM to 7:00 PM
Peak Hour: 5:15 PM to 6:15 PM

N

Peak Hour



	HV %:	PHF
EB	1.4%	0.86
WB	1.0%	0.93
NB	0.0%	0.87
SB	0.0%	0.50
TOTAL	1.2%	0.92



Three-Hour Count Summaries

Interval Start		El Camino Real Eastbound UT	LT	TH	RT	El Camino Real Westbound UT	LT	TH	RT	Bowe Ave Northbound UT	LT	TH	RT	Bowe Ave Southbound UT	LT	TH	RT	15-min Total	Rolling One Hour
5:15 PM		5	5	376	8	2	8	246	3	0	2	1	10	0	0	3	1	670	0
5:30 PM		11	5	272	2	1	13	217	9	0	2	0	9	0	1	0	1	543	0
5:45 PM		5	9	353	4	4	19	250	10	0	2	0	7	0	2	0	2	667	0
6:00 PM		4	6	291	4	4	15	242	6	0	4	0	8	0	6	0	4	594	2,474
Peak Hour	All	25	25	1,292	18	11	55	955	28	0	10	1	34	0	9	3	8	2,474	0
	HV	0	0	19	0	0	0	11	0	0	0	0	0	0	0	0	0	30	0
	HV%	0%	0%	1%	0%	0%	0%	1%	0%	-	0%	0%	0%	-	0%	0%	0%	1%	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) East	West	North	South	Total
5:15 PM	8	2	0	0	*10*	1	3	0	0	*4*	0	8	6	5	*19*
5:30 PM	3	3	0	0	*6*	1	2	0	0	*3*	2	0	3	3	*8*
5:45 PM	5	2	0	0	*7*	1	0	0	0	*1*	0	2	4	3	*9*
6:00 PM	3	4	0	0	*7*	0	0	0	0	*0*	0	5	4	6	*15*
Peak Hour	19	11	0	0	*30*	3	5	0	0	*8*	2	15	17	17	*51*

Three-Hour Count Summaries

Interval Start	El Camino Real				El Camino Real				Bowe Ave				Bowe Ave				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	2	1	292	3	1	12	224	4	0	2	0	2	0	2	0	1	546	0
4:15 PM	3	3	326	6	3	10	212	3	0	3	0	8	0	5	0	2	584	0
4:30 PM	5	5	342	7	1	9	212	3	0	6	0	6	0	1	1	0	598	0
4:45 PM	3	4	349	10	2	13	196	3	0	2	0	4	0	1	0	1	588	2,316
5:00 PM	5	5	284	4	2	11	232	1	0	2	0	4	0	5	0	4	559	2,329
5:15 PM	**5**	**5**	**376**	**8**	**2**	**8**	**246**	**3**	**0**	**2**	**1**	**10**	**0**	**0**	**3**	**1**	**670**	2,415
5:30 PM	**11**	**5**	**272**	**2**	**1**	**13**	**217**	**9**	**0**	**2**	**0**	**9**	**0**	**1**	**0**	**1**	**543**	2,360
5:45 PM	**5**	**9**	**353**	**4**	**4**	**19**	**250**	**10**	**0**	**2**	**0**	**7**	**0**	**2**	**0**	**2**	**667**	2,439
6:00 PM	**4**	**6**	**291**	**4**	**4**	**15**	**242**	**6**	**0**	**4**	**0**	**8**	**0**	**6**	**0**	**4**	**594**	**2,474**
6:15 PM	4	6	304	6	0	15	246	7	0	3	1	8	0	4	0	2	606	2,410
6:30 PM	8	6	344	1	5	14	193	5	0	2	0	11	0	4	0	4	597	2,464
6:45 PM	5	7	316	5	3	15	231	6	0	5	0	4	0	5	0	2	604	2,401
Count Total	60	62	3,849	60	28	154	2,701	60	0	35	2	81	0	36	4	24	7,156	0
Peak Hour All	**25**	**25**	**1,292**	**18**	**11**	**55**	**955**	**28**	**0**	**10**	**1**	**34**	**0**	**9**	**3**	**8**	**2,474**	**0**
Peak Hour HV	**0**	**0**	**19**	**0**	**0**	**0**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**30**	**0**
Peak Hour HV%	**0%**	**0%**	**1%**	**0%**	**0%**	**0%**	**1%**	**0%**	**-**	**0%**	**0%**	**0%**	**-**	**0%**	**0%**	**0%**	**1%**	**0**

Note: Three-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	11	4	0	0	*15*	0	1	0	0	*1*	1	0	3	0	*4*
4:15 PM	3	4	1	0	*8*	0	0	0	0	*0*	2	1	4	1	*8*
4:30 PM	10	5	0	0	*15*	0	1	0	0	*1*	1	4	5	3	*13*
4:45 PM	5	3	0	0	*8*	1	2	0	0	*3*	1	1	1	4	*7*
5:00 PM	7	4	0	0	*11*	1	0	1	0	*2*	1	1	2	3	*7*
5:15 PM	**8**	**2**	**0**	**0**	***10***	**1**	**3**	**0**	**0**	***4***	**0**	**8**	**6**	**5**	*19*
5:30 PM	**3**	**3**	**0**	**0**	***6***	**1**	**2**	**0**	**0**	***3***	**2**	**0**	**3**	**3**	*8*
5:45 PM	**5**	**2**	**0**	**0**	***7***	**1**	**0**	**0**	**0**	***1***	**0**	**2**	**4**	**3**	*9*
6:00 PM	**3**	**4**	**0**	**0**	***7***	**0**	**0**	**0**	**0**	***0***	**0**	**5**	**4**	**6**	***15***
6:15 PM	8	2	0	0	*10*	1	0	0	0	*1*	2	2	1	5	*10*
6:30 PM	4	2	0	0	*6*	0	0	0	0	*0*	2	3	8	0	*13*
6:45 PM	4	3	0	0	*7*	0	0	0	0	*0*	2	1	5	4	*12*
Count Total	71	38	1	0	*110*	6	9	1	0	*16*	14	28	46	37	*125*
Peak Hour	**19**	**11**	**0**	**0**	***30***	**3**	**5**	**0**	**0**	***8***	**2**	**15**	**17**	**17**	***51***

Three-Hour Count Summaries - Heavy Vehicles

Interval Start	El Camino Real				El Camino Real				Bowe Ave				Bowe Ave				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	11	0	0	1	3	0	0	0	0	0	0	0	0	0	15	0
4:15 PM	0	0	3	0	0	0	3	1	0	0	0	1	0	0	0	0	8	0
4:30 PM	0	0	10	0	0	0	5	0	0	0	0	0	0	0	0	0	15	0
4:45 PM	0	0	5	0	0	0	3	0	0	0	0	0	0	0	0	0	8	46
5:00 PM	0	0	7	0	0	0	4	0	0	0	0	0	0	0	0	0	11	42
5:15 PM	**0**	**0**	**8**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**10**	44
5:30 PM	**0**	**0**	**3**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	35
5:45 PM	**0**	**0**	**5**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	34
6:00 PM	**0**	**0**	**3**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**30**
6:15 PM	0	0	8	0	0	0	2	0	0	0	0	0	0	0	0	0	10	30
6:30 PM	0	0	4	0	0	0	2	0	0	0	0	0	0	0	0	0	6	30
6:45 PM	0	0	4	0	0	0	3	0	0	0	0	0	0	0	0	0	7	30
Count Total	0	0	71	0	0	1	36	1	0	0	0	1	0	0	0	0	110	0
Peak Hour	**0**	**0**	**19**	**0**	**0**	**0**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**30**	**0**

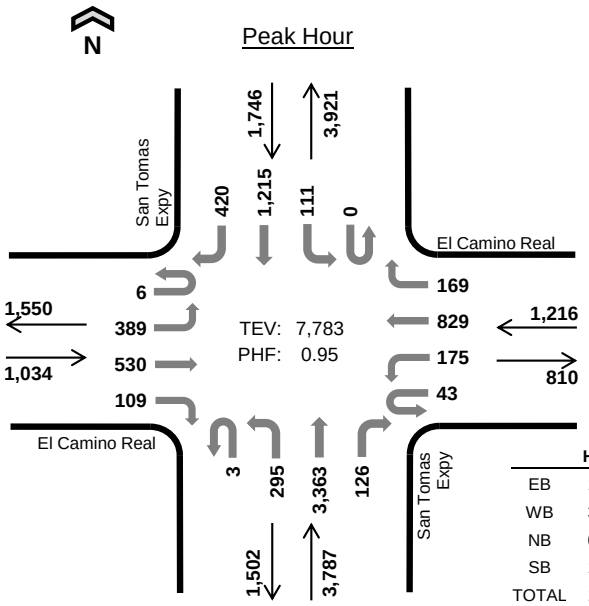
Three-Hour Count Summaries - Bikes

Interval Start	El Camino Real			El Camino Real			Bowe Ave			Bowe Ave			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	0
4:45 PM	0	1	0	0	2	0	0	0	0	0	0	0	3	5
5:00 PM	1	0	0	0	0	0	0	0	1	0	0	0	2	6
5:15 PM	**0**	**1**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	10
5:30 PM	**0**	**1**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	12
5:45 PM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	10
6:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8**
6:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	5
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Count Total	1	5	0	0	9	0	0	0	1	0	0	0	16	0
Peak Hour	**0**	**3**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	**0**

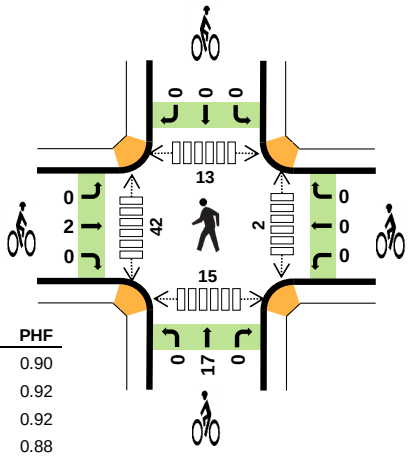
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

San Tomas Expy
El Camino Real

Date: 06-04-2019
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:45 AM to 8:45 AM



	HV %:	PHF
EB	1.7%	0.90
WB	3.8%	0.92
NB	0.6%	0.92
SB	1.6%	0.88
TOTAL	1.5%	0.95



Two-Hour Count Summaries

Interval Start		El Camino Real Eastbound UT	LT	TH	RT	El Camino Real Westbound UT	LT	TH	RT	San Tomas Expy Northbound UT	LT	TH	RT	San Tomas Expy Southbound UT	LT	TH	RT	15-min Total	Rolling One Hour
7:00 AM		0	37	57	4	4	22	146	34	0	70	501	17	0	7	132	32	1,063	0
7:15 AM		1	58	63	7	10	27	191	31	0	103	632	18	0	15	204	70	1,430	0
7:30 AM		2	62	80	18	14	37	211	33	0	85	731	17	0	18	234	82	1,624	0
7:45 AM		**1**	**105**	**102**	**19**	**12**	**35**	**248**	**34**	**0**	**87**	**682**	**30**	**0**	**26**	**336**	**135**	**1,852**	5,969
8:00 AM		**2**	**103**	**136**	**37**	**9**	**61**	**204**	**36**	**1**	**88**	**862**	**38**	**0**	**25**	**320**	**130**	**2,052**	6,958
8:15 AM		**1**	**88**	**131**	**23**	**12**	**42**	**177**	**42**	**1**	**67**	**934**	**29**	**0**	**33**	**322**	**88**	**1,990**	7,518
8:30 AM		**2**	**93**	**161**	**30**	**10**	**37**	**200**	**57**	**1**	**53**	**885**	**29**	**0**	**27**	**237**	**67**	**1,889**	**7,783**
8:45 AM		2	102	131	19	13	45	193	25	0	81	784	34	1	26	189	49	1,694	7,625
Count Total		11	648	861	157	84	306	1,570	292	3	634	6,011	212	1	177	1,974	653	13,594	0
Peak Hour	**All**	**6**	**389**	**530**	**109**	**43**	**175**	**829**	**169**	**3**	**295**	**3,363**	**126**	**0**	**111**	**1,215**	**420**	**7,783**	**0**
	HV	**0**	**0**	**15**	**3**	**1**	**2**	**39**	**4**	**0**	**4**	**18**	**1**	**0**	**1**	**17**	**10**	**115**	**0**
	HV%	**0%**	**0%**	**3%**	**3%**	**2%**	**1%**	**5%**	**2%**	**0%**	**1%**	**1%**	**1%**	**-**	**1%**	**1%**	**2%**	**1%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) East	West	North	South	Total
7:00 AM	4	8	3	10	*25*	0	0	2	0	*2*	2	7	0	1	*10*
7:15 AM	2	8	10	8	*28*	1	0	1	0	*2*	1	5	2	4	*12*
7:30 AM	4	10	4	10	*28*	0	0	3	0	*3*	1	8	5	2	*16*
7:45 AM	**5**	**14**	**5**	**9**	***33***	**0**	**0**	**7**	**0**	***7***	**1**	**12**	**7**	**3**	*23*
8:00 AM	**6**	**13**	**5**	**7**	***31***	**0**	**0**	**2**	**0**	***2***	**1**	**3**	**2**	**5**	*11*
8:15 AM	**3**	**7**	**6**	**5**	***21***	**2**	**0**	**5**	**0**	***7***	**0**	**14**	**3**	**3**	*20*
8:30 AM	**4**	**12**	**7**	**7**	***30***	**0**	**0**	**3**	**0**	***3***	**0**	**13**	**1**	**4**	***18***
8:45 AM	7	9	7	12	*35*	0	0	2	1	*3*	1	9	4	1	*15*
Count Total	35	81	47	68	*231*	3	0	25	1	*29*	7	71	24	23	*125*
Peak Hour	**18**	**46**	**23**	**28**	***115***	**2**	**0**	**17**	**0**	***19***	**2**	**42**	**13**	**15**	***72***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	El Camino Real				El Camino Real				San Tomas Expy				San Tomas Expy				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	4	0	0	0	5	3	0	0	2	1	0	0	9	1	25	0
7:15 AM	0	0	2	0	0	0	8	0	0	1	8	1	0	0	4	4	28	0
7:30 AM	0	0	4	0	0	1	8	1	0	0	4	0	0	2	5	3	28	0
7:45 AM	**0**	**0**	**5**	**0**	**0**	**0**	**14**	**0**	**0**	**0**	**5**	**0**	**0**	**0**	**4**	**5**	**33**	114
8:00 AM	**0**	**0**	**3**	**3**	**1**	**0**	**10**	**2**	**0**	**1**	**4**	**0**	**0**	**1**	**5**	**1**	**31**	120
8:15 AM	**0**	**0**	**3**	**0**	**0**	**0**	**6**	**1**	**0**	**3**	**3**	**0**	**0**	**0**	**4**	**1**	**21**	113
8:30 AM	**0**	**0**	**4**	**0**	**0**	**2**	**9**	**1**	**0**	**0**	**6**	**1**	**0**	**0**	**4**	**3**	**30**	**115**
8:45 AM	0	1	6	0	0	1	8	0	0	1	4	2	0	4	7	1	35	117
Count Total	0	1	31	3	1	4	68	8	0	6	36	5	0	7	42	19	231	0
Peak Hour	**0**	**0**	**15**	**3**	**1**	**2**	**39**	**4**	**0**	**4**	**18**	**1**	**0**	**1**	**17**	**10**	**115**	**0**

Two-Hour Count Summaries - Bikes

Interval Start	El Camino Real			El Camino Real			San Tomas Expy			San Tomas Expy			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	2	0	0	0	0	2	0
7:15 AM	0	0	1	0	0	0	0	1	0	0	0	0	2	0
7:30 AM	0	0	0	0	0	0	0	3	0	0	0	0	3	0
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**0**	**0**	**0**	**0**	**7**	14
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**2**	14
8:15 AM	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**7**	19
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**3**	**19**
8:45 AM	0	0	0	0	0	0	0	2	0	0	1	0	3	15
Count Total	0	2	1	0	0	0	0	25	0	0	1	0	29	0
Peak Hour	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**17**	**0**	**0**	**0**	**0**	**19**	**0**

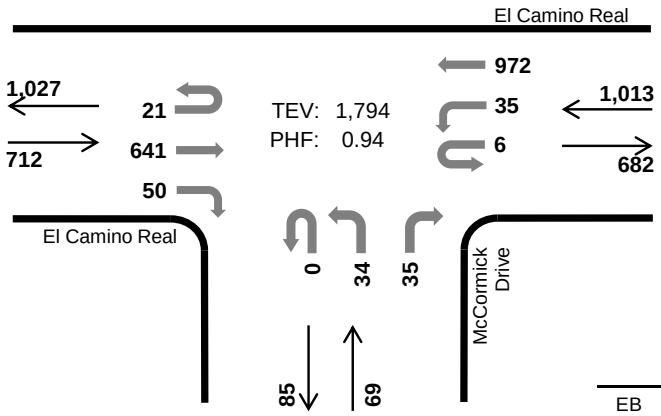
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

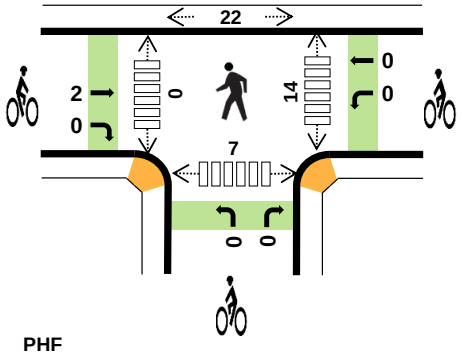
McCormick Drive
El Camino Real

N

Peak Hour

Date: 06-04-2019
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 8:00 AM to 9:00 AM





	HV %:	PHF
EB	3.2%	0.91
WB	4.4%	0.92
NB	0.0%	0.82
SB	-	-
TOTAL	3.8%	0.94

Two-Hour Count Summaries

Interval Start		El Camino Real Eastbound				El Camino Real Westbound				McCormick Drive Northbound				n/a Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		2	0	44	2	1	6	147	0	0	3	0	3	0	0	0	0	208	0
7:15 AM		5	0	92	2	1	3	218	0	0	7	0	5	0	0	0	0	333	0
7:30 AM		4	0	93	2	1	4	296	0	0	8	0	6	0	0	0	0	414	0
7:45 AM		4	0	118	3	0	4	261	0	0	8	0	5	0	0	0	0	403	1,358
8:00 AM		**5**	**0**	**158**	**12**	**0**	**7**	**260**	**0**	**0**	**4**	**0**	**7**	**0**	**0**	**0**	**0**	**453**	1,603
8:15 AM		**2**	**0**	**178**	**15**	**1**	**13**	**228**	**0**	**0**	**10**	**0**	**11**	**0**	**0**	**0**	**0**	**458**	1,728
8:30 AM		**8**	**0**	**162**	**12**	**1**	**6**	**268**	**0**	**0**	**12**	**0**	**8**	**0**	**0**	**0**	**0**	**477**	1,791
8:45 AM		**6**	**0**	**143**	**11**	**4**	**9**	**216**	**0**	**0**	**8**	**0**	**9**	**0**	**0**	**0**	**0**	**406**	**1,794**
Count Total		36	0	988	59	9	52	1,894	0	0	60	0	54	0	0	0	0	3,152	0
Peak Hour	**All**	**21**	**0**	**641**	**50**	**6**	**35**	**972**	**0**	**0**	**34**	**0**	**35**	**0**	**0**	**0**	**0**	**1,794**	**0**
	HV	**0**	**0**	**21**	**2**	**0**	**0**	**45**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**68**	**0**
	HV%	**0%**	**-**	**3%**	**4%**	**0%**	**0%**	**5%**	**-**	**-**	**0%**	**-**	**0%**	**-**	**-**	**-**	**-**	**4%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	5	5	0	0	*10*	0	1	0	0	*1*	1	0	3	1	*5*
7:15 AM	4	8	0	0	*12*	0	0	0	0	*0*	0	0	1	0	*1*
7:30 AM	4	15	0	0	*19*	0	0	0	0	*0*	0	0	1	0	*1*
7:45 AM	6	10	1	0	*17*	0	0	0	0	*0*	2	0	1	2	*5*
8:00 AM	**3**	**15**	**0**	**0**	***18***	**1**	**0**	**0**	**0**	***1***	**2**	**0**	**2**	**1**	*5*
8:15 AM	**5**	**9**	**0**	**0**	***14***	**1**	**0**	**0**	**0**	***1***	**2**	**0**	**11**	**0**	*13*
8:30 AM	**5**	**12**	**0**	**0**	***17***	**0**	**0**	**0**	**0**	***0***	**3**	**0**	**1**	**5**	*9*
8:45 AM	**10**	**9**	**0**	**0**	***19***	**0**	**0**	**0**	**0**	***0***	**7**	**0**	**8**	**1**	***16***
Count Total	42	83	1	0	*126*	2	1	0	0	*3*	17	0	28	10	*55*
Peak Hr	**23**	**45**	**0**	**0**	***68***	**2**	**0**	**0**	**0**	***2***	**14**	**0**	**22**	**7**	***43***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	El Camino Real				El Camino Real				McCormick Drive				n/a				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	5	0	0	0	5	0	0	0	0	0	0	0	0	0	10	0
7:15 AM	0	0	4	0	0	0	8	0	0	0	0	0	0	0	0	0	12	0
7:30 AM	0	0	4	0	0	0	15	0	0	0	0	0	0	0	0	0	19	0
7:45 AM	1	0	5	0	0	0	10	0	0	0	0	1	0	0	0	0	17	58
8:00 AM	**0**	**0**	**3**	**0**	**0**	**0**	**15**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**18**	66
8:15 AM	**0**	**0**	**5**	**0**	**0**	**0**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**14**	68
8:30 AM	**0**	**0**	**4**	**1**	**0**	**0**	**12**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**17**	66
8:45 AM	**0**	**0**	**9**	**1**	**0**	**0**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**19**	**68**
Count Total	1	0	39	2	0	0	83	0	0	0	0	1	0	0	0	0	126	0
Peak Hour	**0**	**0**	**21**	**2**	**0**	**0**	**45**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**68**	**0**

Two-Hour Count Summaries - Bikes

Interval Start	El Camino Real			El Camino Real			McCormick Drive			n/a			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	1	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:00 AM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	1
8:15 AM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	2
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	2
8:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**
Count Total	0	2	0	1	0	0	0	0	0	0	0	0	3	0
Peak Hour	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**

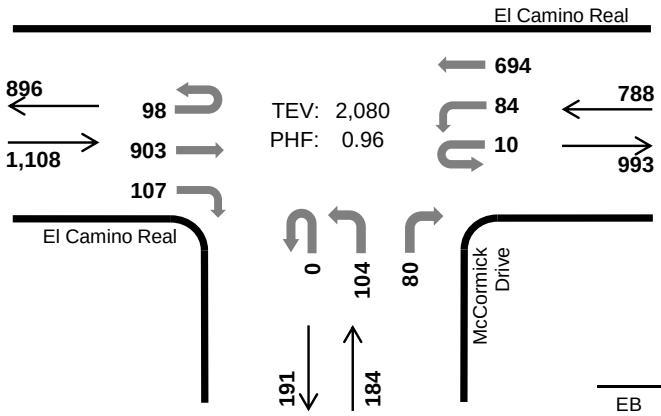
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

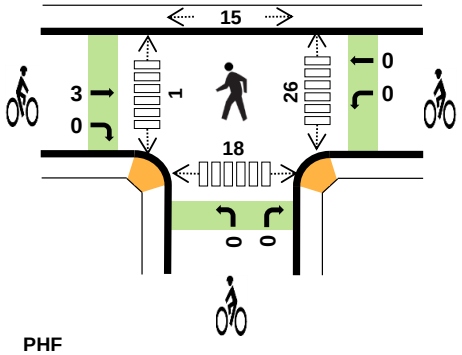
McCormick Drive
El Camino Real

N

Peak Hour

Date: 06-04-2019
Count Period: 4:00 PM to 7:00 PM
Peak Hour: 5:15 PM to 6:15 PM





	HV %:	PHF
EB	1.9%	0.93
WB	1.3%	0.92
NB	0.0%	0.98
SB	-	-
TOTAL	1.5%	0.96

Three-Hour Count Summaries

Interval Start		El Camino Real Eastbound				El Camino Real Westbound				McCormick Drive Northbound				n/a Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
5:15 PM		23	0	228	31	3	16	151	0	0	28	0	19	0	0	0	0	499	0
5:30 PM		28	0	236	20	3	26	184	0	0	28	0	19	0	0	0	0	544	0
5:45 PM		24	0	243	32	0	22	175	0	0	24	0	22	0	0	0	0	542	0
6:00 PM		23	0	196	24	4	20	184	0	0	24	0	20	0	0	0	0	495	2,080
Peak Hour	All	98	0	903	107	10	84	694	0	0	104	0	80	0	0	0	0	2,080	0
	HV	0	0	20	1	0	0	10	0	0	0	0	0	0	0	0	0	31	0
	HV%	0%	-	2%	1%	0%	0%	1%	-	-	0%	-	0%	-	-	-	-	1%	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
5:15 PM	6	1	0	0	*7*	1	0	0	0	*1*	7	0	3	5	*15*
5:30 PM	6	3	0	0	*9*	1	0	0	0	*1*	6	0	5	3	*14*
5:45 PM	6	3	0	0	*9*	1	0	0	0	*1*	9	0	4	7	*20*
6:00 PM	3	3	0	0	*6*	0	0	0	0	*0*	4	1	3	3	*11*
Peak Hour	21	10	0	0	*31*	3	0	0	0	*3*	26	1	15	18	*60*

Three-Hour Count Summaries

Interval Start	El Camino Real				El Camino Real				McCormick Drive				n/a				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	17	0	221	28	1	18	128	0	0	35	0	17	0	0	0	0	465	0
4:15 PM	11	0	197	26	1	15	109	0	0	20	0	18	0	0	0	0	397	0
4:30 PM	18	0	212	31	6	13	142	0	0	22	0	14	0	0	0	0	458	0
4:45 PM	23	0	238	31	2	18	136	0	0	24	0	19	0	0	0	0	491	1,811
5:00 PM	22	0	223	36	2	18	141	0	0	33	0	16	0	0	0	0	491	1,837
5:15 PM	**23**	**0**	**228**	**31**	**3**	**16**	**151**	**0**	**0**	**28**	**0**	**19**	**0**	**0**	**0**	**0**	**499**	1,939
5:30 PM	**28**	**0**	**236**	**20**	**3**	**26**	**184**	**0**	**0**	**28**	**0**	**19**	**0**	**0**	**0**	**0**	**544**	2,025
5:45 PM	**24**	**0**	**243**	**32**	**0**	**22**	**175**	**0**	**0**	**24**	**0**	**22**	**0**	**0**	**0**	**0**	**542**	2,076
6:00 PM	**23**	**0**	**196**	**24**	**4**	**20**	**184**	**0**	**0**	**24**	**0**	**20**	**0**	**0**	**0**	**0**	**495**	**2,080**
6:15 PM	27	0	201	30	5	19	170	0	0	23	0	23	0	0	0	0	498	2,079
6:30 PM	19	0	228	39	1	21	164	0	0	25	0	16	0	0	0	0	513	2,048
6:45 PM	41	0	209	32	3	20	172	0	0	29	0	20	0	0	0	0	526	2,032
Count Total	276	0	2,632	360	31	226	1,856	0	0	315	0	223	0	0	0	0	5,919	0
Peak Hour All	**98**	**0**	**903**	**107**	**10**	**84**	**694**	**0**	**0**	**104**	**0**	**80**	**0**	**0**	**0**	**0**	**2,080**	**0**
Peak Hour HV	**0**	**0**	**20**	**1**	**0**	**0**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**31**	**0**
Peak Hour HV%	**0%**	**-**	**2%**	**1%**	**0%**	**0%**	**1%**	**-**	**-**	**0%**	**-**	**0%**	**-**	**-**	**-**	**-**	**1%**	**0**

Note: Three-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	10	4	0	0	*14*	1	1	0	0	*2*	6	0	5	5	*16*
4:15 PM	4	3	0	0	*7*	0	0	0	0	*0*	5	0	5	0	*10*
4:30 PM	6	7	0	0	*13*	0	1	0	0	*1*	5	0	1	0	*6*
4:45 PM	6	4	0	0	*10*	0	0	0	0	*0*	5	0	2	4	*11*
5:00 PM	1	1	0	0	*2*	0	0	0	0	*0*	3	0	3	0	*6*
5:15 PM	**6**	**1**	**0**	**0**	***7***	**1**	**0**	**0**	**0**	***1***	**7**	**0**	**3**	**5**	*15*
5:30 PM	**6**	**3**	**0**	**0**	***9***	**1**	**0**	**0**	**0**	***1***	**6**	**0**	**5**	**3**	*14*
5:45 PM	**6**	**3**	**0**	**0**	***9***	**1**	**0**	**0**	**0**	***1***	**9**	**0**	**4**	**7**	*20*
6:00 PM	**3**	**3**	**0**	**0**	***6***	**0**	**0**	**0**	**0**	***0***	**4**	**1**	**3**	**3**	***11***
6:15 PM	3	3	0	0	*6*	0	0	0	0	*0*	7	0	5	2	*14*
6:30 PM	6	3	0	0	*9*	0	0	0	0	*0*	8	0	4	5	*17*
6:45 PM	2	0	0	0	*2*	0	0	0	0	*0*	11	0	7	5	*23*
Count Total	59	35	0	0	*94*	4	2	0	0	*6*	76	1	47	39	*163*
Peak Hr	**21**	**10**	**0**	**0**	***31***	**3**	**0**	**0**	**0**	***3***	**26**	**1**	**15**	**18**	***60***

Three-Hour Count Summaries - Heavy Vehicles

Interval Start	El Camino Real				El Camino Real				McCormick Drive				n/a				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	10	0	0	0	4	0	0	0	0	0	0	0	0	0	14	0
4:15 PM	0	0	4	0	0	0	3	0	0	0	0	0	0	0	0	0	7	0
4:30 PM	0	0	5	1	1	0	6	0	0	0	0	0	0	0	0	0	13	0
4:45 PM	0	0	6	0	0	0	4	0	0	0	0	0	0	0	0	0	10	44
5:00 PM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	32
5:15 PM	**0**	**0**	**5**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	32
5:30 PM	**0**	**0**	**6**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**9**	28
5:45 PM	**0**	**0**	**6**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**9**	27
6:00 PM	**0**	**0**	**3**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**31**
6:15 PM	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	6	30
6:30 PM	0	0	6	0	0	0	3	0	0	0	0	0	0	0	0	0	9	30
6:45 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	23
Count Total	0	0	57	2	1	0	34	0	0	0	0	0	0	0	0	0	94	0
Peak Hour	**0**	**0**	**20**	**1**	**0**	**0**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**31**	**0**

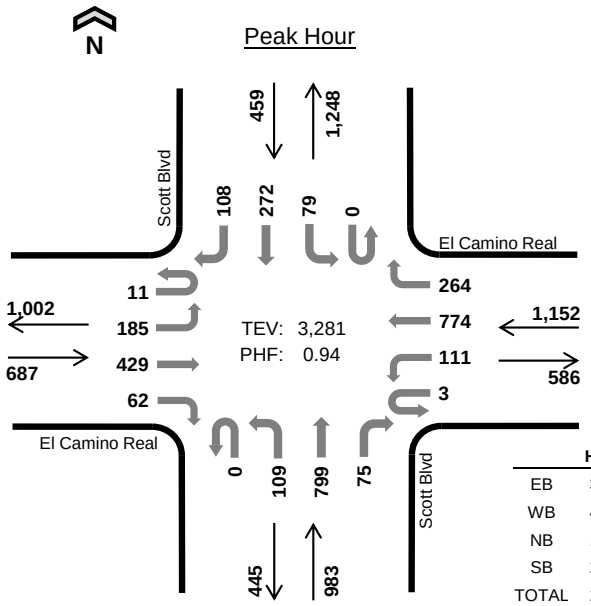
Three-Hour Count Summaries - Bikes

Interval Start	El Camino Real			El Camino Real			McCormick Drive			n/a			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	1	0	1	0	0	0	0	0	0	0	2	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	2
5:30 PM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	2
5:45 PM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	3
6:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	3	1	0	2	0	0	0	0	0	0	0	6	0
Peak Hour	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**

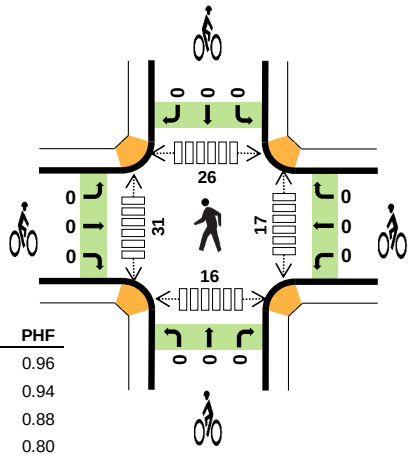
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Scott Blvd
El Camino Real

Date: 06-04-2019
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 8:00 AM to 9:00 AM



	HV %:	PHF
EB	3.2%	0.96
WB	4.3%	0.94
NB	1.0%	0.88
SB	2.8%	0.80
TOTAL	2.9%	0.94



Two-Hour Count Summaries

Interval Start		El Camino Real Eastbound UT	LT	TH	RT	El Camino Real Westbound UT	LT	TH	RT	Scott Blvd Northbound UT	LT	TH	RT	Scott Blvd Southbound UT	LT	TH	RT	15-min Total	Rolling One Hour
7:00 AM		5	9	40	5	0	8	129	25	0	15	84	14	0	11	39	12	396	0
7:15 AM		0	18	67	8	0	12	175	36	0	29	82	13	0	10	30	20	500	0
7:30 AM		2	26	65	9	2	19	258	42	0	20	110	20	0	8	35	24	640	0
7:45 AM		3	30	74	9	1	29	211	55	0	30	153	21	0	21	71	27	735	2,271
8:00 AM		**3**	**36**	**107**	**17**	**1**	**37**	**184**	**60**	**0**	**30**	**169**	**13**	**0**	**29**	**85**	**30**	**801**	2,676
8:15 AM		**3**	**48**	**114**	**13**	**1**	**25**	**198**	**66**	**0**	**26**	**177**	**20**	**0**	**16**	**80**	**21**	**808**	2,984
8:30 AM		**2**	**46**	**122**	**9**	**1**	**25**	**210**	**70**	**0**	**31**	**230**	**17**	**0**	**19**	**61**	**31**	**874**	3,218
8:45 AM		**3**	**55**	**86**	**23**	**0**	**24**	**182**	**68**	**0**	**22**	**223**	**25**	**0**	**15**	**46**	**26**	**798**	**3,281**
Count Total		21	268	675	93	6	179	1,547	422	0	203	1,228	143	0	129	447	191	5,552	0
Peak Hour	**All**	**11**	**185**	**429**	**62**	**3**	**111**	**774**	**264**	**0**	**109**	**799**	**75**	**0**	**79**	**272**	**108**	**3,281**	**0**
	HV	**0**	**3**	**13**	**6**	**0**	**5**	**41**	**4**	**0**	**3**	**7**	**0**	**0**	**1**	**7**	**5**	**95**	**0**
	HV%	**0%**	**2%**	**3%**	**10%**	**0%**	**5%**	**5%**	**2%**	**-**	**3%**	**1%**	**0%**	**-**	**1%**	**3%**	**5%**	**3%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) East	West	North	South	Total
7:00 AM	5	7	1	1	*14*	0	1	0	0	*1*	4	5	3	2	*14*
7:15 AM	4	7	2	3	*16*	0	0	0	0	*0*	2	2	8	1	*13*
7:30 AM	4	11	5	5	*25*	0	0	0	0	*0*	3	2	1	2	*8*
7:45 AM	4	17	3	6	*30*	0	0	1	0	*1*	0	13	7	1	*21*
8:00 AM	**5**	**15**	**5**	**5**	***30***	**0**	**0**	**0**	**0**	***0***	**4**	**6**	**4**	**3**	*17*
8:15 AM	**3**	**15**	**2**	**2**	***22***	**0**	**0**	**0**	**0**	***0***	**4**	**2**	**4**	**5**	*15*
8:30 AM	**5**	**9**	**1**	**4**	***19***	**0**	**0**	**0**	**0**	***0***	**8**	**11**	**5**	**7**	*31*
8:45 AM	**9**	**11**	**2**	**2**	***24***	**0**	**0**	**0**	**0**	***0***	**1**	**12**	**13**	**1**	***27***
Count Total	39	92	21	28	*180*	0	1	1	0	*2*	26	53	45	22	*146*
Peak Hour	**22**	**50**	**10**	**13**	***95***	**0**	**0**	**0**	**0**	***0***	**17**	**31**	**26**	**16**	***90***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	El Camino Real				El Camino Real				Scott Blvd				Scott Blvd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	1	4	0	0	0	7	0	0	0	1	0	0	0	1	0	14	0
7:15 AM	0	1	2	1	0	0	6	1	0	0	1	1	0	0	2	1	16	0
7:30 AM	0	0	4	0	0	0	11	0	0	3	1	1	0	2	1	2	25	0
7:45 AM	0	0	4	0	0	2	12	3	0	0	2	1	0	3	2	1	30	85
8:00 AM	**0**	**1**	**3**	**1**	**0**	**1**	**13**	**1**	**0**	**1**	**4**	**0**	**0**	**1**	**4**	**0**	**30**	101
8:15 AM	**0**	**1**	**2**	**0**	**0**	**2**	**11**	**2**	**0**	**1**	**1**	**0**	**0**	**0**	**1**	**1**	**22**	107
8:30 AM	**0**	**0**	**5**	**0**	**0**	**1**	**8**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**3**	**19**	101
8:45 AM	**0**	**1**	**3**	**5**	**0**	**1**	**9**	**1**	**0**	**1**	**1**	**0**	**0**	**0**	**1**	**1**	**24**	**95**
Count Total	0	5	27	7	0	7	77	8	0	6	12	3	0	6	13	9	180	0
Peak Hour	**0**	**3**	**13**	**6**	**0**	**5**	**41**	**4**	**0**	**3**	**7**	**0**	**0**	**1**	**7**	**5**	**95**	**0**

Two-Hour Count Summaries - Bikes

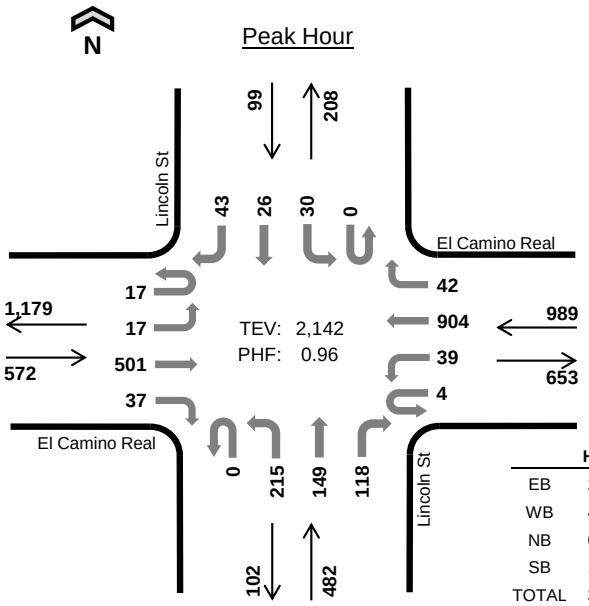
Interval Start	El Camino Real			El Camino Real			Scott Blvd			Scott Blvd			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	1	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	1	2
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	1
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	1
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	1
8:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Count Total	0	0	0	0	1	0	0	1	0	0	0	0	2	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

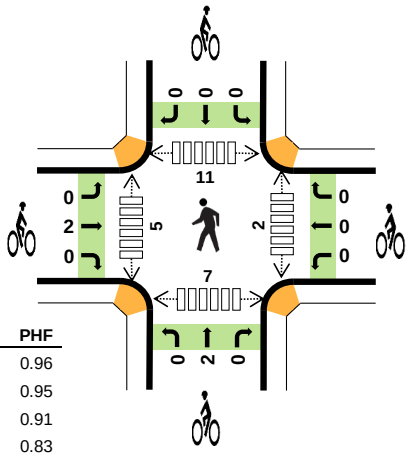
Lincoln St
El Camino Real

Date: 06-04-2019
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 8:00 AM to 9:00 AM

Peak Hour



	HV %:	PHF
EB	2.3%	0.96
WB	4.9%	0.95
NB	0.4%	0.91
SB	1.0%	0.83
TOTAL	3.0%	0.96



Two-Hour Count Summaries

Interval Start		El Camino Real Eastbound UT	LT	TH	RT	El Camino Real Westbound UT	LT	TH	RT	Lincoln St Northbound UT	LT	TH	RT	Lincoln St Southbound UT	LT	TH	RT	15-min Total	Rolling One Hour
7:00 AM		2	1	52	7	0	2	143	4	0	14	14	11	0	2	6	3	261	0
7:15 AM		0	2	76	3	1	4	218	9	0	30	16	16	0	6	4	4	389	0
7:30 AM		3	3	73	4	1	5	273	7	0	25	10	15	0	4	7	8	438	0
7:45 AM		2	7	107	9	1	11	226	11	0	54	25	23	0	8	8	6	498	1,586
8:00 AM		**1**	**7**	**121**	**11**	**1**	**9**	**231**	**9**	**0**	**47**	**44**	**32**	**0**	**12**	**7**	**11**	**543**	1,868
8:15 AM		**7**	**2**	**122**	**8**	**2**	**16**	**236**	**7**	**0**	**56**	**29**	**27**	**0**	**7**	**8**	**10**	**537**	2,016
8:30 AM		**3**	**4**	**132**	**10**	**0**	**3**	**233**	**14**	**0**	**59**	**50**	**23**	**0**	**6**	**8**	**12**	**557**	2,135
8:45 AM		**6**	**4**	**126**	**8**	**1**	**11**	**204**	**12**	**0**	**53**	**26**	**36**	**0**	**5**	**3**	**10**	**505**	**2,142**
Count Total		24	30	809	60	7	61	1,764	73	0	338	214	183	0	50	51	64	3,728	0
Peak Hour	**All**	**17**	**17**	**501**	**37**	**4**	**39**	**904**	**42**	**0**	**215**	**149**	**118**	**0**	**30**	**26**	**43**	**2,142**	**0**
	HV	**0**	**0**	**12**	**1**	**0**	**3**	**44**	**1**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**1**	**64**	**0**
	HV%	**0%**	**0%**	**2%**	**3%**	**0%**	**8%**	**5%**	**2%**	**-**	**0%**	**0%**	**1%**	**-**	**0%**	**0%**	**2%**	**3%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) East	West	North	South	Total
7:00 AM	4	8	1	1	*14*	0	0	2	0	*2*	2	2	0	3	*7*
7:15 AM	3	8	1	0	*12*	0	0	1	0	*1*	0	0	1	0	*1*
7:30 AM	4	8	1	0	*13*	0	0	0	0	*0*	1	1	0	2	*4*
7:45 AM	10	17	1	0	*28*	0	0	0	0	*0*	2	4	0	2	*8*
8:00 AM	**2**	**13**	**1**	**1**	***17***	**1**	**0**	**1**	**0**	***2***	**1**	**2**	**1**	**1**	*5*
8:15 AM	**2**	**14**	**0**	**0**	***16***	**1**	**0**	**0**	**0**	***1***	**0**	**1**	**1**	**1**	*3*
8:30 AM	**6**	**9**	**1**	**0**	***16***	**0**	**0**	**1**	**0**	***1***	**0**	**1**	**8**	**1**	*10*
8:45 AM	**3**	**12**	**0**	**0**	***15***	**0**	**0**	**0**	**0**	***0***	**1**	**1**	**1**	**4**	***7***
Count Total	34	89	6	2	*131*	2	0	5	0	*7*	7	12	12	14	*45*
Peak Hour	**13**	**48**	**2**	**1**	***64***	**2**	**0**	**2**	**0**	***4***	**2**	**5**	**11**	**7**	***25***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	El Camino Real				El Camino Real				Lincoln St				Lincoln St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	4	0	0	0	8	0	0	0	1	0	0	0	1	0	14	0
7:15 AM	0	0	3	0	0	0	8	0	0	1	0	0	0	0	0	0	12	0
7:30 AM	0	0	4	0	0	0	8	0	0	0	0	1	0	0	0	0	13	0
7:45 AM	0	0	10	0	0	1	16	0	0	0	0	1	0	0	0	0	28	67
8:00 AM	**0**	**0**	**2**	**0**	**0**	**0**	**12**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**17**	70
8:15 AM	**0**	**0**	**2**	**0**	**0**	**3**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**16**	74
8:30 AM	**0**	**0**	**5**	**1**	**0**	**0**	**9**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**16**	77
8:45 AM	**0**	**0**	**3**	**0**	**0**	**0**	**12**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**15**	**64**
Count Total	0	0	33	1	0	4	84	1	0	2	1	3	0	0	1	1	131	0
Peak Hour	**0**	**0**	**12**	**1**	**0**	**3**	**44**	**1**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**1**	**64**	**0**

Two-Hour Count Summaries - Bikes

Interval Start	El Camino Real			El Camino Real			Lincoln St			Lincoln St			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	1	1	0	0	0	0	2	0
7:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	1	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3
8:00 AM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**2**	3
8:15 AM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	3
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	4
8:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**
Count Total	0	2	0	0	0	0	1	4	0	0	0	0	7	0
Peak Hour	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**4**	**0**

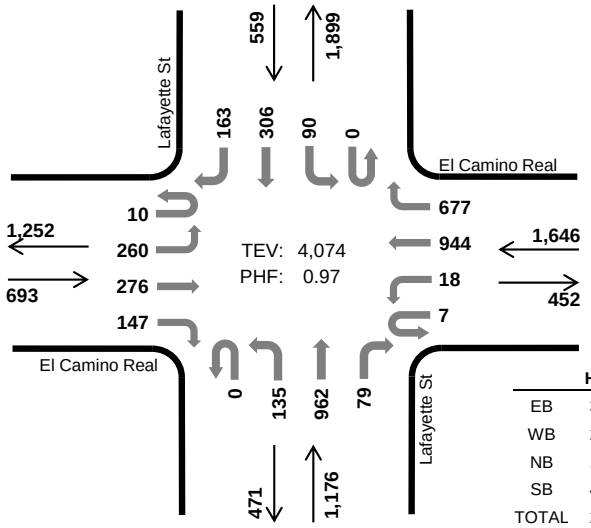
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Lafayette St
El Camino Real

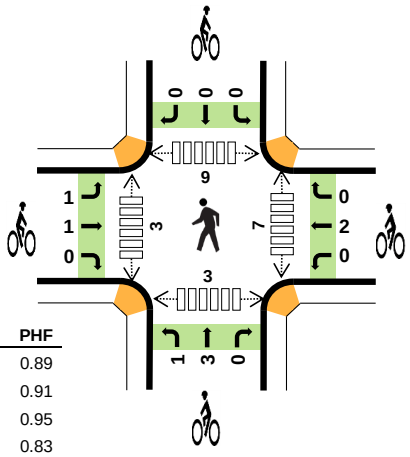
Date: 06-04-2019
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:45 AM to 8:45 AM

N

Peak Hour



	HV %:	PHF
EB	3.6%	0.89
WB	2.9%	0.91
NB	1.4%	0.95
SB	4.3%	0.83
TOTAL	2.7%	0.97



Two-Hour Count Summaries

Interval Start		El Camino Real Eastbound UT	LT	TH	RT	El Camino Real Westbound UT	LT	TH	RT	Lafayette St Northbound UT	LT	TH	RT	Lafayette St Southbound UT	LT	TH	RT	15-min Total	Rolling One Hour
7:00 AM		1	36	40	12	2	4	158	99	0	14	145	11	0	14	26	21	583	0
7:15 AM		1	35	49	22	3	4	231	156	0	33	169	11	0	18	45	26	803	0
7:30 AM		6	42	40	38	2	2	263	146	0	21	231	14	0	16	58	26	905	0
7:45 AM		**3**	**50**	**68**	**23**	**0**	**5**	**277**	**170**	**0**	**44**	**239**	**18**	**0**	**28**	**75**	**30**	**1,030**	3,321
8:00 AM		**3**	**72**	**74**	**46**	**2**	**2**	**216**	**157**	**0**	**26**	**261**	**21**	**0**	**14**	**106**	**49**	**1,049**	3,787
8:15 AM		**2**	**57**	**62**	**42**	**3**	**5**	**220**	**187**	**0**	**35**	**205**	**18**	**0**	**29**	**75**	**42**	**982**	3,966
8:30 AM		**2**	**81**	**72**	**36**	**2**	**6**	**231**	**163**	**0**	**30**	**257**	**22**	**0**	**19**	**50**	**42**	**1,013**	**4,074**
8:45 AM		4	72	91	28	0	4	222	168	0	31	222	26	0	28	38	45	979	4,023
Count Total		22	445	496	247	14	32	1,818	1,246	0	234	1,729	141	0	166	473	281	7,344	0
Peak Hour	**All**	**10**	**260**	**276**	**147**	**7**	**18**	**944**	**677**	**0**	**135**	**962**	**79**	**0**	**90**	**306**	**163**	**4,074**	**0**
	HV	**2**	**2**	**19**	**2**	**0**	**0**	**36**	**11**	**0**	**6**	**3**	**7**	**0**	**5**	**10**	**9**	**112**	**0**
	HV%	**20%**	**1%**	**7%**	**1%**	**0%**	**0%**	**4%**	**2%**	**-**	**4%**	**0%**	**9%**	**-**	**6%**	**3%**	**6%**	**3%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) East	West	North	South	Total
7:00 AM	2	10	4	6	*22*	0	0	0	1	*1*	0	0	1	0	*1*
7:15 AM	7	12	4	6	*29*	0	1	0	0	*1*	1	1	2	0	*4*
7:30 AM	2	6	3	7	*18*	0	0	0	0	*0*	1	4	3	1	*9*
7:45 AM	**9**	**16**	**4**	**6**	***35***	**1**	**0**	**2**	**0**	***3***	**4**	**1**	**4**	**2**	*11*
8:00 AM	**5**	**13**	**6**	**4**	***28***	**0**	**1**	**2**	**0**	***3***	**1**	**1**	**2**	**0**	*4*
8:15 AM	**6**	**7**	**3**	**6**	***22***	**0**	**1**	**0**	**0**	***1***	**1**	**1**	**2**	**1**	*5*
8:30 AM	**5**	**11**	**3**	**8**	***27***	**1**	**0**	**0**	**0**	***1***	**1**	**0**	**1**	**0**	***2***
8:45 AM	5	11	4	6	*26*	0	0	0	0	*0*	1	1	4	0	*6*
Count Total	41	86	31	49	*207*	2	3	4	1	*10*	10	9	19	4	*42*
Peak Hour	**25**	**47**	**16**	**24**	***112***	**2**	**2**	**4**	**0**	***8***	**7**	**3**	**9**	**3**	***22***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	El Camino Real				El Camino Real				Lafayette St				Lafayette St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	2	0	0	1	7	2	0	0	3	1	0	2	2	2	22	0
7:15 AM	0	1	4	2	0	0	6	6	0	1	0	3	0	2	2	2	29	0
7:30 AM	0	0	1	1	0	0	6	0	0	1	1	1	0	2	4	1	18	0
7:45 AM	**1**	**0**	**7**	**1**	**0**	**0**	**13**	**3**	**0**	**2**	**1**	**1**	**0**	**1**	**2**	**3**	**35**	104
8:00 AM	**0**	**1**	**4**	**0**	**0**	**0**	**9**	**4**	**0**	**2**	**1**	**3**	**0**	**1**	**1**	**2**	**28**	110
8:15 AM	**1**	**0**	**4**	**1**	**0**	**0**	**7**	**0**	**0**	**1**	**1**	**1**	**0**	**2**	**3**	**1**	**22**	103
8:30 AM	**0**	**1**	**4**	**0**	**0**	**0**	**7**	**4**	**0**	**1**	**0**	**2**	**0**	**1**	**4**	**3**	**27**	**112**
8:45 AM	0	1	3	1	0	0	7	4	0	1	1	2	0	2	2	2	26	103
Count Total	2	4	29	6	0	1	62	23	0	9	8	14	0	13	20	16	207	0
Peak Hour	**2**	**2**	**19**	**2**	**0**	**0**	**36**	**11**	**0**	**6**	**3**	**7**	**0**	**5**	**10**	**9**	**112**	**0**

Two-Hour Count Summaries - Bikes

Interval Start	El Camino Real			El Camino Real			Lafayette St			Lafayette St			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0
7:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	1	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**3**	5
8:00 AM	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**3**	7
8:15 AM	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	7
8:30 AM	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**8**
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	5
Count Total	1	1	0	0	2	1	1	3	0	0	1	0	10	0
Peak Hour	**1**	**1**	**0**	**0**	**2**	**0**	**1**	**3**	**0**	**0**	**0**	**0**	**8**	**0**

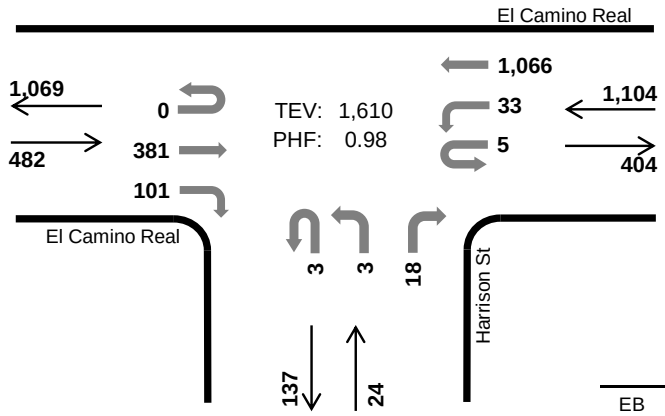
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

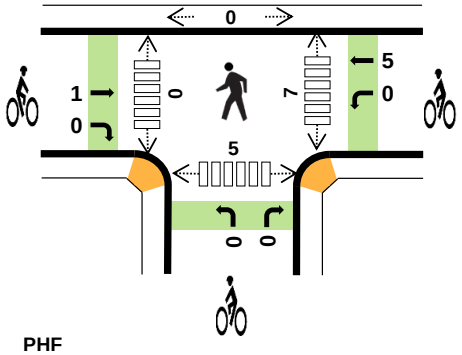
Harrison St
El Camino Real

N

Peak Hour

Date: 06-04-2019
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 8:00 AM to 9:00 AM





	HV %:	PHF
EB	6.0%	0.84
WB	2.6%	0.97
NB	33.3%	0.50
SB	-	-
TOTAL	4.1%	0.98

Two-Hour Count Summaries

Interval Start		El Camino Real Eastbound				El Camino Real Westbound				Harrison St Northbound				n/a Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	0	63	4	2	8	173	0	0	1	0	7	0	0	0	0	258	0
7:15 AM		0	0	74	11	2	10	242	0	0	0	0	11	0	0	0	0	350	0
7:30 AM		0	0	61	11	0	6	302	0	2	1	0	3	0	0	0	0	386	0
7:45 AM		0	0	94	23	0	6	231	0	0	0	0	7	0	0	0	0	361	1,355
8:00 AM		**0**	**0**	**89**	**24**	**1**	**8**	**276**	**0**	**1**	**1**	**0**	**10**	**0**	**0**	**0**	**0**	**410**	1,507
8:15 AM		**0**	**0**	**87**	**29**	**3**	**5**	**270**	**0**	**0**	**2**	**0**	**2**	**0**	**0**	**0**	**0**	**398**	1,555
8:30 AM		**0**	**0**	**94**	**16**	**0**	**9**	**273**	**0**	**1**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**397**	1,566
8:45 AM		**0**	**0**	**111**	**32**	**1**	**11**	**247**	**0**	**1**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**405**	**1,610**
Count Total		0	0	673	150	9	63	2,014	0	5	5	0	46	0	0	0	0	2,965	0
Peak Hour	**All**	**0**	**0**	**381**	**101**	**5**	**33**	**1,066**	**0**	**3**	**3**	**0**	**18**	**0**	**0**	**0**	**0**	**1,610**	**0**
	HV	**0**	**0**	**29**	**0**	**0**	**6**	**23**	**0**	**3**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**66**	**0**
	HV%	**-**	**-**	**8%**	**0%**	**0%**	**18%**	**2%**	**-**	**100%**	**0%**	**-**	**28%**	**-**	**-**	**-**	**-**	**4%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	5	8	2	0	*15*	0	0	0	0	*0*	0	0	0	2	*2*
7:15 AM	9	9	3	0	*21*	1	1	0	0	*2*	13	0	0	0	*13*
7:30 AM	5	3	4	0	*12*	0	2	0	0	*2*	11	0	0	2	*13*
7:45 AM	10	10	1	0	*21*	1	0	0	0	*1*	15	0	0	1	*16*
8:00 AM	**8**	**7**	**2**	**0**	***17***	**0**	**2**	**0**	**0**	***2***	**1**	**0**	**0**	**1**	*2*
8:15 AM	**7**	**6**	**1**	**0**	***14***	**0**	**2**	**0**	**0**	***2***	**2**	**0**	**0**	**1**	*3*
8:30 AM	**7**	**10**	**3**	**0**	***20***	**1**	**0**	**0**	**0**	***1***	**3**	**0**	**0**	**1**	*4*
8:45 AM	**7**	**6**	**2**	**0**	***15***	**0**	**1**	**0**	**0**	***1***	**1**	**0**	**0**	**2**	***3***
Count Total	58	59	18	0	*135*	3	8	0	0	*11*	46	0	0	10	*56*
Peak Hr	**29**	**29**	**8**	**0**	***66***	**1**	**5**	**0**	**0**	***6***	**7**	**0**	**0**	**5**	***12***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	El Camino Real				El Camino Real				Harrison St				n/a				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	5	0	0	1	7	0	0	0	0	2	0	0	0	0	15	0
7:15 AM	0	0	9	0	0	0	9	0	0	0	0	3	0	0	0	0	21	0
7:30 AM	0	0	5	0	0	0	3	0	2	1	0	1	0	0	0	0	12	0
7:45 AM	0	0	10	0	0	0	10	0	0	0	0	1	0	0	0	0	21	69
8:00 AM	**0**	**0**	**8**	**0**	**0**	**1**	**6**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**17**	71
8:15 AM	**0**	**0**	**7**	**0**	**0**	**2**	**4**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**14**	64
8:30 AM	**0**	**0**	**7**	**0**	**0**	**2**	**8**	**0**	**1**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**20**	72
8:45 AM	**0**	**0**	**7**	**0**	**0**	**1**	**5**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**15**	**66**
Count Total	0	0	58	0	0	7	52	0	5	1	0	12	0	0	0	0	135	0
Peak Hour	**0**	**0**	**29**	**0**	**0**	**6**	**23**	**0**	**3**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**66**	**0**

Two-Hour Count Summaries - Bikes

Interval Start	El Camino Real			El Camino Real			Harrison St			n/a			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	2	0
7:30 AM	0	0	0	0	2	0	0	0	0	0	0	0	2	0
7:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	5
8:00 AM	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	7
8:15 AM	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	7
8:30 AM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	6
8:45 AM	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**6**
Count Total	0	3	0	0	8	0	0	0	0	0	0	0	11	0
Peak Hour	**0**	**1**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**0**

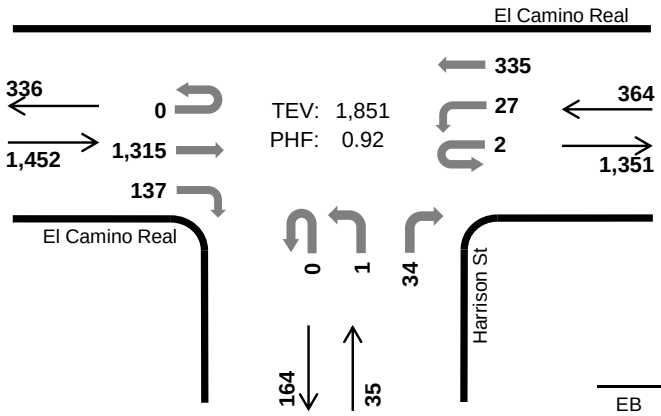
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

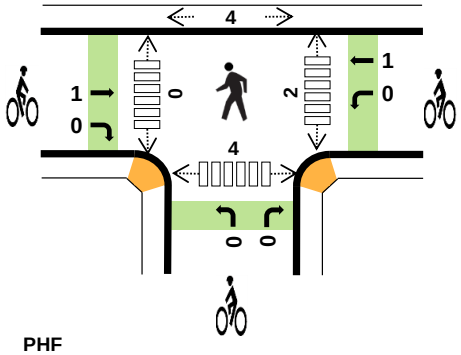
Harrison St
El Camino Real

N

Peak Hour

Date: 06-04-2019
Count Period: 4:00 PM to 7:00 PM
Peak Hour: 5:15 PM to 6:15 PM





	HV %:	PHF
EB	1.7%	0.91
WB	3.8%	0.95
NB	0.0%	0.73
SB	-	-
TOTAL	2.1%	0.92

Three-Hour Count Summaries

Interval Start		El Camino Real Eastbound				El Camino Real Westbound				Harrison St Northbound				n/a Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
5:15 PM		0	0	296	38	0	8	83	0	0	0	0	10	0	0	0	0	435	0
5:30 PM		0	0	368	31	2	4	90	0	0	1	0	7	0	0	0	0	503	0
5:45 PM		0	0	348	29	0	9	77	0	0	0	0	12	0	0	0	0	475	0
6:00 PM		0	0	303	39	0	6	85	0	0	0	0	5	0	0	0	0	438	1,851
Peak Hour	All	0	0	1,315	137	2	27	335	0	0	1	0	34	0	0	0	0	1,851	0
	HV	0	0	25	0	0	0	14	0	0	0	0	0	0	0	0	0	39	0
	HV%	-	-	2%	0%	0%	0%	4%	-	-	0%	-	0%	-	-	-	-	2%	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
5:15 PM	8	5	0	0	*13*	0	1	0	0	*1*	0	0	1	0	*1*
5:30 PM	7	3	0	0	*10*	1	0	0	0	*1*	0	0	1	3	*4*
5:45 PM	5	2	0	0	*7*	0	0	0	0	*0*	1	0	2	1	*4*
6:00 PM	5	4	0	0	*9*	0	0	0	0	*0*	1	0	0	0	*1*
Peak Hour	25	14	0	0	*39*	1	1	0	0	*2*	2	0	4	4	*10*

Three-Hour Count Summaries

Interval Start	El Camino Real				El Camino Real				Harrison St				n/a				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	144	37	0	5	61	0	1	2	0	3	0	0	0	0	253	0
4:15 PM	0	0	168	82	1	6	54	0	0	0	0	5	0	0	0	0	316	0
4:30 PM	2	0	214	91	1	3	85	0	0	3	0	2	0	0	0	0	401	0
4:45 PM	0	0	258	23	2	7	51	0	0	0	0	6	0	0	0	0	347	1,317
5:00 PM	0	0	253	26	1	4	106	0	0	0	0	4	0	0	0	0	394	1,458
5:15 PM	**0**	**0**	**296**	**38**	**0**	**8**	**83**	**0**	**0**	**0**	**0**	**10**	**0**	**0**	**0**	**0**	**435**	1,577
5:30 PM	**0**	**0**	**368**	**31**	**2**	**4**	**90**	**0**	**0**	**1**	**0**	**7**	**0**	**0**	**0**	**0**	**503**	1,679
5:45 PM	**0**	**0**	**348**	**29**	**0**	**9**	**77**	**0**	**0**	**0**	**0**	**12**	**0**	**0**	**0**	**0**	**475**	1,807
6:00 PM	**0**	**0**	**303**	**39**	**0**	**6**	**85**	**0**	**0**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**438**	**1,851**
6:15 PM	0	0	269	30	0	7	81	0	0	1	0	5	0	0	0	0	393	1,809
6:30 PM	0	0	287	13	0	3	74	0	0	1	0	7	0	0	0	0	385	1,691
6:45 PM	0	0	233	15	1	6	68	0	0	0	0	8	0	0	0	0	331	1,547
Count Total	2	0	3,141	454	8	68	915	0	1	8	0	74	0	0	0	0	4,671	0
Peak Hour All	**0**	**0**	**1,315**	**137**	**2**	**27**	**335**	**0**	**0**	**1**	**0**	**34**	**0**	**0**	**0**	**0**	**1,851**	**0**
Peak Hour HV	**0**	**0**	**25**	**0**	**0**	**0**	**14**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**39**	**0**
Peak Hour HV%	**-**	**-**	**2%**	**0%**	**0%**	**0%**	**4%**	**-**	**-**	**0%**	**-**	**0%**	**-**	**-**	**-**	**-**	**2%**	**0**

Note: Three-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	9	7	1	0	*17*	0	0	0	0	*0*	0	0	1	0	*1*
4:15 PM	6	3	0	0	*9*	1	2	0	0	*3*	1	0	0	1	*2*
4:30 PM	6	6	1	0	*13*	0	0	0	0	*0*	0	0	3	0	*3*
4:45 PM	7	4	0	0	*11*	0	0	0	0	*0*	0	0	0	0	*0*
5:00 PM	4	2	0	0	*6*	1	0	0	0	*1*	2	0	1	2	*5*
5:15 PM	**8**	**5**	**0**	**0**	***13***	**0**	**1**	**0**	**0**	***1***	**0**	**0**	**1**	**0**	*1*
5:30 PM	**7**	**3**	**0**	**0**	***10***	**1**	**0**	**0**	**0**	***1***	**0**	**0**	**1**	**3**	*4*
5:45 PM	**5**	**2**	**0**	**0**	***7***	**0**	**0**	**0**	**0**	***0***	**1**	**0**	**2**	**1**	*4*
6:00 PM	**5**	**4**	**0**	**0**	***9***	**0**	**0**	**0**	**0**	***0***	**1**	**0**	**0**	**0**	***1***
6:15 PM	2	2	0	0	*4*	0	0	0	0	*0*	0	0	0	2	*2*
6:30 PM	8	4	0	0	*12*	1	0	0	0	*1*	0	0	0	0	*0*
6:45 PM	6	3	0	0	*9*	0	0	0	0	*0*	1	0	0	2	*3*
Count Total	73	45	2	0	*120*	4	3	0	0	*7*	6	0	9	11	*26*
Peak Hr	**25**	**14**	**0**	**0**	***39***	**1**	**1**	**0**	**0**	***2***	**2**	**0**	**4**	**4**	***10***

Three-Hour Count Summaries - Heavy Vehicles

Interval Start	El Camino Real				El Camino Real				Harrison St				n/a				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	8	1	0	0	7	0	1	0	0	0	0	0	0	0	17	0
4:15 PM	0	0	4	2	0	0	3	0	0	0	0	0	0	0	0	0	9	0
4:30 PM	0	0	6	0	0	0	6	0	0	1	0	0	0	0	0	0	13	0
4:45 PM	0	0	7	0	0	0	4	0	0	0	0	0	0	0	0	0	11	50
5:00 PM	0	0	4	0	0	0	2	0	0	0	0	0	0	0	0	0	6	39
5:15 PM	**0**	**0**	**8**	**0**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**13**	43
5:30 PM	**0**	**0**	**7**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**10**	40
5:45 PM	**0**	**0**	**5**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	36
6:00 PM	**0**	**0**	**5**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**9**	**39**
6:15 PM	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	4	30
6:30 PM	0	0	8	0	0	0	4	0	0	0	0	0	0	0	0	0	12	32
6:45 PM	0	0	6	0	0	0	3	0	0	0	0	0	0	0	0	0	9	34
Count Total	0	0	70	3	0	0	45	0	1	1	0	0	0	0	0	0	120	0
Peak Hour	**0**	**0**	**25**	**0**	**0**	**0**	**14**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**39**	**0**

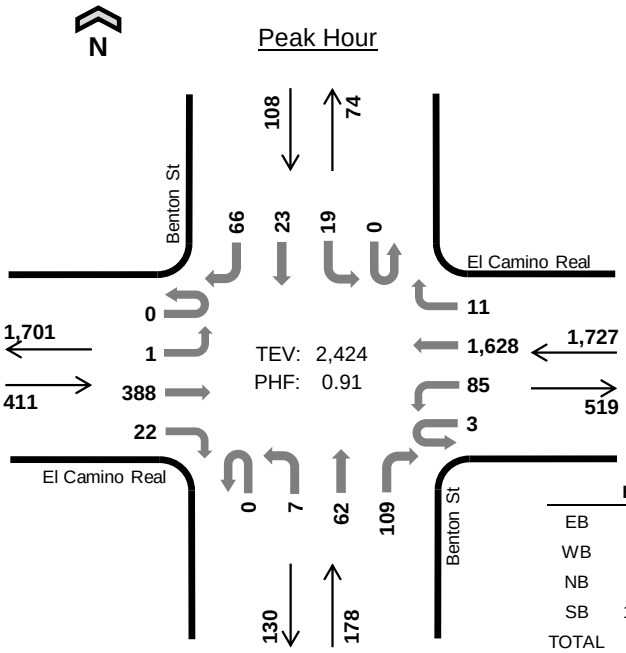
Three-Hour Count Summaries - Bikes

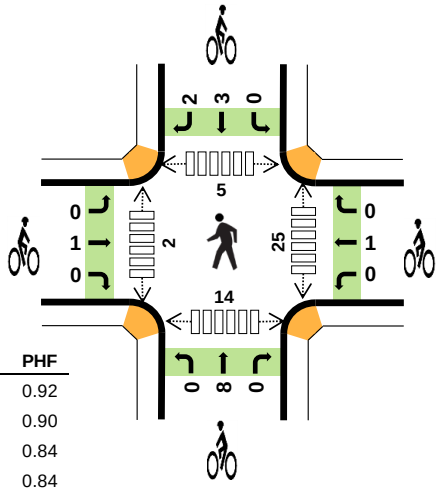
Interval Start	El Camino Real			El Camino Real			Harrison St			n/a			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	1	0	0	2	0	0	0	0	0	0	0	3	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3
5:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	4
5:15 PM	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	2
5:30 PM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	3
5:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	3
6:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
6:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	1
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Count Total	0	4	0	0	3	0	0	0	0	0	0	0	7	0
Peak Hour	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Benton St
El Camino Real

Date: 06-04-2019
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 8:00 AM to 9:00 AM





	HV %:	PHF
EB	7.8%	0.92
WB	2.3%	0.90
NB	9.6%	0.84
SB	14.8%	0.84
TOTAL	4.3%	0.91

Two-Hour Count Summaries

Interval Start		El Camino Real Eastbound				El Camino Real Westbound				Benton St Northbound				Benton St Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		2	10	56	4	0	20	223	3	0	4	5	23	0	4	2	16	372	0
7:15 AM		2	10	63	8	1	14	301	6	0	1	17	13	0	11	7	17	471	0
7:30 AM		0	0	59	4	0	16	387	7	0	0	14	21	0	2	2	10	522	0
7:45 AM		0	1	88	5	0	16	295	4	1	1	8	21	0	6	5	27	478	1,843
8:00 AM		**0**	**0**	**108**	**4**	**1**	**14**	**382**	**3**	**0**	**1**	**20**	**23**	**0**	**4**	**7**	**19**	**586**	2,057
8:15 AM		**0**	**0**	**79**	**8**	**2**	**37**	**409**	**2**	**0**	**1**	**22**	**30**	**0**	**6**	**4**	**13**	**613**	2,199
8:30 AM		**0**	**0**	**104**	**6**	**0**	**15**	**464**	**3**	**0**	**5**	**12**	**25**	**0**	**8**	**6**	**18**	**666**	2,343
8:45 AM		**0**	**1**	**97**	**4**	**0**	**19**	**373**	**3**	**0**	**0**	**8**	**31**	**0**	**1**	**6**	**16**	**559**	**2,424**
Count Total		4	22	654	43	4	151	2,834	31	1	13	106	187	0	42	39	136	4,267	0
Peak Hour	**All**	**0**	**1**	**388**	**22**	**3**	**85**	**1,628**	**11**	**0**	**7**	**62**	**109**	**0**	**19**	**23**	**66**	**2,424**	**0**
	HV	**0**	**1**	**26**	**5**	**0**	**7**	**31**	**1**	**0**	**0**	**8**	**9**	**0**	**6**	**5**	**5**	**104**	**0**
	HV%	**-**	**100%**	**7%**	**23%**	**0%**	**8%**	**2%**	**9%**	**-**	**0%**	**13%**	**8%**	**-**	**32%**	**22%**	**8%**	**4%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	6	14	4	1	*25*	0	0	1	0	*1*	5	1	3	2	*11*
7:15 AM	9	9	7	4	*29*	1	0	3	2	*6*	9	0	4	2	*15*
7:30 AM	5	12	6	2	*25*	0	1	0	0	*1*	1	0	3	1	*5*
7:45 AM	12	13	5	6	*36*	1	0	2	0	*3*	3	0	0	4	*7*
8:00 AM	**9**	**9**	**5**	**2**	***25***	**0**	**0**	**3**	**3**	***6***	**3**	**0**	**1**	**3**	*7*
8:15 AM	**8**	**8**	**5**	**4**	***25***	**0**	**0**	**3**	**1**	***4***	**11**	**0**	**3**	**2**	*16*
8:30 AM	**7**	**14**	**1**	**5**	***27***	**1**	**1**	**2**	**1**	***5***	**4**	**1**	**0**	**8**	*13*
8:45 AM	**8**	**8**	**6**	**5**	***27***	**0**	**0**	**0**	**0**	***0***	**7**	**1**	**1**	**1**	***10***
Count Total	64	87	39	29	*219*	3	2	14	7	*26*	43	3	15	23	*84*
Peak Hour	**32**	**39**	**17**	**16**	***104***	**1**	**1**	**8**	**5**	***15***	**25**	**2**	**5**	**14**	***46***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	El Camino Real				El Camino Real				Benton St				Benton St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	2	3	1	0	4	9	1	0	0	0	4	0	0	0	1	25	0
7:15 AM	0	4	5	0	0	2	7	0	0	0	3	4	0	0	2	2	29	0
7:30 AM	0	0	3	2	0	4	7	1	0	0	3	3	0	0	0	2	25	0
7:45 AM	0	1	8	3	0	1	11	1	0	0	2	3	0	1	3	2	36	115
8:00 AM	**0**	**0**	**9**	**0**	**0**	**3**	**6**	**0**	**0**	**0**	**1**	**4**	**0**	**1**	**1**	**0**	**25**	115
8:15 AM	**0**	**0**	**6**	**2**	**0**	**1**	**7**	**0**	**0**	**0**	**4**	**1**	**0**	**2**	**1**	**1**	**25**	111
8:30 AM	**0**	**0**	**6**	**1**	**0**	**2**	**11**	**1**	**0**	**0**	**0**	**1**	**0**	**3**	**1**	**1**	**27**	113
8:45 AM	**0**	**1**	**5**	**2**	**0**	**1**	**7**	**0**	**0**	**0**	**3**	**3**	**0**	**0**	**2**	**3**	**27**	**104**
Count Total	0	8	45	11	0	18	65	4	0	0	16	23	0	7	10	12	219	0
Peak Hour	**0**	**1**	**26**	**5**	**0**	**7**	**31**	**1**	**0**	**0**	**8**	**9**	**0**	**6**	**5**	**5**	**104**	**0**

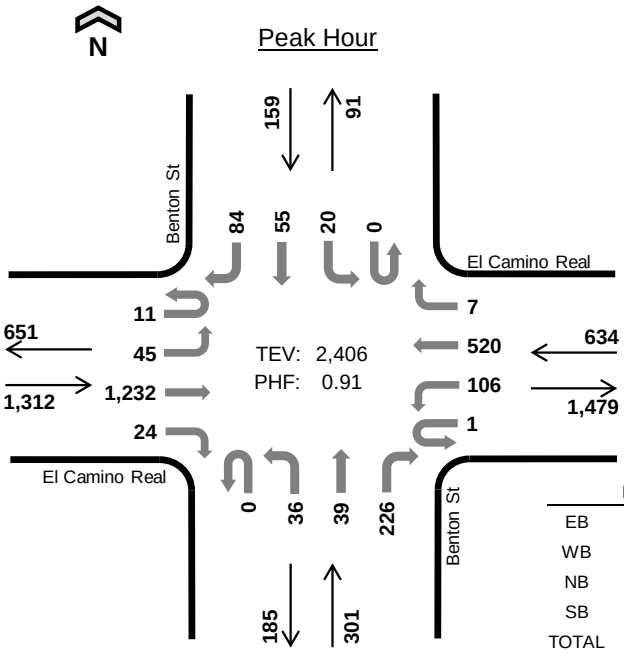
Two-Hour Count Summaries - Bikes

Interval Start	El Camino Real			El Camino Real			Benton St			Benton St			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	1	0
7:15 AM	0	0	1	0	0	0	0	3	0	0	1	1	6	0
7:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	1	0
7:45 AM	0	1	0	0	0	0	0	2	0	0	0	0	3	11
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**2**	**1**	**6**	16
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**1**	**4**	14
8:30 AM	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**2**	**0**	**0**	**1**	**0**	**5**	18
8:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**15**
Count Total	0	2	1	0	2	0	0	14	0	0	4	3	26	0
Peak Hour	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**8**	**0**	**0**	**3**	**2**	**15**	**0**

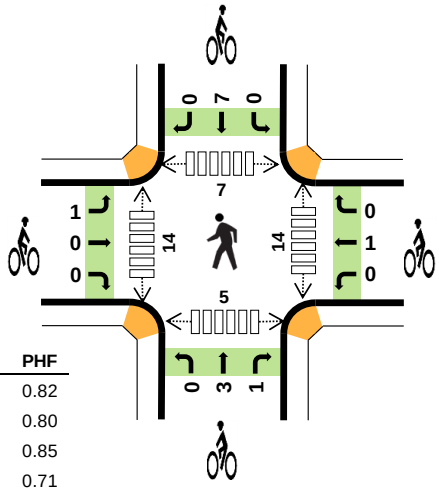
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Benton St
El Camino Real

Date: 06-04-2019
Count Period: 4:00 PM to 7:00 PM
Peak Hour: 5:00 PM to 6:00 PM



	HV %:	PHF
EB	2.1%	0.82
WB	3.3%	0.80
NB	4.3%	0.85
SB	6.3%	0.71
TOTAL	3.0%	0.91



Three-Hour Count Summaries

Interval Start		El Camino Real Eastbound UT	LT	TH	RT	El Camino Real Westbound UT	LT	TH	RT	Benton St Northbound UT	LT	TH	RT	Benton St Southbound UT	LT	TH	RT	15-min Total	Rolling One Hour
5:00 PM		3	7	264	6	1	24	140	0	0	4	12	56	0	5	11	20	553	0
5:15 PM		5	9	259	3	0	39	157	2	0	11	12	66	0	3	8	9	583	0
5:30 PM		1	14	373	10	0	27	106	2	0	9	6	56	0	5	23	28	660	0
5:45 PM		2	15	336	5	0	16	117	3	0	12	9	48	0	7	13	27	610	2,406
Peak Hour	All	11	45	1,232	24	1	106	520	7	0	36	39	226	0	20	55	84	2,406	0
	HV	0	9	18	0	0	6	13	2	0	1	8	4	0	0	5	5	71	0
	HV%	0%	20%	1%	0%	0%	6%	3%	29%	-	3%	21%	2%	-	0%	9%	6%	3%	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) East	West	North	South	Total
5:00 PM	4	3	3	2	*12*	0	0	1	0	*1*	2	2	4	3	*11*
5:15 PM	9	8	4	4	*25*	0	1	2	0	*3*	1	0	0	0	*1*
5:30 PM	7	4	3	3	*17*	1	0	0	4	*5*	4	9	1	2	*16*
5:45 PM	7	6	3	1	*17*	0	0	1	3	*4*	7	3	2	0	*12*
Peak Hour	27	21	13	10	*71*	1	1	4	7	*13*	14	14	7	5	*40*

Three-Hour Count Summaries

Interval Start	El Camino Real Eastbound				El Camino Real Westbound				Benton St Northbound				Benton St Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	4	153	7	0	21	85	1	0	2	11	85	0	3	3	8	383	0
4:15 PM	0	1	143	14	2	34	106	3	0	4	26	112	0	4	7	16	472	0
4:30 PM	0	6	259	10	0	17	103	3	0	2	12	110	1	6	5	11	545	0
4:45 PM	5	12	234	6	0	38	89	3	0	3	7	120	0	2	7	14	540	1,940
5:00 PM	**3**	**7**	**264**	**6**	**1**	**24**	**140**	**0**	**0**	**4**	**12**	**56**	**0**	**5**	**11**	**20**	**553**	2,110
5:15 PM	**5**	**9**	**259**	**3**	**0**	**39**	**157**	**2**	**0**	**11**	**12**	**66**	**0**	**3**	**8**	**9**	**583**	2,221
5:30 PM	**1**	**14**	**373**	**10**	**0**	**27**	**106**	**2**	**0**	**9**	**6**	**56**	**0**	**5**	**23**	**28**	**660**	2,336
5:45 PM	**2**	**15**	**336**	**5**	**0**	**16**	**117**	**3**	**0**	**12**	**9**	**48**	**0**	**7**	**13**	**27**	**610**	**2,406**
6:00 PM	1	10	297	2	1	20	118	3	0	6	5	40	0	4	10	12	529	2,382
6:15 PM	4	14	245	4	0	20	138	0	0	3	9	29	0	4	10	14	494	2,293
6:30 PM	1	17	271	4	0	20	90	2	0	4	13	33	0	10	32	25	522	2,155
6:45 PM	4	10	207	6	0	20	105	2	0	4	8	30	0	1	3	6	406	1,951
Count Total	26	119	3,041	77	4	296	1,354	24	0	64	130	785	1	54	132	190	6,297	0
Peak Hour All	**11**	**45**	**1,232**	**24**	**1**	**106**	**520**	**7**	**0**	**36**	**39**	**226**	**0**	**20**	**55**	**84**	**2,406**	**0**
Peak Hour HV	**0**	**9**	**18**	**0**	**0**	**6**	**13**	**2**	**0**	**1**	**8**	**4**	**0**	**0**	**5**	**5**	**71**	**0**
Peak Hour HV%	**0%**	**20%**	**1%**	**0%**	**0%**	**6%**	**3%**	**29%**	**-**	**3%**	**21%**	**2%**	**-**	**0%**	**9%**	**6%**	**3%**	**0**

Note: Three-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	15	7	6	2	*30*	0	0	0	0	*0*	6	0	1	2	*9*
4:15 PM	10	6	6	4	*26*	1	0	4	0	*5*	13	0	1	0	*14*
4:30 PM	9	6	4	3	*22*	0	0	1	2	*3*	5	0	2	5	*12*
4:45 PM	9	7	6	3	*25*	0	0	0	2	*2*	3	1	1	0	*5*
5:00 PM	**4**	**3**	**3**	**2**	***12***	**0**	**0**	**1**	**0**	***1***	**2**	**2**	**4**	**3**	*11*
5:15 PM	**9**	**8**	**4**	**4**	***25***	**0**	**1**	**2**	**0**	***3***	**1**	**0**	**0**	**0**	*1*
5:30 PM	**7**	**4**	**3**	**3**	***17***	**1**	**0**	**0**	**4**	***5***	**4**	**9**	**1**	**2**	*16*
5:45 PM	**7**	**6**	**3**	**1**	***17***	**0**	**0**	**1**	**3**	***4***	**7**	**3**	**2**	**0**	***12***
6:00 PM	5	5	2	3	*15*	0	0	0	0	*0*	1	1	2	0	*4*
6:15 PM	2	3	3	3	*11*	0	0	0	2	*2*	4	1	2	1	*8*
6:30 PM	11	5	4	4	*24*	0	0	0	2	*2*	6	1	0	2	*9*
6:45 PM	5	5	1	2	*13*	0	0	0	1	*1*	0	1	2	0	*3*
Count Total	93	65	45	34	*237*	2	1	9	16	*28*	52	19	18	15	*104*
Peak Hour	**27**	**21**	**13**	**10**	***71***	**1**	**1**	**4**	**7**	***13***	**14**	**14**	**7**	**5**	***40***

Three-Hour Count Summaries - Heavy Vehicles

Interval Start	El Camino Real				El Camino Real				Benton St				Benton St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	4	6	5	0	1	6	0	0	1	2	3	0	0	1	1	30	0
4:15 PM	0	1	4	5	0	2	3	1	0	0	3	3	0	1	2	1	26	0
4:30 PM	0	3	2	4	0	1	5	0	0	0	2	2	0	0	1	2	22	0
4:45 PM	0	5	4	0	0	2	4	1	0	0	1	5	0	0	2	1	25	103
5:00 PM	**0**	**2**	**2**	**0**	**0**	**1**	**2**	**0**	**0**	**1**	**2**	**0**	**0**	**0**	**1**	**1**	**12**	85
5:15 PM	**0**	**3**	**6**	**0**	**0**	**2**	**5**	**1**	**0**	**0**	**3**	**1**	**0**	**0**	**2**	**2**	**25**	84
5:30 PM	**0**	**2**	**5**	**0**	**0**	**1**	**3**	**0**	**0**	**0**	**1**	**2**	**0**	**0**	**2**	**1**	**17**	79
5:45 PM	**0**	**2**	**5**	**0**	**0**	**2**	**3**	**1**	**0**	**0**	**2**	**1**	**0**	**0**	**0**	**1**	**17**	**71**
6:00 PM	0	3	2	0	0	1	4	0	0	0	2	0	0	0	2	1	15	74
6:15 PM	0	1	1	0	0	1	2	0	0	0	1	2	0	2	0	1	11	60
6:30 PM	0	4	7	0	0	1	4	0	0	0	2	2	0	0	2	2	24	67
6:45 PM	0	3	2	0	0	1	4	0	0	0	0	1	0	0	0	2	13	63
Count Total	0	33	46	14	0	16	45	4	0	2	21	22	0	3	15	16	237	0
Peak Hour	**0**	**9**	**18**	**0**	**0**	**6**	**13**	**2**	**0**	**1**	**8**	**4**	**0**	**0**	**5**	**5**	**71**	**0**

Three-Hour Count Summaries - Bikes

Interval Start	El Camino Real			El Camino Real			Benton St			Benton St			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	1	0	0	0	0	0	4	0	0	0	0	5	0
4:30 PM	0	0	0	0	0	0	0	1	0	0	2	0	3	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	2	10
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	11
5:15 PM	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**3**	9
5:30 PM	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**5**	11
5:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**3**	**0**	**4**	**13**
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	12
6:15 PM	0	0	0	0	0	0	0	0	0	0	2	0	2	11
6:30 PM	0	0	0	0	0	0	0	0	0	0	2	0	2	8
6:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	1	5
Count Total	1	1	0	0	1	0	0	8	1	1	15	0	28	0
Peak Hour	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**3**	**1**	**0**	**7**	**0**	**13**	**0**

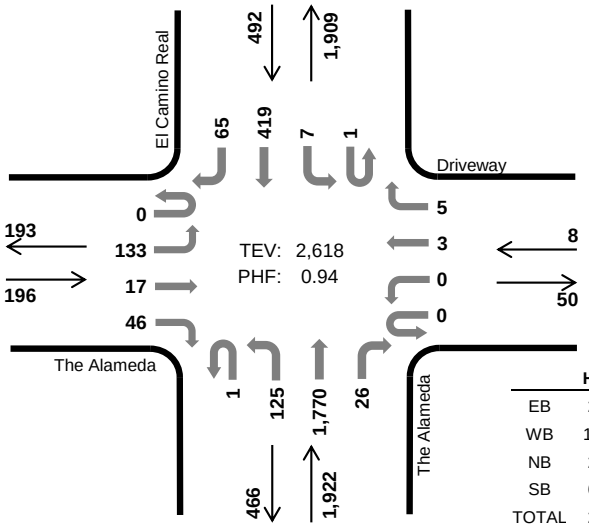
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

The Alameda
El Camino Real

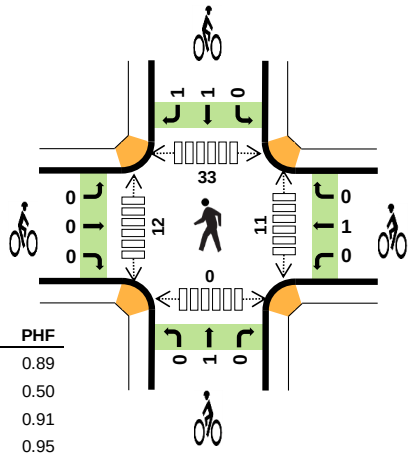
Date: 06-04-2019
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 8:00 AM to 9:00 AM

N

Peak Hour



	HV %:	PHF
EB	2.0%	0.89
WB	12.5%	0.50
NB	2.1%	0.91
SB	6.5%	0.95
TOTAL	2.9%	0.94



Two-Hour Count Summaries

Interval Start	The Alameda Eastbound UT	LT	TH	RT	Driveway Westbound UT	LT	TH	RT	The Alameda Northbound UT	LT	TH	RT	El Camino Real Southbound UT	LT	TH	RT	15-min Total	Rolling One Hour
7:00 AM	0	16	0	7	0	0	0	0	0	38	304	3	0	0	58	8	434	0
7:15 AM	0	18	2	7	0	1	2	1	0	33	342	5	1	0	95	13	520	0
7:30 AM	0	18	1	4	0	0	1	1	0	33	397	6	0	3	80	10	554	0
7:45 AM	2	21	4	11	0	0	0	0	0	33	336	0	0	0	103	13	523	2,031
8:00 AM	**0**	**30**	**4**	**15**	**0**	**0**	**1**	**2**	**0**	**38**	**447**	**7**	**0**	**4**	**114**	**12**	**674**	2,271
8:15 AM	**0**	**34**	**6**	**15**	**0**	**0**	**0**	**1**	**0**	**29**	**436**	**6**	**0**	**1**	**90**	**19**	**637**	2,388
8:30 AM	**0**	**33**	**4**	**7**	**0**	**0**	**0**	**0**	**1**	**32**	**491**	**4**	**1**	**0**	**100**	**21**	**694**	2,528
8:45 AM	**0**	**36**	**3**	**9**	**0**	**0**	**2**	**2**	**0**	**26**	**396**	**9**	**0**	**2**	**115**	**13**	**613**	**2,618**
Count Total	2	206	24	75	0	1	6	7	1	262	3,149	40	2	10	755	109	4,649	0
Peak Hour All	**0**	**133**	**17**	**46**	**0**	**0**	**3**	**5**	**1**	**125**	**1,770**	**26**	**1**	**7**	**419**	**65**	**2,618**	**0**
Peak Hour HV	**0**	**2**	**0**	**2**	**0**	**0**	**1**	**0**	**0**	**3**	**37**	**0**	**0**	**0**	**26**	**6**	**77**	**0**
Peak Hour HV%	**-**	**2%**	**0%**	**4%**	**-**	**-**	**33%**	**0%**	**0%**	**2%**	**2%**	**0%**	**0%**	**0%**	**6%**	**9%**	**3%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) East	West	North	South	Total
7:00 AM	0	0	17	8	*25*	0	0	0	0	*0*	3	0	13	0	*16*
7:15 AM	1	0	9	12	*22*	0	0	0	0	*0*	2	3	15	0	*20*
7:30 AM	1	1	8	7	*17*	0	0	2	0	*2*	1	0	2	1	*4*
7:45 AM	1	0	10	10	*21*	0	0	0	1	*1*	3	5	5	0	*13*
8:00 AM	**0**	**0**	**7**	**9**	***16***	**0**	**0**	**0**	**0**	***0***	**3**	**3**	**7**	**0**	*13*
8:15 AM	**2**	**0**	**10**	**10**	***22***	**0**	**1**	**0**	**1**	***2***	**6**	**2**	**7**	**0**	*15*
8:30 AM	**1**	**0**	**11**	**7**	***19***	**0**	**0**	**1**	**1**	***2***	**2**	**4**	**8**	**0**	*14*
8:45 AM	**1**	**1**	**12**	**6**	***20***	**0**	**0**	**0**	**0**	***0***	**0**	**3**	**11**	**0**	***14***
Count Total	7	2	84	69	*162*	0	1	3	3	*7*	20	20	68	1	*109*
Peak Hour	**4**	**1**	**40**	**32**	***77***	**0**	**1**	**1**	**2**	***4***	**11**	**12**	**33**	**0**	***56***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	The Alameda				Driveway				The Alameda				El Camino Real				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	2	15	0	0	0	7	1	25	0
7:15 AM	0	1	0	0	0	0	0	0	0	1	8	0	0	0	10	2	22	0
7:30 AM	0	1	0	0	0	0	0	1	0	1	6	1	0	0	7	0	17	0
7:45 AM	0	1	0	0	0	0	0	0	0	2	8	0	0	0	10	0	21	85
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**6**	**0**	**0**	**0**	**9**	**0**	**16**	76
8:15 AM	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**10**	**0**	**0**	**0**	**7**	**3**	**22**	76
8:30 AM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**10**	**0**	**0**	**0**	**6**	**1**	**19**	78
8:45 AM	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**1**	**11**	**0**	**0**	**0**	**4**	**2**	**20**	**77**
Count Total	0	5	0	2	0	0	1	1	0	9	74	1	0	0	60	9	162	0
Peak Hour	**0**	**2**	**0**	**2**	**0**	**0**	**1**	**0**	**0**	**3**	**37**	**0**	**0**	**0**	**26**	**6**	**77**	**0**

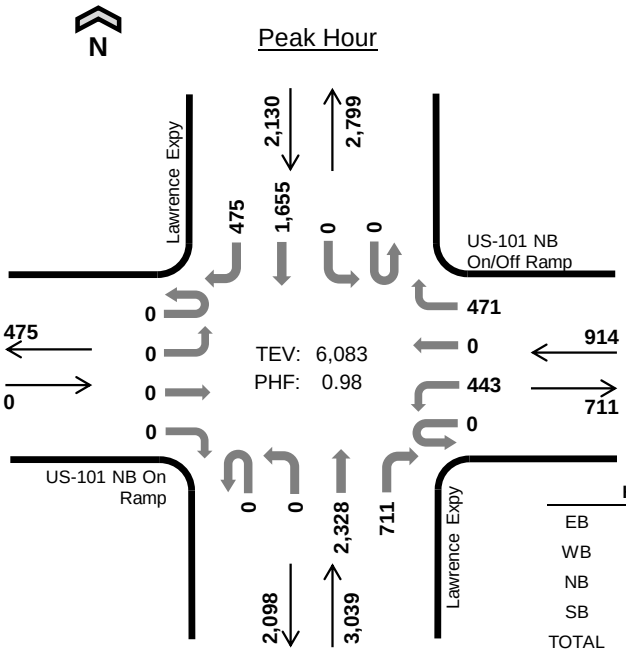
Two-Hour Count Summaries - Bikes

Interval Start	The Alameda			Driveway			The Alameda			El Camino Real			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	1	1	0	0	0	0	2	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	3
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	3
8:15 AM	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**2**	5
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**2**	5
8:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**
Count Total	0	0	0	0	1	0	1	2	0	0	2	1	7	0
Peak Hour	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**1**	**1**	**4**	**0**

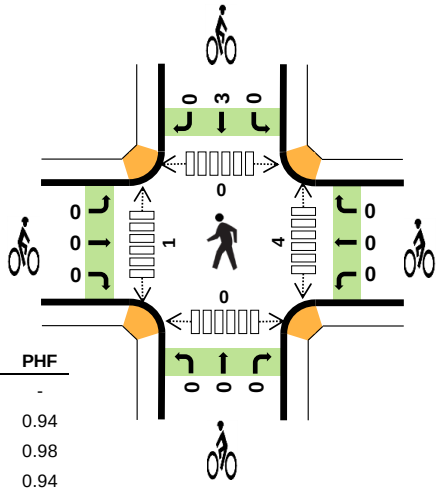
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Lawrence Expy
US-101 NB Ramps

Date: 06-04-2019
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:45 AM to 8:45 AM



	HV %:	PHF
EB	-	-
WB	3.3%	0.94
NB	2.1%	0.98
SB	3.6%	0.94
TOTAL	2.8%	0.98



Two-Hour Count Summaries

Interval Start		US-101 NB On Ramp				US-101 NB On/Off Ramp				Lawrence Expy				Lawrence Expy				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	0	0	0	0	112	0	146	0	0	227	89	0	0	242	92	908	0
7:15 AM		0	0	0	0	0	93	0	139	0	0	445	157	0	0	351	100	1,285	0
7:30 AM		0	0	0	0	0	97	0	132	0	0	447	130	0	0	355	131	1,292	0
7:45 AM		**0**	**0**	**0**	**0**	**0**	**99**	**0**	**111**	**0**	**0**	**629**	**149**	**0**	**0**	**403**	**162**	**1,553**	5,038
8:00 AM		**0**	**0**	**0**	**0**	**0**	**93**	**0**	**131**	**0**	**0**	**583**	**180**	**0**	**0**	**421**	**148**	**1,556**	5,686
8:15 AM		**0**	**0**	**0**	**0**	**0**	**123**	**0**	**119**	**0**	**0**	**557**	**181**	**0**	**0**	**392**	**77**	**1,449**	5,850
8:30 AM		**0**	**0**	**0**	**0**	**0**	**128**	**0**	**110**	**0**	**0**	**559**	**201**	**0**	**0**	**439**	**88**	**1,525**	**6,083**
8:45 AM		0	0	0	0	0	135	0	142	0	0	593	164	0	0	361	70	1,465	5,995
Count Total		0	0	0	0	0	880	0	1,030	0	0	4,040	1,251	0	0	2,964	868	11,033	0
Peak Hour	**All**	**0**	**0**	**0**	**0**	**0**	**443**	**0**	**471**	**0**	**0**	**2,328**	**711**	**0**	**0**	**1,655**	**475**	**6,083**	**0**
	HV	**0**	**0**	**0**	**0**	**0**	**15**	**0**	**15**	**0**	**0**	**55**	**8**	**0**	**0**	**73**	**3**	**169**	**0**
	HV%	**-**	**-**	**-**	**-**	**-**	**3%**	**-**	**3%**	**-**	**-**	**2%**	**1%**	**-**	**-**	**4%**	**1%**	**3%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	7	13	13	*33*	0	0	0	1	*1*	1	2	0	0	*3*
7:15 AM	0	10	20	12	*42*	0	0	0	2	*2*	0	0	0	0	*0*
7:30 AM	0	13	12	19	*44*	0	0	0	0	*0*	0	1	0	0	*1*
7:45 AM	**0**	**8**	**8**	**19**	***35***	**0**	**0**	**0**	**0**	***0***	**2**	**0**	**0**	**0**	*2*
8:00 AM	**0**	**11**	**14**	**20**	***45***	**0**	**0**	**0**	**1**	***1***	**0**	**1**	**0**	**0**	*1*
8:15 AM	**0**	**5**	**21**	**17**	***43***	**0**	**0**	**0**	**1**	***1***	**1**	**0**	**0**	**0**	*1*
8:30 AM	**0**	**6**	**20**	**20**	***46***	**0**	**0**	**0**	**1**	***1***	**1**	**0**	**0**	**0**	***1***
8:45 AM	0	9	15	17	*41*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	0	69	123	137	*329*	0	0	0	6	*6*	5	4	0	0	*9*
Peak Hour	**0**	**30**	**63**	**76**	***169***	**0**	**0**	**0**	**3**	***3***	**4**	**1**	**0**	**0**	***5***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	US-101 NB On Ramp				US-101 NB On/Off Ramp				Lawrence Expy				Lawrence Expy				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	5	0	2	0	0	12	1	0	0	12	1	33	0
7:15 AM	0	0	0	0	0	2	0	8	0	0	16	4	0	0	11	1	42	0
7:30 AM	0	0	0	0	0	5	0	8	0	0	9	3	0	0	17	2	44	0
7:45 AM	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**4**	**0**	**0**	**8**	**0**	**0**	**0**	**17**	**2**	**35**	154
8:00 AM	**0**	**0**	**0**	**0**	**0**	**6**	**0**	**5**	**0**	**0**	**12**	**2**	**0**	**0**	**20**	**0**	**45**	166
8:15 AM	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**3**	**0**	**0**	**16**	**5**	**0**	**0**	**16**	**1**	**43**	167
8:30 AM	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**3**	**0**	**0**	**19**	**1**	**0**	**0**	**20**	**0**	**46**	**169**
8:45 AM	0	0	0	0	0	3	0	6	0	0	11	4	0	0	14	3	41	175
Count Total	0	0	0	0	0	30	0	39	0	0	103	20	0	0	127	10	329	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**15**	**0**	**15**	**0**	**0**	**55**	**8**	**0**	**0**	**73**	**3**	**169**	**0**

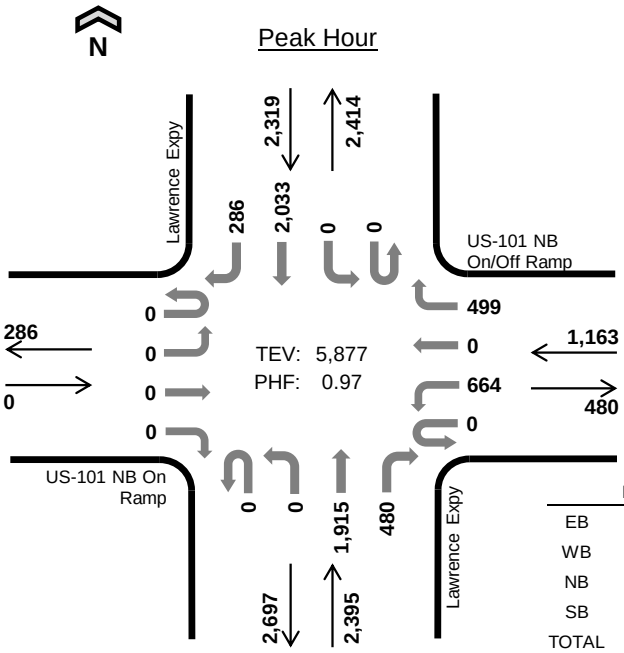
Two-Hour Count Summaries - Bikes

Interval Start	US-101 NB On Ramp			US-101 NB On/Off Ramp			Lawrence Expy			Lawrence Expy			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	2	0	2	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	3
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	3
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	2
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**3**
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Count Total	0	0	0	0	0	0	0	0	0	0	6	0	6	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**3**	**0**

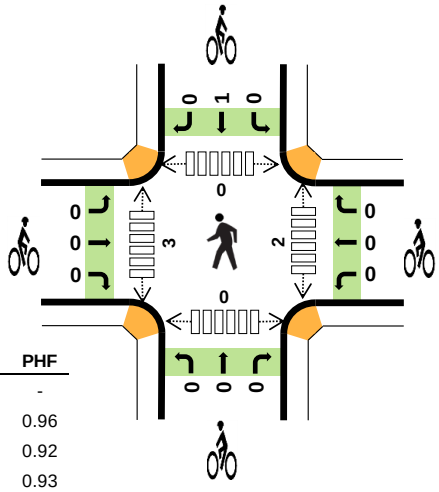
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Lawrence Expy
US-101 NB Ramps

Date: 06-04-2019
Count Period: 4:00 PM to 7:00 PM
Peak Hour: 4:45 PM to 5:45 PM



	HV %:	PHF
EB	-	-
WB	1.7%	0.96
NB	1.2%	0.92
SB	0.7%	0.93
TOTAL	1.1%	0.97



Three-Hour Count Summaries

Interval Start		US-101 NB On Ramp				US-101 NB On/Off Ramp				Lawrence Expy				Lawrence Expy				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:45 PM		0	0	0	0	0	157	0	122	0	0	442	122	0	0	464	71	1,378	0
5:00 PM		0	0	0	0	0	171	0	114	0	0	521	114	0	0	539	62	1,521	0
5:15 PM		0	0	0	0	0	162	0	135	0	0	520	129	0	0	494	67	1,507	0
5:30 PM		0	0	0	0	0	174	0	128	0	0	432	115	0	0	536	86	1,471	5,877
Peak Hour	All	0	0	0	0	0	664	0	499	0	0	1,915	480	0	0	2,033	286	5,877	0
	HV	0	0	0	0	0	16	0	4	0	0	22	6	0	0	13	3	64	0
	HV%	-	-	-	-	-	2%	-	1%	-	-	1%	1%	-	-	1%	1%	1%	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:45 PM	0	6	9	3	*18*	0	0	0	1	*1*	0	0	0	0	*0*
5:00 PM	0	5	7	6	*18*	0	0	0	0	*0*	0	0	0	0	*0*
5:15 PM	0	5	9	3	*17*	0	0	0	0	*0*	1	0	0	0	*1*
5:30 PM	0	4	3	4	*11*	0	0	0	0	*0*	1	3	0	0	*4*
Peak Hour	0	20	28	16	*64*	0	0	0	1	*1*	2	3	0	0	*5*

Three-Hour Count Summaries

Interval Start	US-101 NB On Ramp				US-101 NB On/Off Ramp				Lawrence Expy				Lawrence Expy				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	110	0	91	0	0	358	105	0	0	436	53	1,153	0
4:15 PM	0	0	0	0	0	125	0	102	0	0	423	132	0	0	457	58	1,297	0
4:30 PM	0	0	0	0	0	111	0	92	0	0	409	123	0	0	494	69	1,298	0
4:45 PM	**0**	**0**	**0**	**0**	**0**	**157**	**0**	**122**	**0**	**0**	**442**	**122**	**0**	**0**	**464**	**71**	**1,378**	5,126
5:00 PM	**0**	**0**	**0**	**0**	**0**	**171**	**0**	**114**	**0**	**0**	**521**	**114**	**0**	**0**	**539**	**62**	**1,521**	5,494
5:15 PM	**0**	**0**	**0**	**0**	**0**	**162**	**0**	**135**	**0**	**0**	**520**	**129**	**0**	**0**	**494**	**67**	**1,507**	5,704
5:30 PM	**0**	**0**	**0**	**0**	**0**	**174**	**0**	**128**	**0**	**0**	**432**	**115**	**0**	**0**	**536**	**86**	**1,471**	**5,877**
5:45 PM	0	0	0	0	0	170	0	116	0	0	413	131	0	0	449	94	1,373	5,872
6:00 PM	0	0	0	0	0	156	0	118	0	0	444	142	0	0	501	79	1,440	5,791
6:15 PM	0	0	0	0	0	164	0	113	0	0	479	137	0	0	481	73	1,447	5,731
6:30 PM	0	0	0	0	0	145	0	100	0	0	427	128	0	0	496	88	1,384	5,644
6:45 PM	0	0	0	0	0	150	0	104	0	0	376	137	0	0	396	104	1,267	5,538
Count Total	0	0	0	0	0	1,795	0	1,335	0	0	5,244	1,515	0	0	5,743	904	16,536	0
Peak Hour All	**0**	**0**	**0**	**0**	**0**	**664**	**0**	**499**	**0**	**0**	**1,915**	**480**	**0**	**0**	**2,033**	**286**	**5,877**	**0**
Peak Hour HV	**0**	**0**	**0**	**0**	**0**	**16**	**0**	**4**	**0**	**0**	**22**	**6**	**0**	**0**	**13**	**3**	**64**	**0**
Peak Hour HV%	**-**	**-**	**-**	**-**	**-**	**2%**	**-**	**1%**	**-**	**-**	**1%**	**1%**	**-**	**-**	**1%**	**1%**	**1%**	**0**

Note: Three-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	5	10	4	*19*	0	0	1	1	*2*	1	0	0	0	*1*
4:15 PM	0	17	5	3	*25*	0	0	0	0	*0*	1	0	0	0	*1*
4:30 PM	0	7	5	3	*15*	0	0	1	2	*3*	0	3	0	0	*3*
4:45 PM	**0**	**6**	**9**	**3**	***18***	**0**	**0**	**0**	**1**	***1***	**0**	**0**	**0**	**0**	*0*
5:00 PM	**0**	**5**	**7**	**6**	***18***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
5:15 PM	**0**	**5**	**9**	**3**	***17***	**0**	**0**	**0**	**0**	***0***	**1**	**0**	**0**	**0**	*1*
5:30 PM	**0**	**4**	**3**	**4**	***11***	**0**	**0**	**0**	**0**	***0***	**1**	**3**	**0**	**0**	***4***
5:45 PM	0	1	2	6	*9*	0	0	0	2	*2*	0	0	0	0	*0*
6:00 PM	0	1	4	5	*10*	0	0	0	0	*0*	0	1	0	0	*1*
6:15 PM	0	3	5	3	*11*	0	0	0	0	*0*	0	2	0	0	*2*
6:30 PM	0	3	5	0	*8*	0	0	0	1	*1*	0	0	0	0	*0*
6:45 PM	0	2	9	1	*12*	0	0	1	0	*1*	0	2	0	0	*2*
Count Total	0	59	73	41	*173*	0	0	3	7	*10*	4	11	0	0	*15*
Peak Hour	**0**	**20**	**28**	**16**	***64***	**0**	**0**	**0**	**1**	***1***	**2**	**3**	**0**	**0**	***5***

Three-Hour Count Summaries - Heavy Vehicles

Interval Start	US-101 NB On Ramp				US-101 NB On/Off Ramp				Lawrence Expy				Lawrence Expy				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	1	0	4	0	0	7	3	0	0	4	0	19	0
4:15 PM	0	0	0	0	0	14	0	3	0	0	5	0	0	0	3	0	25	0
4:30 PM	0	0	0	0	0	6	0	1	0	0	5	0	0	0	3	0	15	0
4:45 PM	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**2**	**0**	**0**	**6**	**3**	**0**	**0**	**2**	**1**	**18**	77
5:00 PM	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**2**	**0**	**0**	**5**	**2**	**0**	**0**	**5**	**1**	**18**	76
5:15 PM	**0**	**0**	**0**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**8**	**1**	**0**	**0**	**2**	**1**	**17**	68
5:30 PM	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**4**	**0**	**11**	**64**
5:45 PM	0	0	0	0	0	1	0	0	0	0	1	1	0	0	4	2	9	55
6:00 PM	0	0	0	0	0	0	0	1	0	0	3	1	0	0	5	0	10	47
6:15 PM	0	0	0	0	0	2	0	1	0	0	4	1	0	0	2	1	11	41
6:30 PM	0	0	0	0	0	0	0	3	0	0	3	2	0	0	0	0	8	38
6:45 PM	0	0	0	0	0	1	0	1	0	0	8	1	0	0	1	0	12	41
Count Total	0	0	0	0	0	41	0	18	0	0	58	15	0	0	35	6	173	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**16**	**0**	**4**	**0**	**0**	**22**	**6**	**0**	**0**	**13**	**3**	**64**	**0**

Three-Hour Count Summaries - Bikes

Interval Start	US-101 NB On Ramp			US-101 NB On/Off Ramp			Lawrence Expy			Lawrence Expy			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	1	0	0	1	0	2	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	1	0	0	2	0	3	0
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	6
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	4
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	4
5:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
5:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	2	2
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
6:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	3
6:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	2
Count Total	0	0	0	0	0	0	0	3	0	0	7	0	10	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**0**

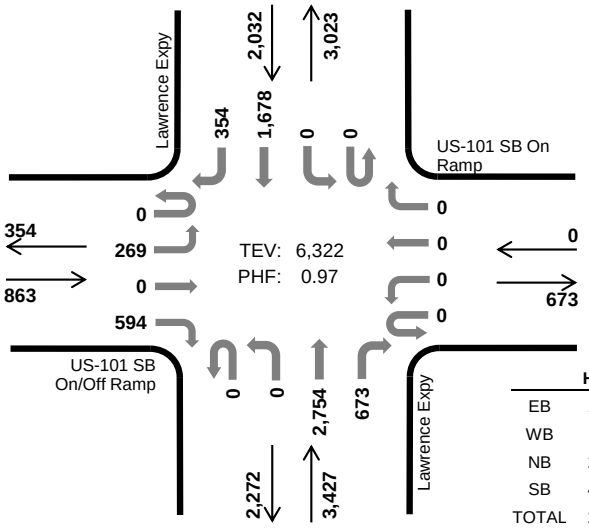
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Lawrence Expy
US-101 SB Ramps

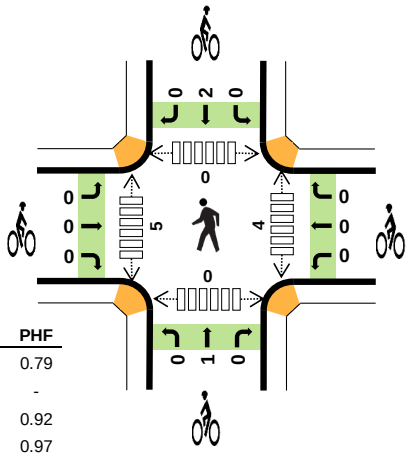
Date: 06-04-2019
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:45 AM to 8:45 AM

N

Peak Hour



	HV %:	PHF
EB	1.9%	0.79
WB	-	-
NB	2.2%	0.92
SB	4.1%	0.97
TOTAL	2.8%	0.97



Two-Hour Count Summaries

Interval Start		US-101 SB On/Off Ramp				US-101 SB On Ramp				Lawrence Expy				Lawrence Expy				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	20	0	99	0	0	0	0	0	0	355	96	0	0	297	54	921	0
7:15 AM		0	38	0	109	0	0	0	0	0	0	518	144	0	0	345	67	1,221	0
7:30 AM		0	65	0	107	0	0	0	0	0	0	582	165	0	0	367	102	1,388	0
7:45 AM		**0**	**123**	**0**	**149**	**0**	**0**	**0**	**0**	**0**	**0**	**634**	**165**	**0**	**0**	**409**	**80**	**1,560**	5,090
8:00 AM		**0**	**70**	**0**	**145**	**0**	**0**	**0**	**0**	**0**	**0**	**674**	**164**	**0**	**0**	**409**	**94**	**1,556**	5,725
8:15 AM		**0**	**45**	**0**	**159**	**0**	**0**	**0**	**0**	**0**	**0**	**691**	**164**	**0**	**0**	**431**	**87**	**1,577**	6,081
8:30 AM		**0**	**31**	**0**	**141**	**0**	**0**	**0**	**0**	**0**	**0**	**755**	**180**	**0**	**0**	**429**	**93**	**1,629**	**6,322**
8:45 AM		0	44	0	126	0	0	0	0	0	0	711	154	0	0	439	78	1,552	6,314
Count Total		0	436	0	1,035	0	0	0	0	0	0	4,920	1,232	0	0	3,126	655	11,404	0
Peak Hour	**All**	**0**	**269**	**0**	**594**	**0**	**0**	**0**	**0**	**0**	**0**	**2,754**	**673**	**0**	**0**	**1,678**	**354**	**6,322**	**0**
	HV	**0**	**2**	**0**	**14**	**0**	**0**	**0**	**0**	**0**	**0**	**60**	**16**	**0**	**0**	**62**	**22**	**176**	**0**
	HV%	**-**	**1%**	**-**	**2%**	**-**	**-**	**-**	**-**	**-**	**-**	**2%**	**2%**	**-**	**-**	**4%**	**6%**	**3%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	3	0	20	18	*41*	0	0	0	1	*1*	0	1	0	0	*1*
7:15 AM	8	0	22	16	*46*	0	0	0	2	*2*	0	1	0	0	*1*
7:30 AM	4	0	12	24	*40*	0	0	0	0	*0*	0	1	0	0	*1*
7:45 AM	**2**	**0**	**14**	**18**	***34***	**0**	**0**	**0**	**0**	***0***	**2**	**1**	**0**	**0**	*3*
8:00 AM	**4**	**0**	**15**	**26**	***45***	**0**	**0**	**0**	**1**	***1***	**0**	**2**	**0**	**0**	*2*
8:15 AM	**3**	**0**	**28**	**19**	***50***	**0**	**0**	**0**	**1**	***1***	**0**	**1**	**0**	**0**	*1*
8:30 AM	**7**	**0**	**19**	**21**	***47***	**0**	**0**	**1**	**0**	***1***	**2**	**1**	**0**	**0**	***3***
8:45 AM	6	0	22	33	*61*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	37	0	152	175	*364*	0	0	1	5	*6*	4	8	0	0	*12*
Peak Hour	**16**	**0**	**76**	**84**	***176***	**0**	**0**	**1**	**2**	***3***	**4**	**5**	**0**	**0**	***9***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	US-101 SB On/Off Ramp				US-101 SB On Ramp				Lawrence Expy				Lawrence Expy				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	3	0	0	0	0	0	0	15	5	0	0	13	5	41	0
7:15 AM	0	3	0	5	0	0	0	0	0	0	18	4	0	0	10	6	46	0
7:30 AM	0	1	0	3	0	0	0	0	0	0	10	2	0	0	19	5	40	0
7:45 AM	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	**6**	**0**	**0**	**16**	**2**	**34**	161
8:00 AM	**0**	**1**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**12**	**3**	**0**	**0**	**17**	**9**	**45**	165
8:15 AM	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**23**	**5**	**0**	**0**	**15**	**4**	**50**	169
8:30 AM	**0**	**1**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**17**	**2**	**0**	**0**	**14**	**7**	**47**	**176**
8:45 AM	0	1	0	5	0	0	0	0	0	0	18	4	0	0	28	5	61	203
Count Total	0	7	0	30	0	0	0	0	0	0	121	31	0	0	132	43	364	0
Peak Hour	**0**	**2**	**0**	**14**	**0**	**0**	**0**	**0**	**0**	**0**	**60**	**16**	**0**	**0**	**62**	**22**	**176**	**0**

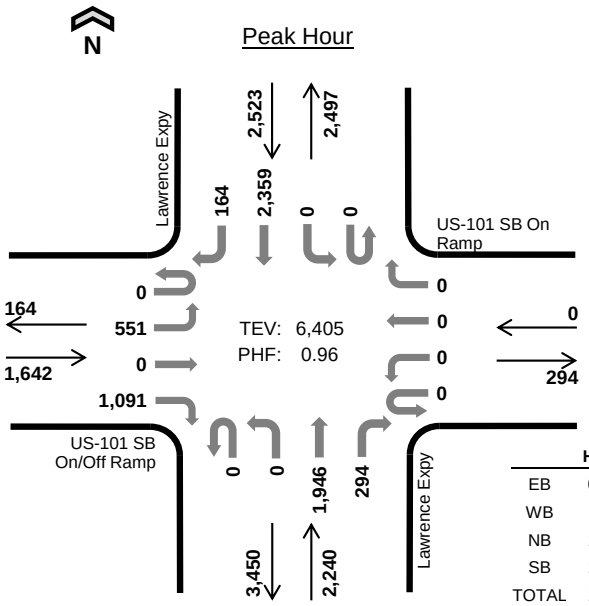
Two-Hour Count Summaries - Bikes

Interval Start	US-101 SB On/Off Ramp			US-101 SB On Ramp			Lawrence Expy			Lawrence Expy			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	2	0	2	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	3
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	3
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	2
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**3**
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Count Total	0	0	0	0	0	0	0	1	0	0	5	0	6	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**2**	**0**	**3**	**0**

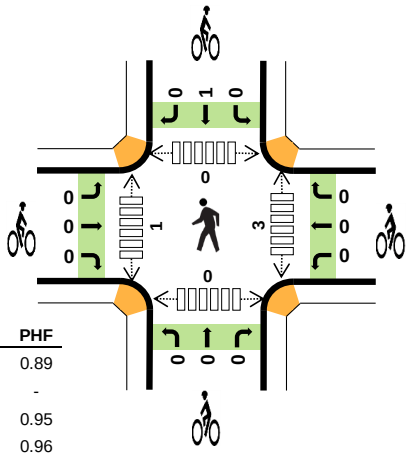
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Lawrence Expy
US-101 SB Ramps

Date: 06-04-2019
Count Period: 4:00 PM to 7:00 PM
Peak Hour: 4:45 PM to 5:45 PM



	HV %:	PHF
EB	0.7%	0.89
WB	-	-
NB	1.3%	0.95
SB	1.1%	0.96
TOTAL	1.1%	0.96



Three-Hour Count Summaries

Interval Start		US-101 SB On/Off Ramp				US-101 SB On Ramp				Lawrence Expy				Lawrence Expy				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:45 PM		0	103	0	289	0	0	0	0	0	0	482	73	0	0	572	48	1,567	0
5:00 PM		0	167	0	294	0	0	0	0	0	0	468	78	0	0	617	43	1,667	0
5:15 PM		0	155	0	273	0	0	0	0	0	0	521	71	0	0	574	36	1,630	0
5:30 PM		0	126	0	235	0	0	0	0	0	0	475	72	0	0	596	37	1,541	6,405
Peak Hour	All	0	551	0	1,091	0	0	0	0	0	0	1,946	294	0	0	2,359	164	6,405	0
	HV	0	2	0	9	0	0	0	0	0	0	29	1	0	0	26	2	69	0
	HV%	-	0%	-	1%	-	-	-	-	-	-	1%	0%	-	-	1%	1%	1%	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:45 PM	2	0	10	7	*19*	0	0	0	1	*1*	1	0	0	0	*1*
5:00 PM	5	0	7	8	*20*	0	0	0	0	*0*	0	0	0	0	*0*
5:15 PM	2	0	10	6	*18*	0	0	0	0	*0*	1	0	0	0	*1*
5:30 PM	2	0	3	7	*12*	0	0	0	0	*0*	1	1	0	0	*2*
Peak Hour	11	0	30	28	*69*	0	0	0	1	*1*	3	1	0	0	*4*

Three-Hour Count Summaries

Interval Start	US-101 SB On/Off Ramp				US-101 SB On Ramp				Lawrence Expy				Lawrence Expy				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	79	0	331	0	0	0	0	0	0	386	80	0	0	482	44	1,402	0
4:15 PM	0	97	0	298	0	0	0	0	0	0	428	65	0	0	537	32	1,457	0
4:30 PM	0	102	0	330	0	0	0	0	0	0	445	63	0	0	492	50	1,482	0
4:45 PM	**0**	**103**	**0**	**289**	**0**	**0**	**0**	**0**	**0**	**0**	**482**	**73**	**0**	**0**	**572**	**48**	**1,567**	5,908
5:00 PM	**0**	**167**	**0**	**294**	**0**	**0**	**0**	**0**	**0**	**0**	**468**	**78**	**0**	**0**	**617**	**43**	**1,667**	6,173
5:15 PM	**0**	**155**	**0**	**273**	**0**	**0**	**0**	**0**	**0**	**0**	**521**	**71**	**0**	**0**	**574**	**36**	**1,630**	6,346
5:30 PM	**0**	**126**	**0**	**235**	**0**	**0**	**0**	**0**	**0**	**0**	**475**	**72**	**0**	**0**	**596**	**37**	**1,541**	**6,405**
5:45 PM	0	115	0	241	0	0	0	0	0	0	451	85	0	0	583	47	1,522	6,360
6:00 PM	0	104	0	203	0	0	0	0	0	0	446	103	0	0	596	71	1,523	6,216
6:15 PM	0	121	0	246	0	0	0	0	0	0	520	137	0	0	528	56	1,608	6,194
6:30 PM	0	117	0	239	0	0	0	0	0	0	460	127	0	0	567	76	1,586	6,239
6:45 PM	0	73	0	243	0	0	0	0	0	0	428	121	0	0	439	88	1,392	6,109
Count Total	0	1,359	0	3,222	0	0	0	0	0	0	5,510	1,075	0	0	6,583	628	18,377	0
Peak Hour All	**0**	**551**	**0**	**1,091**	**0**	**0**	**0**	**0**	**0**	**0**	**1,946**	**294**	**0**	**0**	**2,359**	**164**	**6,405**	**0**
Peak Hour HV	**0**	**2**	**0**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**29**	**1**	**0**	**0**	**26**	**2**	**69**	**0**
Peak Hour HV%	**-**	**0%**	**-**	**1%**	**-**	**-**	**-**	**-**	**-**	**-**	**1%**	**0%**	**-**	**-**	**1%**	**1%**	**1%**	**0**

Note: Three-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	2	0	10	3	*15*	0	0	1	1	*2*	1	0	0	0	*1*
4:15 PM	5	0	6	17	*28*	0	0	0	0	*0*	0	1	0	0	*1*
4:30 PM	5	0	4	8	*17*	0	0	1	1	*2*	0	1	0	0	*1*
4:45 PM	**2**	**0**	**10**	**7**	***19***	**0**	**0**	**0**	**1**	***1***	**1**	**0**	**0**	**0**	*1*
5:00 PM	**5**	**0**	**7**	**8**	***20***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
5:15 PM	**2**	**0**	**10**	**6**	***18***	**0**	**0**	**0**	**0**	***0***	**1**	**0**	**0**	**0**	*1*
5:30 PM	**2**	**0**	**3**	**7**	***12***	**0**	**0**	**0**	**0**	***0***	**1**	**1**	**0**	**0**	***2***
5:45 PM	3	0	3	5	*11*	0	0	0	2	*2*	0	0	0	0	*0*
6:00 PM	2	0	5	5	*12*	0	0	1	0	*1*	0	2	0	0	*2*
6:15 PM	2	0	5	2	*9*	0	0	1	0	*1*	1	6	0	0	*7*
6:30 PM	0	0	7	1	*8*	0	0	0	1	*1*	0	2	0	0	*2*
6:45 PM	3	0	8	1	*12*	0	0	1	0	*1*	1	1	0	0	*2*
Count Total	33	0	78	70	*181*	0	0	5	6	*11*	6	14	0	0	*20*
Peak Hour	**11**	**0**	**30**	**28**	***69***	**0**	**0**	**0**	**1**	***1***	**3**	**1**	**0**	**0**	***4***

Three-Hour Count Summaries - Heavy Vehicles

Interval Start	US-101 SB On/Off Ramp				US-101 SB On Ramp				Lawrence Expy				Lawrence Expy				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	2	0	0	0	0	0	0	8	2	0	0	3	0	15	0
4:15 PM	0	1	0	4	0	0	0	0	0	0	4	2	0	0	17	0	28	0
4:30 PM	0	1	0	4	0	0	0	0	0	0	4	0	0	0	8	0	17	0
4:45 PM	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**9**	**1**	**0**	**0**	**7**	**0**	**19**	79
5:00 PM	**0**	**1**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**0**	**0**	**0**	**7**	**1**	**20**	84
5:15 PM	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**10**	**0**	**0**	**0**	**6**	**0**	**18**	74
5:30 PM	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**6**	**1**	**12**	**69**
5:45 PM	0	0	0	3	0	0	0	0	0	0	2	1	0	0	3	2	11	61
6:00 PM	0	0	0	2	0	0	0	0	0	0	5	0	0	0	4	1	12	53
6:15 PM	0	1	0	1	0	0	0	0	0	0	4	1	0	0	2	0	9	44
6:30 PM	0	0	0	0	0	0	0	0	0	0	6	1	0	0	1	0	8	40
6:45 PM	0	0	0	3	0	0	0	0	0	0	8	0	0	0	1	0	12	41
Count Total	0	5	0	28	0	0	0	0	0	0	70	8	0	0	65	5	181	0
Peak Hour	**0**	**2**	**0**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**29**	**1**	**0**	**0**	**26**	**2**	**69**	**0**

Three-Hour Count Summaries - Bikes

Interval Start	US-101 SB On/Off Ramp			US-101 SB On Ramp			Lawrence Expy			Lawrence Expy			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	1	0	0	1	0	2	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	1	0	1	0	2	0
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	5
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	3
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	3
5:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
5:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	2	2
6:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	3
6:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	4
6:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	5
6:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	4
Count Total	0	0	0	0	0	0	0	4	1	0	6	0	11	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**0**

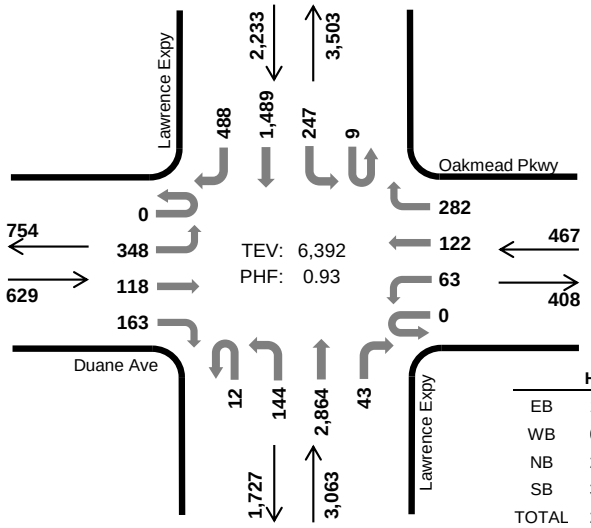
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Lawrence Expy
Duane Ave

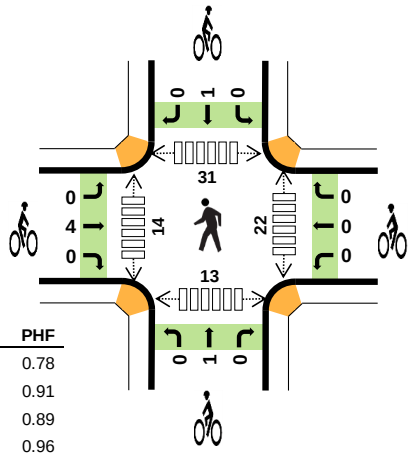
Date: 06-04-2019
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 8:00 AM to 9:00 AM

N

Peak Hour



	HV %:	PHF
EB	1.4%	0.78
WB	0.6%	0.91
NB	2.6%	0.89
SB	3.1%	0.96
TOTAL	2.6%	0.93



Two-Hour Count Summaries

Interval Start		Duane Ave Eastbound UT	LT	TH	RT	Oakmead Pkwy Westbound UT	LT	TH	RT	Lawrence Expy Northbound UT	LT	TH	RT	Lawrence Expy Southbound UT	LT	TH	RT	15-min Total	Rolling One Hour
7:00 AM		0	27	7	15	0	4	7	26	1	16	391	6	1	56	256	86	899	0
7:15 AM		0	69	17	24	0	4	16	44	4	22	545	11	1	43	306	74	1,180	0
7:30 AM		0	58	20	34	0	4	19	54	1	34	641	10	0	45	329	79	1,328	0
7:45 AM		0	81	22	41	0	15	32	56	3	32	681	6	1	56	391	120	1,537	4,944
8:00 AM		**0**	**69**	**17**	**44**	**0**	**15**	**28**	**61**	**4**	**30**	**704**	**10**	**0**	**67**	**373**	**102**	**1,524**	5,569
8:15 AM		**0**	**88**	**18**	**37**	**0**	**14**	**34**	**69**	**6**	**37**	**706**	**12**	**5**	**57**	**352**	**139**	**1,574**	5,963
8:30 AM		**0**	**78**	**39**	**38**	**0**	**14**	**29**	**74**	**1**	**42**	**810**	**9**	**4**	**55**	**391**	**130**	**1,714**	6,349
8:45 AM		**0**	**113**	**44**	**44**	**0**	**20**	**31**	**78**	**1**	**35**	**644**	**12**	**0**	**68**	**373**	**117**	**1,580**	**6,392**
Count Total		0	583	184	277	0	90	196	462	21	248	5,122	76	12	447	2,771	847	11,336	0
Peak Hour	**All**	**0**	**348**	**118**	**163**	**0**	**63**	**122**	**282**	**12**	**144**	**2,864**	**43**	**9**	**247**	**1,489**	**488**	**6,392**	**0**
	HV	**0**	**8**	**0**	**1**	**0**	**1**	**0**	**2**	**0**	**1**	**80**	**0**	**1**	**1**	**53**	**15**	**163**	**0**
	HV%	**-**	**2%**	**0%**	**1%**	**-**	**2%**	**0%**	**1%**	**0%**	**1%**	**3%**	**0%**	**11%**	**0%**	**4%**	**3%**	**3%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) East	West	North	South	Total
7:00 AM	3	0	18	15	*36*	0	0	1	0	*1*	2	7	12	2	*23*
7:15 AM	4	1	19	14	*38*	0	1	0	1	*2*	0	3	8	1	*12*
7:30 AM	2	0	10	14	*26*	3	1	0	0	*4*	2	0	4	0	*6*
7:45 AM	4	1	10	24	*39*	0	1	0	0	*1*	3	0	2	2	*7*
8:00 AM	**3**	**1**	**12**	**19**	***35***	**0**	**0**	**0**	**1**	***1***	**2**	**4**	**5**	**0**	*11*
8:15 AM	**4**	**1**	**23**	**15**	***43***	**0**	**0**	**0**	**0**	***0***	**1**	**4**	**11**	**0**	*16*
8:30 AM	**0**	**0**	**30**	**18**	***48***	**2**	**0**	**1**	**0**	***3***	**12**	**5**	**11**	**10**	*38*
8:45 AM	**2**	**1**	**16**	**18**	***37***	**2**	**0**	**0**	**0**	***2***	**7**	**1**	**4**	**3**	***15***
Count Total	22	5	138	137	*302*	7	3	2	2	*14*	29	24	57	18	*128*
Peak Hour	**9**	**3**	**81**	**70**	***163***	**4**	**0**	**1**	**1**	***6***	**22**	**14**	**31**	**13**	***80***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Duane Ave				Oakmead Pkwy				Lawrence Expy				Lawrence Expy				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	3	0	0	0	0	0	0	0	0	18	0	0	0	12	3	36	0
7:15 AM	0	3	1	0	0	0	0	1	0	0	19	0	0	1	10	3	38	0
7:30 AM	0	2	0	0	0	0	0	0	0	0	10	0	0	0	10	4	26	0
7:45 AM	0	4	0	0	0	0	0	1	0	1	9	0	0	1	14	9	39	139
8:00 AM	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**12**	**0**	**0**	**0**	**14**	**5**	**35**	138
8:15 AM	**0**	**3**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**1**	**22**	**0**	**0**	**1**	**12**	**2**	**43**	143
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**30**	**0**	**1**	**0**	**11**	**6**	**48**	165
8:45 AM	**0**	**2**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**16**	**0**	**0**	**0**	**16**	**2**	**37**	**163**
Count Total	0	20	1	1	0	1	0	4	0	2	136	0	1	3	99	34	302	0
Peak Hour	**0**	**8**	**0**	**1**	**0**	**1**	**0**	**2**	**0**	**1**	**80**	**0**	**1**	**1**	**53**	**15**	**163**	**0**

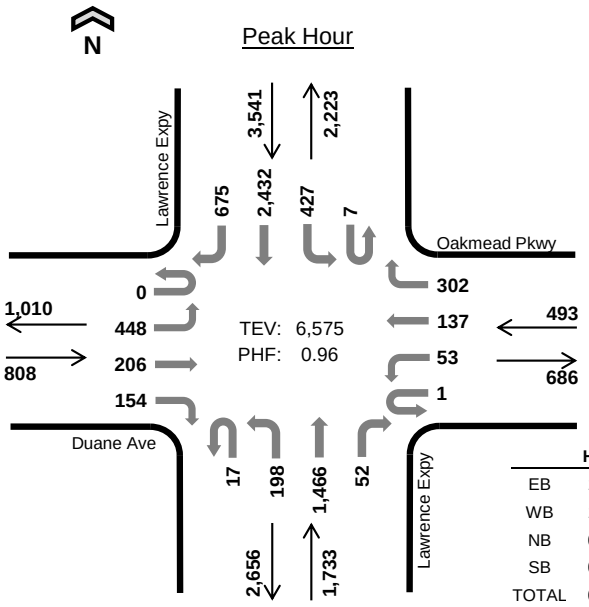
Two-Hour Count Summaries - Bikes

Interval Start	Duane Ave			Oakmead Pkwy			Lawrence Expy			Lawrence Expy			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	1	0
7:15 AM	0	0	0	0	1	0	0	0	0	0	0	1	2	0
7:30 AM	0	3	0	0	1	0	0	0	0	0	0	0	4	0
7:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	1	8
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	8
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	6
8:30 AM	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**3**	5
8:45 AM	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**6**
Count Total	0	7	0	0	3	0	0	2	0	0	1	1	14	0
Peak Hour	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**6**	**0**

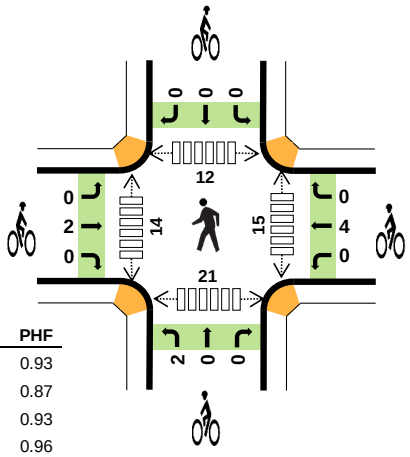
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Lawrence Expy
Duane Ave

Date: 06-04-2019
Count Period: 4:00 PM to 7:00 PM
Peak Hour: 5:00 PM to 6:00 PM



	HV %:	PHF
EB	1.4%	0.93
WB	1.0%	0.87
NB	0.6%	0.93
SB	0.9%	0.96
TOTAL	0.9%	0.96



Three-Hour Count Summaries

Interval Start		Duane Ave Eastbound UT	LT	TH	RT	Oakmead Pkwy Westbound UT	LT	TH	RT	Lawrence Expy Northbound UT	LT	TH	RT	Lawrence Expy Southbound UT	LT	TH	RT	15-min Total	Rolling One Hour
5:00 PM		0	128	53	37	1	20	30	72	4	47	331	12	2	92	634	145	1,608	0
5:15 PM		0	119	55	34	0	16	45	80	4	46	404	11	3	89	659	147	1,712	0
5:30 PM		0	95	56	41	0	8	26	78	5	48	355	11	1	135	586	199	1,644	0
5:45 PM		0	106	42	42	0	9	36	72	4	57	376	18	1	111	553	184	1,611	6,575
Peak Hour	All	0	448	206	154	1	53	137	302	17	198	1,466	52	7	427	2,432	675	6,575	0
	HV	0	10	1	0	0	0	0	5	0	2	9	0	0	0	20	12	59	0
	HV%	-	2%	0%	0%	0%	0%	0%	2%	0%	1%	1%	0%	0%	0%	1%	2%	1%	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) East	West	North	South	Total
5:00 PM	5	0	4	9	*18*	0	1	2	0	*3*	0	2	0	4	*6*
5:15 PM	2	4	5	7	*18*	1	0	0	0	*1*	10	1	2	9	*22*
5:30 PM	2	1	1	9	*13*	1	0	0	0	*1*	4	5	3	5	*17*
5:45 PM	2	0	1	7	*10*	0	3	0	0	*3*	1	6	7	3	*17*
Peak Hour	11	5	11	32	*59*	2	4	2	0	*8*	15	14	12	21	*62*

Three-Hour Count Summaries

Interval Start	Duane Ave				Oakmead Pkwy				Lawrence Expy				Lawrence Expy				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	93	32	36	0	12	14	82	5	31	305	6	1	69	640	80	1,406	0
4:15 PM	0	78	34	42	0	16	13	56	3	34	347	13	1	50	656	104	1,447	0
4:30 PM	0	75	39	35	0	13	15	67	6	33	350	9	2	79	661	90	1,474	0
4:45 PM	0	103	42	39	0	11	12	72	3	46	386	17	1	83	647	99	1,561	5,888
5:00 PM	**0**	**128**	**53**	**37**	**1**	**20**	**30**	**72**	**4**	**47**	**331**	**12**	**2**	**92**	**634**	**145**	**1,608**	6,090
5:15 PM	**0**	**119**	**55**	**34**	**0**	**16**	**45**	**80**	**4**	**46**	**404**	**11**	**3**	**89**	**659**	**147**	**1,712**	6,355
5:30 PM	**0**	**95**	**56**	**41**	**0**	**8**	**26**	**78**	**5**	**48**	**355**	**11**	**1**	**135**	**586**	**199**	**1,644**	6,525
5:45 PM	**0**	**106**	**42**	**42**	**0**	**9**	**36**	**72**	**4**	**57**	**376**	**18**	**1**	**111**	**553**	**184**	**1,611**	**6,575**
6:00 PM	0	135	49	32	0	13	34	85	7	44	324	15	0	70	490	159	1,457	6,424
6:15 PM	0	135	40	32	0	14	25	63	11	31	450	12	2	70	665	126	1,676	6,388
6:30 PM	0	95	22	33	0	13	25	82	6	43	402	9	4	66	613	126	1,539	6,283
6:45 PM	0	103	19	19	0	23	14	75	9	34	393	16	3	82	487	107	1,384	6,056
Count Total	0	1,265	483	422	1	168	289	884	67	494	4,423	149	21	996	7,291	1,566	18,519	0
Peak Hour All	**0**	**448**	**206**	**154**	**1**	**53**	**137**	**302**	**17**	**198**	**1,466**	**52**	**7**	**427**	**2,432**	**675**	**6,575**	**0**
Peak Hour HV	**0**	**10**	**1**	**0**	**0**	**0**	**0**	**5**	**0**	**2**	**9**	**0**	**0**	**0**	**20**	**12**	**59**	**0**
Peak Hour HV%	**-**	**2%**	**0%**	**0%**	**0%**	**0%**	**0%**	**2%**	**0%**	**1%**	**1%**	**0%**	**0%**	**0%**	**1%**	**2%**	**1%**	**0**

Note: Three-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	3	0	9	7	*19*	2	0	0	0	*2*	3	0	3	0	*6*
4:15 PM	1	0	7	19	*27*	1	0	0	0	*1*	3	7	5	3	*18*
4:30 PM	2	0	5	14	*21*	0	1	1	0	*2*	2	3	1	7	*13*
4:45 PM	3	0	9	8	*20*	0	0	0	0	*0*	1	4	4	2	*11*
5:00 PM	**5**	**0**	**4**	**9**	***18***	**0**	**1**	**2**	**0**	***3***	**0**	**2**	**0**	**4**	*6*
5:15 PM	**2**	**4**	**5**	**7**	***18***	**1**	**0**	**0**	**0**	***1***	**10**	**1**	**2**	**9**	*22*
5:30 PM	**2**	**1**	**1**	**9**	***13***	**1**	**0**	**0**	**0**	***1***	**4**	**5**	**3**	**5**	*17*
5:45 PM	**2**	**0**	**1**	**7**	***10***	**0**	**3**	**0**	**0**	***3***	**1**	**6**	**7**	**3**	***17***
6:00 PM	2	1	4	5	*12*	2	0	1	0	*3*	8	3	3	10	*24*
6:15 PM	1	0	4	5	*10*	0	0	1	0	*1*	3	8	8	3	*22*
6:30 PM	2	0	5	1	*8*	0	1	0	1	*2*	1	1	6	1	*9*
6:45 PM	2	0	7	3	*12*	2	4	1	2	*9*	2	3	6	0	*11*
Count Total	27	6	61	94	*188*	9	10	6	3	*28*	38	43	48	47	*176*
Peak Hour	**11**	**5**	**11**	**32**	***59***	**2**	**4**	**2**	**0**	***8***	**15**	**14**	**12**	**21**	***62***

Three-Hour Count Summaries - Heavy Vehicles

Interval Start	Duane Ave				Oakmead Pkwy				Lawrence Expy				Lawrence Expy				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	3	0	0	0	0	0	0	0	0	9	0	0	0	5	2	19	0
4:15 PM	0	1	0	0	0	0	0	0	0	0	6	1	0	0	18	1	27	0
4:30 PM	0	1	1	0	0	0	0	0	0	0	5	0	0	0	12	2	21	0
4:45 PM	0	3	0	0	0	0	0	0	0	0	9	0	0	1	5	2	20	87
5:00 PM	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**2**	**0**	**0**	**0**	**7**	**2**	**18**	86
5:15 PM	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**5**	**0**	**0**	**0**	**2**	**5**	**18**	77
5:30 PM	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**6**	**3**	**13**	69
5:45 PM	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**5**	**2**	**10**	**59**
6:00 PM	0	2	0	0	0	0	1	0	0	0	3	1	0	1	4	0	12	53
6:15 PM	0	1	0	0	0	0	0	0	0	0	4	0	0	0	3	2	10	45
6:30 PM	0	2	0	0	0	0	0	0	0	0	5	0	0	0	1	0	8	40
6:45 PM	0	2	0	0	0	0	0	0	0	0	7	0	0	0	2	1	12	42
Count Total	0	25	2	0	0	0	1	5	0	2	57	2	0	2	70	22	188	0
Peak Hour	**0**	**10**	**1**	**0**	**0**	**0**	**0**	**5**	**0**	**2**	**9**	**0**	**0**	**0**	**20**	**12**	**59**	**0**

Three-Hour Count Summaries - Bikes

Interval Start	Duane Ave			Oakmead Pkwy			Lawrence Expy			Lawrence Expy			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	1	1	0	0	0	0	0	0	0	0	0	0	2	0
4:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0
4:30 PM	0	0	0	0	1	0	0	1	0	0	0	0	2	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	5
5:00 PM	**0**	**0**	**0**	**0**	**1**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**3**	6
5:15 PM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	6
5:30 PM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	5
5:45 PM	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**8**
6:00 PM	0	2	0	0	0	0	0	0	1	0	0	0	3	8
6:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	8
6:30 PM	0	0	0	0	1	0	0	0	0	0	1	0	2	9
6:45 PM	1	1	0	0	4	0	0	1	0	0	1	1	9	15
Count Total	2	7	0	0	10	0	2	3	1	0	2	1	28	0
Peak Hour	**0**	**2**	**0**	**0**	**4**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**8**	**0**

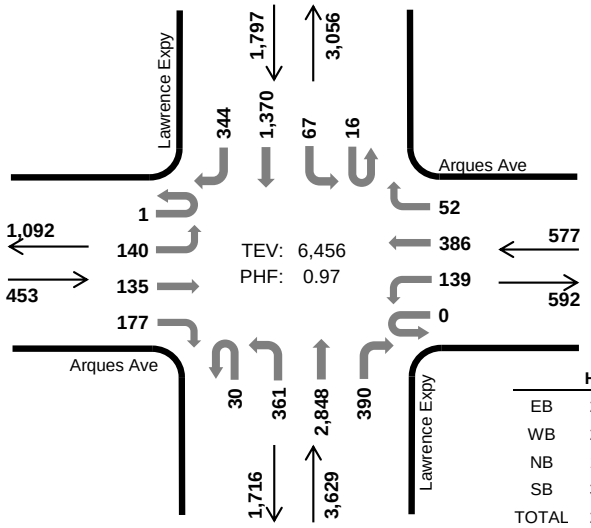
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Lawrence Expy
Arques Ave

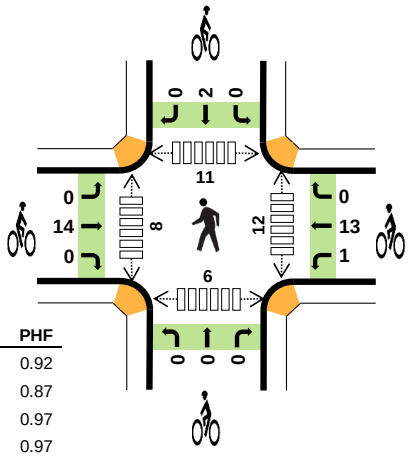
Date: 06-04-2019
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 8:00 AM to 9:00 AM

N

Peak Hour



	HV %:	PHF
EB	2.6%	0.92
WB	2.3%	0.87
NB	1.7%	0.97
SB	3.8%	0.97
TOTAL	2.4%	0.97



Two-Hour Count Summaries

Interval Start		Arques Ave Eastbound UT	LT	TH	RT	Arques Ave Westbound UT	LT	TH	RT	Lawrence Expy Northbound UT	LT	TH	RT	Lawrence Expy Southbound UT	LT	TH	RT	15-min Total	Rolling One Hour
7:00 AM		0	23	8	19	0	17	43	9	3	36	375	33	3	8	236	36	849	0
7:15 AM		0	25	14	24	0	30	47	8	4	72	589	60	2	7	310	37	1,229	0
7:30 AM		0	28	19	35	0	29	85	9	3	45	628	48	1	8	335	47	1,320	0
7:45 AM		0	19	20	28	1	32	71	20	9	89	724	64	7	20	398	65	1,567	4,965
8:00 AM		**1**	**43**	**29**	**47**	**0**	**46**	**103**	**16**	**7**	**96**	**676**	**78**	**2**	**13**	**330**	**74**	**1,561**	5,677
8:15 AM		**0**	**28**	**32**	**41**	**0**	**24**	**96**	**15**	**8**	**71**	**748**	**88**	**6**	**22**	**336**	**85**	**1,600**	6,048
8:30 AM		**0**	**41**	**39**	**43**	**0**	**48**	**96**	**10**	**6**	**90**	**721**	**103**	**5**	**13**	**351**	**95**	**1,661**	6,389
8:45 AM		**0**	**28**	**35**	**46**	**0**	**21**	**91**	**11**	**9**	**104**	**703**	**121**	**3**	**19**	**353**	**90**	**1,634**	**6,456**
Count Total		1	235	196	283	1	247	632	98	49	603	5,164	595	29	110	2,649	529	11,421	0
Peak Hour	**All**	**1**	**140**	**135**	**177**	**0**	**139**	**386**	**52**	**30**	**361**	**2,848**	**390**	**16**	**67**	**1,370**	**344**	**6,456**	**0**
	HV	**0**	**9**	**0**	**3**	**0**	**4**	**9**	**0**	**1**	**2**	**60**	**0**	**0**	**1**	**63**	**4**	**156**	**0**
	HV%	**0%**	**6%**	**0%**	**2%**	**-**	**3%**	**2%**	**0%**	**3%**	**1%**	**2%**	**0%**	**0%**	**1%**	**5%**	**1%**	**2%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) East	West	North	South	Total
7:00 AM	0	0	18	13	*31*	0	0	1	0	*1*	1	1	3	0	*5*
7:15 AM	1	1	20	11	*33*	2	4	0	2	*8*	0	1	2	1	*4*
7:30 AM	3	2	10	13	*28*	3	4	1	0	*8*	3	0	2	1	*6*
7:45 AM	4	5	11	15	*35*	1	4	0	0	*5*	0	5	5	2	*12*
8:00 AM	**1**	**4**	**11**	**14**	***30***	**5**	**2**	**0**	**1**	***8***	**3**	**2**	**2**	**0**	*7*
8:15 AM	**5**	**2**	**22**	**14**	***43***	**2**	**5**	**0**	**0**	***7***	**2**	**1**	**4**	**0**	*7*
8:30 AM	**4**	**2**	**14**	**12**	***32***	**5**	**1**	**0**	**1**	***7***	**4**	**1**	**4**	**3**	*12*
8:45 AM	**2**	**5**	**16**	**28**	***51***	**2**	**6**	**0**	**0**	***8***	**3**	**4**	**1**	**3**	***11***
Count Total	20	21	122	120	*283*	20	26	2	4	*52*	16	15	23	10	*64*
Peak Hour	**12**	**13**	**63**	**68**	***156***	**14**	**14**	**0**	**2**	***30***	**12**	**8**	**11**	**6**	***37***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Arques Ave				Arques Ave				Lawrence Expy				Lawrence Expy				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	16	2	0	1	12	0	31	0
7:15 AM	0	1	0	0	0	1	0	0	0	2	18	0	0	1	9	1	33	0
7:30 AM	0	2	0	1	0	0	2	0	1	0	9	0	0	0	11	2	28	0
7:45 AM	0	2	0	2	0	1	4	0	0	2	8	1	0	0	13	2	35	127
8:00 AM	**0**	**1**	**0**	**0**	**0**	**2**	**2**	**0**	**0**	**0**	**11**	**0**	**0**	**0**	**13**	**1**	**30**	126
8:15 AM	**0**	**4**	**0**	**1**	**0**	**1**	**1**	**0**	**0**	**2**	**20**	**0**	**0**	**0**	**13**	**1**	**43**	136
8:30 AM	**0**	**3**	**0**	**1**	**0**	**0**	**2**	**0**	**0**	**0**	**14**	**0**	**0**	**0**	**12**	**0**	**32**	140
8:45 AM	**0**	**1**	**0**	**1**	**0**	**1**	**4**	**0**	**1**	**0**	**15**	**0**	**0**	**1**	**25**	**2**	**51**	**156**
Count Total	0	14	0	6	0	6	15	0	2	6	111	3	0	3	108	9	283	0
Peak Hour	**0**	**9**	**0**	**3**	**0**	**4**	**9**	**0**	**1**	**2**	**60**	**0**	**0**	**1**	**63**	**4**	**156**	**0**

Two-Hour Count Summaries - Bikes

Interval Start	Arques Ave			Arques Ave			Lawrence Expy			Lawrence Expy			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	1	0
7:15 AM	0	2	0	0	4	0	0	0	0	0	2	0	8	0
7:30 AM	1	2	0	0	4	0	0	1	0	0	0	0	8	0
7:45 AM	1	0	0	0	4	0	0	0	0	0	0	0	5	22
8:00 AM	**0**	**5**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**8**	29
8:15 AM	**0**	**2**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	28
8:30 AM	**0**	**5**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**7**	27
8:45 AM	**0**	**2**	**0**	**1**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	**30**
Count Total	2	18	0	1	25	0	1	1	0	0	4	0	52	0
Peak Hour	**0**	**14**	**0**	**1**	**13**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**30**	**0**

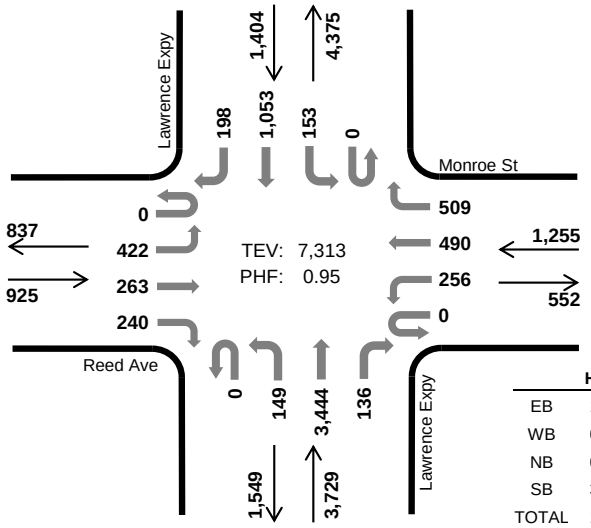
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Lawrence Expy
Reed Ave

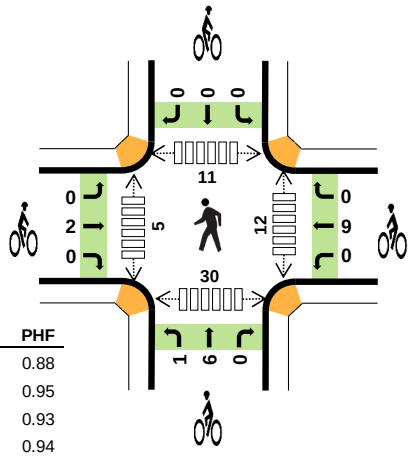
Date: 06-04-2019
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:45 AM to 8:45 AM

N

Peak Hour



	HV %:	PHF
EB	1.7%	0.88
WB	0.8%	0.95
NB	0.7%	0.93
SB	3.7%	0.94
TOTAL	1.4%	0.95



Two-Hour Count Summaries

Interval Start		Reed Ave Eastbound UT	LT	TH	RT	Monroe St Westbound UT	LT	TH	RT	Lawrence Expy Northbound UT	LT	TH	RT	Lawrence Expy Southbound UT	LT	TH	RT	15-min Total	Rolling One Hour
7:00 AM		0	51	18	25	0	34	29	76	0	36	542	17	0	20	145	24	1,017	0
7:15 AM		0	108	38	34	0	39	61	66	0	34	692	33	0	23	225	47	1,400	0
7:30 AM		0	107	59	52	0	79	88	105	0	35	698	48	0	30	224	34	1,559	0
7:45 AM		**0**	**105**	**102**	**57**	**0**	**81**	**120**	**131**	**0**	**39**	**862**	**67**	**0**	**44**	**269**	**43**	**1,920**	5,896
8:00 AM		**0**	**102**	**49**	**58**	**0**	**67**	**135**	**119**	**0**	**40**	**928**	**38**	**0**	**43**	**276**	**55**	**1,910**	6,789
8:15 AM		**0**	**93**	**55**	**62**	**0**	**45**	**132**	**128**	**0**	**38**	**742**	**16**	**0**	**40**	**267**	**50**	**1,668**	7,057
8:30 AM		**0**	**122**	**57**	**63**	**0**	**63**	**103**	**131**	**0**	**32**	**912**	**15**	**0**	**26**	**241**	**50**	**1,815**	**7,313**
8:45 AM		0	136	93	53	0	42	112	119	0	18	903	22	0	40	215	49	1,802	7,195
Count Total		0	824	471	404	0	450	780	875	0	272	6,279	256	0	266	1,862	352	13,091	0
Peak Hour	**All**	**0**	**422**	**263**	**240**	**0**	**256**	**490**	**509**	**0**	**149**	**3,444**	**136**	**0**	**153**	**1,053**	**198**	**7,313**	**0**
	HV	**0**	**9**	**5**	**2**	**0**	**2**	**7**	**1**	**0**	**0**	**22**	**4**	**0**	**2**	**41**	**9**	**104**	**0**
	HV%	**-**	**2%**	**2%**	**1%**	**-**	**1%**	**1%**	**0%**	**-**	**0%**	**1%**	**3%**	**-**	**1%**	**4%**	**5%**	**1%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) East	West	North	South	Total
7:00 AM	7	4	10	5	*26*	3	1	0	1	*5*	4	5	1	8	*18*
7:15 AM	3	2	6	13	*24*	0	0	0	0	*0*	4	3	4	7	*18*
7:30 AM	4	3	8	15	*30*	1	3	0	0	*4*	3	0	2	14	*19*
7:45 AM	**5**	**1**	**4**	**18**	***28***	**0**	**3**	**0**	**0**	***3***	**0**	**1**	**0**	**17**	*18*
8:00 AM	**4**	**5**	**9**	**12**	***30***	**1**	**1**	**0**	**0**	***2***	**8**	**1**	**3**	**6**	*18*
8:15 AM	**4**	**1**	**5**	**10**	***20***	**1**	**3**	**3**	**0**	***7***	**0**	**2**	**5**	**4**	*11*
8:30 AM	**3**	**3**	**8**	**12**	***26***	**0**	**2**	**4**	**0**	***6***	**4**	**1**	**3**	**3**	***11***
8:45 AM	7	5	9	13	*34*	1	3	4	0	*8*	0	0	3	2	*5*
Count Total	37	24	59	98	*218*	7	16	11	1	*35*	23	13	21	61	*118*
Peak Hour	**16**	**10**	**26**	**52**	***104***	**2**	**9**	**7**	**0**	***18***	**12**	**5**	**11**	**30**	***58***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Reed Ave				Monroe St				Lawrence Expy				Lawrence Expy				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	5	1	1	0	0	0	4	0	1	9	0	0	0	5	0	26	0
7:15 AM	0	1	1	1	0	1	0	1	0	0	5	1	0	0	8	5	24	0
7:30 AM	0	1	1	2	0	0	2	1	0	0	6	2	0	0	12	3	30	0
7:45 AM	**0**	**4**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**3**	**1**	**0**	**2**	**12**	**4**	**28**	108
8:00 AM	**0**	**2**	**1**	**1**	**0**	**2**	**3**	**0**	**0**	**0**	**8**	**1**	**0**	**0**	**10**	**2**	**30**	112
8:15 AM	**0**	**2**	**1**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**3**	**2**	**0**	**0**	**10**	**0**	**20**	108
8:30 AM	**0**	**1**	**2**	**0**	**0**	**0**	**2**	**1**	**0**	**0**	**8**	**0**	**0**	**0**	**9**	**3**	**26**	**104**
8:45 AM	0	4	2	1	0	2	0	3	0	0	9	0	0	0	10	3	34	110
Count Total	0	20	10	7	0	5	9	10	0	1	51	7	0	2	76	20	218	0
Peak Hour	**0**	**9**	**5**	**2**	**0**	**2**	**7**	**1**	**0**	**0**	**22**	**4**	**0**	**2**	**41**	**9**	**104**	**0**

Two-Hour Count Summaries - Bikes

Interval Start	Reed Ave			Monroe St			Lawrence Expy			Lawrence Expy			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	3	0	0	1	0	0	0	0	0	1	0	5	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	1	0	0	3	0	0	0	0	0	0	0	4	0
7:45 AM	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	12
8:00 AM	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	9
8:15 AM	**0**	**1**	**0**	**0**	**3**	**0**	**1**	**2**	**0**	**0**	**0**	**0**	**7**	16
8:30 AM	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**6**	**18**
8:45 AM	0	1	0	0	2	1	1	3	0	0	0	0	8	23
Count Total	0	7	0	0	15	1	2	9	0	0	1	0	35	0
Peak Hour	**0**	**2**	**0**	**0**	**9**	**0**	**1**	**6**	**0**	**0**	**0**	**0**	**18**	**0**

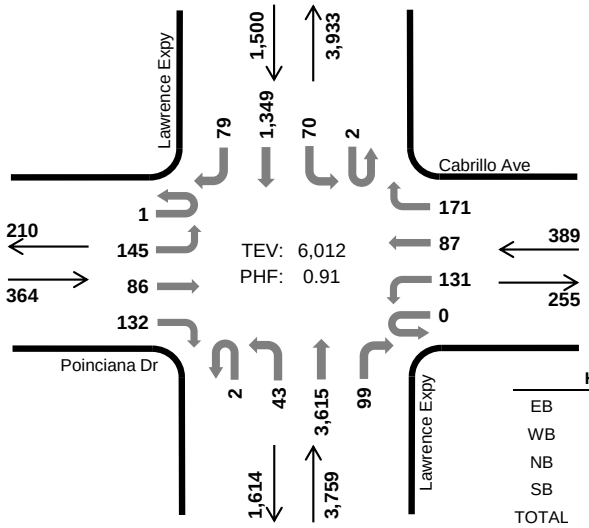
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Lawrence Expy
Poinciana Dr

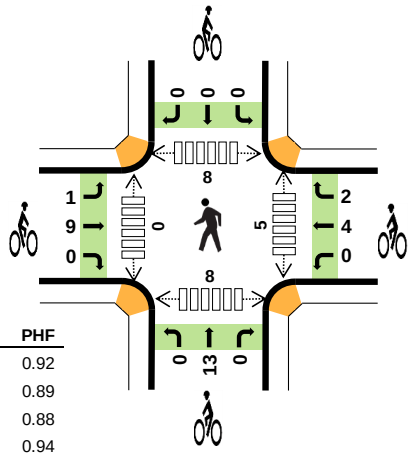
Date: 06-04-2019
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:45 AM to 8:45 AM

N

Peak Hour



	HV %:	PHF
EB	1.1%	0.92
WB	0.8%	0.89
NB	0.7%	0.88
SB	2.8%	0.94
TOTAL	1.3%	0.91



Two-Hour Count Summaries

Interval Start		Poinciana Dr Eastbound UT	LT	TH	RT	Cabrillo Ave Westbound UT	LT	TH	RT	Lawrence Expy Northbound UT	LT	TH	RT	Lawrence Expy Southbound UT	LT	TH	RT	15-min Total	Rolling One Hour
7:00 AM		0	42	7	12	0	16	8	26	1	6	501	8	0	9	181	11	828	0
7:15 AM		0	31	10	29	0	24	11	18	2	8	780	11	1	5	278	12	1,220	0
7:30 AM		0	45	27	26	0	33	17	35	0	7	840	24	1	20	267	25	1,367	0
7:45 AM		**0**	**30**	**34**	**33**	**0**	**27**	**22**	**37**	**1**	**12**	**1,018**	**37**	**0**	**24**	**340**	**30**	**1,645**	5,060
8:00 AM		**0**	**47**	**12**	**40**	**0**	**37**	**28**	**44**	**0**	**12**	**958**	**16**	**0**	**13**	**369**	**19**	**1,595**	5,827
8:15 AM		**1**	**40**	**27**	**29**	**0**	**33**	**16**	**37**	**1**	**12**	**762**	**22**	**2**	**21**	**319**	**16**	**1,338**	5,945
8:30 AM		**0**	**28**	**13**	**30**	**0**	**34**	**21**	**53**	**0**	**7**	**877**	**24**	**0**	**12**	**321**	**14**	**1,434**	**6,012**
8:45 AM		0	29	23	25	0	32	20	52	3	11	904	17	0	12	278	15	1,421	5,788
Count Total		1	292	153	224	0	236	143	302	8	75	6,640	159	4	116	2,353	142	10,848	0
Peak Hour	**All**	**1**	**145**	**86**	**132**	**0**	**131**	**87**	**171**	**2**	**43**	**3,615**	**99**	**2**	**70**	**1,349**	**79**	**6,012**	**0**
	HV	**0**	**2**	**1**	**1**	**0**	**0**	**2**	**1**	**0**	**1**	**25**	**1**	**0**	**2**	**38**	**2**	**76**	**0**
	HV%	**0%**	**1%**	**1%**	**1%**	**-**	**0%**	**2%**	**1%**	**0%**	**2%**	**1%**	**1%**	**0%**	**3%**	**3%**	**3%**	**1%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) East	West	North	South	Total
7:00 AM	0	1	11	5	*17*	0	0	0	0	*0*	0	0	0	0	*0*
7:15 AM	2	1	4	10	*17*	5	1	1	1	*8*	0	0	0	5	*5*
7:30 AM	0	0	9	5	*14*	4	0	3	0	*7*	0	0	3	5	*8*
7:45 AM	**1**	**0**	**3**	**12**	***16***	**1**	**0**	**1**	**0**	***2***	**5**	**0**	**4**	**1**	*10*
8:00 AM	**0**	**2**	**11**	**12**	***25***	**1**	**0**	**5**	**0**	***6***	**0**	**0**	**2**	**1**	*3*
8:15 AM	**1**	**1**	**5**	**10**	***17***	**4**	**4**	**5**	**0**	***13***	**0**	**0**	**1**	**5**	*6*
8:30 AM	**2**	**0**	**8**	**8**	***18***	**4**	**2**	**2**	**0**	***8***	**0**	**0**	**1**	**1**	***2***
8:45 AM	1	1	8	13	*23*	2	1	4	0	*7*	0	0	0	1	*1*
Count Total	7	6	59	75	*147*	21	8	21	1	*51*	5	0	11	19	*35*
Peak Hour	**4**	**3**	**27**	**42**	***76***	**10**	**6**	**13**	**0**	***29***	**5**	**0**	**8**	**8**	***21***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Poinciana Dr				Cabrillo Ave				Lawrence Expy				Lawrence Expy				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	1	0	0	0	10	1	0	0	5	0	17	0
7:15 AM	0	0	0	2	0	0	1	0	0	0	4	0	0	0	9	1	17	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	8	1	0	0	5	0	14	0
7:45 AM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**10**	**2**	**16**	64
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**1**	**10**	**0**	**0**	**1**	**11**	**0**	**25**	72
8:15 AM	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**4**	**1**	**0**	**0**	**10**	**0**	**17**	72
8:30 AM	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	**0**	**0**	**1**	**7**	**0**	**18**	**76**
8:45 AM	0	1	0	0	0	1	0	0	0	0	8	0	0	0	11	2	23	83
Count Total	0	3	1	3	0	1	4	1	0	1	55	3	0	2	68	5	147	0
Peak Hour	**0**	**2**	**1**	**1**	**0**	**0**	**2**	**1**	**0**	**1**	**25**	**1**	**0**	**2**	**38**	**2**	**76**	**0**

Two-Hour Count Summaries - Bikes

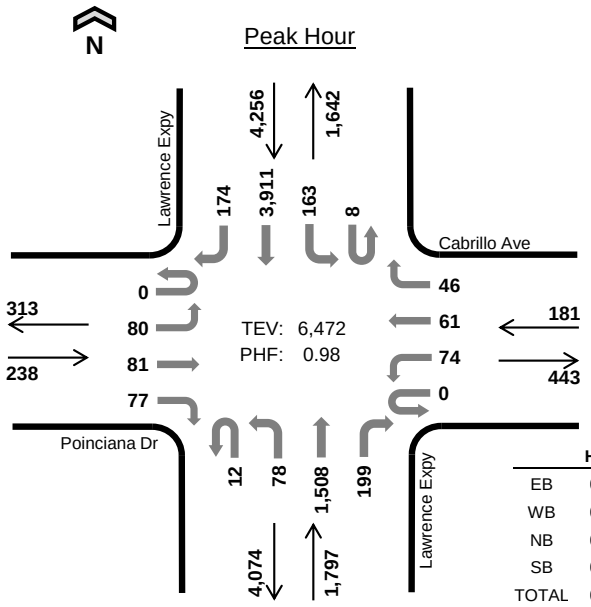
Interval Start	Poinciana Dr			Cabrillo Ave			Lawrence Expy			Lawrence Expy			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	5	0	0	1	0	0	1	0	0	1	0	8	0
7:30 AM	0	4	0	0	0	0	0	3	0	0	0	0	7	0
7:45 AM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**2**	17
8:00 AM	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**6**	23
8:15 AM	**0**	**4**	**0**	**0**	**3**	**1**	**0**	**5**	**0**	**0**	**0**	**0**	**13**	28
8:30 AM	**0**	**4**	**0**	**0**	**1**	**1**	**0**	**2**	**0**	**0**	**0**	**0**	**8**	**29**
8:45 AM	0	2	0	0	0	1	0	4	0	0	0	0	7	34
Count Total	1	20	0	0	5	3	0	21	0	0	1	0	51	0
Peak Hour	**1**	**9**	**0**	**0**	**4**	**2**	**0**	**13**	**0**	**0**	**0**	**0**	**29**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

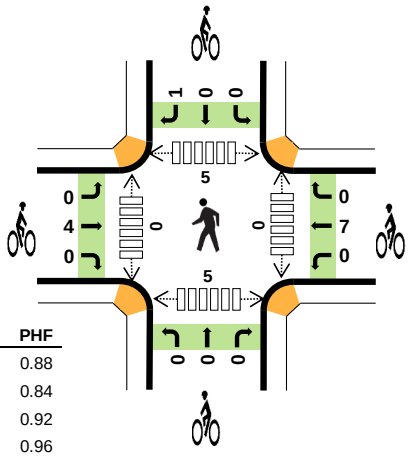
Lawrence Expy
Poinciana Dr

Peak Hour

Date: 06-04-2019
Count Period: 4:00 PM to 7:00 PM
Peak Hour: 5:00 PM to 6:00 PM



	HV %:	PHF
EB	0.0%	0.88
WB	0.6%	0.84
NB	0.4%	0.92
SB	0.4%	0.96
TOTAL	0.4%	0.98



Three-Hour Count Summaries

Interval Start		Poinciana Dr Eastbound UT	LT	TH	RT	Cabrillo Ave Westbound UT	LT	TH	RT	Lawrence Expy Northbound UT	LT	TH	RT	Lawrence Expy Southbound UT	LT	TH	RT	15-min Total	Rolling One Hour
5:00 PM		0	19	13	22	0	23	10	10	3	17	359	33	0	35	1,012	38	1,594	0
5:15 PM		0	21	18	16	0	15	12	13	3	20	349	51	2	42	1,021	43	1,626	0
5:30 PM		0	23	25	20	0	13	23	18	4	28	403	52	3	41	911	34	1,598	0
5:45 PM		0	17	25	19	0	23	16	5	2	13	397	63	3	45	967	59	1,654	6,472
Peak Hour	All	0	80	81	77	0	74	61	46	12	78	1,508	199	8	163	3,911	174	6,472	0
	HV	0	0	0	0	0	1	0	0	0	1	6	1	0	3	14	1	27	0
	HV%	-	0%	0%	0%	-	1%	0%	0%	0%	1%	0%	1%	0%	2%	0%	1%	0%	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) East	West	North	South	Total
5:00 PM	0	0	0	4	*4*	0	0	0	0	*0*	0	0	0	4	*4*
5:15 PM	0	0	5	7	*12*	3	1	0	1	*5*	0	0	0	1	*1*
5:30 PM	0	1	3	3	*7*	0	4	0	0	*4*	0	0	2	0	*2*
5:45 PM	0	0	0	4	*4*	1	2	0	0	*3*	0	0	3	0	*3*
Peak Hour	0	1	8	18	*27*	4	7	0	1	*12*	0	0	5	5	*10*

Three-Hour Count Summaries

Interval Start	Poinciana Dr				Cabrillo Ave				Lawrence Expy				Lawrence Expy				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	18	6	16	0	17	7	13	2	26	390	33	2	17	885	29	1,461	0
4:15 PM	0	28	13	20	0	16	12	11	1	13	325	34	0	19	967	34	1,493	0
4:30 PM	0	15	10	19	0	11	11	11	3	18	345	30	0	30	957	29	1,489	0
4:45 PM	0	25	24	19	0	15	13	13	5	28	398	36	0	26	951	31	1,584	6,027
5:00 PM	**0**	**19**	**13**	**22**	**0**	**23**	**10**	**10**	**3**	**17**	**359**	**33**	**0**	**35**	**1,012**	**38**	**1,594**	6,160
5:15 PM	**0**	**21**	**18**	**16**	**0**	**15**	**12**	**13**	**3**	**20**	**349**	**51**	**2**	**42**	**1,021**	**43**	**1,626**	6,293
5:30 PM	**0**	**23**	**25**	**20**	**0**	**13**	**23**	**18**	**4**	**28**	**403**	**52**	**3**	**41**	**911**	**34**	**1,598**	6,402
5:45 PM	**0**	**17**	**25**	**19**	**0**	**23**	**16**	**5**	**2**	**13**	**397**	**63**	**3**	**45**	**967**	**59**	**1,654**	**6,472**
6:00 PM	0	23	19	22	0	27	20	10	3	30	356	52	0	40	874	46	1,522	6,400
6:15 PM	0	29	16	20	0	14	6	7	3	18	408	36	1	26	944	47	1,575	6,349
6:30 PM	0	19	20	19	0	14	21	12	3	28	406	35	2	30	876	59	1,544	6,295
6:45 PM	1	19	15	13	0	20	8	15	2	18	376	36	5	34	859	53	1,474	6,115
Count Total	1	256	204	225	0	208	159	138	34	257	4,512	491	18	385	#####	502	18,614	0
Peak Hour All	**0**	**80**	**81**	**77**	**0**	**74**	**61**	**46**	**12**	**78**	**1,508**	**199**	**8**	**163**	**3,911**	**174**	**6,472**	**0**
Peak Hour HV	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**6**	**1**	**0**	**3**	**14**	**1**	**27**	**0**
Peak Hour HV%	**-**	**0%**	**0%**	**0%**	**-**	**1%**	**0%**	**0%**	**0%**	**1%**	**0%**	**1%**	**0%**	**2%**	**0%**	**1%**	**0%**	**0**

Note: Three-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	0	4	3	*7*	0	0	0	0	*0*	1	0	0	3	*4*
4:15 PM	0	0	4	9	*13*	1	0	1	2	*4*	0	0	1	2	*3*
4:30 PM	0	1	3	8	*12*	0	1	0	1	*2*	0	0	0	1	*1*
4:45 PM	0	0	7	3	*10*	0	3	0	1	*4*	0	0	1	1	*2*
5:00 PM	**0**	**0**	**0**	**4**	***4***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**4**	***4***
5:15 PM	**0**	**0**	**5**	**7**	***12***	**3**	**1**	**0**	**1**	***5***	**0**	**0**	**0**	**1**	***1***
5:30 PM	**0**	**1**	**3**	**3**	***7***	**0**	**4**	**0**	**0**	***4***	**0**	**0**	**2**	**0**	***2***
5:45 PM	**0**	**0**	**0**	**4**	***4***	**1**	**2**	**0**	**0**	***3***	**0**	**0**	**3**	**0**	***3***
6:00 PM	0	0	5	3	*8*	2	1	0	0	*3*	0	0	2	1	*3*
6:15 PM	1	0	4	5	*10*	1	1	0	0	*2*	0	0	1	2	*3*
6:30 PM	1	1	3	0	*5*	1	3	0	0	*4*	0	0	0	1	*1*
6:45 PM	0	1	4	1	*6*	3	2	0	1	*6*	0	0	0	0	*0*
Count Total	2	4	42	50	*98*	12	18	1	6	*37*	1	0	10	16	*27*
Peak Hour	**0**	**1**	**8**	**18**	***27***	**4**	**7**	**0**	**1**	***12***	**0**	**0**	**5**	**5**	***10***

Three-Hour Count Summaries - Heavy Vehicles

Interval Start	Poinciana Dr				Cabrillo Ave				Lawrence Expy				Lawrence Expy				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	3	0	7	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	3	1	0	1	8	0	13	0
4:30 PM	0	0	0	0	0	1	0	0	0	0	3	0	0	0	8	0	12	0
4:45 PM	0	0	0	0	0	0	0	0	0	1	4	2	0	0	3	0	10	42
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**3**	**0**	**4**	39
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**4**	**0**	**0**	**1**	**6**	**0**	**12**	38
5:30 PM	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**2**	**1**	**0**	**0**	**3**	**0**	**7**	33
5:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**2**	**1**	**4**	**27**
6:00 PM	0	0	0	0	0	0	0	0	0	0	5	0	0	0	3	0	8	31
6:15 PM	0	0	1	0	0	0	0	0	0	0	4	0	0	1	4	0	10	29
6:30 PM	0	1	0	0	0	0	1	0	0	0	3	0	0	0	0	0	5	27
6:45 PM	0	0	0	0	0	0	0	1	0	0	4	0	0	0	1	0	6	29
Count Total	0	1	1	0	0	2	1	1	0	2	36	4	0	5	44	1	98	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**6**	**1**	**0**	**3**	**14**	**1**	**27**	**0**

Three-Hour Count Summaries - Bikes

Interval Start	Poinciana Dr			Cabrillo Ave			Lawrence Expy			Lawrence Expy			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	1	0	0	0	0	0	1	0	0	1	1	4	0
4:30 PM	0	0	0	1	0	0	0	0	0	0	0	1	2	0
4:45 PM	0	0	0	0	3	0	0	0	0	0	0	1	4	10
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	10
5:15 PM	**0**	**3**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**5**	11
5:30 PM	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	13
5:45 PM	**0**	**1**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**12**
6:00 PM	0	2	0	0	1	0	0	0	0	0	0	0	3	15
6:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	2	12
6:30 PM	0	1	0	0	3	0	0	0	0	0	0	0	4	12
6:45 PM	0	3	0	0	2	0	0	0	0	0	1	0	6	15
Count Total	0	12	0	1	17	0	0	1	0	0	2	4	37	0
Peak Hour	**0**	**4**	**0**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**12**	**0**

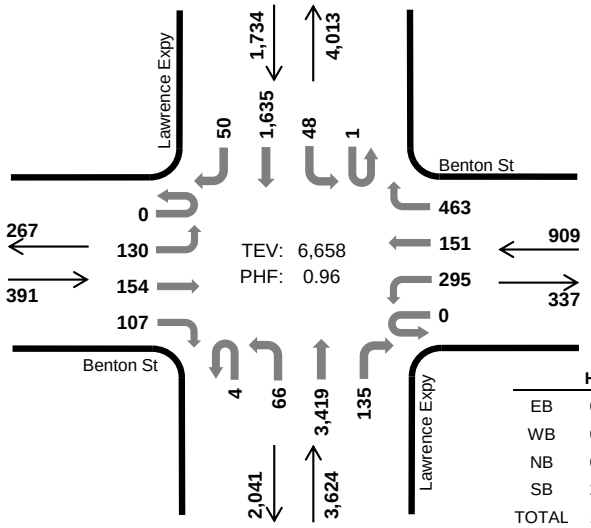
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Lawrence Expy
Benton St

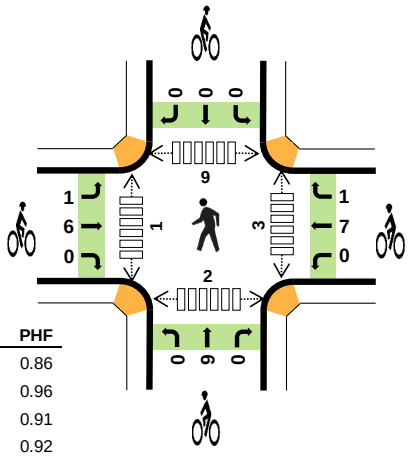
Date: 06-04-2019
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:45 AM to 8:45 AM

N

Peak Hour



	HV %:	PHF
EB	0.5%	0.86
WB	0.6%	0.96
NB	0.6%	0.91
SB	2.0%	0.92
TOTAL	1.0%	0.96



Two-Hour Count Summaries

Interval Start		Benton St Eastbound UT	LT	TH	RT	Benton St Westbound UT	LT	TH	RT	Lawrence Expy Northbound UT	LT	TH	RT	Lawrence Expy Southbound UT	LT	TH	RT	15-min Total	Rolling One Hour
7:00 AM		0	7	9	18	0	36	10	61	0	8	501	13	3	9	197	9	881	0
7:15 AM		0	18	15	15	0	45	25	64	1	13	589	17	2	15	302	11	1,132	0
7:30 AM		0	28	26	21	0	68	36	110	2	26	728	22	3	14	308	15	1,407	0
7:45 AM		**0**	**35**	**50**	**23**	**0**	**57**	**33**	**113**	**1**	**20**	**855**	**30**	**1**	**31**	**329**	**14**	**1,592**	5,012
8:00 AM		**0**	**40**	**44**	**30**	**0**	**75**	**30**	**131**	**0**	**9**	**818**	**31**	**0**	**11**	**443**	**17**	**1,679**	5,810
8:15 AM		**0**	**35**	**32**	**25**	**0**	**86**	**41**	**109**	**3**	**17**	**808**	**38**	**0**	**5**	**444**	**6**	**1,649**	6,327
8:30 AM		**0**	**20**	**28**	**29**	**0**	**77**	**47**	**110**	**0**	**20**	**938**	**36**	**0**	**1**	**419**	**13**	**1,738**	**6,658**
8:45 AM		0	18	26	23	0	76	52	71	0	12	834	25	1	6	426	8	1,578	6,644
Count Total		0	201	230	184	0	520	274	769	7	125	6,071	212	10	92	2,868	93	11,656	0
Peak Hour	**All**	**0**	**130**	**154**	**107**	**0**	**295**	**151**	**463**	**4**	**66**	**3,419**	**135**	**1**	**48**	**1,635**	**50**	**6,658**	**0**
	HV	**0**	**1**	**1**	**0**	**0**	**2**	**0**	**3**	**0**	**0**	**20**	**2**	**0**	**1**	**34**	**0**	**64**	**0**
	HV%	**-**	**1%**	**1%**	**0%**	**-**	**1%**	**0%**	**1%**	**0%**	**0%**	**1%**	**1%**	**0%**	**2%**	**2%**	**0%**	**1%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) East	West	North	South	Total
7:00 AM	0	3	5	3	*11*	0	2	1	0	*3*	0	0	4	0	*4*
7:15 AM	0	0	5	13	*18*	0	0	0	2	*2*	1	0	2	0	*3*
7:30 AM	0	1	7	12	*20*	1	0	2	1	*4*	0	1	7	2	*10*
7:45 AM	**0**	**1**	**3**	**9**	***13***	**0**	**1**	**3**	**0**	***4***	**1**	**0**	**3**	**1**	*5*
8:00 AM	**1**	**2**	**7**	**10**	***20***	**4**	**0**	**2**	**0**	***6***	**0**	**0**	**3**	**1**	*4*
8:15 AM	**0**	**2**	**4**	**6**	***12***	**2**	**5**	**3**	**0**	***10***	**2**	**1**	**2**	**0**	*5*
8:30 AM	**1**	**0**	**8**	**10**	***19***	**1**	**2**	**1**	**0**	***4***	**0**	**0**	**1**	**0**	***1***
8:45 AM	0	2	8	9	*19*	1	0	3	0	*4*	1	0	1	1	*3*
Count Total	2	11	47	72	*132*	9	10	15	3	*37*	5	2	23	5	*35*
Peak Hour	**2**	**5**	**22**	**35**	***64***	**7**	**8**	**9**	**0**	***24***	**3**	**1**	**9**	**2**	***15***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Benton St				Benton St				Lawrence Expy				Lawrence Expy				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	2	0	1	0	0	5	0	0	0	3	0	11	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	4	1	0	2	10	1	18	0
7:30 AM	0	0	0	0	0	1	0	0	0	0	7	0	0	0	12	0	20	0
7:45 AM	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**1**	**8**	**0**	**13**	62
8:00 AM	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**6**	**1**	**0**	**0**	**10**	**0**	**20**	71
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**4**	**0**	**0**	**0**	**6**	**0**	**12**	65
8:30 AM	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**1**	**0**	**0**	**10**	**0**	**19**	**64**
8:45 AM	0	0	0	0	0	0	2	0	0	0	7	1	0	0	9	0	19	70
Count Total	0	1	1	0	0	5	2	4	0	0	43	4	0	3	68	1	132	0
Peak Hour	**0**	**1**	**1**	**0**	**0**	**2**	**0**	**3**	**0**	**0**	**20**	**2**	**0**	**1**	**34**	**0**	**64**	**0**

Two-Hour Count Summaries - Bikes

Interval Start	Benton St			Benton St			Lawrence Expy			Lawrence Expy			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	2	0	0	1	0	0	0	0	3	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	2	0	2	0
7:30 AM	0	1	0	0	0	0	0	2	0	0	1	0	4	0
7:45 AM	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**4**	13
8:00 AM	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**6**	16
8:15 AM	**0**	**2**	**0**	**0**	**4**	**1**	**0**	**3**	**0**	**0**	**0**	**0**	**10**	24
8:30 AM	**1**	**0**	**0**	**0**	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**4**	**24**
8:45 AM	0	1	0	0	0	0	0	3	0	0	0	0	4	24
Count Total	1	8	0	0	9	1	0	15	0	0	3	0	37	0
Peak Hour	**1**	**6**	**0**	**0**	**7**	**1**	**0**	**9**	**0**	**0**	**0**	**0**	**24**	**0**

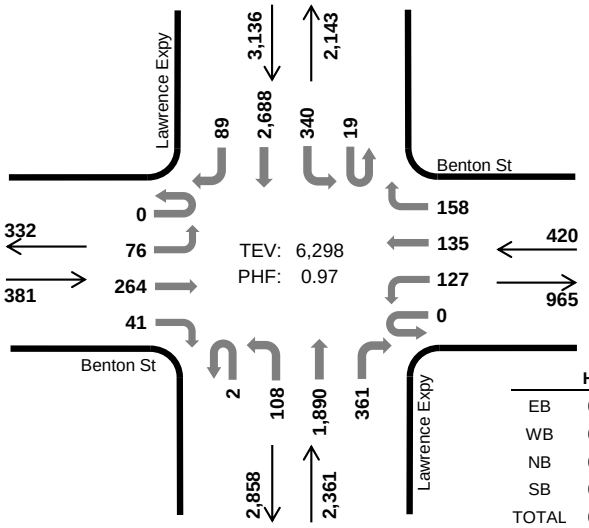
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Lawrence Expy
Benton St

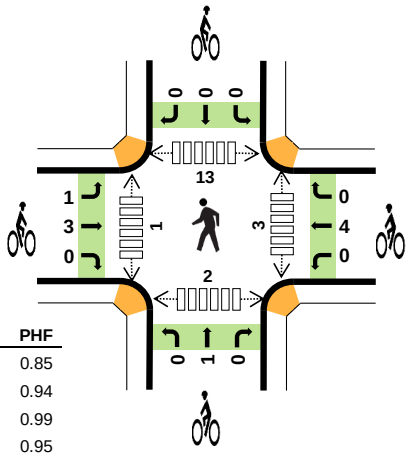
Date: 06-04-2019
Count Period: 4:00 PM to 7:00 PM
Peak Hour: 5:30 PM to 6:30 PM

N

Peak Hour



	HV %:	PHF
EB	0.0%	0.85
WB	0.0%	0.94
NB	0.4%	0.99
SB	0.4%	0.95
TOTAL	0.3%	0.97



Three-Hour Count Summaries

Interval Start		Benton St Eastbound UT	LT	TH	RT	Benton St Westbound UT	LT	TH	RT	Lawrence Expy Northbound UT	LT	TH	RT	Lawrence Expy Southbound UT	LT	TH	RT	15-min Total	Rolling One Hour
5:30 PM		0	14	62	8	0	37	30	45	2	27	471	95	3	104	704	17	1,619	0
5:45 PM		0	16	74	9	0	28	39	43	0	31	479	80	4	86	675	26	1,590	0
6:00 PM		0	24	73	15	0	34	35	41	0	26	479	84	4	80	649	26	1,570	0
6:15 PM		0	22	55	9	0	28	31	29	0	24	461	102	8	70	660	20	1,519	6,298
Peak Hour	All	0	76	264	41	0	127	135	158	2	108	1,890	361	19	340	2,688	89	6,298	0
	HV	0	0	0	0	0	0	0	0	0	0	8	2	0	1	10	0	21	0
	HV%	-	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	1%	0%	0%	0%	0%	0%	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) East	West	North	South	Total
5:30 PM	0	0	2	3	*5*	1	1	0	0	*2*	0	0	4	0	*4*
5:45 PM	0	0	3	0	*3*	1	1	0	0	*2*	0	1	4	1	*6*
6:00 PM	0	0	2	5	*7*	0	0	1	0	*1*	3	0	1	1	*5*
6:15 PM	0	0	3	3	*6*	2	2	0	0	*4*	0	0	4	0	*4*
Peak Hour	0	0	10	11	*21*	4	4	1	0	*9*	3	1	13	2	*19*

Three-Hour Count Summaries

Interval Start	Benton St Eastbound UT	LT	TH	RT	Benton St Westbound UT	LT	TH	RT	Lawrence Expy Northbound UT	LT	TH	RT	Lawrence Expy Southbound UT	LT	TH	RT	15-min Total	Rolling One Hour
4:00 PM	0	8	28	12	0	25	21	30	0	20	413	56	7	51	794	14	1,479	0
4:15 PM	0	12	31	10	0	38	16	28	1	20	338	47	5	50	815	22	1,433	0
4:30 PM	0	11	19	11	0	30	23	34	0	26	381	52	5	83	911	16	1,602	0
4:45 PM	0	8	49	6	0	21	30	32	0	14	433	58	3	106	839	26	1,625	6,139
5:00 PM	0	18	48	10	0	39	31	40	2	33	373	57	6	89	767	15	1,528	6,188
5:15 PM	0	21	47	10	0	34	27	23	1	26	472	77	3	77	671	21	1,510	6,265
5:30 PM	**0**	**14**	**62**	**8**	**0**	**37**	**30**	**45**	**2**	**27**	**471**	**95**	**3**	**104**	**704**	**17**	**1,619**	6,282
5:45 PM	**0**	**16**	**74**	**9**	**0**	**28**	**39**	**43**	**0**	**31**	**479**	**80**	**4**	**86**	**675**	**26**	**1,590**	6,247
6:00 PM	**0**	**24**	**73**	**15**	**0**	**34**	**35**	**41**	**0**	**26**	**479**	**84**	**4**	**80**	**649**	**26**	**1,570**	6,289
6:15 PM	**0**	**22**	**55**	**9**	**0**	**28**	**31**	**29**	**0**	**24**	**461**	**102**	**8**	**70**	**660**	**20**	**1,519**	**6,298**
6:30 PM	0	10	35	10	0	28	19	45	1	18	468	79	4	65	715	24	1,521	6,200
6:45 PM	0	13	38	14	0	38	20	37	0	19	443	73	6	83	685	16	1,485	6,095
Count Total	0	177	559	124	0	380	322	427	7	284	5,211	860	58	944	8,885	243	18,481	0
Peak Hour All	**0**	**76**	**264**	**41**	**0**	**127**	**135**	**158**	**2**	**108**	**1,890**	**361**	**19**	**340**	**2,688**	**89**	**6,298**	**0**
Peak Hour HV	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	**2**	**0**	**1**	**10**	**0**	**21**	**0**
Peak Hour HV%	**-**	**0%**	**0%**	**0%**	**-**	**0%**	**0%**	**0%**	**0%**	**0%**	**0%**	**1%**	**0%**	**0%**	**0%**	**0%**	**0%**	**0**

Note: Three-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) East	West	North	South	Total
4:00 PM	0	1	5	2	*8*	0	0	2	0	*2*	2	0	4	1	*7*
4:15 PM	0	0	4	9	*13*	0	3	1	0	*4*	0	0	0	0	*0*
4:30 PM	0	2	3	14	*19*	0	1	0	0	*1*	0	0	0	0	*0*
4:45 PM	0	0	4	7	*11*	0	0	0	0	*0*	0	0	3	0	*3*
5:00 PM	0	1	1	2	*4*	0	0	0	0	*0*	0	0	2	1	*3*
5:15 PM	0	0	6	5	*11*	0	1	0	0	*1*	1	0	5	0	*6*
5:30 PM	**0**	**0**	**2**	**3**	***5***	**1**	**1**	**0**	**0**	***2***	**0**	**0**	**4**	**0**	***4***
5:45 PM	**0**	**0**	**3**	**0**	***3***	**1**	**1**	**0**	**0**	***2***	**0**	**1**	**4**	**1**	*6*
6:00 PM	**0**	**0**	**2**	**5**	***7***	**0**	**0**	**1**	**0**	***1***	**3**	**0**	**1**	**1**	*5*
6:15 PM	**0**	**0**	**3**	**3**	***6***	**2**	**2**	**0**	**0**	***4***	**0**	**0**	**4**	**0**	***4***
6:30 PM	0	1	1	6	*8*	1	0	0	0	*1*	0	0	1	1	*2*
6:45 PM	0	0	4	2	*6*	1	2	0	0	*3*	0	0	0	1	*1*
Count Total	0	5	38	58	*101*	6	11	4	0	*21*	6	1	28	6	*41*
Peak Hour	**0**	**0**	**10**	**11**	***21***	**4**	**4**	**1**	**0**	***9***	**3**	**1**	**13**	**2**	***19***

Three-Hour Count Summaries - Heavy Vehicles

Interval Start	Benton St				Benton St				Lawrence Expy				Lawrence Expy				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	1	0	0	4	1	0	0	2	0	8	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	9	0	13	0
4:30 PM	0	0	0	0	0	0	0	2	0	0	2	1	0	0	14	0	19	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	7	0	11	51
5:00 PM	0	0	0	0	0	1	0	0	0	0	1	0	0	0	2	0	4	47
5:15 PM	0	0	0	0	0	0	0	0	0	0	4	2	0	0	5	0	11	45
5:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**3**	**0**	**5**	31
5:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**3**	23
6:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**1**	**4**	**0**	**7**	26
6:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**3**	**0**	**6**	**21**
6:30 PM	0	0	0	0	0	0	0	1	0	0	1	0	0	0	6	0	8	24
6:45 PM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	2	0	6	27
Count Total	0	0	0	0	0	1	0	4	0	0	32	6	0	1	57	0	101	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	**2**	**0**	**1**	**10**	**0**	**21**	**0**

Three-Hour Count Summaries - Bikes

Interval Start	Benton St			Benton St			Lawrence Expy			Lawrence Expy			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	2	0	0	0	0	2	0
4:15 PM	0	0	0	0	3	0	0	1	0	0	0	0	4	0
4:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	7
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	5
5:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	2
5:30 PM	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	3
5:45 PM	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	5
6:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	6
6:15 PM	**0**	**2**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**9**
6:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	8
6:45 PM	0	1	0	0	2	0	0	0	0	0	0	0	3	9
Count Total	1	5	0	0	11	0	0	4	0	0	0	0	21	0
Peak Hour	**1**	**3**	**0**	**0**	**4**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**9**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Traffic Data Service

San Jose, CA
(408) 622-4787
tdsbay@cs.com

File Name : 14AM FINAL
Site Code : 00000014
Start Date : 10/3/2018
Page No : 1

Groups Printed- Lights - Buses - Trucks

	LAWRENCE EXPY Southbound					LOCHINVAR AVE Westbound					LAWRENCE EXPY Northbound					LOCHINVAR AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:30 AM	7	458	9	0	474	44	5	15	0	64	15	750	5	3	773	9	6	11	0	26	1337
07:45 AM	6	453	17	0	476	53	6	11	1	71	54	826	9	1	890	9	16	14	0	39	1476
Total	13	911	26	0	950	97	11	26	1	135	69	1576	14	4	1663	18	22	25	0	65	2813
08:00 AM	6	553	21	0	580	31	6	31	0	68	40	754	9	1	804	18	11	26	0	55	1507
08:15 AM	8	539	30	0	577	51	5	20	1	77	33	829	6	3	871	14	10	24	0	48	1573
08:30 AM	7	561	6	0	574	42	13	14	1	70	17	868	4	1	890	12	11	22	0	45	1579
08:45 AM	5	519	13	0	537	45	11	22	1	79	16	843	10	2	871	16	4	30	0	50	1537
Total	26	2172	70	0	2268	169	35	87	3	294	106	3294	29	7	3436	60	36	102	0	198	6196
09:00 AM	2	442	7	0	451	31	11	7	0	49	11	868	5	3	887	12	5	17	0	34	1421
09:15 AM	3	471	6	0	480	19	1	4	1	25	15	855	6	1	877	11	2	22	0	35	1417
Grand Total	44	3996	109	0	4149	316	58	124	5	503	201	6593	54	15	6863	101	65	166	0	332	11847
Apprch %	1.1	96.3	2.6	0		62.8	11.5	24.7	1		2.9	96.1	0.8	0.2		30.4	19.6	50	0		
Total %	0.4	33.7	0.9	0	35	2.7	0.5	1	0	4.2	1.7	55.7	0.5	0.1	57.9	0.9	0.5	1.4	0	2.8	
Lights	44	3895	107	0	4046	314	58	123	5	500	197	6540	53	15	6805	99	65	166	0	330	11681
% Lights	100	97.5	98.2	0	97.5	99.4	100	99.2	100	99.4	98	99.2	98.1	100	99.2	98	100	100	0	99.4	98.6
Buses	0	26	1	0	27	1	0	0	0	1	1	8	0	0	9	1	0	0	0	1	38
% Buses	0	0.7	0.9	0	0.7	0.3	0	0	0	0.2	0.5	0.1	0	0	0.1	1	0	0	0	0.3	0.3
Trucks	0	75	1	0	76	1	0	1	0	2	3	45	1	0	49	1	0	0	0	1	128
% Trucks	0	1.9	0.9	0	1.8	0.3	0	0.8	0	0.4	1.5	0.7	1.9	0	0.7	1	0	0	0	0.3	1.1

	LAWRENCE EXPY Southbound				LOCHINVAR AVE Westbound				LAWRENCE EXPY Northbound				LOCHINVAR AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 09:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	6	553	21	**580**	31	6	**31**	68	**40**	754	9	803	**18**	**11**	26	**55**	1506
08:15 AM	**8**	539	**30**	577	**51**	5	20	76	33	829	6	868	14	10	24	48	1569
08:30 AM	7	**561**	6	574	42	**13**	14	69	17	**868**	4	**889**	12	11	22	45	**1577**
08:45 AM	5	519	13	537	45	11	22	**78**	16	843	**10**	869	16	4	**30**	50	1534
Total Volume	26	2172	70	2268	169	35	87	291	106	3294	29	3429	60	36	102	198	6186
% App. Total	1.1	95.8	3.1		58.1	12	29.9		3.1	96.1	0.8		30.3	18.2	51.5		
PHF	.813	.968	.583	.978	.828	.673	.702	.933	.663	.949	.725	.964	.833	.818	.850	.900	.981

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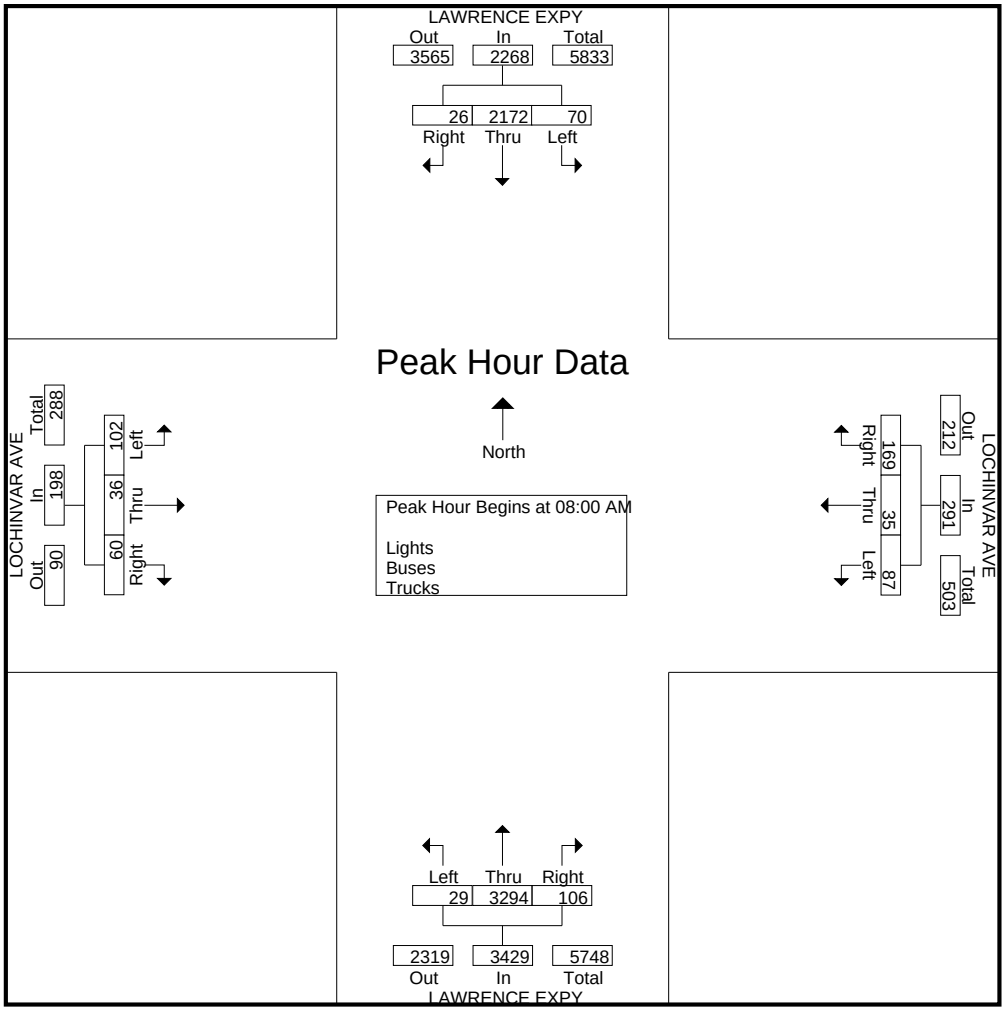

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Groups Printed- Lights - Buses - Trucks

	LAWRENCE EXPY Southbound					LOCHINVAR AVE Westbound					LAWRENCE EXPY Northbound					LOCHINVAR AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:30 PM	7	875	28	0	910	20	8	8	0	36	25	429	7	0	461	8	9	3	0	20	1427
04:45 PM	11	865	45	0	921	29	5	8	0	42	30	440	5	3	478	10	17	8	0	35	1476
Total	18	1740	73	0	1831	49	13	16	0	78	55	869	12	3	939	18	26	11	0	55	2903
05:00 PM	19	974	36	0	1029	28	8	19	0	55	41	458	6	2	507	8	15	16	0	39	1630
05:15 PM	18	912	16	0	946	31	12	15	0	58	24	550	4	1	579	22	17	15	0	54	1637
05:30 PM	6	797	42	0	845	43	13	14	3	73	36	488	8	0	532	19	9	13	0	41	1491
05:45 PM	15	725	31	0	771	47	11	16	3	77	31	541	9	4	585	33	21	17	0	71	1504
Total	58	3408	125	0	3591	149	44	64	6	263	132	2037	27	7	2203	82	62	61	0	205	6262
06:00 PM	7	806	27	0	840	35	13	15	0	63	20	498	5	2	525	41	13	13	0	67	1495
06:15 PM	19	891	30	0	940	29	10	3	0	42	20	534	8	0	562	17	9	5	0	31	1575
Grand Total	102	6845	255	0	7202	262	80	98	6	446	227	3938	52	12	4229	158	110	90	0	358	12235
Apprch %	1.4	95	3.5	0		58.7	17.9	22	1.3		5.4	93.1	1.2	0.3		44.1	30.7	25.1	0		
Total %	0.8	55.9	2.1	0	58.9	2.1	0.7	0.8	0	3.6	1.9	32.2	0.4	0.1	34.6	1.3	0.9	0.7	0	2.9	
Lights	102	6804	252	0	7158	260	80	98	6	444	224	3903	52	12	4191	158	110	90	0	358	12151
% Lights	100	99.4	98.8	0	99.4	99.2	100	100	100	99.6	98.7	99.1	100	100	99.1	100	100	100	0	100	99.3
Buses	0	32	3	0	35	1	0	0	0	1	1	17	0	0	18	0	0	0	0	0	54
% Buses	0	0.5	1.2	0	0.5	0.4	0	0	0	0.2	0.4	0.4	0	0	0.4	0	0	0	0	0	0.4
Trucks	0	9	0	0	9	1	0	0	0	1	2	18	0	0	20	0	0	0	0	0	30
% Trucks	0	0.1	0	0	0.1	0.4	0	0	0	0.2	0.9	0.5	0	0	0.5	0	0	0	0	0	0.2

	LAWRENCE EXPY Southbound				LOCHINVAR AVE Westbound				LAWRENCE EXPY Northbound				LOCHINVAR AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 06:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	**19**	**974**	36	**1029**	28	8	**19**	55	**41**	458	6	505	8	15	16	39	1628
05:15 PM	18	912	16	946	31	12	15	58	24	**550**	4	578	22	17	15	54	**1636**
05:30 PM	6	797	**42**	845	43	**13**	14	70	36	488	8	532	19	9	13	41	1488
05:45 PM	15	725	31	771	**47**	11	16	**74**	31	541	**9**	**581**	**33**	**21**	**17**	**71**	1497
Total Volume	58	3408	125	3591	149	44	64	257	132	2037	27	2196	82	62	61	205	6249
% App. Total	1.6	94.9	3.5		58	17.1	24.9		6	92.8	1.2		40	30.2	29.8		
PHF	.763	.875	.744	.872	.793	.846	.842	.868	.805	.926	.750	.945	.621	.738	.897	.722	.955

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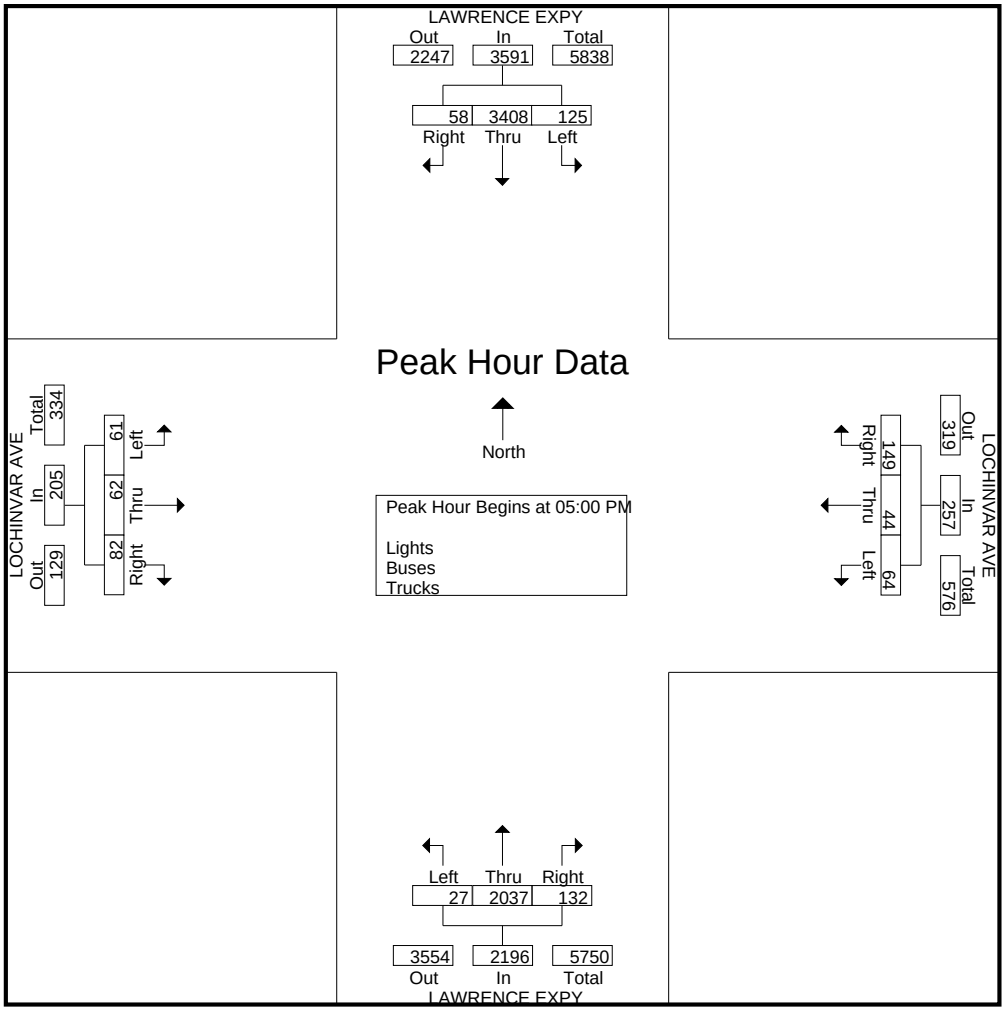

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Site Code : 00000017
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Groups Printed- Lights - Buses - Trucks

	LAWRENCE EXPY Southbound					PRUNERIDGE AVE Westbound					LAWRENCE EXPY Northbound					PRUNERIDGE AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:30 AM	12	421	25	0	458	160	64	80	0	304	23	604	15	0	642	25	11	20	0	56	1460
07:45 AM	11	366	32	1	410	160	78	96	0	334	27	740	32	2	801	16	20	25	0	61	1606
Total	23	787	57	1	868	320	142	176	0	638	50	1344	47	2	1443	41	31	45	0	117	3066
08:00 AM	21	339	29	2	391	142	101	89	1	333	30	717	34	5	786	34	33	32	0	99	1609
08:15 AM	24	376	22	4	426	116	106	84	1	307	36	819	42	2	899	31	60	26	1	118	1750
08:30 AM	28	405	24	6	463	58	132	86	3	279	44	702	45	2	793	32	24	30	0	86	1621
08:45 AM	17	388	35	2	442	77	105	89	3	274	36	796	66	4	902	39	23	41	0	103	1721
Total	90	1508	110	14	1722	393	444	348	8	1193	146	3034	187	13	3380	136	140	129	1	406	6701
09:00 AM	20	331	24	1	376	104	132	85	1	322	41	746	59	1	847	33	11	31	0	75	1620
09:15 AM	42	375	26	2	445	91	93	60	1	245	46	568	73	0	687	31	23	32	0	86	1463
Grand Total	175	3001	217	18	3411	908	811	669	10	2398	283	5692	366	16	6357	241	205	237	1	684	12850
Apprch %	5.1	88	6.4	0.5		37.9	33.8	27.9	0.4		4.5	89.5	5.8	0.3		35.2	30	34.6	0.1		
Total %	1.4	23.4	1.7	0.1	26.5	7.1	6.3	5.2	0.1	18.7	2.2	44.3	2.8	0.1	49.5	1.9	1.6	1.8	0	5.3	
Lights	170	2935	216	18	3339	901	805	664	10	2380	281	5650	365	16	6312	236	198	235	1	670	12701
% Lights	97.1	97.8	99.5	100	97.9	99.2	99.3	99.3	100	99.2	99.3	99.3	99.7	100	99.3	97.9	96.6	99.2	100	98	98.8
Buses	0	16	0	0	16	2	1	1	0	4	2	11	1	0	14	2	2	0	0	4	38
% Buses	0	0.5	0	0	0.5	0.2	0.1	0.1	0	0.2	0.7	0.2	0.3	0	0.2	0.8	1	0	0	0.6	0.3
Trucks	5	50	1	0	56	5	5	4	0	14	0	31	0	0	31	3	5	2	0	10	111
% Trucks	2.9	1.7	0.5	0	1.6	0.6	0.6	0.6	0	0.6	0	0.5	0	0	0.5	1.2	2.4	0.8	0	1.5	0.9

	LAWRENCE EXPY Southbound				PRUNERIDGE AVE Westbound				LAWRENCE EXPY Northbound				PRUNERIDGE AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 09:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:15 AM																	
08:15 AM	24	376	22	422	**116**	106	84	306	36	**819**	42	897	31	**60**	26	**117**	**1742**
08:30 AM	**28**	**405**	24	**457**	58	**132**	86	276	**44**	702	45	791	32	24	30	86	1610
08:45 AM	17	388	**35**	440	77	105	**89**	271	36	796	**66**	**898**	**39**	23	**41**	103	1712
09:00 AM	20	331	24	375	104	132	85	**321**	41	746	59	846	33	11	31	75	1617
Total Volume	89	1500	105	1694	355	475	344	1174	157	3063	212	3432	135	118	128	381	6681
% App. Total	5.3	88.5	6.2		30.2	40.5	29.3		4.6	89.2	6.2		35.4	31	33.6		
PHF	.795	.926	.750	.927	.765	.900	.966	.914	.892	.935	.803	.955	.865	.492	.780	.814	.959

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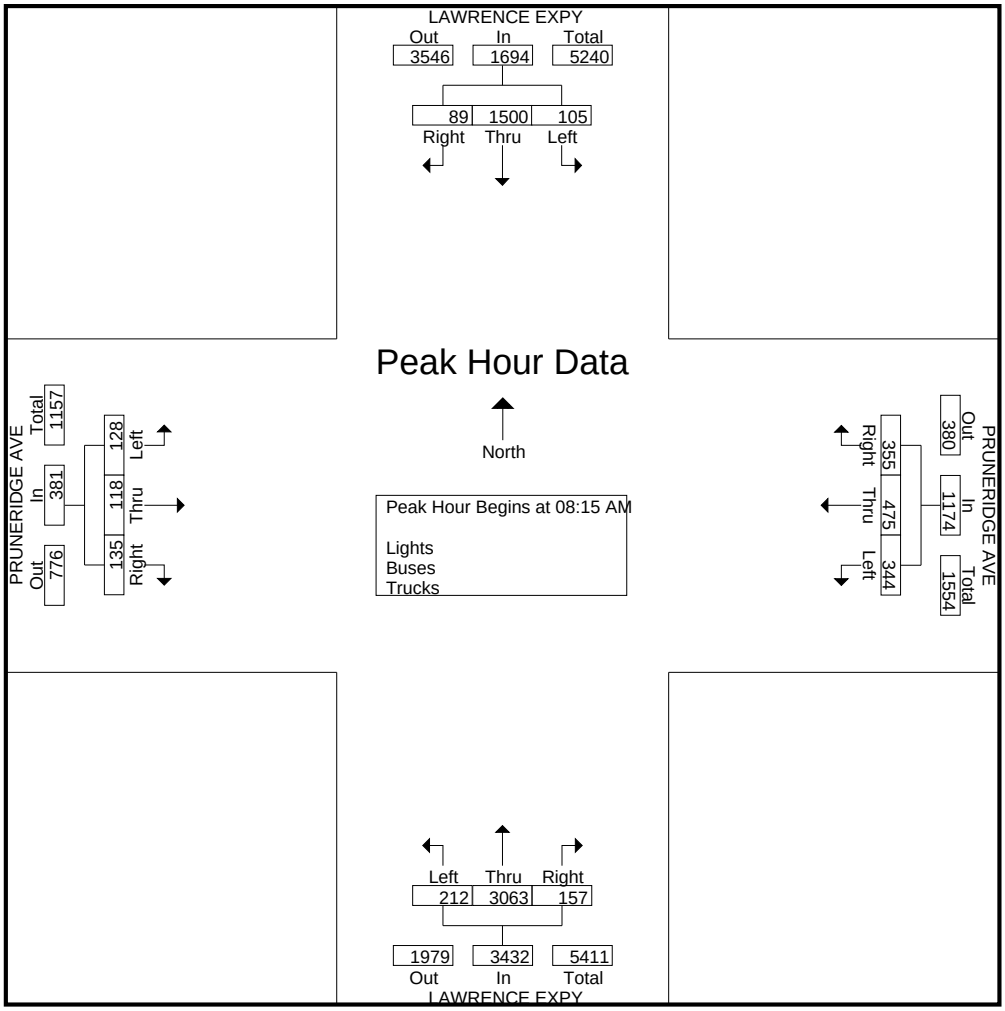

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File Name : 17PM FINAL
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Groups Printed- Lights - Buses - Trucks

	LAWRENCE EXPY Southbound					PRUNERIDGE AVE Westbound					LAWRENCE EXPY Northbound					PRUNERIDGE AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:30 PM	19	800	123	1	943	43	28	25	0	96	47	377	24	0	448	32	43	19	0	94	1581
04:45 PM	25	791	153	0	969	32	23	54	0	109	52	403	29	0	484	41	50	27	0	118	1680
Total	44	1591	276	1	1912	75	51	79	0	205	99	780	53	0	932	73	93	46	0	212	3261
05:00 PM	32	837	121	0	990	36	31	67	0	134	43	349	26	0	418	51	71	36	0	158	1700
05:15 PM	23	806	125	1	955	48	39	72	0	159	59	435	32	0	526	52	65	29	1	147	1787
05:30 PM	27	733	118	1	879	47	26	80	0	153	54	433	31	2	520	54	83	58	0	195	1747
05:45 PM	33	762	141	0	936	46	52	80	0	178	61	424	34	4	523	68	79	62	0	209	1846
Total	115	3138	505	2	3760	177	148	299	0	624	217	1641	123	6	1987	225	298	185	1	709	7080
06:00 PM	28	829	102	1	960	55	28	87	0	170	74	406	21	2	503	61	62	48	0	171	1804
06:15 PM	29	809	126	0	964	39	31	63	0	133	70	446	25	0	541	63	65	33	0	161	1799
Grand Total	216	6367	1009	4	7596	346	258	528	0	1132	460	3273	222	8	3963	422	518	312	1	1253	13944
Apprch %	2.8	83.8	13.3	0.1		30.6	22.8	46.6	0		11.6	82.6	5.6	0.2		33.7	41.3	24.9	0.1		
Total %	1.5	45.7	7.2	0	54.5	2.5	1.9	3.8	0	8.1	3.3	23.5	1.6	0.1	28.4	3	3.7	2.2	0	9	
Lights	216	6354	1007	4	7581	344	257	528	0	1129	456	3253	220	8	3937	419	518	312	1	1250	13897
% Lights	100	99.8	99.8	100	99.8	99.4	99.6	100	0	99.7	99.1	99.4	99.1	100	99.3	99.3	100	100	100	99.8	99.7
Buses	0	6	0	0	6	1	0	0	0	1	1	5	2	0	8	1	0	0	0	1	16
% Buses	0	0.1	0	0	0.1	0.3	0	0	0	0.1	0.2	0.2	0.9	0	0.2	0.2	0	0	0	0.1	0.1
Trucks	0	7	2	0	9	1	1	0	0	2	3	15	0	0	18	2	0	0	0	2	31
% Trucks	0	0.1	0.2	0	0.1	0.3	0.4	0	0	0.2	0.7	0.5	0	0	0.5	0.5	0	0	0	0.2	0.2

	LAWRENCE EXPY Southbound				PRUNERIDGE AVE Westbound				LAWRENCE EXPY Northbound				PRUNERIDGE AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 06:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:30 PM																	
05:30 PM	27	733	118	878	47	26	80	153	54	433	31	518	54	**83**	58	195	1744
05:45 PM	**33**	762	**141**	936	46	**52**	80	**178**	61	424	**34**	519	**68**	79	**62**	**209**	**1842**
06:00 PM	28	**829**	102	959	**55**	28	**87**	170	**74**	406	21	501	61	62	48	171	1801
06:15 PM	29	809	126	**964**	39	31	63	133	70	**446**	25	**541**	63	65	33	161	1799
Total Volume	117	3133	487	3737	187	137	310	634	259	1709	111	2079	246	289	201	736	7186
% App. Total	3.1	83.8	13		29.5	21.6	48.9		12.5	82.2	5.3		33.4	39.3	27.3		
PHF	.886	.945	.863	.969	.850	.659	.891	.890	.875	.958	.816	.961	.904	.870	.810	.880	.975

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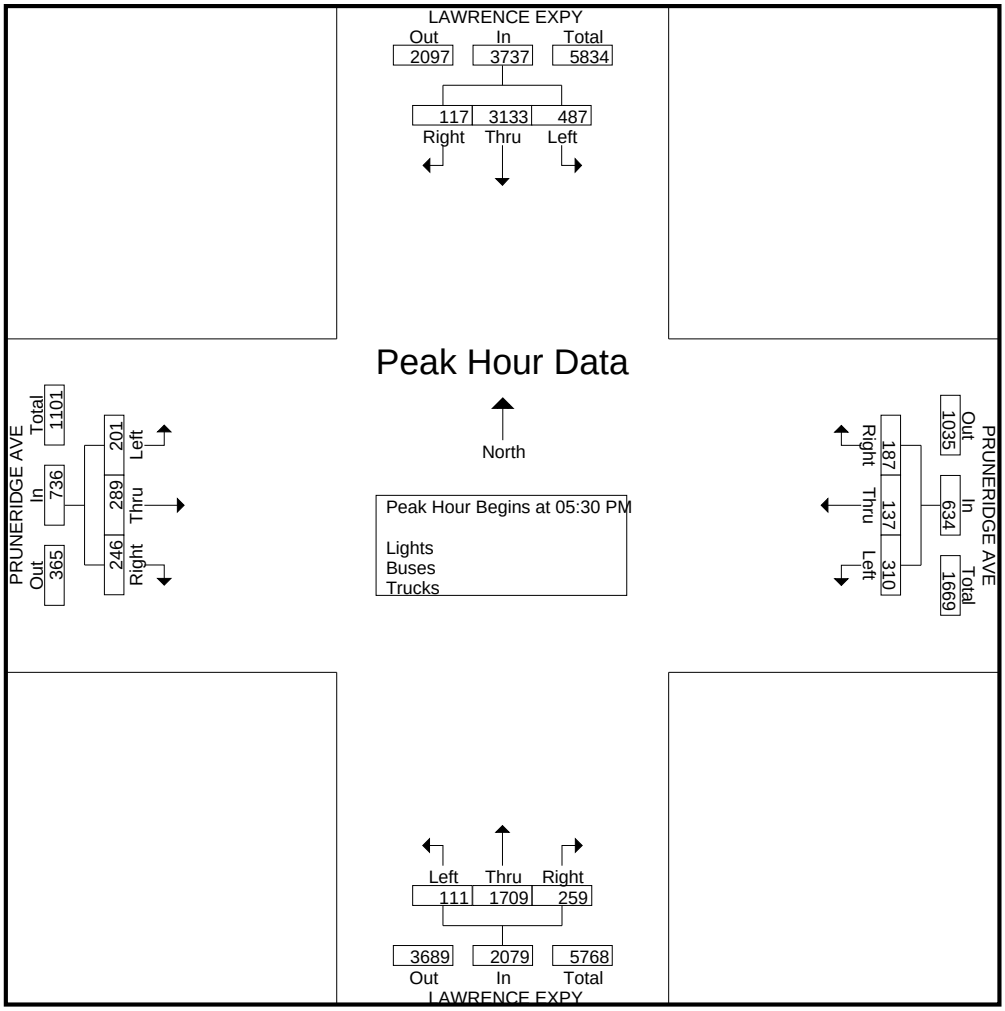

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Groups Printed- Lights - Buses - Trucks

	MISSION COLLEGE BLVD Southbound					MONTAGUE EXPY Westbound					THOMAS RD Northbound					MONTAGUE EXPY Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	66	6	10	0	82	70	643	15	1	729	2	21	27	0	50	40	226	124	0	390	1251
07:15 AM	75	4	15	0	94	112	650	14	0	776	4	16	26	0	46	43	353	165	0	561	1477
07:30 AM	95	3	8	0	106	120	685	17	0	822	3	16	35	0	54	31	418	185	1	635	1617
07:45 AM	92	6	11	0	109	131	569	8	1	709	5	28	37	1	71	71	504	175	3	753	1642
Total	328	19	44	0	391	433	2547	54	2	3036	14	81	125	1	221	185	1501	649	4	2339	5987
08:00 AM	99	2	13	1	115	181	618	14	2	815	5	29	45	2	81	67	496	257	1	821	1832
08:15 AM	77	4	14	1	96	179	741	5	1	926	3	14	35	0	52	37	519	227	1	784	1858
08:30 AM	70	10	15	0	95	199	707	12	0	918	3	50	40	0	93	43	595	244	0	882	1988
08:45 AM	73	10	26	0	109	203	627	9	1	840	4	43	34	1	82	49	611	229	1	890	1921
Total	319	26	68	2	415	762	2693	40	4	3499	15	136	154	3	308	196	2221	957	3	3377	7599
Grand Total	647	45	112	2	806	1195	5240	94	6	6535	29	217	279	4	529	381	3722	1606	7	5716	13586
Apprch %	80.3	5.6	13.9	0.2		18.3	80.2	1.4	0.1		5.5	41	52.7	0.8		6.7	65.1	28.1	0.1		
Total %	4.8	0.3	0.8	0	5.9	8.8	38.6	0.7	0	48.1	0.2	1.6	2.1	0	3.9	2.8	27.4	11.8	0.1	42.1	
Lights	607	41	109	2	759	1175	5125	87	6	6393	27	206	174	4	411	307	3664	1580	7	5558	13121
% Lights	93.8	91.1	97.3	100	94.2	98.3	97.8	92.6	100	97.8	93.1	94.9	62.4	100	77.7	80.6	98.4	98.4	100	97.2	96.6
Buses	12	1	0	0	13	3	29	0	0	32	0	4	1	0	5	0	15	8	0	23	73
% Buses	1.9	2.2	0	0	1.6	0.3	0.6	0	0	0.5	0	1.8	0.4	0	0.9	0	0.4	0.5	0	0.4	0.5
Trucks	28	3	3	0	34	17	86	7	0	110	2	7	104	0	113	74	43	18	0	135	392
% Trucks	4.3	6.7	2.7	0	4.2	1.4	1.6	7.4	0	1.7	6.9	3.2	37.3	0	21.4	19.4	1.2	1.1	0	2.4	2.9

	MISSION COLLEGE BLVD Southbound				MONTAGUE EXPY Westbound				THOMAS RD Northbound				MONTAGUE EXPY Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	**99**	2	13	**114**	181	618	**14**	813	**5**	29	**45**	79	**67**	496	**257**	820	1826
08:15 AM	77	4	14	95	179	**741**	5	**925**	3	14	35	52	37	519	227	783	1855
08:30 AM	70	**10**	15	95	199	707	12	918	3	**50**	40	**93**	43	595	244	882	**1988**
08:45 AM	73	10	**26**	109	**203**	627	9	839	4	43	34	81	49	**611**	229	**889**	1918
Total Volume	319	26	68	413	762	2693	40	3495	15	136	154	305	196	2221	957	3374	7587
% App. Total	77.2	6.3	16.5		21.8	77.1	1.1		4.9	44.6	50.5		5.8	65.8	28.4		
PHF	.806	.650	.654	.906	.938	.909	.714	.945	.750	.680	.856	.820	.731	.909	.931	.949	.954

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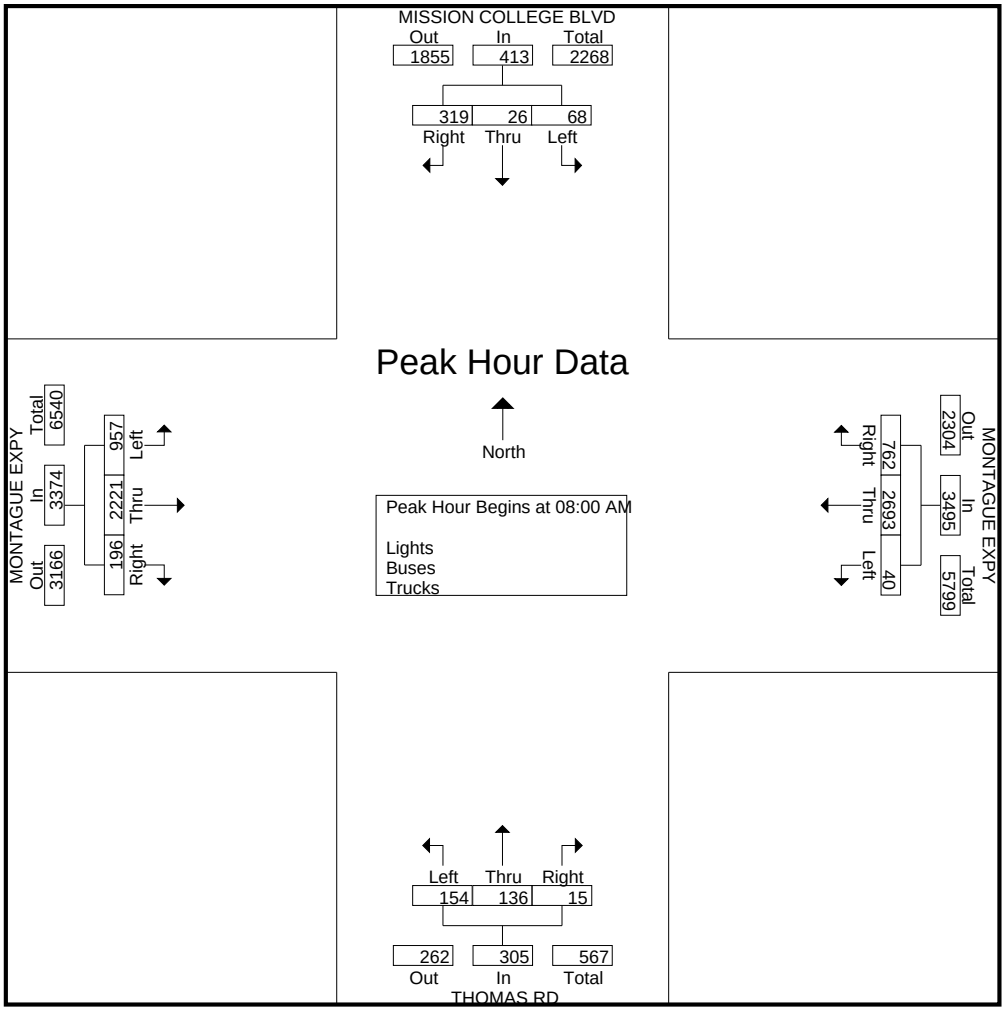

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Groups Printed- Lights - Buses - Trucks

	SAN TOMAS EXPY Southbound					CABRILLO AVE Westbound					SAN TOMAS EXPY Northbound					CABRILLO AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	18	187	4	1	210	20	12	7	0	39	1	558	8	1	568	7	5	12	5	29	846
07:15 AM	19	256	2	1	278	15	21	12	0	48	3	595	19	5	622	11	5	18	7	41	989
07:30 AM	36	291	1	5	333	21	52	9	3	85	0	689	20	19	728	43	31	28	6	108	1254
07:45 AM	72	355	1	2	430	37	61	15	0	113	0	683	20	13	716	61	30	39	15	145	1404
Total	145	1089	8	9	1251	93	146	43	3	285	4	2525	67	38	2634	122	71	97	33	323	4493
08:00 AM	27	409	5	2	443	30	26	16	0	72	2	751	13	1	767	44	17	40	9	110	1392
08:15 AM	25	315	6	3	349	33	35	26	1	95	8	798	18	0	824	16	22	27	6	71	1339
08:30 AM	19	295	4	1	319	45	35	16	0	96	8	839	13	3	863	13	11	39	11	74	1352
08:45 AM	12	279	2	1	294	36	39	19	0	94	10	810	17	3	840	8	14	47	13	82	1310
Total	83	1298	17	7	1405	144	135	77	1	357	28	3198	61	7	3294	81	64	153	39	337	5393
Grand Total	228	2387	25	16	2656	237	281	120	4	642	32	5723	128	45	5928	203	135	250	72	660	9886
Apprch %	8.6	89.9	0.9	0.6		36.9	43.8	18.7	0.6		0.5	96.5	2.2	0.8		30.8	20.5	37.9	10.9		
Total %	2.3	24.1	0.3	0.2	26.9	2.4	2.8	1.2	0	6.5	0.3	57.9	1.3	0.5	60	2.1	1.4	2.5	0.7	6.7	
Lights	220	2302	24	16	2562	236	280	116	4	636	32	5676	125	45	5878	202	133	245	72	652	9728
% Lights	96.5	96.4	96	100	96.5	99.6	99.6	96.7	100	99.1	100	99.2	97.7	100	99.2	99.5	98.5	98	100	98.8	98.4
Buses	4	13	1	0	18	0	0	1	0	1	0	16	2	0	18	1	0	3	0	4	41
% Buses	1.8	0.5	4	0	0.7	0	0	0.8	0	0.2	0	0.3	1.6	0	0.3	0.5	0	1.2	0	0.6	0.4
Trucks	4	72	0	0	76	1	1	3	0	5	0	31	1	0	32	0	2	2	0	4	117
% Trucks	1.8	3	0	0	2.9	0.4	0.4	2.5	0	0.8	0	0.5	0.8	0	0.5	0	1.5	0.8	0	0.6	1.2

	SAN TOMAS EXPY Southbound				CABRILLO AVE Westbound				SAN TOMAS EXPY Northbound				CABRILLO AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	**72**	355	1	428	37	**61**	15	**113**	0	683	**20**	703	**61**	**30**	39	**130**	1374
08:00 AM	27	**409**	5	**441**	30	26	16	72	2	751	13	766	44	17	**40**	101	**1380**
08:15 AM	25	315	**6**	346	33	35	**26**	94	**8**	798	18	824	16	22	27	65	1329
08:30 AM	19	295	4	318	**45**	35	16	96	8	**839**	13	**860**	13	11	39	63	1337
Total Volume	143	1374	16	1533	145	157	73	375	18	3071	64	3153	134	80	145	359	5420
% App. Total	9.3	89.6	1		38.7	41.9	19.5		0.6	97.4	2		37.3	22.3	40.4		
PHF	.497	.840	.667	.869	.806	.643	.702	.830	.563	.915	.800	.917	.549	.667	.906	.690	.982

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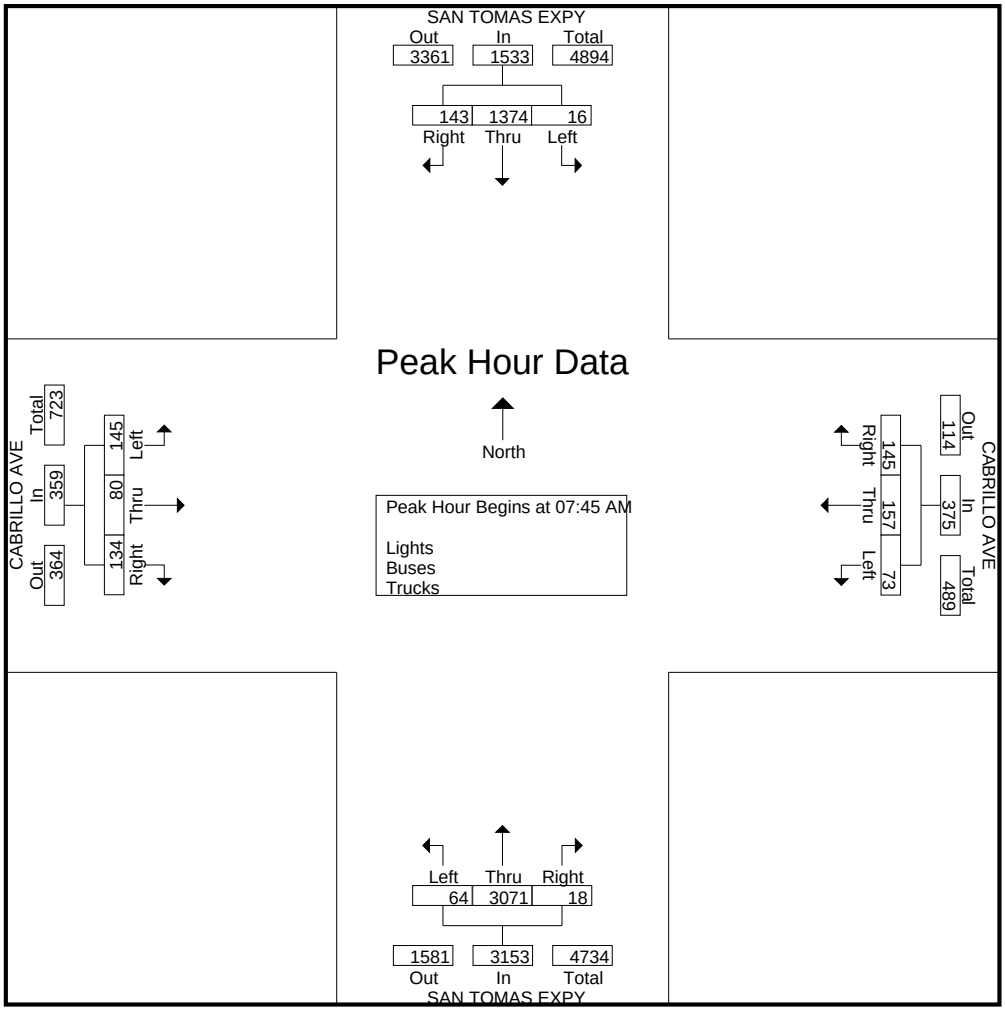

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Groups Printed- Lights - Buses - Trucks

	SAN TOMAS EXPY Southbound					HOMESTEAD RD Westbound					SAN TOMAS EXPY Northbound					HOMESTEAD RD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	34	115	4	5	158	10	114	11	0	135	11	609	46	0	666	10	27	21	0	58	1017
07:15 AM	66	117	10	0	193	29	174	15	3	221	24	603	74	0	701	15	66	38	0	119	1234
07:30 AM	56	193	4	1	254	38	123	16	0	177	9	753	78	0	840	23	58	71	4	156	1427
07:45 AM	68	186	6	1	261	30	146	22	0	198	9	726	71	0	806	25	81	57	5	168	1433
Total	224	611	24	7	866	107	557	64	3	731	53	2691	269	0	3013	73	232	187	9	501	5111
08:00 AM	102	211	8	6	327	21	185	27	0	233	9	682	82	1	774	38	97	81	2	218	1552
08:15 AM	78	184	10	5	277	38	153	31	1	223	14	762	56	1	833	46	109	114	0	269	1602
08:30 AM	46	200	2	1	249	26	100	20	3	149	10	848	37	1	896	45	65	109	2	221	1515
08:45 AM	39	192	5	2	238	23	78	14	1	116	14	800	42	3	859	33	71	67	5	176	1389
Total	265	787	25	14	1091	108	516	92	5	721	47	3092	217	6	3362	162	342	371	9	884	6058
Grand Total	489	1398	49	21	1957	215	1073	156	8	1452	100	5783	486	6	6375	235	574	558	18	1385	11169
Apprch %	25	71.4	2.5	1.1		14.8	73.9	10.7	0.6		1.6	90.7	7.6	0.1		17	41.4	40.3	1.3		
Total %	4.4	12.5	0.4	0.2	17.5	1.9	9.6	1.4	0.1	13	0.9	51.8	4.4	0.1	57.1	2.1	5.1	5	0.2	12.4	
Lights	478	1351	48	21	1898	213	1054	155	8	1430	99	5729	484	6	6318	231	564	556	18	1369	11015
% Lights	97.8	96.6	98	100	97	99.1	98.2	99.4	100	98.5	99	99.1	99.6	100	99.1	98.3	98.3	99.6	100	98.8	98.6
Buses	0	6	0	0	6	2	5	1	0	8	0	25	1	0	26	0	6	0	0	6	46
% Buses	0	0.4	0	0	0.3	0.9	0.5	0.6	0	0.6	0	0.4	0.2	0	0.4	0	1	0	0	0.4	0.4
Trucks	11	41	1	0	53	0	14	0	0	14	1	29	1	0	31	4	4	2	0	10	108
% Trucks	2.2	2.9	2	0	2.7	0	1.3	0	0	1	1	0.5	0.2	0	0.5	1.7	0.7	0.4	0	0.7	1

	SAN TOMAS EXPY Southbound				HOMESTEAD RD Westbound				SAN TOMAS EXPY Northbound				HOMESTEAD RD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	68	186	6	260	30	146	22	198	9	726	71	806	25	81	57	163	1427
08:00 AM	**102**	**211**	8	**321**	21	**185**	27	**233**	9	682	**82**	773	38	97	81	216	1543
08:15 AM	78	184	**10**	272	**38**	153	**31**	222	**14**	762	56	832	**46**	**109**	**114**	**269**	**1595**
08:30 AM	46	200	2	248	26	100	20	146	10	**848**	37	**895**	45	65	109	219	1508
Total Volume	294	781	26	1101	115	584	100	799	42	3018	246	3306	154	352	361	867	6073
% App. Total	26.7	70.9	2.4		14.4	73.1	12.5		1.3	91.3	7.4		17.8	40.6	41.6		
PHF	.721	.925	.650	.857	.757	.789	.806	.857	.750	.890	.750	.923	.837	.807	.792	.806	.952

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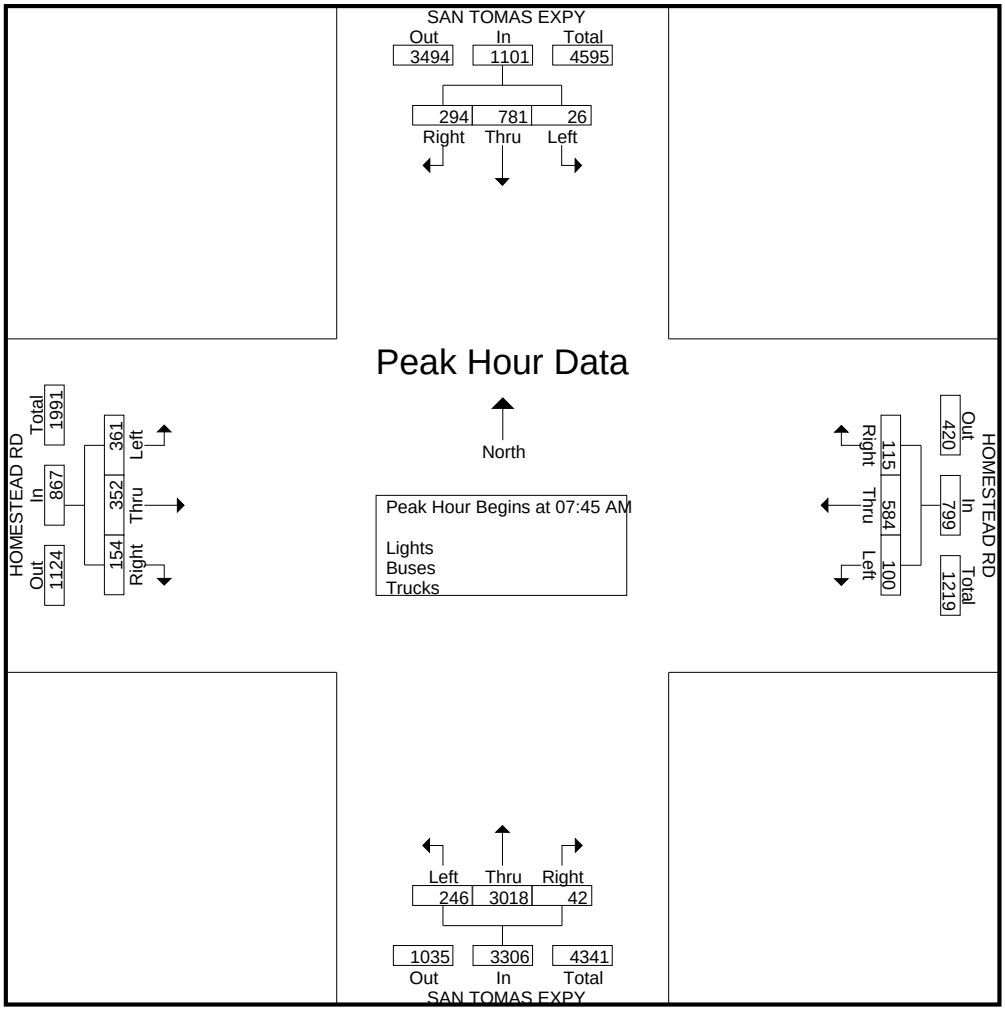

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Groups Printed- Lights - Buses - Trucks

	BOWERS AVE Southbound					CABRILLO AVE Westbound					BOWERS AVE Northbound					CABRILLO AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	1	24	3	1	29	7	23	8	2	40	9	58	2	2	71	3	15	4	0	22	162
07:15 AM	5	37	18	1	61	15	40	9	0	64	21	104	6	0	131	4	39	11	1	55	311
07:30 AM	3	29	27	6	65	20	49	13	2	84	56	131	5	6	198	3	63	5	1	72	419
07:45 AM	6	24	23	6	59	31	50	17	1	99	72	153	4	2	231	5	46	8	0	59	448
Total	15	114	71	14	214	73	162	47	5	287	158	446	17	10	631	15	163	28	2	208	1340
08:00 AM	6	47	5	2	60	20	47	8	1	76	15	175	6	4	200	6	24	10	0	40	376
08:15 AM	5	39	4	1	49	28	44	10	3	85	20	212	7	2	241	10	31	11	0	52	427
08:30 AM	4	32	3	0	39	24	40	5	1	70	16	272	8	2	298	7	36	15	0	58	465
08:45 AM	3	38	1	2	44	25	31	4	0	60	20	316	6	1	343	6	23	17	3	49	496
Total	18	156	13	5	192	97	162	27	5	291	71	975	27	9	1082	29	114	53	3	199	1764
Grand Total	33	270	84	19	406	170	324	74	10	578	229	1421	44	19	1713	44	277	81	5	407	3104
Apprch %	8.1	66.5	20.7	4.7		29.4	56.1	12.8	1.7		13.4	83	2.6	1.1		10.8	68.1	19.9	1.2		
Total %	1.1	8.7	2.7	0.6	13.1	5.5	10.4	2.4	0.3	18.6	7.4	45.8	1.4	0.6	55.2	1.4	8.9	2.6	0.2	13.1	
Lights	32	258	83	19	392	170	317	74	10	571	229	1405	44	19	1697	43	271	81	5	400	3060
% Lights	97	95.6	98.8	100	96.6	100	97.8	100	100	98.8	100	98.9	100	100	99.1	97.7	97.8	100	100	98.3	98.6
Buses	0	9	0	0	9	0	5	0	0	5	0	10	0	0	10	0	3	0	0	3	27
% Buses	0	3.3	0	0	2.2	0	1.5	0	0	0.9	0	0.7	0	0	0.6	0	1.1	0	0	0.7	0.9
Trucks	1	3	1	0	5	0	2	0	0	2	0	6	0	0	6	1	3	0	0	4	17
% Trucks	3	1.1	1.2	0	1.2	0	0.6	0	0	0.3	0	0.4	0	0	0.4	2.3	1.1	0	0	1	0.5

	BOWERS AVE Southbound				CABRILLO AVE Westbound				BOWERS AVE Northbound				CABRILLO AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	**6**	**47**	**5**	**58**	20	**47**	8	75	15	175	6	196	6	24	10	40	369
08:15 AM	5	39	4	48	**28**	44	**10**	**82**	**20**	212	7	239	**10**	31	11	52	421
08:30 AM	4	32	3	39	24	40	5	69	16	272	**8**	296	7	**36**	15	**58**	462
08:45 AM	3	38	1	42	25	31	4	60	20	**316**	6	**342**	6	23	**17**	46	**490**
Total Volume	18	156	13	187	97	162	27	286	71	975	27	1073	29	114	53	196	1742
% App. Total	9.6	83.4	7		33.9	56.6	9.4		6.6	90.9	2.5		14.8	58.2	27		
PHF	.750	.830	.650	.806	.866	.862	.675	.872	.888	.771	.844	.784	.725	.792	.779	.845	.889

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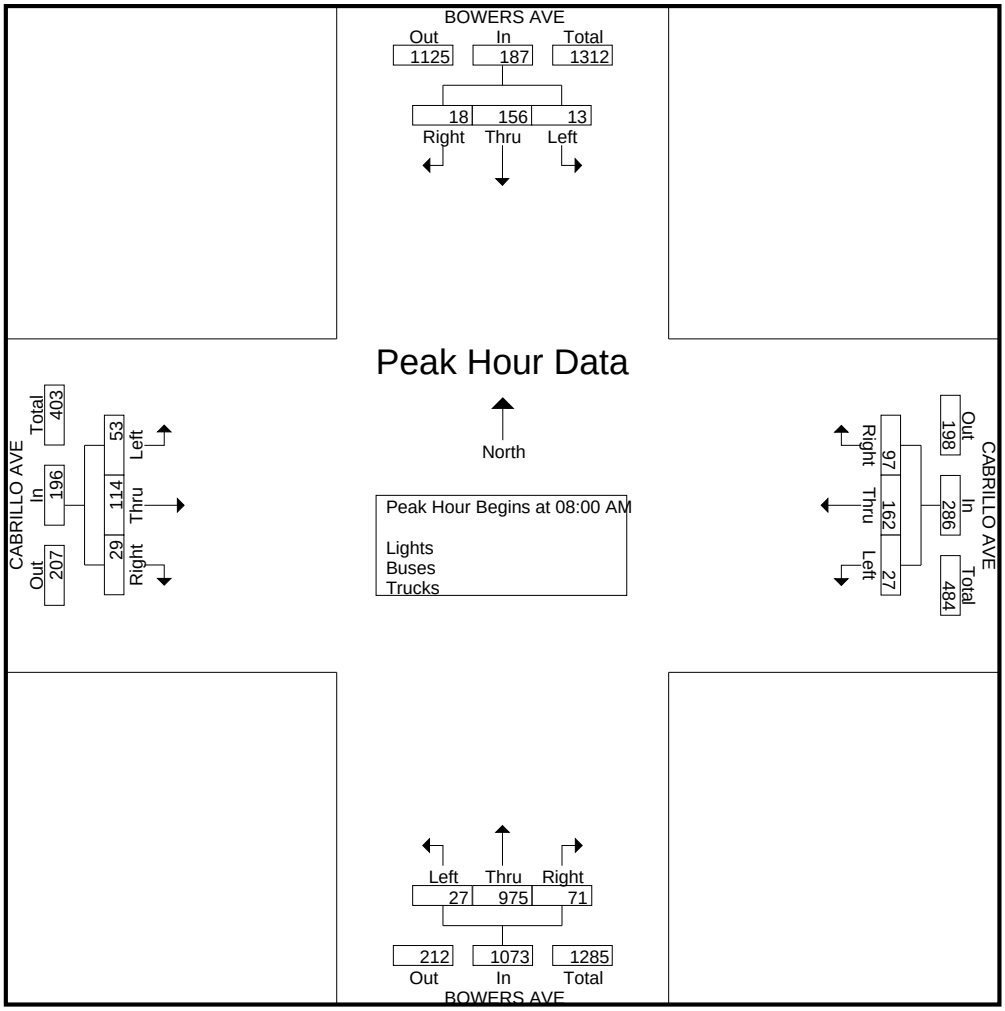

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Groups Printed- Lights - Buses - Trucks

	BOWERS AVE Southbound					CABRILLO AVE Westbound					BOWERS AVE Northbound					CABRILLO AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	2	127	16	0	145	3	37	14	1	55	16	52	6	3	77	5	38	2	0	45	322
04:15 PM	8	125	10	1	144	8	28	11	3	50	13	38	7	2	60	5	26	4	2	37	291
04:30 PM	12	172	15	0	199	9	21	26	2	58	16	28	5	2	51	7	26	6	1	40	348
04:45 PM	11	194	17	1	223	3	41	16	1	61	22	61	4	1	88	5	35	5	0	45	417
Total	33	618	58	2	711	23	127	67	7	224	67	179	22	8	276	22	125	17	3	167	1378
05:00 PM	13	241	12	1	267	10	39	15	0	64	16	42	6	5	69	9	41	6	0	56	456
05:15 PM	8	230	29	1	268	11	46	9	1	67	6	59	5	2	72	14	37	6	2	59	466
05:30 PM	13	222	19	1	255	16	39	25	1	81	14	63	9	3	89	7	43	1	1	52	477
05:45 PM	8	211	20	2	241	11	43	19	0	73	23	61	5	6	95	5	76	7	2	90	499
Total	42	904	80	5	1031	48	167	68	2	285	59	225	25	16	325	35	197	20	5	257	1898
Grand Total	75	1522	138	7	1742	71	294	135	9	509	126	404	47	24	601	57	322	37	8	424	3276
Apprch %	4.3	87.4	7.9	0.4		13.9	57.8	26.5	1.8		21	67.2	7.8	4		13.4	75.9	8.7	1.9		
Total %	2.3	46.5	4.2	0.2	53.2	2.2	9	4.1	0.3	15.5	3.8	12.3	1.4	0.7	18.3	1.7	9.8	1.1	0.2	12.9	
Lights	73	1511	137	7	1728	71	291	133	9	504	125	387	47	24	583	57	321	37	8	423	3238
% Lights	97.3	99.3	99.3	100	99.2	100	99	98.5	100	99	99.2	95.8	100	100	97	100	99.7	100	100	99.8	98.8
Buses	0	9	0	0	9	0	2	1	0	3	1	10	0	0	11	0	1	0	0	1	24
% Buses	0	0.6	0	0	0.5	0	0.7	0.7	0	0.6	0.8	2.5	0	0	1.8	0	0.3	0	0	0.2	0.7
Trucks	2	2	1	0	5	0	1	1	0	2	0	7	0	0	7	0	0	0	0	0	14
% Trucks	2.7	0.1	0.7	0	0.3	0	0.3	0.7	0	0.4	0	1.7	0	0	1.2	0	0	0	0	0	0.4

	BOWERS AVE Southbound				CABRILLO AVE Westbound				BOWERS AVE Northbound				CABRILLO AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	**13**	**241**	12	266	10	39	15	64	16	42	6	64	9	41	6	56	450
05:15 PM	8	230	**29**	**267**	11	**46**	9	66	6	59	5	70	**14**	37	6	57	460
05:30 PM	13	222	19	254	**16**	39	**25**	**80**	14	**63**	**9**	86	7	43	1	51	471
05:45 PM	8	211	20	239	11	43	19	73	**23**	61	5	**89**	5	**76**	**7**	**88**	**489**
Total Volume	42	904	80	1026	48	167	68	283	59	225	25	309	35	197	20	252	1870
% App. Total	4.1	88.1	7.8		17	59	24		19.1	72.8	8.1		13.9	78.2	7.9		
PHF	.808	.938	.690	.961	.750	.908	.680	.884	.641	.893	.694	.868	.625	.648	.714	.716	.956

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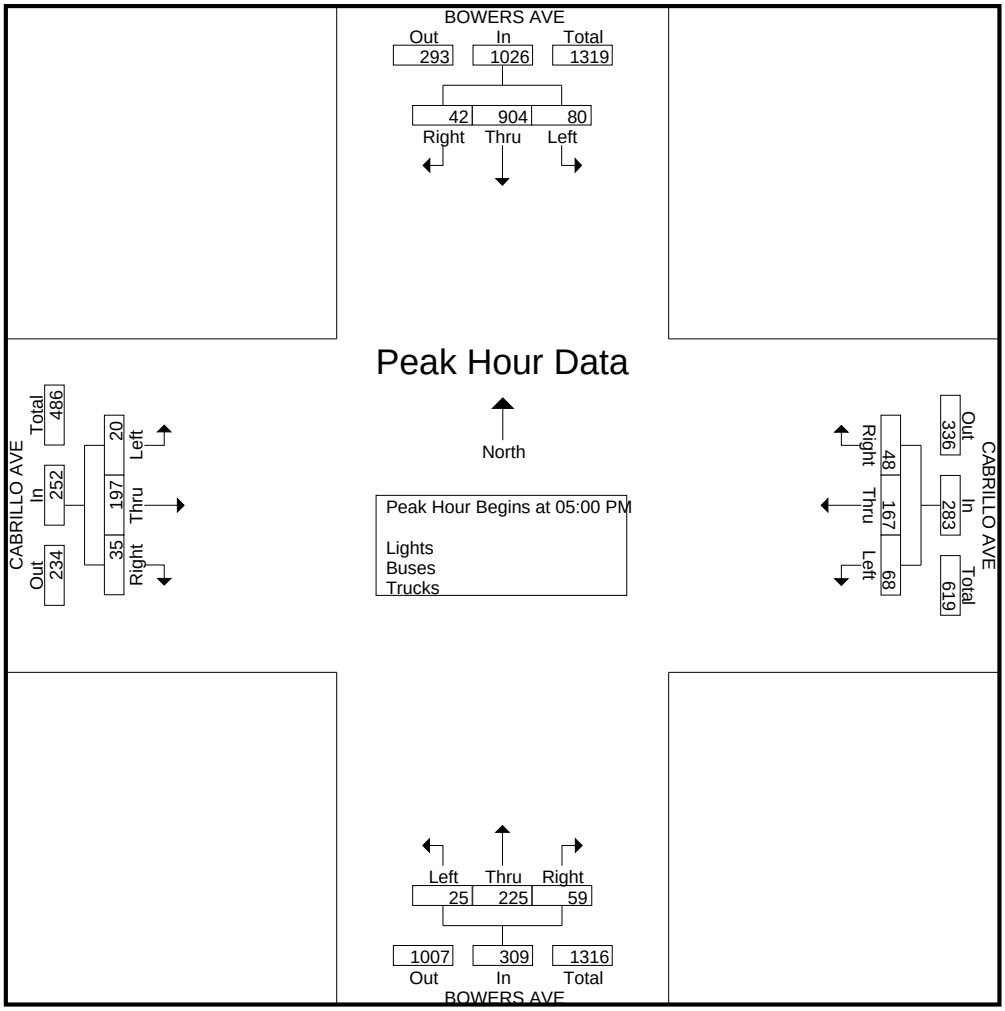

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Groups Printed- Lights - Buses - Trucks

	BOWERS AVE Southbound					MONROE ST Westbound					BOWERS AVE Northbound					MONROE ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	3	18	6	2	29	11	89	8	1	109	9	51	4	0	64	3	43	10	0	56	258
07:15 AM	9	33	5	4	51	27	172	10	1	210	12	100	12	1	125	14	125	14	1	154	540
07:30 AM	1	28	10	5	44	28	116	7	7	158	16	141	6	0	163	23	106	18	1	148	513
07:45 AM	3	36	12	3	54	12	162	14	2	190	24	145	20	4	193	9	94	20	2	125	562
Total	16	115	33	14	178	78	539	39	11	667	61	437	42	5	545	49	368	62	4	483	1873
08:00 AM	6	34	15	2	57	17	164	16	1	198	31	148	19	2	200	6	61	8	2	77	532
08:15 AM	3	26	11	4	44	42	183	12	2	239	19	216	20	2	257	7	119	23	3	152	692
08:30 AM	9	35	7	3	54	38	102	4	0	144	24	267	8	2	301	4	68	12	1	85	584
08:45 AM	2	33	15	2	52	36	111	6	1	154	45	317	11	0	373	2	87	11	0	100	679
Total	20	128	48	11	207	133	560	38	4	735	119	948	58	6	1131	19	335	54	6	414	2487
Grand Total	36	243	81	25	385	211	1099	77	15	1402	180	1385	100	11	1676	68	703	116	10	897	4360
Apprch %	9.4	63.1	21	6.5		15	78.4	5.5	1.1		10.7	82.6	6	0.7		7.6	78.4	12.9	1.1		
Total %	0.8	5.6	1.9	0.6	8.8	4.8	25.2	1.8	0.3	32.2	4.1	31.8	2.3	0.3	38.4	1.6	16.1	2.7	0.2	20.6	
Lights	34	232	80	25	371	207	1078	75	15	1375	178	1369	100	11	1658	67	688	115	10	880	4284
% Lights	94.4	95.5	98.8	100	96.4	98.1	98.1	97.4	100	98.1	98.9	98.8	100	100	98.9	98.5	97.9	99.1	100	98.1	98.3
Buses	0	8	0	0	8	0	11	1	0	12	0	10	0	0	10	0	8	0	0	8	38
% Buses	0	3.3	0	0	2.1	0	1	1.3	0	0.9	0	0.7	0	0	0.6	0	1.1	0	0	0.9	0.9
Trucks	2	3	1	0	6	4	10	1	0	15	2	6	0	0	8	1	7	1	0	9	38
% Trucks	5.6	1.2	1.2	0	1.6	1.9	0.9	1.3	0	1.1	1.1	0.4	0	0	0.5	1.5	1	0.9	0	1	0.9

	BOWERS AVE Southbound				MONROE ST Westbound				BOWERS AVE Northbound				MONROE ST Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	6	34	**15**	**55**	17	164	**16**	197	31	148	19	198	6	61	8	75	525
08:15 AM	3	26	11	40	**42**	**183**	12	**237**	19	216	**20**	255	**7**	**119**	**23**	**149**	**681**
08:30 AM	**9**	**35**	7	51	38	102	4	144	24	267	8	299	4	68	12	84	578
08:45 AM	2	33	15	50	36	111	6	153	**45**	**317**	11	**373**	2	87	11	100	676
Total Volume	20	128	48	196	133	560	38	731	119	948	58	1125	19	335	54	408	2460
% App. Total	10.2	65.3	24.5		18.2	76.6	5.2		10.6	84.3	5.2		4.7	82.1	13.2		
PHF	.556	.914	.800	.891	.792	.765	.594	.771	.661	.748	.725	.754	.679	.704	.587	.685	.903

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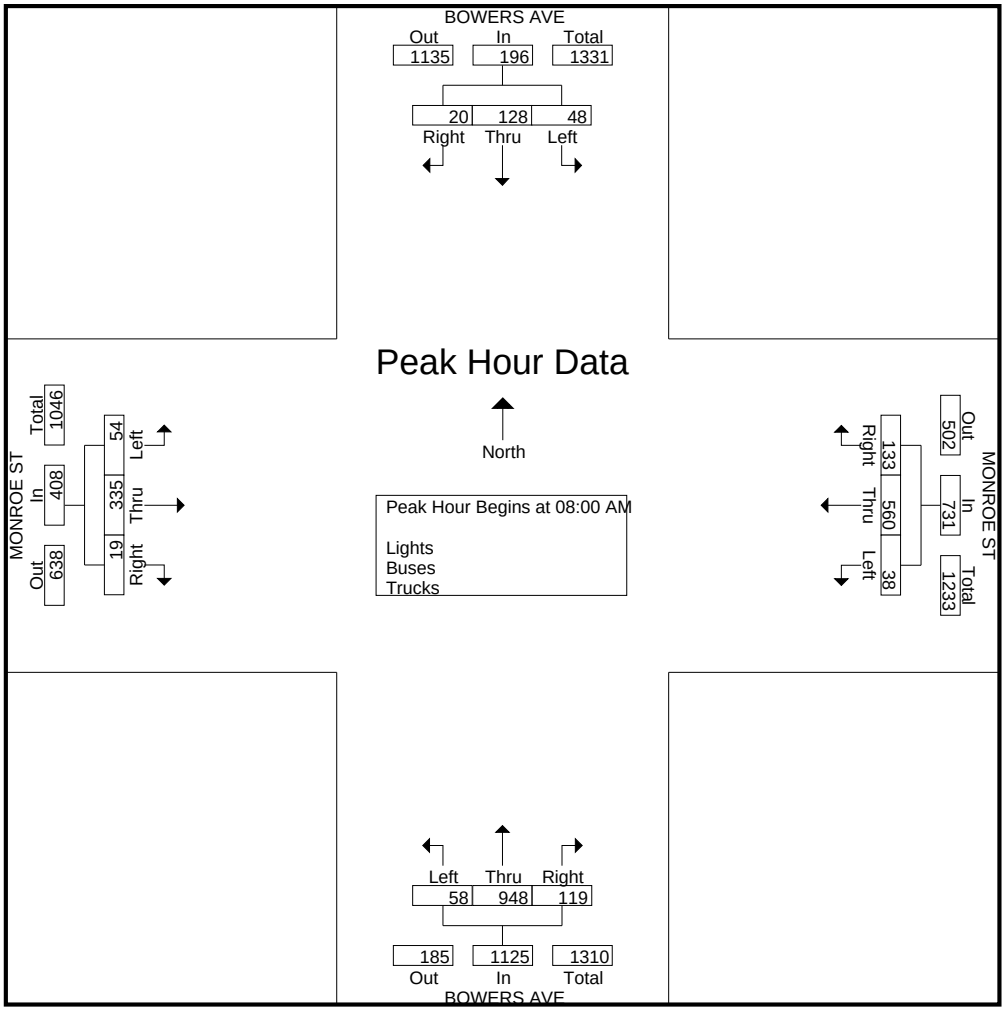

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Groups Printed- Lights - Buses - Trucks

	BOWERS AVE Southbound					MONROE ST Westbound					BOWERS AVE Northbound					MONROE ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	7	133	58	0	198	5	67	6	0	78	12	33	13	0	58	11	119	1	0	131	465
04:15 PM	5	127	68	2	202	12	79	18	3	112	9	28	8	2	47	8	138	5	0	151	512
04:30 PM	9	169	57	0	235	12	91	16	1	120	11	35	5	3	54	7	113	5	0	125	534
04:45 PM	8	193	61	2	264	5	108	16	1	130	8	49	11	2	70	13	120	6	3	142	606
Total	29	622	244	4	899	34	345	56	5	440	40	145	37	7	229	39	490	17	3	549	2117
05:00 PM	6	238	70	0	314	19	99	28	0	146	12	30	5	2	49	11	153	3	0	167	676
05:15 PM	13	235	67	0	315	12	112	13	3	140	12	54	15	3	84	12	148	2	3	165	704
05:30 PM	15	244	57	1	317	9	118	27	0	154	10	54	13	2	79	17	138	6	0	161	711
05:45 PM	18	221	56	1	296	7	110	17	3	137	11	57	5	4	77	8	146	5	3	162	672
Total	52	938	250	2	1242	47	439	85	6	577	45	195	38	11	289	48	585	16	6	655	2763
Grand Total	81	1560	494	6	2141	81	784	141	11	1017	85	340	75	18	518	87	1075	33	9	1204	4880
Apprch %	3.8	72.9	23.1	0.3		8	77.1	13.9	1.1		16.4	65.6	14.5	3.5		7.2	89.3	2.7	0.7		
Total %	1.7	32	10.1	0.1	43.9	1.7	16.1	2.9	0.2	20.8	1.7	7	1.5	0.4	10.6	1.8	22	0.7	0.2	24.7	
Lights	81	1549	492	6	2128	80	775	139	11	1005	83	327	74	18	502	86	1066	33	9	1194	4829
% Lights	100	99.3	99.6	100	99.4	98.8	98.9	98.6	100	98.8	97.6	96.2	98.7	100	96.9	98.9	99.2	100	100	99.2	99
Buses	0	9	0	0	9	0	6	1	0	7	0	10	0	0	10	1	7	0	0	8	34
% Buses	0	0.6	0	0	0.4	0	0.8	0.7	0	0.7	0	2.9	0	0	1.9	1.1	0.7	0	0	0.7	0.7
Trucks	0	2	2	0	4	1	3	1	0	5	2	3	1	0	6	0	2	0	0	2	17
% Trucks	0	0.1	0.4	0	0.2	1.2	0.4	0.7	0	0.5	2.4	0.9	1.3	0	1.2	0	0.2	0	0	0.2	0.3

	BOWERS AVE Southbound				MONROE ST Westbound				BOWERS AVE Northbound				MONROE ST Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	6	238	**70**	314	**19**	99	**28**	146	**12**	30	5	47	11	**153**	3	**167**	674
05:15 PM	13	235	67	315	12	112	13	137	12	54	**15**	**81**	12	148	2	162	695
05:30 PM	15	**244**	57	**316**	9	**118**	27	**154**	10	54	13	77	**17**	138	**6**	161	**708**
05:45 PM	**18**	221	56	295	7	110	17	134	11	**57**	5	73	8	146	5	159	661
Total Volume	52	938	250	1240	47	439	85	571	45	195	38	278	48	585	16	649	2738
% App. Total	4.2	75.6	20.2		8.2	76.9	14.9		16.2	70.1	13.7		7.4	90.1	2.5		
PHF	.722	.961	.893	.981	.618	.930	.759	.927	.938	.855	.633	.858	.706	.956	.667	.972	.967

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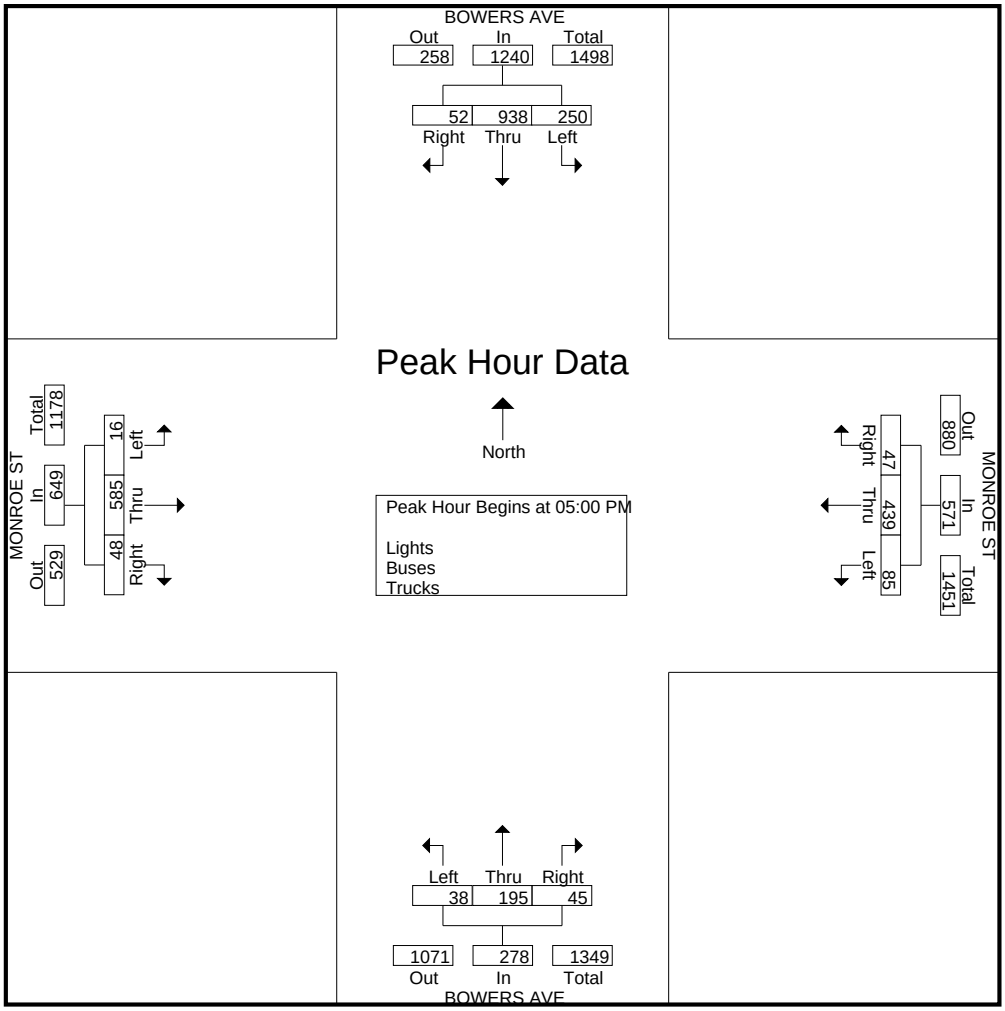

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Groups Printed- Lights - Buses - Trucks

	BOWERS AVE Southbound					WALSH AVE Westbound					BOWERS AVE Northbound					KIFER RD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	36	42	6	1	85	22	103	5	1	131	7	82	15	2	106	6	19	14	2	41	363
07:15 AM	57	73	11	0	141	28	105	3	2	138	10	197	23	0	230	6	15	30	0	51	560
07:30 AM	33	35	12	2	82	48	167	7	0	222	5	208	36	1	250	6	22	23	0	51	605
07:45 AM	36	70	15	3	124	25	213	11	1	250	17	202	45	0	264	6	21	21	2	50	688
Total	162	220	44	6	432	123	588	26	4	741	39	689	119	3	850	24	77	88	4	193	2216
08:00 AM	46	48	13	0	107	38	200	10	1	249	19	207	48	2	276	6	24	21	0	51	683
08:15 AM	44	43	21	1	109	23	147	9	0	179	9	243	56	2	310	16	31	34	0	81	679
08:30 AM	51	43	11	0	105	34	181	11	0	226	25	294	61	0	380	15	21	33	0	69	780
08:45 AM	42	36	14	1	93	53	192	12	1	258	25	241	74	0	340	5	28	36	0	69	760
Total	183	170	59	2	414	148	720	42	2	912	78	985	239	4	1306	42	104	124	0	270	2902
Grand Total	345	390	103	8	846	271	1308	68	6	1653	117	1674	358	7	2156	66	181	212	4	463	5118
Apprch %	40.8	46.1	12.2	0.9		16.4	79.1	4.1	0.4		5.4	77.6	16.6	0.3		14.3	39.1	45.8	0.9		
Total %	6.7	7.6	2	0.2	16.5	5.3	25.6	1.3	0.1	32.3	2.3	32.7	7	0.1	42.1	1.3	3.5	4.1	0.1	9	
Lights	329	372	99	8	808	264	1272	62	6	1604	114	1636	355	7	2112	65	166	193	4	428	4952
% Lights	95.4	95.4	96.1	100	95.5	97.4	97.2	91.2	100	97	97.4	97.7	99.2	100	98	98.5	91.7	91	100	92.4	96.8
Buses	0	9	1	0	10	1	6	0	0	7	0	13	0	0	13	0	0	4	0	4	34
% Buses	0	2.3	1	0	1.2	0.4	0.5	0	0	0.4	0	0.8	0	0	0.6	0	0	1.9	0	0.9	0.7
Trucks	16	9	3	0	28	6	30	6	0	42	3	25	3	0	31	1	15	15	0	31	132
% Trucks	4.6	2.3	2.9	0	3.3	2.2	2.3	8.8	0	2.5	2.6	1.5	0.8	0	1.4	1.5	8.3	7.1	0	6.7	2.6

	BOWERS AVE Southbound				WALSH AVE Westbound				BOWERS AVE Northbound				KIFER RD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	46	**48**	13	107	38	**200**	10	248	19	207	48	274	6	24	21	51	680
08:15 AM	44	43	**21**	**108**	23	147	9	179	9	243	56	308	**16**	**31**	34	**81**	676
08:30 AM	**51**	43	11	105	34	181	11	226	**25**	**294**	61	**380**	15	21	33	69	**780**
08:45 AM	42	36	14	92	**53**	192	**12**	**257**	25	241	**74**	340	5	28	**36**	69	758
Total Volume	183	170	59	412	148	720	42	910	78	985	239	1302	42	104	124	270	2894
% App. Total	44.4	41.3	14.3		16.3	79.1	4.6		6	75.7	18.4		15.6	38.5	45.9		
PHF	.897	.885	.702	.954	.698	.900	.875	.885	.780	.838	.807	.857	.656	.839	.861	.833	.928

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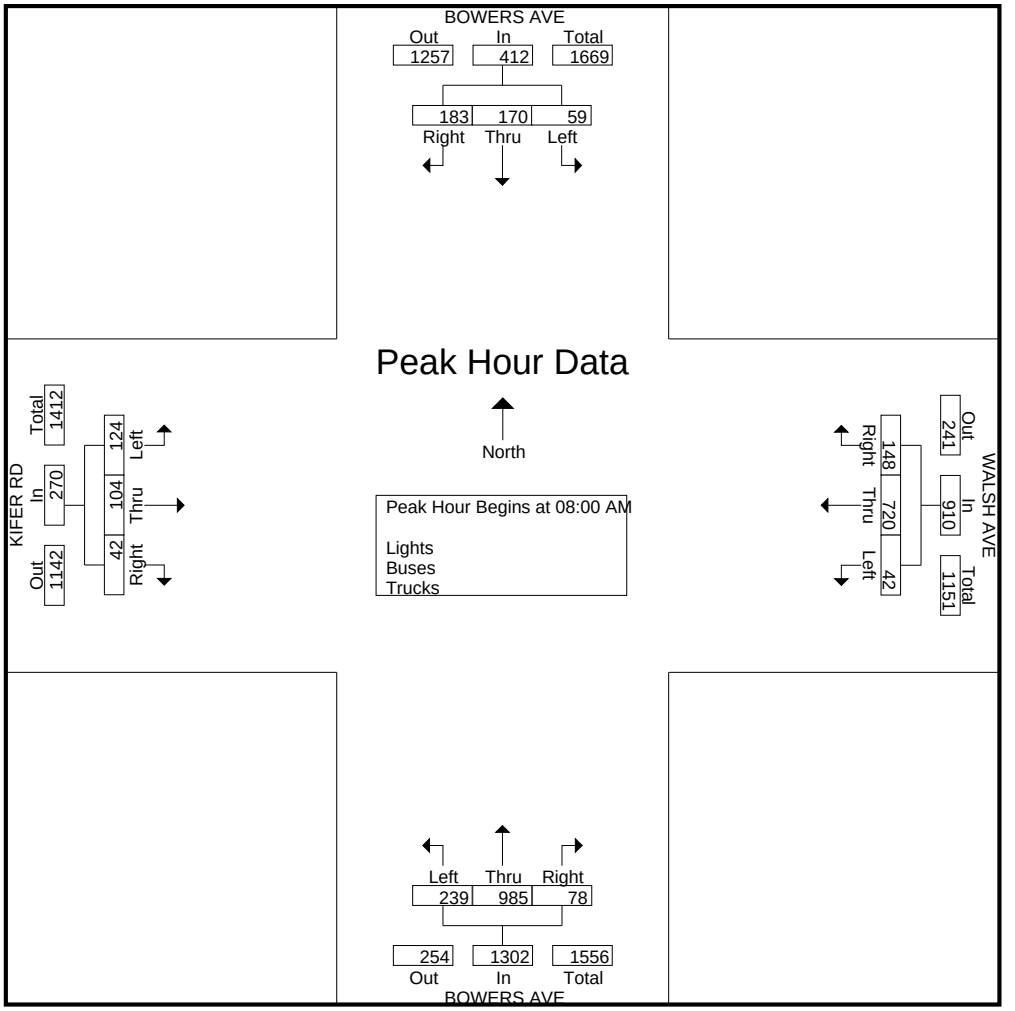

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Groups Printed- Lights - Buses - Trucks

	BOWERS AVE Southbound					CENTRAL EXPY Westbound					BOWERS AVE Northbound					CENTRAL EXPY Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	39	49	9	0	97	39	612	45	0	696	20	66	34	0	120	7	108	28	0	143	1056
07:15 AM	29	75	9	0	113	30	652	48	1	731	42	107	55	0	204	11	140	37	1	189	1237
07:30 AM	53	43	8	0	104	31	612	15	0	658	36	174	92	0	302	16	120	57	1	194	1258
07:45 AM	33	70	14	1	118	55	490	29	0	574	48	151	54	0	253	17	215	72	1	305	1250
Total	154	237	40	1	432	155	2366	137	1	2659	146	498	235	0	879	51	583	194	3	831	4801
08:00 AM	30	64	12	1	107	88	455	31	1	575	39	158	61	0	258	15	221	68	2	306	1246
08:15 AM	38	53	13	0	104	78	521	31	1	631	35	195	44	0	274	20	256	103	1	380	1389
08:30 AM	47	63	3	0	113	49	540	37	0	626	51	255	75	1	382	13	278	135	0	426	1547
08:45 AM	45	64	11	0	120	46	548	33	1	628	43	244	89	0	376	19	262	116	0	397	1521
Total	160	244	39	1	444	261	2064	132	3	2460	168	852	269	1	1290	67	1017	422	3	1509	5703
Grand Total	314	481	79	2	876	416	4430	269	4	5119	314	1350	504	1	2169	118	1600	616	6	2340	10504
Apprch %	35.8	54.9	9	0.2		8.1	86.5	5.3	0.1		14.5	62.2	23.2	0		5	68.4	26.3	0.3		
Total %	3	4.6	0.8	0	8.3	4	42.2	2.6	0	48.7	3	12.9	4.8	0	20.6	1.1	15.2	5.9	0.1	22.3	
Lights	314	454	71	2	841	410	4321	259	4	4994	300	1305	501	1	2107	116	1558	611	6	2291	10233
% Lights	100	94.4	89.9	100	96	98.6	97.5	96.3	100	97.6	95.5	96.7	99.4	100	97.1	98.3	97.4	99.2	100	97.9	97.4
Buses	0	9	0	0	9	1	16	0	0	17	3	15	0	0	18	0	8	1	0	9	53
% Buses	0	1.9	0	0	1	0.2	0.4	0	0	0.3	1	1.1	0	0	0.8	0	0.5	0.2	0	0.4	0.5
Trucks	0	18	8	0	26	5	93	10	0	108	11	30	3	0	44	2	34	4	0	40	218
% Trucks	0	3.7	10.1	0	3	1.2	2.1	3.7	0	2.1	3.5	2.2	0.6	0	2	1.7	2.1	0.6	0	1.7	2.1

	BOWERS AVE Southbound				CENTRAL EXPY Westbound				BOWERS AVE Northbound				CENTRAL EXPY Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	30	**64**	12	106	**88**	455	31	574	39	158	61	258	15	221	68	304	1242
08:15 AM	38	53	**13**	104	78	521	31	**630**	35	195	44	274	**20**	256	103	379	1387
08:30 AM	**47**	63	3	113	49	540	**37**	626	**51**	**255**	75	**381**	13	**278**	**135**	**426**	**1546**
08:45 AM	45	64	11	**120**	46	**548**	33	627	43	244	**89**	376	19	262	116	397	1520
Total Volume	160	244	39	443	261	2064	132	2457	168	852	269	1289	67	1017	422	1506	5695
% App. Total	36.1	55.1	8.8		10.6	84	5.4		13	66.1	20.9		4.4	67.5	28		
PHF	.851	.953	.750	.923	.741	.942	.892	.975	.824	.835	.756	.846	.838	.915	.781	.884	.921

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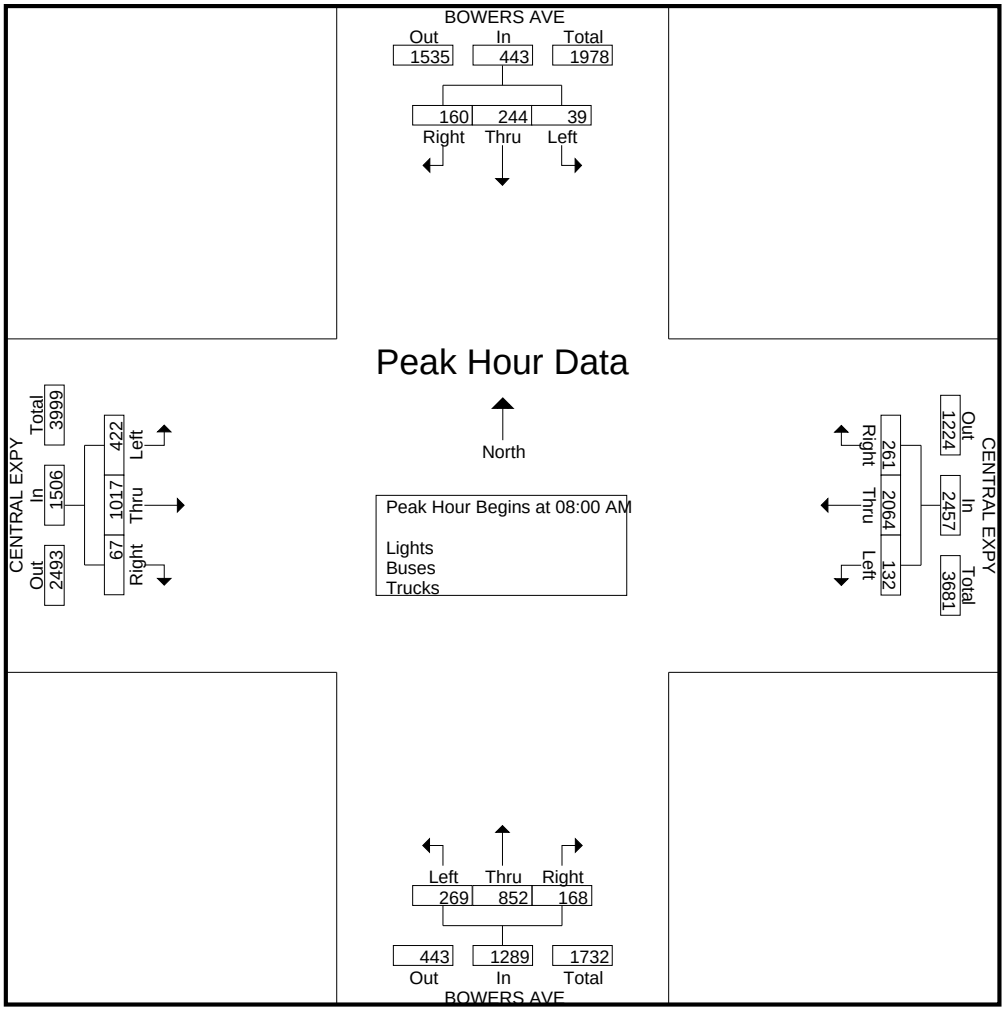

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File Name : 11AM FINAL
Site Code : 00000011
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Groups Printed- Lights - Buses - Trucks

	KIELY BLVD Southbound					BENTON ST Westbound					KIELY BLVD Northbound					BENTON ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	25	28	10	12	75	5	168	18	2	193	15	49	31	19	114	29	90	34	13	166	548
07:15 AM	24	58	45	7	134	15	173	20	5	213	22	86	48	24	180	61	123	65	12	261	788
07:30 AM	13	51	13	1	78	21	87	18	3	129	19	106	17	2	144	23	79	44	2	148	499
07:45 AM	17	73	12	3	105	26	154	16	5	201	24	129	26	8	187	6	51	30	5	92	585
Total	79	210	80	23	392	67	582	72	15	736	80	370	122	53	625	119	343	173	32	667	2420
08:00 AM	24	94	15	1	134	21	151	21	3	196	25	144	28	14	211	17	95	27	0	139	680
08:15 AM	19	105	23	0	147	16	146	21	5	188	43	166	23	27	259	38	127	50	3	218	812
08:30 AM	8	53	14	2	77	20	85	24	3	132	41	294	26	10	371	12	94	28	3	137	717
08:45 AM	5	50	11	0	66	13	104	22	5	144	29	244	22	4	299	7	53	31	1	92	601
Total	56	302	63	3	424	70	486	88	16	660	138	848	99	55	1140	74	369	136	7	586	2810
Grand Total	135	512	143	26	816	137	1068	160	31	1396	218	1218	221	108	1765	193	712	309	39	1253	5230
Apprch %	16.5	62.7	17.5	3.2		9.8	76.5	11.5	2.2		12.4	69	12.5	6.1		15.4	56.8	24.7	3.1		
Total %	2.6	9.8	2.7	0.5	15.6	2.6	20.4	3.1	0.6	26.7	4.2	23.3	4.2	2.1	33.7	3.7	13.6	5.9	0.7	24	
Lights	135	497	143	26	801	135	1052	154	31	1372	214	1204	221	108	1747	192	706	305	39	1242	5162
% Lights	100	97.1	100	100	98.2	98.5	98.5	96.2	100	98.3	98.2	98.9	100	100	99	99.5	99.2	98.7	100	99.1	98.7
Buses	0	9	0	0	9	1	7	4	0	12	4	7	0	0	11	0	4	4	0	8	40
% Buses	0	1.8	0	0	1.1	0.7	0.7	2.5	0	0.9	1.8	0.6	0	0	0.6	0	0.6	1.3	0	0.6	0.8
Trucks	0	6	0	0	6	1	9	2	0	12	0	7	0	0	7	1	2	0	0	3	28
% Trucks	0	1.2	0	0	0.7	0.7	0.8	1.2	0	0.9	0	0.6	0	0	0.4	0.5	0.3	0	0	0.2	0.5

	KIELY BLVD Southbound				BENTON ST Westbound				KIELY BLVD Northbound				BENTON ST Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	**24**	94	15	133	**21**	**151**	21	**193**	25	144	**28**	197	17	95	27	139	662
08:15 AM	19	**105**	**23**	**147**	16	146	21	183	**43**	166	23	232	**38**	**127**	**50**	**215**	**777**
08:30 AM	8	53	14	75	20	85	**24**	129	41	**294**	26	**361**	12	94	28	134	699
08:45 AM	5	50	11	66	13	104	22	139	29	244	22	295	7	53	31	91	591
Total Volume	56	302	63	421	70	486	88	644	138	848	99	1085	74	369	136	579	2729
% App. Total	13.3	71.7	15		10.9	75.5	13.7		12.7	78.2	9.1		12.8	63.7	23.5		
PHF	.583	.719	.685	.716	.833	.805	.917	.834	.802	.721	.884	.751	.487	.726	.680	.673	.878

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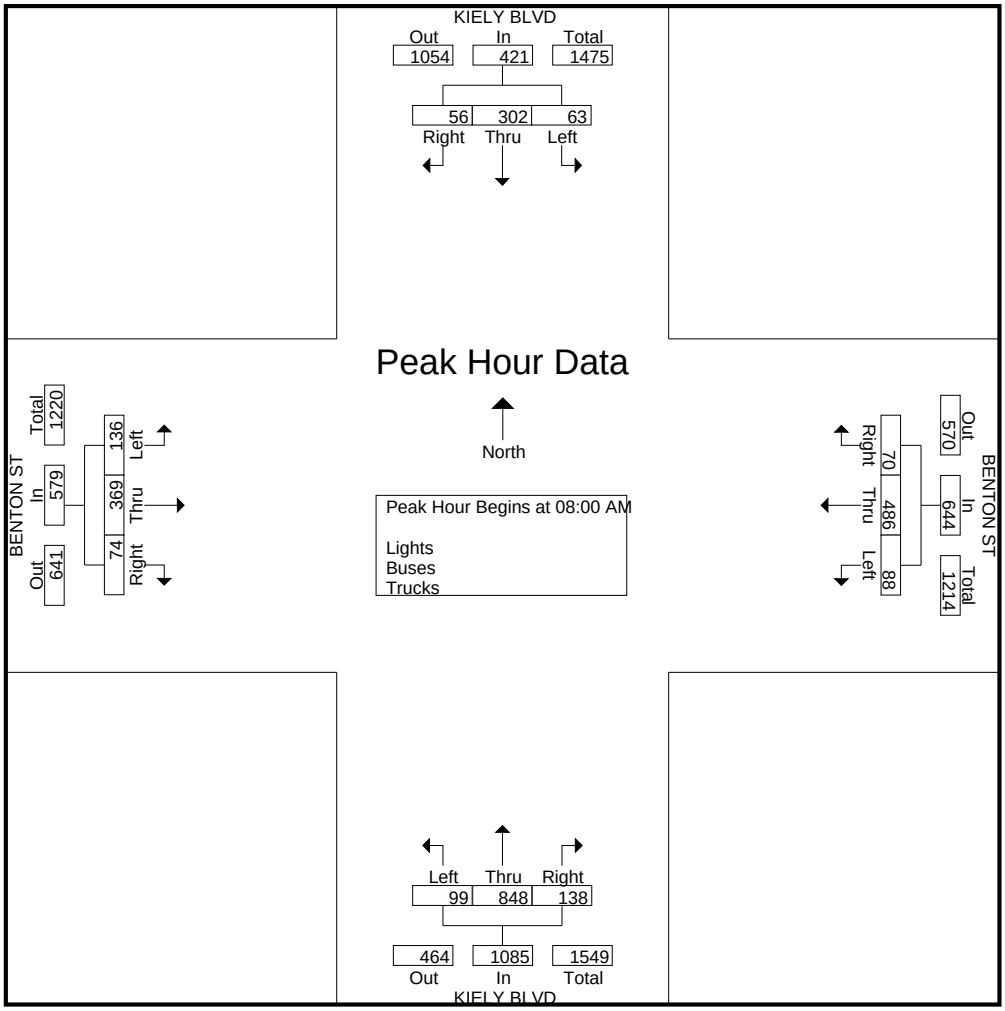

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Groups Printed- Lights - Buses - Trucks

	KIELY BLVD Southbound					HOMESTEAD RD Westbound					KIELY BLVD Northbound					HOMESTEAD RD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	33	42	16	4	95	39	136	8	2	185	10	57	21	0	88	7	50	18	4	79	447
07:15 AM	63	64	32	1	160	55	227	10	4	296	10	82	36	1	129	13	61	17	1	92	677
07:30 AM	34	49	27	3	113	19	246	8	6	279	12	69	40	1	122	19	107	19	0	145	659
07:45 AM	29	62	26	3	120	23	220	11	1	255	23	82	52	0	157	13	136	23	2	174	706
Total	159	217	101	11	488	136	829	37	13	1015	55	290	149	2	496	52	354	77	7	490	2489
08:00 AM	41	101	23	5	170	39	223	40	4	306	16	115	38	1	170	33	166	28	2	229	875
08:15 AM	83	101	27	6	217	45	205	27	3	280	34	185	60	1	280	25	176	45	3	249	1026
08:30 AM	47	72	28	4	151	41	172	14	1	228	24	189	39	1	253	26	148	40	2	216	848
08:45 AM	43	56	30	7	136	23	133	8	1	165	18	196	43	2	259	17	126	26	3	172	732
Total	214	330	108	22	674	148	733	89	9	979	92	685	180	5	962	101	616	139	10	866	3481
Grand Total	373	547	209	33	1162	284	1562	126	22	1994	147	975	329	7	1458	153	970	216	17	1356	5970
Apprch %	32.1	47.1	18	2.8		14.2	78.3	6.3	1.1		10.1	66.9	22.6	0.5		11.3	71.5	15.9	1.3		
Total %	6.2	9.2	3.5	0.6	19.5	4.8	26.2	2.1	0.4	33.4	2.5	16.3	5.5	0.1	24.4	2.6	16.2	3.6	0.3	22.7	
Lights	369	532	208	33	1142	279	1540	119	22	1960	147	959	329	7	1442	147	958	212	17	1334	5878
% Lights	98.9	97.3	99.5	100	98.3	98.2	98.6	94.4	100	98.3	100	98.4	100	100	98.9	96.1	98.8	98.1	100	98.4	98.5
Buses	4	9	0	0	13	2	5	2	0	9	0	8	0	0	8	1	7	4	0	12	42
% Buses	1.1	1.6	0	0	1.1	0.7	0.3	1.6	0	0.5	0	0.8	0	0	0.5	0.7	0.7	1.9	0	0.9	0.7
Trucks	0	6	1	0	7	3	17	5	0	25	0	8	0	0	8	5	5	0	0	10	50
% Trucks	0	1.1	0.5	0	0.6	1.1	1.1	4	0	1.3	0	0.8	0	0	0.5	3.3	0.5	0	0	0.7	0.8

	KIELY BLVD Southbound				HOMESTEAD RD Westbound				KIELY BLVD Northbound				HOMESTEAD RD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	41	**101**	23	165	39	**223**	**40**	**302**	16	115	38	169	**33**	166	28	227	863
08:15 AM	**83**	101	27	**211**	**45**	205	27	277	**34**	185	**60**	**279**	25	**176**	**45**	**246**	**1013**
08:30 AM	47	72	28	147	41	172	14	227	24	189	39	252	26	148	40	214	840
08:45 AM	43	56	**30**	129	23	133	8	164	18	**196**	43	257	17	126	26	169	719
Total Volume	214	330	108	652	148	733	89	970	92	685	180	957	101	616	139	856	3435
% App. Total	32.8	50.6	16.6		15.3	75.6	9.2		9.6	71.6	18.8		11.8	72	16.2		
PHF	.645	.817	.900	.773	.822	.822	.556	.803	.676	.874	.750	.858	.765	.875	.772	.870	.848

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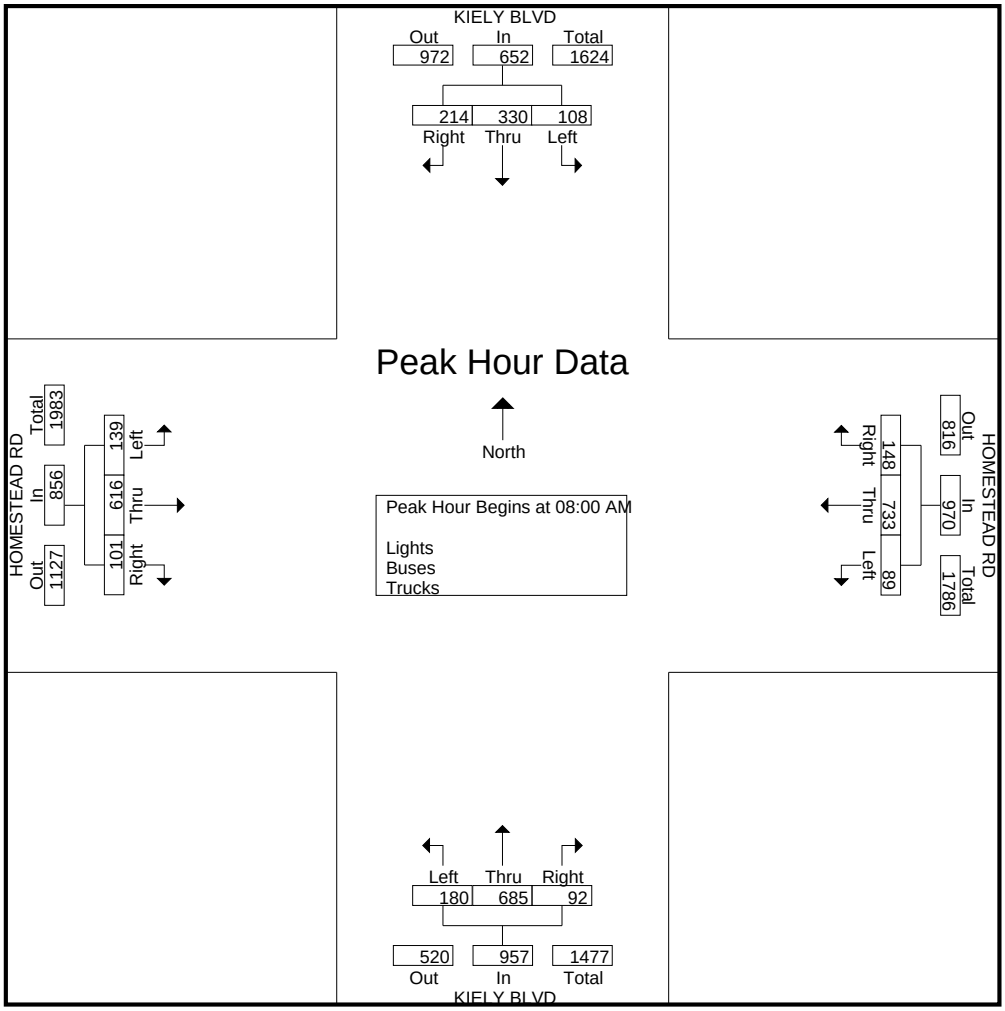

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File Name : 13AM FINAL
Site Code : 00000013
Start Date : 10/1/2019
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Groups Printed- Lights - Buses - Trucks

	SCOTT BLVD Southbound					MONROE ST Westbound					SCOTT BLVD Northbound					MONROE ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	11	31	17	5	64	81	59	16	12	168	4	109	29	5	147	7	32	23	2	64	443
07:15 AM	9	33	12	5	59	78	89	16	10	193	7	116	24	6	153	11	30	31	5	77	482
07:30 AM	17	27	16	5	65	104	101	10	8	223	13	177	33	5	228	15	39	39	0	93	609
07:45 AM	17	51	15	7	90	94	103	19	10	226	7	214	41	1	263	19	45	49	1	114	693
Total	54	142	60	22	278	357	352	61	40	810	31	616	127	17	791	52	146	142	8	348	2227
08:00 AM	17	77	25	10	129	101	105	22	21	249	5	204	33	4	246	14	52	26	4	96	720
08:15 AM	18	45	6	7	76	121	98	20	23	262	15	267	48	16	346	31	58	34	5	128	812
08:30 AM	13	48	13	8	82	132	100	10	9	251	14	293	49	6	362	21	38	30	0	89	784
08:45 AM	17	59	13	7	96	138	93	11	14	256	8	323	52	2	385	14	36	38	3	91	828
Total	65	229	57	32	383	492	396	63	67	1018	42	1087	182	28	1339	80	184	128	12	404	3144
Grand Total	119	371	117	54	661	849	748	124	107	1828	73	1703	309	45	2130	132	330	270	20	752	5371
Apprch %	18	56.1	17.7	8.2		46.4	40.9	6.8	5.9		3.4	80	14.5	2.1		17.6	43.9	35.9	2.7		
Total %	2.2	6.9	2.2	1	12.3	15.8	13.9	2.3	2	34	1.4	31.7	5.8	0.8	39.7	2.5	6.1	5	0.4	14	
Lights	106	343	103	54	606	842	736	123	107	1808	72	1675	303	45	2095	128	315	262	20	725	5234
% Lights	89.1	92.5	88	100	91.7	99.2	98.4	99.2	100	98.9	98.6	98.4	98.1	100	98.4	97	95.5	97	100	96.4	97.4
Buses	0	0	5	0	5	5	9	0	0	14	0	7	1	0	8	1	14	0	0	15	42
% Buses	0	0	4.3	0	0.8	0.6	1.2	0	0	0.8	0	0.4	0.3	0	0.4	0.8	4.2	0	0	2	0.8
Trucks	13	28	9	0	50	2	3	1	0	6	1	21	5	0	27	3	1	8	0	12	95
% Trucks	10.9	7.5	7.7	0	7.6	0.2	0.4	0.8	0	0.3	1.4	1.2	1.6	0	1.3	2.3	0.3	3	0	1.6	1.8

	SCOTT BLVD Southbound				MONROE ST Westbound				SCOTT BLVD Northbound				MONROE ST Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	17	**77**	**25**	**119**	101	**105**	**22**	228	5	204	33	242	14	52	26	92	681
08:15 AM	**18**	45	6	69	121	98	20	239	**15**	267	48	330	**31**	**58**	34	**123**	761
08:30 AM	13	48	13	74	132	100	10	**242**	14	293	49	356	21	38	30	89	761
08:45 AM	17	59	13	89	**138**	93	11	242	8	**323**	**52**	**383**	14	36	**38**	88	**802**
Total Volume	65	229	57	351	492	396	63	951	42	1087	182	1311	80	184	128	392	3005
% App. Total	18.5	65.2	16.2		51.7	41.6	6.6		3.2	82.9	13.9		20.4	46.9	32.7		
PHF	.903	.744	.570	.737	.891	.943	.716	.982	.700	.841	.875	.856	.645	.793	.842	.797	.937

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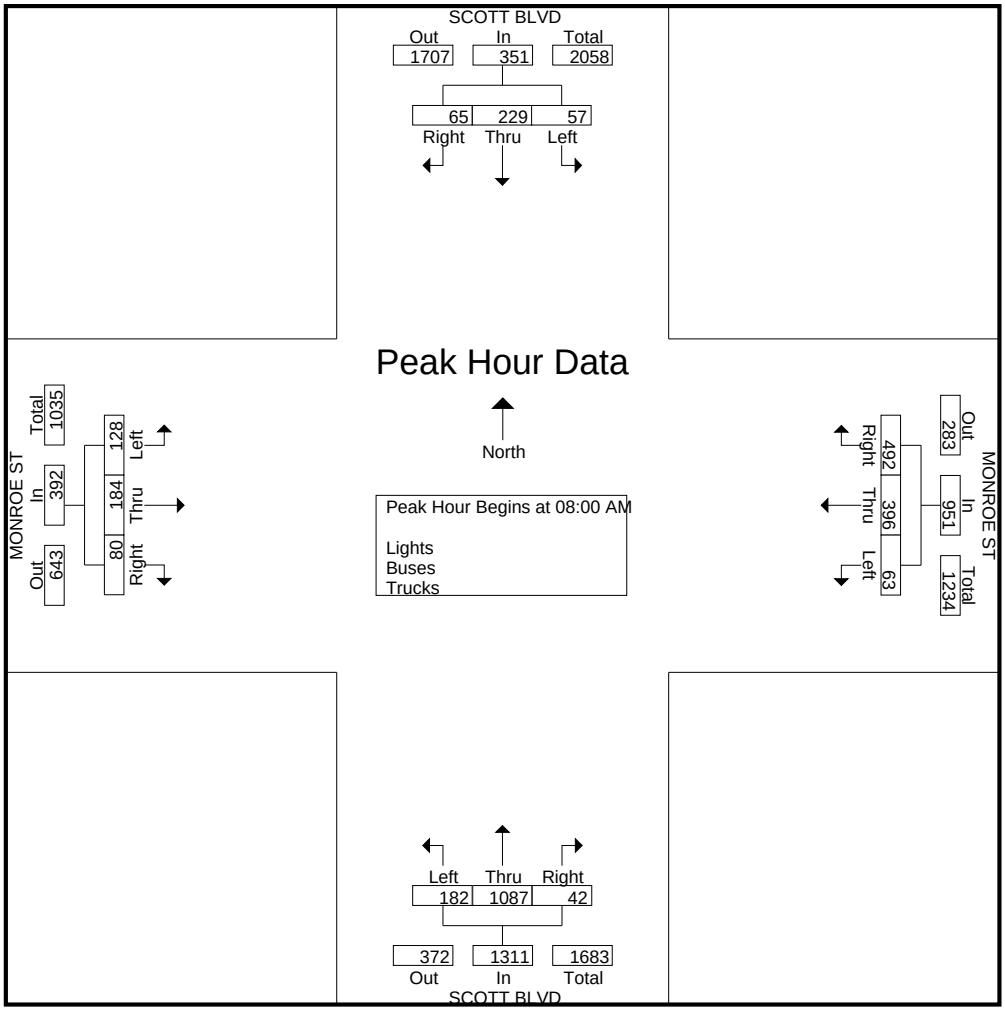

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File Name : 14AM FINAL
Site Code : 00000014
Start Date : 10/1/2019
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Groups Printed- Lights - Buses - Trucks

	SCOTT BLVD Southbound					WALSH AVE Westbound					SCOTT BLVD Northbound					WALSH AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	10	43	4	0	57	2	28	5	0	35	10	171	37	0	218	9	12	7	0	28	338
07:15 AM	12	31	6	0	49	6	53	9	0	68	8	195	39	0	242	5	10	4	0	19	378
07:30 AM	15	31	2	0	48	8	49	4	0	61	14	270	70	0	354	8	9	5	0	22	485
07:45 AM	9	68	5	0	82	6	95	8	0	109	17	276	114	0	407	4	13	5	1	23	621
Total	46	173	17	0	236	22	225	26	0	273	49	912	260	0	1221	26	44	21	1	92	1822
08:00 AM	13	76	5	0	94	12	78	4	0	94	11	270	84	0	365	5	11	9	0	25	578
08:15 AM	11	42	3	0	56	27	68	8	0	103	16	374	91	0	481	9	17	7	1	34	674
08:30 AM	18	40	7	3	68	21	72	10	0	103	16	426	101	0	543	8	15	6	3	32	746
08:45 AM	21	62	11	2	96	19	93	10	1	123	21	376	155	0	552	10	8	5	0	23	794
Total	63	220	26	5	314	79	311	32	1	423	64	1446	431	0	1941	32	51	27	4	114	2792
Grand Total	109	393	43	5	550	101	536	58	1	696	113	2358	691	0	3162	58	95	48	5	206	4614
Apprch %	19.8	71.5	7.8	0.9		14.5	77	8.3	0.1		3.6	74.6	21.9	0		28.2	46.1	23.3	2.4		
Total %	2.4	8.5	0.9	0.1	11.9	2.2	11.6	1.3	0	15.1	2.4	51.1	15	0	68.5	1.3	2.1	1	0.1	4.5	
Lights	98	363	39	5	505	89	524	54	1	668	111	2292	678	0	3081	51	88	46	5	190	4444
% Lights	89.9	92.4	90.7	100	91.8	88.1	97.8	93.1	100	96	98.2	97.2	98.1	0	97.4	87.9	92.6	95.8	100	92.2	96.3
Buses	3	5	0	0	8	0	0	0	0	0	0	15	1	0	16	0	0	0	0	0	24
% Buses	2.8	1.3	0	0	1.5	0	0	0	0	0	0	0.6	0.1	0	0.5	0	0	0	0	0	0.5
Trucks	8	25	4	0	37	12	12	4	0	28	2	51	12	0	65	7	7	2	0	16	146
% Trucks	7.3	6.4	9.3	0	6.7	11.9	2.2	6.9	0	4	1.8	2.2	1.7	0	2.1	12.1	7.4	4.2	0	7.8	3.2

	SCOTT BLVD Southbound				WALSH AVE Westbound				SCOTT BLVD Northbound				WALSH AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	13	**76**	5	**94**	12	78	4	94	11	270	84	365	5	11	**9**	25	578
08:15 AM	11	42	3	56	**27**	68	8	103	16	374	91	481	9	**17**	7	**33**	673
08:30 AM	18	40	7	65	21	72	**10**	103	16	**426**	101	543	8	15	6	29	740
08:45 AM	**21**	62	**11**	94	19	**93**	10	**122**	**21**	376	**155**	**552**	**10**	8	5	23	**791**
Total Volume	63	220	26	309	79	311	32	422	64	1446	431	1941	32	51	27	110	2782
% App. Total	20.4	71.2	8.4		18.7	73.7	7.6		3.3	74.5	22.2		29.1	46.4	24.5		
PHF	.750	.724	.591	.822	.731	.836	.800	.865	.762	.849	.695	.879	.800	.750	.750	.833	.879

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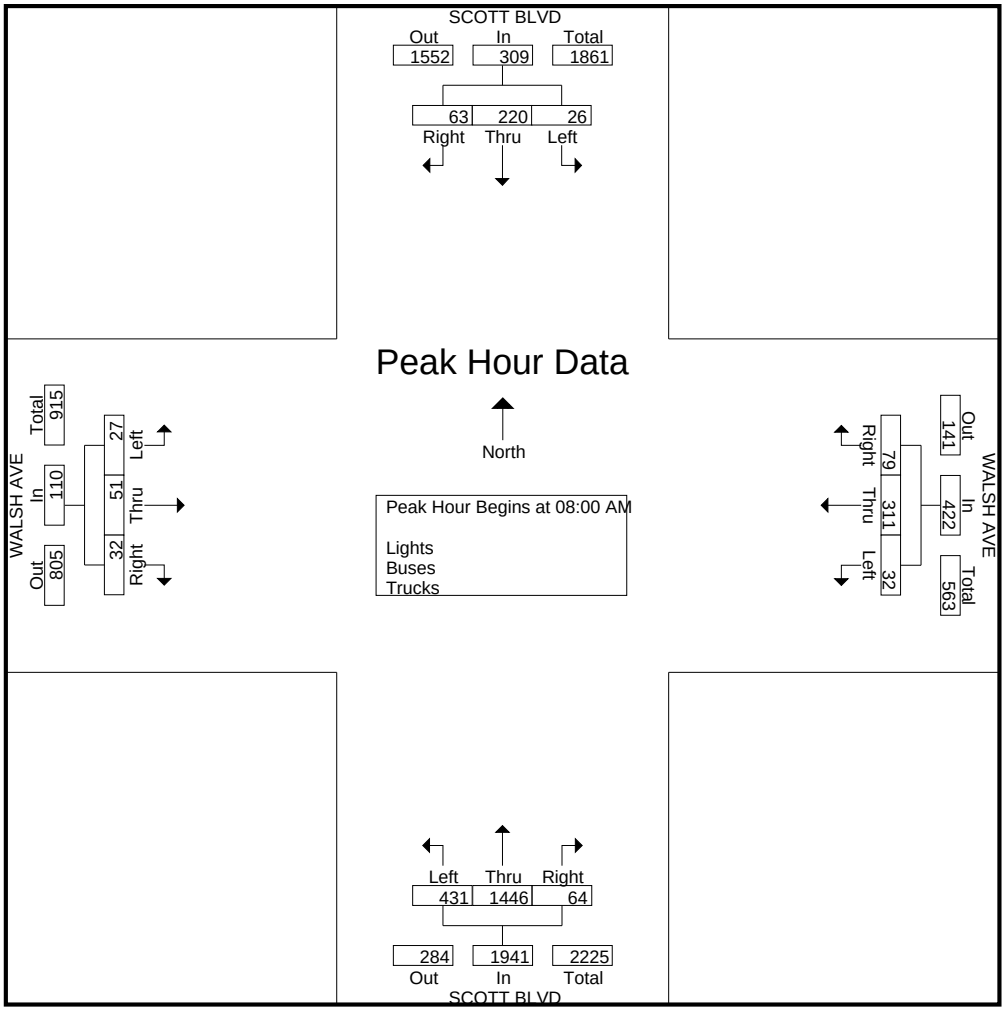

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File Name : 4AM FINAL
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Groups Printed- Lights - Buses - Trucks

	SCOTT BLVD Southbound					CENTRAL EXPY Westbound					SCOTT BLVD Northbound					CENTRAL EXPY Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	6	16	4	0	26	52	475	30	0	557	45	39	84	0	168	29	105	8	0	142	893
07:15 AM	8	7	1	2	18	45	553	48	1	647	45	48	114	0	207	22	120	16	1	159	1031
07:30 AM	8	8	2	0	18	83	566	39	0	688	69	67	90	0	226	23	109	16	0	148	1080
07:45 AM	6	36	11	0	53	120	383	29	0	532	54	111	104	0	269	41	170	43	2	256	1110
Total	28	67	18	2	115	300	1977	146	1	2424	213	265	392	0	870	115	504	83	3	705	4114
08:00 AM	13	42	14	0	69	70	317	49	0	436	54	106	120	0	280	33	124	34	3	194	979
08:15 AM	8	26	10	0	44	50	442	34	1	527	58	119	142	0	319	36	167	24	0	227	1117
08:30 AM	15	20	14	0	49	45	416	54	0	515	70	110	152	0	332	31	161	32	0	224	1120
08:45 AM	11	31	6	0	48	61	391	66	0	518	62	141	129	0	332	43	171	28	1	243	1141
Total	47	119	44	0	210	226	1566	203	1	1996	244	476	543	0	1263	143	623	118	4	888	4357
Grand Total	75	186	62	2	325	526	3543	349	2	4420	457	741	935	0	2133	258	1127	201	7	1593	8471
Apprch %	23.1	57.2	19.1	0.6		11.9	80.2	7.9	0		21.4	34.7	43.8	0		16.2	70.7	12.6	0.4		
Total %	0.9	2.2	0.7	0	3.8	6.2	41.8	4.1	0	52.2	5.4	8.7	11	0	25.2	3	13.3	2.4	0.1	18.8	
Lights	62	172	54	2	290	508	3444	336	2	4290	447	705	918	0	2070	247	1070	198	7	1522	8172
% Lights	82.7	92.5	87.1	100	89.2	96.6	97.2	96.3	100	97.1	97.8	95.1	98.2	0	97	95.7	94.9	98.5	100	95.5	96.5
Buses	0	6	4	0	10	9	16	1	0	26	0	9	3	0	12	1	10	0	0	11	59
% Buses	0	3.2	6.5	0	3.1	1.7	0.5	0.3	0	0.6	0	1.2	0.3	0	0.6	0.4	0.9	0	0	0.7	0.7
Trucks	13	8	4	0	25	9	83	12	0	104	10	27	14	0	51	10	47	3	0	60	240
% Trucks	17.3	4.3	6.5	0	7.7	1.7	2.3	3.4	0	2.4	2.2	3.6	1.5	0	2.4	3.9	4.2	1.5	0	3.8	2.8

	SCOTT BLVD Southbound				CENTRAL EXPY Westbound				SCOTT BLVD Northbound				CENTRAL EXPY Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	13	**42**	**14**	**69**	**70**	317	49	436	54	106	120	280	33	124	**34**	191	976
08:15 AM	8	26	10	44	50	**442**	34	**526**	58	119	142	319	36	167	24	227	1116
08:30 AM	**15**	20	14	49	45	416	54	515	**70**	110	**152**	**332**	31	161	32	224	1120
08:45 AM	11	31	6	48	61	391	**66**	518	62	**141**	129	332	**43**	**171**	28	**242**	**1140**
Total Volume	47	119	44	210	226	1566	203	1995	244	476	543	1263	143	623	118	884	4352
% App. Total	22.4	56.7	21		11.3	78.5	10.2		19.3	37.7	43		16.2	70.5	13.3		
PHF	.783	.708	.786	.761	.807	.886	.769	.948	.871	.844	.893	.951	.831	.911	.868	.913	.954

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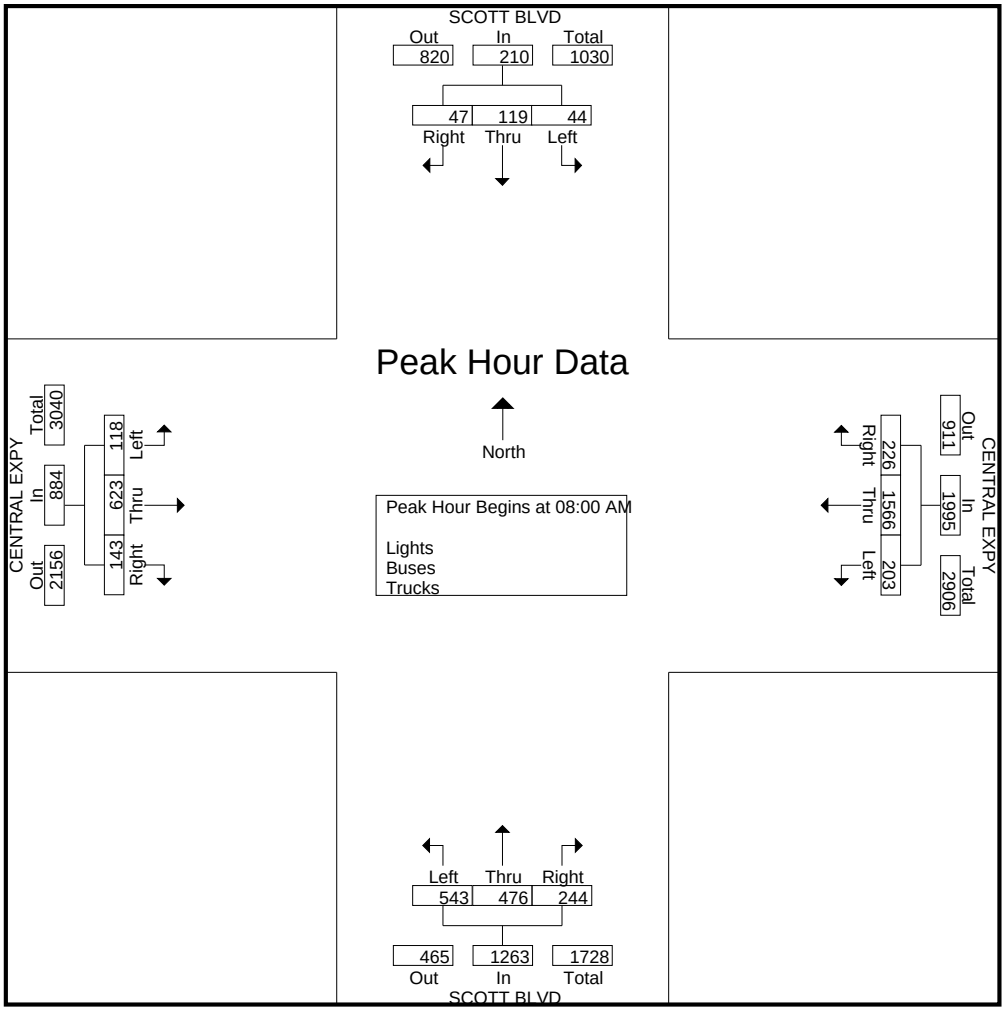

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File Name : 5AM FINAL
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Groups Printed- Lights - Buses - Trucks

	SCOTT BLVD Southbound					CLAY ST Westbound					SCOTT BLVD Northbound					ANNA DR Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	12	31	1	0	44	6	1	1	1	9	0	95	7	0	102	3	1	5	1	10	165
07:15 AM	11	50	1	1	63	5	3	2	0	10	0	106	9	0	115	5	1	1	2	9	197
07:30 AM	10	57	0	0	67	3	1	1	1	6	1	184	19	1	205	6	1	6	4	17	295
07:45 AM	15	73	0	1	89	3	2	1	0	6	1	167	20	0	188	14	0	9	3	26	309
Total	48	211	2	2	263	17	7	5	2	31	2	552	55	1	610	28	3	21	10	62	966
08:00 AM	16	87	1	0	104	6	2	1	2	11	1	181	21	0	203	3	1	8	2	14	332
08:15 AM	22	62	1	0	85	7	1	1	1	10	1	248	30	2	281	8	0	6	4	18	394
08:30 AM	17	74	0	0	91	7	1	0	1	9	2	267	23	0	292	2	0	3	3	8	400
08:45 AM	20	84	0	2	106	3	2	1	2	8	1	285	21	0	307	13	0	14	3	30	451
Total	75	307	2	2	386	23	6	3	6	38	5	981	95	2	1083	26	1	31	12	70	1577
Grand Total	123	518	4	4	649	40	13	8	8	69	7	1533	150	3	1693	54	4	52	22	132	2543
Apprch %	19	79.8	0.6	0.6		58	18.8	11.6	11.6		0.4	90.5	8.9	0.2		40.9	3	39.4	16.7		
Total %	4.8	20.4	0.2	0.2	25.5	1.6	0.5	0.3	0.3	2.7	0.3	60.3	5.9	0.1	66.6	2.1	0.2	2	0.9	5.2	
Lights	119	494	4	4	621	36	12	8	8	64	7	1513	150	3	1673	52	3	49	22	126	2484
% Lights	96.7	95.4	100	100	95.7	90	92.3	100	100	92.8	100	98.7	100	100	98.8	96.3	75	94.2	100	95.5	97.7
Buses	1	6	0	0	7	0	0	0	0	0	0	4	0	0	4	1	0	0	0	1	12
% Buses	0.8	1.2	0	0	1.1	0	0	0	0	0	0	0.3	0	0	0.2	1.9	0	0	0	0.8	0.5
Trucks	3	18	0	0	21	4	1	0	0	5	0	16	0	0	16	1	1	3	0	5	47
% Trucks	2.4	3.5	0	0	3.2	10	7.7	0	0	7.2	0	1	0	0	0.9	1.9	25	5.8	0	3.8	1.8

	SCOTT BLVD Southbound				CLAY ST Westbound				SCOTT BLVD Northbound				ANNA DR Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	16	**87**	**1**	**104**	6	**2**	**1**	**9**	1	181	21	203	3	**1**	8	12	328
08:15 AM	**22**	62	1	85	**7**	1	1	9	1	248	**30**	279	8	0	6	14	387
08:30 AM	17	74	0	91	7	1	0	8	**2**	267	23	292	2	0	3	5	396
08:45 AM	20	84	0	104	3	2	1	6	1	**285**	21	**307**	**13**	0	**14**	**27**	**444**
Total Volume	75	307	2	384	23	6	3	32	5	981	95	1081	26	1	31	58	1555
% App. Total	19.5	79.9	0.5		71.9	18.8	9.4		0.5	90.7	8.8		44.8	1.7	53.4		
PHF	.852	.882	.500	.923	.821	.750	.750	.889	.625	.861	.792	.880	.500	.250	.554	.537	.876

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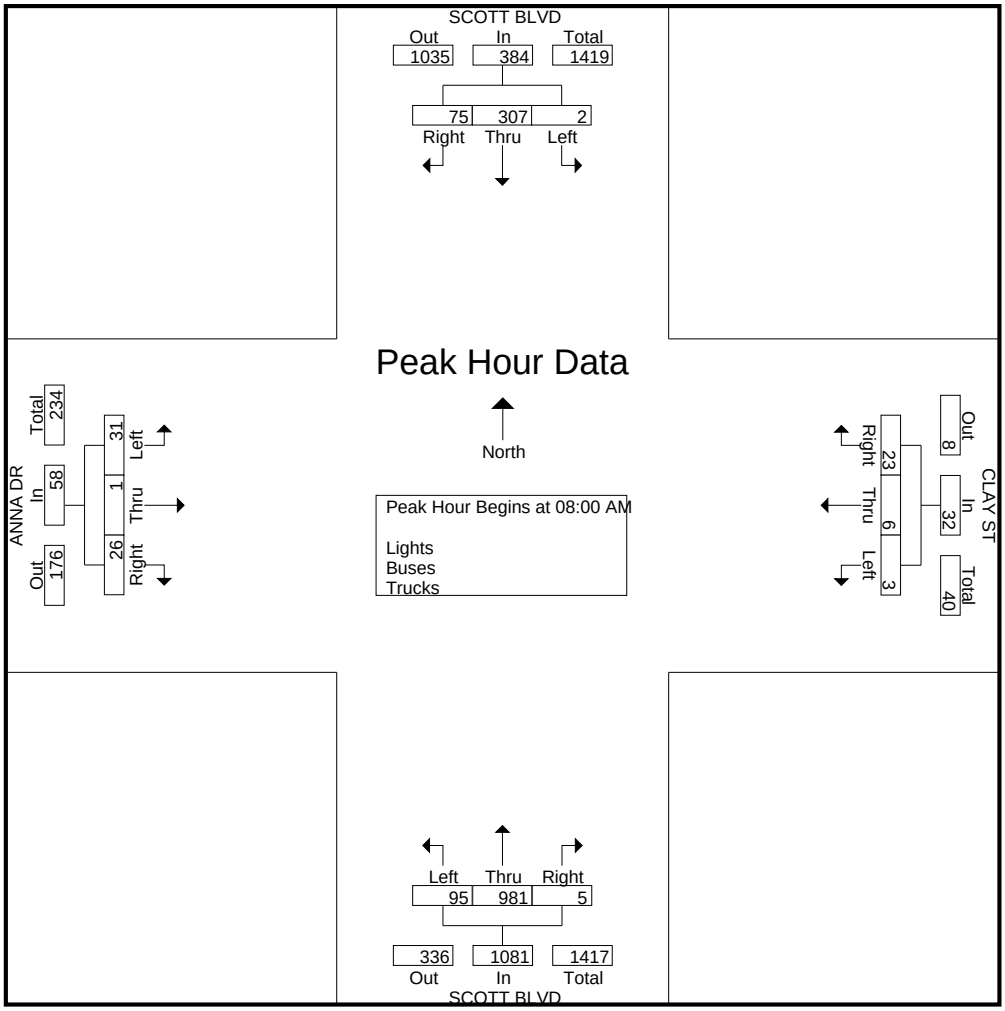

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Groups Printed- Lights - Buses - Trucks

	SCOTT BLVD Southbound					CLAY ST Westbound					SCOTT BLVD Northbound					ANNA DR Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	39	197	4	0	240	4	1	1	2	8	3	73	32	1	109	22	5	24	3	54	411
04:15 PM	49	246	1	0	296	2	3	3	4	12	3	50	18	0	71	35	4	20	1	60	439
04:30 PM	36	277	3	1	317	5	2	1	2	10	3	83	42	4	132	36	3	25	3	67	526
04:45 PM	49	315	0	1	365	4	1	2	3	10	1	72	36	4	113	32	2	17	1	52	540
Total	173	1035	8	2	1218	15	7	7	11	40	10	278	128	9	425	125	14	86	8	233	1916
05:00 PM	44	299	1	0	344	4	4	1	1	10	3	87	46	0	136	33	1	27	5	66	556
05:15 PM	53	320	1	0	374	2	2	2	0	6	2	73	27	5	107	26	1	23	1	51	538
05:30 PM	39	321	3	3	366	4	6	1	3	14	2	82	35	4	123	39	2	19	1	61	564
05:45 PM	58	312	2	0	372	6	2	1	0	9	1	77	35	0	113	32	4	27	1	64	558
Total	194	1252	7	3	1456	16	14	5	4	39	8	319	143	9	479	130	8	96	8	242	2216
Grand Total	367	2287	15	5	2674	31	21	12	15	79	18	597	271	18	904	255	22	182	16	475	4132
Apprch %	13.7	85.5	0.6	0.2		39.2	26.6	15.2	19		2	66	30	2		53.7	4.6	38.3	3.4		
Total %	8.9	55.3	0.4	0.1	64.7	0.8	0.5	0.3	0.4	1.9	0.4	14.4	6.6	0.4	21.9	6.2	0.5	4.4	0.4	11.5	
Lights	366	2282	14	5	2667	31	21	12	15	79	18	589	271	18	896	254	22	180	16	472	4114
% Lights	99.7	99.8	93.3	100	99.7	100	100	100	100	100	100	98.7	100	100	99.1	99.6	100	98.9	100	99.4	99.6
Buses	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
% Buses	0.3	0	0	0	0.1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trucks	0	4	1	0	5	0	0	0	0	0	0	8	0	0	8	1	0	2	0	3	16
% Trucks	0	0.2	6.7	0	0.2	0	0	0	0	0	0	1.3	0	0	0.9	0.4	0	1.1	0	0.6	0.4

	SCOTT BLVD Southbound				CLAY ST Westbound				SCOTT BLVD Northbound				ANNA DR Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	44	299	1	344	4	4	1	9	**3**	**87**	**46**	**136**	33	1	**27**	61	550
05:15 PM	53	320	1	**374**	2	2	**2**	6	2	73	27	102	26	1	23	50	532
05:30 PM	39	**321**	**3**	363	4	**6**	1	**11**	2	82	35	119	**39**	2	19	60	553
05:45 PM	**58**	312	2	372	**6**	2	1	9	1	77	35	113	32	**4**	27	**63**	**557**
Total Volume	194	1252	7	1453	16	14	5	35	8	319	143	470	130	8	96	234	2192
% App. Total	13.4	86.2	0.5		45.7	40	14.3		1.7	67.9	30.4		55.6	3.4	41		
PHF	.836	.975	.583	.971	.667	.583	.625	.795	.667	.917	.777	.864	.833	.500	.889	.929	.984

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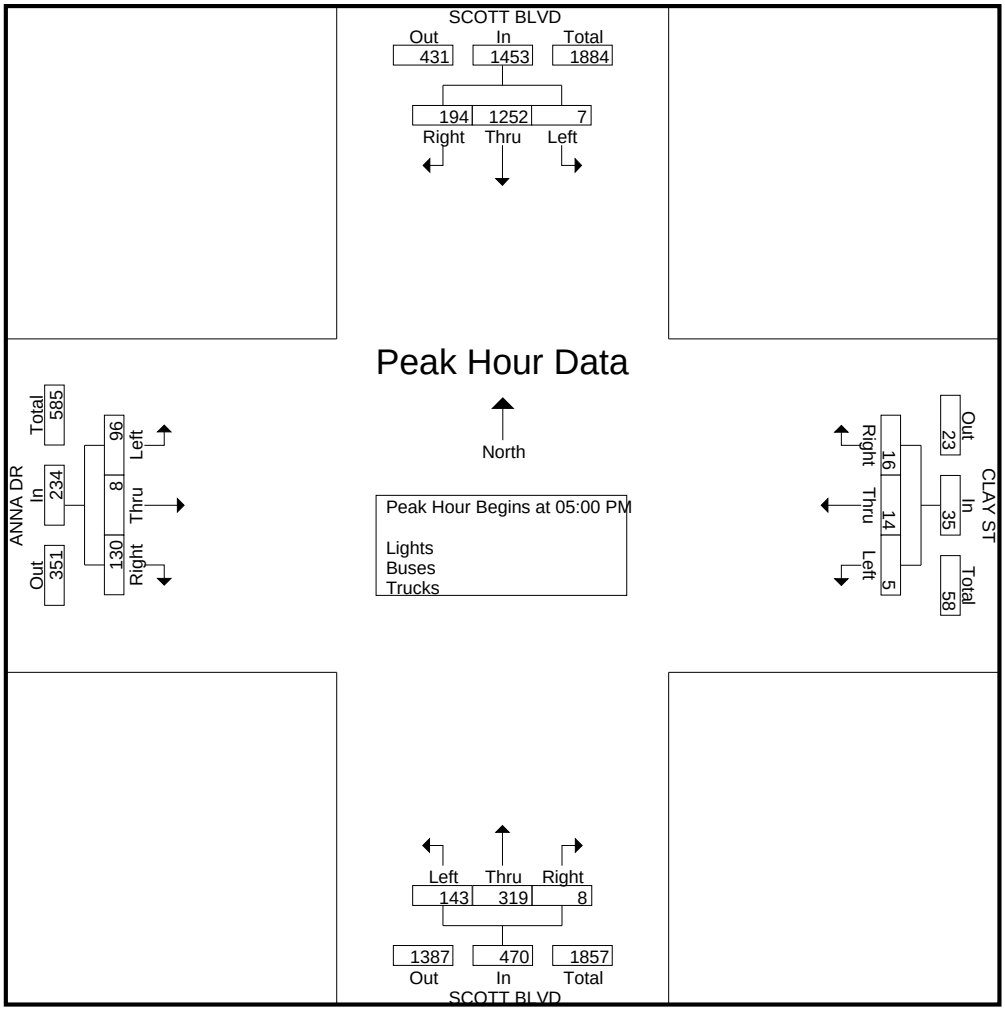

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File Name : 6AM FINAL
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Groups Printed- Lights - Buses - Trucks

	SCOTT BLVD Southbound					HARRISON ST Westbound					SCOTT BLVD Northbound					HARRISON ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	1	39	0	0	40	4	4	5	1	14	0	91	4	0	95	3	0	6	1	10	159
07:15 AM	2	52	3	2	59	8	4	0	0	12	1	107	9	0	117	2	1	3	0	6	194
07:30 AM	1	60	3	0	64	5	0	2	2	9	3	175	2	0	180	4	3	6	3	16	269
07:45 AM	5	82	4	6	97	6	3	10	1	20	1	174	9	0	184	5	1	3	3	12	313
Total	9	233	10	8	260	23	11	17	4	55	5	547	24	0	576	14	5	18	7	44	935
08:00 AM	2	93	0	5	100	4	11	3	2	20	2	199	11	0	212	5	4	1	4	14	346
08:15 AM	1	67	2	2	72	6	3	2	5	16	4	269	6	0	279	6	4	3	2	15	382
08:30 AM	8	70	4	3	85	8	2	3	2	15	2	289	6	0	297	2	1	2	5	10	407
08:45 AM	3	96	6	1	106	8	4	0	1	13	2	282	4	0	288	8	1	6	6	21	428
Total	14	326	12	11	363	26	20	8	10	64	10	1039	27	0	1076	21	10	12	17	60	1563
Grand Total	23	559	22	19	623	49	31	25	14	119	15	1586	51	0	1652	35	15	30	24	104	2498
Apprch %	3.7	89.7	3.5	3		41.2	26.1	21	11.8		0.9	96	3.1	0		33.7	14.4	28.8	23.1		
Total %	0.9	22.4	0.9	0.8	24.9	2	1.2	1	0.6	4.8	0.6	63.5	2	0	66.1	1.4	0.6	1.2	1	4.2	
Lights	22	537	22	19	600	49	31	25	14	119	15	1565	51	0	1631	35	15	30	24	104	2454
% Lights	95.7	96.1	100	100	96.3	100	100	100	100	100	100	98.7	100	0	98.7	100	100	100	100	100	98.2
Buses	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	7
% Buses	0	0.5	0	0	0.5	0	0	0	0	0	0	0.3	0	0	0.2	0	0	0	0	0	0.3
Trucks	1	19	0	0	20	0	0	0	0	0	0	17	0	0	17	0	0	0	0	0	37
% Trucks	4.3	3.4	0	0	3.2	0	0	0	0	0	0	1.1	0	0	1	0	0	0	0	0	1.5

	SCOTT BLVD Southbound				HARRISON ST Westbound				SCOTT BLVD Northbound				HARRISON ST Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	2	93	0	95	4	**11**	**3**	**18**	2	199	**11**	212	5	**4**	1	10	335
08:15 AM	1	67	2	70	6	3	2	11	**4**	269	6	279	6	4	3	13	373
08:30 AM	**8**	70	4	82	**8**	2	3	13	2	**289**	6	**297**	2	1	2	5	397
08:45 AM	3	**96**	**6**	**105**	8	4	0	12	2	282	4	288	**8**	1	**6**	**15**	**420**
Total Volume	14	326	12	352	26	20	8	54	10	1039	27	1076	21	10	12	43	1525
% App. Total	4	92.6	3.4		48.1	37	14.8		0.9	96.6	2.5		48.8	23.3	27.9		
PHF	.438	.849	.500	.838	.813	.455	.667	.750	.625	.899	.614	.906	.656	.625	.500	.717	.908

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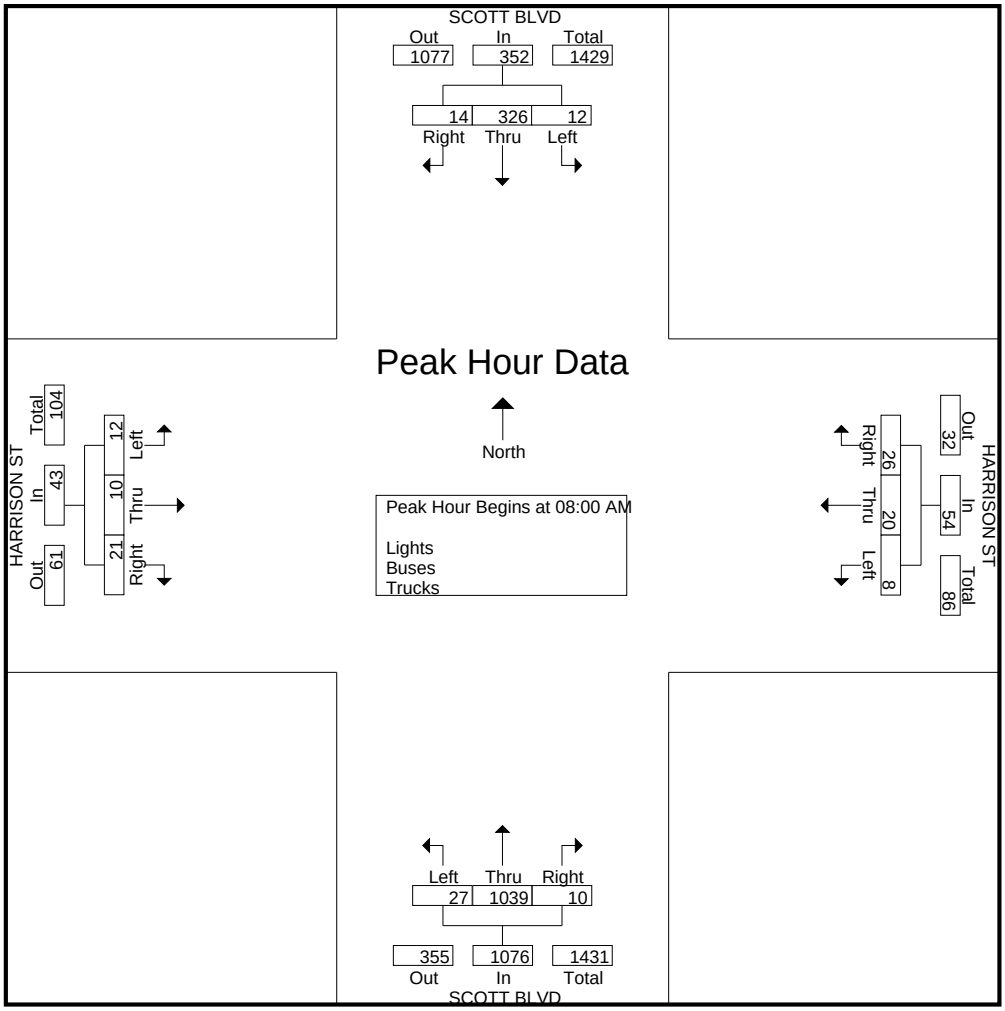

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File Name : 6PM FINAL
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Groups Printed- Lights - Buses - Trucks

	SCOTT BLVD Southbound					HARRISON ST Westbound					SCOTT BLVD Northbound					HARRISON ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	7	233	5	1	246	3	0	2	2	7	3	97	2	0	102	16	0	3	1	20	375
04:15 PM	6	286	8	2	302	2	1	1	1	5	2	72	6	0	80	9	2	3	0	14	401
04:30 PM	4	304	9	1	318	7	1	0	1	9	4	114	2	0	120	6	0	0	1	7	454
04:45 PM	6	348	3	0	357	5	1	0	0	6	1	101	6	0	108	6	2	3	4	15	486
Total	23	1171	25	4	1223	17	3	3	4	27	10	384	16	0	410	37	4	9	6	56	1716
05:00 PM	6	349	7	1	363	4	3	2	2	11	2	122	3	0	127	9	3	2	3	17	518
05:15 PM	2	344	8	1	355	5	1	3	0	9	11	102	14	0	127	9	1	2	5	17	508
05:30 PM	9	366	15	3	393	2	2	2	3	9	3	105	4	0	112	5	2	1	2	10	524
05:45 PM	12	342	6	2	362	9	0	2	1	12	5	104	6	0	115	7	2	5	1	15	504
Total	29	1401	36	7	1473	20	6	9	6	41	21	433	27	0	481	30	8	10	11	59	2054
Grand Total	52	2572	61	11	2696	37	9	12	10	68	31	817	43	0	891	67	12	19	17	115	3770
Apprch %	1.9	95.4	2.3	0.4		54.4	13.2	17.6	14.7		3.5	91.7	4.8	0		58.3	10.4	16.5	14.8		
Total %	1.4	68.2	1.6	0.3	71.5	1	0.2	0.3	0.3	1.8	0.8	21.7	1.1	0	23.6	1.8	0.3	0.5	0.5	3.1	
Lights	52	2567	61	11	2691	37	9	12	10	68	31	808	41	0	880	64	12	19	17	112	3751
% Lights	100	99.8	100	100	99.8	100	100	100	100	100	100	98.9	95.3	0	98.8	95.5	100	100	100	97.4	99.5
Buses	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trucks	0	4	0	0	4	0	0	0	0	0	0	9	2	0	11	3	0	0	0	3	18
% Trucks	0	0.2	0	0	0.1	0	0	0	0	0	0	1.1	4.7	0	1.2	4.5	0	0	0	2.6	0.5

	SCOTT BLVD Southbound				HARRISON ST Westbound				SCOTT BLVD Northbound				HARRISON ST Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	6	349	7	362	4	**3**	2	9	2	**122**	3	**127**	**9**	**3**	2	**14**	512
05:15 PM	2	344	8	354	5	1	**3**	9	**11**	102	**14**	127	9	1	2	12	502
05:30 PM	9	**366**	**15**	**390**	2	2	2	6	3	105	4	112	5	2	1	8	**516**
05:45 PM	**12**	342	6	360	**9**	0	2	**11**	5	104	6	115	7	2	**5**	14	500
Total Volume	29	1401	36	1466	20	6	9	35	21	433	27	481	30	8	10	48	2030
% App. Total	2	95.6	2.5		57.1	17.1	25.7		4.4	90	5.6		62.5	16.7	20.8		
PHF	.604	.957	.600	.940	.556	.500	.750	.795	.477	.887	.482	.947	.833	.667	.500	.857	.984

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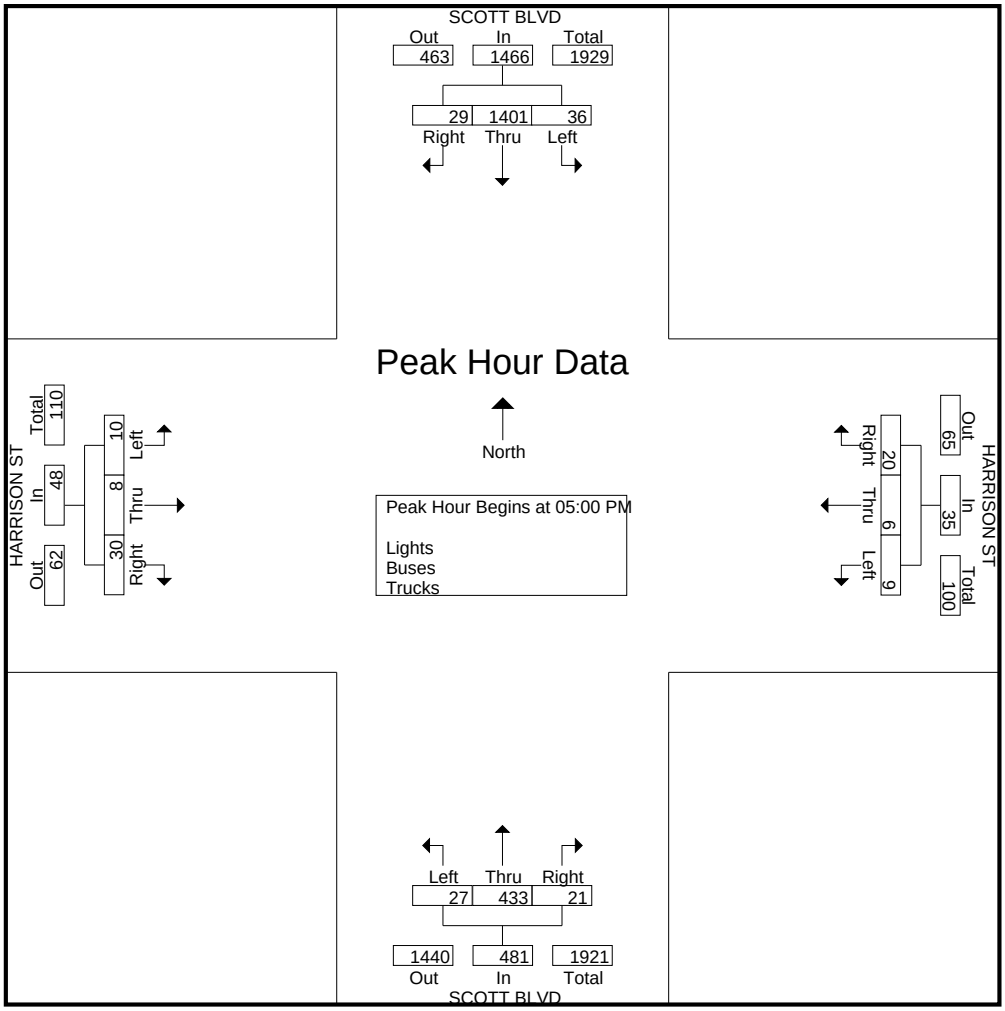

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Groups Printed- Lights - Buses - Trucks

	LAWRENCE EXPY NB ON-RAMP Southbound					STEVENS CREEK BLVD Westbound					LAWRENCE EXPY NB OFF-RAMP Northbound					STEVENS CREEK BLVD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	30	226	0	1	257	26	78	170	1	275	0	37	22	0	59	591
07:15 AM	0	0	0	0	0	42	276	0	0	318	29	82	227	1	339	0	67	31	0	98	755
07:30 AM	0	0	0	0	0	57	352	0	2	411	27	73	193	2	295	0	75	40	0	115	821
07:45 AM	0	0	0	0	0	58	334	0	0	392	39	99	255	1	394	0	81	60	0	141	927
Total	0	0	0	0	0	187	1188	0	3	1378	121	332	845	5	1303	0	260	153	0	413	3094
08:00 AM	0	0	0	2	2	58	318	0	0	376	49	112	257	1	419	0	129	64	0	193	990
08:15 AM	0	0	0	2	2	74	337	0	0	411	34	95	261	3	393	0	164	54	0	218	1024
08:30 AM	0	0	0	3	3	59	328	0	0	387	21	97	265	17	400	0	185	66	0	251	1041
08:45 AM	0	0	0	1	1	48	325	0	0	373	37	93	269	14	413	0	240	73	0	313	1100
Total	0	0	0	8	8	239	1308	0	0	1547	141	397	1052	35	1625	0	718	257	0	975	4155
09:00 AM	0	0	0	1	1	51	309	0	1	361	41	99	234	4	378	0	243	91	0	334	1074
09:15 AM	0	0	0	0	0	57	280	0	0	337	44	96	220	4	364	0	208	91	0	299	1000
09:30 AM	0	0	0	0	0	67	198	0	0	265	41	113	212	0	366	0	184	76	0	260	891
09:45 AM	0	0	0	1	1	56	174	0	0	230	56	119	185	1	361	0	166	87	0	253	845
Total	0	0	0	2	2	231	961	0	1	1193	182	427	851	9	1469	0	801	345	0	1146	3810
Grand Total	0	0	0	10	10	657	3457	0	4	4118	444	1156	2748	49	4397	0	1779	755	0	2534	11059
Apprch %	0	0	0	100		16	83.9	0	0.1		10.1	26.3	62.5	1.1		0	70.2	29.8	0		
Total %	0	0	0	0.1	0.1	5.9	31.3	0	0	37.2	4	10.5	24.8	0.4	39.8	0	16.1	6.8	0	22.9	
Lights	0	0	0	10	10	639	3380	0	4	4023	430	1128	2696	49	4303	0	1711	736	0	2447	10783
% Lights	0	0	0	100	100	97.3	97.8	0	100	97.7	96.8	97.6	98.1	100	97.9	0	96.2	97.5	0	96.6	97.5
Buses	0	0	0	0	0	7	46	0	0	53	6	5	4	0	15	0	35	1	0	36	104
% Buses	0	0	0	0	0	1.1	1.3	0	0	1.3	1.4	0.4	0.1	0	0.3	0	2	0.1	0	1.4	0.9
Trucks	0	0	0	0	0	11	31	0	0	42	8	23	48	0	79	0	33	18	0	51	172
% Trucks	0	0	0	0	0	1.7	0.9	0	0	1	1.8	2	1.7	0	1.8	0	1.9	2.4	0	2	1.6

	LAWRENCE EXPY NB ON-RAMP Southbound				STEVENS CREEK BLVD Westbound				LAWRENCE EXPY NB OFF-RAMP Northbound				STEVENS CREEK BLVD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:15 AM																	
08:15 AM	0	0	0	0	**74**	**337**	0	**411**	34	95	261	390	0	164	54	218	1019
08:30 AM	0	0	0	0	59	328	0	387	21	97	265	383	0	185	66	251	1021
08:45 AM	0	0	0	0	48	325	0	373	37	93	**269**	**399**	0	240	73	313	**1085**
09:00 AM	0	0	0	0	51	309	0	360	**41**	**99**	234	374	0	**243**	**91**	**334**	1068
Total Volume	0	0	0	0	232	1299	0	1531	133	384	1029	1546	0	832	284	1116	4193
% App. Total	0	0	0		15.2	84.8	0		8.6	24.8	66.6		0	74.6	25.4		
PHF	.000	.000	.000	.000	.784	.964	.000	.931	.811	.970	.956	.969	.000	.856	.780	.835	.966

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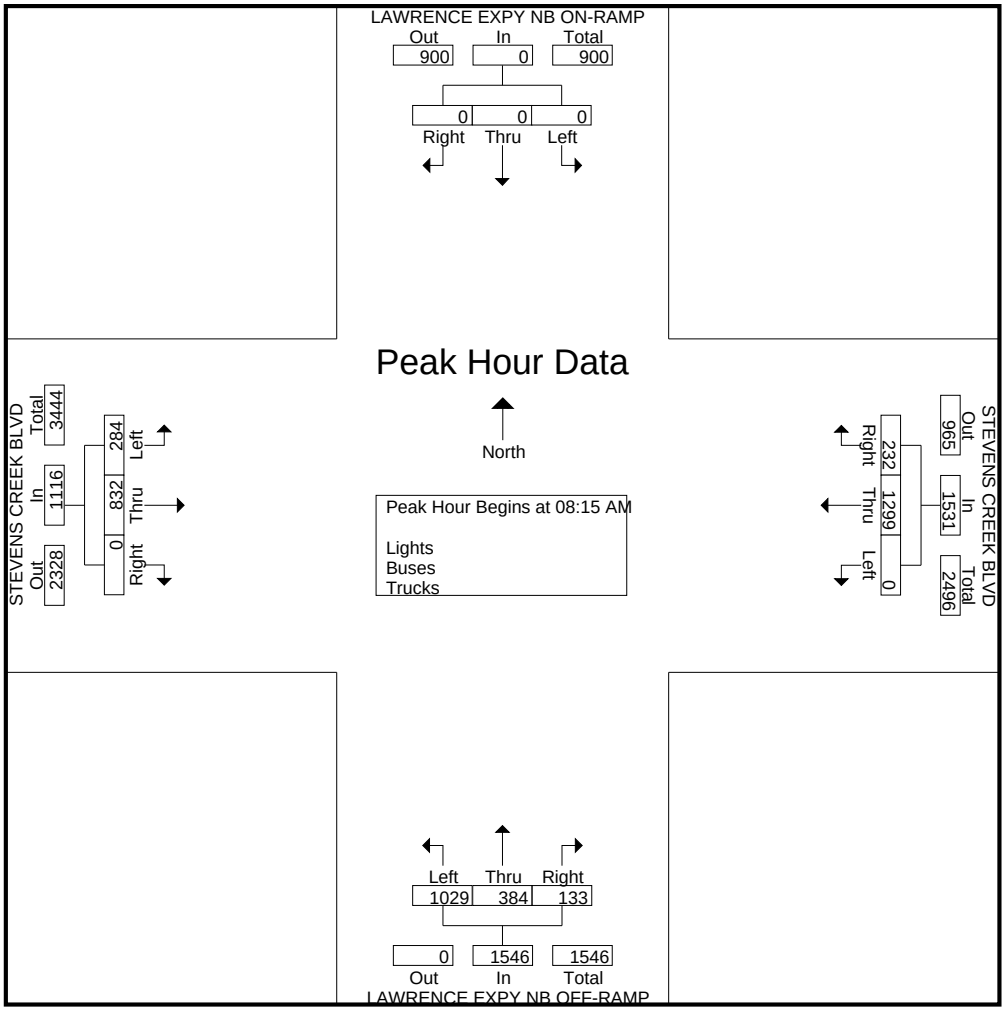

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Groups Printed- Lights - Buses - Trucks

	LAWRENCE EXPY Southbound					I-280 SB ON-RAMP Westbound					LAWRENCE EXPY Northbound					CALVERT DR Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	90	86	1	177	0	0	0	2	2	111	417	0	0	528	33	38	11	1	83	790
07:15 AM	0	153	106	0	259	0	0	0	0	0	164	618	0	0	782	60	39	15	0	114	1155
07:30 AM	0	196	157	0	353	0	0	0	3	3	185	643	0	0	828	67	42	31	0	140	1324
07:45 AM	0	212	148	0	360	0	0	0	0	0	157	817	0	0	974	82	43	35	0	160	1494
Total	0	651	497	1	1149	0	0	0	5	5	617	2495	0	0	3112	242	162	92	1	497	4763
08:00 AM	0	195	129	0	324	0	0	0	1	1	123	857	0	0	980	63	41	25	0	129	1434
08:15 AM	0	167	137	0	304	0	0	0	1	1	124	890	0	0	1014	41	42	29	0	112	1431
08:30 AM	0	164	148	0	312	0	0	0	6	6	113	782	0	0	895	49	71	41	0	161	1374
08:45 AM	0	230	120	0	350	0	0	0	1	1	146	788	0	0	934	48	62	48	0	158	1443
Total	0	756	534	0	1290	0	0	0	9	9	506	3317	0	0	3823	201	216	143	0	560	5682
09:00 AM	0	158	92	0	250	0	0	0	3	3	120	726	0	0	846	55	80	59	0	194	1293
09:15 AM	0	139	137	0	276	0	0	0	2	2	148	700	0	0	848	45	71	62	0	178	1304
09:30 AM	0	120	137	0	257	0	0	0	0	0	151	649	0	0	800	43	57	37	0	137	1194
09:45 AM	0	122	171	0	293	0	0	0	0	0	117	496	0	0	613	44	65	48	0	157	1063
Total	0	539	537	0	1076	0	0	0	5	5	536	2571	0	0	3107	187	273	206	0	666	4854
Grand Total	0	1946	1568	1	3515	0	0	0	19	19	1659	8383	0	0	10042	630	651	441	1	1723	15299
Apprch %	0	55.4	44.6	0		0	0	0	100		16.5	83.5	0	0		36.6	37.8	25.6	0.1		
Total %	0	12.7	10.2	0	23	0	0	0	0.1	0.1	10.8	54.8	0	0	65.6	4.1	4.3	2.9	0	11.3	
Lights	0	1923	1528	1	3452	0	0	0	19	19	1641	8331	0	0	9972	608	630	438	1	1677	15120
% Lights	0	98.8	97.4	100	98.2	0	0	0	100	100	98.9	99.4	0	0	99.3	96.5	96.8	99.3	100	97.3	98.8
Buses	0	7	9	0	16	0	0	0	0	0	3	18	0	0	21	11	8	2	0	21	58
% Buses	0	0.4	0.6	0	0.5	0	0	0	0	0	0.2	0.2	0	0	0.2	1.7	1.2	0.5	0	1.2	0.4
Trucks	0	16	31	0	47	0	0	0	0	0	15	34	0	0	49	11	13	1	0	25	121
% Trucks	0	0.8	2	0	1.3	0	0	0	0	0	0.9	0.4	0	0	0.5	1.7	2	0.2	0	1.5	0.8

	LAWRENCE EXPY Southbound				I-280 SB ON-RAMP Westbound				LAWRENCE EXPY Northbound				CALVERT DR Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	**212**	**148**	**360**	0	0	0	0	**157**	817	0	974	**82**	43	35	160	**1494**
08:00 AM	0	195	129	324	0	0	0	0	123	857	0	980	63	41	25	129	1433
08:15 AM	0	167	137	304	0	0	0	0	124	**890**	0	**1014**	41	42	29	112	1430
08:30 AM	0	164	148	312	0	0	0	0	113	782	0	895	49	**71**	**41**	**161**	1368
Total Volume	0	738	562	1300	0	0	0	0	517	3346	0	3863	235	197	130	562	5725
% App. Total	0	56.8	43.2		0	0	0		13.4	86.6	0		41.8	35.1	23.1		
PHF	.000	.870	.949	.903	.000	.000	.000	.000	.823	.940	.000	.952	.716	.694	.793	.873	.958

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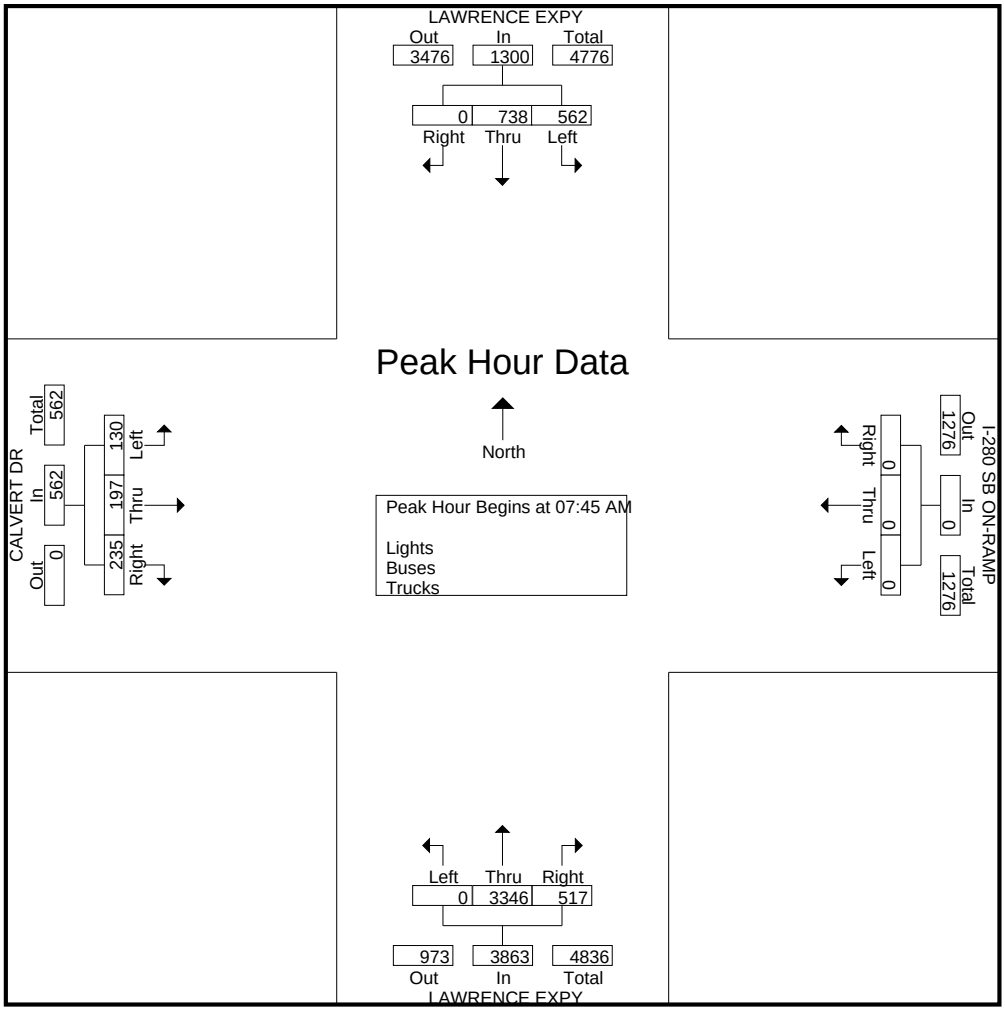

Appendix B:
TRAFFIX Level of Service Calculation Outputs

El Camino Real Specific Plan TIA
SJ17-1774
Existing AM Plus Project

Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

Intersection		Existing AM				Existing PP AM					
		LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change
#1	El Camino Real/S Wolfe Rd (CMP)	D	40.7	0.564	37.6	D	41.0	0.573	+ 0.009	37.8	+ 0.2
#2	El Camino Real/Halford Ave	B-	19.0	0.349	11.1	C+	21.6	0.387	+ 0.039	15.6	+ 4.5
#3	El Camino Real/Lawrence Expy (CMP)	C	26.8	0.512	28.0	C	26.6	0.526	+ 0.014	27.8	- 0.2
#4	El Camino Real/Flora Vista Ave	C+	20.3	0.380	15.3	C+	21.8	0.389	+ 0.010	16.0	+ 0.7
#5	El Camino Real/Calabazas Blvd	C	28.7	0.481	28.0	C-	33.4	0.553	+ 0.073	34.0	+ 6.0
#6	El Camino Real/Bowers Ave - Kiely Blvd (CMP)	C	28.9	0.618	30.8	C	29.6	0.656	+ 0.038	32.1	+ 1.3
#7	El Camino Real/Bowe Ave	B	12.5	0.323	8.7	C	28.8	0.441	+ 0.118	25.7	+ 17.1
#8	El Camino Real/San Tomas Expy (CMP)	D-	53.3	0.843	56.3	E+	56.3	0.871	+ 0.028	60.5	+ 4.3
#9	El Camino Real/McCormick Dr	B+	10.6	0.218	6.3	B+	11.3	0.236	+ 0.018	9.0	+ 2.7
#10	El Camino Real/Scott Blvd (CMP)	C-	34.6	0.561	36.2	C-	34.6	0.584	+ 0.023	36.5	+ 0.3
#11	El Camino Real/Lincoln St (CMP)	C	29.6	0.342	26.4	C	29.8	0.338	- 0.004	26.3	- 0.1
#12	El Camino Real/Monroe St (CMP)	C-	33.4	0.505	33.6	D+	36.6	0.596	+ 0.091	38.5	+ 4.9
#13	El Camino Real/Lafayette St (CMP)	D	42.3	0.883	53.0	D	42.1	0.886	+ 0.003	53.5	+ 0.5
#14	El Camino Real/Harrison St	B	0.4	0.035	0.4	B	0.4	0.037	+ 0.002	0.4	- 0.0
#15	El Camino Real/Benton St	B	16.6	0.412	13.3	B	16.6	0.413	+ 0.001	13.1	- 0.2
#16	El Camino Real/The Alameda (CMP)	B	12.3	0.604	10.7	B+	11.6	0.587	- 0.017	10.0	- 0.7
#17	Lawrence Expy/NB US 101	B+	11.4	0.454	12.6	B+	11.4	0.464	+ 0.009	12.6	- 0.0
#18	Lawrence Expy/SB US 101	B+	10.6	0.593	12.0	B+	10.5	0.606	+ 0.013	11.8	- 0.2
#19	Lawrence Expy/Oakmead Pkwy	D	41.1	0.670	46.2	D	41.3	0.684	+ 0.014	46.4	+ 0.2
#20	Lawrence Expy/E Arques Ave (CMP)	D+	38.3	0.613	37.0	D	39.1	0.637	+ 0.024	38.0	+ 1.0
#21	Lawrence Expy/Kifer Rd	D	39.6	0.792	44.6	D	40.2	0.801	+ 0.009	45.1	+ 0.4
#22	Lawrence Expy/Monroe St (CMP)	D-	54.6	0.657	66.3	E+	57.6	0.690	+ 0.033	74.5	+ 8.2
#23	Lawrence Expy/Cabrillo Ave	C-	34.6	0.736	36.2	D+	38.8	0.798	+ 0.062	42.5	+ 6.3
#24	Lawrence Expy/Benton St	E+	58.8	0.897	75.3	E+	59.2	0.896	- 0.001	74.7	- 0.6
#25	Lawrence Expy/Lochinvar Ave	C	25.9	0.690	28.2	C	28.8	0.711	+ 0.021	31.5	+ 3.3
#26	Lawrence Expy/Homestead Rd (CMP)	E	62.0	0.439	62.1	E	62.0	0.459	+ 0.020	61.7	- 0.4

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El Camino Real Specific Plan TIA
SJ17-1774
Existing AM Plus Project

Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

Intersection		Existing AM				Existing PP AM					
		LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change
#27	Lawrence Expy/Pruneridge Ave	D-	53.1	0.899	66.2	D	45.6	0.777	- 0.122	49.1	- 17.1
#28	Montague Expy/Mission College Blvd (CMP)	D	47.9	0.810	69.0	D	48.9	0.806	- 0.005	74.6	+ 5.5
#29	San Tomas Expy/Monroe St (CMP)	D	39.3	0.810	33.7	D	39.8	0.752	- 0.058	33.6	- 0.1
#30	San Tomas Expy/Cabrillo Ave	C	28.2	0.593	25.9	C	27.9	0.614	+ 0.021	25.8	- 0.1
#31	San Tomas Expy/Benton St	D+	38.5	0.664	39.8	D	39.2	0.674	+ 0.010	40.6	+ 0.7
#32	San Tomas Expy/Homestead Rd (CMP)	D	49.6	0.775	49.0	D	50.1	0.781	+ 0.006	50.4	+ 1.4
#33	Bowers Ave/Cabrillo Ave	C	23.3	0.564	22.8	C+	22.8	0.601	+ 0.036	22.0	- 0.8
#34	Bowers Ave/Monroe St	C	30.2	0.665	29.3	C	30.5	0.699	+ 0.034	29.6	+ 0.3
#35	Bowers Ave/Kifer Rd	C-	34.4	0.629	34.6	C-	34.5	0.645	+ 0.015	34.8	+ 0.2
#36	Bowers Ave/Central Expy (CMP)	D	50.2	0.702	50.8	D	49.9	0.706	+ 0.004	50.4	- 0.4
#37	Kiely Blvd/Benton St	C-	34.4	0.592	32.6	C-	34.4	0.592	+ 0.000	32.9	+ 0.4
#38	Kiely Blvd/Homestead Rd	D+	35.7	0.624	36.1	D+	35.7	0.655	+ 0.031	36.7	+ 0.6
#39	Monroe St/Scott Blvd	D+	35.3	0.691	34.8	D+	36.6	0.794	+ 0.103	37.4	+ 2.6
#40	Walsh Ave/Scott Blvd	C	25.3	0.495	34.5	C	23.8	0.491	- 0.004	20.3	- 14.2
#41	Central Expy/Scott Blvd (CMP)	D	45.0	0.601	41.1	D	46.5	0.615	+ 0.015	42.7	+ 1.6
#42	Clay St/Scott Blvd	B+	11.0	0.309	5.5	B+	11.1	0.315	+ 0.006	6.0	+ 0.5
#43	Harrison St/Scott Blvd	D	2.0	0.160	2.0	D	1.9	0.161	+ 0.001	1.9	- 0.0
#44	Benton St/Scott Blvd	B-	18.1	0.496	17.1	B-	18.3	0.499	+ 0.003	17.4	+ 0.3
#45	Homestead Rd/Scott Blvd	B	16.0	0.441	12.3	B	15.7	0.442	+ 0.001	12.2	- 0.1
#46	Lawrence Expy SB/Stevens Creek Blvd (CMP)	C	25.9	0.795	28.9	C	27.1	0.813	+ 0.018	30.3	+ 1.4
#47	Lawrence Expy NB/Stevens Creek Blvd (CMP)	C	31.6	0.653	34.6	C	31.4	0.652	- 0.001	34.5	- 0.1
#48	Lawrence Expy/Calvert Dr (CMP)	C-	32.8	0.297	23.3	C-	34.5	0.903	+ 0.606	43.5	+ 20.2
#49	Bowers Ave/Scott Blvd (CMP)	D	39.5	0.580	39.8	D	39.5	0.581	+ 0.002	39.7	- 0.1
#50	San Tomas Expy/Scott Blvd (CMP)	D+	35.8	0.629	41.6	D	42.5	0.596	- 0.033	41.5	- 0.1
#51	San Tomas Expy/Walsh Ave	D	40.8	0.741	38.5	D	41.1	0.755	+ 0.014	39.3	+ 0.7
#52	San Tomas Expy/Forbes Ave	C	25.4	0.817	26.9	C	26.4	0.830	+ 0.013	28.3	+ 1.5

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El Camino Real Specific Plan TIA
SJ17-1774
Existing AM Plus Project

Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

Intersection		Existing AM				Existing PP AM					
		LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change
#53	San Tomas Expy/Pruneridge Ave	E	63.0	0.647	77.5	E	66.3	0.674	+ 0.027	85.8	+ 8.3
#54	The Alameda/I-880 SB (CMP)	C+	20.1	0.635	21.5	B-	19.9	0.639	+ 0.004	21.4	- 0.2
#55	The Alameda/I-880 NB (CMP)	C	24.4	0.626	25.7	C	24.5	0.634	+ 0.008	25.9	+ 0.2

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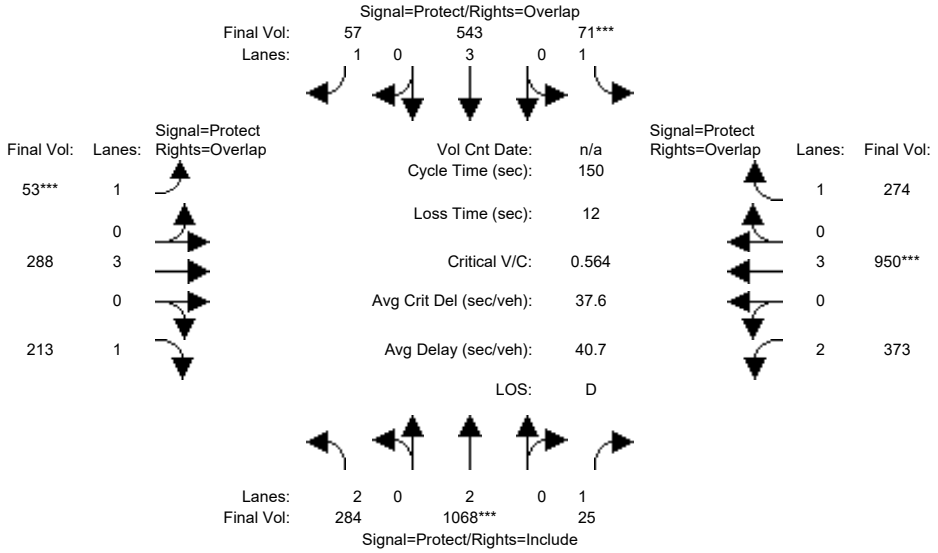
El Camino Real Specific Plan TIA
SJ17-1774
Existing AM Plus Project

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

Intersection #1: El Camino Real/S Wolfe Rd (CMP)



Street Name:	S Wolfe Rd						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:	8:00 - 9:00 AM											
Base Vol:	284	1068	25	71	543	57	53	288	213	373	950	274
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	284	1068	25	71	543	57	53	288	213	373	950	274
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	284	1068	25	71	543	57	53	288	213	373	950	274
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	284	1068	25	71	543	57	53	288	213	373	950	274
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	284	1068	25	71	543	57	53	288	213	373	950	274
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	284	1068	25	71	543	57	53	288	213	373	950	274
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	1750	5700	1750	1750	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.28	0.01	0.04	0.10	0.03	0.03	0.05	0.12	0.12	0.17	0.16
Crit Moves:		****		****			****				****	
Green Time:	41.6	74.8	74.8	10.8	44.0	52.0	8.1	18.9	60.5	33.5	44.4	55.1
Volume/Cap:	0.32	0.56	0.03	0.56	0.32	0.09	0.56	0.40	0.30	0.53	0.56	0.43
Delay/Veh:	43.3	26.6	19.1	73.1	41.5	33.1	76.9	60.7	30.6	52.1	45.1	36.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.3	26.6	19.1	73.1	41.5	33.1	76.9	60.7	30.6	52.1	45.1	36.0
LOS by Move:	D	C	B-	E	D	C-	E-	E	C	D-	D	D+
HCM2k95thQ:	12	29	1	8	12	4	7	9	13	16	22	18

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

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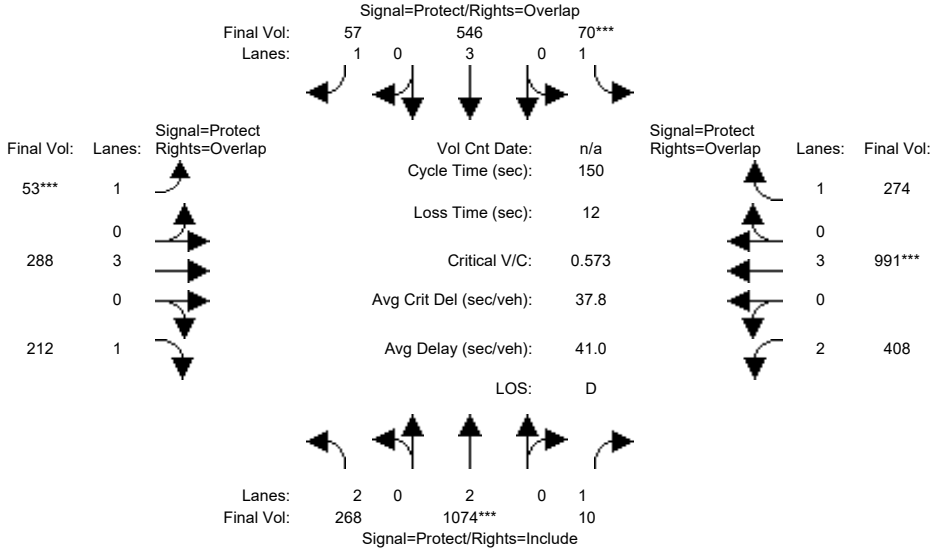
El Camino Real Specific Plan TIA
SJ17-1774
Existing AM Plus Project

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

Intersection #1: El Camino Real/S Wolfe Rd (CMP)



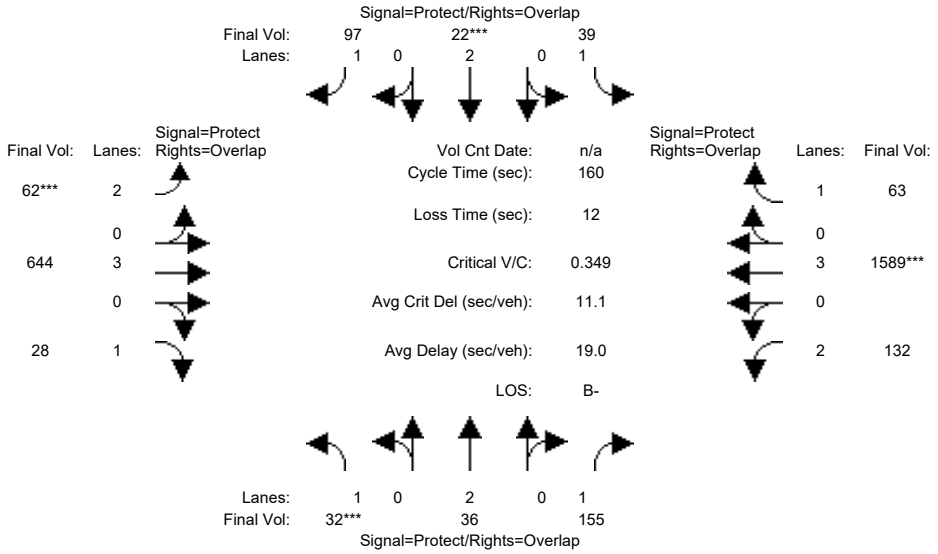
Street Name:	S Wolfe Rd						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	268	1074	10	70	546	57	53	288	212	408	991	274
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	268	1074	10	70	546	57	53	288	212	408	991	274
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	268	1074	10	70	546	57	53	288	212	408	991	274
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	268	1074	10	70	546	57	53	288	212	408	991	274
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	268	1074	10	70	546	57	53	288	212	408	991	274
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	268	1074	10	70	546	57	53	288	212	408	991	274
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	1750	5700	1750	1750	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.28	0.01	0.04	0.10	0.03	0.03	0.05	0.12	0.13	0.17	0.16
Crit Moves:		****		****			****				****	
Green Time:	39.8	74.0	74.0	10.5	44.8	52.7	7.9	18.2	57.9	35.3	45.5	56.0
Volume/Cap:	0.32	0.57	0.01	0.57	0.32	0.09	0.57	0.42	0.31	0.55	0.57	0.42
Delay/Veh:	44.5	27.2	19.3	74.0	40.9	32.7	77.8	61.4	32.4	51.3	44.5	35.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.5	27.2	19.3	74.0	40.9	32.7	77.8	61.4	32.4	51.3	44.5	35.3
LOS by Move:	D	C	B-	E	D	C-	E-	E	C-	D-	D	D+
HCM2k95thQ:	11	30	1	8	12	4	7	9	14	18	22	18

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

El Camino Real Specific Plan TIA
SJ17-1774
Existing AM Plus Project

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

Intersection #2: El Camino Real/Halford Ave



Street Name:	Halford Ave						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:	7:45 - 8:45 AM											
Base Vol:	32	36	155	39	22	97	62	644	28	132	1589	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:	32	36	155	39	22	97	62	644	28	132	1589	63
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	32	36	155	39	22	97	62	644	28	132	1589	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:	32	36	155	39	22	97	62	644	28	132	1589	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	36	155	39	22	97	62	644	28	132	1589	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:	32	36	155	39	22	97	62	644	28	132	1589	63
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.01	0.09	0.02	0.01	0.06	0.02	0.11	0.02	0.04	0.28	0.04
Crit Moves:	****				****		****				****	
Green Time:	8.0	10.6	46.9	7.4	10.0	18.6	8.6	93.7	101.7	36.3	121	128.9
Volume/Cap:	0.37	0.14	0.30	0.48	0.09	0.48	0.37	0.19	0.03	0.18	0.37	0.04
Delay/Veh:	76.2	70.7	44.2	78.9	70.9	67.9	74.4	15.5	10.8	50.0	6.5	3.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	76.2	70.7	44.2	78.9	70.9	67.9	74.4	15.5	10.8	50.0	6.5	3.2
LOS by Move:	E-	E	D	E-	E	E	E	B	B+	D	A	A
HCM2k95thQ:	4	2	12	5	1	10	4	9	1	6	16	1

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

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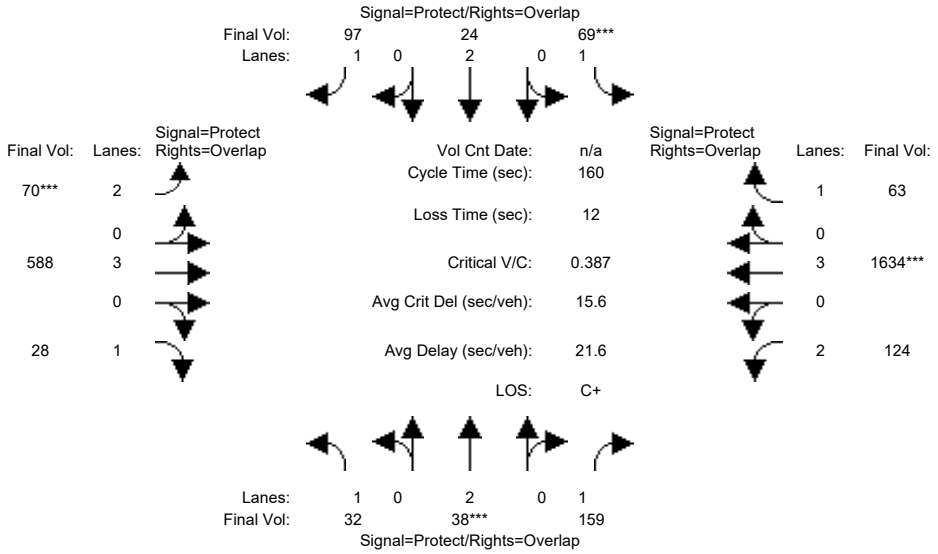
El Camino Real Specific Plan TIA
SJ17-1774
Existing AM Plus Project

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

Intersection #2: El Camino Real/Halford Ave



Street Name:	Halford Ave						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	32	38	159	69	24	97	70	588	28	124	1634	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:	32	38	159	69	24	97	70	588	28	124	1634	63
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	32	38	159	69	24	97	70	588	28	124	1634	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:	32	38	159	69	24	97	70	588	28	124	1634	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	38	159	69	24	97	70	588	28	124	1634	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:	32	38	159	69	24	97	70	588	28	124	1634	63
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.01	0.09	0.04	0.01	0.06	0.02	0.10	0.02	0.04	0.29	0.04
Crit Moves:		****		****			****				****	
Green Time:	10.5	10.0	46.4	15.6	15.1	23.9	8.8	85.9	96.5	36.4	114	129.2
Volume/Cap:	0.28	0.16	0.31	0.40	0.07	0.37	0.40	0.19	0.03	0.17	0.40	0.04
Delay/Veh:	72.4	71.3	44.7	69.4	66.1	62.2	74.6	19.1	12.8	49.8	9.5	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:	72.4	71.3	44.7	69.4	66.1	62.2	74.6	19.1	12.8	49.8	9.5	3.1
LOS by Move:	E	E	D	E	E	E	E	B-	B	D	A	A
HCM2k95thQ:	4	2	12	7	1	9	4	9	1	6	19	1

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

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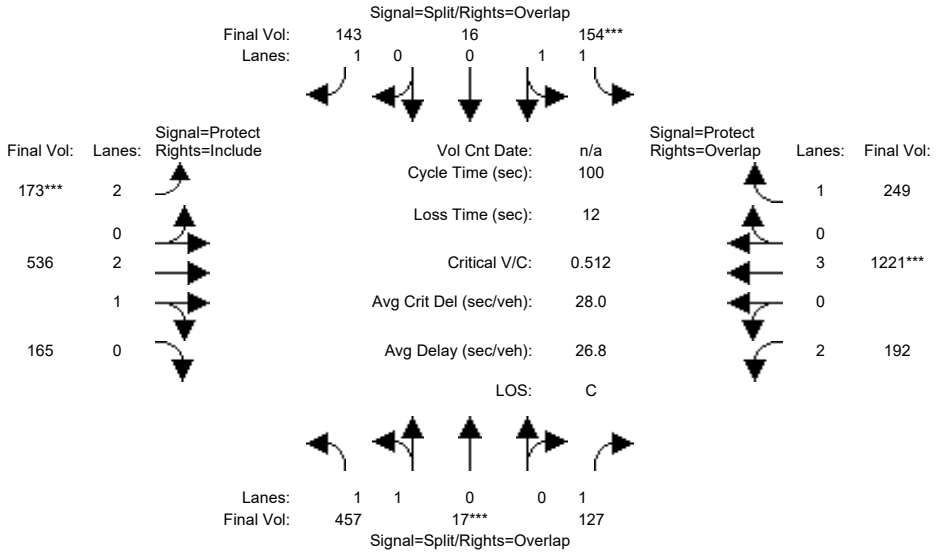
El Camino Real Specific Plan TIA
SJ17-1774
Existing AM Plus Project

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

Intersection #3: El Camino Real/Lawrence Expy (CMP)



Street Name:	Lawrence Expy						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	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:7:45 - 8:45 AM												
Base Vol:	457	17	127	154	16	143	173	536	165	192	1221	249
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	457	17	127	154	16	143	173	536	165	192	1221	249
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	457	17	127	154	16	143	173	536	165	192	1221	249
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	457	17	127	154	16	143	173	536	165	192	1221	249
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	457	17	127	154	16	143	173	536	165	192	1221	249
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	457	17	127	154	16	143	173	536	165	192	1221	249
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.93	0.95	0.92	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	1.93	0.07	1.00	1.81	0.19	1.00	2.00	2.27	0.73	2.00	3.00	1.00
Final Sat.:	3423	127	1750	3216	334	1750	3150	4280	1318	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.07	0.05	0.05	0.08	0.05	0.13	0.13	0.06	0.21	0.14
Crit Moves:		****		****			****				****	
Green Time:	25.9	25.9	44.6	10.0	10.0	20.6	10.6	33.4	33.4	18.7	41.5	51.5
Volume/Cap:	0.52	0.52	0.16	0.48	0.48	0.40	0.52	0.37	0.37	0.33	0.52	0.28
Delay/Veh:	32.2	32.2	16.7	43.6	43.6	35.0	43.6	25.4	25.4	35.5	22.0	13.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.2	32.2	16.7	43.6	43.6	35.0	43.6	25.4	25.4	35.5	22.0	13.9
LOS by Move:	C-	C-	B	D	D	D+	D	C	C	D+	C+	B
HCM2k95thQ:	12	12	5	5	5	8	6	10	10	6	17	9

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

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El Camino Real Specific Plan TIA
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Existing AM Plus Project

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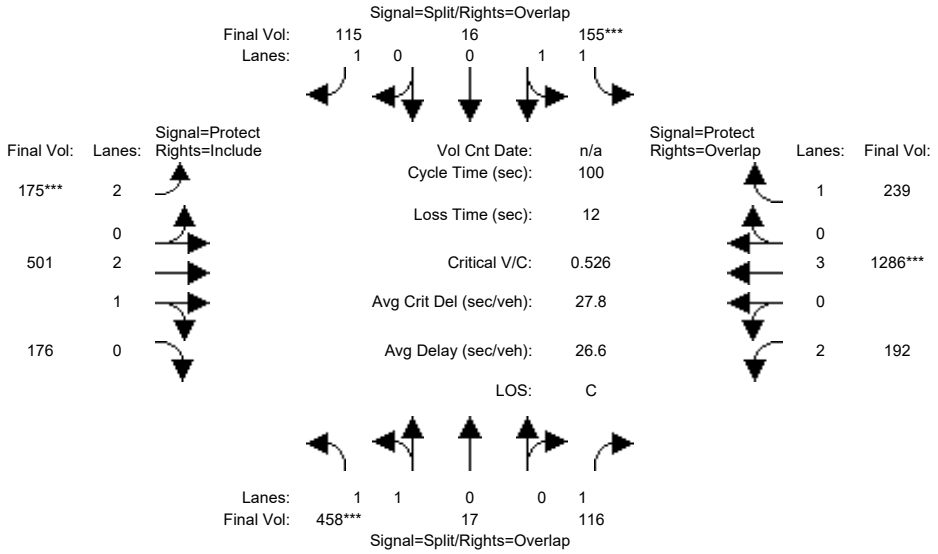
Existing PP AM

Intersection #3: El Camino Real/Lawrence Expy (CMP)



Street Name:	Lawrence Expy						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	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:												
Base Vol:	458	17	116	155	16	115	175	501	176	192	1286	239
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	458	17	116	155	16	115	175	501	176	192	1286	239
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	458	17	116	155	16	115	175	501	176	192	1286	239
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	458	17	116	155	16	115	175	501	176	192	1286	239
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	458	17	116	155	16	115	175	501	176	192	1286	239
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	458	17	116	155	16	115	175	501	176	192	1286	239
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.93	0.95	0.92	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	1.93	0.07	1.00	1.82	0.18	1.00	2.00	2.19	0.81	2.00	3.00	1.00
Final Sat.:	3423	127	1750	3218	332	1750	3150	4142	1455	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.07	0.05	0.05	0.07	0.06	0.12	0.12	0.06	0.23	0.14
Crit Moves:	****			****			****				****	
Green Time:	25.2	25.2	44.5	10.0	10.0	20.4	10.4	33.5	33.5	19.4	42.4	52.4
Volume/Cap:	0.53	0.53	0.15	0.48	0.48	0.32	0.53	0.36	0.36	0.31	0.53	0.26
Delay/Veh:	33.0	33.0	16.6	43.6	43.6	34.4	44.1	25.3	25.3	34.9	21.6	13.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.0	33.0	16.6	43.6	43.6	34.4	44.1	25.3	25.3	34.9	21.6	13.3
LOS by Move:	C-	C-	B	D	D	C-	D	C	C	C-	C+	B
HCM2k95thQ:	12	12	4	5	5	6	6	10	10	6	18	8

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

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El Camino Real Specific Plan TIA
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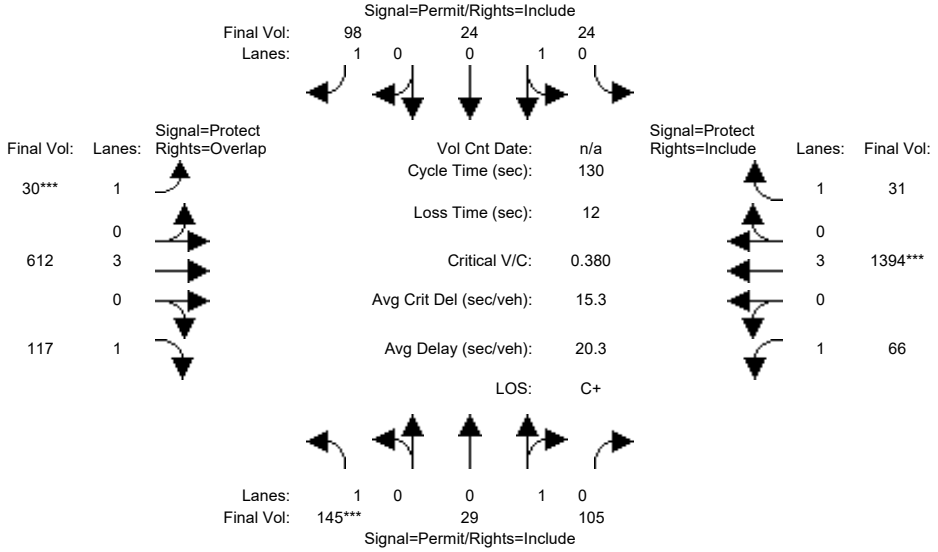
Intersection #4: El Camino Real/Flora Vista Ave



Street Name:	Flora Vista Ave						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	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:	8:00 AM - 9:00 AM											
Base Vol:	145	29	105	24	24	98	30	612	117	66	1394	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	145	29	105	24	24	98	30	612	117	66	1394	31
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	145	29	105	24	24	98	30	612	117	66	1394	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	145	29	105	24	24	98	30	612	117	66	1394	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	145	29	105	24	24	98	30	612	117	66	1394	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	145	29	105	24	24	98	30	612	117	66	1394	31
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.22	0.78	0.50	0.50	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	390	1410	900	900	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.07	0.07	0.03	0.03	0.06	0.02	0.11	0.07	0.04	0.24	0.02
Crit Moves:	****						****				****	
Green Time:	28.1	28.1	28.1	28.1	28.1	28.1	7.0	59.9	59.9	30.0	82.9	82.9
Volume/Cap:	0.38	0.34	0.34	0.12	0.12	0.26	0.32	0.23	0.15	0.16	0.38	0.03
Delay/Veh:	44.2	43.7	43.7	41.2	41.2	42.7	61.2	21.2	20.3	40.1	11.4	8.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.2	43.7	43.7	41.2	41.2	42.7	61.2	21.2	20.3	40.1	11.4	8.7
LOS by Move:	D	D	D	D	D	D	E	C+	C+	D	B+	A
HCM2k95thQ:	11	9	9	3	3	7	3	9	6	4	16	1

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

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El Camino Real Specific Plan TIA
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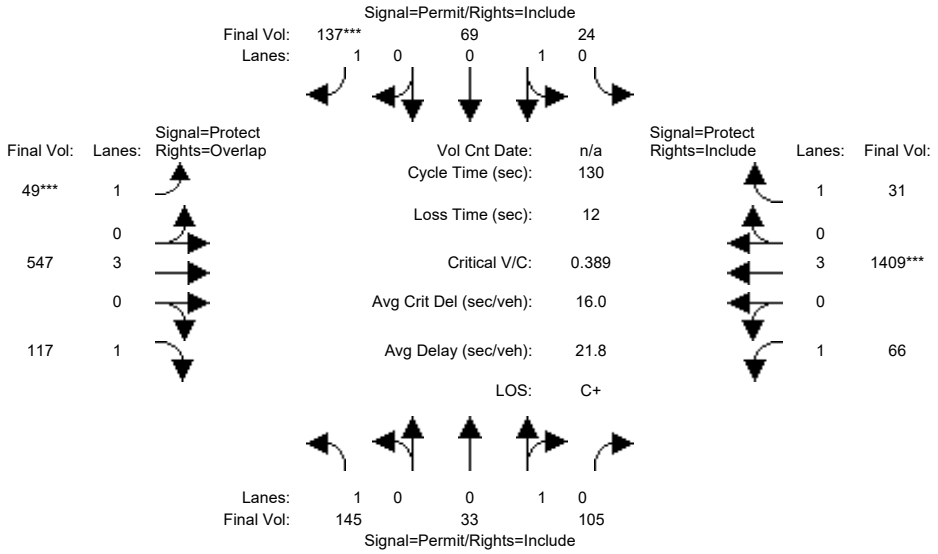
Existing PP AM

Intersection #4: El Camino Real/Flora Vista Ave



Street Name:	Flora Vista Ave						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	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:												
Base Vol:	145	33	105	24	69	137	49	547	117	66	1409	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	145	33	105	24	69	137	49	547	117	66	1409	31
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	145	33	105	24	69	137	49	547	117	66	1409	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	145	33	105	24	69	137	49	547	117	66	1409	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	145	33	105	24	69	137	49	547	117	66	1409	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	145	33	105	24	69	137	49	547	117	66	1409	31
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.24	0.76	0.26	0.74	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	430	1370	465	1335	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.08	0.05	0.05	0.08	0.03	0.10	0.07	0.04	0.25	0.02
Crit Moves:						****	****				****	
Green Time:	26.1	26.1	26.1	26.1	26.1	26.1	9.3	58.8	58.8	33.0	82.5	82.5
Volume/Cap:	0.41	0.38	0.38	0.26	0.26	0.39	0.39	0.21	0.15	0.15	0.39	0.03
Delay/Veh:	46.0	45.6	45.6	44.1	44.1	45.7	59.6	21.6	21.0	37.7	11.6	8.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.0	45.6	45.6	44.1	44.1	45.7	59.6	21.6	21.0	37.7	11.6	8.8
LOS by Move:	D	D	D	D	D	D	E+	C+	C+	D+	B+	A
HCM2k95thQ:	11	10	10	7	7	10	4	8	6	4	16	1

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

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El Camino Real Specific Plan TIA
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Existing AM Plus Project

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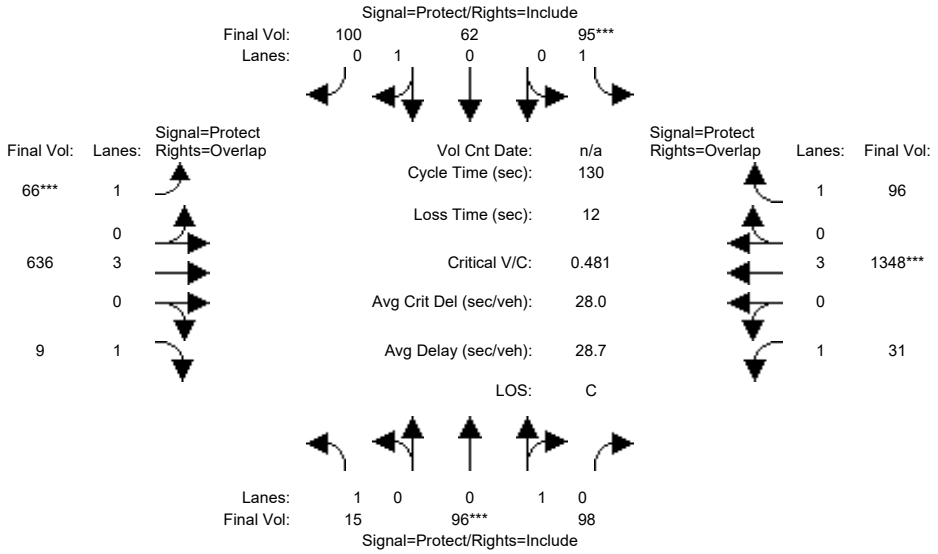
Intersection #5: El Camino Real/Calabazas Blvd



Street Name:	Calabazas Blvd						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:	7:45 AM - 8:45 AM											
Base Vol:	15	96	98	95	62	100	66	636	9	31	1348	96
Growth Adj:	1.00	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	96	98	95	62	100	66	636	9	31	1348	96
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	96	98	95	62	100	66	636	9	31	1348	96
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	96	98	95	62	100	66	636	9	31	1348	96
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	96	98	95	62	100	66	636	9	31	1348	96
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	15	96	98	95	62	100	66	636	9	31	1348	96
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.49	0.51	1.00	0.38	0.62	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	891	909	1750	689	1111	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.11	0.11	0.05	0.09	0.09	0.04	0.11	0.01	0.02	0.24	0.05
Crit Moves:		****		****			****				****	
Green Time:	16.4	29.2	29.2	14.7	27.4	27.4	10.2	50.0	66.4	24.1	64.0	78.6
Volume/Cap:	0.07	0.48	0.48	0.48	0.43	0.43	0.48	0.29	0.01	0.10	0.48	0.09
Delay/Veh:	50.2	44.7	44.7	55.9	45.2	45.2	60.0	27.8	15.6	44.0	22.1	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:	50.2	44.7	44.7	55.9	45.2	45.2	60.0	27.8	15.6	44.0	22.1	10.8
LOS by Move:	D	D	D	E+	D	D	E	C	B	D	C+	B+
HCM2k95thQ:	1	14	14	9	12	12	5	11	0	2	21	3

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

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El Camino Real Specific Plan TIA
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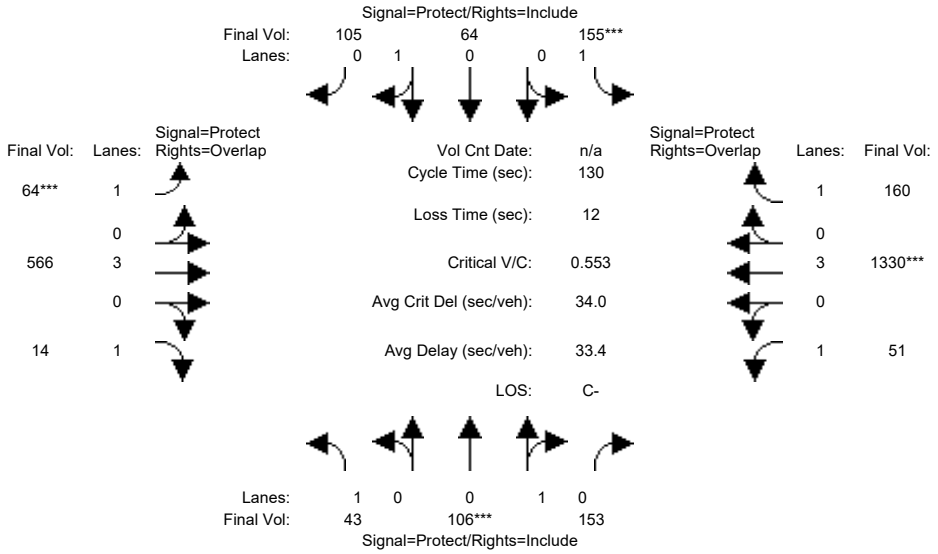
Existing PP AM

Intersection #5: El Camino Real/Calabazas Blvd



Street Name:	Calabazas Blvd						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	43	106	153	155	64	105	64	566	14	51	1330	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	43	106	153	155	64	105	64	566	14	51	1330	160
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	43	106	153	155	64	105	64	566	14	51	1330	160
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	43	106	153	155	64	105	64	566	14	51	1330	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	106	153	155	64	105	64	566	14	51	1330	160
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	43	106	153	155	64	105	64	566	14	51	1330	160
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.41	0.59	1.00	0.38	0.62	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	737	1063	1750	682	1118	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.14	0.14	0.09	0.09	0.09	0.04	0.10	0.01	0.03	0.23	0.09
Crit Moves:		****		****			****				****	
Green Time:	19.9	33.8	33.8	20.8	34.7	34.7	8.6	41.1	61.0	22.3	54.8	75.6
Volume/Cap:	0.16	0.55	0.55	0.55	0.35	0.35	0.55	0.31	0.02	0.17	0.55	0.16
Delay/Veh:	48.1	43.0	43.0	52.7	39.0	39.0	64.6	33.8	18.5	46.2	28.6	12.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.1	43.0	43.0	52.7	39.0	39.0	64.6	33.8	18.5	46.2	28.6	12.6
LOS by Move:	D	D	D	D-	D+	D+	E	C-	B-	D	C	B
HCM2k95thQ:	3	18	18	13	11	11	5	11	1	4	23	6

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

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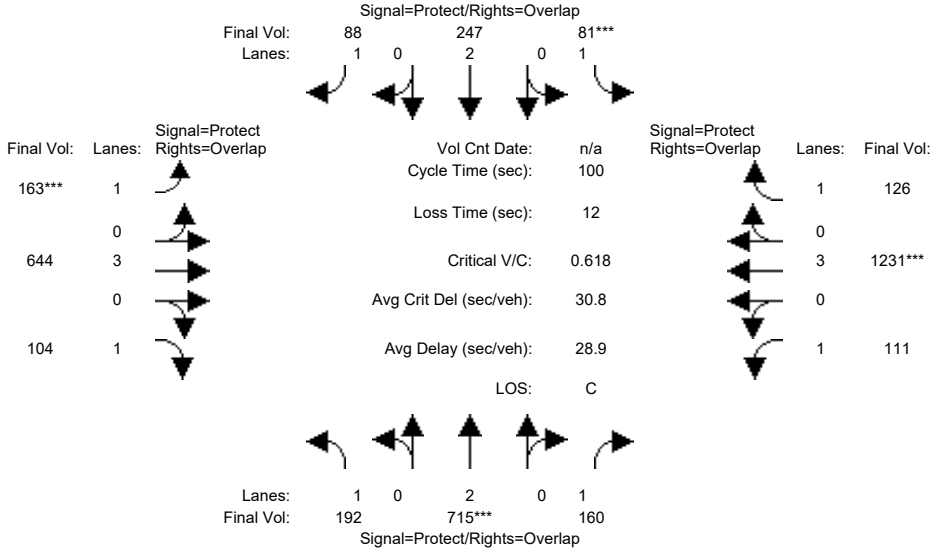
El Camino Real Specific Plan TIA
SJ17-1774
Existing AM Plus Project

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

Intersection #6: El Camino Real/Bowers Ave - Kiely Blvd (CMP)



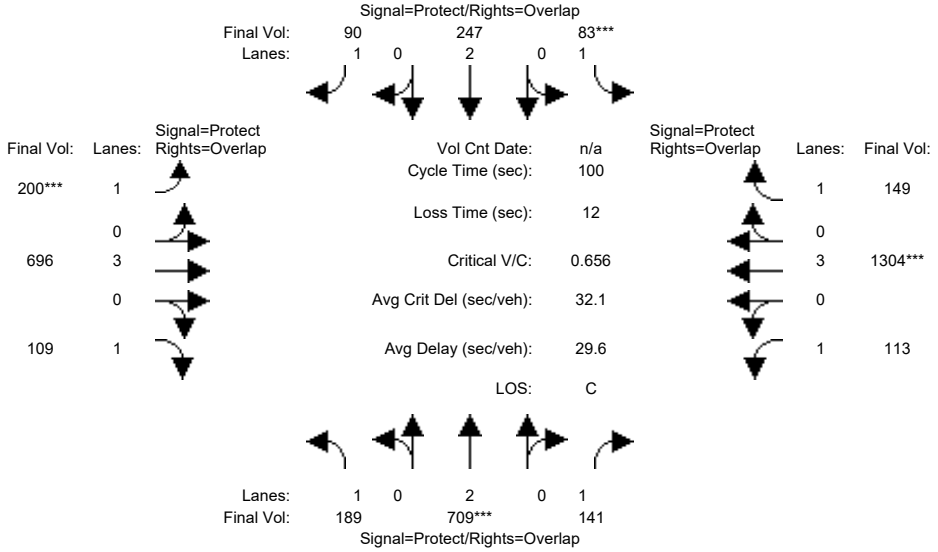
Street Name:	Bowers Ave - Kiely Blvd						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	4	4	4	4	4	4	4	15	15	4	15	15
Y+R:	3.0	4.5	4.5	3.0	4.5	4.5	3.0	4.5	4.5	3.0	4.5	4.5
Volume Module:	8:00 AM - 9:00 AM											
Base Vol:	192	715	160	81	247	88	163	644	104	111	1231	126
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	192	715	160	81	247	88	163	644	104	111	1231	126
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	192	715	160	81	247	88	163	644	104	111	1231	126
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	192	715	160	81	247	88	163	644	104	111	1231	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	192	715	160	81	247	88	163	644	104	111	1231	126
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	192	715	160	81	247	88	163	644	104	111	1231	126
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.19	0.09	0.05	0.07	0.05	0.09	0.11	0.06	0.06	0.22	0.07
Crit Moves:		****		****			****				****	
Green Time:	23.8	30.5	45.3	7.5	14.1	29.2	15.1	35.2	59.0	14.9	35.0	42.5
Volume/Cap:	0.46	0.62	0.20	0.62	0.46	0.17	0.62	0.32	0.10	0.43	0.62	0.17
Delay/Veh:	33.4	30.8	16.6	53.5	40.1	26.6	44.1	23.8	9.0	39.8	27.6	17.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.4	30.8	16.6	53.5	40.1	26.6	44.1	23.8	9.0	39.8	27.6	17.9
LOS by Move:	C-	C	B	D-	D	C	D	C	A	D	C	B
HCM2k95thQ:	10	17	6	5	7	4	10	9	3	7	19	5

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

El Camino Real Specific Plan TIA
SJ17-1774
Existing AM Plus Project

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

Intersection #6: El Camino Real/Bowers Ave - Kiely Blvd (CMP)



Street Name:	Bowers Ave - Kiely Blvd						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	4	4	4	4	4	4	4	15	15	4	15	15
Y+R:	3.0	4.5	4.5	3.0	4.5	4.5	3.0	4.5	4.5	3.0	4.5	4.5
Volume Module:												
Base Vol:	189	709	141	83	247	90	200	696	109	113	1304	149
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	189	709	141	83	247	90	200	696	109	113	1304	149
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	189	709	141	83	247	90	200	696	109	113	1304	149
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	189	709	141	83	247	90	200	696	109	113	1304	149
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	189	709	141	83	247	90	200	696	109	113	1304	149
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	189	709	141	83	247	90	200	696	109	113	1304	149
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.19	0.08	0.05	0.07	0.05	0.11	0.12	0.06	0.06	0.23	0.09
Crit Moves:		****		****			****				****	
Green Time:	22.3	28.5	44.2	7.2	13.4	30.8	17.4	36.6	58.8	15.7	34.9	42.1
Volume/Cap:	0.48	0.66	0.18	0.66	0.48	0.17	0.66	0.33	0.11	0.41	0.66	0.20
Delay/Veh:	34.8	32.9	17.0	57.0	40.8	25.4	43.6	23.0	9.1	38.9	28.3	18.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.8	32.9	17.0	57.0	40.8	25.4	43.6	23.0	9.1	38.9	28.3	18.4
LOS by Move:	C-	C-	B	E+	D	C	D	C	A	D+	C	B-
HCM2k95thQ:	10	17	5	6	7	4	12	10	3	7	20	6

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

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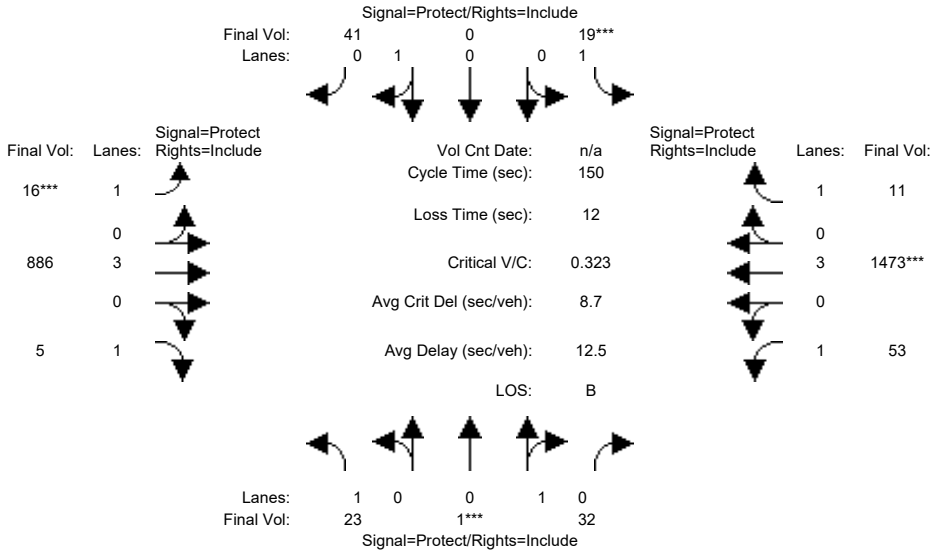
El Camino Real Specific Plan TIA
SJ17-1774
Existing AM Plus Project

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

Intersection #7: El Camino Real/Bowe Ave



Street Name:	Bowe Ave						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:	7:45 - 8:45 AM											
Base Vol:	23	1	32	19	0	41	16	886	5	53	1473	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	1	32	19	0	41	16	886	5	53	1473	11
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	23	1	32	19	0	41	16	886	5	53	1473	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	23	1	32	19	0	41	16	886	5	53	1473	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	1	32	19	0	41	16	886	5	53	1473	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	23	1	32	19	0	41	16	886	5	53	1473	11
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.03	0.97	1.00	0.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	55	1745	1750	0	1800	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.02	0.01	0.00	0.02	0.01	0.16	0.00	0.03	0.26	0.01
Crit Moves:		****		****			****				****	
Green Time:	7.0	10.0	10.0	7.0	0.0	10.0	7.0	93.1	93.1	27.9	114	114.0
Volume/Cap:	0.28	0.28	0.28	0.23	0.00	0.34	0.20	0.25	0.00	0.16	0.34	0.01
Delay/Veh:	71.0	67.8	67.8	70.4	0.0	68.6	70.0	12.8	10.8	51.4	5.9	4.3
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:	71.0	67.8	67.8	70.4	0.0	68.6	70.0	12.8	10.8	51.4	5.9	4.3
LOS by Move:	E	E	E	E	A	E	E	B	B+	D-	A	A
HCM2k95thQ:	3	4	4	2	0	5	2	11	0	4	13	0

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

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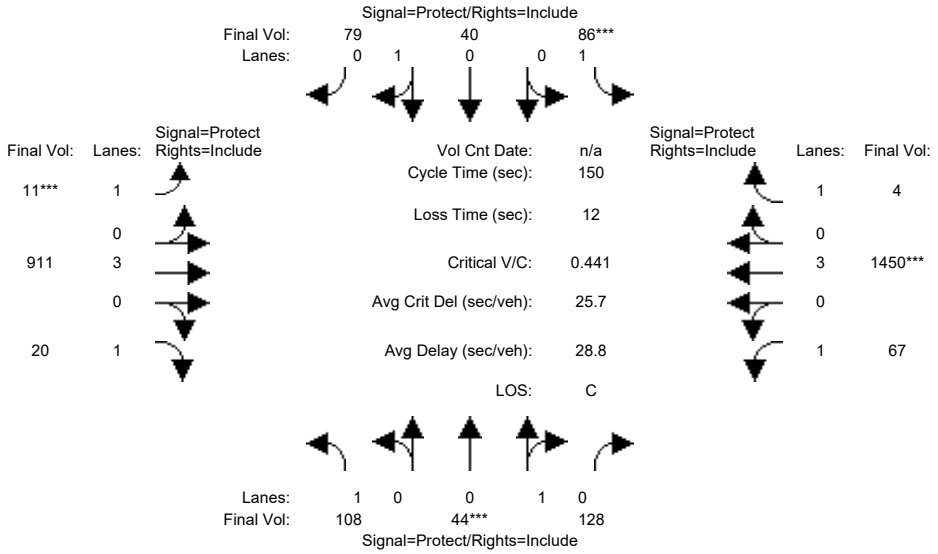
El Camino Real Specific Plan TIA
SJ17-1774
Existing AM Plus Project

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

Intersection #7: El Camino Real/Bowe Ave



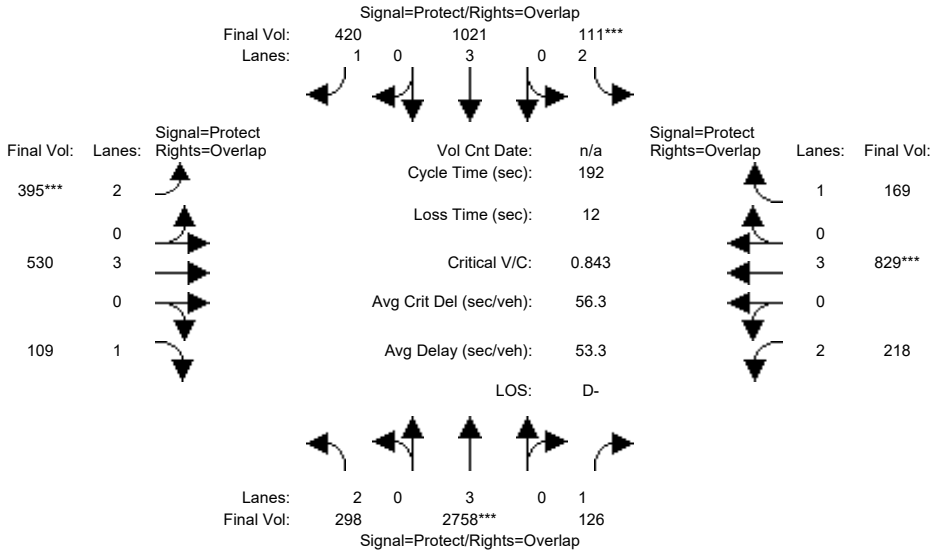
Street Name:	Bowe Ave						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	108	44	128	86	40	79	11	911	20	67	1450	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	108	44	128	86	40	79	11	911	20	67	1450	4
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	108	44	128	86	40	79	11	911	20	67	1450	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	108	44	128	86	40	79	11	911	20	67	1450	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	108	44	128	86	40	79	11	911	20	67	1450	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	108	44	128	86	40	79	11	911	20	67	1450	4
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.26	0.74	1.00	0.34	0.66	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	460	1340	1750	605	1195	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.10	0.10	0.05	0.07	0.07	0.01	0.16	0.01	0.04	0.25	0.00
Crit Moves:		****		****			****				****	
Green Time:	22.8	31.4	31.4	16.1	24.7	24.7	7.0	70.0	70.0	20.5	83.5	83.5
Volume/Cap:	0.41	0.46	0.46	0.46	0.40	0.40	0.13	0.34	0.02	0.28	0.46	0.00
Delay/Veh:	58.5	52.8	52.8	64.6	57.0	57.0	69.3	25.4	21.6	58.8	19.9	14.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.5	52.8	52.8	64.6	57.0	57.0	69.3	25.4	21.6	58.8	19.9	14.8
LOS by Move:	E+	D-	D-	E	E+	E+	E	C	C+	E+	B-	B
HCM2k95thQ:	10	14	14	9	10	10	1	16	1	6	22	0

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

El Camino Real Specific Plan TIA
SJ17-1774
Existing AM Plus Project

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

Intersection #8: El Camino Real/San Tomas Expy (CMP)



Street Name:	San Tomas Expy						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	14	10	10	14	10	10	14	10	10	14	10	10
Y+R:	5.7	5.8	5.8	5.7	5.8	5.8	5.9	5.6	5.6	6.0	5.6	5.6
Volume Module:	7:45 AM - 8:45 AM											
Base Vol:	298	3363	126	111	1215	420	395	530	109	218	829	169
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	298	3363	126	111	1215	420	395	530	109	218	829	169
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	298	3363	126	111	1215	420	395	530	109	218	829	169
User Adj:	1.00	0.82	1.00	1.00	0.84	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	298	2758	126	111	1021	420	395	530	109	218	829	169
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	298	2758	126	111	1021	420	395	530	109	218	829	169
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	298	2758	126	111	1021	420	395	530	109	218	829	169
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	0.83	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	4731	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.48	0.07	0.04	0.22	0.24	0.13	0.09	0.06	0.07	0.15	0.10
Crit Moves:		****		****			****				****	
Green Time:	36.7	106	132.6	14.0	83.7	111.3	27.6	33.4	70.1	26.2	32.0	46.0
Volume/Cap:	0.49	0.87	0.10	0.48	0.49	0.41	0.87	0.53	0.17	0.51	0.87	0.40
Delay/Veh:	70.0	39.9	9.9	87.1	39.1	22.6	97.3	72.8	41.4	77.9	87.0	62.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	70.0	39.9	9.9	87.1	39.1	22.6	97.3	72.8	41.4	77.9	87.0	62.1
LOS by Move:	E	D	A	F	D	C+	F	E	D	E-	F	E
HCM2k95thQ:	17	72	5	7	25	25	26	17	9	13	29	16

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

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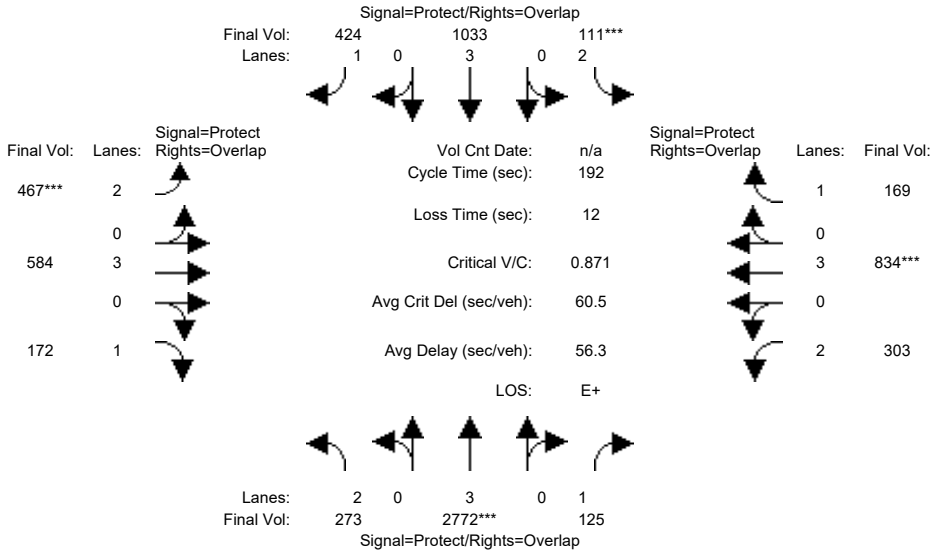
El Camino Real Specific Plan TIA
SJ17-1774
Existing AM Plus Project

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

Intersection #8: El Camino Real/San Tomas Expy (CMP)



Street Name:	San Tomas Expy						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	14	10	10	14	10	10	14	10	10	14	10	10
Y+R:	5.7	5.8	5.8	5.7	5.8	5.8	5.9	5.6	5.6	6.0	5.6	5.6
Volume Module:												
Base Vol:	273	3381	125	111	1230	424	467	584	172	303	834	169
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	273	3381	125	111	1230	424	467	584	172	303	834	169
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	273	3381	125	111	1230	424	467	584	172	303	834	169
User Adj:	1.00	0.82	1.00	1.00	0.84	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	273	2772	125	111	1033	424	467	584	172	303	834	169
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	273	2772	125	111	1033	424	467	584	172	303	834	169
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	273	2772	125	111	1033	424	467	584	172	303	834	169
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	0.83	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	4731	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.49	0.07	0.04	0.22	0.24	0.15	0.10	0.10	0.10	0.15	0.10
Crit Moves:		****		****			****				****	
Green Time:	33.3	103	133.7	14.0	84.0	115.5	31.5	32.3	65.6	30.3	31.1	45.1
Volume/Cap:	0.50	0.90	0.10	0.48	0.50	0.40	0.90	0.61	0.29	0.61	0.90	0.41
Delay/Veh:	72.5	44.0	9.6	87.1	39.0	20.3	97.8	75.2	46.4	77.5	91.0	62.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	72.5	44.0	9.6	87.1	39.0	20.3	97.8	75.2	46.4	77.5	91.0	62.9
LOS by Move:	E	D	A	F	D	C+	F	E-	D	E-	F	E
HCM2k95thQ:	16	76	5	7	25	24	30	19	14	18	30	16

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

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El Camino Real Specific Plan TIA
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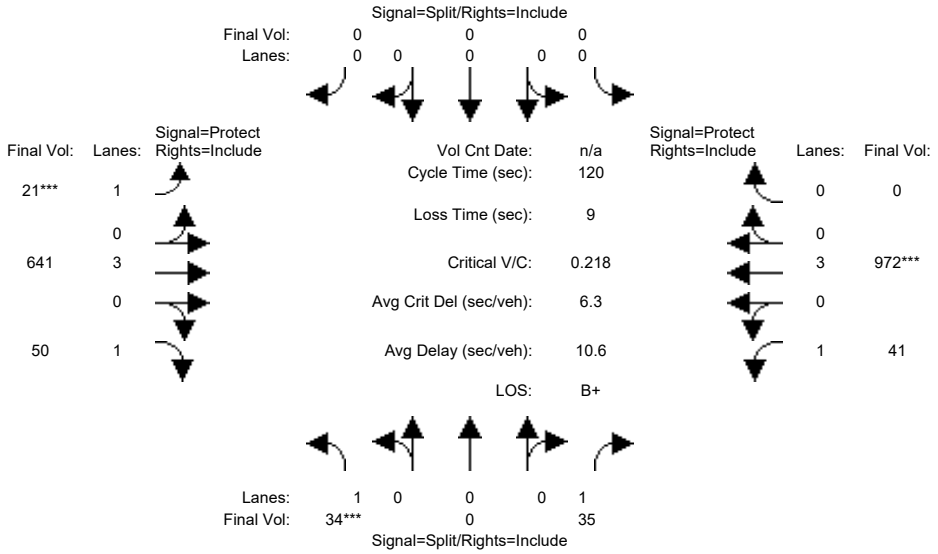
Existing AM

Intersection #9: El Camino Real/McCormick Dr



Street Name:	McCormick Dr						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	7	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:	8:00 AM - 9:00 AM											
Base Vol:	34	0	35	0	0	0	21	641	50	41	972	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	34	0	35	0	0	0	21	641	50	41	972	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	34	0	35	0	0	0	21	641	50	41	972	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:	34	0	35	0	0	0	21	641	50	41	972	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	0	35	0	0	0	21	641	50	41	972	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:	34	0	35	0	0	0	21	641	50	41	972	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	1.00	3.00	1.00	1.00	3.00	0.00
Final Sat.:	1750	0	1750	0	0	0	1750	5700	1750	1750	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.02	0.00	0.00	0.00	0.01	0.11	0.03	0.02	0.17	0.00
Crit Moves:	****						****				****	
Green Time:	10.9	0.0	10.9	0.0	0.0	0.0	7.0	65.9	65.9	34.2	93.1	0.0
Volume/Cap:	0.21	0.00	0.22	0.00	0.00	0.00	0.21	0.20	0.05	0.08	0.22	0.00
Delay/Veh:	51.2	0.0	51.3	0.0	0.0	0.0	54.9	13.8	12.6	31.5	3.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.2	0.0	51.3	0.0	0.0	0.0	54.9	13.8	12.6	31.5	3.7	0.0
LOS by Move:	D-	A	D-	A	A	A	D-	B	B	C	A	A
HCM2k95thQ:	3	0	3	0	0	0	2	8	2	2	6	0

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

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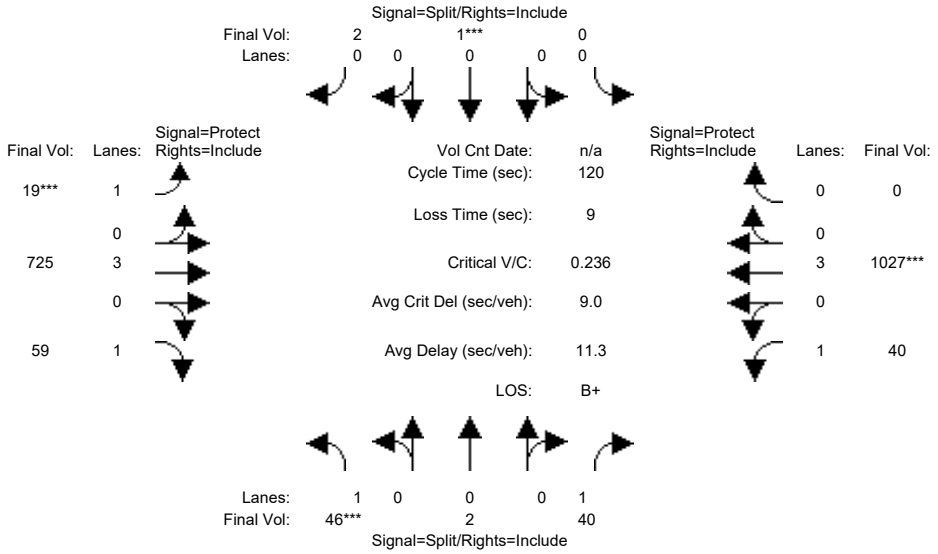
El Camino Real Specific Plan TIA
SJ17-1774
Existing AM Plus Project

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

Intersection #9: El Camino Real/McCormick Dr



Street Name:	McCormick Dr						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	7	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	46	2	40	0	1	2	19	725	59	40	1027	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	2	40	0	1	2	19	725	59	40	1027	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	46	2	40	0	1	2	19	725	59	40	1027	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:	46	2	40	0	1	2	19	725	59	40	1027	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	2	40	0	1	2	19	725	59	40	1027	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:	46	2	40	0	1	2	19	725	59	40	1027	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.05	0.95	0.00	0.33	0.67	1.00	3.00	1.00	1.00	3.00	0.00
Final Sat.:	1800	86	1714	0	600	1200	1750	5700	1750	1750	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.02	0.02	0.00	0.00	0.00	0.01	0.13	0.03	0.02	0.18	0.00
Crit Moves:	****				****		****				****	
Green Time:	12.8	12.8	12.8	0.0	0.8	0.8	7.0	66.7	66.7	30.6	90.3	0.0
Volume/Cap:	0.24	0.22	0.22	0.00	0.24	0.24	0.19	0.23	0.06	0.09	0.24	0.00
Delay/Veh:	49.5	49.3	49.3	0.0	68.9	68.9	54.7	13.6	12.3	34.2	4.5	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:	49.5	49.3	49.3	0.0	68.9	68.9	54.7	13.6	12.3	34.2	4.5	0.0
LOS by Move:	D	D	D	A	E	E	D-	B	B	C-	A	A
HCM2k95thQ:	4	3	3	0	1	1	1	8	2	2	7	0

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

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El Camino Real Specific Plan TIA
SJ17-1774
Existing AM Plus Project

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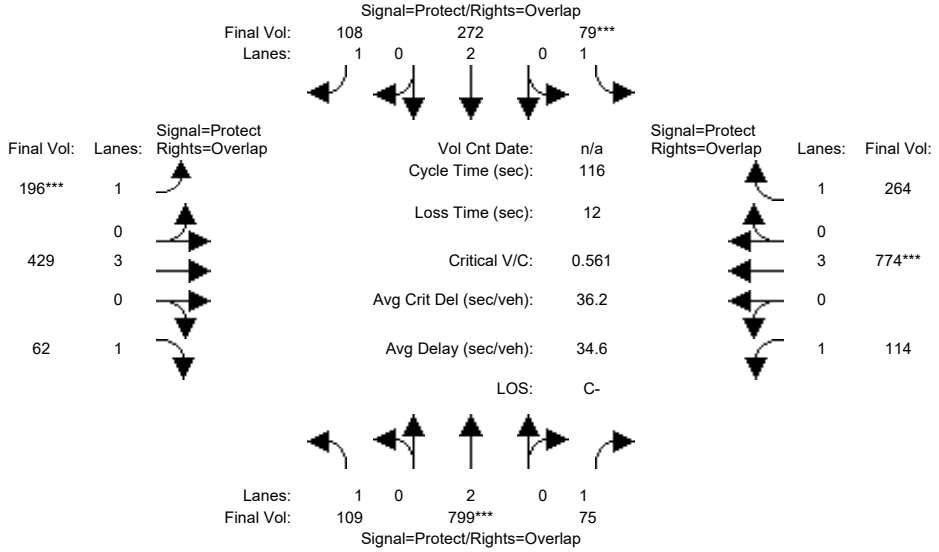
2000 HCM Operations (Future Volume Alternative)
Existing AM

Intersection #10: El Camino Real/Scott Blvd (CMP)



Street Name:	Scott Blvd						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	6	8	8	10	5	5	6	8	8	4	5	5
Y+R:	5.0	5.1	5.1	5.0	5.0	5.0	5.0	5.4	5.4	5.0	5.4	5.4
Volume Module:	8:00 AM - 9:00 AM											
Base Vol:	109	799	75	79	272	108	196	429	62	114	774	264
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	109	799	75	79	272	108	196	429	62	114	774	264
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	109	799	75	79	272	108	196	429	62	114	774	264
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	109	799	75	79	272	108	196	429	62	114	774	264
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	109	799	75	79	272	108	196	429	62	114	774	264
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	109	799	75	79	272	108	196	429	62	114	774	264
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.21	0.04	0.05	0.07	0.06	0.11	0.08	0.04	0.07	0.14	0.15
Crit Moves:		****		****			****				****	
Green Time:	24.7	43.1	66.7	10.0	28.4	51.4	23.0	27.3	52.0	23.6	27.9	37.9
Volume/Cap:	0.29	0.57	0.07	0.52	0.29	0.14	0.57	0.32	0.08	0.32	0.57	0.46
Delay/Veh:	38.7	29.5	11.0	54.1	35.8	19.3	44.2	36.8	18.4	39.9	39.3	31.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.7	29.5	11.0	54.1	35.8	19.3	44.2	36.8	18.4	39.9	39.3	31.6
LOS by Move:	D+	C	B+	D-	D+	B-	D	D+	B-	D	D	C
HCM2k95thQ:	7	20	3	7	8	5	13	8	3	7	15	15

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

El Camino Real Specific Plan TIA
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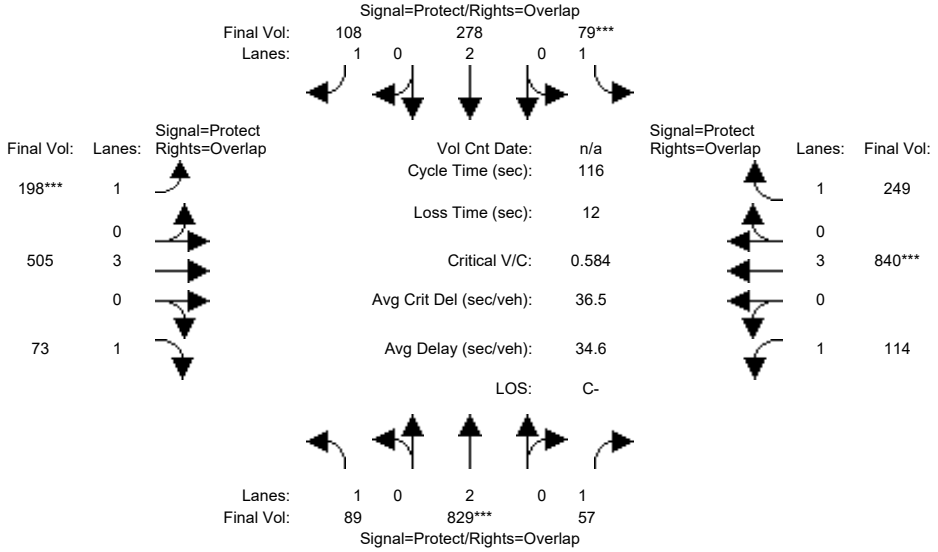
2000 HCM Operations (Future Volume Alternative)
Existing PP AM

Intersection #10: El Camino Real/Scott Blvd (CMP)



Street Name:	Scott Blvd						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	6	8	8	10	5	5	6	8	8	4	5	5
Y+R:	5.0	5.1	5.1	5.0	5.0	5.0	5.0	5.4	5.4	5.0	5.4	5.4
Volume Module:												
Base Vol:	89	829	57	79	278	108	198	505	73	114	840	249
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	89	829	57	79	278	108	198	505	73	114	840	249
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	89	829	57	79	278	108	198	505	73	114	840	249
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	89	829	57	79	278	108	198	505	73	114	840	249
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	829	57	79	278	108	198	505	73	114	840	249
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	89	829	57	79	278	108	198	505	73	114	840	249
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.22	0.03	0.05	0.07	0.06	0.11	0.09	0.04	0.07	0.15	0.14
Crit Moves:		****		****			****				****	
Green Time:	21.9	42.8	64.5	10.0	31.0	53.2	22.2	29.5	51.4	21.7	28.9	38.9
Volume/Cap:	0.27	0.59	0.06	0.52	0.27	0.13	0.59	0.35	0.09	0.35	0.59	0.42
Delay/Veh:	40.7	30.2	11.8	54.1	33.8	18.2	45.5	35.5	18.8	41.7	39.0	30.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.7	30.2	11.8	54.1	33.8	18.2	45.5	35.5	18.8	41.7	39.0	30.3
LOS by Move:	D	C	B+	D-	C-	B-	D	D+	B-	D	D+	C
HCM2k95thQ:	6	21	2	7	8	5	13	9	3	7	16	14

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

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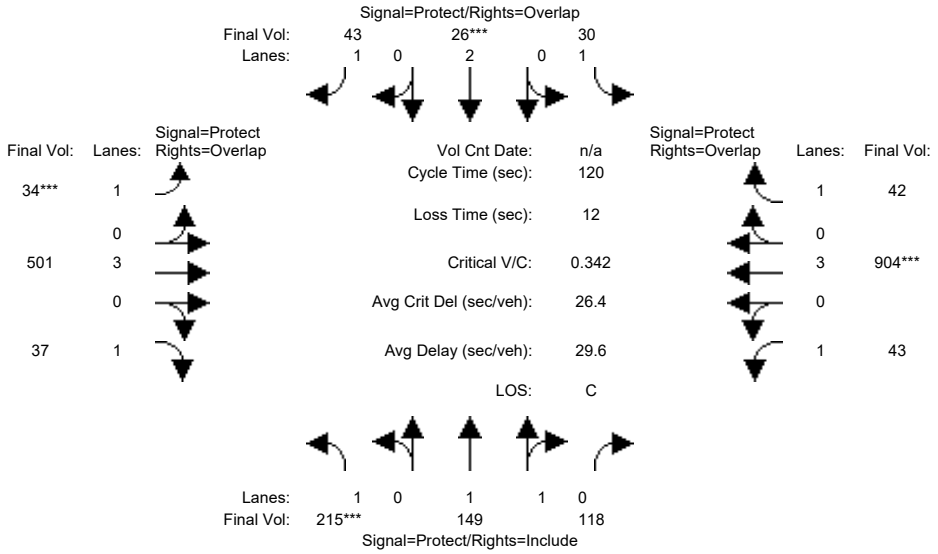
El Camino Real Specific Plan TIA
SJ17-1774
Existing AM Plus Project

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

Intersection #11: El Camino Real/Lincoln St (CMP)



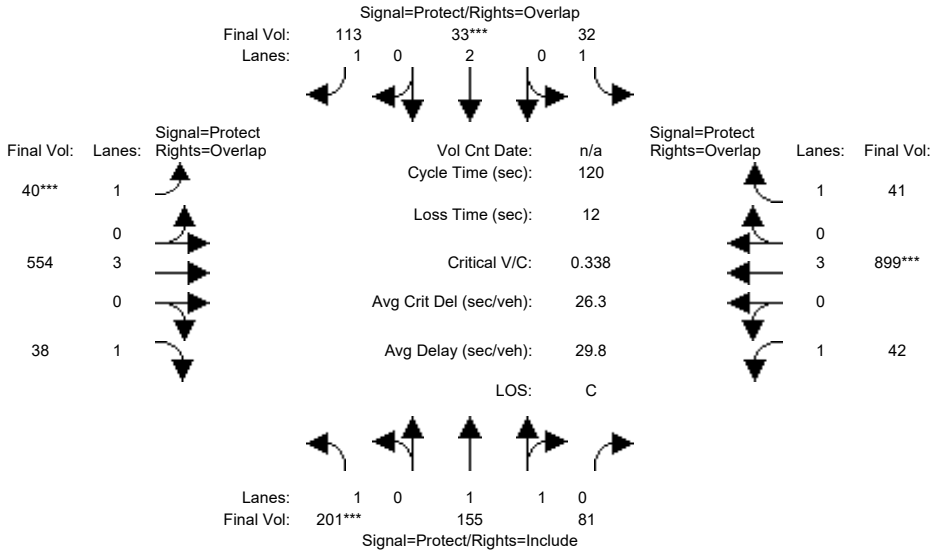
Street Name:	Lincoln St						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:	8:00 AM - 9:00 AM											
Base Vol:	215	149	118	30	26	43	34	501	37	43	904	42
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	215	149	118	30	26	43	34	501	37	43	904	42
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	215	149	118	30	26	43	34	501	37	43	904	42
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	215	149	118	30	26	43	34	501	37	43	904	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	215	149	118	30	26	43	34	501	37	43	904	42
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	215	149	118	30	26	43	34	501	37	43	904	42
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.09	0.91	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	2064	1634	1750	3800	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.07	0.07	0.02	0.01	0.02	0.02	0.09	0.02	0.02	0.16	0.02
Crit Moves:	****				****		****				****	
Green Time:	39.7	29.2	29.2	20.5	10.0	17.0	7.0	35.0	74.8	23.2	51.3	71.8
Volume/Cap:	0.37	0.30	0.30	0.10	0.08	0.17	0.33	0.30	0.03	0.13	0.37	0.04
Delay/Veh:	31.0	37.2	37.2	42.1	50.9	45.7	56.2	33.1	8.7	40.2	23.5	10.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.0	37.2	37.2	42.1	50.9	45.7	56.2	33.1	8.7	40.2	23.5	10.0
LOS by Move:	C	D+	D+	D	D	D	E+	C-	A	D	C	A
HCM2k95thQ:	12	8	8	2	1	3	3	9	1	3	14	1

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

El Camino Real Specific Plan TIA
SJ17-1774
Existing AM Plus Project

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

Intersection #11: El Camino Real/Lincoln St (CMP)



Street Name:	Lincoln St						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	201	155	81	32	33	113	40	554	38	42	899	41
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	201	155	81	32	33	113	40	554	38	42	899	41
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	201	155	81	32	33	113	40	554	38	42	899	41
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	201	155	81	32	33	113	40	554	38	42	899	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	201	155	81	32	33	113	40	554	38	42	899	41
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	201	155	81	32	33	113	40	554	38	42	899	41
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.29	0.71	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	2429	1269	1750	3800	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.06	0.06	0.02	0.01	0.06	0.02	0.10	0.02	0.02	0.16	0.02
Crit Moves:	****				****		****				****	
Green Time:	38.1	28.3	28.3	19.8	10.0	17.6	7.6	37.4	75.5	22.5	52.3	72.1
Volume/Cap:	0.36	0.27	0.27	0.11	0.10	0.44	0.36	0.31	0.03	0.13	0.36	0.04
Delay/Veh:	32.0	37.6	37.6	42.8	51.0	47.9	55.9	31.6	8.4	40.8	22.8	9.8
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:	32.0	37.6	37.6	42.8	51.0	47.9	55.9	31.6	8.4	40.8	22.8	9.8
LOS by Move:	C	D+	D+	D	D-	D	E+	C	A	D	C+	A
HCM2k95thQ:	12	7	7	2	1	9	3	10	1	3	13	1

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

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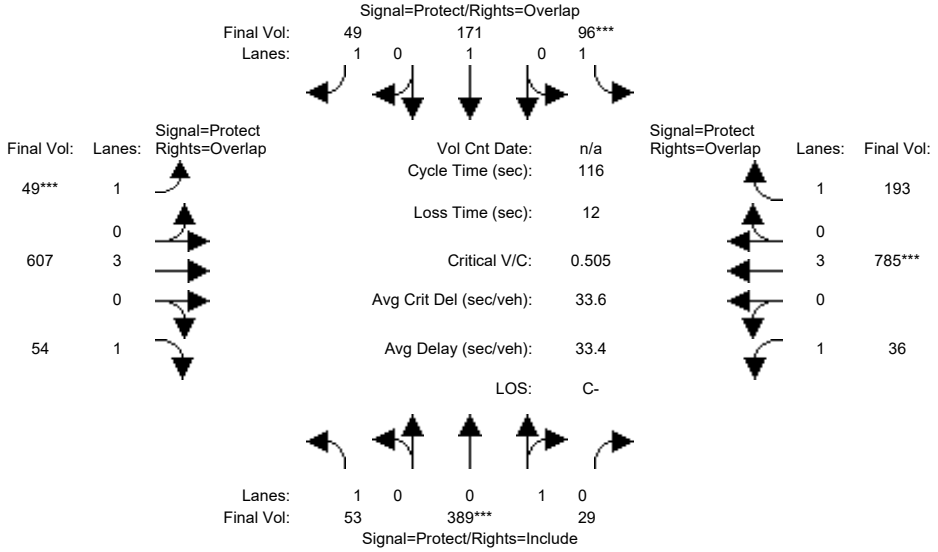
El Camino Real Specific Plan TIA
SJ17-1774
Existing AM Plus Project

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

Intersection #12: El Camino Real/Monroe St (CMP)



Street Name:	Monroe St						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	5	10	10	5	10	10
Y+R:	4.0	5.2	5.2	4.5	5.2	5.2	4.5	6.4	6.4	4.0	6.4	6.4
Volume Module:7:45AM - 8:45AM												
Base Vol:	53	389	29	96	171	49	49	607	54	36	785	193
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	53	389	29	96	171	49	49	607	54	36	785	193
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	53	389	29	96	171	49	49	607	54	36	785	193
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	53	389	29	96	171	49	49	607	54	36	785	193
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	389	29	96	171	49	49	607	54	36	785	193
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	53	389	29	96	171	49	49	607	54	36	785	193
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.93	0.07	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	1675	125	1750	1900	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.23	0.23	0.05	0.09	0.03	0.03	0.11	0.03	0.02	0.14	0.11
Crit Moves:		****		****			****				****	
Green Time:	26.5	53.3	53.3	12.6	39.5	45.9	6.4	27.1	53.6	11.0	31.6	44.2
Volume/Cap:	0.13	0.51	0.51	0.51	0.26	0.07	0.51	0.46	0.07	0.22	0.51	0.29
Delay/Veh:	35.8	22.5	22.5	50.9	28.0	21.8	57.5	38.4	17.4	49.2	35.9	25.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.8	22.5	22.5	50.9	28.0	21.8	57.5	38.4	17.4	49.2	35.9	25.2
LOS by Move:	D+	C+	C+	D	C	C+	E+	D+	B	D	D+	C
HCM2k95thQ:	3	20	20	7	8	2	4	12	2	3	14	10

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

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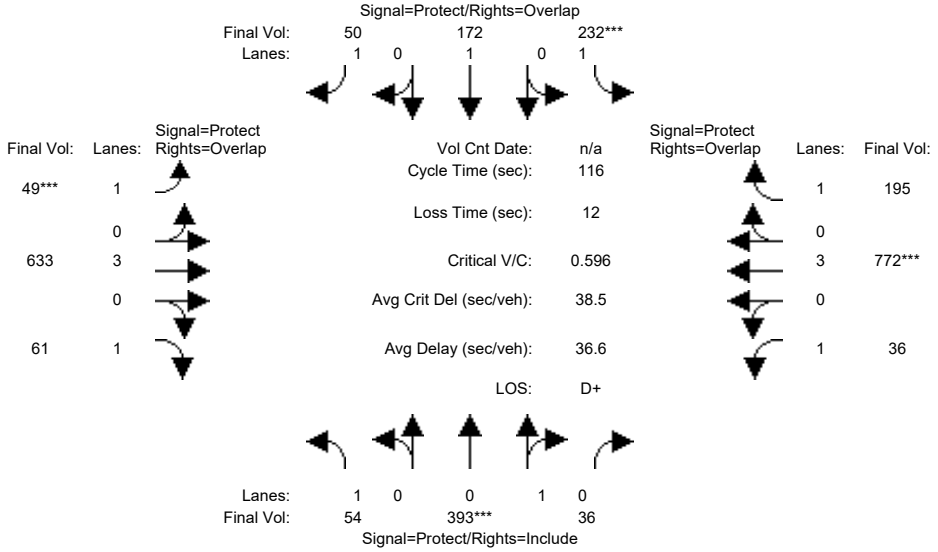
El Camino Real Specific Plan TIA
SJ17-1774
Existing AM Plus Project

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

Intersection #12: El Camino Real/Monroe St (CMP)



Street Name:	Monroe St						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	5	10	10	5	10	10
Y+R:	4.0	5.2	5.2	4.5	5.2	5.2	4.5	6.4	6.4	4.0	6.4	6.4
Volume Module:												
Base Vol:	54	393	36	232	172	50	49	633	61	36	772	195
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	54	393	36	232	172	50	49	633	61	36	772	195
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	54	393	36	232	172	50	49	633	61	36	772	195
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	54	393	36	232	172	50	49	633	61	36	772	195
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	393	36	232	172	50	49	633	61	36	772	195
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	54	393	36	232	172	50	49	633	61	36	772	195
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.92	0.08	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	1649	151	1750	1900	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.24	0.24	0.13	0.09	0.03	0.03	0.11	0.03	0.02	0.14	0.11
Crit Moves:		****		****			****				****	
Green Time:	28.9	46.4	46.4	25.8	43.3	48.8	5.4	22.9	51.8	8.9	26.4	52.2
Volume/Cap:	0.12	0.60	0.60	0.60	0.24	0.07	0.60	0.56	0.08	0.27	0.60	0.25
Delay/Veh:	33.9	28.8	28.8	42.9	25.2	20.1	65.6	42.7	18.5	51.6	40.8	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:	33.9	28.8	28.8	42.9	25.2	20.1	65.6	42.7	18.5	51.6	40.8	19.9
LOS by Move:	C-	C	C	D	C	C+	E	D	B-	D-	D	B-
HCM2k95thQ:	3	23	23	15	8	2	4	13	3	3	15	9

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

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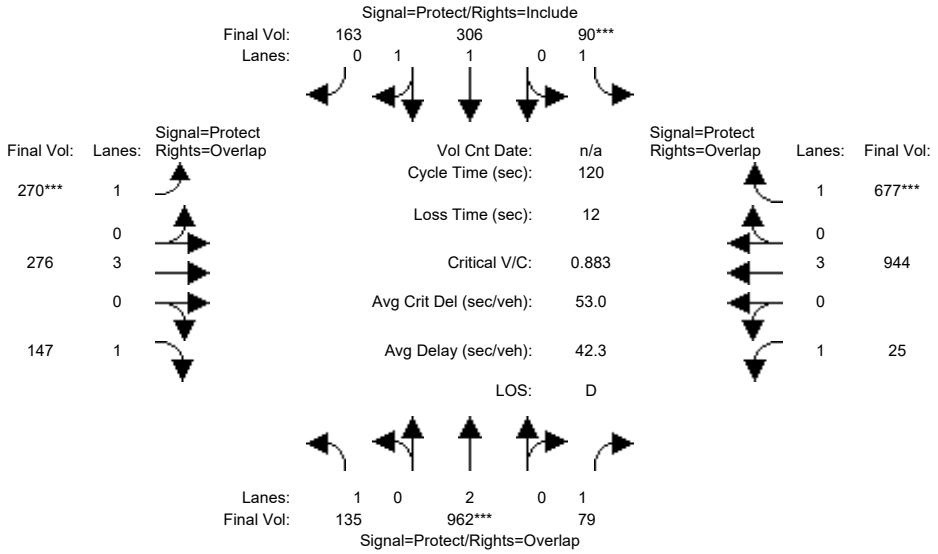
El Camino Real Specific Plan TIA
SJ17-1774
Existing AM Plus Project

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

Intersection #13: El Camino Real/Lafayette St (CMP)



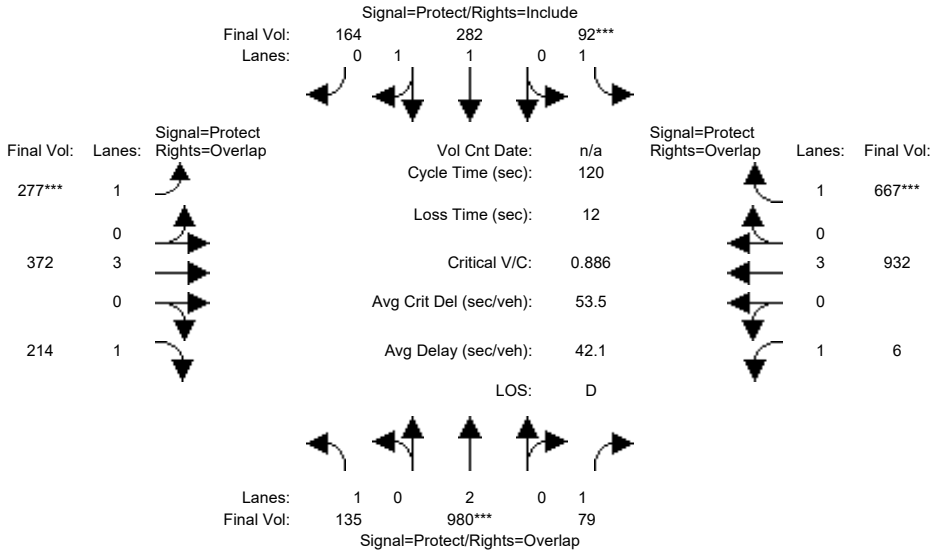
Street Name:	Lafayette St						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	6	8	8	6	12	12	4	12	12	8	10	10
Y+R:	4.0	5.0	5.0	4.0	5.0	5.0	44.0	5.4	5.4	4.0	5.4	5.4
Volume Module:	7:45 - 8:45 AM											
Base Vol:	135	962	79	90	306	163	270	276	147	25	944	677
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	135	962	79	90	306	163	270	276	147	25	944	677
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	135	962	79	90	306	163	270	276	147	25	944	677
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	135	962	79	90	306	163	270	276	147	25	944	677
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	135	962	79	90	306	163	270	276	147	25	944	677
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	135	962	79	90	306	163	270	276	147	25	944	677
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.29	0.71	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	2413	1285	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.25	0.05	0.05	0.13	0.13	0.15	0.05	0.08	0.01	0.17	0.39
Crit Moves:		****		****			****					****
Green Time:	15.7	34.4	61.1	7.0	25.7	25.7	21.0	40.0	55.6	26.6	45.6	52.6
Volume/Cap:	0.59	0.88	0.09	0.88	0.59	0.59	0.88	0.15	0.18	0.06	0.44	0.88
Delay/Veh:	53.2	49.5	15.2	109.6	43.6	43.6	72.8	28.1	19.0	36.9	27.8	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:	53.2	49.5	15.2	109.6	43.6	43.6	72.8	28.1	19.0	36.9	27.8	42.6
LOS by Move:	D-	D	B	F	D	D	E	C	B-	D+	C	D
HCM2k95thQ:	11	34	3	12	16	16	21	5	7	2	16	43

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

El Camino Real Specific Plan TIA
SJ17-1774
Existing AM Plus Project

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

Intersection #13: El Camino Real/Lafayette St (CMP)



Street Name:	Lafayette St						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	6	8	8	6	12	12	4	12	12	8	10	10
Y+R:	4.0	5.0	5.0	4.0	5.0	5.0	44.0	5.4	5.4	4.0	5.4	5.4
Volume Module:												
Base Vol:	135	980	79	92	282	164	277	372	214	6	932	667
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	135	980	79	92	282	164	277	372	214	6	932	667
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	135	980	79	92	282	164	277	372	214	6	932	667
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	135	980	79	92	282	164	277	372	214	6	932	667
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	135	980	79	92	282	164	277	372	214	6	932	667
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	135	980	79	92	282	164	277	372	214	6	932	667
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.24	0.76	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	2338	1360	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.26	0.05	0.05	0.12	0.12	0.16	0.07	0.12	0.00	0.16	0.38
Crit Moves:		****		****			****					****
Green Time:	16.4	34.9	61.3	7.1	25.6	25.6	21.4	39.6	56.0	26.4	44.5	51.6
Volume/Cap:	0.56	0.89	0.09	0.89	0.56	0.56	0.89	0.20	0.26	0.02	0.44	0.89
Delay/Veh:	51.5	49.4	15.1	109.8	43.1	43.1	72.8	28.9	19.6	36.7	28.5	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:	51.5	49.4	15.1	109.8	43.1	43.1	72.8	28.9	19.6	36.7	28.5	43.7
LOS by Move:	D-	D	B	F	D	D	E	C	B-	D+	C	D
HCM2k95thQ:	11	35	3	12	15	15	21	6	10	0	16	43

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

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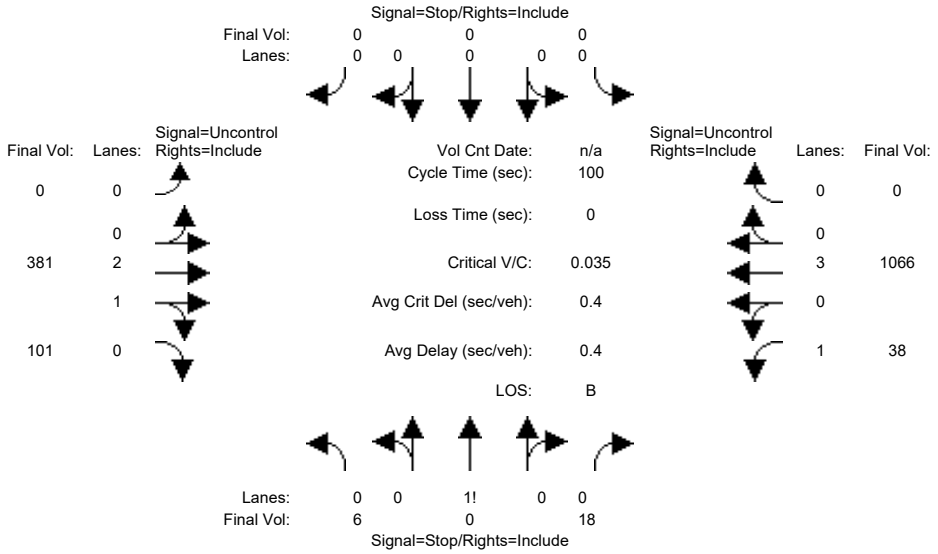
El Camino Real Specific Plan TIA
SJ17-1774
Existing AM Plus Project

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

Intersection #14: El Camino Real/Harrison St




```
Street Name:           Harrison St                      El Camino Real
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:8:00 AM - 9:00 AM
Base Vol:       6    0    18     0    0     0     0  381   101    38 1066     0
Growth Adj:  1.00 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    0    18     0    0     0     0  381   101    38 1066     0
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    6    0    18     0    0     0     0  381   101    38 1066     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:     6    0    18     0    0     0     0  381   101    38 1066     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    6    0    18     0    0     0     0  381   101    38 1066     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  6.8  6.5   6.9 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:  3.5  4.0   3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  863 1574   178  xxxx xxxx xxxxx  xxxx xxxx xxxxx   482 xxxx xxxxx
Potent Cap.:  298  111   841  xxxx xxxx xxxxx  xxxx xxxx xxxxx  1091 xxxx xxxxx
Move Cap.:    290  107   841  xxxx xxxx xxxxx  xxxx xxxx xxxxx  1091 xxxx xxxxx
Volume/Cap:  0.02 0.00  0.02  xxxx xxxx  xxxx  xxxx xxxx  xxxx  0.03 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.1 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx   8.4 xxxx xxxxx
LOS by Move:    *    *     *     *    *     *     *    *     *     A    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx  570 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx  0.1 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx 11.6 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    B     *     *    *     *     *    *     *     *    *     *
ApproachDel:      11.6           xxxxxx           xxxxxx           xxxxxx
ApproachLOS:         B                *                *                *
Note: Queue reported is the number of cars per lane.
                     Peak Hour Delay Signal Warrant Report
*******************************************************************************
Intersection #14 El Camino Real/Harrison St
*******************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
```

```
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0  0  1! 0  0    0  0  0  0  0    0  0  2  1  0    1  0  3  0  0
Initial Vol:    6    0    18     0    0     0     0  381   101    38 1066     0
ApproachDel:      11.6           xxxxxx           xxxxxx           xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=24]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1610]
   SUCCEED - Total volume greater than or equal to 650 for intersection
             with less than four approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
                Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #14 El Camino Real/Harrison St
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0  0  1! 0  0    0  0  0  0  0    0  0  2  1  0    1  0  3  0  0
Initial Vol:    6    0    18     0    0     0     0  381   101    38 1066     0
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             1586
Minor Approach Volume:           24
Minor Approach Volume Threshold: 126
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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

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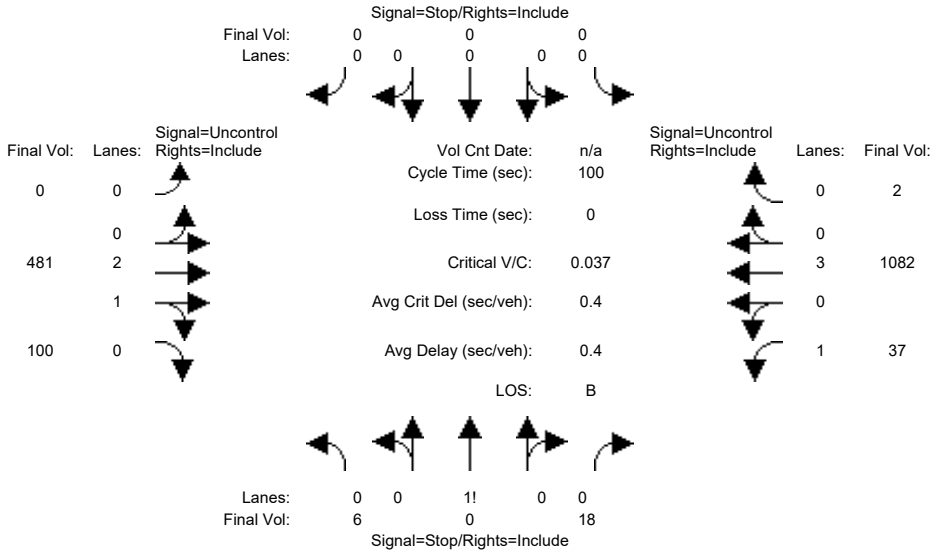
El Camino Real Specific Plan TIA
SJ17-1774
Existing AM Plus Project

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

Intersection #14: El Camino Real/Harrison St




```
Street Name:           Harrison St                      El Camino Real
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       6    0    18     0    0     0     0  481   100    37 1082     2
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    6    0    18     0    0     0     0  481   100    37 1082     2
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    6    0    18     0    0     0     0  481   100    37 1082     2
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     6    0    18     0    0     0     0  481   100    37 1082     2
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    6    0    18     0    0     0     0  481   100    37 1082     2
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  6.8  6.5   6.9 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:  3.5  4.0   3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  966 1689   210  xxxx xxxx xxxxx  xxxx xxxx xxxxx   581 xxxx xxxxx
Potent Cap.:  256   94   801  xxxx xxxx xxxxx  xxxx xxxx xxxxx  1003 xxxx xxxxx
Move Cap.:    249   91   801  xxxx xxxx xxxxx  xxxx xxxx xxxxx  1003 xxxx xxxxx
Volume/Cap:  0.02 0.00  0.02  xxxx xxxx  xxxx  xxxx xxxx  xxxx  0.04 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.1 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx   8.7 xxxx xxxxx
LOS by Move:    *    *     *     *    *     *     *    *     *     A    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx  515 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx  0.1 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx 12.3 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    B     *     *    *     *     *    *     *     *    *     *
ApproachDel:      12.3           xxxxxx           xxxxxx           xxxxxx
ApproachLOS:         B                *                *                *
Note: Queue reported is the number of cars per lane.
                     Peak Hour Delay Signal Warrant Report
*******************************************************************************
Intersection #14 El Camino Real/Harrison St
*******************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
```

```
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0  0  1! 0  0    0  0  0  0  0    0  0  2  1  0    1  0  2  1  0
Initial Vol:    6    0    18     0    0     0     0  481   100    37 1082     2
ApproachDel:      12.3           xxxxxx           xxxxxx           xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=24]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1726]
   SUCCEED - Total volume greater than or equal to 650 for intersection
             with less than four approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
                Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #14 El Camino Real/Harrison St
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0  0  1! 0  0    0  0  0  0  0    0  0  2  1  0    1  0  2  1  0
Initial Vol:    6    0    18     0    0     0     0  481   100    37 1082     2
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             1702
Minor Approach Volume:           24
Minor Approach Volume Threshold: 102
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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

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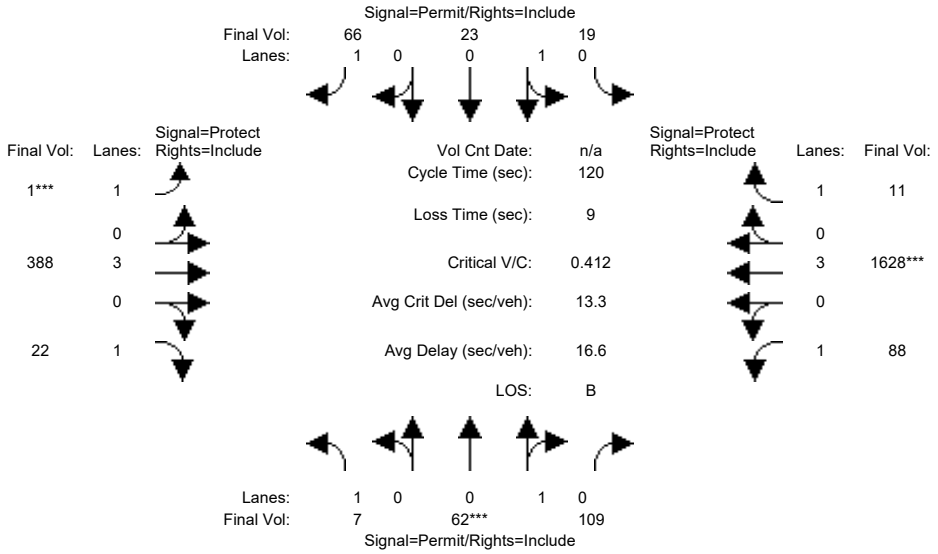
El Camino Real Specific Plan TIA
SJ17-1774
Existing AM Plus Project

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

Intersection #15: El Camino Real/Benton St



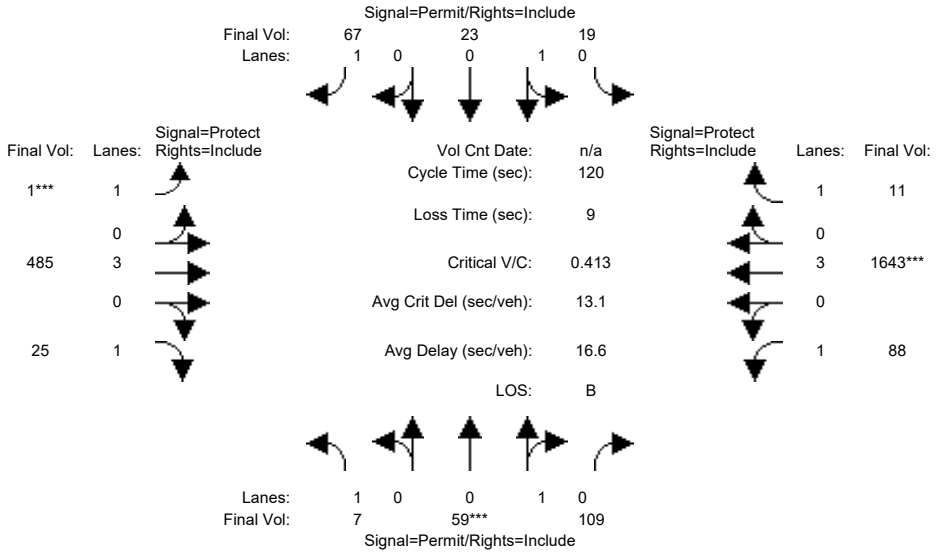
Street Name:	Benton St						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:	8:00 AM - 9:00 AM											
Base Vol:	7	62	109	19	23	66	1	388	22	88	1628	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	62	109	19	23	66	1	388	22	88	1628	11
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	62	109	19	23	66	1	388	22	88	1628	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	62	109	19	23	66	1	388	22	88	1628	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	62	109	19	23	66	1	388	22	88	1628	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	7	62	109	19	23	66	1	388	22	88	1628	11
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.36	0.64	0.45	0.55	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	653	1147	814	986	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.10	0.10	0.02	0.02	0.04	0.00	0.07	0.01	0.05	0.29	0.01
Crit Moves:		****					****				****	
Green Time:	26.0	26.0	26.0	26.0	26.0	26.0	7.0	50.0	50.0	35.0	78.0	78.0
Volume/Cap:	0.02	0.44	0.44	0.11	0.11	0.17	0.01	0.16	0.03	0.17	0.44	0.01
Delay/Veh:	37.0	41.5	41.5	37.9	37.9	38.5	53.3	21.9	20.7	31.8	10.4	7.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.0	41.5	41.5	37.9	37.9	38.5	53.3	21.9	20.7	31.8	10.4	7.4
LOS by Move:	D+	D	D	D+	D+	D+	D-	C+	C+	C	B+	A
HCM2k95thQ:	0	12	12	3	3	4	0	6	1	5	18	0

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

El Camino Real Specific Plan TIA
SJ17-1774
Existing AM Plus Project

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

Intersection #15: El Camino Real/Benton St



Street Name:	Benton St						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	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:												
Base Vol:	7	59	109	19	23	67	1	485	25	88	1643	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	59	109	19	23	67	1	485	25	88	1643	11
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	59	109	19	23	67	1	485	25	88	1643	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	59	109	19	23	67	1	485	25	88	1643	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	59	109	19	23	67	1	485	25	88	1643	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	7	59	109	19	23	67	1	485	25	88	1643	11
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.35	0.65	0.45	0.55	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	632	1168	814	986	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.09	0.09	0.02	0.02	0.04	0.00	0.09	0.01	0.05	0.29	0.01
Crit Moves:		****					****				****	
Green Time:	25.4	25.4	25.4	25.4	25.4	25.4	7.0	50.8	50.8	34.8	78.6	78.6
Volume/Cap:	0.02	0.44	0.44	0.11	0.11	0.18	0.01	0.20	0.03	0.17	0.44	0.01
Delay/Veh:	37.4	41.9	41.9	38.3	38.3	39.0	53.3	21.9	20.3	32.0	10.1	7.2
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:	37.4	41.9	41.9	38.3	38.3	39.0	53.3	21.9	20.3	32.0	10.1	7.2
LOS by Move:	D+	D	D	D+	D+	D+	D-	C+	C+	C-	B+	A
HCM2k95thQ:	0	11	11	3	3	4	0	7	1	5	18	0

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

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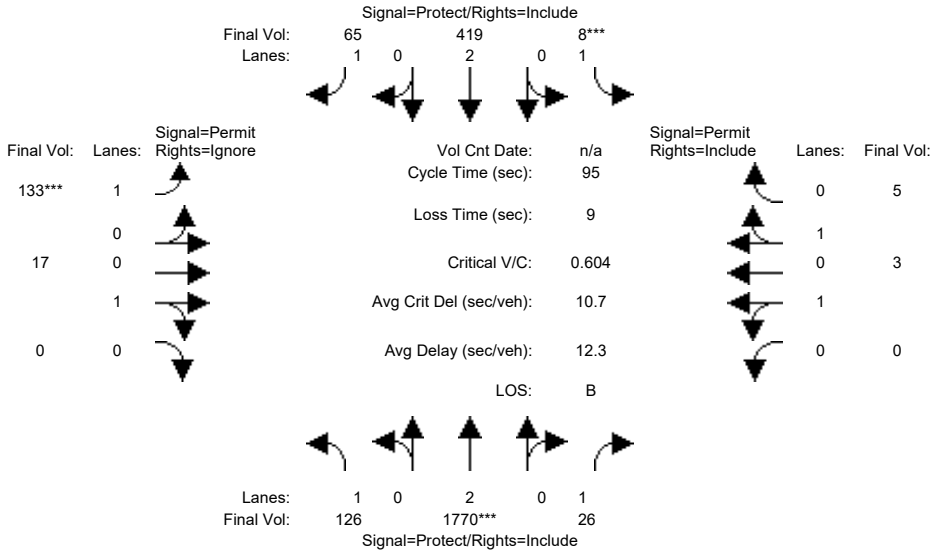
El Camino Real Specific Plan TIA
SJ17-1774
Existing AM Plus Project

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

Intersection #16: El Camino Real/The Alameda (CMP)



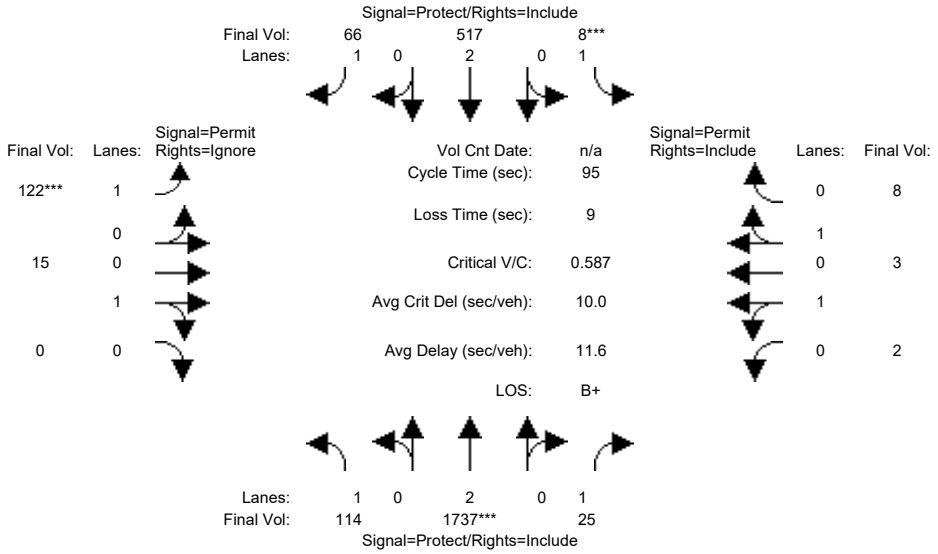
Street Name:	El Camino Real						The Alameda					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:	8:00 AM - 9:00 AM											
Base Vol:	126	1770	26	8	419	65	133	17	46	0	3	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	126	1770	26	8	419	65	133	17	46	0	3	5
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	126	1770	26	8	419	65	133	17	46	0	3	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	126	1770	26	8	419	65	133	17	0	0	3	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	126	1770	26	8	419	65	133	17	0	0	3	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	126	1770	26	8	419	65	133	17	0	0	3	5
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.92	0.92	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1800	0	0	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.07	0.47	0.01	0.00	0.11	0.04	0.08	0.01	0.00	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green Time:	30.0	67.9	67.9	7.0	44.9	44.9	11.1	11.1	0.0	0.0	11.1	11.1
Volume/Cap:	0.23	0.65	0.02	0.06	0.23	0.08	0.65	0.08	0.00	0.00	0.01	0.02
Delay/Veh:	24.2	7.8	3.9	41.1	14.9	13.8	47.4	37.6	0.0	0.0	37.1	37.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.2	7.8	3.9	41.1	14.9	13.8	47.4	37.6	0.0	0.0	37.1	37.2
LOS by Move:	C	A	A	D	B	B	D	D+	A	A	D+	D+
HCM2k95thQ:	6	24	0	1	7	2	10	1	0	0	0	0

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

El Camino Real Specific Plan TIA
SJ17-1774
Existing AM Plus Project

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

Intersection #16: El Camino Real/The Alameda (CMP)



Street Name:	El Camino Real						The Alameda					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	114	1737	25	8	517	66	122	15	40	2	3	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	114	1737	25	8	517	66	122	15	40	2	3	8
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	114	1737	25	8	517	66	122	15	40	2	3	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	114	1737	25	8	517	66	122	15	0	2	3	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	114	1737	25	8	517	66	122	15	0	2	3	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	114	1737	25	8	517	66	122	15	0	2	3	8
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.92	0.95	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	0.00	0.40	0.60	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1800	0	720	1080	1800
Capacity Analysis Module:												
Vol/Sat:	0.07	0.46	0.01	0.00	0.14	0.04	0.07	0.01	0.00	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green Time:	26.5	68.5	68.5	7.0	49.0	49.0	10.5	10.5	0.0	10.5	10.5	10.5
Volume/Cap:	0.23	0.63	0.02	0.06	0.26	0.07	0.63	0.08	0.00	0.03	0.03	0.04
Delay/Veh:	26.6	7.3	3.7	41.1	13.0	11.6	47.2	38.1	0.0	37.7	37.7	37.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.6	7.3	3.7	41.1	13.0	11.6	47.2	38.1	0.0	37.7	37.7	37.8
LOS by Move:	C	A	A	D	B	B+	D	D+	A	D+	D+	D+
HCM2k95thQ:	5	23	0	1	8	2	9	1	0	0	0	1

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

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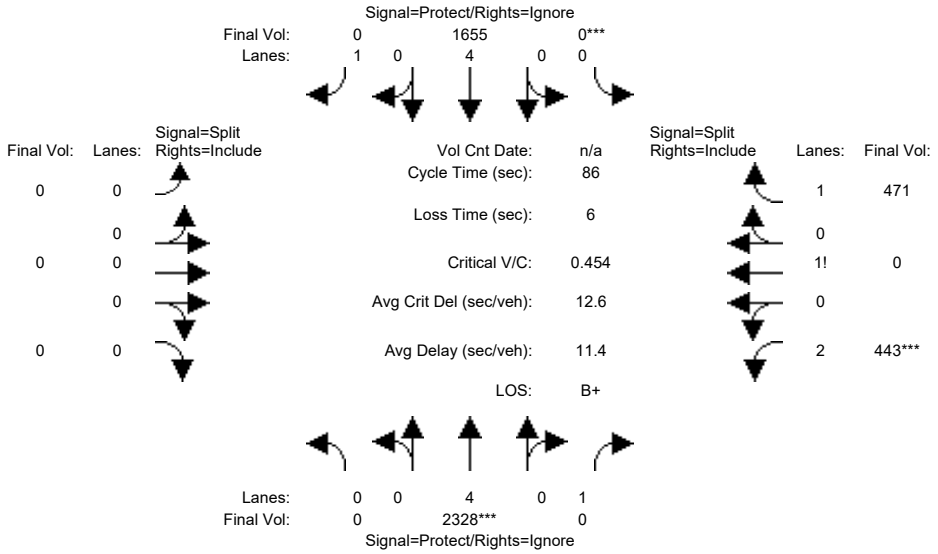
El Camino Real Specific Plan TIA
SJ17-1774
Existing AM Plus Project

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

Intersection #17: Lawrence Expy/NB US 101



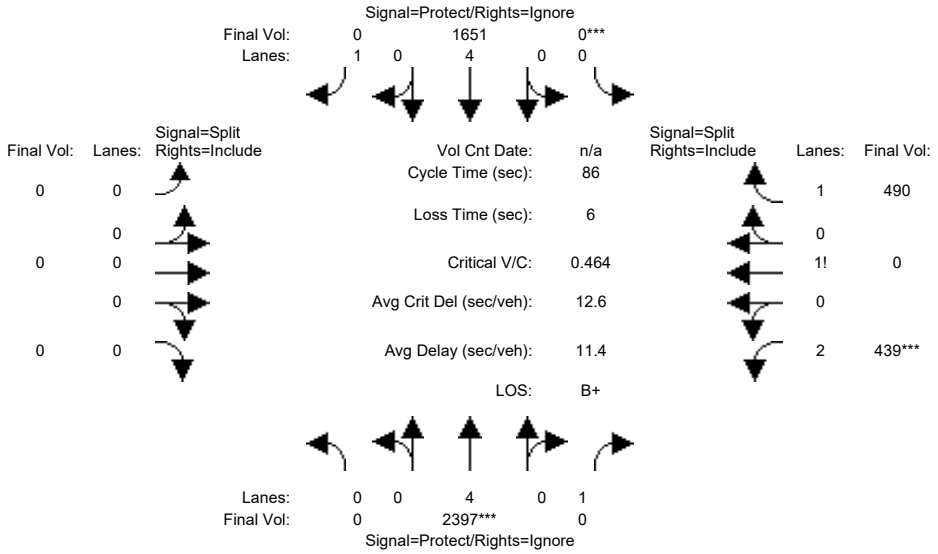
Street Name:	Lawrence Expy						NB US 101					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	52	0	0	52	0	0	0	0	23	23	23
Y+R:	0.0	6.2	0.0	0.0	6.2	0.0	0.0	0.0	0.0	5.0	5.0	5.0
Volume Module:7:45 AM - 8:45 AM												
Base Vol:	0	2328	711	0	1655	475	0	0	0	443	0	471
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2328	711	0	1655	475	0	0	0	443	0	471
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2328	711	0	1655	475	0	0	0	443	0	471
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2328	0	0	1655	0	0	0	0	443	0	471
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2328	0	0	1655	0	0	0	0	443	0	471
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2328	0	0	1655	0	0	0	0	443	0	471
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.95
Lanes:	0.00	4.00	1.00	0.00	4.00	1.00	0.00	0.00	0.00	2.42	0.00	1.58
Final Sat.:	0	7600	1750	0	7600	1750	0	0	0	3807	0	2849
Capacity Analysis Module:												
Vol/Sat:	0.00	0.31	0.00	0.00	0.22	0.00	0.00	0.00	0.00	0.12	0.00	0.17
Crit Moves:		****		****						****		
Green Time:	0.0	52.0	0.0	0.0	52.0	0.0	0.0	0.0	0.0	31.3	0.0	31.3
Volume/Cap:	0.00	0.51	0.00	0.00	0.36	0.00	0.00	0.00	0.00	0.32	0.00	0.45
Delay/Veh:	0.0	9.8	0.0	0.0	8.6	0.0	0.0	0.0	0.0	19.8	0.0	21.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	9.8	0.0	0.0	8.6	0.0	0.0	0.0	0.0	19.8	0.0	21.0
LOS by Move:	A	A	A	A	A	A	A	A	A	B-	A	C+
HCM2k95thQ:	0	16	0	0	11	0	0	0	0	8	0	13

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

El Camino Real Specific Plan TIA
SJ17-1774
Existing AM Plus Project

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

Intersection #17: Lawrence Expy/NB US 101



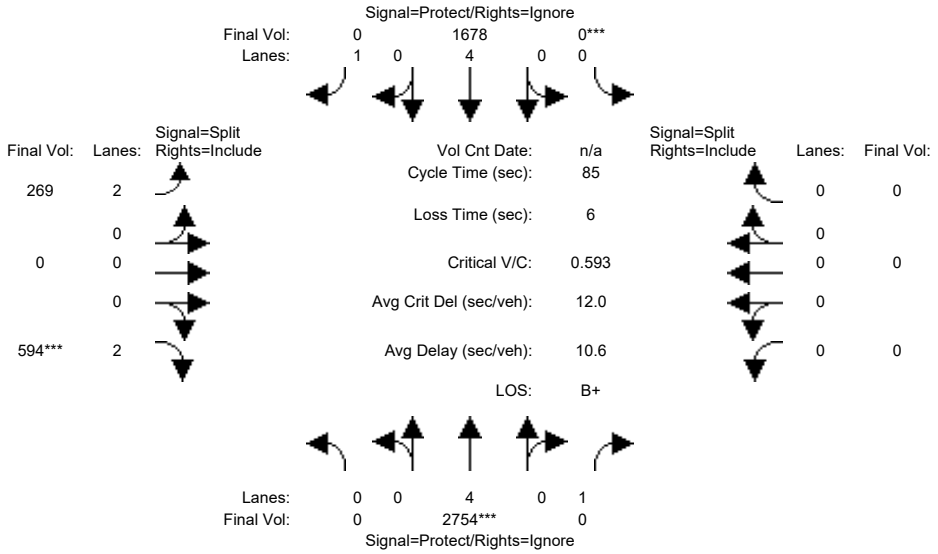
Street Name:	Lawrence Expy						NB US 101					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	52	0	0	52	0	0	0	0	23	23	23
Y+R:	0.0	6.2	0.0	0.0	6.2	0.0	0.0	0.0	0.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	0	2397	710	0	1651	471	0	0	0	439	0	490
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2397	710	0	1651	471	0	0	0	439	0	490
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2397	710	0	1651	471	0	0	0	439	0	490
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2397	0	0	1651	0	0	0	0	439	0	490
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2397	0	0	1651	0	0	0	0	439	0	490
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2397	0	0	1651	0	0	0	0	439	0	490
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.95
Lanes:	0.00	4.00	1.00	0.00	4.00	1.00	0.00	0.00	0.00	2.41	0.00	1.59
Final Sat.:	0	7600	1750	0	7600	1750	0	0	0	3789	0	2870
Capacity Analysis Module:												
Vol/Sat:	0.00	0.32	0.00	0.00	0.22	0.00	0.00	0.00	0.00	0.12	0.00	0.17
Crit Moves:		****		****						****		
Green Time:	0.0	52.0	0.0	0.0	52.0	0.0	0.0	0.0	0.0	31.7	0.0	31.7
Volume/Cap:	0.00	0.52	0.00	0.00	0.36	0.00	0.00	0.00	0.00	0.31	0.00	0.46
Delay/Veh:	0.0	9.9	0.0	0.0	8.6	0.0	0.0	0.0	0.0	19.5	0.0	20.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	9.9	0.0	0.0	8.6	0.0	0.0	0.0	0.0	19.5	0.0	20.9
LOS by Move:	A	A	A	A	A	A	A	A	A	B-	A	C+
HCM2k95thQ:	0	17	0	0	11	0	0	0	0	8	0	13

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

El Camino Real Specific Plan TIA
SJ17-1774
Existing AM Plus Project

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

Intersection #18: Lawrence Expy/SB US 101



Street Name:	Lawrence Expy						SB US 101					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	60	0	0	60	0	14	14	14	0	0	0
Y+R:	0.0	6.2	0.0	0.0	6.2	0.0	5.5	5.5	5.5	0.0	0.0	0.0
Volume Module:7:45 AM - 8:45 AM												
Base Vol:	0	2754	673	0	1678	354	269	0	594	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2754	673	0	1678	354	269	0	594	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2754	673	0	1678	354	269	0	594	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2754	0	0	1678	0	269	0	594	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2754	0	0	1678	0	269	0	594	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2754	0	0	1678	0	269	0	594	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	4.00	1.00	0.00	4.00	1.00	2.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	7600	1750	0	7600	1750	3150	0	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.36	0.00	0.00	0.22	0.00	0.09	0.00	0.19	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green Time:	0.0	60.0	0.0	0.0	60.0	0.0	19.0	0.0	19.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.51	0.00	0.00	0.31	0.00	0.38	0.00	0.84	0.00	0.00	0.00
Delay/Veh:	0.0	5.9	0.0	0.0	4.8	0.0	28.4	0.0	40.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	5.9	0.0	0.0	4.8	0.0	28.4	0.0	40.7	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	C	A	D	A	A	A
HCM2k95thQ:	0	15	0	0	8	0	8	0	21	0	0	0

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

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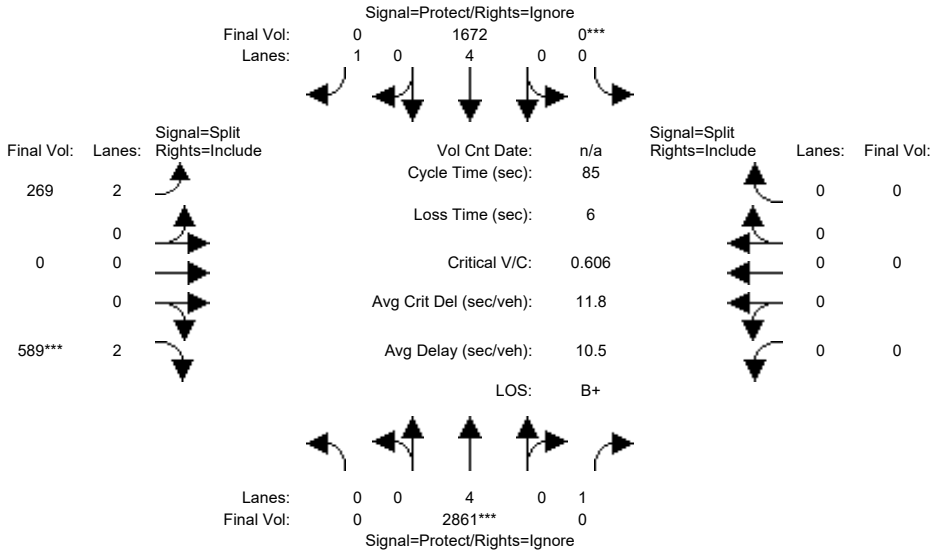
El Camino Real Specific Plan TIA
SJ17-1774
Existing AM Plus Project

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

Intersection #18: Lawrence Expy/SB US 101



Street Name:	Lawrence Expy						SB US 101					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	60	0	0	60	0	14	14	14	0	0	0
Y+R:	0.0	6.2	0.0	0.0	6.2	0.0	5.5	5.5	5.5	0.0	0.0	0.0
Volume Module:												
Base Vol:	0	2861	675	0	1672	353	269	0	589	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2861	675	0	1672	353	269	0	589	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2861	675	0	1672	353	269	0	589	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2861	0	0	1672	0	269	0	589	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2861	0	0	1672	0	269	0	589	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2861	0	0	1672	0	269	0	589	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	4.00	1.00	0.00	4.00	1.00	2.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	7600	1750	0	7600	1750	3150	0	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.38	0.00	0.00	0.22	0.00	0.09	0.00	0.19	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green Time:	0.0	60.0	0.0	0.0	60.0	0.0	19.0	0.0	19.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.53	0.00	0.00	0.31	0.00	0.38	0.00	0.84	0.00	0.00	0.00
Delay/Veh:	0.0	6.0	0.0	0.0	4.7	0.0	28.4	0.0	40.2	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	6.0	0.0	0.0	4.7	0.0	28.4	0.0	40.2	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	C	A	D	A	A	A
HCM2k95thQ:	0	16	0	0	8	0	8	0	21	0	0	0

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

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El Camino Real Specific Plan TIA
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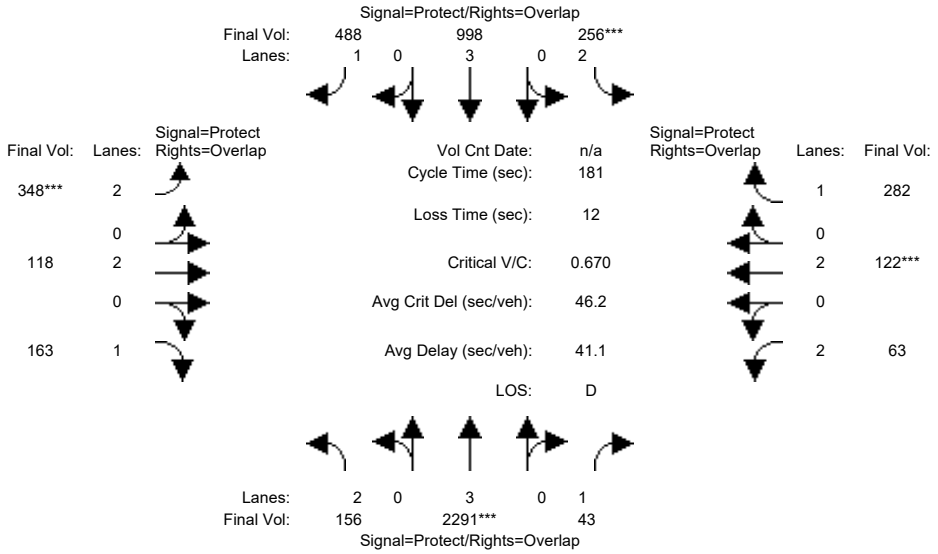
Existing AM

Intersection #19: Lawrence Expy/Oakmead Pkwy



Street Name:	Lawrence Expy						Oakmead Pkwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	18	85	85	21	88	88	24	38	38	13	27	27
Y+R:	6.4	6.2	6.2	6.3	6.2	6.2	5.6	5.5	5.5	5.6	5.6	5.6
Volume Module:	8:00 AM - 9:00 AM											
Base Vol:	156	2864	43	256	1489	488	348	118	163	63	122	282
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	156	2864	43	256	1489	488	348	118	163	63	122	282
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	156	2864	43	256	1489	488	348	118	163	63	122	282
User Adj:	1.00	0.80	1.00	1.00	0.67	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	156	2291	43	256	998	488	348	118	163	63	122	282
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	156	2291	43	256	998	488	348	118	163	63	122	282
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	156	2291	43	256	998	488	348	118	163	63	122	282
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.40	0.02	0.08	0.18	0.28	0.11	0.03	0.09	0.02	0.03	0.16
Crit Moves:		****		****			****				****	
Green Time:	19.7	94.9	108.4	21.0	96.2	122.3	26.1	39.6	59.2	13.5	27.0	48.0
Volume/Cap:	0.46	0.77	0.04	0.70	0.33	0.41	0.77	0.14	0.28	0.27	0.22	0.61
Delay/Veh:	76.6	35.5	14.9	82.9	24.1	13.4	82.2	57.1	45.4	79.7	67.9	60.6
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:	76.6	35.5	14.9	82.9	24.1	13.4	82.2	57.1	45.4	79.7	67.9	60.6
LOS by Move:	E-	D+	B	F	C	B	F	E+	D	E-	E	E
HCM2k95thQ:	9	52	2	16	18	23	23	5	13	4	6	26

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

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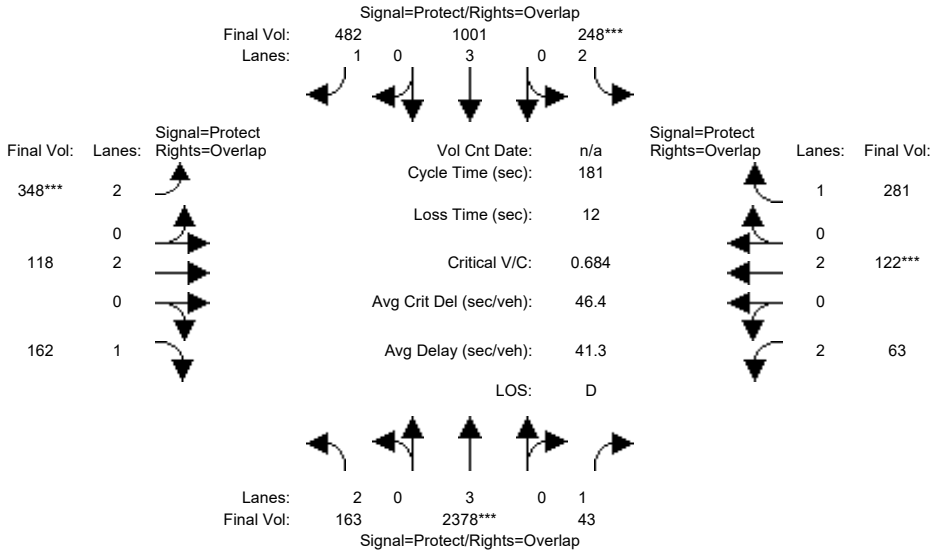
El Camino Real Specific Plan TIA
SJ17-1774
Existing AM Plus Project

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

Intersection #19: Lawrence Expy/Oakmead Pkwy



Street Name:	Lawrence Expy						Oakmead Pkwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	18	85	85	21	88	88	24	38	38	13	27	27
Y+R:	6.4	6.2	6.2	6.3	6.2	6.2	5.6	5.5	5.5	5.6	5.6	5.6
Volume Module:												
Base Vol:	163	2973	43	248	1494	482	348	118	162	63	122	281
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	163	2973	43	248	1494	482	348	118	162	63	122	281
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	163	2973	43	248	1494	482	348	118	162	63	122	281
User Adj:	1.00	0.80	1.00	1.00	0.67	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	163	2378	43	248	1001	482	348	118	162	63	122	281
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	163	2378	43	248	1001	482	348	118	162	63	122	281
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	163	2378	43	248	1001	482	348	118	162	63	122	281
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.42	0.02	0.08	0.18	0.28	0.11	0.03	0.09	0.02	0.03	0.16
Crit Moves:		****		****			****				****	
Green Time:	19.8	95.7	109.0	21.0	96.9	122.2	25.3	39.0	58.8	13.3	27.0	48.0
Volume/Cap:	0.47	0.79	0.04	0.68	0.33	0.41	0.79	0.14	0.28	0.27	0.22	0.61
Delay/Veh:	76.7	36.0	14.7	81.8	23.8	13.4	84.5	57.6	45.7	79.9	67.9	60.5
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:	76.7	36.0	14.7	81.8	23.8	13.4	84.5	57.6	45.7	79.9	67.9	60.5
LOS by Move:	E-	D+	B	F	C	B	F	E+	D	E-	E	E
HCM2k95thQ:	10	55	2	15	18	23	23	5	13	4	6	26

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

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El Camino Real Specific Plan TIA
SJ17-1774
Existing AM Plus Project

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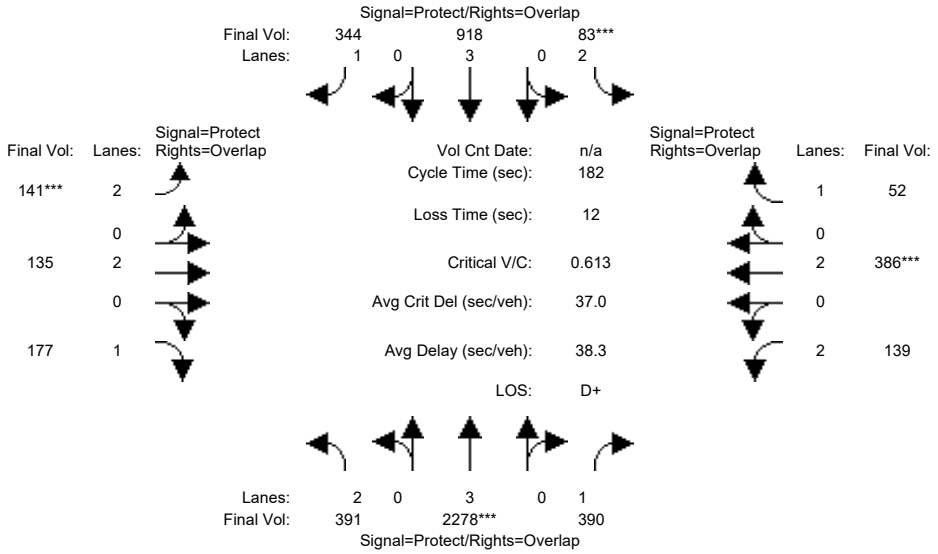
2000 HCM Operations (Future Volume Alternative)
Existing AM

Intersection #20: Lawrence Expy/E Arques Ave (CMP)



Street Name:	Lawrence Expy						E Arques Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	23	94	94	17	88	88	16	32	32	15	31	31
Y+R:	6.3	6.2	6.2	6.1	6.2	6.2	5.9	5.7	5.7	5.9	5.7	5.7
Volume Module:	8:00 AM - 9:00 AM											
Base Vol:	391	2848	390	83	1370	344	141	135	177	139	386	52
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	391	2848	390	83	1370	344	141	135	177	139	386	52
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	391	2848	390	83	1370	344	141	135	177	139	386	52
User Adj:	1.00	0.80	1.00	1.00	0.67	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	391	2278	390	83	918	344	141	135	177	139	386	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	391	2278	390	83	918	344	141	135	177	139	386	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	391	2278	390	83	918	344	141	135	177	139	386	52
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.84	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1601	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.40	0.22	0.03	0.16	0.20	0.04	0.04	0.11	0.04	0.10	0.03
Crit Moves:		****		****			****				****	
Green Time:	25.5	106	121.0	17.0	97.5	113.5	16.0	32.0	57.5	15.0	31.0	48.0
Volume/Cap:	0.89	0.69	0.34	0.28	0.30	0.32	0.51	0.20	0.35	0.54	0.60	0.11
Delay/Veh:	95.8	27.0	13.3	77.3	23.4	16.2	80.8	64.2	48.3	82.3	71.2	50.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	95.8	27.0	13.3	77.3	23.4	16.2	80.8	64.2	48.3	82.3	71.2	50.9
LOS by Move:	F	C	B	E-	C	B	F	E	D	F	E	D
HCM2k95thQ:	27	47	18	5	17	17	10	6	15	8	18	5

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

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El Camino Real Specific Plan TIA
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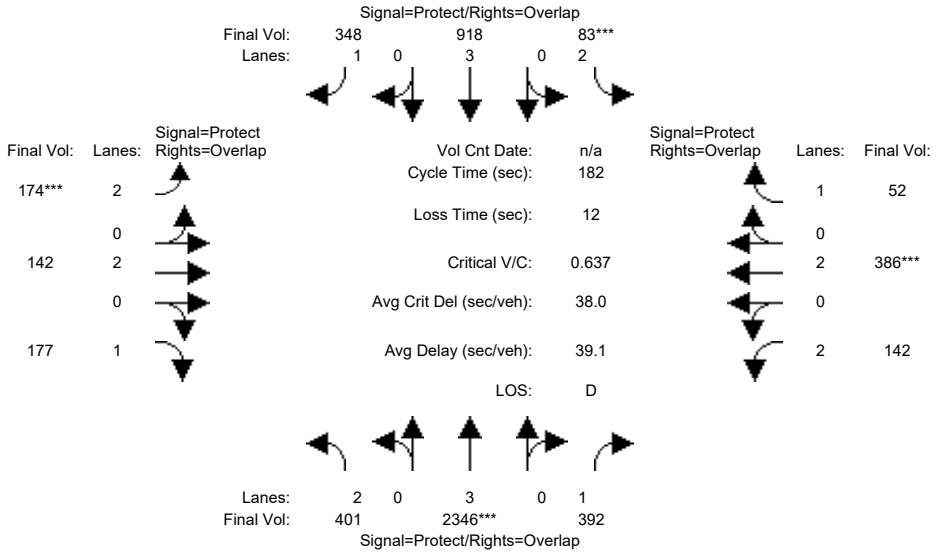
2000 HCM Operations (Future Volume Alternative)
Existing PP AM

Intersection #20: Lawrence Expy/E Arques Ave (CMP)



Street Name:	Lawrence Expy						E Arques Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	23	94	94	17	88	88	16	32	32	15	31	31
Y+R:	6.3	6.2	6.2	6.1	6.2	6.2	5.9	5.7	5.7	5.9	5.7	5.7
Volume Module:												
Base Vol:	401	2933	392	83	1370	348	174	142	177	142	386	52
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	401	2933	392	83	1370	348	174	142	177	142	386	52
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	401	2933	392	83	1370	348	174	142	177	142	386	52
User Adj:	1.00	0.80	1.00	1.00	0.67	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	401	2346	392	83	918	348	174	142	177	142	386	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	401	2346	392	83	918	348	174	142	177	142	386	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	401	2346	392	83	918	348	174	142	177	142	386	52
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.84	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1601	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.41	0.22	0.03	0.16	0.20	0.06	0.04	0.11	0.05	0.10	0.03
Crit Moves:		****		****			****				****	
Green Time:	25.6	106	121.0	17.0	97.4	113.4	16.0	32.0	57.6	15.0	31.0	48.0
Volume/Cap:	0.90	0.71	0.34	0.28	0.30	0.32	0.63	0.21	0.35	0.55	0.60	0.11
Delay/Veh:	98.5	27.7	13.3	77.3	23.5	16.3	84.7	64.4	48.2	82.7	71.2	50.9
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:	98.5	27.7	13.3	77.3	23.5	16.3	84.7	64.4	48.2	82.7	71.2	50.9
LOS by Move:	F	C	B	E-	C	B	F	E	D	F	E	D
HCM2k95thQ:	28	49	18	5	17	18	13	7	15	9	18	5

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

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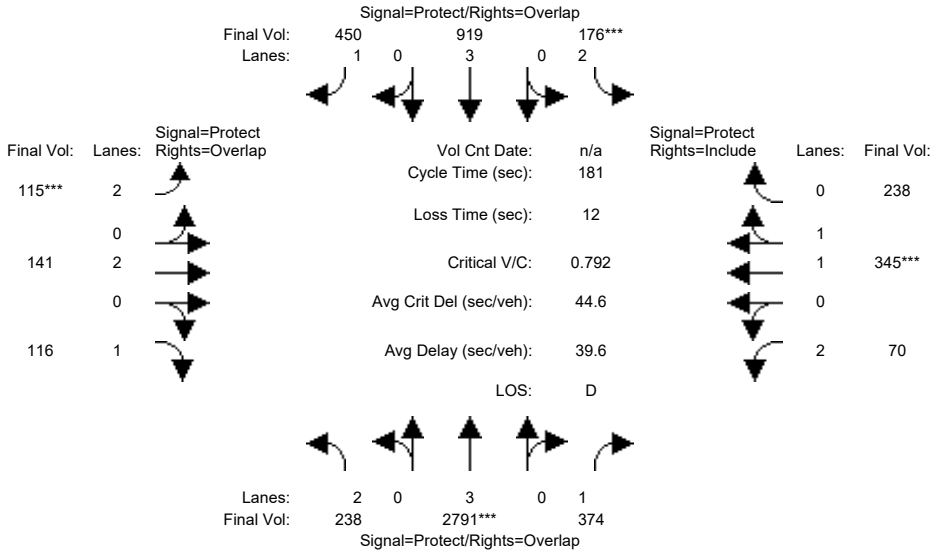
El Camino Real Specific Plan TIA
SJ17-1774
Existing AM Plus Project

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

Intersection #21: Lawrence Expy/Kifer Rd



Street Name:	Lawrence Expy						Kifer Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	25	101	101	17	93	93	13	29	29	11	27	27
Y+R:	5.9	6.2	6.2	6.1	6.2	6.2	5.8	5.5	5.5	5.9	5.5	5.5
Volume Module:	8:00 AM - 9:00 AM											
Base Vol:	238	3877	374	176	1134	450	115	141	116	70	345	238
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	238	3877	374	176	1134	450	115	141	116	70	345	238
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	238	3877	374	176	1134	450	115	141	116	70	345	238
User Adj:	1.00	0.72	1.00	1.00	0.81	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	238	2791	374	176	919	450	115	141	116	70	345	238
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	238	2791	374	176	919	450	115	141	116	70	345	238
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	238	2791	374	176	919	450	115	141	116	70	345	238
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.99	0.95
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.16	0.84
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	2188	1510
Capacity Analysis Module:												
Vol/Sat:	0.08	0.49	0.21	0.06	0.16	0.26	0.04	0.04	0.07	0.02	0.16	0.16
Crit Moves:		****		****			****				****	
Green Time:	25.9	105	118.0	17.0	96.3	109.3	13.0	34.0	59.8	12.9	33.8	33.8
Volume/Cap:	0.53	0.84	0.33	0.59	0.30	0.43	0.51	0.20	0.20	0.31	0.84	0.84
Delay/Veh:	73.1	33.3	14.1	82.0	23.7	19.4	82.8	62.2	43.6	80.6	80.3	80.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	73.1	33.3	14.1	82.0	23.7	19.4	82.8	62.2	43.6	80.6	80.3	80.3
LOS by Move:	E	C-	B	F	C	B-	F	E	D	F	F	F
HCM2k95thQ:	13	63	17	12	17	25	8	6	9	4	28	28

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

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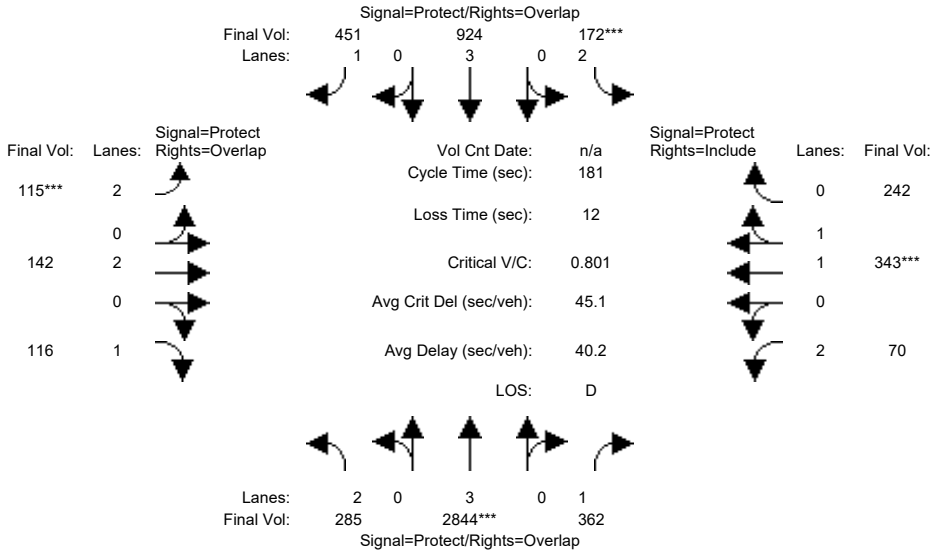
El Camino Real Specific Plan TIA
SJ17-1774
Existing AM Plus Project

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

Intersection #21: Lawrence Expy/Kifer Rd



Street Name:	Lawrence Expy						Kifer Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	25	101	101	17	93	93	13	29	29	11	27	27
Y+R:	5.9	6.2	6.2	6.1	6.2	6.2	5.8	5.5	5.5	5.9	5.5	5.5
Volume Module:												
Base Vol:	285	3950	362	172	1141	451	115	142	116	70	343	242
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	285	3950	362	172	1141	451	115	142	116	70	343	242
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	285	3950	362	172	1141	451	115	142	116	70	343	242
User Adj:	1.00	0.72	1.00	1.00	0.81	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	285	2844	362	172	924	451	115	142	116	70	343	242
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	285	2844	362	172	924	451	115	142	116	70	343	242
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	285	2844	362	172	924	451	115	142	116	70	343	242
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.99	0.95
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.15	0.85
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	2168	1530
Capacity Analysis Module:												
Vol/Sat:	0.09	0.50	0.21	0.05	0.16	0.26	0.04	0.04	0.07	0.02	0.16	0.16
Crit Moves:		****		****			****				****	
Green Time:	26.0	106	118.3	17.0	96.6	109.6	13.0	33.7	59.6	12.8	33.5	33.5
Volume/Cap:	0.63	0.86	0.32	0.58	0.30	0.43	0.51	0.20	0.20	0.31	0.86	0.86
Delay/Veh:	75.9	33.8	13.8	81.5	23.6	19.3	82.8	62.4	43.7	80.8	81.8	81.8
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:	75.9	33.8	13.8	81.5	23.6	19.3	82.8	62.4	43.7	80.8	81.8	81.8
LOS by Move:	E-	C-	B	F	C	B-	F	E	D	F	F	F
HCM2k95thQ:	16	64	16	12	17	25	8	7	9	4	29	29

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

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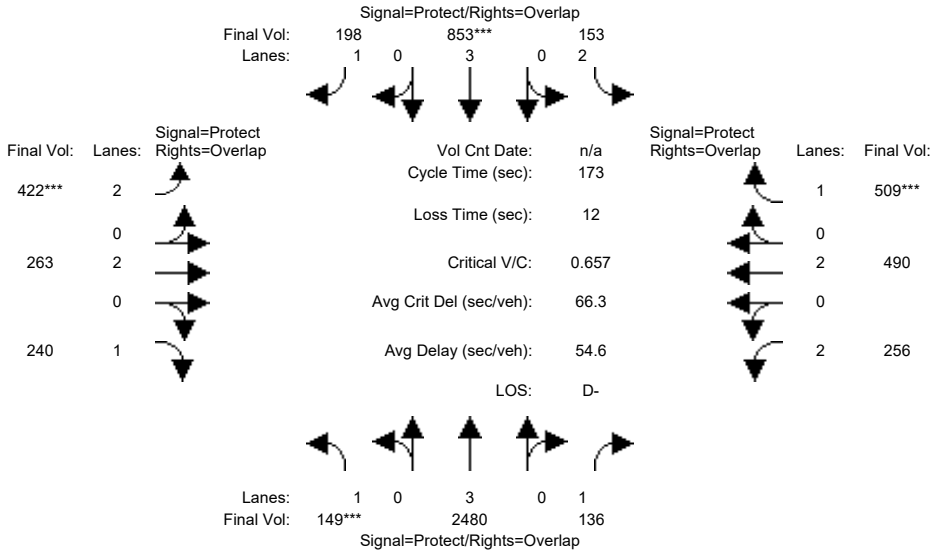
El Camino Real Specific Plan TIA
SJ17-1774
Existing AM Plus Project

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

Intersection #22: Lawrence Expy/Monroe St (CMP)



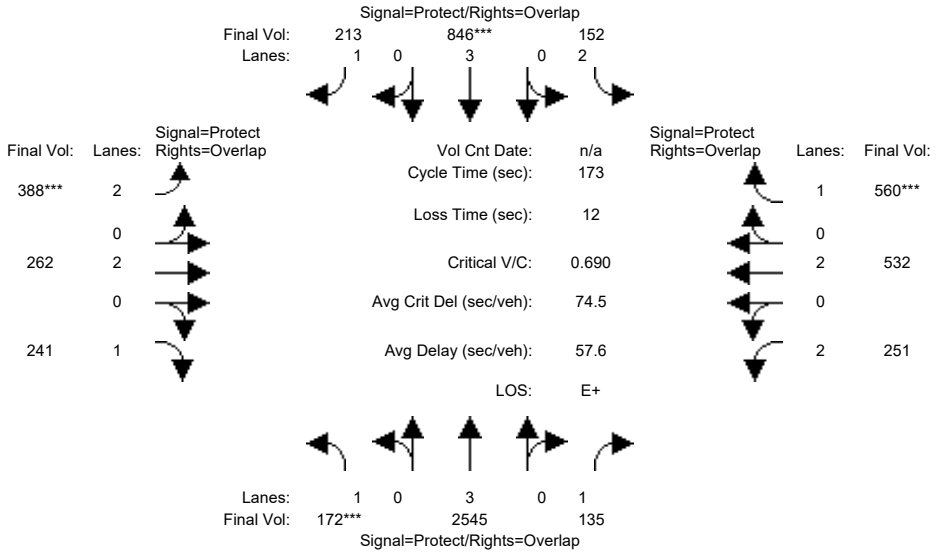
Street Name:	Lawrence Expy						Monroe St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	14	81	81	13	80	80	23	39	39	17	33	33
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:7:45 - 8:45 AM												
Base Vol:	149	3444	136	153	1053	198	422	263	240	256	490	509
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	149	3444	136	153	1053	198	422	263	240	256	490	509
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	149	3444	136	153	1053	198	422	263	240	256	490	509
User Adj:	1.00	0.72	1.00	1.00	0.81	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	149	2480	136	153	853	198	422	263	240	256	490	509
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	149	2480	136	153	853	198	422	263	240	256	490	509
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	149	2480	136	153	853	198	422	263	240	256	490	509
Saturation 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	0.83	1.00	0.92
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.44	0.08	0.05	0.15	0.11	0.13	0.07	0.14	0.08	0.13	0.29
Crit Moves:	****				****		****					****
Green Time:	15.9	82.6	102.4	13.3	80.0	105.0	25.0	45.4	61.2	19.8	40.2	53.4
Volume/Cap:	0.93	0.91	0.13	0.63	0.32	0.19	0.93	0.26	0.39	0.71	0.56	0.94
Delay/Veh:	128.4	47.0	15.7	82.9	29.5	15.2	98.6	50.7	42.3	80.4	59.3	83.2
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:	128.4	47.0	15.7	82.9	29.5	15.2	98.6	50.7	42.3	80.4	59.3	83.2
LOS by Move:	F	D	B	F	C	B	F	D	D	F	E+	F
HCM2k95thQ:	17	64	6	9	17	9	29	10	18	15	20	48

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

El Camino Real Specific Plan TIA
SJ17-1774
Existing AM Plus Project

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

Intersection #22: Lawrence Expy/Monroe St (CMP)



Street Name:	Lawrence Expy						Monroe St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	14	81	81	13	80	80	23	39	39	17	33	33
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	172	3535	135	152	1045	213	388	262	241	251	532	560
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	172	3535	135	152	1045	213	388	262	241	251	532	560
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	172	3535	135	152	1045	213	388	262	241	251	532	560
User Adj:	1.00	0.72	1.00	1.00	0.81	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	172	2545	135	152	846	213	388	262	241	251	532	560
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	172	2545	135	152	846	213	388	262	241	251	532	560
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	172	2545	135	152	846	213	388	262	241	251	532	560
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.45	0.08	0.05	0.15	0.12	0.12	0.07	0.14	0.08	0.14	0.32
Crit Moves:	****				****		****					****
Green Time:	16.6	83.3	102.8	13.4	80.0	103.0	23.0	44.8	61.5	19.5	41.4	54.7
Volume/Cap:	1.02	0.93	0.13	0.62	0.32	0.20	0.93	0.27	0.39	0.71	0.59	1.01
Delay/Veh:	153.9	48.3	15.5	82.4	29.4	16.2	100.7	51.1	42.1	80.3	59.2	100.2
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:	153.9	48.3	15.5	82.4	29.4	16.2	100.7	51.1	42.1	80.3	59.2	100.2
LOS by Move:	F	D	B	F	C	B	F	D-	D	F	E+	F
HCM2k95thQ:	21	66	6	9	17	10	27	10	18	14	21	56

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

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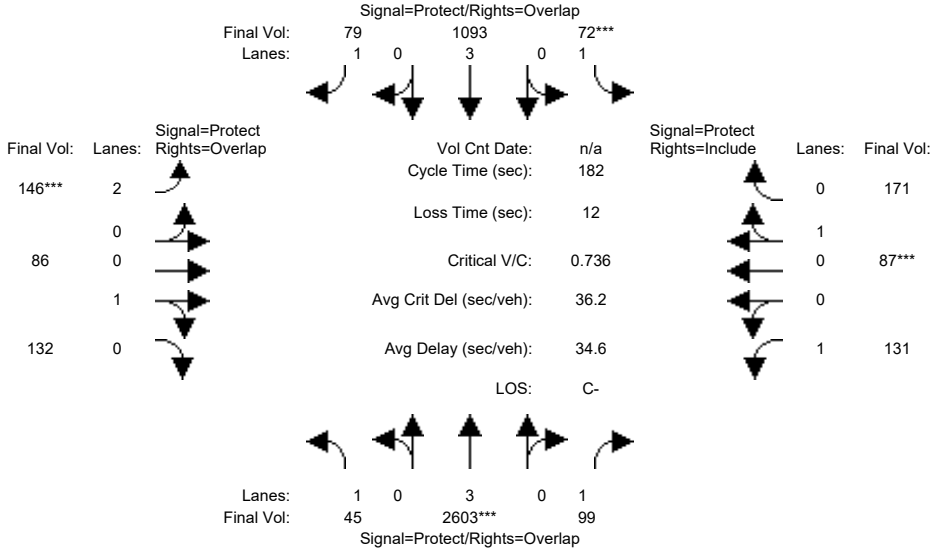
El Camino Real Specific Plan TIA
SJ17-1774
Existing AM Plus Project

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

Intersection #23: Lawrence Expy/Cabrillo Ave



Street Name:	Lawrence Expy						Cabrillo Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	11	107	107	11	107	107	15	25	25	15	25	25
Y+R:	5.1	6.2	6.2	4.9	6.2	6.2	5.9	5.8	5.8	5.4	5.8	5.8
Volume Module:7:45 - 8:45 AM												
Base Vol:	45	3615	99	72	1349	79	146	86	132	131	87	171
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	45	3615	99	72	1349	79	146	86	132	131	87	171
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	45	3615	99	72	1349	79	146	86	132	131	87	171
User Adj:	1.00	0.72	1.00	1.00	0.81	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	2603	99	72	1093	79	146	86	132	131	87	171
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	2603	99	72	1093	79	146	86	132	131	87	171
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	45	2603	99	72	1093	79	146	86	132	131	87	171
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	0.39	0.61	1.00	0.34	0.66
Final Sat.:	1750	5700	1750	1750	5700	1750	3150	710	1090	1750	607	1193
Capacity Analysis Module:												
Vol/Sat:	0.03	0.46	0.06	0.04	0.19	0.05	0.05	0.12	0.12	0.07	0.14	0.14
Crit Moves:		****		****			****				****	
Green Time:	11.2	110	128.1	11.0	109	124.4	15.0	30.9	42.1	18.5	34.4	34.4
Volume/Cap:	0.42	0.76	0.08	0.68	0.32	0.07	0.56	0.71	0.52	0.74	0.76	0.76
Delay/Veh:	84.8	27.5	8.5	100.3	18.0	9.6	83.2	79.1	62.4	94.1	79.4	79.4
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:	84.8	27.5	8.5	100.3	18.0	9.6	83.2	79.1	62.4	94.1	79.4	79.4
LOS by Move:	F	C	A	F	B	A	F	E-	E	F	E-	E-
HCM2k95thQ:	5	55	4	9	18	3	11	23	20	15	25	25

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

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El Camino Real Specific Plan TIA
SJ17-1774
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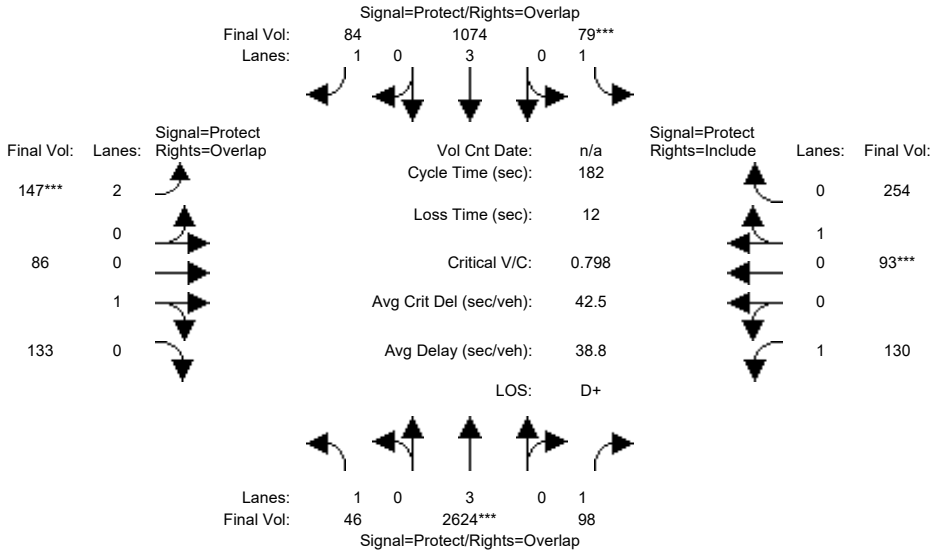
2000 HCM Operations (Future Volume Alternative)
Existing PP AM

Intersection #23: Lawrence Expy/Cabrillo Ave



Street Name:	Lawrence Expy						Cabrillo Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	11	107	107	11	107	107	15	25	25	15	25	25
Y+R:	5.1	6.2	6.2	4.9	6.2	6.2	5.9	5.8	5.8	5.4	5.8	5.8
Volume Module:												
Base Vol:	46	3645	98	79	1326	84	147	86	133	130	93	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:	46	3645	98	79	1326	84	147	86	133	130	93	254
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	46	3645	98	79	1326	84	147	86	133	130	93	254
User Adj:	1.00	0.72	1.00	1.00	0.81	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	46	2624	98	79	1074	84	147	86	133	130	93	254
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	2624	98	79	1074	84	147	86	133	130	93	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:	46	2624	98	79	1074	84	147	86	133	130	93	254
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	0.39	0.61	1.00	0.27	0.73
Final Sat.:	1750	5700	1750	1750	5700	1750	3150	707	1093	1750	482	1318
Capacity Analysis Module:												
Vol/Sat:	0.03	0.46	0.06	0.05	0.19	0.05	0.05	0.12	0.12	0.07	0.19	0.19
Crit Moves:		****		****			****				****	
Green Time:	11.0	107	126.5	11.0	107	122.0	15.0	32.5	43.5	19.5	37.0	37.0
Volume/Cap:	0.43	0.78	0.08	0.75	0.32	0.07	0.57	0.68	0.51	0.69	0.95	0.95
Delay/Veh:	85.4	29.9	9.0	109.1	19.1	10.4	83.3	75.8	61.0	89.0	105	105.3
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:	85.4	29.9	9.0	109.1	19.1	10.4	83.3	75.8	61.0	89.0	105	105.3
LOS by Move:	F	C	A	F	B-	B+	F	E-	E	F	F	F
HCM2k95thQ:	5	58	4	10	18	3	11	23	20	14	37	37

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

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El Camino Real Specific Plan TIA
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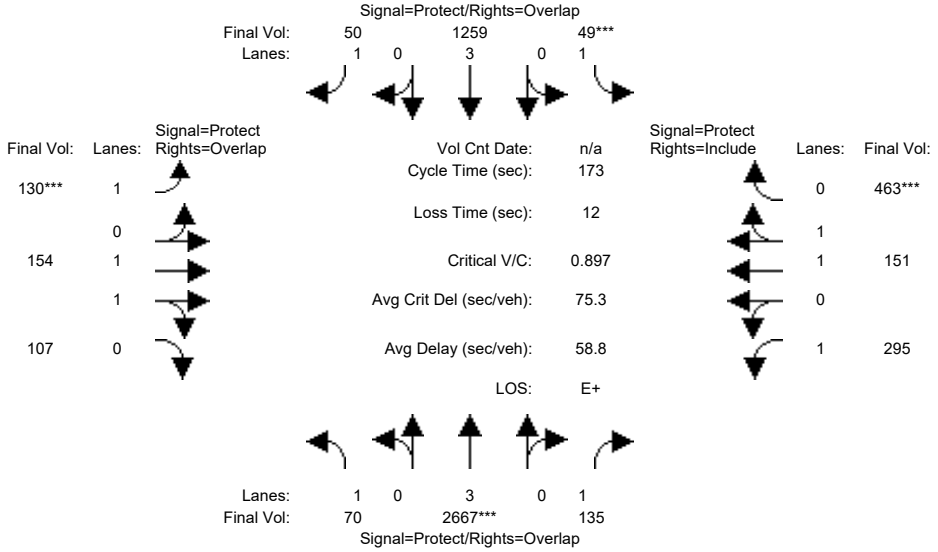
2000 HCM Operations (Future Volume Alternative)
Existing AM

Intersection #24: Lawrence Expy/Benton St



Street Name:	Lawrence Expy						Benton St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	16	86	86	19	89	89	19	21	21	25	27	27
Y+R:	5.2	6.2	6.2	5.3	6.2	6.2	5.1	5.7	5.7	5.3	5.7	5.7
Volume Module:	7:45 AM - 8:45 AM											
Base Vol:	70	3419	135	49	1635	50	130	154	107	295	151	463
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	3419	135	49	1635	50	130	154	107	295	151	463
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	3419	135	49	1635	50	130	154	107	295	151	463
User Adj:	1.00	0.78	1.00	1.00	0.77	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	2667	135	49	1259	50	130	154	107	295	151	463
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	2667	135	49	1259	50	130	154	107	295	151	463
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70	2667	135	49	1259	50	130	154	107	295	151	463
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.16	0.84	1.00	1.00	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	1750	2182	1516	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.47	0.08	0.03	0.22	0.03	0.07	0.07	0.07	0.17	0.08	0.26
Crit Moves:		****		****			****					****
Green Time:	16.0	86.0	118.6	19.0	89.0	108.0	19.0	23.4	39.4	32.6	37.0	37.0
Volume/Cap:	0.43	0.94	0.11	0.25	0.43	0.05	0.68	0.52	0.31	0.90	0.37	1.24
Delay/Veh:	76.1	48.3	9.3	71.2	26.3	12.6	83.3	70.5	55.7	94.0	58.2	191.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	76.1	48.3	9.3	71.2	26.3	12.6	83.3	70.5	55.7	94.0	58.2	191.1
LOS by Move:	E-	D	A	E	C	B	F	E	E+	F	E+	F
HCM2k95thQ:	7	71	5	5	24	2	16	13	11	30	12	60

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

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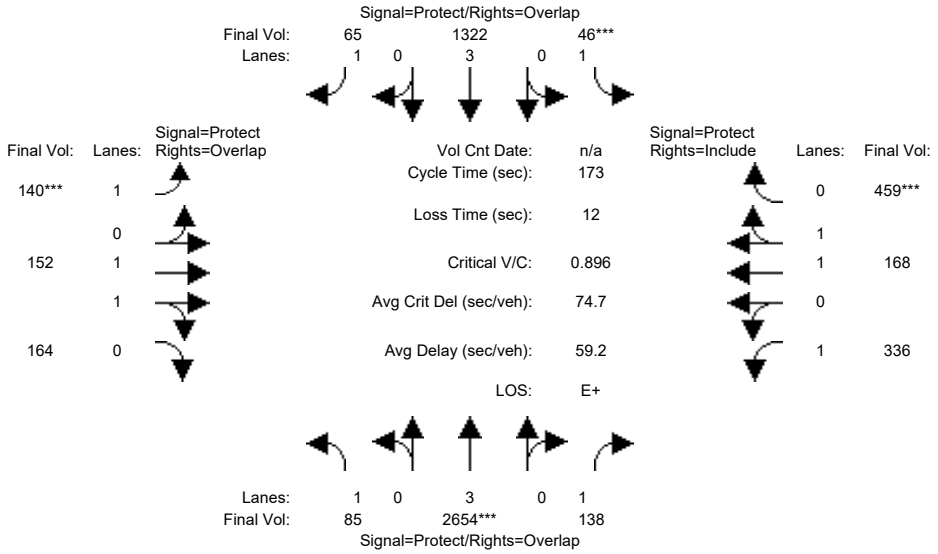
El Camino Real Specific Plan TIA
SJ17-1774
Existing AM Plus Project

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

Intersection #24: Lawrence Expy/Benton St



Street Name:	Lawrence Expy						Benton St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	16	86	86	19	89	89	19	21	21	25	27	27
Y+R:	5.2	6.2	6.2	5.3	6.2	6.2	5.1	5.7	5.7	5.3	5.7	5.7
Volume Module:												
Base Vol:	85	3403	138	46	1717	65	140	152	164	336	168	459
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	85	3403	138	46	1717	65	140	152	164	336	168	459
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	85	3403	138	46	1717	65	140	152	164	336	168	459
User Adj:	1.00	0.78	1.00	1.00	0.77	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	85	2654	138	46	1322	65	140	152	164	336	168	459
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	85	2654	138	46	1322	65	140	152	164	336	168	459
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	85	2654	138	46	1322	65	140	152	164	336	168	459
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.47	0.08	0.03	0.23	0.04	0.08	0.08	0.09	0.19	0.09	0.26
Crit Moves:		****		****			****					****
Green Time:	16.0	86.0	120.3	19.0	89.0	108.0	19.0	21.7	37.7	34.3	37.0	37.0
Volume/Cap:	0.53	0.94	0.11	0.24	0.45	0.06	0.73	0.64	0.43	0.97	0.41	1.23
Delay/Veh:	78.0	47.8	8.8	71.0	26.7	12.7	87.7	74.7	58.8	108.5	58.8	186.3
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:	78.0	47.8	8.8	71.0	26.7	12.7	87.7	74.7	58.8	108.5	58.8	186.3
LOS by Move:	E-	D	A	E	C	B	F	E	E+	F	E+	F
HCM2k95thQ:	9	70	5	5	25	3	17	16	15	36	14	59

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

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El Camino Real Specific Plan TIA
SJ17-1774
Existing AM Plus Project

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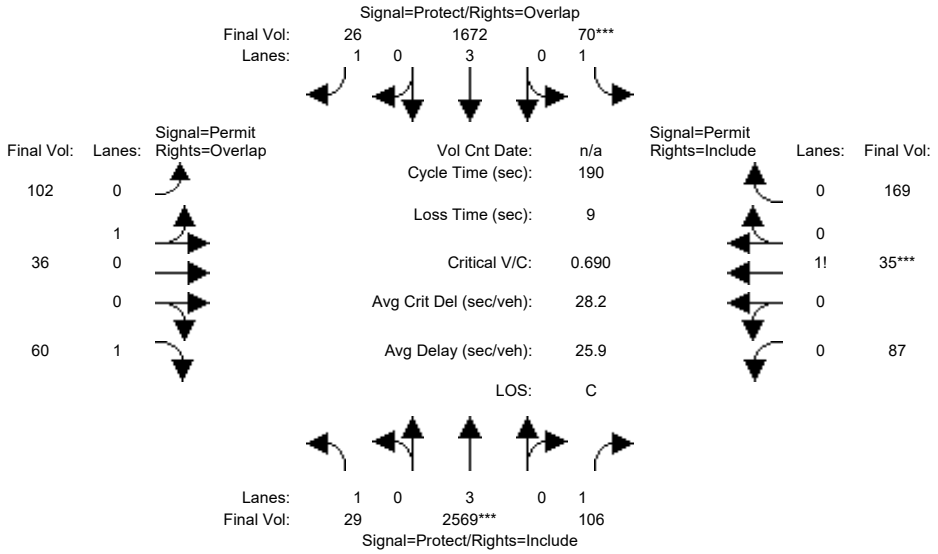
2000 HCM Operations (Future Volume Alternative)
Existing AM

Intersection #25: Lawrence Expy/Lochinvar Ave



Street Name:	Lawrence Expy						Lochinvar Ave					
Approach:	North Bound			South Bound			East 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:	8:00 - 9:00 AM											
Base Vol:	29	3294	106	70	2172	26	102	36	60	87	35	169
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	29	3294	106	70	2172	26	102	36	60	87	35	169
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	29	3294	106	70	2172	26	102	36	60	87	35	169
User Adj:	1.00	0.78	1.00	1.00	0.77	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	29	2569	106	70	1672	26	102	36	60	87	35	169
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	2569	106	70	1672	26	102	36	60	87	35	169
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	29	2569	106	70	1672	26	102	36	60	87	35	169
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	0.74	0.26	1.00	0.30	0.12	0.58
Final Sat.:	1750	5700	1750	1750	5700	1750	1330	470	1750	523	210	1016
Capacity Analysis Module:												
Vol/Sat:	0.02	0.45	0.06	0.04	0.29	0.01	0.08	0.08	0.03	0.17	0.17	0.17
Crit Moves:		****		****							****	
Green Time:	15.1	124	124.2	11.0	120	120.1	45.8	45.8	60.9	45.8	45.8	45.8
Volume/Cap:	0.21	0.69	0.09	0.69	0.46	0.02	0.32	0.32	0.11	0.69	0.69	0.69
Delay/Veh:	82.6	21.3	12.2	106.1	18.3	13.1	59.7	59.7	45.5	70.4	70.4	70.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	82.6	21.3	12.2	106.1	18.3	13.1	59.7	59.7	45.5	70.4	70.4	70.4
LOS by Move:	F	C+	B	F	B-	B	E+	E+	D	E	E	E
HCM2k95thQ:	3	48	5	9	28	1	13	13	5	30	30	30

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

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El Camino Real Specific Plan TIA
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2000 HCM Operations (Future Volume Alternative)
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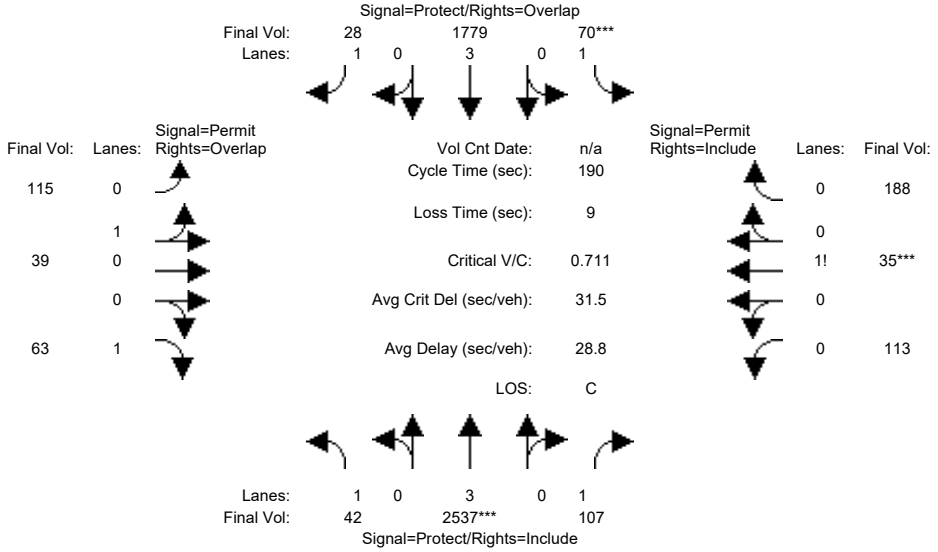
Intersection #25: Lawrence Expy/Lochinvar Ave



Street Name:	Lawrence Expy						Lochinvar Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	42	3253	107	70	2310	28	115	39	63	113	35	188
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	42	3253	107	70	2310	28	115	39	63	113	35	188
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	42	3253	107	70	2310	28	115	39	63	113	35	188
User Adj:	1.00	0.78	1.00	1.00	0.77	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	42	2537	107	70	1779	28	115	39	63	113	35	188
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	2537	107	70	1779	28	115	39	63	113	35	188
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	42	2537	107	70	1779	28	115	39	63	113	35	188
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	0.75	0.25	1.00	0.34	0.10	0.56
Final Sat.:	1750	5700	1750	1750	5700	1750	1344	456	1750	589	182	979
Capacity Analysis Module:												
Vol/Sat:	0.02	0.45	0.06	0.04	0.31	0.02	0.09	0.09	0.04	0.19	0.19	0.19
Crit Moves:		****		****							****	
Green Time:	13.7	119	119.0	10.7	116	116.0	51.3	51.3	65.0	51.3	51.3	51.3
Volume/Cap:	0.33	0.71	0.10	0.71	0.51	0.03	0.32	0.32	0.11	0.71	0.71	0.71
Delay/Veh:	85.4	24.6	14.2	109.6	21.1	14.7	55.7	55.7	42.7	67.6	67.6	67.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	85.4	24.6	14.2	109.6	21.1	14.7	55.7	55.7	42.7	67.6	67.6	67.6
LOS by Move:	F	C	B	F	C+	B	E+	E+	D	E	E	E
HCM2k95thQ:	5	51	5	9	32	1	14	14	5	33	33	33

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

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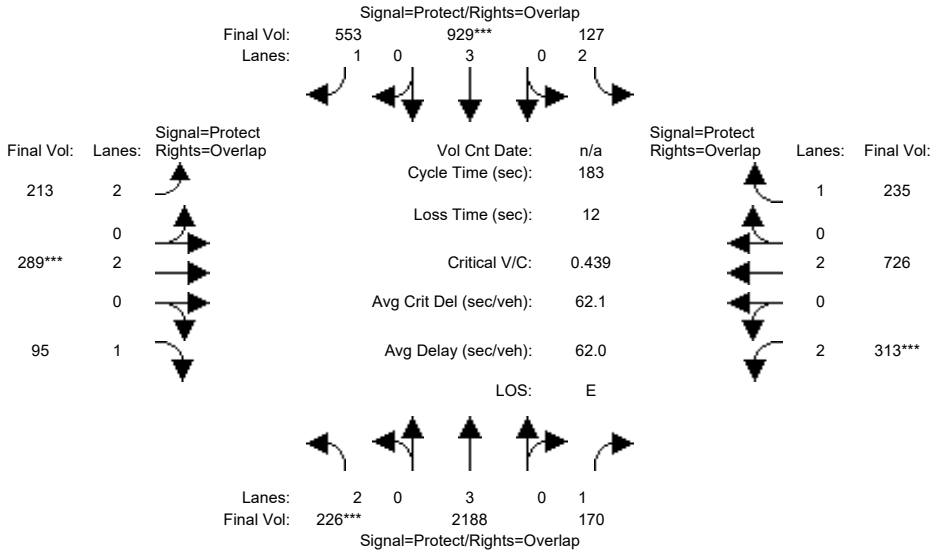
El Camino Real Specific Plan TIA
SJ17-1774
Existing AM Plus Project

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

Intersection #26: Lawrence Expy/Homestead Rd (CMP)



Street Name:	Lawrence Expy						Homestead Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	18	85	85	13	80	80	15	40	40	21	46	46
Y+R:	6.4	6.2	6.2	5.9	6.2	6.2	6.1	6.0	6.0	5.8	5.9	5.9
Volume Module:	8:00 - 9:00 AM											
Base Vol:	226	2805	170	127	1207	553	213	289	95	313	726	235
Growth Adj:	1.00	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	2805	170	127	1207	553	213	289	95	313	726	235
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	226	2805	170	127	1207	553	213	289	95	313	726	235
User Adj:	1.00	0.78	1.00	1.00	0.77	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	2188	170	127	929	553	213	289	95	313	726	235
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	226	2188	170	127	929	553	213	289	95	313	726	235
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	226	2188	170	127	929	553	213	289	95	313	726	235
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.38	0.10	0.04	0.16	0.32	0.07	0.08	0.05	0.10	0.19	0.13
Crit Moves:	****				****			****		****		
Green Time:	21.4	87.9	117.6	13.4	80.0	97.1	17.1	40.0	61.4	29.6	52.5	65.9
Volume/Cap:	0.61	0.80	0.15	0.55	0.37	0.60	0.72	0.35	0.16	0.61	0.67	0.37
Delay/Veh:	86.7	66.5	28.5	88.9	52.7	52.7	89.2	60.7	42.9	73.6	59.1	43.6
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:	86.7	66.5	28.5	88.9	52.7	52.7	89.2	60.7	42.9	73.6	59.1	43.6
LOS by Move:	F	E	C	F	D-	D-	F	E	D	E	E+	D
HCM2k95thQ:	13	57	14	8	26	48	16	13	8	18	30	18

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

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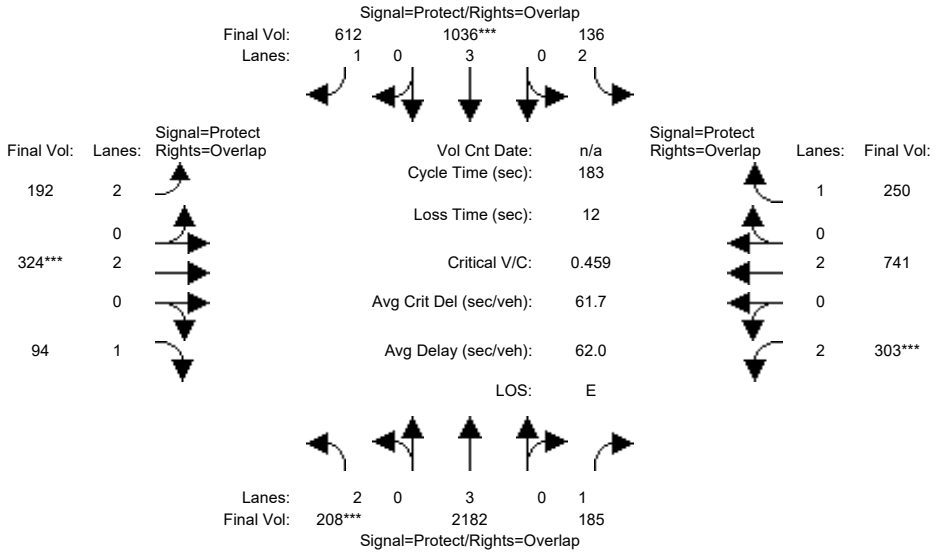
El Camino Real Specific Plan TIA
SJ17-1774
Existing AM Plus Project

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

Intersection #26: Lawrence Expy/Homestead Rd (CMP)



Street Name:	Lawrence Expy						Homestead Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	18	85	85	13	80	80	15	40	40	21	46	46
Y+R:	6.4	6.2	6.2	5.9	6.2	6.2	6.1	6.0	6.0	5.8	5.9	5.9
Volume Module:												
Base Vol:	208	2797	185	136	1346	612	192	324	94	303	741	250
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	208	2797	185	136	1346	612	192	324	94	303	741	250
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	208	2797	185	136	1346	612	192	324	94	303	741	250
User Adj:	1.00	0.78	1.00	1.00	0.77	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	208	2182	185	136	1036	612	192	324	94	303	741	250
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	208	2182	185	136	1036	612	192	324	94	303	741	250
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	208	2182	185	136	1036	612	192	324	94	303	741	250
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.38	0.11	0.04	0.18	0.35	0.06	0.09	0.05	0.10	0.20	0.14
Crit Moves:	****				****			****		****		
Green Time:	20.8	87.4	117.6	13.4	80.0	97.3	17.3	40.0	60.8	30.2	53.0	66.3
Volume/Cap:	0.58	0.80	0.16	0.59	0.42	0.66	0.65	0.39	0.16	0.58	0.67	0.39
Delay/Veh:	86.0	66.9	28.8	90.5	53.9	56.0	84.8	61.4	43.3	72.2	59.1	43.8
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:	86.0	66.9	28.8	90.5	53.9	56.0	84.8	61.4	43.3	72.2	59.1	43.8
LOS by Move:	F	E	C	F	D-	E+	F	E	D	E	E+	D
HCM2k95thQ:	12	59	16	9	29	53	14	14	8	17	30	20

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

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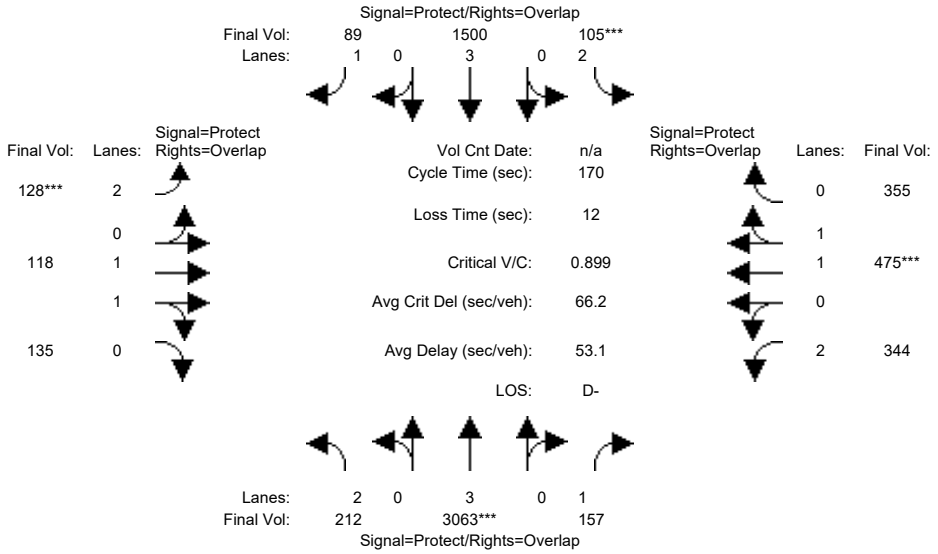
El Camino Real Specific Plan TIA
SJ17-1774
Existing AM Plus Project

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

Intersection #27: Lawrence Expy/Pruneridge Ave

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Street Name:          Lawrence Expy                    Pruneridge Ave
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    14   81    81    16   83    83    13   24    24    26   37    37
Y+R:          6.1  6.2   6.2   6.1  6.2   6.2   5.7  5.9   5.9   5.8  5.9   5.9
------------|---------------||---------------||---------------||---------------|
Volume Module:8:15 - 9:15 AM
Base Vol:     212 3063   157   105 1500    89   128  118   135   344  475   355
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  212 3063   157   105 1500    89   128  118   135   344  475   355
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  212 3063   157   105 1500    89   128  118   135   344  475   355
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   212 3063   157   105 1500    89   128  118   135   344  475   355
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  212 3063   157   105 1500    89   128  118   135   344  475   355
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  212 3063   157   105 1500    89   128  118   135   344  475   355
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.83 1.00  0.92  0.83 1.00  0.92  0.83 1.00  0.92  0.83 0.99  0.95
Lanes:       2.00 3.00  1.00  2.00 3.00  1.00  2.00 1.00  1.00  2.00 1.12  0.88
Final Sat.:  3150 5700  1750  3150 5700  1750  3150 1900  1750  3150 2116  1582
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.07 0.54  0.09  0.03 0.26  0.05  0.04 0.06  0.08  0.11 0.22  0.22
Crit Moves:       ****        ****              ****                   ****
Green Time:  15.4 91.0 117.5  16.0 91.6 104.6  13.0 24.5  39.9  26.5 38.0  54.0
Volume/Cap:  0.74 1.00  0.13  0.35 0.49  0.08  0.53 0.43  0.33  0.70 1.00  0.71
Delay/Veh:   85.2 56.7   8.9  72.9 24.7  13.3  77.8 66.9  54.2  72.4 98.3  53.0
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  85.2 56.7   8.9  72.9 24.7  13.3  77.8 66.9  54.2  72.4 98.3  53.0
LOS by Move:    F   E+     A     E    C     B    E-    E    D-     E    F    D-
HCM2k95thQ:    13   91     6     6   27     4     9   11    12    19   41    32
Note: Queue reported is the number of cars per lane.
```

El Camino Real Specific Plan TIA
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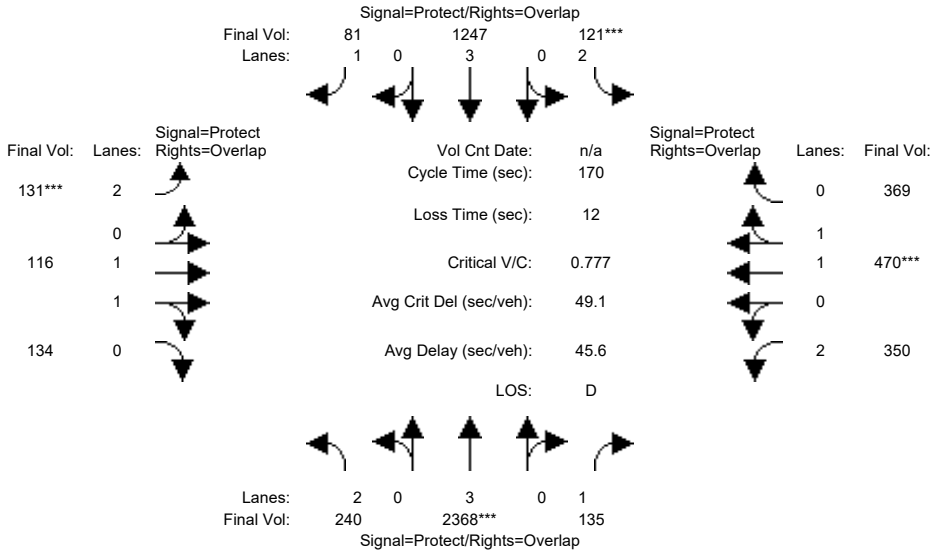
Existing AM Plus Project

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

Intersection #27: Lawrence Expy/Pruneridge Ave



Street Name:	Lawrence Expy						Pruneridge Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	14	81	81	16	83	83	13	24	24	26	37	37
Y+R:	6.1	6.2	6.2	6.1	6.2	6.2	5.7	5.9	5.9	5.8	5.9	5.9
Volume Module:												
Base Vol:	240	3036	135	121	1620	81	131	116	134	350	470	369
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	240	3036	135	121	1620	81	131	116	134	350	470	369
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	240	3036	135	121	1620	81	131	116	134	350	470	369
User Adj:	1.00	0.78	1.00	1.00	0.77	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	240	2368	135	121	1247	81	131	116	134	350	470	369
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	240	2368	135	121	1247	81	131	116	134	350	470	369
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	240	2368	135	121	1247	81	131	116	134	350	470	369
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.99	0.95
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	1.00	1.00	2.00	1.10	0.90
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	1900	1750	3150	2072	1626
Capacity Analysis Module:												
Vol/Sat:	0.08	0.42	0.08	0.04	0.22	0.05	0.04	0.06	0.08	0.11	0.23	0.23
Crit Moves:		****		****			****				****	
Green Time:	14.4	83.4	113.9	16.0	85.1	98.1	13.0	28.1	42.5	30.5	45.6	61.6
Volume/Cap:	0.90	0.85	0.12	0.41	0.44	0.08	0.54	0.37	0.31	0.62	0.85	0.63
Delay/Veh:	108.1	40.3	10.1	73.5	27.3	16.0	78.2	63.4	52.0	66.6	65.8	45.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	108.1	40.3	10.1	73.5	27.3	16.0	78.2	63.4	52.0	66.6	65.8	45.7
LOS by Move:	F	D	B+	E	C	B	E-	E	D-	E	E	D
HCM2k95thQ:	16	58	5	7	24	4	9	11	12	18	37	31

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

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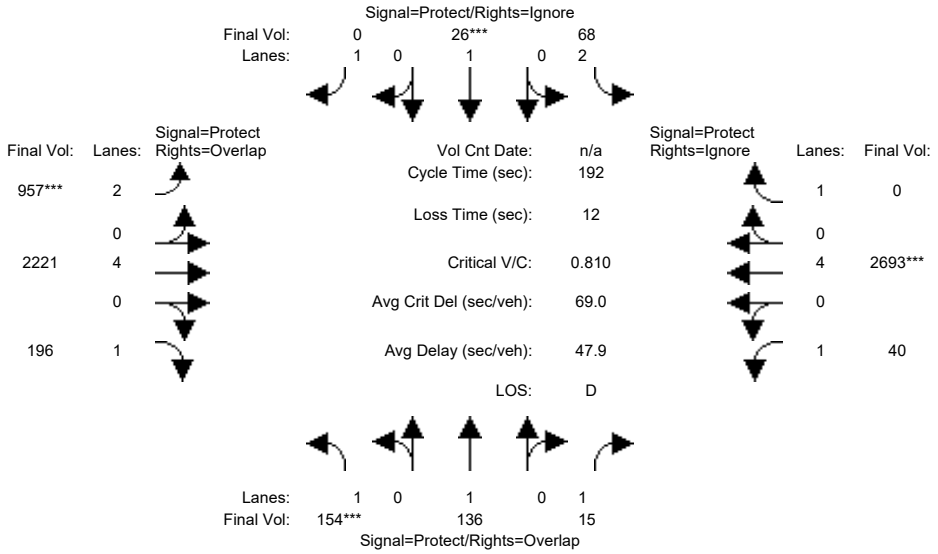
El Camino Real Specific Plan TIA
SJ17-1774
Existing AM Plus Project

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

Intersection #28: Montague Expy/Mission College Blvd (CMP)



Street Name:	Mission College Blvd						Montague Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	14	10	10	14	10	10	14	100	10	14	100	10
Y+R:	5.0	5.4	5.4	5.3	5.5	5.5	5.4	5.8	5.8	5.0	5.8	5.8
Volume Module:	8:00 - 9:00 AM											
Base Vol:	154	136	15	68	26	319	957	2221	196	40	2693	762
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	154	136	15	68	26	319	957	2221	196	40	2693	762
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	154	136	15	68	26	319	957	2221	196	40	2693	762
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	154	136	15	68	26	0	957	2221	196	40	2693	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	154	136	15	68	26	0	957	2221	196	40	2693	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	154	136	15	68	26	0	957	2221	196	40	2693	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	2.00	1.00	1.00	2.00	4.00	1.00	1.00	4.00	1.00
Final Sat.:	1750	1900	1750	3150	1900	1750	3150	7600	1750	1750	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.07	0.01	0.02	0.01	0.00	0.30	0.29	0.11	0.02	0.35	0.00
Crit Moves:	****				****		****				****	
Green Time:	15.7	11.7	30.7	14.0	10.0	0.0	54.3	135	151.1	18.9	100	0.0
Volume/Cap:	1.07	1.17	0.05	0.30	0.26	0.00	1.07	0.41	0.14	0.23	0.68	0.00
Delay/Veh:	184.7	227	68.4	85.1	88.9	0.0	121.1	2.8	0.0	80.5	43.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	184.7	227	68.4	85.1	88.9	0.0	121.1	2.8	0.0	80.5	43.7	0.0
LOS by Move:	F	F	E	F	F	A	F	A	A	F	D	A
HCM2k95thQ:	25	23	2	5	3	0	66	7	0	5	52	0

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

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El Camino Real Specific Plan TIA
SJ17-1774
Existing AM Plus Project

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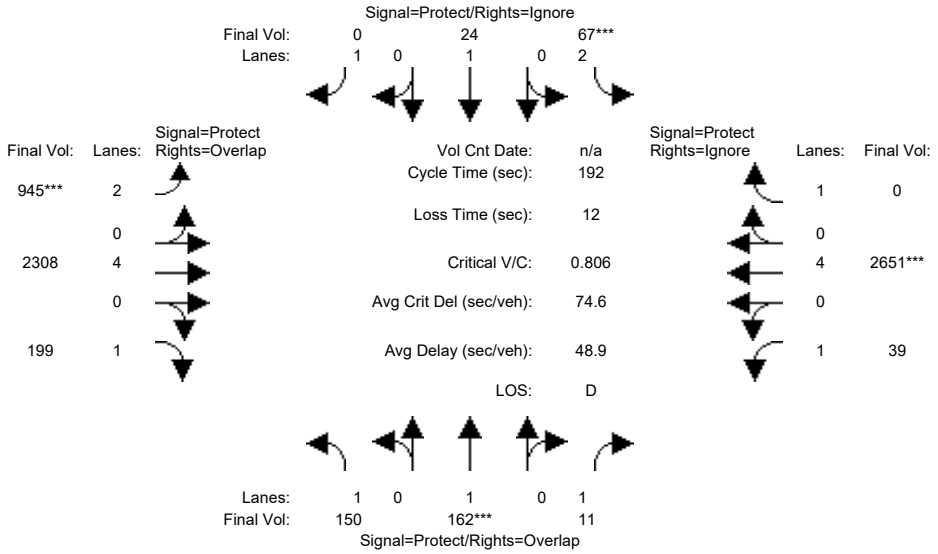
2000 HCM Operations (Future Volume Alternative)
Existing PP AM

Intersection #28: Montague Expy/Mission College Blvd (CMP)



Street Name:	Mission College Blvd						Montague Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	14	10	10	14	10	10	14	100	10	14	100	10
Y+R:	5.0	5.4	5.4	5.3	5.5	5.5	5.4	5.8	5.8	5.0	5.8	5.8
Volume Module:												
Base Vol:	150	162	11	67	24	325	945	2308	199	39	2651	757
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	150	162	11	67	24	325	945	2308	199	39	2651	757
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	150	162	11	67	24	325	945	2308	199	39	2651	757
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	150	162	11	67	24	0	945	2308	199	39	2651	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	162	11	67	24	0	945	2308	199	39	2651	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	150	162	11	67	24	0	945	2308	199	39	2651	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	2.00	1.00	1.00	2.00	4.00	1.00	1.00	4.00	1.00
Final Sat.:	1750	1900	1750	3150	1900	1750	3150	7600	1750	1750	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.01	0.02	0.01	0.00	0.30	0.30	0.11	0.02	0.35	0.00
Crit Moves:		****		****			****				****	
Green Time:	17.8	14.6	33.2	14.0	10.8	0.0	51.4	133	150.6	18.6	100	0.0
Volume/Cap:	0.92	1.12	0.04	0.29	0.22	0.00	1.12	0.44	0.14	0.23	0.67	0.00
Delay/Veh:	135.5	200	66.1	85.0	87.7	0.0	140.1	3.9	0.0	80.8	43.3	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:	135.5	200	66.1	85.0	87.7	0.0	140.1	3.9	0.0	80.8	43.3	0.0
LOS by Move:	F	F	E	F	F	A	F	A	A	F	D	A
HCM2k95thQ:	22	25	1	5	3	0	68	9	0	5	51	0

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

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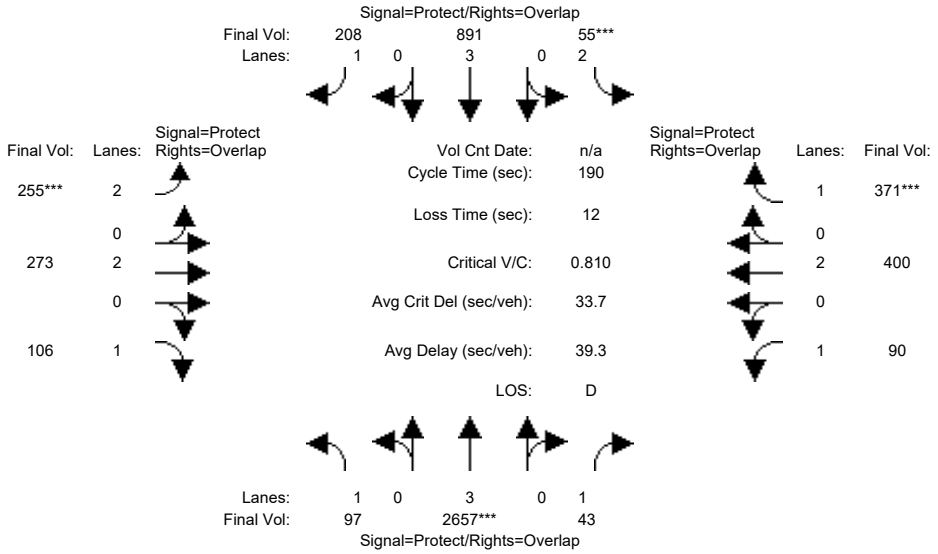
El Camino Real Specific Plan TIA
SJ17-1774
Existing AM Plus Project

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

Intersection #29: San Tomas Expy/Monroe St (CMP)



Street Name:	San Tomas Expy						Monroe St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	14	100	10	14	80	10	14	10	10	14	10	10
Y+R:	5.3	5.8	5.8	5.6	5.8	5.8	6.0	5.6	5.6	6.0	5.6	5.6
Volume Module:7:45 - 8:45 AM												
Base Vol:	97	3640	43	55	1237	208	255	273	106	90	400	371
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	97	3640	43	55	1237	208	255	273	106	90	400	371
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	97	3640	43	55	1237	208	255	273	106	90	400	371
User Adj:	1.00	0.73	1.00	1.00	0.72	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	97	2657	43	55	891	208	255	273	106	90	400	371
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	97	2657	43	55	891	208	255	273	106	90	400	371
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	97	2657	43	55	891	208	255	273	106	90	400	371
Saturation 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:	1.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	5700	1750	3150	5700	1750	3150	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.47	0.02	0.02	0.16	0.12	0.08	0.07	0.06	0.05	0.11	0.21
Crit Moves:		****		****			****					****
Green Time:	18.7	112	138.1	14.0	107	126.2	19.4	25.9	44.6	26.6	33.1	47.1
Volume/Cap:	0.56	0.79	0.03	0.24	0.28	0.18	0.79	0.53	0.26	0.37	0.60	0.86
Delay/Veh:	86.0	19.7	1.0	83.5	28.7	18.8	96.1	77.4	59.6	75.0	74.0	83.5
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:	86.0	19.7	1.0	83.5	28.7	18.8	96.1	77.4	59.6	75.0	74.0	83.5
LOS by Move:	F	B-	A	F	C	B-	F	E-	E+	E-	E	F
HCM2k95thQ:	11	48	0	4	21	14	17	14	10	10	19	37

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

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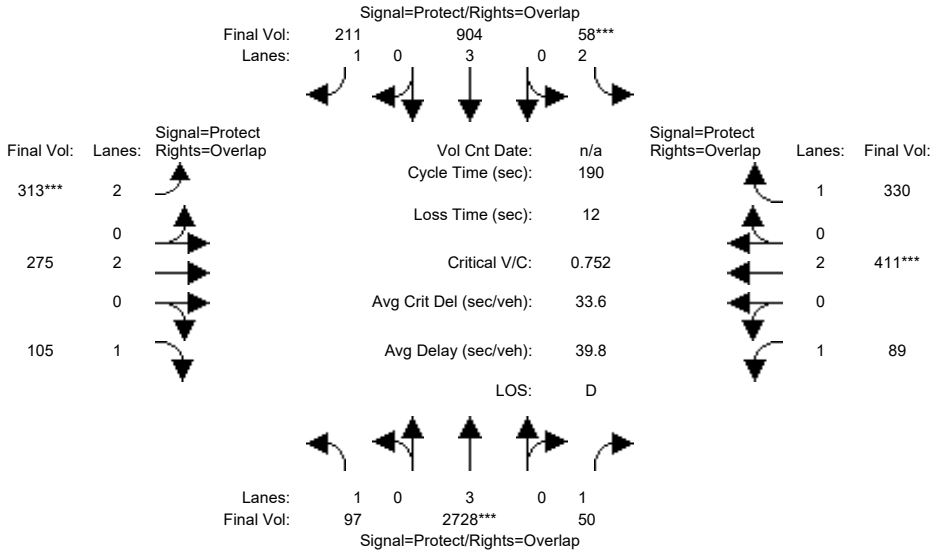
El Camino Real Specific Plan TIA
SJ17-1774
Existing AM Plus Project

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

Intersection #29: San Tomas Expy/Monroe St (CMP)



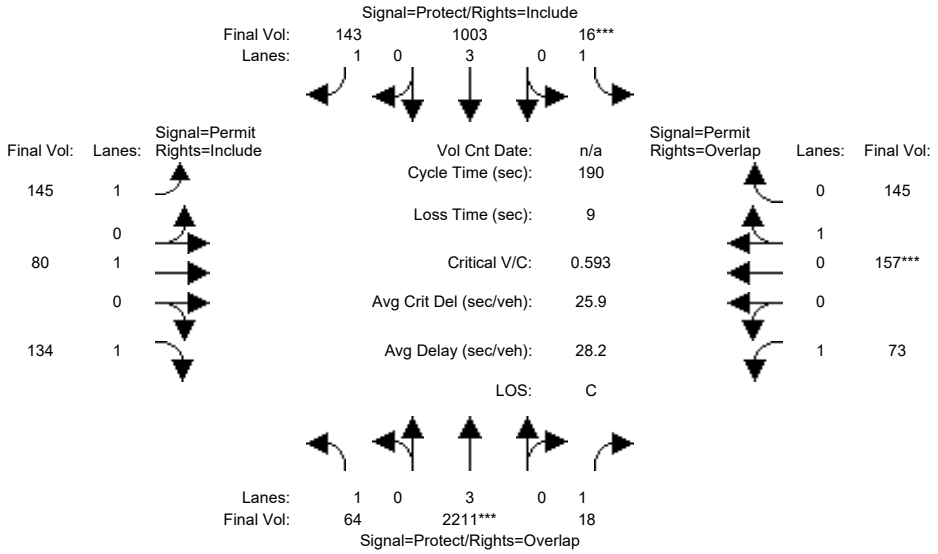
Street Name:	San Tomas Expy						Monroe St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	14	100	10	14	80	10	14	10	10	14	10	10
Y+R:	5.3	5.8	5.8	5.6	5.8	5.8	6.0	5.6	5.6	6.0	5.6	5.6
Volume Module:												
Base Vol:	97	3737	50	58	1255	211	313	275	105	89	411	330
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	97	3737	50	58	1255	211	313	275	105	89	411	330
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	97	3737	50	58	1255	211	313	275	105	89	411	330
User Adj:	1.00	0.73	1.00	1.00	0.72	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	97	2728	50	58	904	211	313	275	105	89	411	330
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	97	2728	50	58	904	211	313	275	105	89	411	330
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	97	2728	50	58	904	211	313	275	105	89	411	330
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	5700	1750	3150	5700	1750	3150	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.48	0.03	0.02	0.16	0.12	0.10	0.07	0.06	0.05	0.11	0.19
Crit Moves:		****		****			****				****	
Green Time:	19.1	114	139.4	14.0	109	133.0	23.8	24.6	43.7	25.0	25.9	39.9
Volume/Cap:	0.55	0.79	0.04	0.25	0.28	0.17	0.79	0.56	0.26	0.39	0.79	0.90
Delay/Veh:	85.1	17.8	0.7	83.6	27.6	16.1	91.4	79.1	60.3	76.5	87.8	97.1
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:	85.1	17.8	0.7	83.6	27.6	16.1	91.4	79.1	60.3	76.5	87.8	97.1
LOS by Move:	F	B	A	F	C	B	F	E-	E	E-	F	F
HCM2k95thQ:	11	47	0	4	21	14	20	14	10	10	21	35

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

El Camino Real Specific Plan TIA
SJ17-1774
Existing AM Plus Project

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

Intersection #30: San Tomas Expy/Cabrillo Ave



Street Name:	San Tomas Expy						Cabrillo Ave					
Approach:	North Bound			South Bound			East 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:	7:45 - 8:45 AM											
Base Vol:	64	3071	18	16	1374	143	145	80	134	73	157	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:	64	3071	18	16	1374	143	145	80	134	73	157	145
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	64	3071	18	16	1374	143	145	80	134	73	157	145
User Adj:	1.00	0.72	1.00	1.00	0.73	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	64	2211	18	16	1003	143	145	80	134	73	157	145
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	2211	18	16	1003	143	145	80	134	73	157	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:	64	2211	18	16	1003	143	145	80	134	73	157	145
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	0.52	0.48
Final Sat.:	1750	5700	1750	1750	5700	1750	1750	1900	1750	1750	936	864
Capacity Analysis Module:												
Vol/Sat:	0.04	0.39	0.01	0.01	0.18	0.08	0.08	0.04	0.08	0.04	0.17	0.17
Crit Moves:		****		****							****	
Green Time:	22.2	121	121.5	7.0	106	106.2	52.5	52.5	52.5	52.5	52.5	59.5
Volume/Cap:	0.31	0.61	0.02	0.25	0.31	0.15	0.30	0.15	0.28	0.15	0.61	0.54
Delay/Veh:	77.7	20.5	12.5	91.0	22.5	20.2	54.6	52.0	54.2	52.0	61.9	54.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	77.7	20.5	12.5	91.0	22.5	20.2	54.6	52.0	54.2	52.0	61.9	54.8
LOS by Move:	E-	C+	B	F	C+	C+	D-	D-	D-	D-	E	D-
HCM2k95thQ:	7	39	1	2	18	8	13	7	12	7	28	26

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

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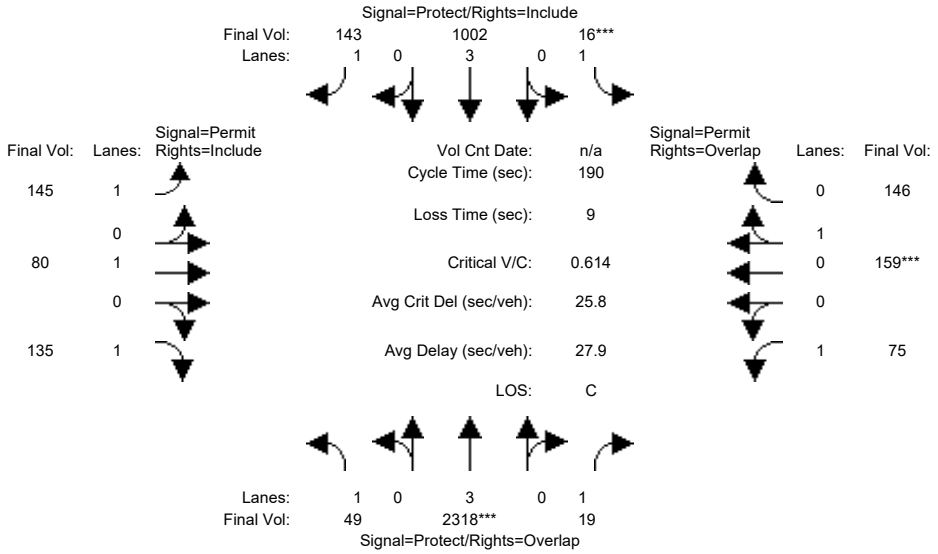
El Camino Real Specific Plan TIA
SJ17-1774
Existing AM Plus Project

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

Intersection #30: San Tomas Expy/Cabrillo Ave



Street Name:	San Tomas Expy						Cabrillo Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	49	3175	19	16	1391	143	145	80	135	75	159	146
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	49	3175	19	16	1391	143	145	80	135	75	159	146
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	49	3175	19	16	1391	143	145	80	135	75	159	146
User Adj:	1.00	0.73	1.00	1.00	0.72	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	49	2318	19	16	1002	143	145	80	135	75	159	146
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	2318	19	16	1002	143	145	80	135	75	159	146
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	49	2318	19	16	1002	143	145	80	135	75	159	146
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	0.52	0.48
Final Sat.:	1750	5700	1750	1750	5700	1750	1750	1900	1750	1750	938	862
Capacity Analysis Module:												
Vol/Sat:	0.03	0.41	0.01	0.01	0.18	0.08	0.08	0.04	0.08	0.04	0.17	0.17
Crit Moves:		****		****							****	
Green Time:	22.5	123	122.8	7.0	107	107.3	51.2	51.2	51.2	51.2	51.2	58.2
Volume/Cap:	0.24	0.63	0.02	0.25	0.31	0.14	0.31	0.16	0.29	0.16	0.63	0.55
Delay/Veh:	76.5	20.4	12.0	91.0	21.9	19.7	55.7	53.1	55.3	53.1	63.7	56.3
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:	76.5	20.4	12.0	91.0	21.9	19.7	55.7	53.1	55.3	53.1	63.7	56.3
LOS by Move:	E-	C+	B	F	C+	B-	E+	D-	E+	D-	E	E+
HCM2k95thQ:	5	41	1	2	18	8	13	7	12	7	29	27

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

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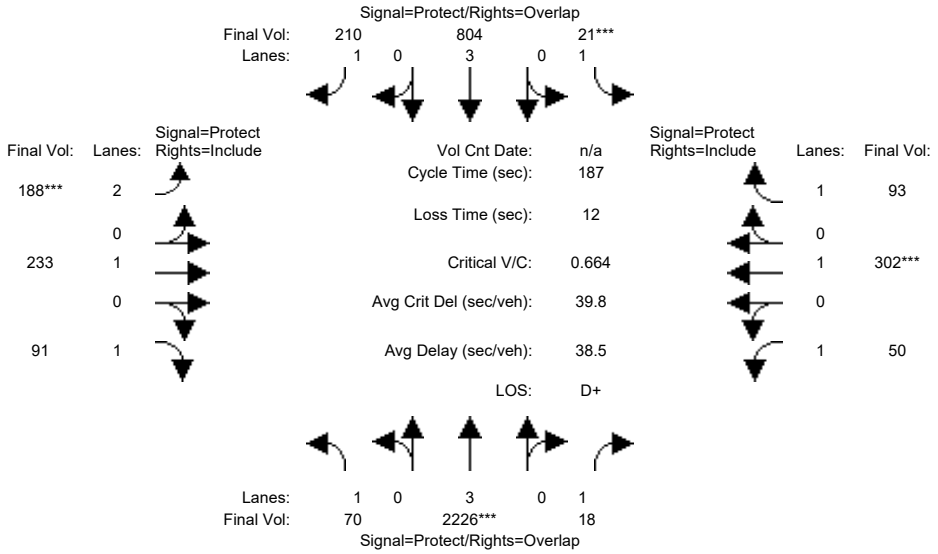
El Camino Real Specific Plan TIA
SJ17-1774
Existing AM Plus Project

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

Intersection #31: San Tomas Expy/Benton St



Street Name:	San Tomas Expy						Benton St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	14	104	104	10	100	100	22	39	39	10	27	27
Y+R:	5.1	5.8	5.8	5.2	5.8	5.8	5.1	5.6	5.6	5.2	5.6	5.6
Volume Module:7:30 - 8:30 AM												
Base Vol:	70	2891	18	21	1044	210	188	233	91	50	302	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:	70	2891	18	21	1044	210	188	233	91	50	302	93
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	2891	18	21	1044	210	188	233	91	50	302	93
User Adj:	1.00	0.77	1.00	1.00	0.77	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	2226	18	21	804	210	188	233	91	50	302	93
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	2226	18	21	804	210	188	233	91	50	302	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:	70	2226	18	21	804	210	188	233	91	50	302	93
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	3150	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.39	0.01	0.01	0.14	0.12	0.06	0.12	0.05	0.03	0.16	0.05
Crit Moves:		****		****			****				****	
Green Time:	14.0	104	116.4	10.0	100	122.0	22.0	48.6	48.6	12.4	39.0	39.0
Volume/Cap:	0.53	0.70	0.02	0.22	0.26	0.18	0.51	0.47	0.20	0.43	0.76	0.25
Delay/Veh:	87.6	30.9	13.5	86.0	23.6	12.9	78.6	59.1	54.3	86.4	78.1	62.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	87.6	30.9	13.5	86.0	23.6	12.9	78.6	59.1	54.3	86.4	78.1	62.2
LOS by Move:	F	C	B	F	C	B	E-	E+	D-	F	E-	E
HCM2k95thQ:	8	47	1	2	15	10	11	20	8	6	29	9

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

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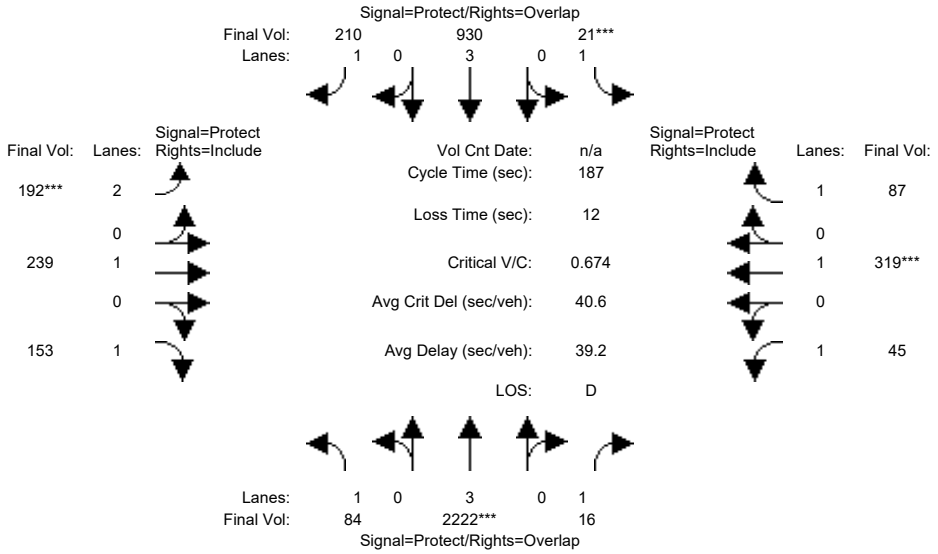
El Camino Real Specific Plan TIA
SJ17-1774
Existing AM Plus Project

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

Intersection #31: San Tomas Expy/Benton St



Street Name:	San Tomas Expy						Benton St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	14	104	104	10	100	100	22	39	39	10	27	27
Y+R:	5.1	5.8	5.8	5.2	5.8	5.8	5.1	5.6	5.6	5.2	5.6	5.6
Volume Module:												
Base Vol:	84	2886	16	21	1208	210	192	239	153	45	319	87
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	84	2886	16	21	1208	210	192	239	153	45	319	87
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	84	2886	16	21	1208	210	192	239	153	45	319	87
User Adj:	1.00	0.77	1.00	1.00	0.77	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	84	2222	16	21	930	210	192	239	153	45	319	87
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	2222	16	21	930	210	192	239	153	45	319	87
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	84	2222	16	21	930	210	192	239	153	45	319	87
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	3150	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.39	0.01	0.01	0.16	0.12	0.06	0.13	0.09	0.03	0.17	0.05
Crit Moves:		****		****			****				****	
Green Time:	14.0	104	116.4	10.0	100	122.0	22.0	48.6	48.6	12.4	39.0	39.0
Volume/Cap:	0.64	0.70	0.01	0.22	0.31	0.18	0.52	0.48	0.34	0.39	0.81	0.24
Delay/Veh:	94.3	30.9	13.4	86.0	24.2	12.9	78.8	59.4	56.6	85.7	81.8	62.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	94.3	30.9	13.4	86.0	24.2	12.9	78.8	59.4	56.6	85.7	81.8	62.0
LOS by Move:	F	C	B	F	C	B	E-	E+	E+	F	F	E
HCM2k95thQ:	10	47	1	2	17	10	12	20	14	5	31	8

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

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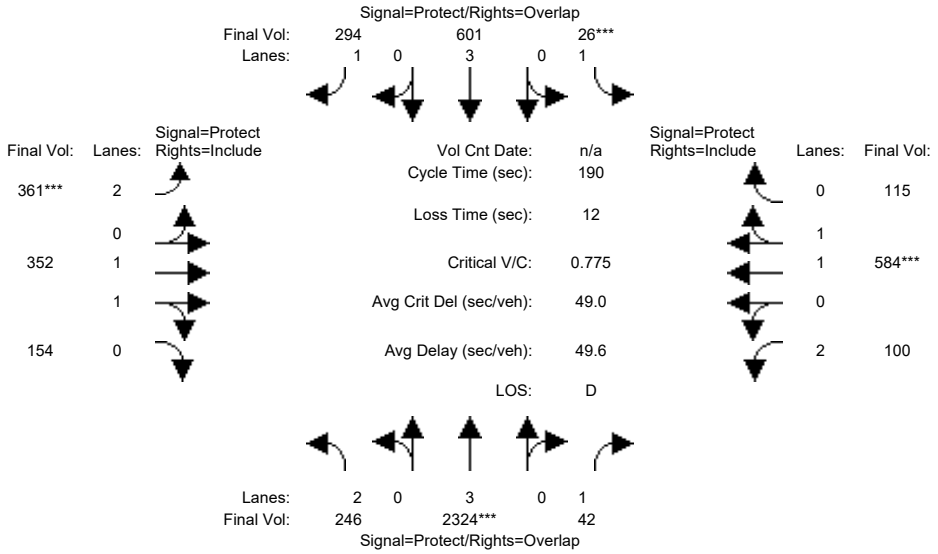
El Camino Real Specific Plan TIA
SJ17-1774
Existing AM Plus Project

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

Intersection #32: San Tomas Expy/Homestead Rd (CMP)



Street Name:	San Tomas Expy						Homestead Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	14	10	10	14	10	10	14	10	10	14	10	10
Y+R:	5.1	5.8	5.8	5.2	5.8	5.8	5.1	5.6	5.6	5.2	5.6	5.6
Volume Module:	7:45 - 8:45 AM											
Base Vol:	246	3018	42	26	781	294	361	352	154	100	584	115
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	246	3018	42	26	781	294	361	352	154	100	584	115
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	246	3018	42	26	781	294	361	352	154	100	584	115
User Adj:	1.00	0.77	1.00	1.00	0.77	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	246	2324	42	26	601	294	361	352	154	100	584	115
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	246	2324	42	26	601	294	361	352	154	100	584	115
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	246	2324	42	26	601	294	361	352	154	100	584	115
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.83	0.99	0.95	0.83	0.98	0.95
Lanes:	2.00	3.00	1.00	1.00	3.00	1.00	2.00	1.37	0.63	2.00	1.66	0.34
Final Sat.:	3150	5700	1750	1750	5700	1750	3150	2573	1126	3150	3091	609
Capacity Analysis Module:												
Vol/Sat:	0.08	0.41	0.02	0.01	0.11	0.17	0.11	0.14	0.14	0.03	0.19	0.19
Crit Moves:		****		****			****				****	
Green Time:	45.9	94.0	118.5	14.0	62.1	88.5	26.4	45.5	45.5	24.5	43.6	43.6
Volume/Cap:	0.32	0.82	0.04	0.20	0.32	0.36	0.82	0.57	0.57	0.25	0.82	0.82
Delay/Veh:	59.5	33.8	7.1	83.5	46.5	26.9	91.5	64.6	64.6	74.8	76.2	76.2
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:	59.5	33.8	7.1	83.5	46.5	26.9	91.5	64.6	64.6	74.8	76.2	76.2
LOS by Move:	E+	C-	A	F	D	C	F	E	E	E	E-	E-
HCM2k95thQ:	12	51	1	3	14	16	23	23	23	6	34	34

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

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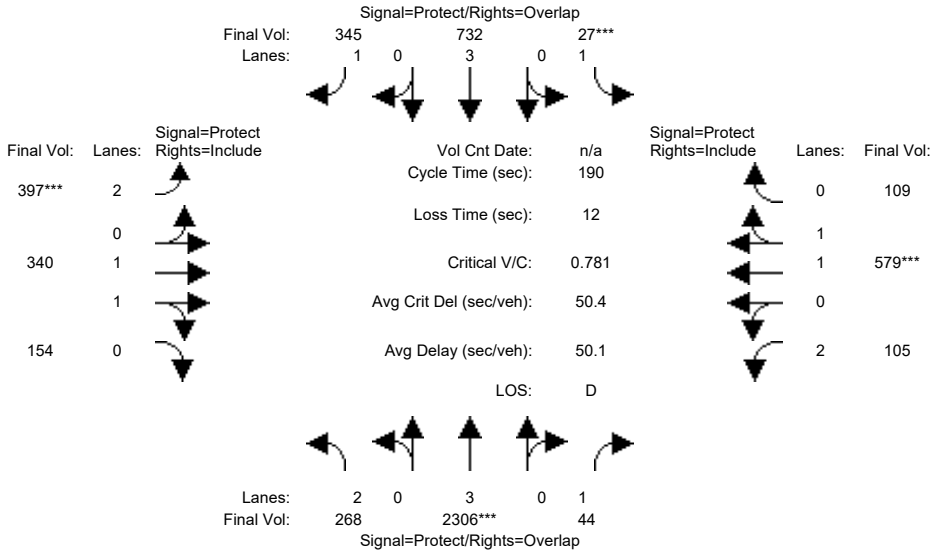
El Camino Real Specific Plan TIA
SJ17-1774
Existing AM Plus Project

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

Intersection #32: San Tomas Expy/Homestead Rd (CMP)



Street Name:	San Tomas Expy						Homestead Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	14	10	10	14	10	10	14	10	10	14	10	10
Y+R:	5.1	5.8	5.8	5.2	5.8	5.8	5.1	5.6	5.6	5.2	5.6	5.6
Volume Module:												
Base Vol:	268	2995	44	27	951	345	397	340	154	105	579	109
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	268	2995	44	27	951	345	397	340	154	105	579	109
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	268	2995	44	27	951	345	397	340	154	105	579	109
User Adj:	1.00	0.77	1.00	1.00	0.77	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	268	2306	44	27	732	345	397	340	154	105	579	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	268	2306	44	27	732	345	397	340	154	105	579	109
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	268	2306	44	27	732	345	397	340	154	105	579	109
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.83	0.99	0.95	0.83	0.98	0.95
Lanes:	2.00	3.00	1.00	1.00	3.00	1.00	2.00	1.36	0.64	2.00	1.67	0.33
Final Sat.:	3150	5700	1750	1750	5700	1750	3150	2546	1153	3150	3113	586
Capacity Analysis Module:												
Vol/Sat:	0.09	0.40	0.03	0.02	0.13	0.20	0.13	0.13	0.13	0.03	0.19	0.19
Crit Moves:		****		****			****				****	
Green Time:	42.5	92.6	118.0	14.0	64.1	93.0	28.8	46.0	46.0	25.4	42.6	42.6
Volume/Cap:	0.38	0.83	0.04	0.21	0.38	0.40	0.83	0.55	0.55	0.25	0.83	0.83
Delay/Veh:	62.9	35.2	7.3	83.6	45.8	24.5	89.8	63.7	63.7	74.1	77.4	77.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	62.9	35.2	7.3	83.6	45.8	24.5	89.8	63.7	63.7	74.1	77.4	77.4
LOS by Move:	E	D+	A	F	D	C	F	E	E	E	E-	E-
HCM2k95thQ:	13	51	1	3	17	18	25	22	22	6	34	34

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

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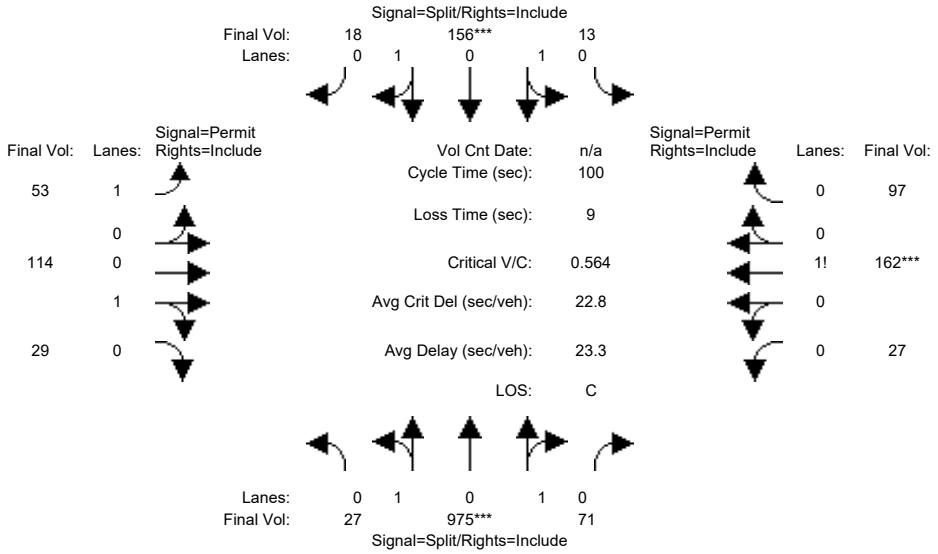
El Camino Real Specific Plan TIA
SJ17-1774
Existing AM Plus Project

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

Intersection #33: Bowers Ave/Cabrillo Ave



Street Name:	Bowers Ave						Cabrillo Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:8:00 - 9:00 AM												
Base Vol:	27	975	71	13	156	18	53	114	29	27	162	97
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	27	975	71	13	156	18	53	114	29	27	162	97
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	27	975	71	13	156	18	53	114	29	27	162	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:	27	975	71	13	156	18	53	114	29	27	162	97
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	975	71	13	156	18	53	114	29	27	162	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:	27	975	71	13	156	18	53	114	29	27	162	97
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.92
Lanes:	0.05	1.82	0.13	0.14	1.67	0.19	1.00	0.80	0.20	0.09	0.57	0.34
Final Sat.:	91	3271	238	250	3003	347	1750	1435	365	165	991	594
Capacity Analysis Module:												
Vol/Sat:	0.30	0.30	0.30	0.05	0.05	0.05	0.03	0.08	0.08	0.16	0.16	0.16
Crit Moves:		****			****						****	
Green Time:	52.3	52.3	52.3	10.0	10.0	10.0	28.7	28.7	28.7	28.7	28.7	28.7
Volume/Cap:	0.57	0.57	0.57	0.52	0.52	0.52	0.11	0.28	0.28	0.57	0.57	0.57
Delay/Veh:	16.6	16.6	16.6	44.1	44.1	44.1	26.3	27.9	27.9	32.0	32.0	32.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	16.6	16.6	16.6	44.1	44.1	44.1	26.3	27.9	27.9	32.0	32.0	32.0
LOS by Move:	B	B	B	D	D	D	C	C	C	C	C	C
HCM2k95thQ:	21	21	21	6	6	6	3	7	7	15	15	15

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

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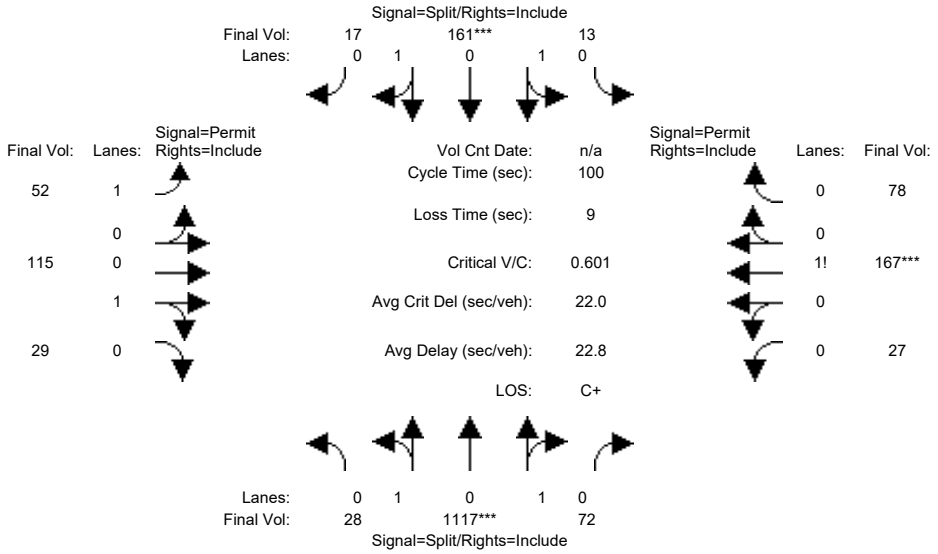
El Camino Real Specific Plan TIA
SJ17-1774
Existing AM Plus Project

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

Intersection #33: Bowers Ave/Cabrillo Ave



Street Name:	Bowers Ave						Cabrillo Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	28	1117	72	13	161	17	52	115	29	27	167	78
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	1117	72	13	161	17	52	115	29	27	167	78
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	28	1117	72	13	161	17	52	115	29	27	167	78
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	28	1117	72	13	161	17	52	115	29	27	167	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	1117	72	13	161	17	52	115	29	27	167	78
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	28	1117	72	13	161	17	52	115	29	27	167	78
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.92
Lanes:	0.05	1.83	0.12	0.14	1.68	0.18	1.00	0.80	0.20	0.10	0.61	0.29
Final Sat.:	83	3304	213	245	3035	320	1750	1437	362	174	1074	502
Capacity Analysis Module:												
Vol/Sat:	0.34	0.34	0.34	0.05	0.05	0.05	0.03	0.08	0.08	0.16	0.16	0.16
Crit Moves:		****			****						****	
Green Time:	55.5	55.5	55.5	10.0	10.0	10.0	25.5	25.5	25.5	25.5	25.5	25.5
Volume/Cap:	0.61	0.61	0.61	0.53	0.53	0.53	0.12	0.31	0.31	0.61	0.61	0.61
Delay/Veh:	15.5	15.5	15.5	44.3	44.3	44.3	28.7	30.5	30.5	35.3	35.3	35.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.5	15.5	15.5	44.3	44.3	44.3	28.7	30.5	30.5	35.3	35.3	35.3
LOS by Move:	B	B	B	D	D	D	C	C	C	D+	D+	D+
HCM2k95thQ:	23	23	23	6	6	6	3	7	7	15	15	15

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

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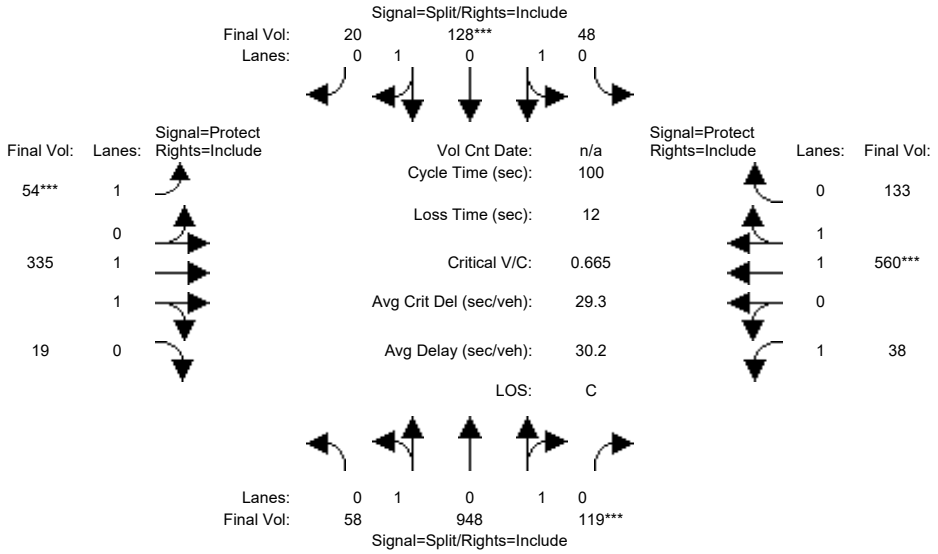
El Camino Real Specific Plan TIA
SJ17-1774
Existing AM Plus Project

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

Intersection #34: Bowers Ave/Monroe St



Street Name:	Bowers Ave						Monroe St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	4.5	4.5	4.5	5.5	5.5	5.5	4.5	5.5	5.5	4.5	5.5	5.5
Volume Module:	8:00 - 9:00 AM											
Base Vol:	58	948	119	48	128	20	54	335	19	38	560	133
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	58	948	119	48	128	20	54	335	19	38	560	133
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	58	948	119	48	128	20	54	335	19	38	560	133
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	58	948	119	48	128	20	54	335	19	38	560	133
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	948	119	48	128	20	54	335	19	38	560	133
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	58	948	119	48	128	20	54	335	19	38	560	133
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.10	1.69	0.21	0.49	1.31	0.20	1.00	1.89	0.11	1.00	1.61	0.39
Final Sat.:	186	3034	381	882	2351	367	1750	3501	199	1750	2989	710
Capacity Analysis Module:												
Vol/Sat:	0.31	0.31	0.31	0.05	0.05	0.05	0.03	0.10	0.10	0.02	0.19	0.19
Crit Moves:			****		****		****				****	
Green Time:	46.8	46.8	46.8	8.2	8.2	8.2	5.0	21.7	21.7	11.3	28.1	28.1
Volume/Cap:	0.67	0.67	0.67	0.67	0.67	0.67	0.62	0.44	0.44	0.19	0.67	0.67
Delay/Veh:	21.6	21.6	21.6	50.4	50.4	50.4	59.2	34.3	34.3	40.6	33.5	33.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.6	21.6	21.6	50.4	50.4	50.4	59.2	34.3	34.3	40.6	33.5	33.5
LOS by Move:	C+	C+	C+	D	D	D	E+	C-	C-	D	C-	C-
HCM2k95thQ:	25	25	25	6	6	6	4	9	9	2	18	18

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

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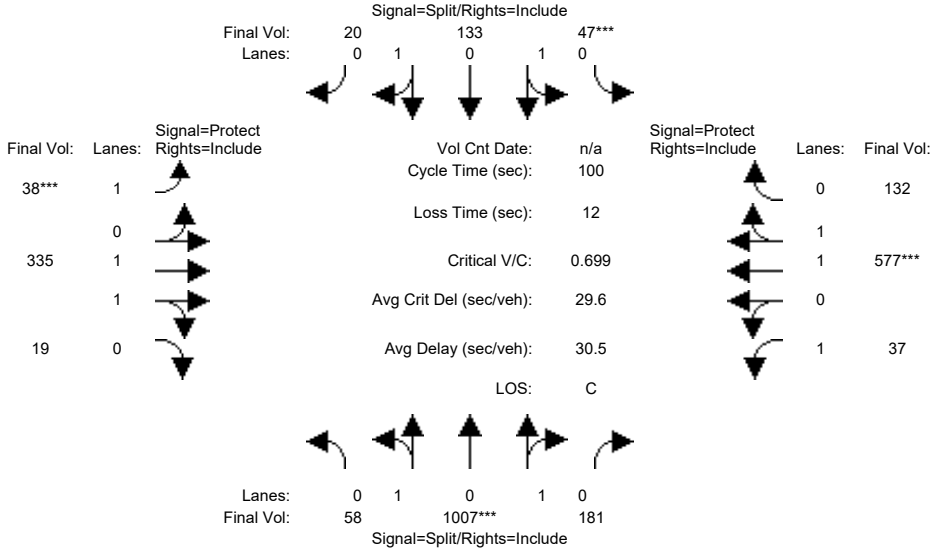
El Camino Real Specific Plan TIA
SJ17-1774
Existing AM Plus Project

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

Intersection #34: Bowers Ave/Monroe St



Street Name:	Bowers Ave						Monroe St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	4.5	4.5	4.5	5.5	5.5	5.5	4.5	5.5	5.5	4.5	5.5	5.5
Volume Module:												
Base Vol:	58	1007	181	47	133	20	38	335	19	37	577	132
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	58	1007	181	47	133	20	38	335	19	37	577	132
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	58	1007	181	47	133	20	38	335	19	37	577	132
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	58	1007	181	47	133	20	38	335	19	37	577	132
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	1007	181	47	133	20	38	335	19	37	577	132
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	58	1007	181	47	133	20	38	335	19	37	577	132
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.09	1.62	0.29	0.47	1.33	0.20	1.00	1.89	0.11	1.00	1.62	0.38
Final Sat.:	168	2909	523	846	2394	360	1750	3501	199	1750	3011	689
Capacity Analysis Module:												
Vol/Sat:	0.35	0.35	0.35	0.06	0.06	0.06	0.02	0.10	0.10	0.02	0.19	0.19
Crit Moves:		****		****			****				****	
Green Time:	48.4	48.4	48.4	7.8	7.8	7.8	5.0	20.9	20.9	10.9	26.8	26.8
Volume/Cap:	0.71	0.71	0.71	0.71	0.71	0.71	0.43	0.46	0.46	0.19	0.71	0.71
Delay/Veh:	21.8	21.8	21.8	53.5	53.5	53.5	49.6	35.0	35.0	41.0	35.6	35.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.8	21.8	21.8	53.5	53.5	53.5	49.6	35.0	35.0	41.0	35.6	35.6
LOS by Move:	C+	C+	C+	D-	D-	D-	D	D+	D+	D	D+	D+
HCM2k95thQ:	27	27	27	7	7	7	3	9	9	2	18	18

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

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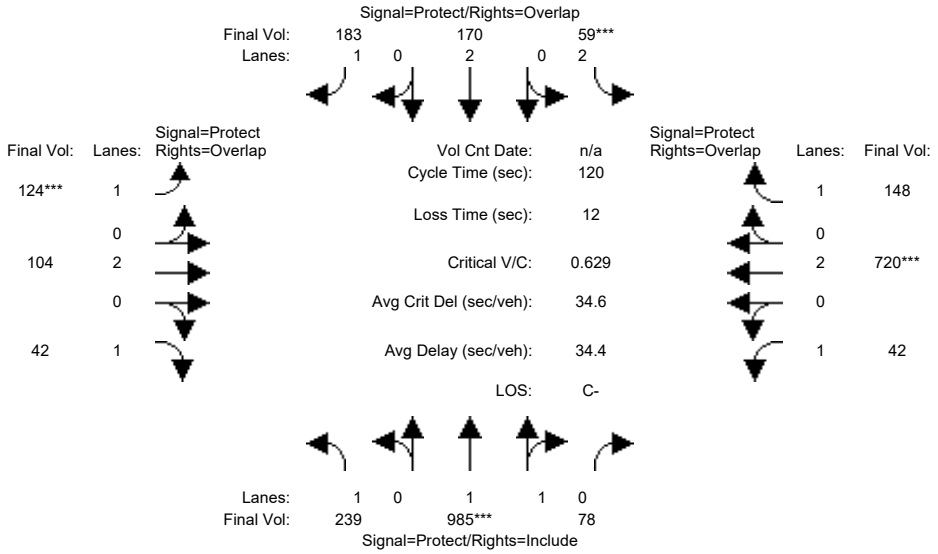
El Camino Real Specific Plan TIA
SJ17-1774
Existing AM Plus Project

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

Intersection #35: Bowers Ave/Kifer Rd



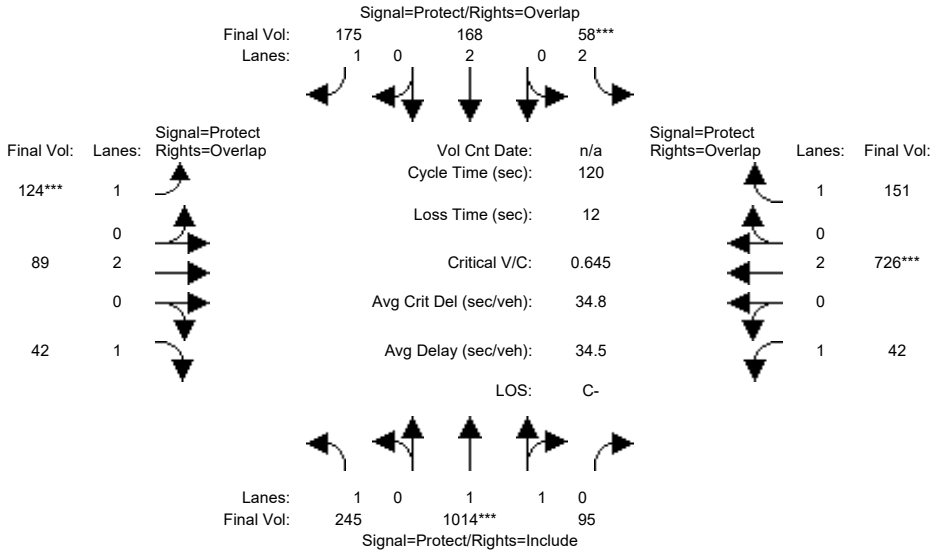
Street Name:	Bowers Ave						Kifer Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	5	10	10	8	10	10	5	5	5	5	5	5
Y+R:	4.1	5.0	5.0	4.0	5.0	5.0	4.1	4.6	4.6	4.0	5.0	5.0
Volume Module:	8:00 - 9:00 AM											
Base Vol:	239	985	78	59	170	183	124	104	42	42	720	148
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	239	985	78	59	170	183	124	104	42	42	720	148
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	239	985	78	59	170	183	124	104	42	42	720	148
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	239	985	78	59	170	183	124	104	42	42	720	148
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	239	985	78	59	170	183	124	104	42	42	720	148
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	239	985	78	59	170	183	124	104	42	42	720	148
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	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.85	0.15	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3428	271	3150	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.14	0.29	0.29	0.02	0.04	0.10	0.07	0.03	0.02	0.02	0.19	0.08
Crit Moves:		****		****			****				****	
Green Time:	37.6	52.5	52.5	8.0	22.9	35.9	12.9	23.8	61.3	23.8	34.6	42.6
Volume/Cap:	0.44	0.66	0.66	0.28	0.23	0.35	0.66	0.14	0.05	0.12	0.66	0.24
Delay/Veh:	33.4	27.7	27.7	54.0	41.3	33.4	59.6	39.8	14.7	39.7	39.0	27.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.4	27.7	27.7	54.0	41.3	33.4	59.6	39.8	14.7	39.7	39.0	27.5
LOS by Move:	C-	C	C	D-	D	C-	E+	D	B	D	D+	C
HCM2k95thQ:	14	27	27	2	5	11	10	3	2	3	20	8

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

El Camino Real Specific Plan TIA
SJ17-1774
Existing AM Plus Project

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

Intersection #35: Bowers Ave/Kifer Rd



Street Name:	Bowers Ave						Kifer Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	5	10	10	8	10	10	5	5	5	5	5	5
Y+R:	4.1	5.0	5.0	4.0	5.0	5.0	4.1	4.6	4.6	4.0	5.0	5.0
Volume Module:												
Base Vol:	245	1014	95	58	168	175	124	89	42	42	726	151
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	245	1014	95	58	168	175	124	89	42	42	726	151
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	245	1014	95	58	168	175	124	89	42	42	726	151
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	245	1014	95	58	168	175	124	89	42	42	726	151
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	245	1014	95	58	168	175	124	89	42	42	726	151
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	245	1014	95	58	168	175	124	89	42	42	726	151
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	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.82	0.18	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3383	317	3150	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.14	0.30	0.30	0.02	0.04	0.10	0.07	0.02	0.02	0.02	0.19	0.09
Crit Moves:		****		****			****				****	
Green Time:	38.5	53.4	53.4	8.0	22.9	35.5	12.6	23.3	61.8	23.3	34.0	42.0
Volume/Cap:	0.44	0.67	0.67	0.28	0.23	0.34	0.67	0.12	0.05	0.12	0.67	0.25
Delay/Veh:	32.8	27.5	27.5	54.0	41.3	33.4	61.2	40.0	14.5	40.1	39.8	27.9
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:	32.8	27.5	27.5	54.0	41.3	33.4	61.2	40.0	14.5	40.1	39.8	27.9
LOS by Move:	C-	C	C	D-	D	C-	E	D	B	D	D	C
HCM2k95thQ:	14	28	28	2	5	10	10	3	2	3	21	8

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

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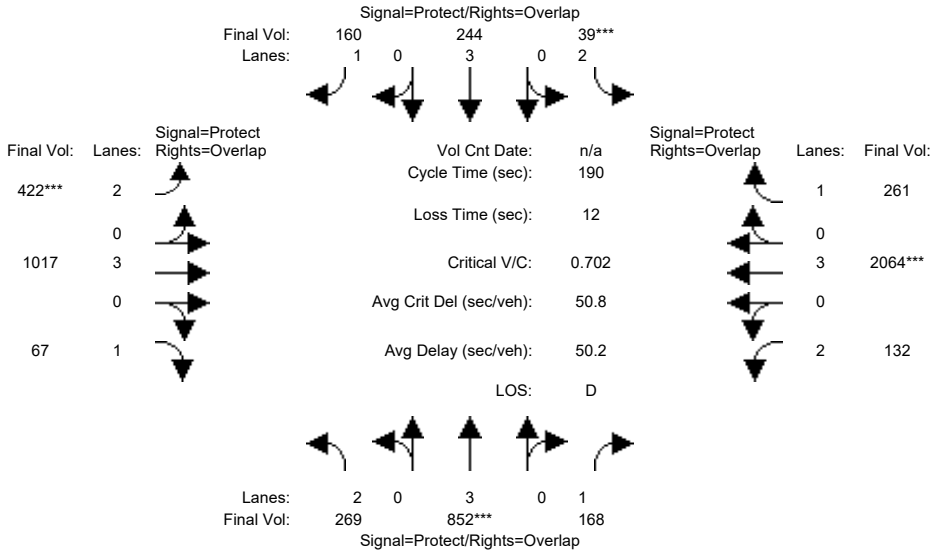
El Camino Real Specific Plan TIA
SJ17-1774
Existing AM Plus Project

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

Intersection #36: Bowers Ave/Central Expy (CMP)



Street Name:	Bowers Ave						Central Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	14	10	10	14	10	10	14	78	78	14	85	85
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:	8:00 - 9:00 AM											
Base Vol:	269	852	168	39	244	160	422	1017	67	132	2064	261
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	269	852	168	39	244	160	422	1017	67	132	2064	261
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	269	852	168	39	244	160	422	1017	67	132	2064	261
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	269	852	168	39	244	160	422	1017	67	132	2064	261
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	269	852	168	39	244	160	422	1017	67	132	2064	261
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	269	852	168	39	244	160	422	1017	67	132	2064	261
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.15	0.10	0.01	0.04	0.09	0.13	0.18	0.04	0.04	0.36	0.15
Crit Moves:		****		****			****				****	
Green Time:	32.2	38.0	57.2	14.0	19.8	53.9	34.0	107	139.0	19.2	92.0	106.0
Volume/Cap:	0.50	0.75	0.32	0.17	0.41	0.32	0.75	0.32	0.05	0.42	0.75	0.27
Delay/Veh:	72.5	74.3	51.7	82.9	80.1	54.1	90.1	41.2	20.1	81.0	32.5	14.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	72.5	74.3	51.7	82.9	80.1	54.1	90.1	41.2	20.1	81.0	32.5	14.7
LOS by Move:	E	E	D-	F	F	D-	F	D	C+	F	C-	B
HCM2k95thQ:	15	27	15	3	8	14	27	28	6	8	44	10

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

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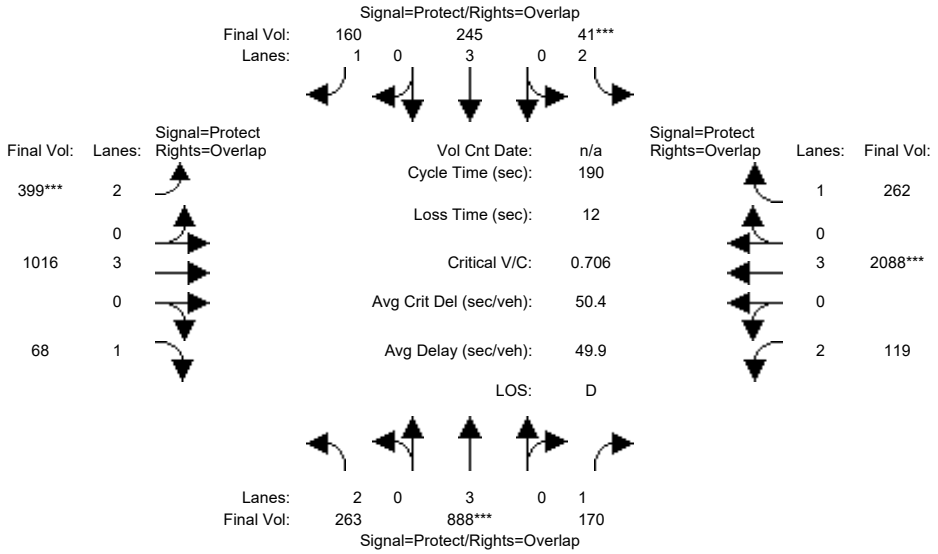
El Camino Real Specific Plan TIA
SJ17-1774
Existing AM Plus Project

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

Intersection #36: Bowers Ave/Central Expy (CMP)



Street Name:	Bowers Ave						Central Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	14	10	10	14	10	10	14	78	78	14	85	85
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	263	888	170	41	245	160	399	1016	68	119	2088	262
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	263	888	170	41	245	160	399	1016	68	119	2088	262
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	263	888	170	41	245	160	399	1016	68	119	2088	262
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	263	888	170	41	245	160	399	1016	68	119	2088	262
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	263	888	170	41	245	160	399	1016	68	119	2088	262
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	263	888	170	41	245	160	399	1016	68	119	2088	262
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.16	0.10	0.01	0.04	0.09	0.13	0.18	0.04	0.04	0.37	0.15
Crit Moves:		****		****			****				****	
Green Time:	32.7	39.4	58.3	14.0	20.6	52.7	32.0	106	138.4	19.0	92.6	106.6
Volume/Cap:	0.48	0.75	0.32	0.18	0.40	0.33	0.75	0.32	0.05	0.38	0.75	0.27
Delay/Veh:	71.7	73.5	50.9	83.0	79.3	55.0	91.3	41.9	20.3	80.8	32.1	14.4
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:	71.7	73.5	50.9	83.0	79.3	55.0	91.3	41.9	20.3	80.8	32.1	14.4
LOS by Move:	E	E	D	F	E-	E+	F	D	C+	F	C-	B
HCM2k95thQ:	15	28	15	3	8	14	26	28	6	7	45	10

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

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El Camino Real Specific Plan TIA
SJ17-1774
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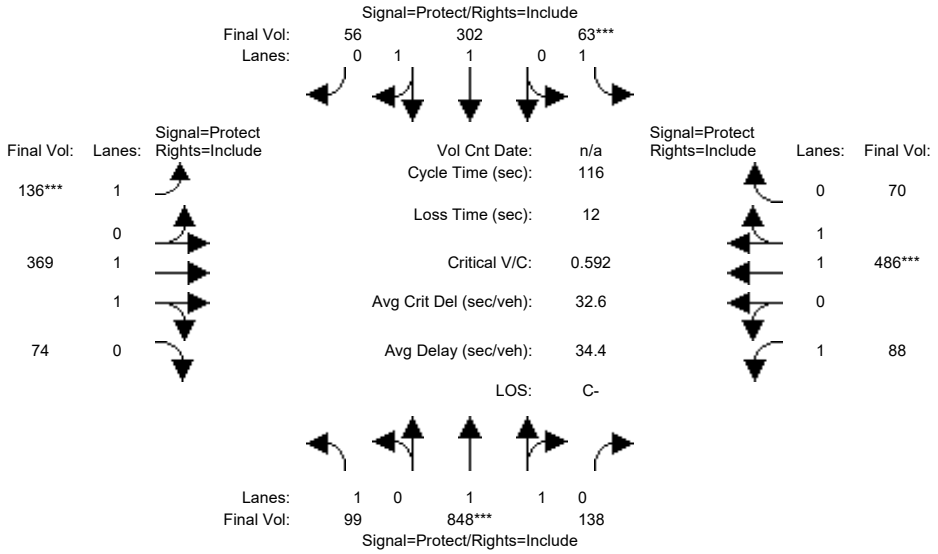
2000 HCM Operations (Future Volume Alternative)
Existing AM

Intersection #37: Kiely Blvd/Benton St



Street Name:	Kiely Blvd						Benton St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	4	4	4	4	4	4	11	11	11	12	12	12
Y+R:	4.0	5.1	5.1	4.0	5.1	5.1	4.0	5.0	5.0	4.0	5.0	5.0
Volume Module:	8:00 - 9:00 AM											
Base Vol:	99	848	138	63	302	56	136	369	74	88	486	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	99	848	138	63	302	56	136	369	74	88	486	70
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	99	848	138	63	302	56	136	369	74	88	486	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	99	848	138	63	302	56	136	369	74	88	486	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	99	848	138	63	302	56	136	369	74	88	486	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	99	848	138	63	302	56	136	369	74	88	486	70
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.71	0.29	1.00	1.68	0.32	1.00	1.66	0.34	1.00	1.74	0.26
Final Sat.:	1750	3182	518	1750	3121	579	1750	3081	618	1750	3234	466
Capacity Analysis Module:												
Vol/Sat:	0.06	0.27	0.27	0.04	0.10	0.10	0.08	0.12	0.12	0.05	0.15	0.15
Crit Moves:		****		****			****				****	
Green Time:	21.9	52.2	52.2	7.1	37.4	37.4	15.2	24.0	24.0	20.7	29.5	29.5
Volume/Cap:	0.30	0.59	0.59	0.59	0.30	0.30	0.59	0.58	0.58	0.28	0.59	0.59
Delay/Veh:	41.0	24.5	24.5	61.7	29.6	29.6	51.5	42.6	42.6	41.7	39.0	39.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.0	24.5	24.5	61.7	29.6	29.6	51.5	42.6	42.6	41.7	39.0	39.0
LOS by Move:	D	C	C	E	C	C	D-	D	D	D	D	D
HCM2k95thQ:	6	23	23	5	9	9	10	14	14	6	16	16

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

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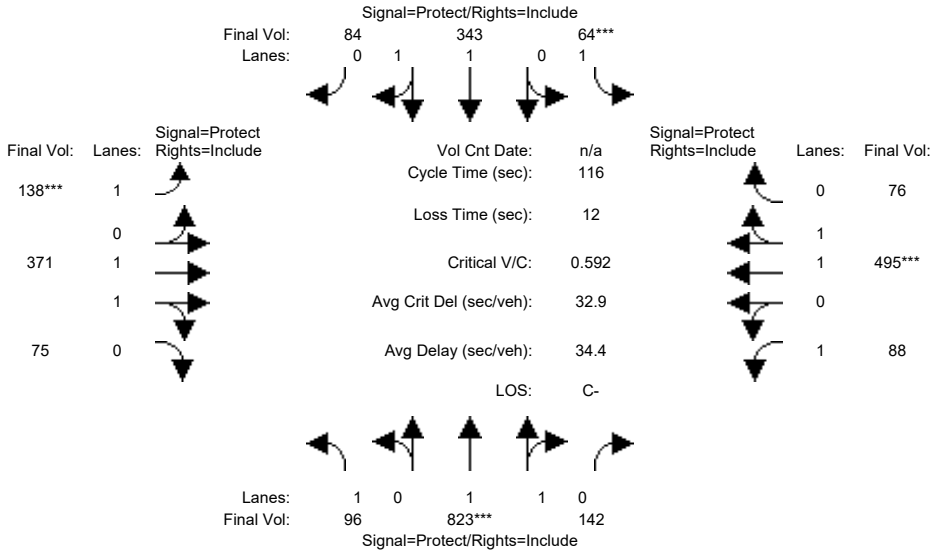
El Camino Real Specific Plan TIA
SJ17-1774
Existing AM Plus Project

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

Intersection #37: Kiely Blvd/Benton St



Street Name:	Kiely Blvd						Benton St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	4	4	4	4	4	4	11	11	11	12	12	12
Y+R:	4.0	5.1	5.1	4.0	5.1	5.1	4.0	5.0	5.0	4.0	5.0	5.0
Volume Module:												
Base Vol:	96	823	142	64	343	84	138	371	75	88	495	76
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	96	823	142	64	343	84	138	371	75	88	495	76
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	96	823	142	64	343	84	138	371	75	88	495	76
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	96	823	142	64	343	84	138	371	75	88	495	76
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	96	823	142	64	343	84	138	371	75	88	495	76
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	96	823	142	64	343	84	138	371	75	88	495	76
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.70	0.30	1.00	1.60	0.40	1.00	1.65	0.35	1.00	1.73	0.27
Final Sat.:	1750	3155	544	1750	2972	728	1750	3077	622	1750	3207	492
Capacity Analysis Module:												
Vol/Sat:	0.05	0.26	0.26	0.04	0.12	0.12	0.08	0.12	0.12	0.05	0.15	0.15
Crit Moves:		****		****			****				****	
Green Time:	18.8	51.1	51.1	7.2	39.5	39.5	15.5	24.6	24.6	21.1	30.3	30.3
Volume/Cap:	0.34	0.59	0.59	0.59	0.34	0.34	0.59	0.57	0.57	0.28	0.59	0.59
Delay/Veh:	43.8	25.1	25.1	61.5	28.7	28.7	51.3	41.9	41.9	41.3	38.5	38.5
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:	43.8	25.1	25.1	61.5	28.7	28.7	51.3	41.9	41.9	41.3	38.5	38.5
LOS by Move:	D	C	C	E	C	C	D-	D	D	D	D+	D+
HCM2k95thQ:	6	23	23	5	11	11	10	13	13	6	16	16

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

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El Camino Real Specific Plan TIA
SJ17-1774
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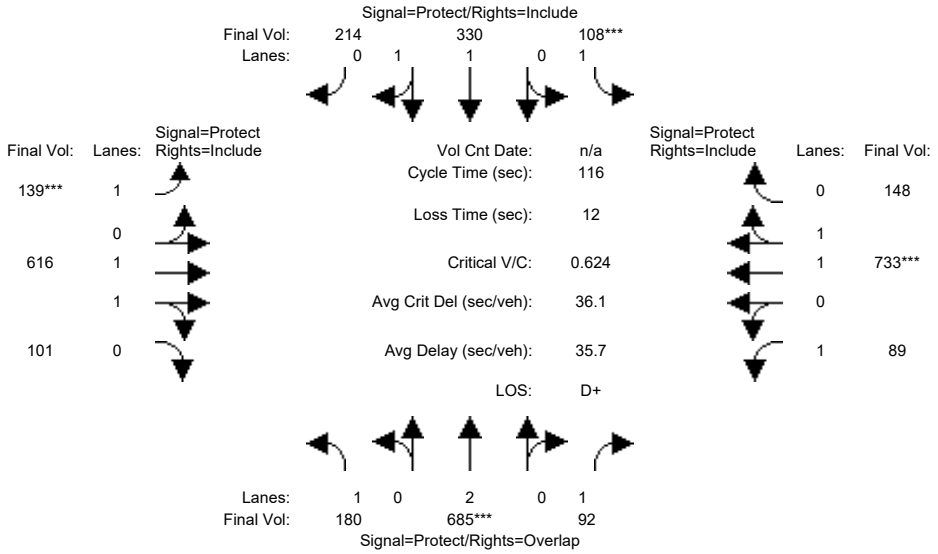
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

Intersection #38: Kiely Blvd/Homestead Rd



Street Name:	Kiely Blvd						Homestead Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	4	6	6	12	12	12	4	4	4	4	6	6
Y+R:	4.0	5.1	5.1	4.0	5.1	5.1	4.0	5.0	5.0	4.0	5.0	5.0
Volume Module:	8:00 - 9:00 AM											
Base Vol:	180	685	92	108	330	214	139	616	101	89	733	148
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	685	92	108	330	214	139	616	101	89	733	148
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	180	685	92	108	330	214	139	616	101	89	733	148
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	180	685	92	108	330	214	139	616	101	89	733	148
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	685	92	108	330	214	139	616	101	89	733	148
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	180	685	92	108	330	214	139	616	101	89	733	148
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.99	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	2.00	1.00	1.00	1.19	0.81	1.00	1.71	0.29	1.00	1.65	0.35
Final Sat.:	1750	3800	1750	1750	2243	1455	1750	3178	521	1750	3078	621
Capacity Analysis Module:												
Vol/Sat:	0.10	0.18	0.05	0.06	0.15	0.15	0.08	0.19	0.19	0.05	0.24	0.24
Crit Moves:		****		****			****				****	
Green Time:	18.6	33.3	45.5	12.0	26.7	26.7	14.7	46.5	46.5	12.2	44.0	44.0
Volume/Cap:	0.64	0.63	0.13	0.60	0.64	0.64	0.63	0.48	0.48	0.48	0.63	0.63
Delay/Veh:	50.4	37.1	22.7	55.0	42.0	42.0	53.7	26.1	26.1	50.9	30.2	30.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.4	37.1	22.7	55.0	42.0	42.0	53.7	26.1	26.1	50.9	30.2	30.2
LOS by Move:	D	D+	C+	E+	D	D	D-	C	C	D	C	C
HCM2k95thQ:	12	19	4	8	17	17	10	17	17	6	22	22

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

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El Camino Real Specific Plan TIA
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2000 HCM Operations (Future Volume Alternative)
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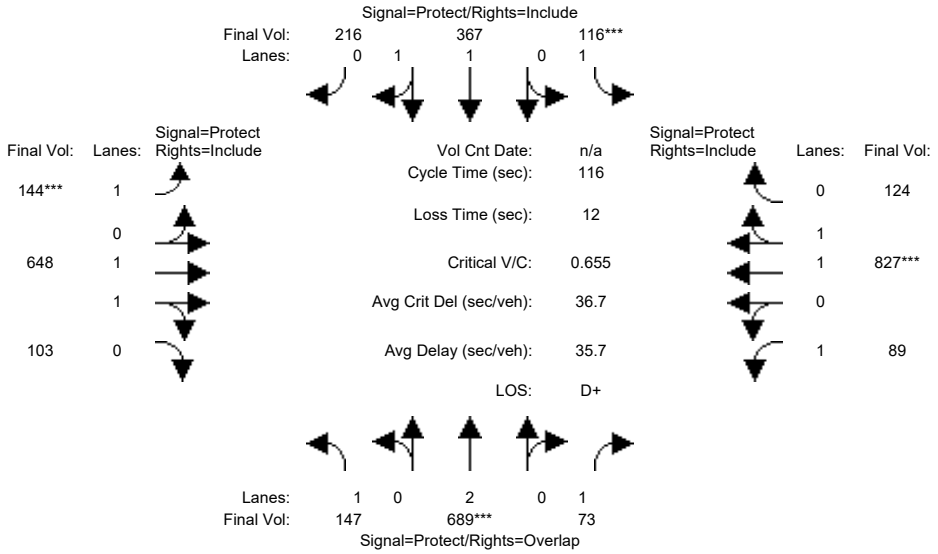
Intersection #38: Kiely Blvd/Homestead Rd



Street Name:	Kiely Blvd						Homestead Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	4	6	6	12	12	12	4	4	4	4	6	6
Y+R:	4.0	5.1	5.1	4.0	5.1	5.1	4.0	5.0	5.0	4.0	5.0	5.0
Volume Module:												
Base Vol:	147	689	73	116	367	216	144	648	103	89	827	124
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	147	689	73	116	367	216	144	648	103	89	827	124
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	147	689	73	116	367	216	144	648	103	89	827	124
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	147	689	73	116	367	216	144	648	103	89	827	124
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	147	689	73	116	367	216	144	648	103	89	827	124
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	147	689	73	116	367	216	144	648	103	89	827	124
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.99	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	2.00	1.00	1.00	1.24	0.76	1.00	1.72	0.28	1.00	1.73	0.27
Final Sat.:	1750	3800	1750	1750	2328	1370	1750	3192	507	1750	3217	482
Capacity Analysis Module:												
Vol/Sat:	0.08	0.18	0.04	0.07	0.16	0.16	0.08	0.20	0.20	0.05	0.26	0.26
Crit Moves:		****		****			****				****	
Green Time:	15.3	32.0	44.1	12.0	28.7	28.7	14.5	47.9	47.9	12.0	45.4	45.4
Volume/Cap:	0.64	0.66	0.11	0.64	0.64	0.64	0.66	0.49	0.49	0.49	0.66	0.66
Delay/Veh:	53.5	38.6	23.4	57.5	40.5	40.5	55.4	25.3	25.3	51.2	30.0	30.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.5	38.6	23.4	57.5	40.5	40.5	55.4	25.3	25.3	51.2	30.0	30.0
LOS by Move:	D-	D+	C	E+	D	D	E+	C	C	D-	C	C
HCM2k95thQ:	11	20	4	9	18	18	10	18	18	6	24	24

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

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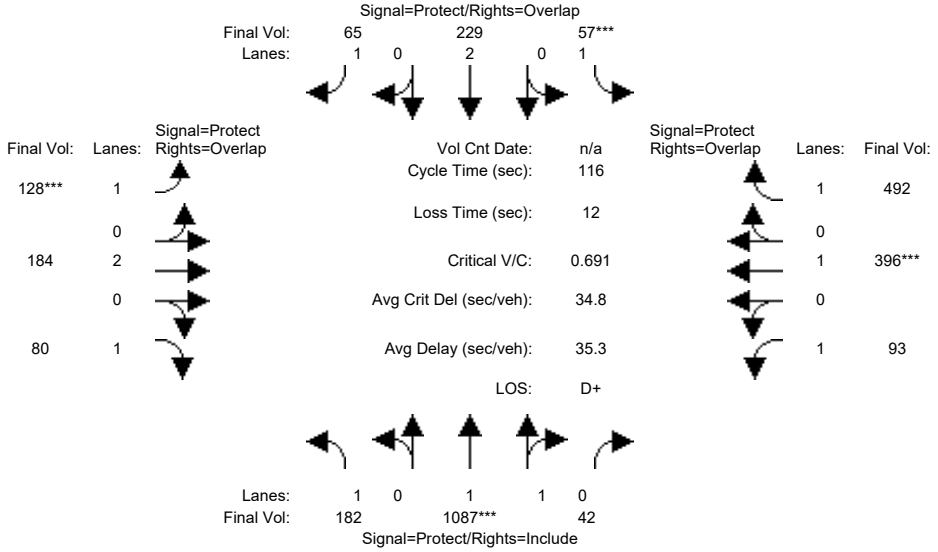
El Camino Real Specific Plan TIA
SJ17-1774
Existing AM Plus Project

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

Intersection #39: Monroe St/Scott Blvd



Street Name:	Scott Blvd						Monroe St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	8	10	10	8	10	10	8	10	10	8	10	10
Y+R:	4.1	5.1	5.1	4.1	5.1	5.1	4.1	5.1	5.1	4.1	5.0	5.0
Volume Module:	8:00 - 9:00 AM											
Base Vol:	182	1087	42	57	229	65	128	184	80	93	396	492
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	182	1087	42	57	229	65	128	184	80	93	396	492
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	182	1087	42	57	229	65	128	184	80	93	396	492
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	182	1087	42	57	229	65	128	184	80	93	396	492
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	182	1087	42	57	229	65	128	184	80	93	396	492
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	182	1087	42	57	229	65	128	184	80	93	396	492
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.92	0.08	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3562	138	1750	3800	1750	1750	3800	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.31	0.31	0.03	0.06	0.04	0.07	0.05	0.05	0.05	0.21	0.28
Crit Moves:		****		****			****				****	
Green Time:	31.7	49.9	49.9	8.0	26.3	38.2	12.0	25.6	57.3	20.5	34.1	42.1
Volume/Cap:	0.38	0.71	0.71	0.47	0.27	0.11	0.71	0.22	0.09	0.30	0.71	0.77
Delay/Veh:	34.7	28.6	28.6	54.9	37.1	27.2	62.6	37.2	15.6	42.1	40.7	38.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.7	28.6	28.6	54.9	37.1	27.2	62.6	37.2	15.6	42.1	40.7	38.7
LOS by Move:	C-	C	C	D-	D+	C	E	D+	B	D	D	D+
HCM2k95thQ:	11	30	30	4	6	3	10	5	3	7	24	31

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

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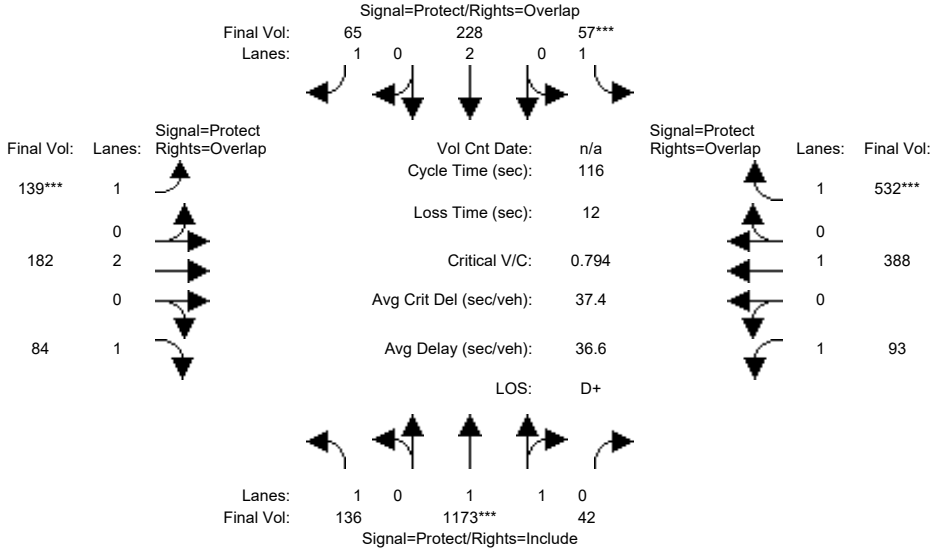
El Camino Real Specific Plan TIA
SJ17-1774
Existing AM Plus Project

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

Intersection #39: Monroe St/Scott Blvd



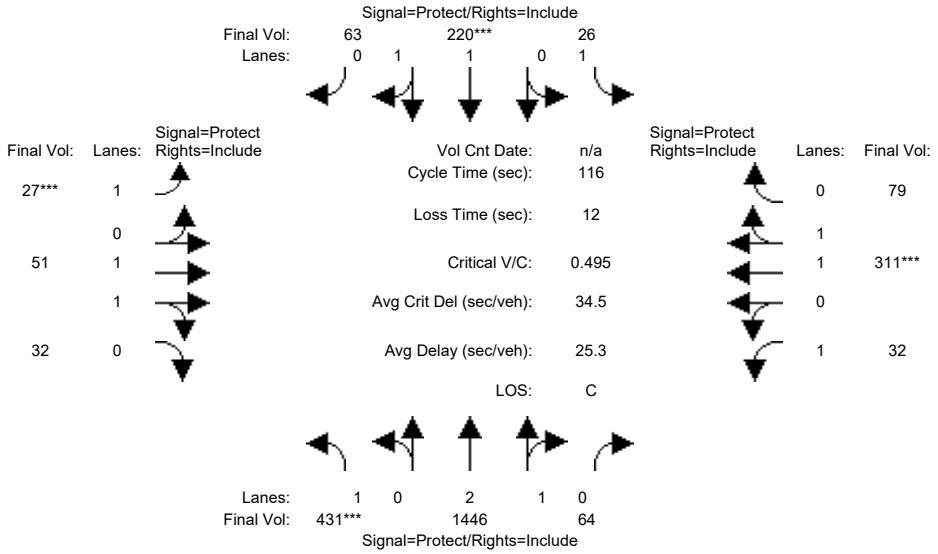
Street Name:	Scott Blvd						Monroe St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	8	10	10	8	10	10	8	10	10	8	10	10
Y+R:	4.1	5.1	5.1	4.1	5.1	5.1	4.1	5.1	5.1	4.1	5.0	5.0
Volume Module:												
Base Vol:	136	1173	42	57	228	65	139	182	84	93	388	532
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	136	1173	42	57	228	65	139	182	84	93	388	532
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	136	1173	42	57	228	65	139	182	84	93	388	532
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	136	1173	42	57	228	65	139	182	84	93	388	532
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	136	1173	42	57	228	65	139	182	84	93	388	532
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	136	1173	42	57	228	65	139	182	84	93	388	532
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.93	0.07	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3572	128	1750	3800	1750	1750	3800	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.33	0.33	0.03	0.06	0.04	0.08	0.05	0.05	0.05	0.20	0.30
Crit Moves:		****		****			****					****
Green Time:	27.0	49.0	49.0	8.0	30.0	41.9	11.9	26.1	53.1	20.9	35.1	43.1
Volume/Cap:	0.33	0.78	0.78	0.47	0.23	0.10	0.78	0.21	0.10	0.30	0.67	0.82
Delay/Veh:	37.5	31.3	31.3	54.9	34.0	24.7	69.8	36.7	18.0	41.7	38.6	41.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.5	31.3	31.3	54.9	34.0	24.7	69.8	36.7	18.0	41.7	38.6	41.0
LOS by Move:	D+	C	C	D-	C-	C	E	D+	B	D	D+	D
HCM2k95thQ:	9	34	34	4	6	3	11	5	4	6	23	35

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

El Camino Real Specific Plan TIA
SJ17-1774
Existing AM Plus Project

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

Intersection #40: Walsh Ave/Scott Blvd



Street Name:	Scott Blvd						Walsh Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	4	5	5	6	8	8	4	5	5	4	8	8
Y+R:	4.0	5.4	5.4	4.5	5.4	5.4	4.0	5.1	5.1	4.0	5.1	5.1
Volume Module:	8:00 - 9:00 AM											
Base Vol:	431	1446	64	26	220	63	27	51	32	32	311	79
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	431	1446	64	26	220	63	27	51	32	32	311	79
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	431	1446	64	26	220	63	27	51	32	32	311	79
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	431	1446	64	26	220	63	27	51	32	32	311	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	431	1446	64	26	220	63	27	51	32	32	311	79
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	431	1446	64	26	220	63	27	51	32	32	311	79
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.99	0.95	0.92	0.98	0.95
Lanes:	1.00	2.87	0.13	1.00	1.54	0.46	1.00	1.21	0.79	1.00	1.58	0.42
Final Sat.:	1750	5362	237	1750	2876	823	1750	2272	1426	1750	2950	749
Capacity Analysis Module:												
Vol/Sat:	0.25	0.27	0.27	0.01	0.08	0.08	0.02	0.02	0.02	0.02	0.11	0.11
Crit Moves:	****				****		****				****	
Green Time:	57.5	63.2	63.2	12.1	17.9	17.9	4.0	15.9	15.9	12.7	24.6	24.6
Volume/Cap:	0.50	0.49	0.49	0.14	0.50	0.50	0.45	0.16	0.16	0.17	0.50	0.50
Delay/Veh:	20.0	16.6	16.6	47.6	45.6	45.6	60.1	44.3	44.3	47.2	40.7	40.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.0	16.6	16.6	47.6	45.6	45.6	60.1	44.3	44.3	47.2	40.7	40.7
LOS by Move:	C+	B	B	D	D	D	E	D	D	D	D	D
HCM2k95thQ:	19	20	20	2	9	9	2	3	3	3	13	13

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

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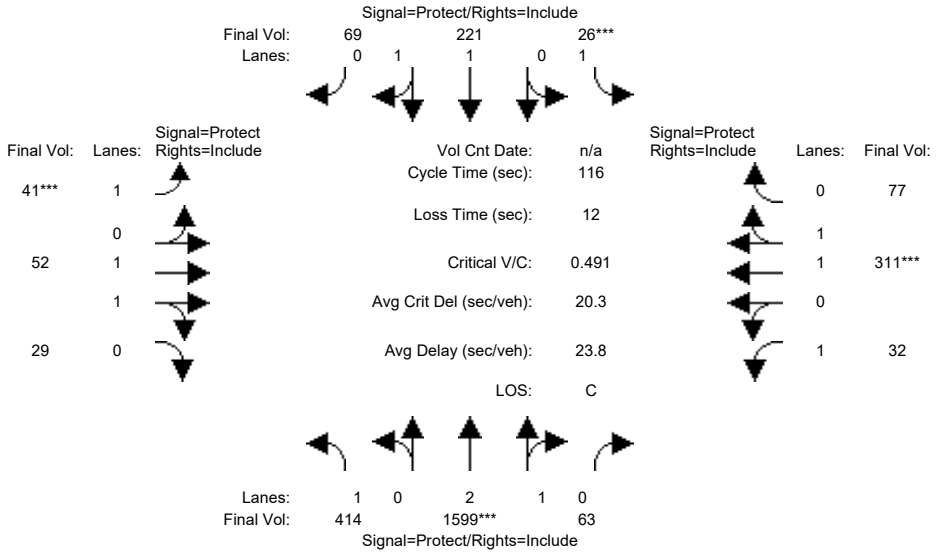
El Camino Real Specific Plan TIA
SJ17-1774
Existing AM Plus Project

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

Intersection #40: Walsh Ave/Scott Blvd



Street Name:	Scott Blvd						Walsh Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	4	5	5	6	8	8	4	5	5	4	8	8
Y+R:	4.0	5.4	5.4	4.5	5.4	5.4	4.0	5.1	5.1	4.0	5.1	5.1
Volume Module:												
Base Vol:	414	1599	63	26	221	69	41	52	29	32	311	77
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	414	1599	63	26	221	69	41	52	29	32	311	77
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	414	1599	63	26	221	69	41	52	29	32	311	77
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	414	1599	63	26	221	69	41	52	29	32	311	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	414	1599	63	26	221	69	41	52	29	32	311	77
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	414	1599	63	26	221	69	41	52	29	32	311	77
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.99	0.95	0.92	0.98	0.95
Lanes:	1.00	2.88	0.12	1.00	1.51	0.49	1.00	1.26	0.74	1.00	1.59	0.41
Final Sat.:	1750	5387	212	1750	2819	880	1750	2374	1324	1750	2965	734
Capacity Analysis Module:												
Vol/Sat:	0.24	0.30	0.30	0.01	0.08	0.08	0.02	0.02	0.02	0.02	0.10	0.10
Crit Moves:		****		****			****				****	
Green Time:	55.9	68.4	68.4	6.0	18.5	18.5	5.4	16.4	16.4	13.1	24.2	24.2
Volume/Cap:	0.49	0.50	0.50	0.29	0.49	0.49	0.50	0.15	0.15	0.16	0.50	0.50
Delay/Veh:	20.8	14.0	14.0	54.7	45.1	45.1	58.9	43.8	43.8	46.8	41.1	41.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.8	14.0	14.0	54.7	45.1	45.1	58.9	43.8	43.8	46.8	41.1	41.1
LOS by Move:	C+	B	B	D-	D	D	E+	D	D	D	D	D
HCM2k95thQ:	19	20	20	2	9	9	3	3	3	2	13	13

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

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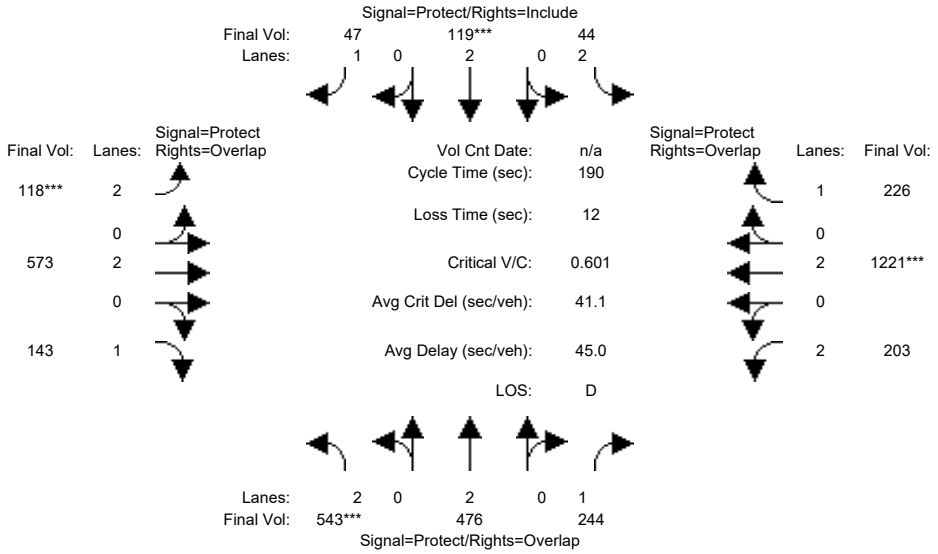
El Camino Real Specific Plan TIA
SJ17-1774
Existing AM Plus Project

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

Intersection #41: Central Expy/Scott Blvd (CMP)



Street Name:	Scott Blvd						Central Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	14	10	10	14	10	10	14	90	10	14	90	10
Y+R:	5.6	5.4	5.4	5.7	5.4	5.4	5.7	6.2	6.2	5.8	6.2	6.2
Volume Module:	8:00 - 9:00 AM											
Base Vol:	543	476	244	44	119	47	118	623	143	203	1566	226
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	543	476	244	44	119	47	118	623	143	203	1566	226
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	543	476	244	44	119	47	118	623	143	203	1566	226
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.92	1.00	1.00	0.78	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	543	476	244	44	119	47	118	573	143	203	1221	226
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	543	476	244	44	119	47	118	573	143	203	1221	226
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	543	476	244	44	119	47	118	573	143	203	1221	226
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.17	0.13	0.14	0.01	0.03	0.03	0.04	0.15	0.08	0.06	0.32	0.13
Crit Moves:	****				****		****				****	
Green Time:	53.8	40.1	55.5	23.6	10.0	10.0	14.0	98.9	152.6	15.4	100	123.9
Volume/Cap:	0.61	0.59	0.48	0.11	0.60	0.51	0.51	0.29	0.10	0.80	0.61	0.20
Delay/Veh:	60.3	68.8	56.0	74.0	92.8	92.3	86.5	32.7	8.8	101.6	23.1	5.8
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:	60.3	68.8	56.0	74.0	92.8	92.3	86.5	32.7	8.8	101.6	23.1	5.8
LOS by Move:	E	E	E+	E	F	F	F	C-	A	F	C	A
HCM2k95thQ:	28	22	22	3	8	7	8	21	8	16	31	5

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

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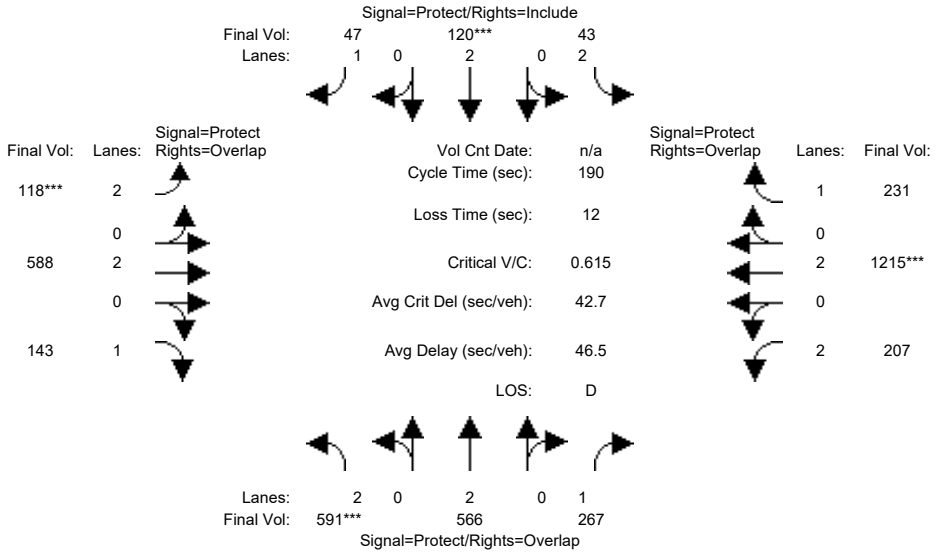
El Camino Real Specific Plan TIA
SJ17-1774
Existing AM Plus Project

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

Intersection #41: Central Expy/Scott Blvd (CMP)



Street Name:	Scott Blvd						Central Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	14	10	10	14	10	10	14	90	10	14	90	10
Y+R:	5.6	5.4	5.4	5.7	5.4	5.4	5.7	6.2	6.2	5.8	6.2	6.2
Volume Module:												
Base Vol:	591	566	267	43	120	47	118	639	143	207	1558	231
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	591	566	267	43	120	47	118	639	143	207	1558	231
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	591	566	267	43	120	47	118	639	143	207	1558	231
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.92	1.00	1.00	0.78	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	591	566	267	43	120	47	118	588	143	207	1215	231
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	591	566	267	43	120	47	118	588	143	207	1215	231
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	591	566	267	43	120	47	118	588	143	207	1215	231
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.19	0.15	0.15	0.01	0.03	0.03	0.04	0.15	0.08	0.07	0.32	0.13
Crit Moves:	****				****		****				****	
Green Time:	56.9	44.8	59.7	22.2	10.0	10.0	14.0	96.1	153.0	15.0	97.1	119.2
Volume/Cap:	0.63	0.63	0.49	0.12	0.60	0.51	0.51	0.31	0.10	0.84	0.63	0.21
Delay/Veh:	58.7	66.7	53.4	75.3	93.0	92.3	86.5	34.3	8.7	107.4	25.7	7.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.7	66.7	53.4	75.3	93.0	92.3	86.5	34.3	8.7	107.4	25.7	7.8
LOS by Move:	E+	E	D-	E-	F	F	F	C-	A	F	C	A
HCM2k95thQ:	30	25	23	3	8	7	8	22	8	17	33	6

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

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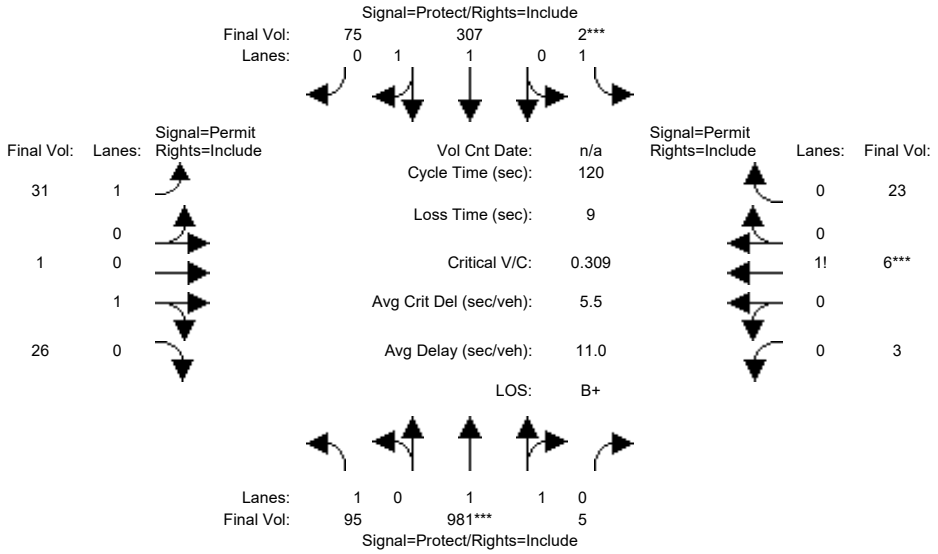
El Camino Real Specific Plan TIA
SJ17-1774
Existing AM Plus Project

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

Intersection #42: Clay St/Scott Blvd



Street Name:	Scott Blvd						Clay St					
Approach:	North Bound			South Bound			East 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:	8:00 - 9:00 AM											
Base Vol:	95	981	5	2	307	75	31	1	26	3	6	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	95	981	5	2	307	75	31	1	26	3	6	23
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	95	981	5	2	307	75	31	1	26	3	6	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	95	981	5	2	307	75	31	1	26	3	6	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	981	5	2	307	75	31	1	26	3	6	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	95	981	5	2	307	75	31	1	26	3	6	23
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	0.92	0.92
Lanes:	1.00	1.99	0.01	1.00	1.60	0.40	1.00	0.04	0.96	0.09	0.19	0.72
Final Sat.:	1750	3681	19	1750	2973	726	1750	67	1733	164	328	1258
Capacity Analysis Module:												
Vol/Sat:	0.05	0.27	0.27	0.00	0.10	0.10	0.02	0.02	0.02	0.02	0.02	0.02
Crit Moves:		****		****							****	
Green Time:	36.5	94.0	94.0	7.0	64.5	64.5	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.18	0.34	0.34	0.02	0.19	0.19	0.21	0.18	0.18	0.22	0.22	0.22
Delay/Veh:	30.9	3.9	3.9	53.3	14.3	14.3	52.1	51.8	51.8	52.1	52.1	52.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.9	3.9	3.9	53.3	14.3	14.3	52.1	51.8	51.8	52.1	52.1	52.1
LOS by Move:	C	A	A	D-	B	B	D-	D-	D-	D-	D-	D-
HCM2k95thQ:	5	11	11	0	7	7	3	2	2	3	3	3

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

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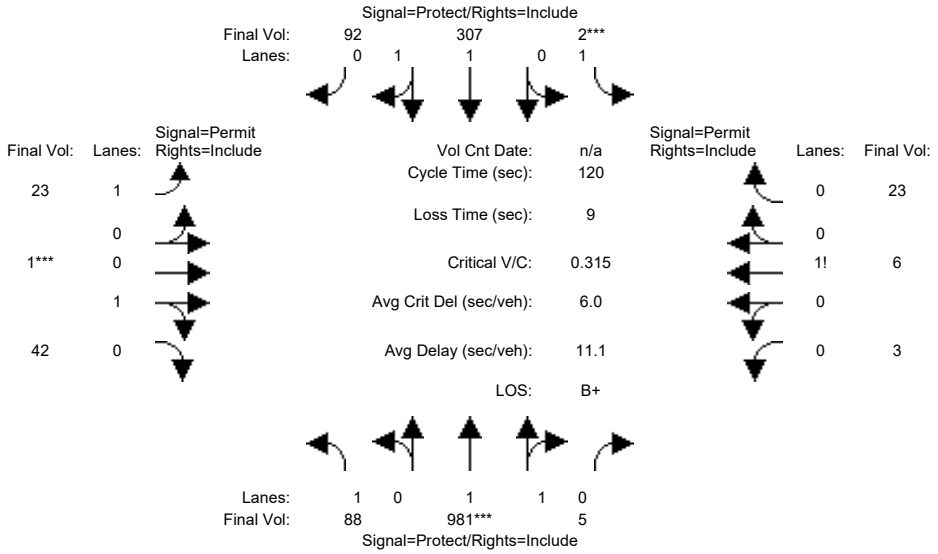
El Camino Real Specific Plan TIA
SJ17-1774
Existing AM Plus Project

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

Intersection #42: Clay St/Scott Blvd



Street Name:	Scott Blvd						Clay St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	88	981	5	2	307	92	23	1	42	3	6	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	88	981	5	2	307	92	23	1	42	3	6	23
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	88	981	5	2	307	92	23	1	42	3	6	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	88	981	5	2	307	92	23	1	42	3	6	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	981	5	2	307	92	23	1	42	3	6	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	88	981	5	2	307	92	23	1	42	3	6	23
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	0.92	0.92
Lanes:	1.00	1.99	0.01	1.00	1.53	0.47	1.00	0.02	0.98	0.09	0.19	0.72
Final Sat.:	1750	3681	19	1750	2846	853	1750	42	1758	164	328	1258
Capacity Analysis Module:												
Vol/Sat:	0.05	0.27	0.27	0.00	0.11	0.11	0.01	0.02	0.02	0.02	0.02	0.02
Crit Moves:		****		****				****				
Green Time:	35.5	94.0	94.0	7.0	65.5	65.5	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.17	0.34	0.34	0.02	0.20	0.20	0.16	0.29	0.29	0.22	0.22	0.22
Delay/Veh:	31.5	3.9	3.9	53.3	13.9	13.9	51.6	52.7	52.7	52.1	52.1	52.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.5	3.9	3.9	53.3	13.9	13.9	51.6	52.7	52.7	52.1	52.1	52.1
LOS by Move:	C	A	A	D-	B	B	D-	D-	D-	D-	D-	D-
HCM2k95thQ:	5	11	11	0	7	7	2	4	4	3	3	3

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

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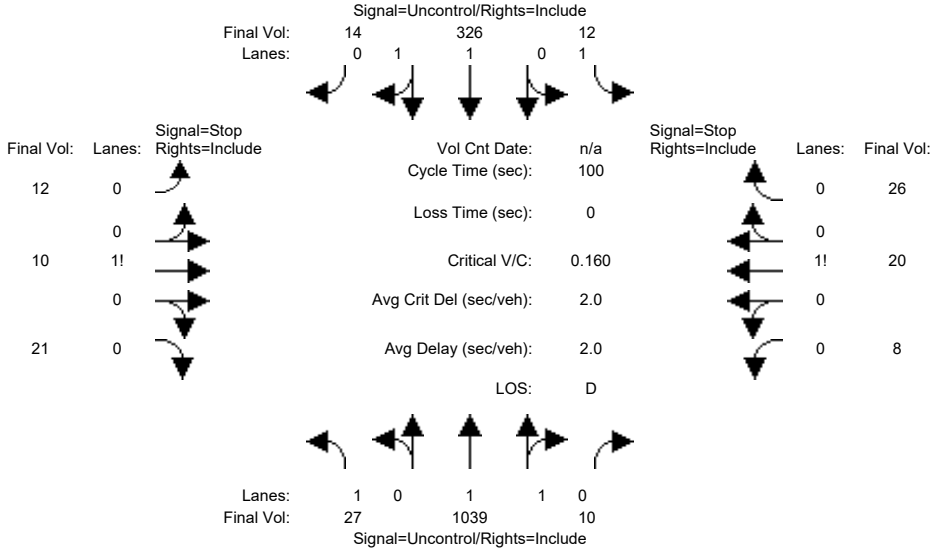
El Camino Real Specific Plan TIA
SJ17-1774
Existing AM Plus Project

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

Intersection #43: Harrison St/Scott Blvd




```
Street Name:            Scott Blvd                        Harrison St
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:8:00 - 9:00 AM
Base Vol:      27 1039    10    12  326    14    12   10    21     8   20    26
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   27 1039    10    12  326    14    12   10    21     8   20    26
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   27 1039    10    12  326    14    12   10    21     8   20    26
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    27 1039    10    12  326    14    12   10    21     8   20    26
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   27 1039    10    12  326    14    12   10    21     8   20    26
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx   4.1 xxxx xxxxx   7.5  6.5   6.9   7.5  6.5   6.9
FollowUpTim:  2.2 xxxx xxxxx   2.2 xxxx xxxxx   3.5  4.0   3.3   3.5  4.0   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  340 xxxx xxxxx  1049 xxxx xxxxx   941 1460   170  1290 1462   525
Potent Cap.: 1230 xxxx xxxxx   671 xxxx xxxxx   221  130   851   123  130   503
Move Cap.:   1230 xxxx xxxxx   671 xxxx xxxxx   179  125   851   109  125   503
Volume/Cap:  0.02 xxxx  xxxx  0.02 xxxx  xxxx  0.07 0.08  0.02  0.07 0.16  0.05
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.1 xxxx xxxxx   0.1 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:  8.0 xxxx xxxxx  10.5 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    A    *     *     B    *     *     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx  250 xxxxx  xxxx  189 xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx  0.6 xxxxx xxxxx  1.1 xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 22.3 xxxxx xxxxx 31.4 xxxxx
Shared LOS:     *    *     *     *    *     *     *    C     *     *    D     *
ApproachDel:    xxxxxx           xxxxxx             22.3             31.4
ApproachLOS:         *                *                C                D
Note: Queue reported is the number of cars per lane.
                     Peak Hour Delay Signal Warrant Report
*******************************************************************************
Intersection #43 Harrison St/Scott Blvd
*******************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
```

```
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        1  0  1  1  0    1  0  1  1  0    0  0  1! 0  0    0  0  1! 0  0
Initial Vol:   27 1039    10    12  326    14    12   10    21     8   20    26
ApproachDel:    xxxxxx           xxxxxx              22.3             31.4
------------|---------------||---------------||---------------||---------------|
Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.3]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=43]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1525]
   SUCCEED - Total volume greater than or equal to 800 for intersection
             with four or more approaches.
--------------------------------------------------------------------------------
Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.5]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=54]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1525]
   SUCCEED - Total volume greater than or equal to 800 for intersection
             with four or more approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
               Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #43 Harrison St/Scott Blvd
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        1  0  1  1  0    1  0  1  1  0    0  0  1! 0  0    0  0  1! 0  0
Initial Vol:   27 1039    10    12  326    14    12   10    21     8   20    26
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             1428
Minor Approach Volume:           54
Minor Approach Volume Threshold: 162
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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

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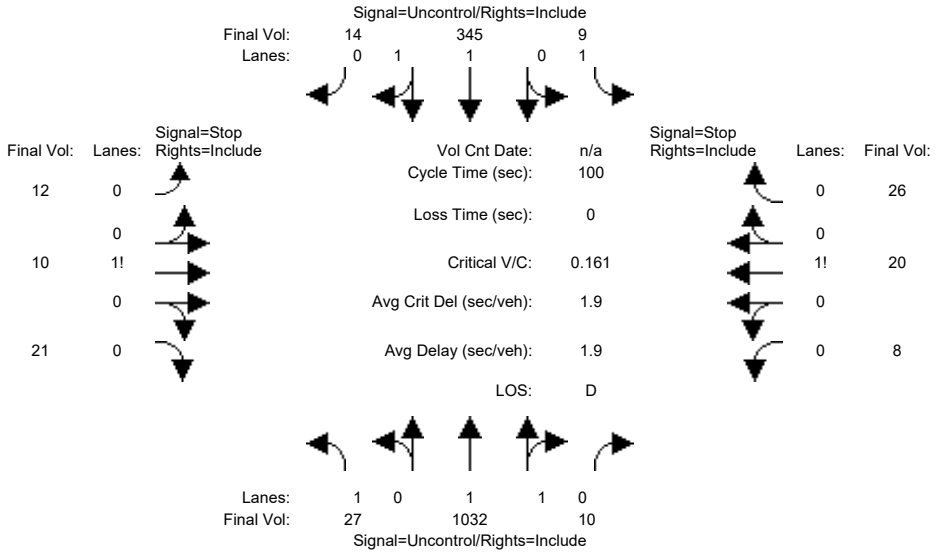
El Camino Real Specific Plan TIA
SJ17-1774
Existing AM Plus Project

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

Intersection #43: Harrison St/Scott Blvd




```
Street Name:            Scott Blvd                        Harrison St
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      27 1032    10     9  345    14    12   10    21     8   20    26
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   27 1032    10     9  345    14    12   10    21     8   20    26
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   27 1032    10     9  345    14    12   10    21     8   20    26
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    27 1032    10     9  345    14    12   10    21     8   20    26
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   27 1032    10     9  345    14    12   10    21     8   20    26
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx   4.1 xxxx xxxxx   7.5  6.5   6.9   7.5  6.5   6.9
FollowUpTim:  2.2 xxxx xxxxx   2.2 xxxx xxxxx   3.5  4.0   3.3   3.5  4.0   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  359 xxxx xxxxx  1042 xxxx xxxxx   950 1466   180  1287 1468   521
Potent Cap.: 1211 xxxx xxxxx   675 xxxx xxxxx   218  129   839   124  129   505
Move Cap.:   1211 xxxx xxxxx   675 xxxx xxxxx   176  125   839   110  124   505
Volume/Cap:  0.02 xxxx  xxxx  0.01 xxxx  xxxx  0.07 0.08  0.03  0.07 0.16  0.05
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.1 xxxx xxxxx   0.0 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:  8.0 xxxx xxxxx  10.4 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    A    *     *     B    *     *     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx  248 xxxxx  xxxx  189 xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx  0.6 xxxxx xxxxx  1.1 xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 22.5 xxxxx xxxxx 31.4 xxxxx
Shared LOS:     *    *     *     *    *     *     *    C     *     *    D     *
ApproachDel:    xxxxxx           xxxxxx             22.5             31.4
ApproachLOS:         *                *                C                D
Note: Queue reported is the number of cars per lane.
                     Peak Hour Delay Signal Warrant Report
*******************************************************************************
Intersection #43 Harrison St/Scott Blvd
*******************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
```

```
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        1  0  1  1  0    1  0  1  1  0    0  0  1! 0  0    0  0  1! 0  0
Initial Vol:   27 1032    10     9  345    14    12   10    21     8   20    26
ApproachDel:    xxxxxx           xxxxxx              22.5             31.4
------------|---------------||---------------||---------------||---------------|
Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.3]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=43]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1534]
   SUCCEED - Total volume greater than or equal to 800 for intersection
             with four or more approaches.
--------------------------------------------------------------------------------
Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.5]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=54]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1534]
   SUCCEED - Total volume greater than or equal to 800 for intersection
             with four or more approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
               Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #43 Harrison St/Scott Blvd
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        1  0  1  1  0    1  0  1  1  0    0  0  1! 0  0    0  0  1! 0  0
Initial Vol:   27 1032    10     9  345    14    12   10    21     8   20    26
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             1437
Minor Approach Volume:           54
Minor Approach Volume Threshold: 160
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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

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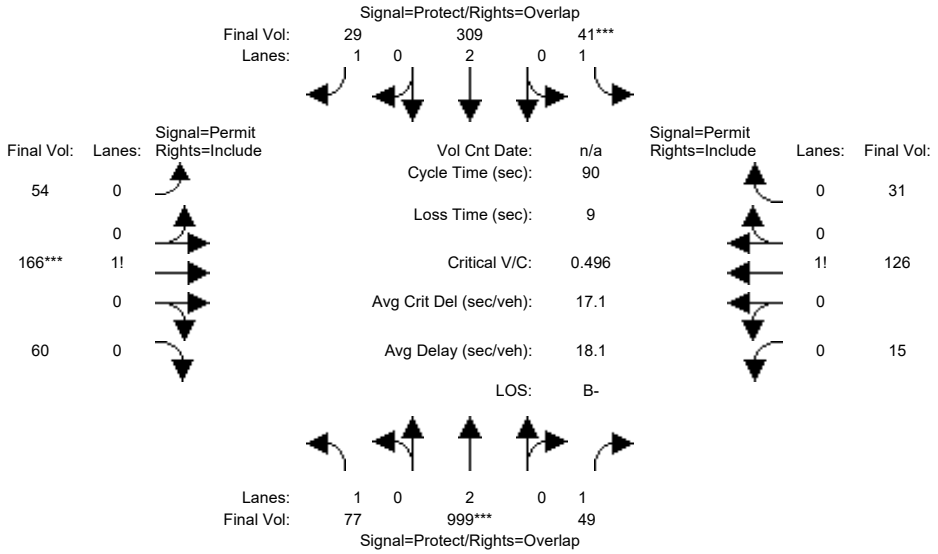
El Camino Real Specific Plan TIA
SJ17-1774
Existing AM Plus Project

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

Intersection #44: Benton St/Scott Blvd



Street Name:	Scott Blvd						Benton St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	4	10	10	4	10	10	5	5	5	5	5	5
Y+R:	5.0	5.5	5.5	5.0	5.5	5.5	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module:	8:00 AM - 9:00 AM											
Base Vol:	77	999	49	41	309	29	54	166	60	15	126	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	77	999	49	41	309	29	54	166	60	15	126	31
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	77	999	49	41	309	29	54	166	60	15	126	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	77	999	49	41	309	29	54	166	60	15	126	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	999	49	41	309	29	54	166	60	15	126	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	77	999	49	41	309	29	54	166	60	15	126	31
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.19	0.60	0.21	0.09	0.73	0.18
Final Sat.:	1750	3800	1750	1750	3800	1750	338	1038	375	153	1282	315
Capacity Analysis Module:												
Vol/Sat:	0.04	0.26	0.03	0.02	0.08	0.02	0.16	0.16	0.16	0.10	0.10	0.10
Crit Moves:		****		****				****				
Green Time:	14.8	47.7	47.7	4.3	37.1	37.1	29.0	29.0	29.0	29.0	29.0	29.0
Volume/Cap:	0.27	0.50	0.05	0.50	0.20	0.04	0.50	0.50	0.50	0.30	0.30	0.30
Delay/Veh:	33.3	13.7	10.2	46.4	17.0	15.8	25.3	25.3	25.3	23.2	23.2	23.2
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:	33.3	13.7	10.2	46.4	17.0	15.8	25.3	25.3	25.3	23.2	23.2	23.2
LOS by Move:	C-	B	B+	D	B	B	C	C	C	C	C	C
HCM2k95thQ:	4	16	1	3	5	1	13	13	13	8	8	8

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

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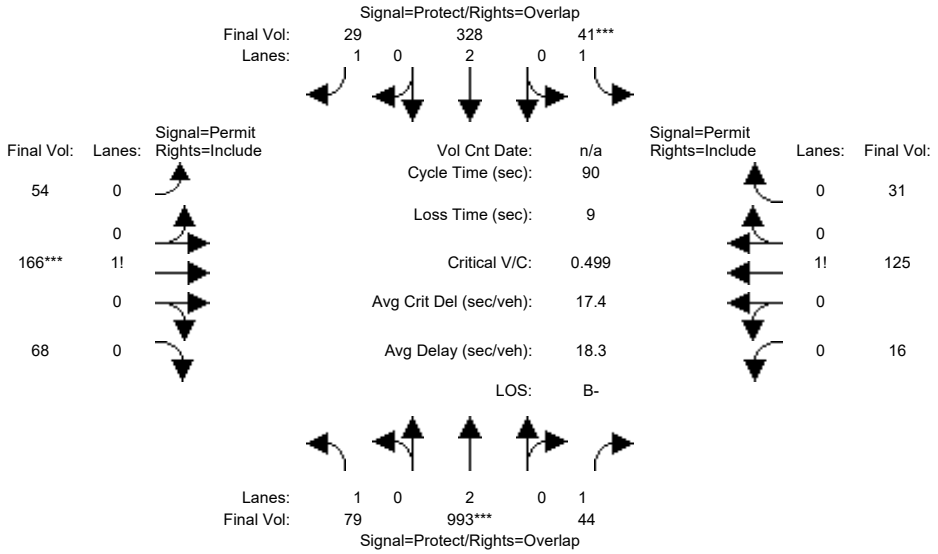
El Camino Real Specific Plan TIA
SJ17-1774
Existing AM Plus Project

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

Intersection #44: Benton St/Scott Blvd



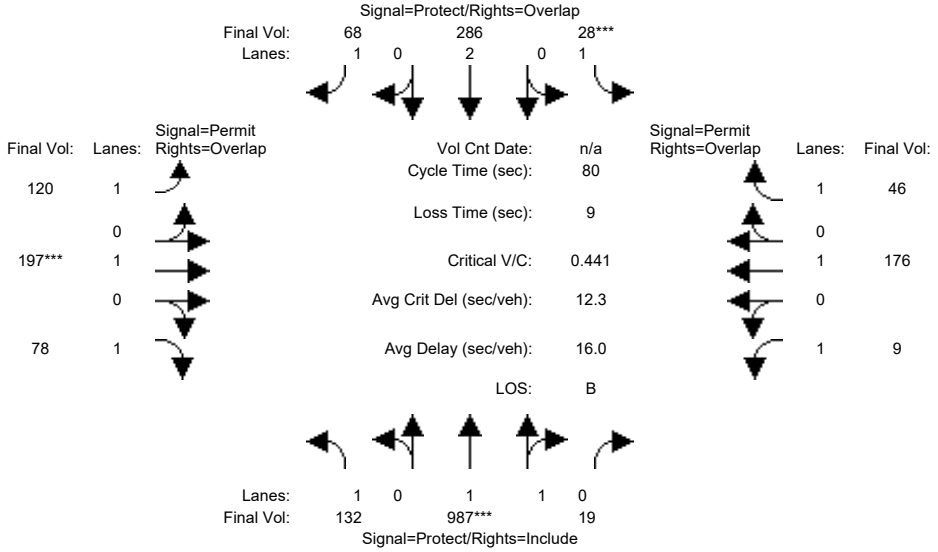
Street Name:	Scott Blvd						Benton St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	4	10	10	4	10	10	5	5	5	5	5	5
Y+R:	5.0	5.5	5.5	5.0	5.5	5.5	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	79	993	44	41	328	29	54	166	68	16	125	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	79	993	44	41	328	29	54	166	68	16	125	31
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	79	993	44	41	328	29	54	166	68	16	125	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	79	993	44	41	328	29	54	166	68	16	125	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	79	993	44	41	328	29	54	166	68	16	125	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	79	993	44	41	328	29	54	166	68	16	125	31
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.19	0.58	0.23	0.09	0.73	0.18
Final Sat.:	1750	3800	1750	1750	3800	1750	328	1009	413	163	1272	315
Capacity Analysis Module:												
Vol/Sat:	0.05	0.26	0.03	0.02	0.09	0.02	0.16	0.16	0.16	0.10	0.10	0.10
Crit Moves:		****		****				****				
Green Time:	14.8	47.1	47.1	4.2	36.5	36.5	29.7	29.7	29.7	29.7	29.7	29.7
Volume/Cap:	0.27	0.50	0.05	0.50	0.21	0.04	0.50	0.50	0.50	0.30	0.30	0.30
Delay/Veh:	33.4	14.0	10.5	46.6	17.5	16.2	24.9	24.9	24.9	22.7	22.7	22.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.4	14.0	10.5	46.6	17.5	16.2	24.9	24.9	24.9	22.7	22.7	22.7
LOS by Move:	C-	B	B+	D	B	B	C	C	C	C+	C+	C+
HCM2k95thQ:	4	16	1	3	6	1	13	13	13	8	8	8

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

El Camino Real Specific Plan TIA
SJ17-1774
Existing AM Plus Project

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

Intersection #45: Homestead Rd/Scott Blvd



Street Name:	Scott Blvd						Homestead Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	4	5	5	4	5	5	5	5	5	5	5	5
Y+R:	4.0	5.0	5.0	4.0	5.5	5.5	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module:	8:00 AM - 9:00 AM											
Base Vol:	132	987	19	28	286	68	120	197	78	9	176	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:	132	987	19	28	286	68	120	197	78	9	176	46
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	132	987	19	28	286	68	120	197	78	9	176	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:	132	987	19	28	286	68	120	197	78	9	176	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	132	987	19	28	286	68	120	197	78	9	176	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:	132	987	19	28	286	68	120	197	78	9	176	46
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.96	0.04	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3630	70	1750	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.27	0.27	0.02	0.08	0.04	0.07	0.10	0.04	0.01	0.09	0.03
Crit Moves:		****		****				****				
Green Time:	26.3	48.5	48.5	4.0	26.2	26.2	18.5	18.5	44.8	18.5	18.5	22.5
Volume/Cap:	0.23	0.45	0.45	0.32	0.23	0.12	0.30	0.45	0.08	0.02	0.40	0.09
Delay/Veh:	19.7	8.7	8.7	38.8	19.6	18.9	25.8	27.1	8.2	23.8	26.7	21.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.7	8.7	8.7	38.8	19.6	18.9	25.8	27.1	8.2	23.8	26.7	21.3
LOS by Move:	B-	A	A	D+	B-	B-	C	C	A	C	C	C+
HCM2k95thQ:	5	13	13	2	5	2	5	8	2	0	8	2

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

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El Camino Real Specific Plan TIA
SJ17-1774
Existing AM Plus Project

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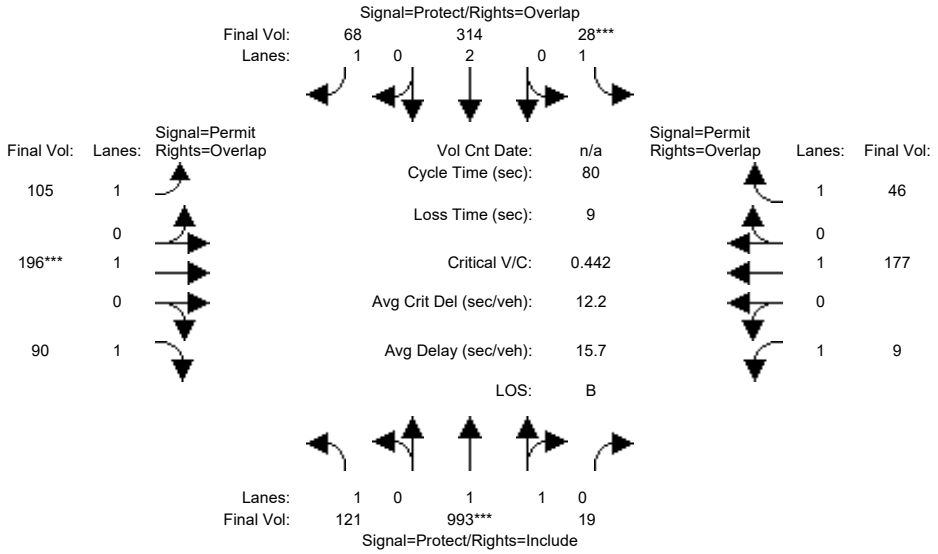
2000 HCM Operations (Future Volume Alternative)
Existing PP AM

Intersection #45: Homestead Rd/Scott Blvd



Street Name:	Scott Blvd						Homestead Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	4	5	5	4	5	5	5	5	5	5	5	5
Y+R:	4.0	5.0	5.0	4.0	5.5	5.5	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	121	993	19	28	314	68	105	196	90	9	177	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:	121	993	19	28	314	68	105	196	90	9	177	46
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	121	993	19	28	314	68	105	196	90	9	177	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:	121	993	19	28	314	68	105	196	90	9	177	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	121	993	19	28	314	68	105	196	90	9	177	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:	121	993	19	28	314	68	105	196	90	9	177	46
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.96	0.04	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3630	69	1750	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.27	0.27	0.02	0.08	0.04	0.06	0.10	0.05	0.01	0.09	0.03
Crit Moves:		****		****				****				
Green Time:	24.0	48.7	48.7	4.0	28.7	28.7	18.3	18.3	42.3	18.3	18.3	22.3
Volume/Cap:	0.23	0.45	0.45	0.32	0.23	0.11	0.26	0.45	0.10	0.02	0.41	0.09
Delay/Veh:	21.3	8.6	8.6	38.8	18.0	17.2	25.6	27.2	9.4	23.9	26.8	21.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.3	8.6	8.6	38.8	18.0	17.2	25.6	27.2	9.4	23.9	26.8	21.4
LOS by Move:	C+	A	A	D+	B-	B	C	C	A	C	C	C+
HCM2k95thQ:	5	13	13	2	5	2	4	8	2	0	8	2

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

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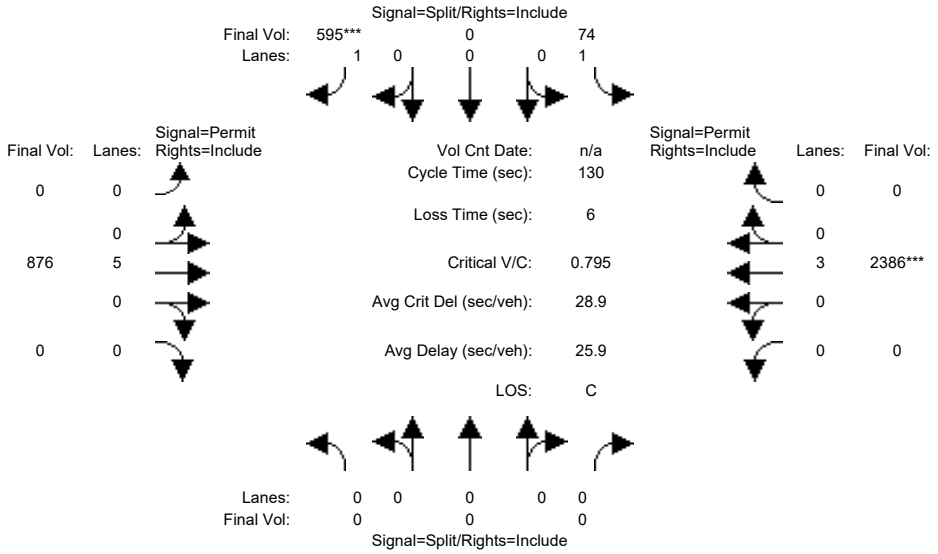
El Camino Real Specific Plan TIA
SJ17-1774
Existing AM Plus Project

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

Intersection #46: Lawrence Expy SB/Stevens Creek Blvd (CMP)



Street Name:	Lawrence Expy SB						Stevens Creek Blvd					
Approach:	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	15	0	15	0	10	0	0	10	0
Y+R:	4.0	4.0	4.0	5.4	4.0	5.4	4.0	5.9	4.0	4.0	5.6	4.0
Volume Module:												
Base Vol:	0	0	0	74	0	595	0	876	0	0	2386	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	74	0	595	0	876	0	0	2386	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	74	0	595	0	876	0	0	2386	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	74	0	595	0	876	0	0	2386	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	74	0	595	0	876	0	0	2386	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	74	0	595	0	876	0	0	2386	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	5.00	0.00	0.00	3.00	0.00
Final Sat.:	0	0	0	1750	0	1750	0	9500	0	0	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.34	0.00	0.09	0.00	0.00	0.42	0.00
Crit Moves:						****					****	
Green Time:	0.0	0.0	0.0	55.6	0.0	55.6	0.0	68.4	0.0	0.0	68.4	0.0
Volume/Cap:	0.00	0.00	0.00	0.10	0.00	0.80	0.00	0.18	0.00	0.00	0.80	0.00
Delay/Veh:	0.0	0.0	0.0	22.3	0.0	38.2	0.0	16.1	0.0	0.0	26.6	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	22.3	0.0	38.2	0.0	16.1	0.0	0.0	26.6	0.0
LOS by Move:	A	A	A	C+	A	D+	A	B	A	A	C	A
HCM2k95thQ:	0	0	0	4	0	38	0	7	0	0	42	0

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

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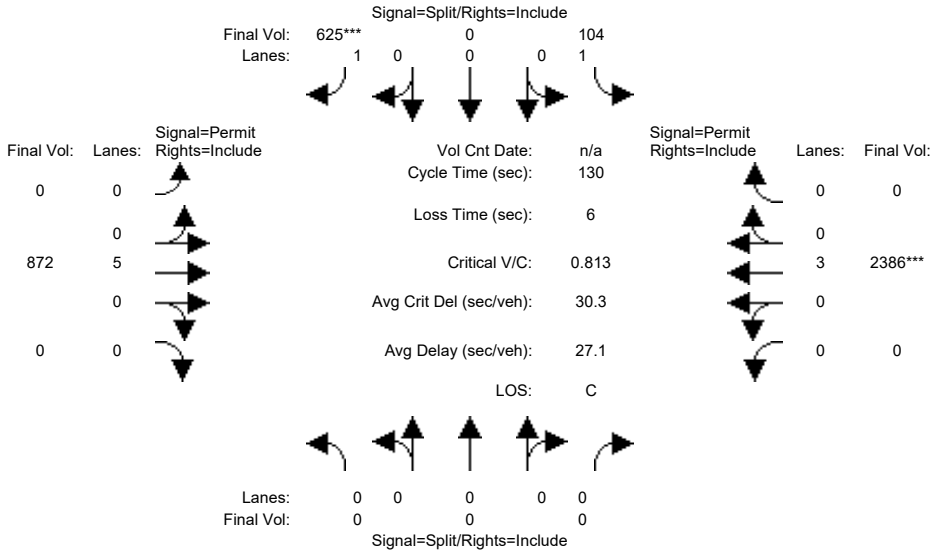
El Camino Real Specific Plan TIA
SJ17-1774
Existing AM Plus Project

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

Intersection #46: Lawrence Expy SB/Stevens Creek Blvd (CMP)



Street Name:	Lawrence Expy SB						Stevens Creek Blvd					
Approach:	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	15	0	15	0	10	0	0	10	0
Y+R:	4.0	4.0	4.0	5.4	4.0	5.4	4.0	5.9	4.0	4.0	5.6	4.0
Volume Module:												
Base Vol:	0	0	0	104	0	625	0	872	0	0	2386	0
Growth Adj:	1.00	1.00	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	104	0	625	0	872	0	0	2386	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	104	0	625	0	872	0	0	2386	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	104	0	625	0	872	0	0	2386	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	104	0	625	0	872	0	0	2386	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	104	0	625	0	872	0	0	2386	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	5.00	0.00	0.00	3.00	0.00
Final Sat.:	0	0	0	1750	0	1750	0	9500	0	0	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.36	0.00	0.09	0.00	0.00	0.42	0.00
Crit Moves:						****					****	
Green Time:	0.0	0.0	0.0	57.1	0.0	57.1	0.0	66.9	0.0	0.0	66.9	0.0
Volume/Cap:	0.00	0.00	0.00	0.14	0.00	0.81	0.00	0.18	0.00	0.00	0.81	0.00
Delay/Veh:	0.0	0.0	0.0	21.8	0.0	38.4	0.0	16.9	0.0	0.0	28.2	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	21.8	0.0	38.4	0.0	16.9	0.0	0.0	28.2	0.0
LOS by Move:	A	A	A	C+	A	D+	A	B	A	A	C	A
HCM2k95thQ:	0	0	0	5	0	40	0	7	0	0	43	0

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

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El Camino Real Specific Plan TIA
SJ17-1774
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2000 HCM Operations (Future Volume Alternative)
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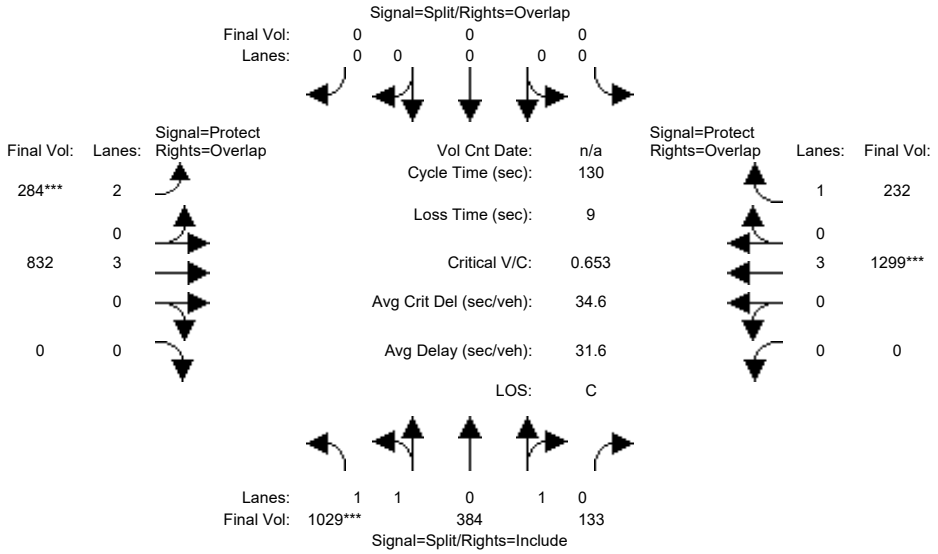
Intersection #47: Lawrence Expy NB/Stevens Creek Blvd (CMP)



Street Name:	Lawrence Expy NB						Stevens Creek Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	10	10	0	10	10	0
Y+R:	6.0	6.0	6.0	4.0	4.0	4.0	5.4	6.0	4.0	5.9	5.6	4.0
Volume Module:												
Base Vol:	1029	384	133	0	0	0	284	832	0	0	1299	232
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1029	384	133	0	0	0	284	832	0	0	1299	232
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1029	384	133	0	0	0	284	832	0	0	1299	232
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1029	384	133	0	0	0	284	832	0	0	1299	232
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1029	384	133	0	0	0	284	832	0	0	1299	232
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1029	384	133	0	0	0	284	832	0	0	1299	232
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.95	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.74	0.26	0.00	0.00	0.00	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	3550	1337	463	0	0	0	3150	5700	0	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.29	0.29	0.29	0.00	0.00	0.00	0.09	0.15	0.00	0.00	0.23	0.13
Crit Moves:	****						****				****	
Green Time:	57.7	57.7	57.7	0.0	0.0	0.0	17.9	63.3	0.0	0.0	45.4	45.4
Volume/Cap:	0.65	0.65	0.65	0.00	0.00	0.00	0.65	0.30	0.00	0.00	0.65	0.38
Delay/Veh:	29.0	28.8	28.8	0.0	0.0	0.0	56.6	20.1	0.0	0.0	36.5	32.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.0	28.8	28.8	0.0	0.0	0.0	56.6	20.1	0.0	0.0	36.5	32.2
LOS by Move:	C	C	C	A	A	A	E+	C+	A	A	D+	C-
HCM2k95thQ:	29	29	29	0	0	0	13	12	0	0	26	14

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

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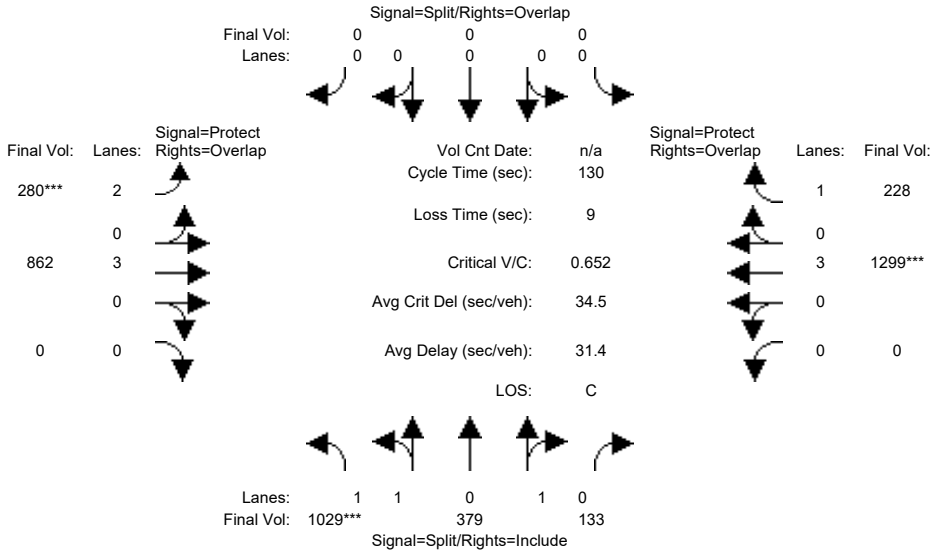
El Camino Real Specific Plan TIA
SJ17-1774
Existing AM Plus Project

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

Intersection #47: Lawrence Expy NB/Stevens Creek Blvd (CMP)



Street Name:	Lawrence Expy NB						Stevens Creek Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	10	10	0	10	10	0
Y+R:	6.0	6.0	6.0	4.0	4.0	4.0	5.4	6.0	4.0	5.9	5.6	4.0
Volume Module:												
Base Vol:	1029	379	133	0	0	0	280	862	0	0	1299	228
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1029	379	133	0	0	0	280	862	0	0	1299	228
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1029	379	133	0	0	0	280	862	0	0	1299	228
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1029	379	133	0	0	0	280	862	0	0	1299	228
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1029	379	133	0	0	0	280	862	0	0	1299	228
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1029	379	133	0	0	0	280	862	0	0	1299	228
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.95	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.74	0.26	0.00	0.00	0.00	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	3550	1332	468	0	0	0	3150	5700	0	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.29	0.28	0.28	0.00	0.00	0.00	0.09	0.15	0.00	0.00	0.23	0.13
Crit Moves:	****						****				****	
Green Time:	57.8	57.8	57.8	0.0	0.0	0.0	17.7	63.2	0.0	0.0	45.5	45.5
Volume/Cap:	0.65	0.64	0.64	0.00	0.00	0.00	0.65	0.31	0.00	0.00	0.65	0.37
Delay/Veh:	28.9	28.6	28.6	0.0	0.0	0.0	56.8	20.3	0.0	0.0	36.4	32.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.9	28.6	28.6	0.0	0.0	0.0	56.8	20.3	0.0	0.0	36.4	32.0
LOS by Move:	C	C	C	A	A	A	E+	C+	A	A	D+	C
HCM2k95thQ:	29	29	29	0	0	0	12	13	0	0	26	14

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

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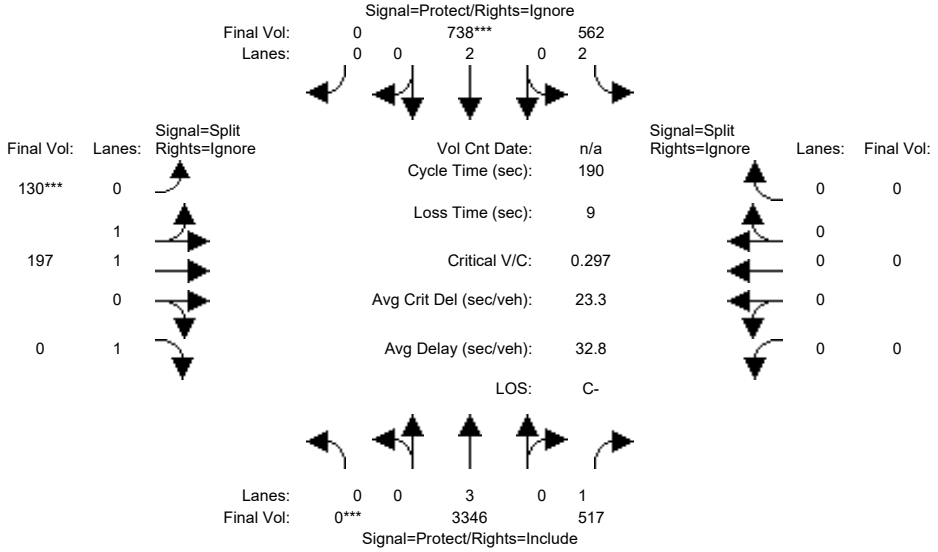
El Camino Real Specific Plan TIA
SJ17-1774
Existing AM Plus Project

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

Intersection #48: Lawrence Expy/Calvert Dr (CMP)



Street Name:	Lawrence Expy						Calvert Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	116	116	32	152	0	30	30	30	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	3346	517	562	738	0	130	197	235	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	3346	517	562	738	0	130	197	235	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	3346	517	562	738	0	130	197	235	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	3346	517	562	738	0	130	197	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	3346	517	562	738	0	130	197	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	3346	517	562	738	0	130	197	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.95	0.99	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	2.00	2.00	0.00	0.82	1.18	1.00	0.00	0.00	0.00
Final Sat.:	0	5700	1750	3150	3800	0	1470	2228	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.59	0.30	0.18	0.19	0.00	0.09	0.09	0.00	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	0.0	117	116.9	34.3	151	0.0	29.8	29.8	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.95	0.48	0.99	0.24	0.00	0.56	0.56	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	25.7	11.1	112.4	0.0	0.0	75.7	75.7	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	25.7	11.1	112.4	0.0	0.0	75.7	75.7	0.0	0.0	0.0	0.0
LOS by Move:	A	C	B+	F	A	A	E-	E-	A	A	A	A
HCM2k95thQ:	0	88	18	38	1	0	17	17	0	0	0	0

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

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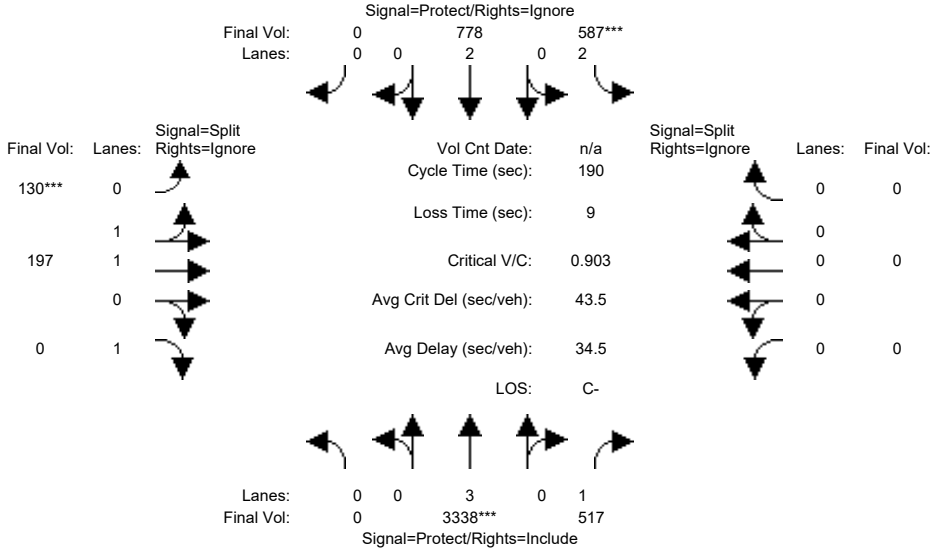
El Camino Real Specific Plan TIA
SJ17-1774
Existing AM Plus Project

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

Intersection #48: Lawrence Expy/Calvert Dr (CMP)

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Street Name:          Lawrence Expy                     Calvert Dr
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     0  116   116   32  152     0   30   30   30     0    0     0
Y+R:          4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0  4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0 3338   517  587  778     0  130  197  235     0    0     0
Growth Adj:  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00 1.00  1.00 1.00  1.00
Initial Bse:    0 3338   517  587  778     0  130  197  235     0    0     0
Added Vol:      0    0     0    0    0     0    0    0    0     0    0     0
PasserByVol:    0    0     0    0    0     0    0    0    0     0    0     0
Initial Fut:    0 3338   517  587  778     0  130  197  235     0    0     0
User Adj:    1.00 1.00  1.00 1.00 1.00  0.00 1.00 1.00 0.00  1.00 1.00  0.00
PHF Adj:     1.00 1.00  1.00 1.00 1.00  0.00 1.00 1.00 0.00  1.00 1.00  0.00
PHF Volume:     0 3338   517  587  778     0  130  197    0     0    0     0
Reduct Vol:     0    0     0    0    0     0    0    0    0     0    0     0
Reduced Vol:    0 3338   517  587  778     0  130  197    0     0    0     0
PCE Adj:     1.00 1.00  1.00 1.00 1.00  0.00 1.00 1.00 0.00  1.00 1.00  0.00
MLF Adj:     1.00 1.00  1.00 1.00 1.00  0.00 1.00 1.00 0.00  1.00 1.00  0.00
FinalVolume:    0 3338   517  587  778     0  130  197    0     0    0     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900 1900 1900  1900 1900 1900 1900  1900 1900  1900
Adjustment:  0.92 1.00  0.92 0.83 1.00  0.92 0.95 0.99 0.92  0.92 1.00  0.92
Lanes:       0.00 3.00  1.00 2.00 2.00  0.00 0.82 1.18 1.00  0.00 0.00  0.00
Final Sat.:     0 5700  1750 3150 3800     0 1470 2228 1750     0    0     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.59  0.30 0.19 0.20  0.00 0.09 0.09 0.00  0.00 0.00  0.00
Crit Moves:       ****        ****             ****
Green Time:   0.0  115 115.4 35.8  151   0.0 29.8 29.8  0.0   0.0  0.0   0.0
Volume/Cap:  0.00 0.96  0.49 0.99 0.26  0.00 0.56 0.56 0.00  0.00 0.00  0.00
Delay/Veh:    0.0 28.4  12.0 111.2  0.0   0.0 75.7 75.7  0.0   0.0  0.0   0.0
User DelAdj: 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00 1.00  1.00 1.00  1.00
AdjDel/Veh:   0.0 28.4  12.0 111.2  0.0   0.0 75.7 75.7  0.0   0.0  0.0   0.0
LOS by Move:    A    C    B+    F    A     A    E-   E-    A     A    A     A
HCM2k95thQ:     0   92    19   39    1     0   17   17    0     0    0     0
Note: Queue reported is the number of cars per lane.
```
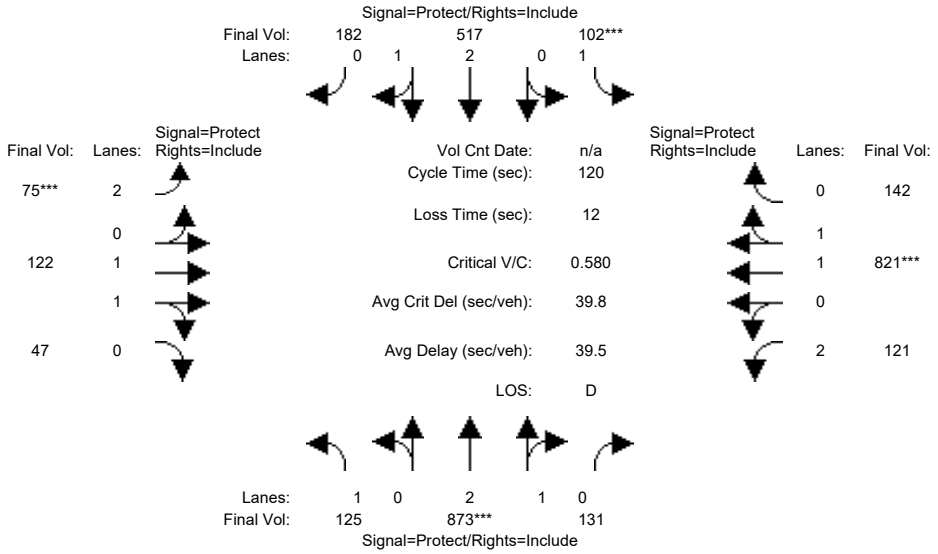

El Camino Real Specific Plan TIA
SJ17-1774
Existing AM Plus Project

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

Intersection #49: Bowers Ave/Scott Blvd (CMP)



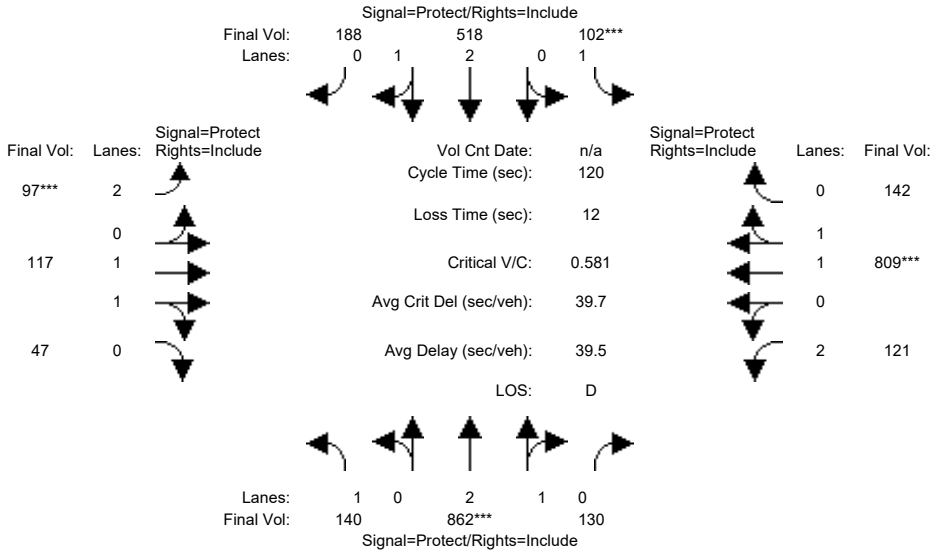
Street Name:	Bowers Ave						Scott Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	20	30	30	20	30	30	15	20	20	15	20	20
Y+R:	5.0	5.5	5.5	5.0	5.5	5.5	5.0	5.5	5.5	5.0	4.5	1.5
Volume Module:												
Base Vol:	125	873	131	102	517	182	75	122	47	121	821	142
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	125	873	131	102	517	182	75	122	47	121	821	142
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	125	873	131	102	517	182	75	122	47	121	821	142
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	125	873	131	102	517	182	75	122	47	121	821	142
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	125	873	131	102	517	182	75	122	47	121	821	142
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	125	873	131	102	517	182	75	122	47	121	821	142
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.99	0.95	0.83	0.98	0.95	0.83	0.98	0.95
Lanes:	1.00	2.59	0.41	1.00	2.19	0.81	2.00	1.43	0.57	2.00	1.70	0.30
Final Sat.:	1750	4868	731	1750	4140	1457	3150	2670	1029	3150	3154	546
Capacity Analysis Module:												
Vol/Sat:	0.07	0.18	0.18	0.06	0.12	0.12	0.02	0.05	0.05	0.04	0.26	0.26
Crit Moves:		****		****			****				****	
Green Time:	20.0	30.0	30.0	20.0	30.0	30.0	15.0	33.1	33.1	24.9	43.0	43.0
Volume/Cap:	0.43	0.72	0.72	0.35	0.50	0.50	0.19	0.17	0.17	0.19	0.73	0.73
Delay/Veh:	45.9	42.9	42.9	45.0	38.8	38.8	47.3	33.0	33.0	39.4	35.4	35.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.9	42.9	42.9	45.0	38.8	38.8	47.3	33.0	33.0	39.4	35.4	35.4
LOS by Move:	D	D	D	D	D+	D+	D	C-	C-	D	D+	D+
HCM2k95thQ:	8	20	20	8	15	15	3	5	5	4	27	27

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

El Camino Real Specific Plan TIA
SJ17-1774
Existing AM Plus Project

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

Intersection #49: Bowers Ave/Scott Blvd (CMP)



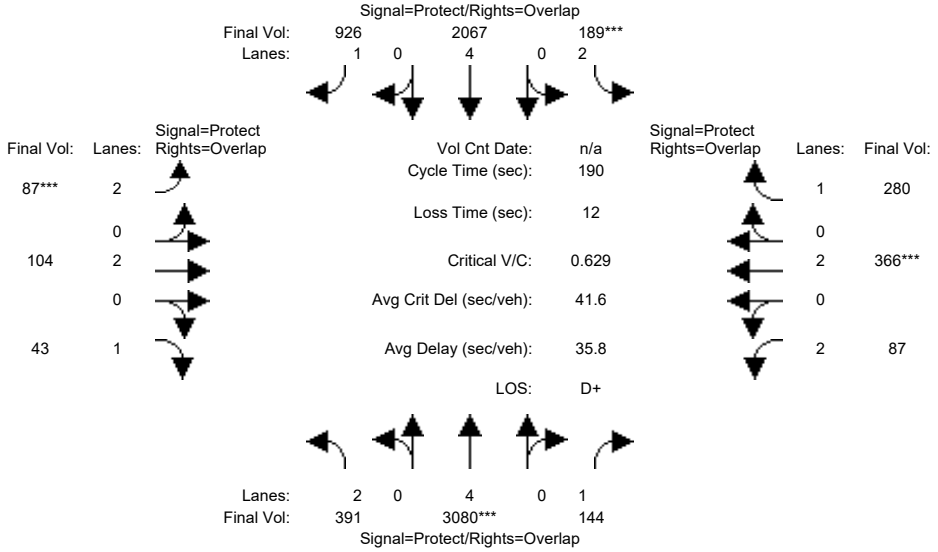
Street Name:	Bowers Ave						Scott Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	20	30	30	20	30	30	15	20	20	15	20	20
Y+R:	5.0	5.5	5.5	5.0	5.5	5.5	5.0	5.5	5.5	5.0	4.5	1.5
Volume Module:												
Base Vol:	140	862	130	102	518	188	97	117	47	121	809	142
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	862	130	102	518	188	97	117	47	121	809	142
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	140	862	130	102	518	188	97	117	47	121	809	142
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	140	862	130	102	518	188	97	117	47	121	809	142
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	862	130	102	518	188	97	117	47	121	809	142
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	140	862	130	102	518	188	97	117	47	121	809	142
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	0.98	0.95	0.83	0.98	0.95
Lanes:	1.00	2.59	0.41	1.00	2.17	0.83	2.00	1.41	0.59	2.00	1.69	0.31
Final Sat.:	1750	4865	734	1750	4107	1491	3150	2639	1060	3150	3147	552
Capacity Analysis Module:												
Vol/Sat:	0.08	0.18	0.18	0.06	0.13	0.13	0.03	0.04	0.04	0.04	0.26	0.26
Crit Moves:		****		****			****				****	
Green Time:	20.0	30.0	30.0	20.0	30.0	30.0	15.0	33.1	33.1	24.9	43.0	43.0
Volume/Cap:	0.48	0.71	0.71	0.35	0.50	0.50	0.25	0.16	0.16	0.19	0.72	0.72
Delay/Veh:	46.5	42.7	42.7	45.0	38.9	38.9	47.7	33.0	33.0	39.4	35.2	35.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.5	42.7	42.7	45.0	38.9	38.9	47.7	33.0	33.0	39.4	35.2	35.2
LOS by Move:	D	D	D	D	D+	D+	D	C-	C-	D	D+	D+
HCM2k95thQ:	9	20	20	8	15	15	4	5	5	4	27	27

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

El Camino Real Specific Plan TIA
SJ17-1774
Existing AM Plus Project

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

Intersection #50: San Tomas Expy/Scott Blvd (CMP)



Street Name:	San Tomas Expy						Scott Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	14	100	10	14	90	10	14	10	10	14	10	10
Y+R:	5.7	5.8	5.8	6.0	5.8	5.8	5.7	5.6	5.6	5.6	5.7	5.7
Volume Module:												
Base Vol:	391	3080	144	189	2067	926	87	104	43	87	366	280
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	391	3080	144	189	2067	926	87	104	43	87	366	280
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	391	3080	144	189	2067	926	87	104	43	87	366	280
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	391	3080	144	189	2067	926	87	104	43	87	366	280
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	391	3080	144	189	2067	926	87	104	43	87	366	280
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	391	3080	144	189	2067	926	87	104	43	87	366	280
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	7600	1750	3150	7600	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.41	0.08	0.06	0.27	0.53	0.03	0.03	0.02	0.03	0.10	0.16
Crit Moves:		****		****			****				****	
Green Time:	27.0	118	142.9	17.5	109	122.9	14.0	17.6	44.5	24.6	28.1	45.6
Volume/Cap:	0.87	0.65	0.11	0.65	0.47	0.82	0.37	0.30	0.10	0.21	0.65	0.67
Delay/Veh:	97.1	33.1	11.9	88.4	15.2	16.0	84.9	80.9	57.2	74.3	79.0	69.3
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:	97.1	33.1	11.9	88.4	15.2	16.0	84.9	80.9	57.2	74.3	79.0	69.3
LOS by Move:	F	C-	B+	F	B	B	F	F	E+	E	E-	E
HCM2k95thQ:	25	54	9	12	20	48	6	5	4	5	18	27

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

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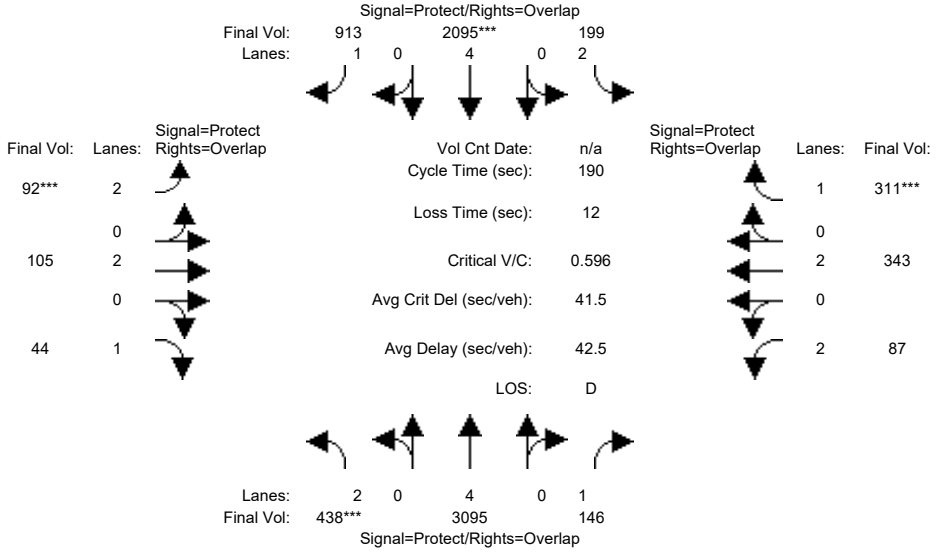
El Camino Real Specific Plan TIA
SJ17-1774
Existing AM Plus Project

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

Intersection #50: San Tomas Expy/Scott Blvd (CMP)



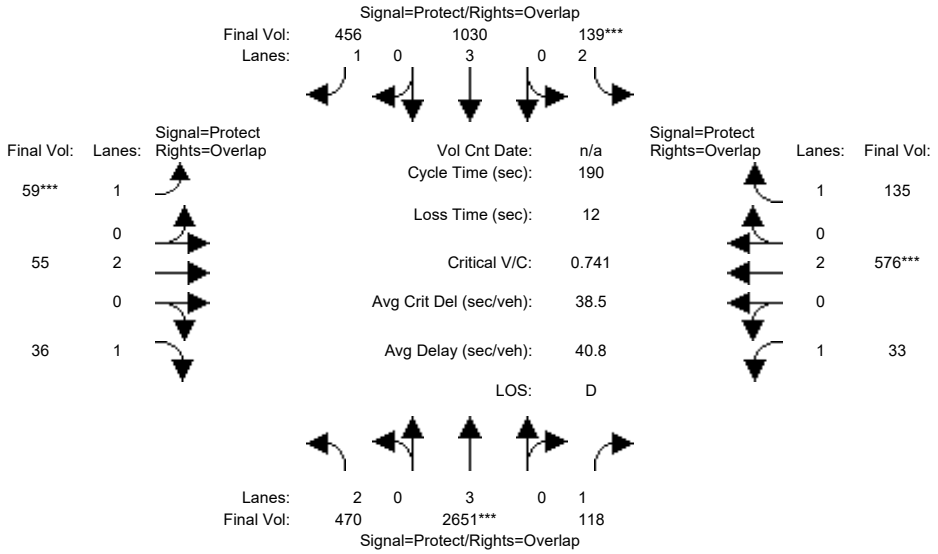
Street Name:	San Tomas Expy						Scott Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	14	100	10	14	90	10	14	10	10	14	10	10
Y+R:	5.7	5.8	5.8	6.0	5.8	5.8	5.7	5.6	5.6	5.6	5.7	5.7
Volume Module:												
Base Vol:	438	3095	146	199	2095	913	92	105	44	87	343	311
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	438	3095	146	199	2095	913	92	105	44	87	343	311
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	438	3095	146	199	2095	913	92	105	44	87	343	311
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	438	3095	146	199	2095	913	92	105	44	87	343	311
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	438	3095	146	199	2095	913	92	105	44	87	343	311
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	438	3095	146	199	2095	913	92	105	44	87	343	311
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	7600	1750	3150	7600	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.14	0.41	0.08	0.06	0.28	0.52	0.03	0.03	0.03	0.03	0.09	0.18
Crit Moves:	****				****		****					****
Green Time:	42.3	116	142.7	16.3	90.0	104.0	14.0	19.0	61.4	26.6	31.7	47.9
Volume/Cap:	0.62	0.67	0.11	0.74	0.58	0.95	0.40	0.28	0.08	0.20	0.54	0.70
Delay/Veh:	69.7	34.7	12.0	95.1	29.5	46.7	85.1	79.5	44.7	72.4	73.5	69.7
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:	69.7	34.7	12.0	95.1	29.5	46.7	85.1	79.5	44.7	72.4	73.5	69.7
LOS by Move:	E	C-	B	F	C	D	F	E-	D	E	E	E
HCM2k95thQ:	24	55	9	13	30	85	6	5	4	5	16	30

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

El Camino Real Specific Plan TIA
SJ17-1774
Existing AM Plus Project

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

Intersection #51: San Tomas Expy/Walsh Ave



Street Name:	San Tomas Expy						Walsh Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
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:	5.5	5.8	5.8	5.6	5.8	5.8	5.6	5.8	5.8	5.1	5.7	5.7
Volume Module:8:00 - 9:00 AM												
Base Vol:	470	3631	118	139	1431	456	59	55	36	33	576	135
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	470	3631	118	139	1431	456	59	55	36	33	576	135
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	470	3631	118	139	1431	456	59	55	36	33	576	135
User Adj:	1.00	0.73	1.00	1.00	0.72	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	470	2651	118	139	1030	456	59	55	36	33	576	135
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	470	2651	118	139	1030	456	59	55	36	33	576	135
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	470	2651	118	139	1030	456	59	55	36	33	576	135
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.15	0.47	0.07	0.04	0.18	0.26	0.03	0.01	0.02	0.02	0.15	0.08
Crit Moves:		****		****			****				****	
Green Time:	51.8	119	138.8	11.3	78.7	87.4	8.6	27.9	79.7	19.6	38.9	50.2
Volume/Cap:	0.55	0.74	0.09	0.74	0.44	0.57	0.74	0.10	0.05	0.18	0.74	0.29
Delay/Veh:	59.8	25.5	7.4	102.5	39.9	38.4	120.2	70.2	32.7	78.4	74.7	56.1
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:	59.8	25.5	7.4	102.5	39.9	38.4	120.2	70.2	32.7	78.4	74.7	56.1
LOS by Move:	E+	C	A	F	D	D+	F	E	C-	E-	E	E+
HCM2k95thQ:	24	54	4	10	24	34	8	3	3	4	27	12

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

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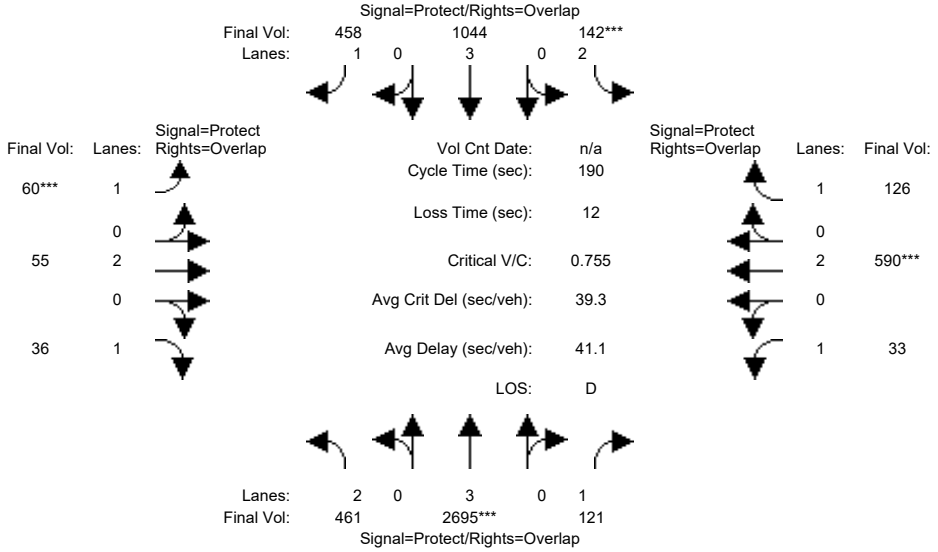
El Camino Real Specific Plan TIA
SJ17-1774
Existing AM Plus Project

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

Intersection #51: San Tomas Expy/Walsh Ave



Street Name:	San Tomas Expy						Walsh Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
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:	5.5	5.8	5.8	5.6	5.8	5.8	5.6	5.8	5.8	5.1	5.7	5.7
Volume Module:												
Base Vol:	461	3692	121	142	1450	458	60	55	36	33	590	126
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	461	3692	121	142	1450	458	60	55	36	33	590	126
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	461	3692	121	142	1450	458	60	55	36	33	590	126
User Adj:	1.00	0.73	1.00	1.00	0.72	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	461	2695	121	142	1044	458	60	55	36	33	590	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	461	2695	121	142	1044	458	60	55	36	33	590	126
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	461	2695	121	142	1044	458	60	55	36	33	590	126
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.15	0.47	0.07	0.05	0.18	0.26	0.03	0.01	0.02	0.02	0.16	0.07
Crit Moves:		****		****			****				****	
Green Time:	51.0	119	138.6	11.3	79.3	87.9	8.6	28.1	79.1	19.6	39.1	50.4
Volume/Cap:	0.54	0.76	0.09	0.76	0.44	0.57	0.76	0.10	0.05	0.18	0.76	0.27
Delay/Veh:	60.3	26.1	7.5	103.9	39.6	38.1	122.8	70.1	33.1	78.3	75.2	55.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.3	26.1	7.5	103.9	39.6	38.1	122.8	70.1	33.1	78.3	75.2	55.6
LOS by Move:	E	C	A	F	D	D+	F	E	C-	E-	E-	E+
HCM2k95thQ:	23	56	4	10	24	34	8	3	3	4	28	11

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

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El Camino Real Specific Plan TIA
SJ17-1774
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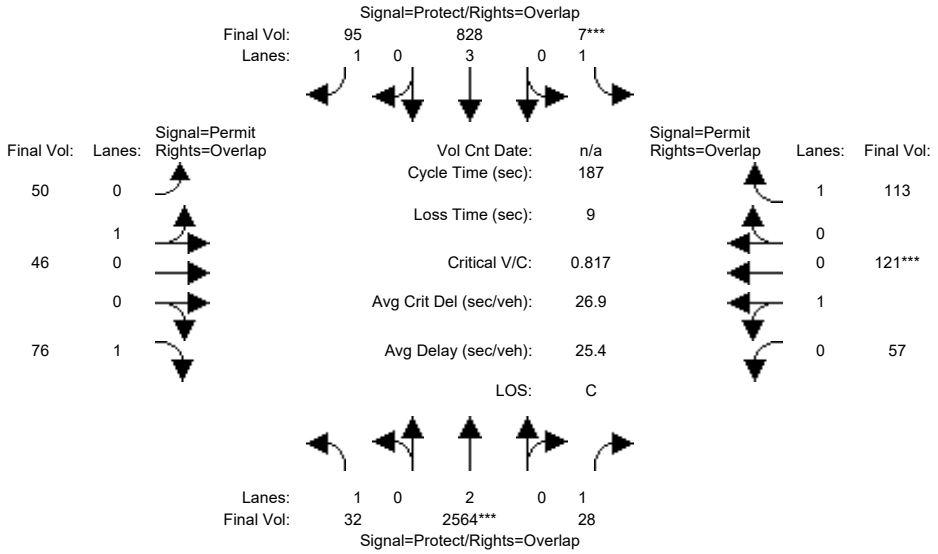
2000 HCM Operations (Future Volume Alternative)
Existing AM

Intersection #52: San Tomas Expy/Forbes Ave



Street Name:	San Tomas Expy						Forbes Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	11	132	132	12	133	133	26	26	26	26	26	26
Y+R:	4.6	5.8	5.8	4.6	5.8	5.8	5.6	5.6	5.6	5.6	5.6	5.6
Volume Module:7:45 - 8:45 AM												
Base Vol:	32	3017	28	7	828	95	50	46	76	57	121	113
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	32	3017	28	7	828	95	50	46	76	57	121	113
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	32	3017	28	7	828	95	50	46	76	57	121	113
User Adj:	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	32	2564	28	7	828	95	50	46	76	57	121	113
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	2564	28	7	828	95	50	46	76	57	121	113
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	32	2564	28	7	828	95	50	46	76	57	121	113
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	2.00	1.00	1.00	3.00	1.00	0.52	0.48	1.00	0.32	0.68	1.00
Final Sat.:	1750	3800	1750	1750	5700	1750	937	862	1750	576	1224	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.67	0.02	0.00	0.15	0.05	0.05	0.05	0.04	0.10	0.10	0.06
Crit Moves:		****		****							****	
Green Time:	11.6	140	140.0	12.0	140	140.4	26.0	26.0	37.6	26.0	26.0	38.0
Volume/Cap:	0.29	0.90	0.02	0.06	0.19	0.07	0.38	0.38	0.22	0.71	0.71	0.32
Delay/Veh:	85.3	22.6	6.0	82.4	6.8	6.2	74.2	74.2	62.7	86.1	86.1	64.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	85.3	22.6	6.0	82.4	6.8	6.2	74.2	74.2	62.7	86.1	86.1	64.0
LOS by Move:	F	C+	A	F	A	A	E	E	E	F	F	E
HCM2k95thQ:	4	82	1	1	9	3	10	10	8	21	21	11

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

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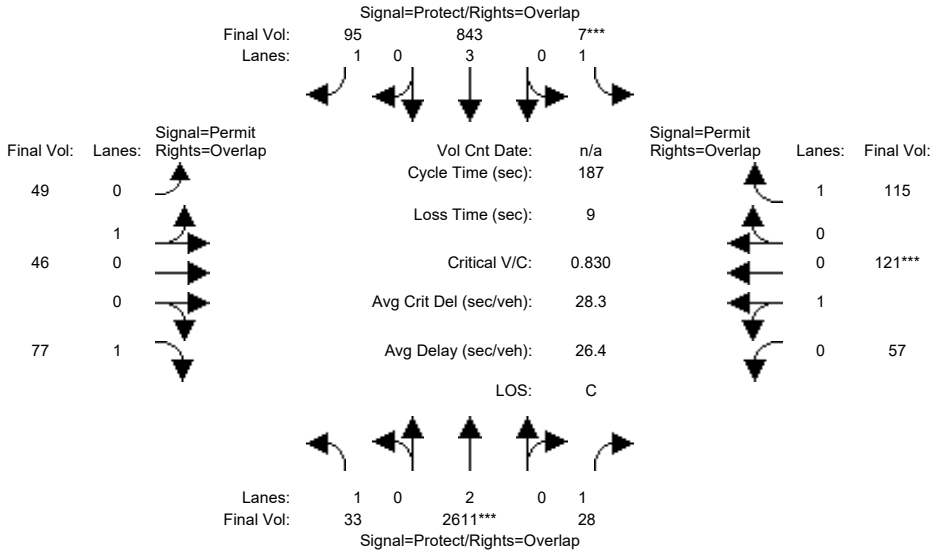
El Camino Real Specific Plan TIA
SJ17-1774
Existing AM Plus Project

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

Intersection #52: San Tomas Expy/Forbes Ave



Street Name:	San Tomas Expy						Forbes Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	11	132	132	12	133	133	26	26	26	26	26	26
Y+R:	4.6	5.8	5.8	4.6	5.8	5.8	5.6	5.6	5.6	5.6	5.6	5.6
Volume Module:												
Base Vol:	33	3072	28	7	843	95	49	46	77	57	121	115
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	33	3072	28	7	843	95	49	46	77	57	121	115
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	33	3072	28	7	843	95	49	46	77	57	121	115
User Adj:	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	33	2611	28	7	843	95	49	46	77	57	121	115
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	2611	28	7	843	95	49	46	77	57	121	115
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	33	2611	28	7	843	95	49	46	77	57	121	115
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	2.00	1.00	1.00	3.00	1.00	0.52	0.48	1.00	0.32	0.68	1.00
Final Sat.:	1750	3800	1750	1750	5700	1750	928	872	1750	576	1224	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.69	0.02	0.00	0.15	0.05	0.05	0.05	0.04	0.10	0.10	0.07
Crit Moves:		****		****							****	
Green Time:	11.6	140	140.0	12.0	140	140.4	26.0	26.0	37.6	26.0	26.0	38.0
Volume/Cap:	0.30	0.92	0.02	0.06	0.20	0.07	0.38	0.38	0.22	0.71	0.71	0.32
Delay/Veh:	85.4	24.2	6.0	82.4	6.8	6.2	74.1	74.1	62.7	86.1	86.1	64.1
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:	85.4	24.2	6.0	82.4	6.8	6.2	74.1	74.1	62.7	86.1	86.1	64.1
LOS by Move:	F	C	A	F	A	A	E	E	E	F	F	E
HCM2k95thQ:	4	87	1	1	9	3	10	10	8	21	21	12

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

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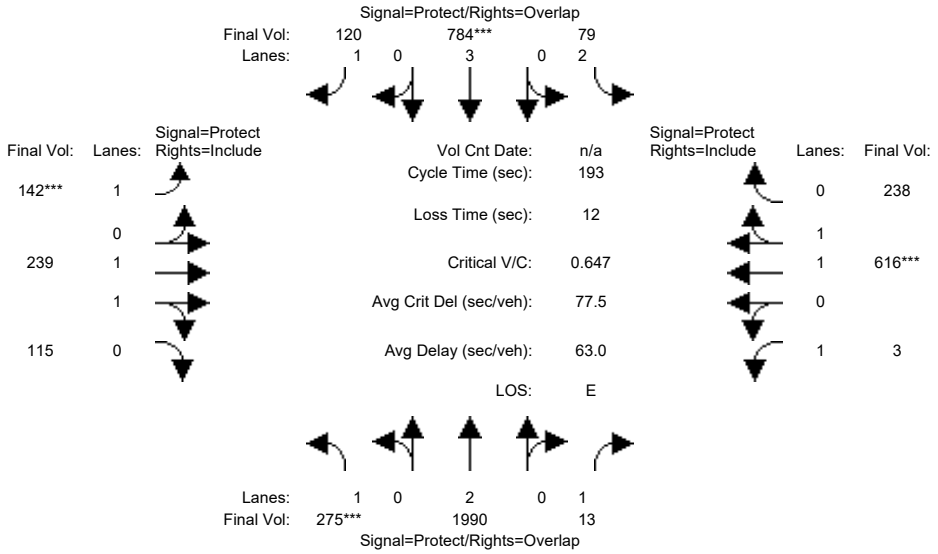
El Camino Real Specific Plan TIA
SJ17-1774
Existing AM Plus Project

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

Intersection #53: San Tomas Expy/Pruneridge Ave



Street Name:	San Tomas Expy						Pruneridge Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	29	104	104	11	86	86	16	44	44	10	38	38
Y+R:	5.2	5.8	5.8	5.2	5.8	5.8	5.3	5.6	5.6	5.1	5.5	5.5
Volume Module:	7:45 - 8:45 AM											
Base Vol:	275	2341	13	79	784	120	142	239	115	3	616	238
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	275	2341	13	79	784	120	142	239	115	3	616	238
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	275	2341	13	79	784	120	142	239	115	3	616	238
User Adj:	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	275	1990	13	79	784	120	142	239	115	3	616	238
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	275	1990	13	79	784	120	142	239	115	3	616	238
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	275	1990	13	79	784	120	142	239	115	3	616	238
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.99	0.95	0.92	0.98	0.95
Lanes:	1.00	2.00	1.00	2.00	3.00	1.00	1.00	1.33	0.67	1.00	1.43	0.57
Final Sat.:	1750	3800	1750	3150	5700	1750	1750	2497	1202	1750	2668	1031
Capacity Analysis Module:												
Vol/Sat:	0.16	0.52	0.01	0.03	0.14	0.07	0.08	0.10	0.10	0.00	0.23	0.23
Crit Moves:	****				****		****				****	
Green Time:	31.8	107	118.2	11.3	86.0	102.4	16.4	51.5	51.5	11.7	46.7	46.7
Volume/Cap:	0.95	0.95	0.01	0.43	0.31	0.13	0.95	0.36	0.36	0.03	0.95	0.95
Delay/Veh:	120.2	50.7	14.6	89.4	34.5	22.9	147.4	57.6	57.6	85.4	91.6	91.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	120.2	50.7	14.6	89.4	34.5	22.9	147.4	57.6	57.6	85.4	91.6	91.6
LOS by Move:	F	D	B	F	C-	C+	F	E+	E+	F	F	F
HCM2k95thQ:	36	89	1	5	18	7	19	15	15	0	47	47

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

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El Camino Real Specific Plan TIA
SJ17-1774
Existing AM Plus Project

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
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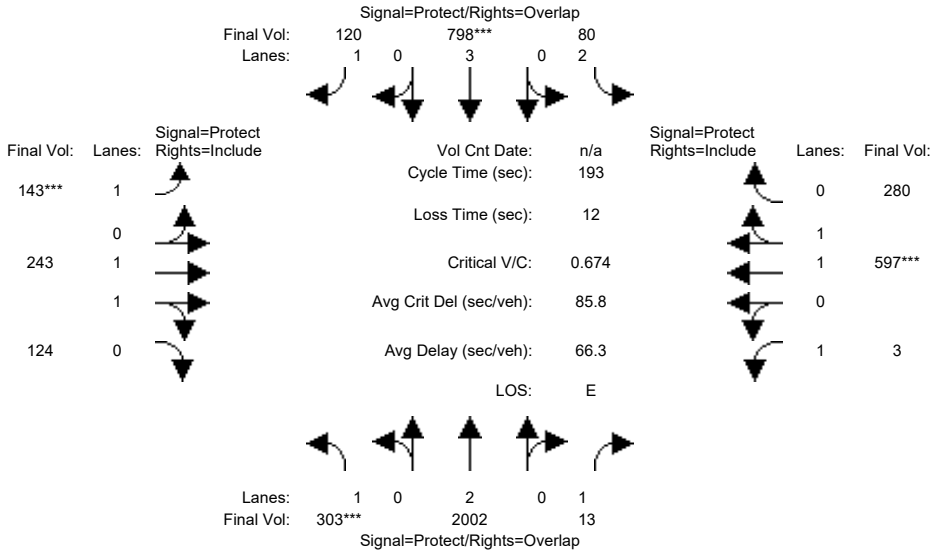
Intersection #53: San Tomas Expy/Pruneridge Ave



Street Name:	San Tomas Expy						Pruneridge Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	29	104	104	11	86	86	16	44	44	10	38	38
Y+R:	5.2	5.8	5.8	5.2	5.8	5.8	5.3	5.6	5.6	5.1	5.5	5.5
Volume Module:												
Base Vol:	303	2355	13	80	798	120	143	243	124	3	597	280
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	303	2355	13	80	798	120	143	243	124	3	597	280
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	303	2355	13	80	798	120	143	243	124	3	597	280
User Adj:	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	303	2002	13	80	798	120	143	243	124	3	597	280
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	303	2002	13	80	798	120	143	243	124	3	597	280
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	303	2002	13	80	798	120	143	243	124	3	597	280
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.99	0.95	0.92	0.99	0.95
Lanes:	1.00	2.00	1.00	2.00	3.00	1.00	1.00	1.31	0.69	1.00	1.34	0.66
Final Sat.:	1750	3800	1750	3150	5700	1750	1750	2449	1250	1750	2518	1181
Capacity Analysis Module:												
Vol/Sat:	0.17	0.53	0.01	0.03	0.14	0.07	0.08	0.10	0.10	0.00	0.24	0.24
Crit Moves:	****				****		****				****	
Green Time:	33.3	108	119.3	11.4	86.0	102.0	16.0	50.2	50.2	11.4	45.7	45.7
Volume/Cap:	1.00	0.94	0.01	0.43	0.31	0.13	0.99	0.38	0.38	0.03	1.00	1.00
Delay/Veh:	132.2	48.8	14.2	89.2	34.6	23.1	158.6	58.9	58.9	85.7	105	104.6
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:	132.2	48.8	14.2	89.2	34.6	23.1	158.6	58.9	58.9	85.7	105	104.6
LOS by Move:	F	D	B	F	C-	C	F	E+	E+	F	F	F
HCM2k95thQ:	40	88	1	5	18	7	20	16	16	0	51	51

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

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El Camino Real Specific Plan TIA
SJ17-1774
Existing AM Plus Project

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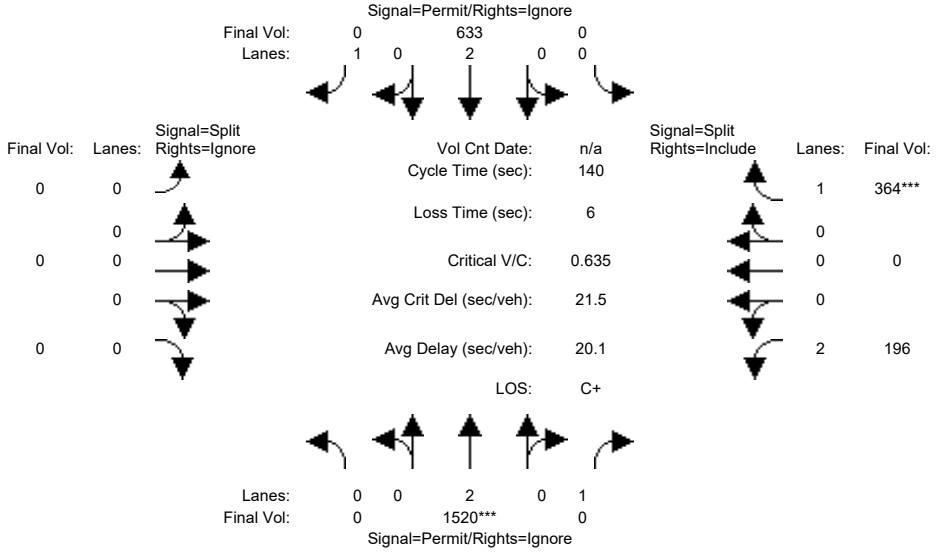
2000 HCM Operations (Future Volume Alternative)
Existing AM

Intersection #54: The Alameda/I-880 SB (CMP)



Street Name:	The Alameda						I-880 SB					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	0	10	10	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:8:00 AM - 9:00 AM												
Base Vol:	0	1520	287	0	633	135	0	0	0	196	0	364
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1520	287	0	633	135	0	0	0	196	0	364
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1520	287	0	633	135	0	0	0	196	0	364
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	1520	0	0	633	0	0	0	0	196	0	364
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1520	0	0	633	0	0	0	0	196	0	364
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	1520	0	0	633	0	0	0	0	196	0	364
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	2.00	1.00	0.00	2.00	1.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3800	1750	0	3800	1750	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.40	0.00	0.00	0.17	0.00	0.00	0.00	0.00	0.06	0.00	0.21
Crit Moves:		****										****
Green Time:	0.0	88.2	0.0	0.0	88.2	0.0	0.0	0.0	0.0	45.8	0.0	45.8
Volume/Cap:	0.00	0.64	0.00	0.00	0.26	0.00	0.00	0.00	0.00	0.19	0.00	0.64
Delay/Veh:	0.0	16.6	0.0	0.0	11.6	0.0	0.0	0.0	0.0	33.9	0.0	42.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	16.6	0.0	0.0	11.6	0.0	0.0	0.0	0.0	33.9	0.0	42.3
LOS by Move:	A	B	A	A	B+	A	A	A	A	C-	A	D
HCM2k95thQ:	0	33	0	0	11	0	0	0	0	7	0	25

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

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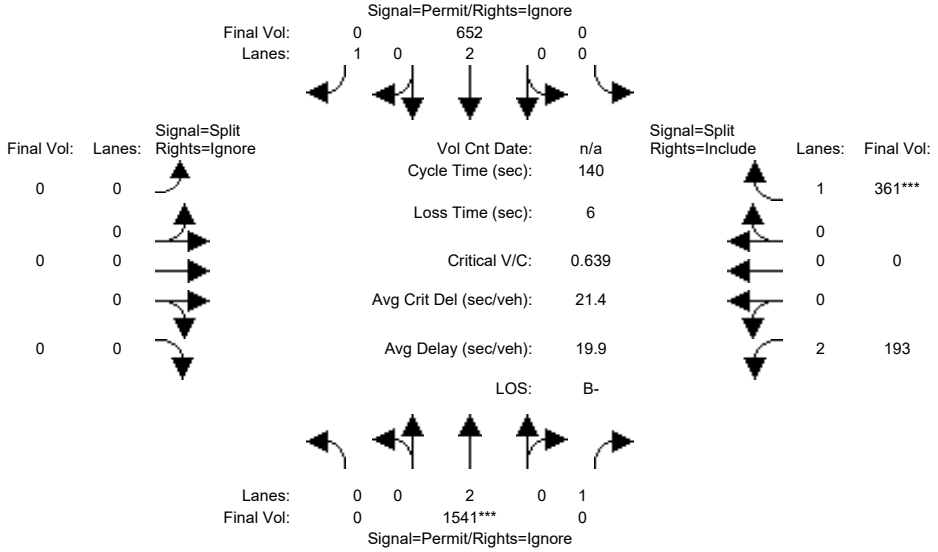
El Camino Real Specific Plan TIA
SJ17-1774
Existing AM Plus Project

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

Intersection #54: The Alameda/I-880 SB (CMP)



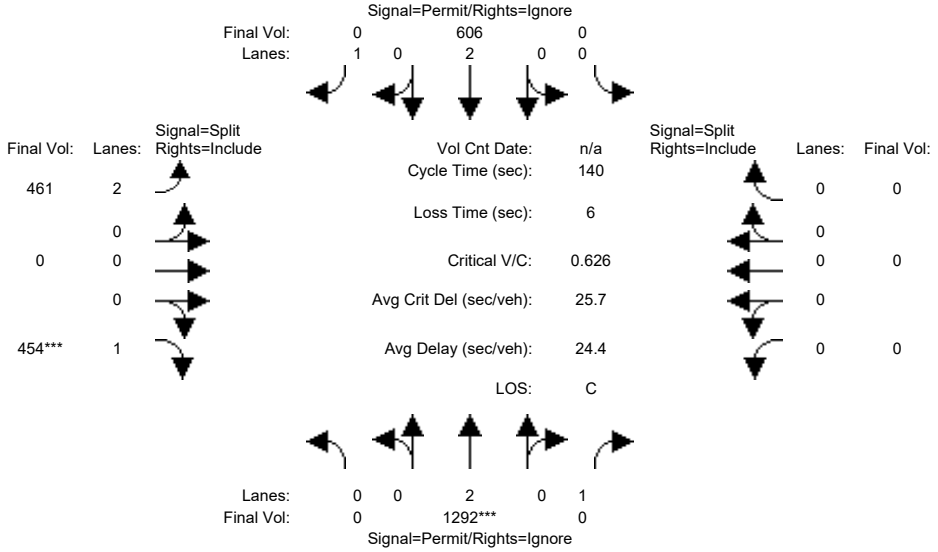
Street Name:	The Alameda						I-880 SB					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	0	10	10	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1541	286	0	652	133	0	0	0	193	0	361
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1541	286	0	652	133	0	0	0	193	0	361
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1541	286	0	652	133	0	0	0	193	0	361
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	1541	0	0	652	0	0	0	0	193	0	361
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1541	0	0	652	0	0	0	0	193	0	361
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	1541	0	0	652	0	0	0	0	193	0	361
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	2.00	1.00	0.00	2.00	1.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3800	1750	0	3800	1750	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.41	0.00	0.00	0.17	0.00	0.00	0.00	0.00	0.06	0.00	0.21
Crit Moves:		****										****
Green Time:	0.0	88.8	0.0	0.0	88.8	0.0	0.0	0.0	0.0	45.2	0.0	45.2
Volume/Cap:	0.00	0.64	0.00	0.00	0.27	0.00	0.00	0.00	0.00	0.19	0.00	0.64
Delay/Veh:	0.0	16.3	0.0	0.0	11.4	0.0	0.0	0.0	0.0	34.3	0.0	42.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	16.3	0.0	0.0	11.4	0.0	0.0	0.0	0.0	34.3	0.0	42.9
LOS by Move:	A	B	A	A	B+	A	A	A	A	C-	A	D
HCM2k95thQ:	0	34	0	0	12	0	0	0	0	7	0	25

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

El Camino Real Specific Plan TIA
SJ17-1774
Existing AM Plus Project

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

Intersection #55: The Alameda/I-880 NB (CMP)



Street Name:	The Alameda						I-880 NB					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:8:00 AM - 9:00 AM												
Base Vol:	0	1292	271	0	606	230	461	0	454	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1292	271	0	606	230	461	0	454	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1292	271	0	606	230	461	0	454	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1292	0	0	606	0	461	0	454	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1292	0	0	606	0	461	0	454	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1292	0	0	606	0	461	0	454	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	0.00	2.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	1750	0	3800	1750	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.34	0.00	0.00	0.16	0.00	0.15	0.00	0.26	0.00	0.00	0.00
Crit Moves:		****							****			
Green Time:	0.0	76.0	0.0	0.0	76.0	0.0	58.0	0.0	58.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.63	0.00	0.00	0.29	0.00	0.35	0.00	0.63	0.00	0.00	0.00
Delay/Veh:	0.0	22.8	0.0	0.0	17.5	0.0	28.3	0.0	34.2	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	22.8	0.0	0.0	17.5	0.0	28.3	0.0	34.2	0.0	0.0	0.0
LOS by Move:	A	C+	A	A	B	A	C	A	C-	A	A	A
HCM2k95thQ:	0	32	0	0	13	0	15	0	29	0	0	0

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

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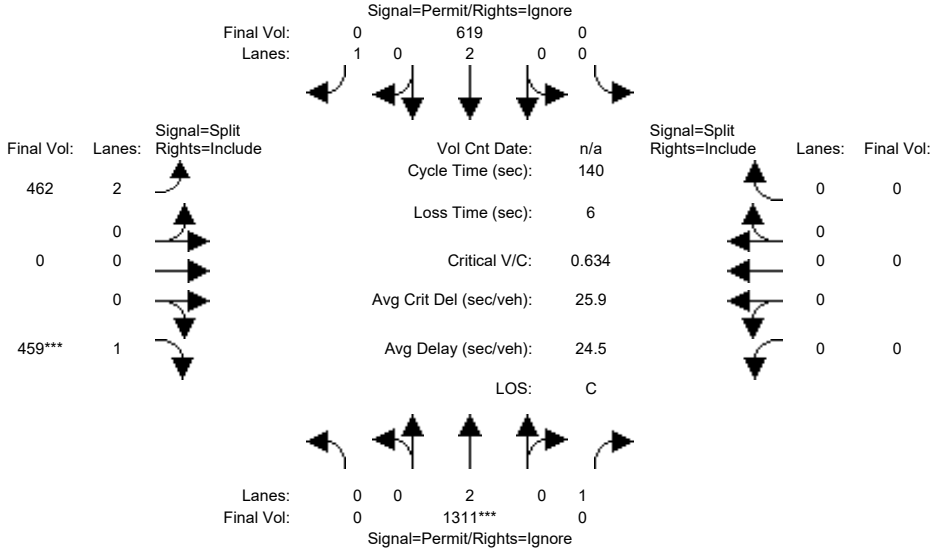
El Camino Real Specific Plan TIA
SJ17-1774
Existing AM Plus Project

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

Intersection #55: The Alameda/I-880 NB (CMP)



Street Name:	The Alameda						I-880 NB					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1311	273	0	619	236	462	0	459	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1311	273	0	619	236	462	0	459	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1311	273	0	619	236	462	0	459	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1311	0	0	619	0	462	0	459	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1311	0	0	619	0	462	0	459	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1311	0	0	619	0	462	0	459	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	0.00	2.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	1750	0	3800	1750	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.34	0.00	0.00	0.16	0.00	0.15	0.00	0.26	0.00	0.00	0.00
Crit Moves:		****							****			
Green Time:	0.0	76.1	0.0	0.0	76.1	0.0	57.9	0.0	57.9	0.0	0.0	0.0
Volume/Cap:	0.00	0.63	0.00	0.00	0.30	0.00	0.35	0.00	0.63	0.00	0.00	0.00
Delay/Veh:	0.0	22.9	0.0	0.0	17.5	0.0	28.4	0.0	34.5	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	22.9	0.0	0.0	17.5	0.0	28.4	0.0	34.5	0.0	0.0	0.0
LOS by Move:	A	C+	A	A	B	A	C	A	C-	A	A	A
HCM2k95thQ:	0	33	0	0	13	0	15	0	29	0	0	0

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

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El Camino Real Specific Plan TIA
SJ17-1774
Existing PM Plus Project

Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

Intersection		Existing PM				Existing PP PM					
		LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change
#1	El Camino Real/S Wolfe Rd (CMP)	D	46.4	0.664	50.9	D	46.1	0.675	+ 0.010	49.9	- 1.0
#2	El Camino Real/Halford Ave	C+	22.4	0.412	19.9	C+	22.2	0.421	+ 0.009	20.0	+ 0.0
#3	El Camino Real/Lawrence Expy (CMP)	C	28.8	0.704	30.4	C	28.5	0.688	- 0.016	29.8	- 0.6
#4	El Camino Real/Flora Vista Ave	C	25.7	0.416	24.7	C	29.5	0.416	- 0.000	26.7	+ 2.0
#5	El Camino Real/Calabazas Blvd	C-	32.7	0.409	31.1	D+	37.9	0.465	+ 0.056	39.2	+ 8.1
#6	El Camino Real/Bowers Ave - Kiely Blvd (CMP)	C	30.4	0.686	34.0	C	30.6	0.701	+ 0.015	34.2	+ 0.2
#7	El Camino Real/Bowe Ave	B	14.3	0.314	13.6	C	23.7	0.397	+ 0.082	25.1	+ 11.5
#8	El Camino Real/San Tomas Expy (CMP)	F	94.0	0.868	124.2	F	93.3	0.877	+ 0.009	123.8	- 0.3
#9	El Camino Real/McCormick Dr	C+	20.6	0.294	20.0	C+	20.9	0.305	+ 0.012	20.9	+ 0.9
#10	El Camino Real/Scott Blvd (CMP)	D+	38.2	0.714	40.8	D+	38.7	0.736	+ 0.022	41.7	+ 0.9
#11	El Camino Real/Lincoln St (CMP)	C	24.9	0.392	27.2	C	24.1	0.375	- 0.017	25.6	- 1.6
#12	El Camino Real/Monroe St (CMP)	C-	34.6	0.580	35.7	D+	35.1	0.609	+ 0.028	37.4	+ 1.7
#13	El Camino Real/Lafayette St (CMP)	D	39.8	0.664	40.7	D	41.0	0.706	+ 0.042	43.3	+ 2.5
#14	El Camino Real/Harrison St	B	0.5	0.066	0.5	B	0.4	0.064	- 0.002	0.4	- 0.0
#15	El Camino Real/Benton St	C	26.0	0.459	25.3	C	25.9	0.460	+ 0.001	25.3	- 0.0
#16	El Camino Real/The Alameda (CMP)	B	16.2	0.542	17.9	B	16.3	0.542	+ 0.001	18.1	+ 0.2
#17	Lawrence Expy/NB US 101	B	12.0	0.468	14.2	B	12.1	0.477	+ 0.009	14.2	- 0.0
#18	Lawrence Expy/SB US 101	E	72.4	0.705	115.1	E-	77.0	0.723	+ 0.018	122.0	+ 6.9
#19	Lawrence Expy/Oakmead Pkwy	D	46.3	0.627	49.7	D	46.1	0.640	+ 0.012	49.4	- 0.3
#20	Lawrence Expy/E Arques Ave (CMP)	E	71.6	1.012	89.1	E	71.9	1.020	+ 0.008	89.6	+ 0.4
#21	Lawrence Expy/Kifer Rd	E	65.8	0.775	107.0	E	66.7	0.781	+ 0.006	109.2	+ 2.1
#22	Lawrence Expy/Monroe St (CMP)	E	61.8	0.895	75.0	E	64.0	0.918	+ 0.022	79.3	+ 4.2
#23	Lawrence Expy/Cabrillo Ave	C	31.9	0.472	37.9	C-	34.4	0.516	+ 0.044	44.7	+ 6.8
#24	Lawrence Expy/Benton St	D	41.5	0.614	51.9	D	43.3	0.626	+ 0.012	51.9	- 0.1
#25	Lawrence Expy/Lochinvar Ave	C	25.1	0.660	22.4	C	25.8	0.666	+ 0.006	23.0	+ 0.6
#26	Lawrence Expy/Homestead Rd (CMP)	E	65.9	0.624	67.0	E	67.2	0.648	+ 0.024	67.8	+ 0.7

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El Camino Real Specific Plan TIA
SJ17-1774
Existing PM Plus Project

Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

Intersection		Existing PM				Existing PP PM					
		LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change
#27	Lawrence Expy/Pruneridge Ave	D	48.0	0.754	48.2	D	47.8	0.758	+ 0.004	47.9	- 0.3
#28	Montague Expy/Mission College Blvd (CMP)	E	66.7	1.022	91.4	E	66.6	1.028	+ 0.005	91.2	- 0.2
#29	San Tomas Expy/Monroe St (CMP)	D+	38.5	0.732	33.3	D+	38.4	0.739	+ 0.006	32.9	- 0.4
#30	San Tomas Expy/Cabrillo Ave	C+	20.6	0.588	15.9	C+	20.8	0.599	+ 0.011	15.9	+ 0.1
#31	San Tomas Expy/Benton St	D+	37.3	0.449	28.5	D	40.7	0.506	+ 0.057	34.7	+ 6.2
#32	San Tomas Expy/Homestead Rd (CMP)	D	39.7	0.671	42.6	D	39.2	0.661	- 0.010	42.1	- 0.5
#33	Bowers Ave/Cabrillo Ave	C	28.4	0.574	27.5	C	28.4	0.620	+ 0.047	27.4	- 0.2
#34	Bowers Ave/Monroe St	C-	33.1	0.729	32.3	D+	36.1	0.796	+ 0.067	36.2	+ 3.9
#35	Bowers Ave/Kifer Rd	C-	34.1	0.687	31.0	D+	35.1	0.676	- 0.010	33.0	+ 2.0
#36	Bowers Ave/Central Expy (CMP)	D-	53.8	0.712	63.9	D-	53.9	0.710	- 0.003	63.9	+ 0.0
#37	Kiely Blvd/Benton St	D+	36.5	0.674	36.6	D+	36.2	0.660	- 0.014	36.1	- 0.4
#38	Kiely Blvd/Homestead Rd	D	40.3	0.779	40.8	D	40.5	0.788	+ 0.009	41.1	+ 0.3
#39	Monroe St/Scott Blvd	C	30.8	0.676	27.5	C	30.8	0.707	+ 0.032	28.5	+ 1.0
#40	Walsh Ave/Scott Blvd	C	29.8	0.753	28.5	C	31.9	0.801	+ 0.048	31.7	+ 3.2
#41	Central Expy/Scott Blvd (CMP)	E	60.8	0.864	71.5	E	62.2	0.765	- 0.099	74.7	+ 3.2
#42	Clay St/Scott Blvd	C+	20.3	0.594	18.6	C+	21.0	0.602	+ 0.009	19.3	+ 0.7
#43	Harrison St/Scott Blvd	F	2.4	0.218	2.4	F	2.4	0.221	+ 0.003	2.4	+ 0.0
#44	Benton St/Scott Blvd	B	16.5	0.622	16.0	B	16.6	0.629	+ 0.007	16.3	+ 0.2
#45	Homestead Rd/Scott Blvd	B	16.4	0.553	14.7	B	16.5	0.554	+ 0.002	14.8	+ 0.2
#46	Lawrence Expy SB/Stevens Creek Blvd (CMP)	C	26.1	0.652	27.3	C	26.3	0.657	+ 0.005	27.5	+ 0.2
#47	Lawrence Expy NB/Stevens Creek Blvd (CMP)	C	28.0	0.585	23.8	C	28.2	0.591	+ 0.006	23.9	+ 0.1
#48	Lawrence Expy/Calvert Dr (CMP)	D	42.1	0.672	64.4	D	43.0	0.680	+ 0.008	65.4	+ 1.0
#49	Bowers Ave/Scott Blvd (CMP)	C	31.6	0.579	30.1	C	31.1	0.586	+ 0.007	29.8	- 0.3
#50	San Tomas Expy/Scott Blvd (CMP)	D	50.7	0.863	59.5	D-	52.3	0.886	+ 0.023	61.9	+ 2.4
#51	San Tomas Expy/Walsh Ave	D	50.7	0.882	54.0	D	50.2	0.877	- 0.006	52.6	- 1.5
#52	San Tomas Expy/Forbes Ave	B	17.8	0.725	18.6	B	17.9	0.726	+ 0.001	18.7	+ 0.1

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El Camino Real Specific Plan TIA
SJ17-1774
Existing PM Plus Project

Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

Intersection		Existing PM				Existing PP PM					
		LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change
#53	San Tomas Expy/Pruneridge Ave	E	63.8	0.540	83.2	E	62.8	0.533	- 0.007	79.2	- 4.0
#54	The Alameda/I-880 SB (CMP)	B	13.9	0.465	12.1	B	14.1	0.478	+ 0.014	12.3	+ 0.2
#55	The Alameda/I-880 NB (CMP)	C+	22.0	0.572	24.8	C+	21.5	0.572	- 0.001	24.5	- 0.3

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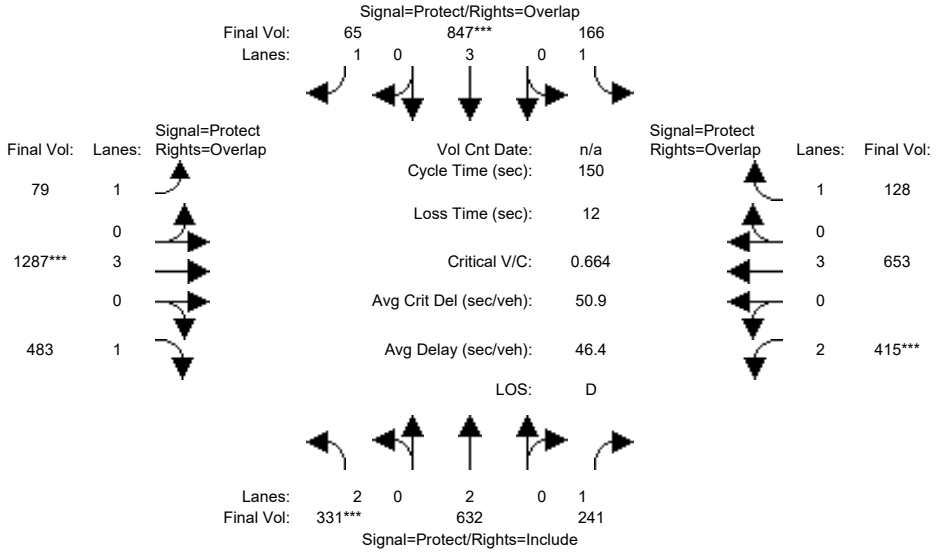
El Camino Real Specific Plan TIA
SJ17-1774
Existing PM Plus Project

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

Intersection #1: El Camino Real/S Wolfe Rd (CMP)



Street Name:	S Wolfe Rd						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:	5:00 - 6:00 AM											
Base Vol:	331	632	241	166	847	65	79	1287	483	415	653	128
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	331	632	241	166	847	65	79	1287	483	415	653	128
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	331	632	241	166	847	65	79	1287	483	415	653	128
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	331	632	241	166	847	65	79	1287	483	415	653	128
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	331	632	241	166	847	65	79	1287	483	415	653	128
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	331	632	241	166	847	65	79	1287	483	415	653	128
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	1750	5700	1750	1750	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.17	0.14	0.09	0.15	0.04	0.05	0.23	0.28	0.13	0.11	0.07
Crit Moves:	****				****			****		****		
Green Time:	23.7	36.5	36.5	20.8	33.6	56.9	23.4	51.0	74.7	29.7	57.4	78.2
Volume/Cap:	0.66	0.68	0.57	0.68	0.66	0.10	0.29	0.66	0.55	0.66	0.30	0.14
Delay/Veh:	62.8	53.7	51.6	69.3	54.4	30.1	56.6	43.1	26.9	58.2	32.4	18.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	62.8	53.7	51.6	69.3	54.4	30.1	56.6	43.1	26.9	58.2	32.4	18.6
LOS by Move:	E	D-	D-	E	D-	C	E+	D	C	E+	C-	B-
HCM2k95thQ:	18	25	20	17	23	4	7	30	29	19	13	6

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

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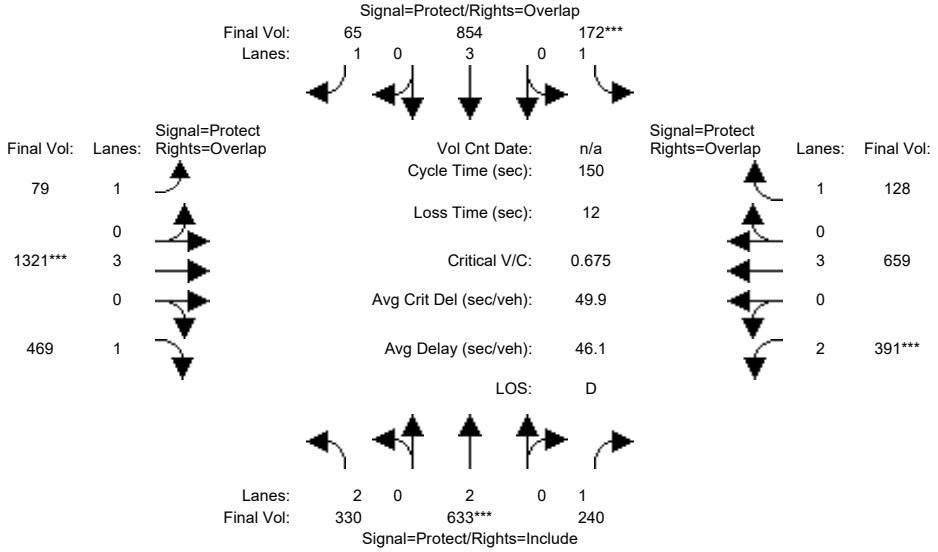
El Camino Real Specific Plan TIA
SJ17-1774
Existing PM Plus Project

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

Intersection #1: El Camino Real/S Wolfe Rd (CMP)



Street Name:	S Wolfe Rd						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	330	633	240	172	854	65	79	1321	469	391	659	128
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	330	633	240	172	854	65	79	1321	469	391	659	128
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	330	633	240	172	854	65	79	1321	469	391	659	128
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	330	633	240	172	854	65	79	1321	469	391	659	128
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	330	633	240	172	854	65	79	1321	469	391	659	128
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	330	633	240	172	854	65	79	1321	469	391	659	128
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	1750	5700	1750	1750	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.17	0.14	0.10	0.15	0.04	0.05	0.23	0.27	0.12	0.12	0.07
Crit Moves:		****		****				****		****		
Green Time:	24.2	37.0	37.0	21.9	34.7	57.4	22.8	51.5	75.8	27.6	56.4	78.2
Volume/Cap:	0.65	0.67	0.56	0.67	0.65	0.10	0.30	0.67	0.53	0.67	0.31	0.14
Delay/Veh:	61.8	53.0	50.9	67.7	53.3	29.7	57.2	43.0	25.7	60.2	33.1	18.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.8	53.0	50.9	67.7	53.3	29.7	57.2	43.0	25.7	60.2	33.1	18.6
LOS by Move:	E	D-	D	E	D-	C	E+	D	C	E	C-	B-
HCM2k95thQ:	17	25	20	17	22	4	7	30	27	19	13	6

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

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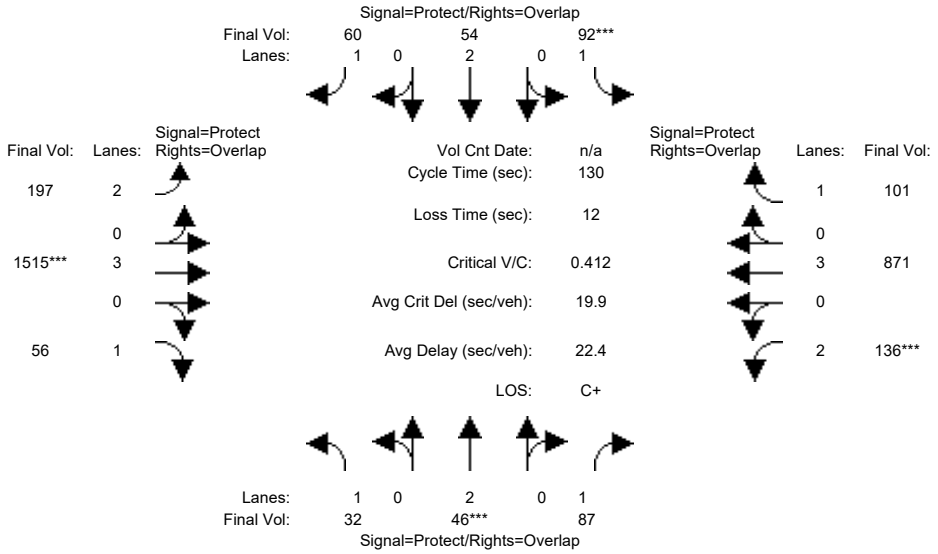
El Camino Real Specific Plan TIA
SJ17-1774
Existing PM Plus Project

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

Intersection #2: El Camino Real/Halford Ave



Street Name:	Halford Ave						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:	4:15 - 5:15 PM											
Base Vol:	32	46	87	92	54	60	197	1515	56	136	871	101
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	32	46	87	92	54	60	197	1515	56	136	871	101
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	32	46	87	92	54	60	197	1515	56	136	871	101
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	32	46	87	92	54	60	197	1515	56	136	871	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	46	87	92	54	60	197	1515	56	136	871	101
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	32	46	87	92	54	60	197	1515	56	136	871	101
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.01	0.05	0.05	0.01	0.03	0.06	0.27	0.03	0.04	0.15	0.06
Crit Moves:		****		****				****		****		
Green Time:	10.6	10.0	22.9	15.7	15.1	41.9	26.8	79.4	90.0	12.9	65.5	81.2
Volume/Cap:	0.22	0.16	0.28	0.44	0.12	0.11	0.30	0.44	0.05	0.44	0.30	0.09
Delay/Veh:	56.7	56.3	46.9	54.5	51.6	31.0	44.0	13.5	6.4	56.1	19.0	9.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.7	56.3	46.9	54.5	51.6	31.0	44.0	13.5	6.4	56.1	19.0	9.8
LOS by Move:	E+	E+	D	D-	D-	C	D	B	A	E+	B-	A
HCM2k95thQ:	3	2	7	8	2	4	8	19	2	6	12	3

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

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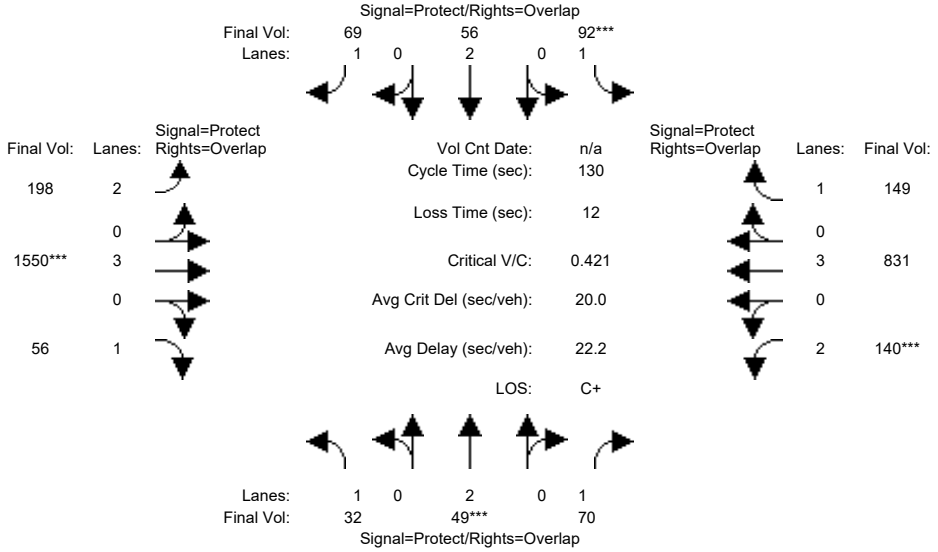
El Camino Real Specific Plan TIA
SJ17-1774
Existing PM Plus Project

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

Intersection #2: El Camino Real/Halford Ave



Street Name:	Halford Ave						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	32	49	70	92	56	69	198	1550	56	140	831	149
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	32	49	70	92	56	69	198	1550	56	140	831	149
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	32	49	70	92	56	69	198	1550	56	140	831	149
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	32	49	70	92	56	69	198	1550	56	140	831	149
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	49	70	92	56	69	198	1550	56	140	831	149
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	32	49	70	92	56	69	198	1550	56	140	831	149
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.01	0.04	0.05	0.01	0.04	0.06	0.27	0.03	0.04	0.15	0.09
Crit Moves:		****		****				****		****		
Green Time:	10.5	10.0	23.0	15.4	14.9	42.8	27.9	79.6	90.1	13.0	64.7	80.1
Volume/Cap:	0.23	0.17	0.23	0.44	0.13	0.12	0.29	0.44	0.05	0.44	0.29	0.14
Delay/Veh:	56.8	56.4	46.2	54.8	51.8	30.5	43.0	13.5	6.4	56.1	19.3	10.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.8	56.4	46.2	54.8	51.8	30.5	43.0	13.5	6.4	56.1	19.3	10.5
LOS by Move:	E+	E+	D	D-	D-	C	D	B	A	E+	B-	B+
HCM2k95thQ:	3	2	5	8	2	4	7	19	2	6	12	5

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

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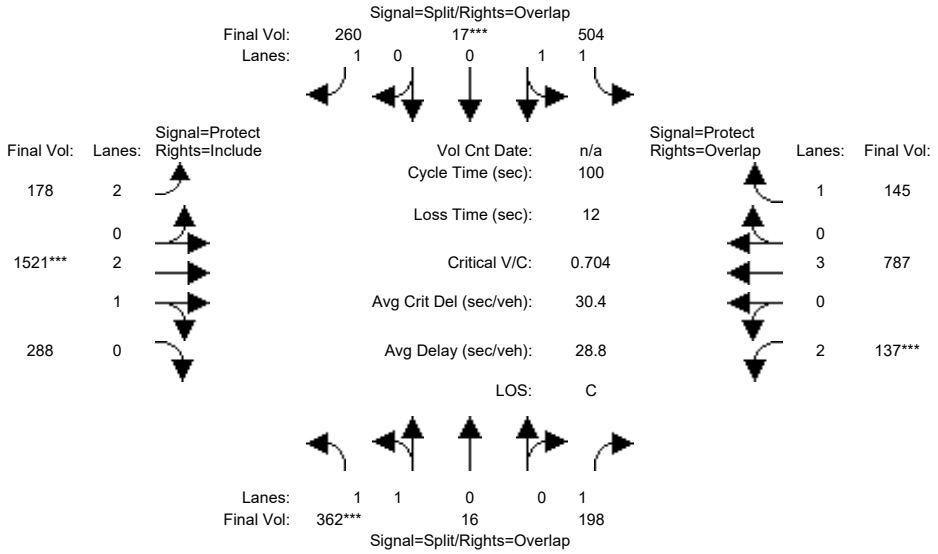
El Camino Real Specific Plan TIA
SJ17-1774
Existing PM Plus Project

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

Intersection #3: El Camino Real/Lawrence Expy (CMP)



Street Name:	Lawrence Expy						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	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:5:15 PM - 6:15 PM												
Base Vol:	362	16	198	504	17	260	178	1521	288	137	787	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:	362	16	198	504	17	260	178	1521	288	137	787	145
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	362	16	198	504	17	260	178	1521	288	137	787	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:	362	16	198	504	17	260	178	1521	288	137	787	145
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	362	16	198	504	17	260	178	1521	288	137	787	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:	362	16	198	504	17	260	178	1521	288	137	787	145
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.93	0.95	0.92	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	1.92	0.08	1.00	1.94	0.06	1.00	2.00	2.50	0.50	2.00	3.00	1.00
Final Sat.:	3400	150	1750	3434	116	1750	3150	4707	891	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.11	0.15	0.15	0.15	0.06	0.32	0.32	0.04	0.14	0.08
Crit Moves:	****				****			****		****		
Green Time:	15.0	15.0	22.0	20.6	20.6	38.3	17.6	45.4	45.4	7.0	34.8	55.4
Volume/Cap:	0.71	0.71	0.52	0.71	0.71	0.39	0.32	0.71	0.71	0.62	0.40	0.15
Delay/Veh:	45.0	45.0	35.5	40.2	40.2	22.8	36.3	23.0	23.0	50.6	24.8	10.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.0	45.0	35.5	40.2	40.2	22.8	36.3	23.0	23.0	50.6	24.8	10.9
LOS by Move:	D	D	D+	D	D	C+	D+	C+	C+	D	C	B+
HCM2k95thQ:	12	12	11	15	15	11	6	27	27	5	11	5

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

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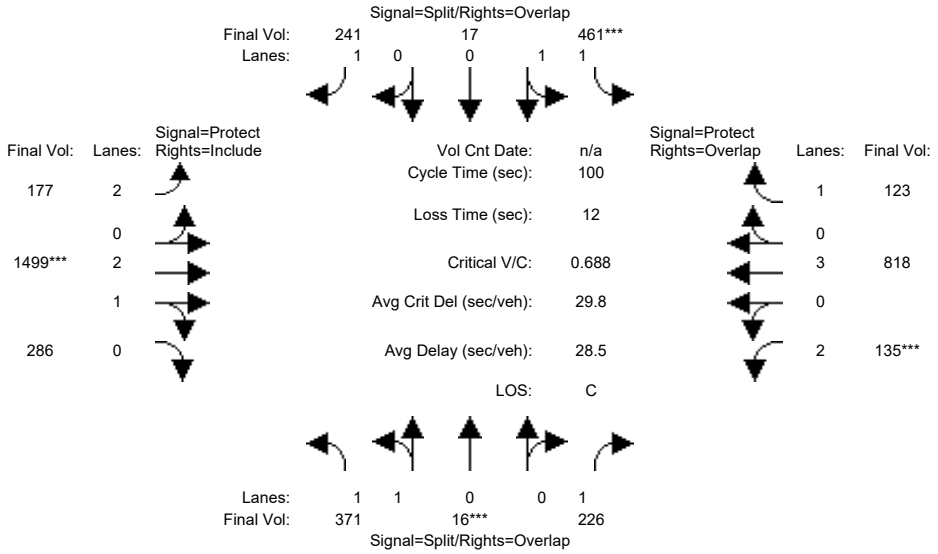
El Camino Real Specific Plan TIA
SJ17-1774
Existing PM Plus Project

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

Intersection #3: El Camino Real/Lawrence Expy (CMP)



Street Name:	Lawrence Expy						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	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:												
Base Vol:	371	16	226	461	17	241	177	1499	286	135	818	123
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	371	16	226	461	17	241	177	1499	286	135	818	123
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	371	16	226	461	17	241	177	1499	286	135	818	123
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	371	16	226	461	17	241	177	1499	286	135	818	123
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	371	16	226	461	17	241	177	1499	286	135	818	123
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	371	16	226	461	17	241	177	1499	286	135	818	123
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.93	0.95	0.92	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	1.92	0.08	1.00	1.93	0.07	1.00	2.00	2.50	0.50	2.00	3.00	1.00
Final Sat.:	3403	147	1750	3424	126	1750	3150	4702	897	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.13	0.13	0.13	0.14	0.06	0.32	0.32	0.04	0.14	0.07
Crit Moves:		****		****				****		****		
Green Time:	15.7	15.7	22.7	19.4	19.4	36.7	17.3	45.9	45.9	7.0	35.6	55.0
Volume/Cap:	0.69	0.69	0.57	0.69	0.69	0.37	0.32	0.69	0.69	0.61	0.40	0.13
Delay/Veh:	43.7	43.7	36.3	40.6	40.6	23.6	36.5	22.3	22.3	50.2	24.4	11.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.7	43.7	36.3	40.6	40.6	23.6	36.5	22.3	22.3	50.2	24.4	11.0
LOS by Move:	D	D	D+	D	D	C	D+	C+	C+	D	C	B+
HCM2k95thQ:	12	12	12	13	13	11	6	26	26	5	12	4

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

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El Camino Real Specific Plan TIA
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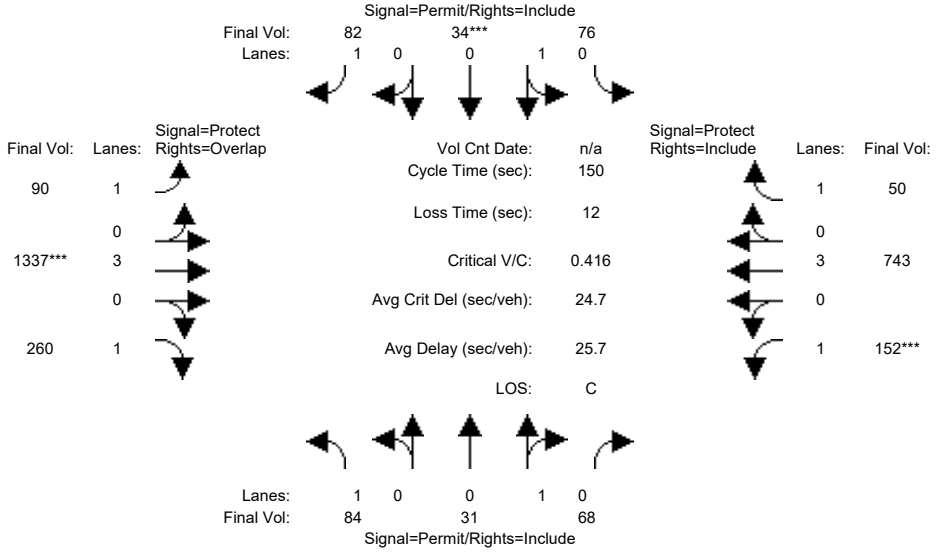
Existing PM

Intersection #4: El Camino Real/Flora Vista Ave



Street Name:	Flora Vista Ave						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	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:	5:45 PM - 6:45 PM											
Base Vol:	84	31	68	76	34	82	90	1337	260	152	743	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	84	31	68	76	34	82	90	1337	260	152	743	50
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	84	31	68	76	34	82	90	1337	260	152	743	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	84	31	68	76	34	82	90	1337	260	152	743	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	31	68	76	34	82	90	1337	260	152	743	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	84	31	68	76	34	82	90	1337	260	152	743	50
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.31	0.69	0.69	0.31	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	564	1236	1244	556	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.06	0.06	0.06	0.06	0.05	0.05	0.23	0.15	0.09	0.13	0.03
Crit Moves:					****			****		****		
Green Time:	22.0	22.0	22.0	22.0	22.0	22.0	32.8	84.6	84.6	31.3	83.1	83.1
Volume/Cap:	0.33	0.37	0.37	0.42	0.42	0.32	0.24	0.42	0.26	0.42	0.24	0.05
Delay/Veh:	58.1	58.6	58.6	59.2	59.2	58.0	48.6	18.7	16.9	52.2	17.2	15.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.1	58.6	58.6	59.2	59.2	58.0	48.6	18.7	16.9	52.2	17.2	15.4
LOS by Move:	E+	E+	E+	E+	E+	E+	D	B-	B	D-	B	B
HCM2k95thQ:	8	9	9	10	10	8	7	20	12	12	11	2

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

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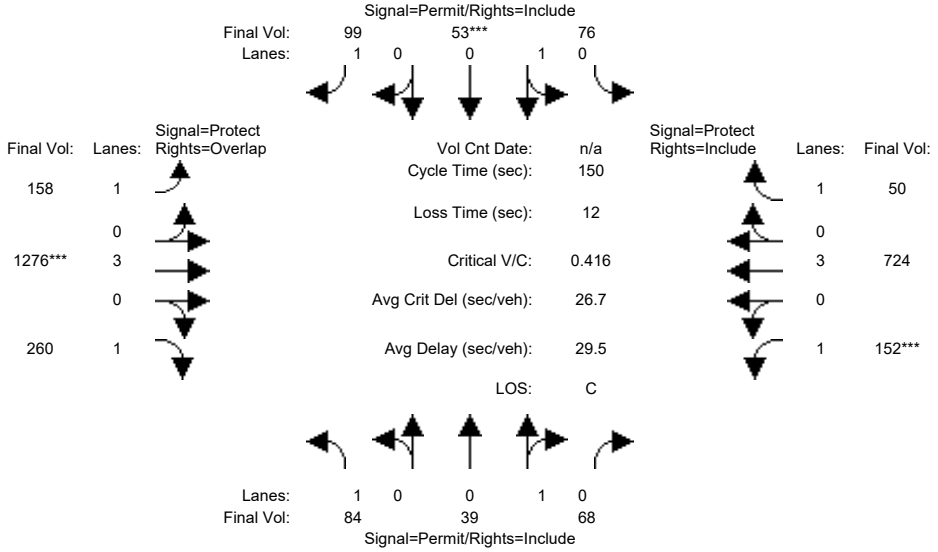
El Camino Real Specific Plan TIA
SJ17-1774
Existing PM Plus Project

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

Intersection #4: El Camino Real/Flora Vista Ave



Street Name:	Flora Vista Ave						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	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:												
Base Vol:	84	39	68	76	53	99	158	1276	260	152	724	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	84	39	68	76	53	99	158	1276	260	152	724	50
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	84	39	68	76	53	99	158	1276	260	152	724	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	84	39	68	76	53	99	158	1276	260	152	724	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	39	68	76	53	99	158	1276	260	152	724	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	84	39	68	76	53	99	158	1276	260	152	724	50
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.36	0.64	0.59	0.41	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	656	1144	1060	740	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.06	0.06	0.07	0.07	0.06	0.09	0.22	0.15	0.09	0.13	0.03
Crit Moves:					****			****		****		
Green Time:	25.9	25.9	25.9	25.9	25.9	25.9	46.6	80.8	80.8	31.3	65.5	65.5
Volume/Cap:	0.28	0.34	0.34	0.42	0.42	0.33	0.29	0.42	0.28	0.42	0.29	0.07
Delay/Veh:	54.5	55.3	55.3	56.2	56.2	55.1	39.5	20.7	18.9	52.2	27.3	24.5
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:	54.5	55.3	55.3	56.2	56.2	55.1	39.5	20.7	18.9	52.2	27.3	24.5
LOS by Move:	D-	E+	E+	E+	E+	E+	D	C+	B-	D-	C	C
HCM2k95thQ:	7	9	9	11	11	9	11	20	13	12	13	3

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

El Camino Real Specific Plan TIA
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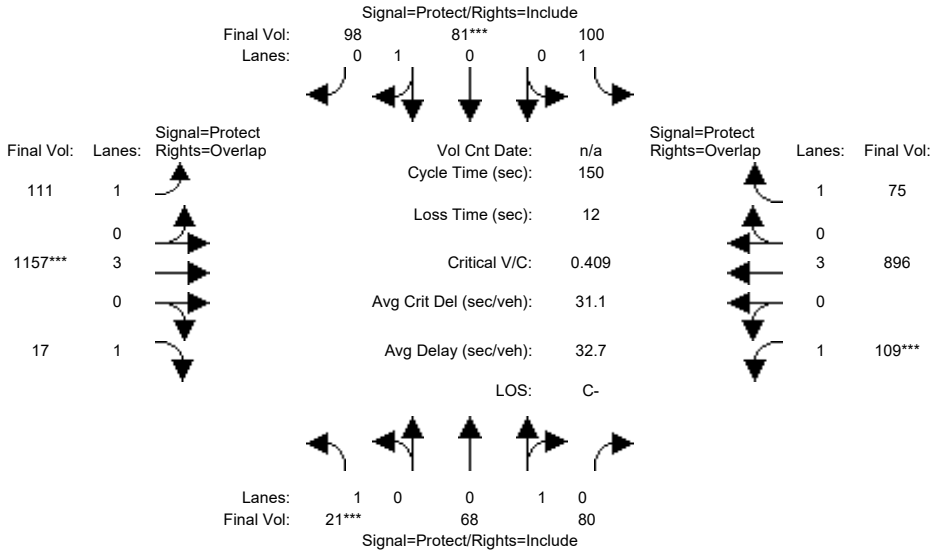
2000 HCM Operations (Future Volume Alternative)
Existing PM

Intersection #5: El Camino Real/Calabazas Blvd



Street Name:	Calabazas Blvd						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:	5:15 PM - 6:15 PM											
Base Vol:	21	68	80	100	81	98	111	1157	17	109	896	75
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	21	68	80	100	81	98	111	1157	17	109	896	75
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21	68	80	100	81	98	111	1157	17	109	896	75
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	21	68	80	100	81	98	111	1157	17	109	896	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	68	80	100	81	98	111	1157	17	109	896	75
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	21	68	80	100	81	98	111	1157	17	109	896	75
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.46	0.54	1.00	0.45	0.55	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	827	973	1750	815	985	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.08	0.08	0.06	0.10	0.10	0.06	0.20	0.01	0.06	0.16	0.04
Crit Moves:	****				****			****		****		
Green Time:	7.0	25.2	25.2	17.5	35.7	35.7	27.4	72.9	79.9	22.4	67.9	85.4
Volume/Cap:	0.26	0.49	0.49	0.49	0.42	0.42	0.35	0.42	0.02	0.42	0.35	0.08
Delay/Veh:	70.7	57.8	57.8	63.9	49.0	49.0	54.2	25.0	16.5	59.0	26.7	14.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	70.7	57.8	57.8	63.9	49.0	49.0	54.2	25.0	16.5	59.0	26.7	14.6
LOS by Move:	E	E+	E+	E	D	D	D-	C	B	E+	C	B
HCM2k95thQ:	3	13	13	10	14	14	9	20	1	9	16	3

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

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2000 HCM Operations (Future Volume Alternative)
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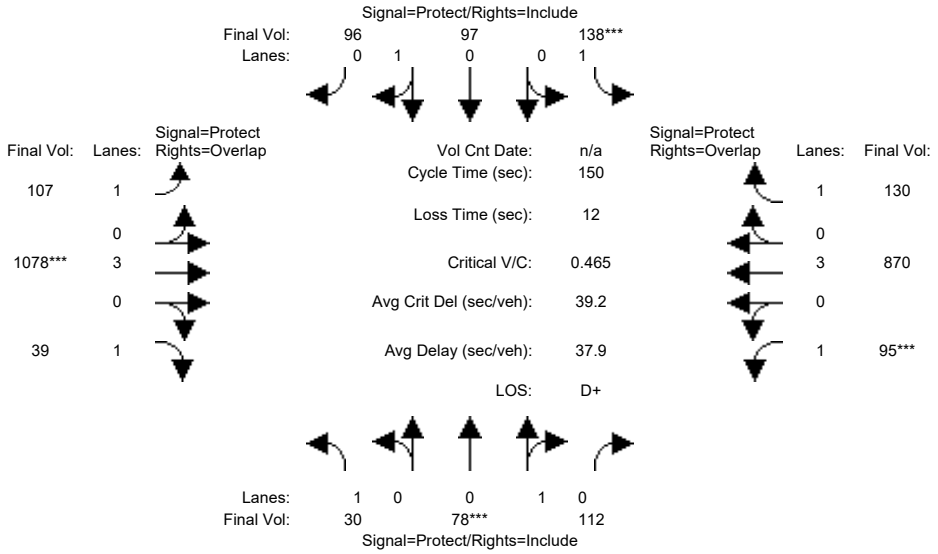
Intersection #5: El Camino Real/Calabazas Blvd



Street Name:	Calabazas Blvd						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	30	78	112	138	97	96	107	1078	39	95	870	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	78	112	138	97	96	107	1078	39	95	870	130
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	78	112	138	97	96	107	1078	39	95	870	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	78	112	138	97	96	107	1078	39	95	870	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	78	112	138	97	96	107	1078	39	95	870	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	78	112	138	97	96	107	1078	39	95	870	130
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.41	0.59	1.00	0.50	0.50	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	739	1061	1750	905	895	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.11	0.11	0.08	0.11	0.11	0.06	0.19	0.02	0.05	0.15	0.07
Crit Moves:		****		****				****		****		
Green Time:	18.0	34.0	34.0	25.4	41.4	41.4	22.5	61.0	79.0	17.5	56.1	81.5
Volume/Cap:	0.14	0.47	0.47	0.47	0.39	0.39	0.41	0.47	0.04	0.47	0.41	0.14
Delay/Veh:	59.4	50.9	50.9	57.3	44.5	44.5	58.8	32.7	17.2	63.5	34.8	17.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.4	50.9	50.9	57.3	44.5	44.5	58.8	32.7	17.2	63.5	34.8	17.0
LOS by Move:	E+	D	D	E+	D	D	E+	C-	B	E	C-	B
HCM2k95thQ:	3	15	15	12	14	14	9	21	2	8	17	6

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

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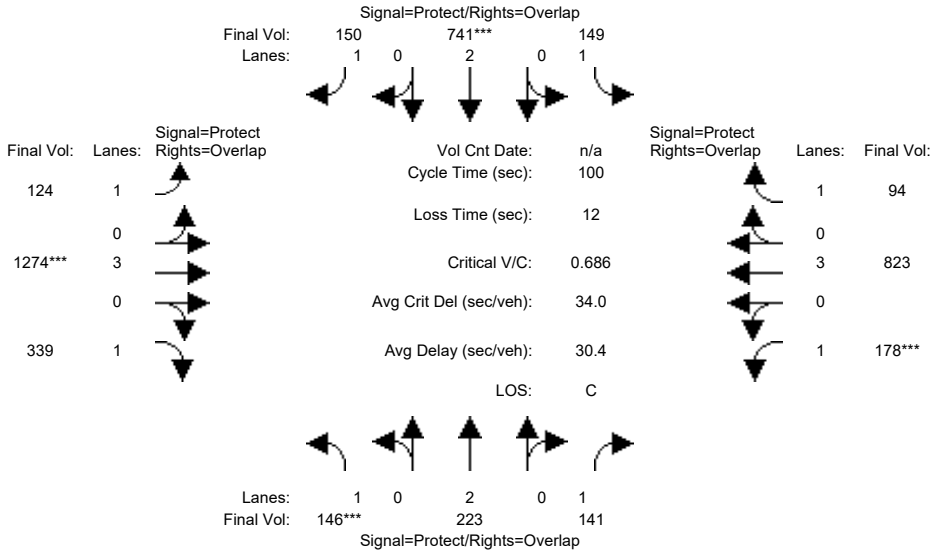
El Camino Real Specific Plan TIA
SJ17-1774
Existing PM Plus Project

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

Intersection #6: El Camino Real/Bowers Ave - Kiely Blvd (CMP)



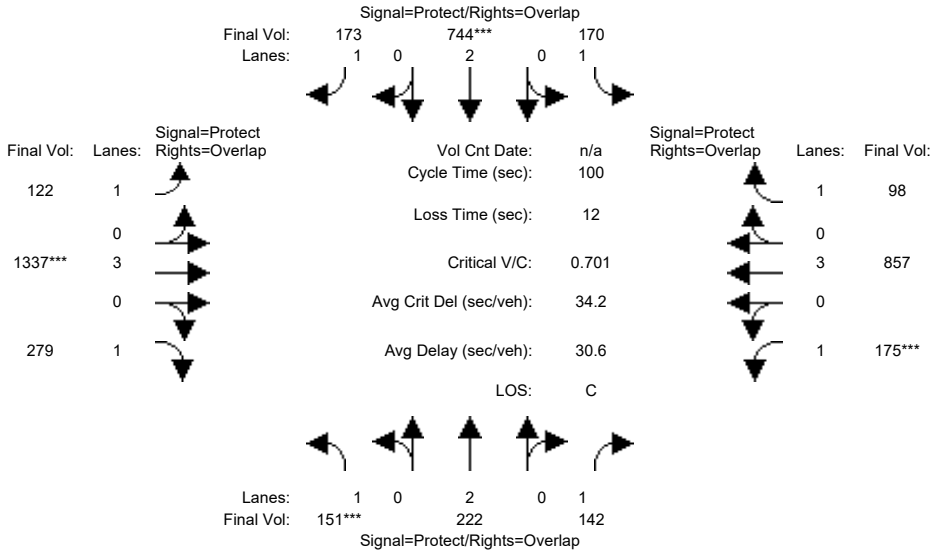
Street Name:	Bowers Ave - Kiely Blvd						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:5:15 PM - 6:15 PM												
Base Vol:	146	223	141	149	741	150	124	1274	339	178	823	94
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	146	223	141	149	741	150	124	1274	339	178	823	94
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	146	223	141	149	741	150	124	1274	339	178	823	94
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	146	223	141	149	741	150	124	1274	339	178	823	94
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	146	223	141	149	741	150	124	1274	339	178	823	94
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	146	223	141	149	741	150	124	1274	339	178	823	94
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.06	0.08	0.09	0.20	0.09	0.07	0.22	0.19	0.10	0.14	0.05
Crit Moves:	****				****			****		****		
Green Time:	12.2	21.9	36.8	18.7	28.4	44.0	15.6	32.6	44.7	14.8	31.8	50.5
Volume/Cap:	0.69	0.27	0.22	0.46	0.69	0.19	0.45	0.69	0.43	0.69	0.45	0.11
Delay/Veh:	51.1	32.6	21.9	37.2	33.7	17.3	39.5	30.4	19.3	47.8	27.4	13.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.1	32.6	21.9	37.2	33.7	17.3	39.5	30.4	19.3	47.8	27.4	13.0
LOS by Move:	D-	C-	C+	D+	C-	B	D	C	B-	D	C	B
HCM2k95thQ:	9	5	6	8	18	6	7	21	14	11	12	3

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

El Camino Real Specific Plan TIA
SJ17-1774
Existing PM Plus Project

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

Intersection #6: El Camino Real/Bowers Ave - Kiely Blvd (CMP)



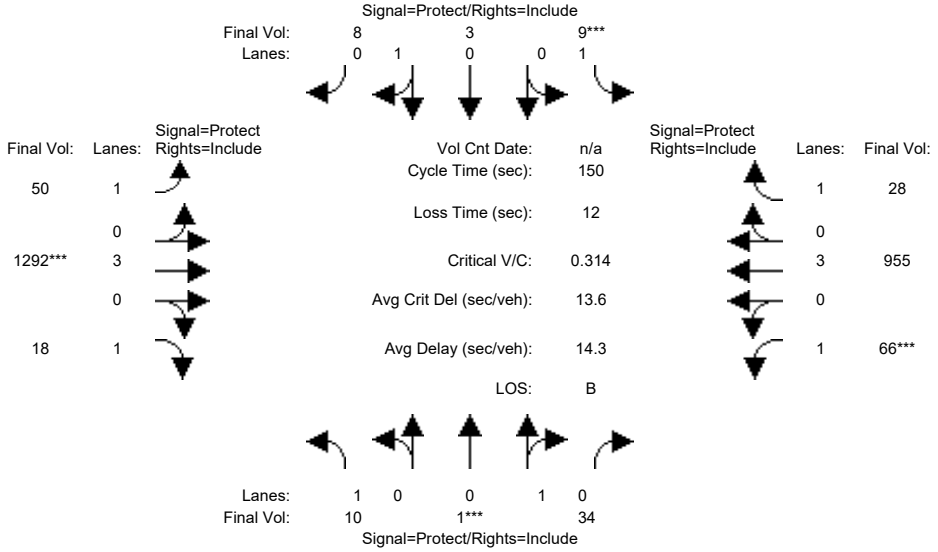
Street Name:	Bowers Ave - Kiely Blvd						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	151	222	142	170	744	173	122	1337	279	175	857	98
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	151	222	142	170	744	173	122	1337	279	175	857	98
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	151	222	142	170	744	173	122	1337	279	175	857	98
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	151	222	142	170	744	173	122	1337	279	175	857	98
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	151	222	142	170	744	173	122	1337	279	175	857	98
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	151	222	142	170	744	173	122	1337	279	175	857	98
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.06	0.08	0.10	0.20	0.10	0.07	0.23	0.16	0.10	0.15	0.06
Crit Moves:	****				****			****		****		
Green Time:	12.3	20.4	34.7	19.8	27.9	43.1	15.2	33.5	45.8	14.3	32.6	52.4
Volume/Cap:	0.70	0.29	0.23	0.49	0.70	0.23	0.46	0.70	0.35	0.70	0.46	0.11
Delay/Veh:	51.9	33.8	23.4	36.7	34.4	18.1	39.9	30.1	17.7	49.4	26.9	12.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.9	33.8	23.4	36.7	34.4	18.1	39.9	30.1	17.7	49.4	26.9	12.0
LOS by Move:	D-	C-	C	D+	C-	B-	D	C	B	D	C	B
HCM2k95thQ:	10	6	6	9	19	7	7	21	11	11	13	3

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

El Camino Real Specific Plan TIA
SJ17-1774
Existing PM Plus Project

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

Intersection #7: El Camino Real/Bowe Ave



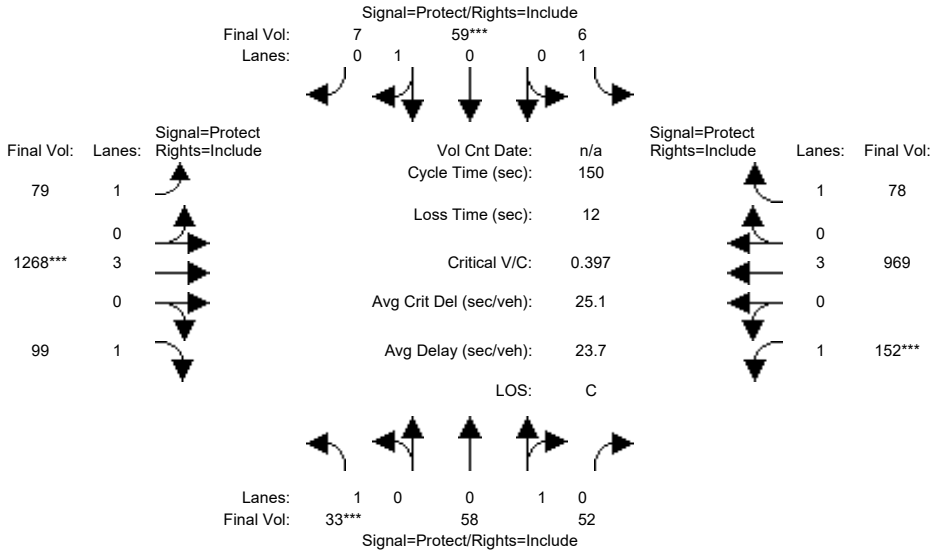
Street Name:	Bowe Ave						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:5:15 - 6:15 PM												
Base Vol:	10	1	34	9	3	8	50	1292	18	66	955	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	1	34	9	3	8	50	1292	18	66	955	28
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	1	34	9	3	8	50	1292	18	66	955	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	1	34	9	3	8	50	1292	18	66	955	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	1	34	9	3	8	50	1292	18	66	955	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	1	34	9	3	8	50	1292	18	66	955	28
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.03	0.97	1.00	0.27	0.73	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	51	1749	1750	491	1309	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.02	0.01	0.01	0.01	0.03	0.23	0.01	0.04	0.17	0.02
Crit Moves:		****		****				****		****		
Green Time:	7.0	10.0	10.0	7.0	10.0	10.0	26.4	104	103.7	17.3	94.6	94.6
Volume/Cap:	0.12	0.29	0.29	0.11	0.09	0.09	0.16	0.33	0.01	0.33	0.27	0.03
Delay/Veh:	69.2	68.0	68.0	69.1	66.1	66.1	52.7	9.3	7.2	62.0	12.3	10.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	69.2	68.0	68.0	69.1	66.1	66.1	52.7	9.3	7.2	62.0	12.3	10.4
LOS by Move:	E	E	E	E	E	E	D-	A	A	E	B	B+
HCM2k95thQ:	1	4	4	1	1	1	4	14	1	6	12	1

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

El Camino Real Specific Plan TIA
SJ17-1774
Existing PM Plus Project

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

Intersection #7: El Camino Real/Bowe Ave



Street Name:	Bowe Ave						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	33	58	52	6	59	7	79	1268	99	152	969	78
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	33	58	52	6	59	7	79	1268	99	152	969	78
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	33	58	52	6	59	7	79	1268	99	152	969	78
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	33	58	52	6	59	7	79	1268	99	152	969	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	58	52	6	59	7	79	1268	99	152	969	78
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	33	58	52	6	59	7	79	1268	99	152	969	78
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.53	0.47	1.00	0.89	0.11	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	949	851	1750	1609	191	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.06	0.06	0.00	0.04	0.04	0.05	0.22	0.06	0.09	0.17	0.04
Crit Moves:	****				****			****		****		
Green Time:	7.1	12.4	12.4	8.6	13.9	13.9	25.2	84.1	84.1	32.9	91.8	91.8
Volume/Cap:	0.40	0.74	0.74	0.06	0.40	0.40	0.27	0.40	0.10	0.40	0.28	0.07
Delay/Veh:	72.4	85.4	85.4	67.1	65.7	65.7	54.9	18.7	15.4	50.8	13.6	11.8
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:	72.4	85.4	85.4	67.1	65.7	65.7	54.9	18.7	15.4	50.8	13.6	11.8
LOS by Move:	E	F	F	E	E	E	D-	B-	B	D	B	B+
HCM2k95thQ:	4	13	13	1	7	7	6	19	4	12	13	3

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

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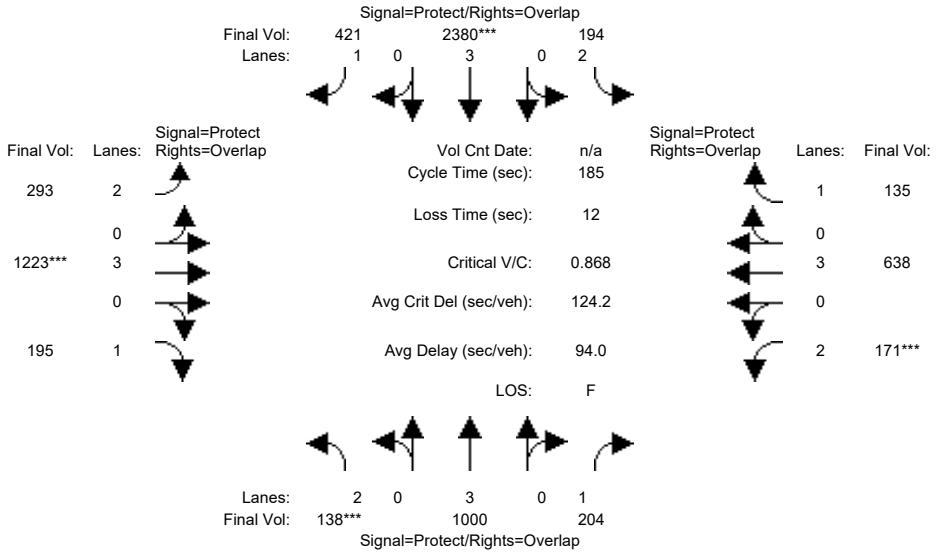
El Camino Real Specific Plan TIA
SJ17-1774
Existing PM Plus Project

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

Intersection #8: El Camino Real/San Tomas Expy (CMP)



Street Name:	San Tomas Expy						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	22	83	83	28	89	89	35	50	50	28	43	43
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:	5:00 PM - 6:00 PM											
Base Vol:	138	1191	204	194	2903	421	293	1223	195	171	638	135
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	138	1191	204	194	2903	421	293	1223	195	171	638	135
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	138	1191	204	194	2903	421	293	1223	195	171	638	135
User Adj:	1.00	0.84	1.00	1.00	0.82	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	138	1000	204	194	2380	421	293	1223	195	171	638	135
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	138	1000	204	194	2380	421	293	1223	195	171	638	135
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	138	1000	204	194	2380	421	293	1223	195	171	638	135
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	0.83	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	4731	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.18	0.12	0.06	0.50	0.24	0.09	0.21	0.11	0.05	0.11	0.08
Crit Moves:	****				****			****		****		
Green Time:	20.2	76.4	102.2	25.8	81.9	114.1	32.2	46.0	66.3	25.8	39.6	65.3
Volume/Cap:	0.40	0.43	0.21	0.44	1.14	0.39	0.53	0.86	0.31	0.39	0.52	0.22
Delay/Veh:	84.1	48.4	30.0	88.6	154	40.5	76.6	77.9	46.9	79.3	70.3	45.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	84.1	48.4	30.0	88.6	154	40.5	76.6	77.9	46.9	79.3	70.3	45.7
LOS by Move:	F	D	C	F	F	D	E-	E-	D	E-	E	D
HCM2k95thQ:	9	28	16	13	92	38	18	41	17	11	20	12

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

El Camino Real Specific Plan TIA
SJ17-1774
Existing PM Plus Project

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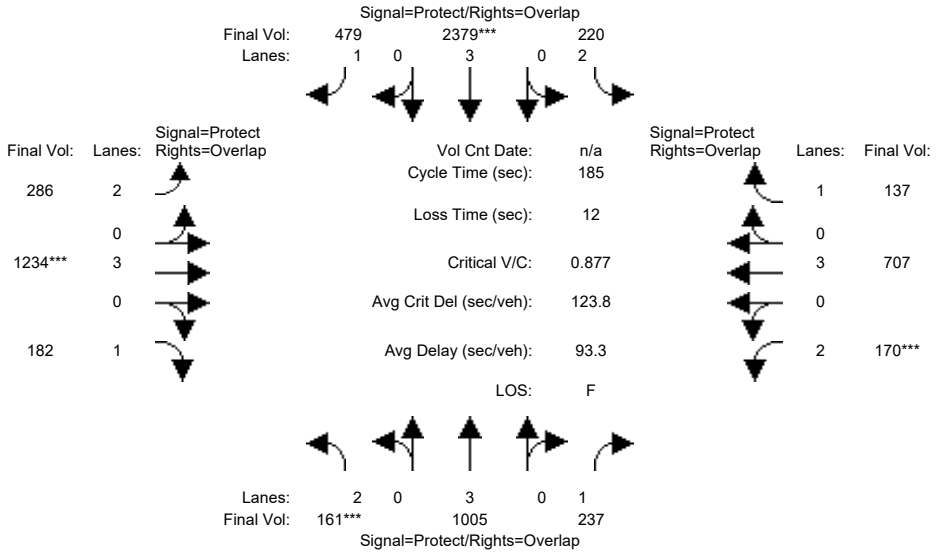
Existing PP PM

Intersection #8: El Camino Real/San Tomas Expy (CMP)



Street Name:	San Tomas Expy						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	22	83	83	28	89	89	35	50	50	28	43	43
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	161	1197	237	220	2901	479	286	1234	182	170	707	137
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	161	1197	237	220	2901	479	286	1234	182	170	707	137
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	161	1197	237	220	2901	479	286	1234	182	170	707	137
User Adj:	1.00	0.84	1.00	1.00	0.82	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	161	1005	237	220	2379	479	286	1234	182	170	707	137
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	161	1005	237	220	2379	479	286	1234	182	170	707	137
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	161	1005	237	220	2379	479	286	1234	182	170	707	137
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	0.83	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	4731	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.18	0.14	0.07	0.50	0.27	0.09	0.22	0.10	0.05	0.12	0.08
Crit Moves:	****				****			****		****		
Green Time:	20.2	76.4	102.2	25.8	81.9	114.1	32.2	46.0	66.3	25.8	39.6	65.3
Volume/Cap:	0.47	0.43	0.25	0.50	1.14	0.44	0.52	0.87	0.29	0.39	0.58	0.22
Delay/Veh:	85.0	48.4	30.7	89.6	153	42.4	76.3	78.5	46.5	79.3	71.6	45.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	85.0	48.4	30.7	89.6	153	42.4	76.3	78.5	46.5	79.3	71.6	45.8
LOS by Move:	F	D	C	F	F	D	E-	E-	D	E-	E	D
HCM2k95thQ:	11	28	19	14	92	43	17	41	15	11	23	12

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

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El Camino Real Specific Plan TIA
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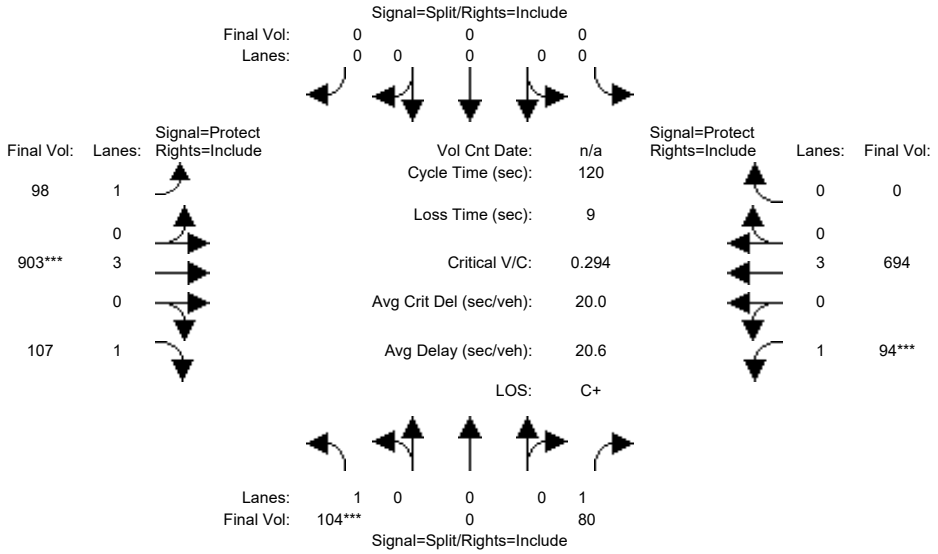
Intersection #9: El Camino Real/McCormick Dr



Street Name:	McCormick Dr						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	7	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:5:15 PM - 6:15 PM												
Base Vol:	104	0	80	0	0	0	98	903	107	94	694	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	104	0	80	0	0	0	98	903	107	94	694	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	104	0	80	0	0	0	98	903	107	94	694	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:	104	0	80	0	0	0	98	903	107	94	694	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	104	0	80	0	0	0	98	903	107	94	694	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:	104	0	80	0	0	0	98	903	107	94	694	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	1.00	3.00	1.00	1.00	3.00	0.00
Final Sat.:	1750	0	1750	0	0	0	1750	5700	1750	1750	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.05	0.00	0.00	0.00	0.06	0.16	0.06	0.05	0.12	0.00
Crit Moves:	****							****		****		
Green Time:	24.3	0.0	24.3	0.0	0.0	0.0	28.1	64.8	64.8	22.0	58.6	0.0
Volume/Cap:	0.29	0.00	0.23	0.00	0.00	0.00	0.24	0.29	0.11	0.29	0.25	0.00
Delay/Veh:	41.0	0.0	40.3	0.0	0.0	0.0	37.6	15.2	13.6	42.8	17.9	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:	41.0	0.0	40.3	0.0	0.0	0.0	37.6	15.2	13.6	42.8	17.9	0.0
LOS by Move:	D	A	D	A	A	A	D+	B	B	D	B	A
HCM2k95thQ:	7	0	5	0	0	0	6	11	4	6	9	0

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

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El Camino Real Specific Plan TIA
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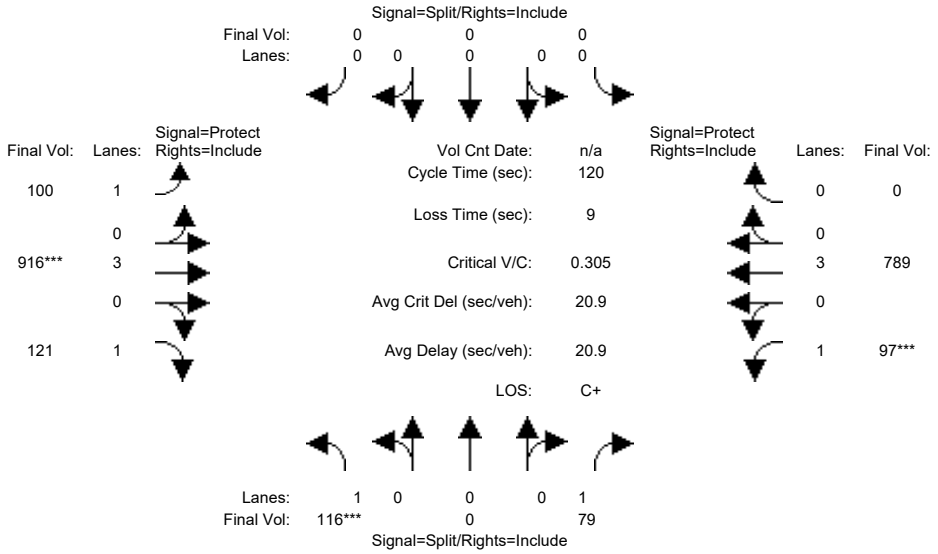
2000 HCM Operations (Future Volume Alternative)
Existing PP PM

Intersection #9: El Camino Real/McCormick Dr



Street Name:	McCormick Dr						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	7	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	116	0	79	0	0	0	100	916	121	97	789	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	116	0	79	0	0	0	100	916	121	97	789	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	116	0	79	0	0	0	100	916	121	97	789	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:	116	0	79	0	0	0	100	916	121	97	789	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	116	0	79	0	0	0	100	916	121	97	789	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:	116	0	79	0	0	0	100	916	121	97	789	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	1.00	3.00	1.00	1.00	3.00	0.00
Final Sat.:	1750	0	1750	0	0	0	1750	5700	1750	1750	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.05	0.00	0.00	0.00	0.06	0.16	0.07	0.06	0.14	0.00
Crit Moves:	****							****		****		
Green Time:	26.1	0.0	26.1	0.0	0.0	0.0	25.2	63.2	63.2	21.8	59.8	0.0
Volume/Cap:	0.31	0.00	0.21	0.00	0.00	0.00	0.27	0.31	0.13	0.31	0.28	0.00
Delay/Veh:	39.8	0.0	38.8	0.0	0.0	0.0	40.1	16.1	14.5	43.1	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:	39.8	0.0	38.8	0.0	0.0	0.0	40.1	16.1	14.5	43.1	17.6	0.0
LOS by Move:	D	A	D+	A	A	A	D	B	B	D	B	A
HCM2k95thQ:	8	0	5	0	0	0	6	11	5	6	10	0

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

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El Camino Real Specific Plan TIA
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Existing PM Plus Project

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2000 HCM Operations (Future Volume Alternative)
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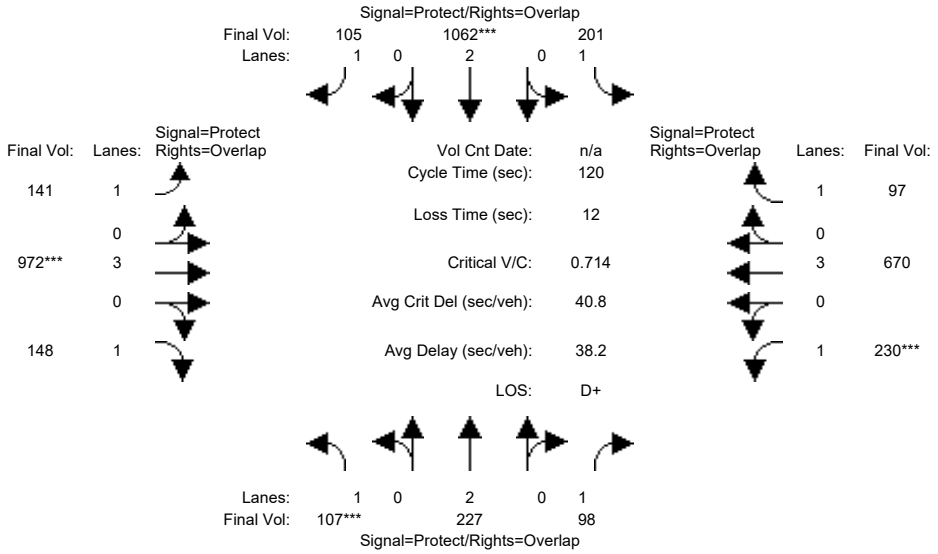
Intersection #10: El Camino Real/Scott Blvd (CMP)



Street Name:	Scott Blvd						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:5:00 - 6:00 PM												
Base Vol:	107	227	98	201	1062	105	141	972	148	230	670	97
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	107	227	98	201	1062	105	141	972	148	230	670	97
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	107	227	98	201	1062	105	141	972	148	230	670	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:	107	227	98	201	1062	105	141	972	148	230	670	97
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	227	98	201	1062	105	141	972	148	230	670	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:	107	227	98	201	1062	105	141	972	148	230	670	97
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.11	0.28	0.06	0.08	0.17	0.08	0.13	0.12	0.06
Crit Moves:	****				****			****		****		
Green Time:	10.3	24.1	46.2	33.2	47.0	67.6	20.6	28.7	38.9	22.1	30.1	63.3
Volume/Cap:	0.71	0.30	0.15	0.42	0.71	0.11	0.47	0.71	0.26	0.71	0.47	0.11
Delay/Veh:	68.5	41.0	24.2	36.1	32.5	12.2	45.9	43.7	30.2	53.4	38.4	14.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	68.5	41.0	24.2	36.1	32.5	12.2	45.9	43.7	30.2	53.4	38.4	14.2
LOS by Move:	E	D	C	D+	C-	B	D	D	C	D-	D+	B
HCM2k95thQ:	9	7	5	13	30	4	10	20	8	16	13	4

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

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El Camino Real Specific Plan TIA
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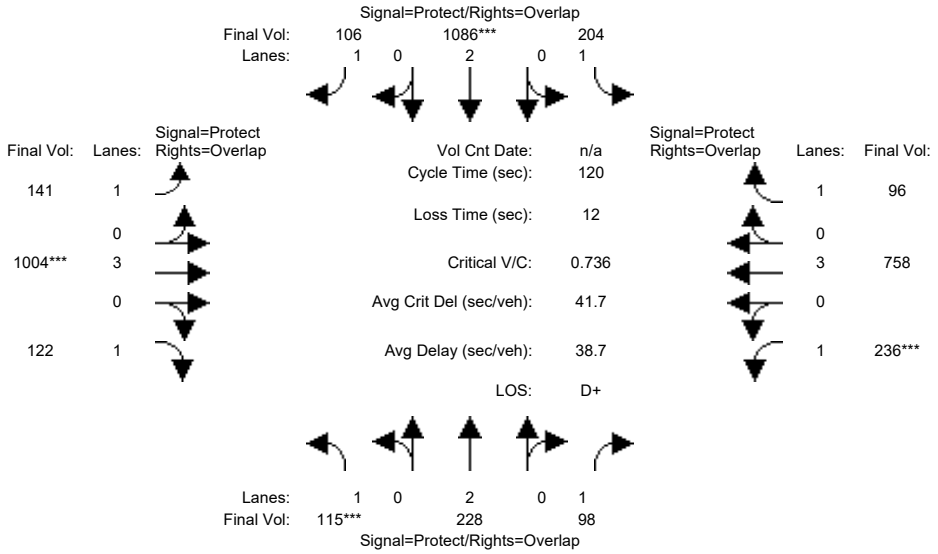
Intersection #10: El Camino Real/Scott Blvd (CMP)



Street Name:	Scott Blvd						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	115	228	98	204	1086	106	141	1004	122	236	758	96
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	115	228	98	204	1086	106	141	1004	122	236	758	96
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	115	228	98	204	1086	106	141	1004	122	236	758	96
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	115	228	98	204	1086	106	141	1004	122	236	758	96
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	228	98	204	1086	106	141	1004	122	236	758	96
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	115	228	98	204	1086	106	141	1004	122	236	758	96
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.06	0.06	0.12	0.29	0.06	0.08	0.18	0.07	0.13	0.13	0.05
Crit Moves:	****				****			****		****		
Green Time:	10.7	23.9	45.9	33.4	46.6	65.7	19.1	28.7	39.4	22.0	31.6	65.0
Volume/Cap:	0.74	0.30	0.15	0.42	0.74	0.11	0.51	0.74	0.21	0.74	0.51	0.10
Delay/Veh:	69.9	41.2	24.4	35.9	33.4	13.1	47.6	44.3	29.3	54.9	37.9	13.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	69.9	41.2	24.4	35.9	33.4	13.1	47.6	44.3	29.3	54.9	37.9	13.4
LOS by Move:	E	D	C	D+	C-	B	D	D	C	D-	D+	B
HCM2k95thQ:	9	7	5	13	31	4	10	21	7	17	15	4

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

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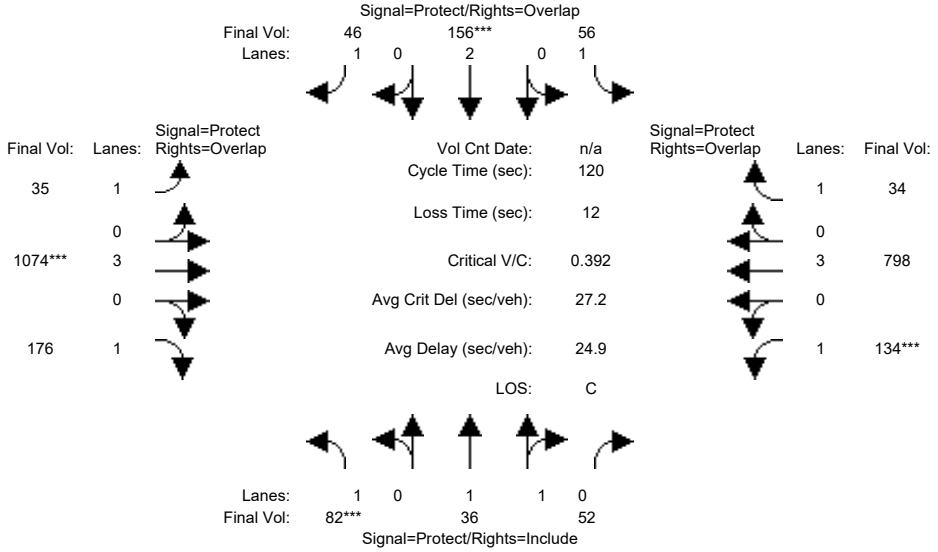
El Camino Real Specific Plan TIA
SJ17-1774
Existing PM Plus Project

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

Intersection #11: El Camino Real/Lincoln St (CMP)



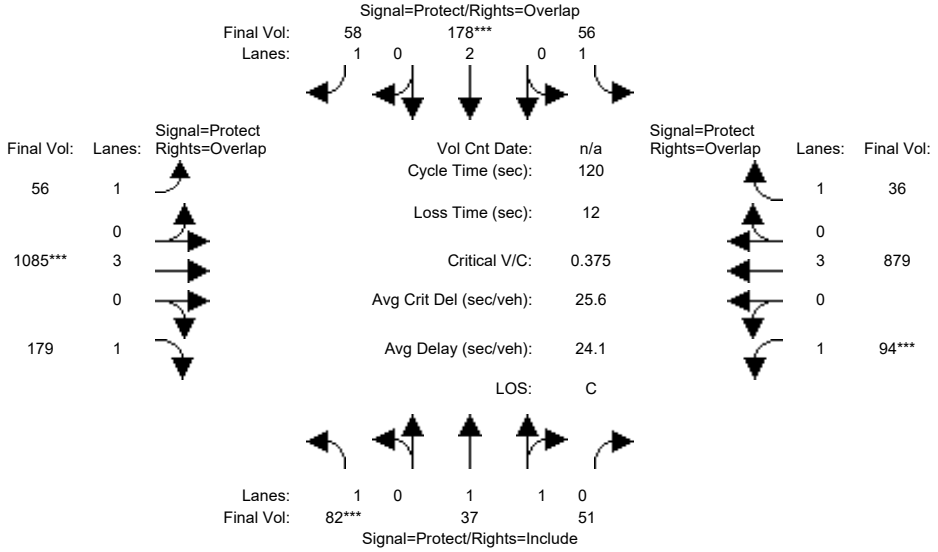
Street Name:	Lincoln St						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:	5:00 PM - 6:00 PM											
Base Vol:	82	36	52	56	156	46	35	1074	176	134	798	34
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	82	36	52	56	156	46	35	1074	176	134	798	34
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	82	36	52	56	156	46	35	1074	176	134	798	34
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	82	36	52	56	156	46	35	1074	176	134	798	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	36	52	56	156	46	35	1074	176	134	798	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	82	36	52	56	156	46	35	1074	176	134	798	34
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	1900	1750	1750	3800	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.02	0.03	0.03	0.04	0.03	0.02	0.19	0.10	0.08	0.14	0.02
Crit Moves:	****				****			****		****		
Green Time:	14.3	15.8	15.8	11.1	12.6	36.4	23.9	57.7	72.0	23.4	57.2	68.3
Volume/Cap:	0.39	0.14	0.23	0.35	0.39	0.09	0.10	0.39	0.17	0.39	0.29	0.03
Delay/Veh:	50.0	46.2	46.9	52.4	50.8	30.0	39.4	20.0	10.7	42.8	19.1	11.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.0	46.2	46.9	52.4	50.8	30.0	39.4	20.0	10.7	42.8	19.1	11.4
LOS by Move:	D	D	D	D-	D	C	D	C+	B+	D	B-	B+
HCM2k95thQ:	7	3	4	5	6	3	2	15	6	9	11	1

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

El Camino Real Specific Plan TIA
SJ17-1774
Existing PM Plus Project

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

Intersection #11: El Camino Real/Lincoln St (CMP)



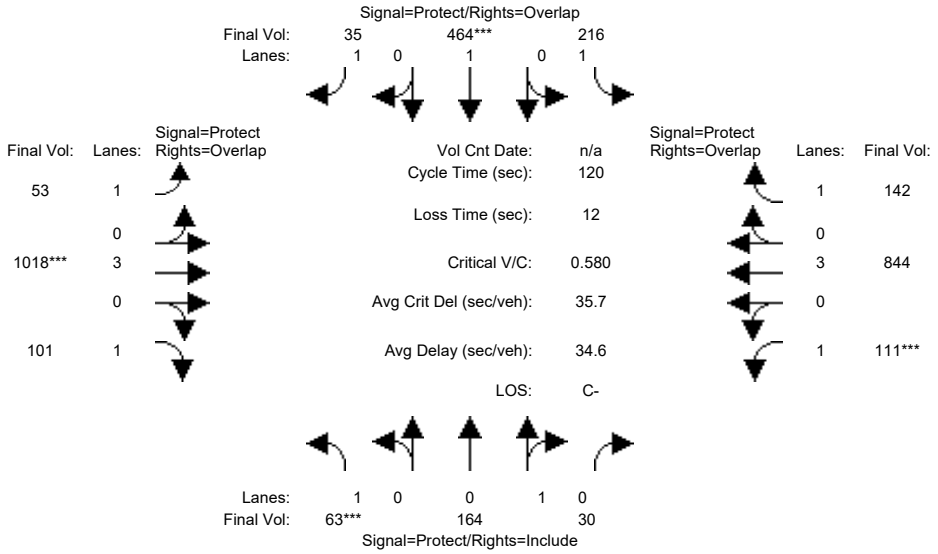
Street Name:	Lincoln St						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	82	37	51	56	178	58	56	1085	179	94	879	36
Growth Adj:	1.00	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	37	51	56	178	58	56	1085	179	94	879	36
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	82	37	51	56	178	58	56	1085	179	94	879	36
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	82	37	51	56	178	58	56	1085	179	94	879	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	37	51	56	178	58	56	1085	179	94	879	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	82	37	51	56	178	58	56	1085	179	94	879	36
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	1900	1750	1750	3800	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.02	0.03	0.03	0.05	0.03	0.03	0.19	0.10	0.05	0.15	0.02
Crit Moves:	****				****			****		****		
Green Time:	15.0	17.6	17.6	12.3	15.0	36.4	21.4	60.9	75.8	17.2	56.6	69.0
Volume/Cap:	0.38	0.13	0.20	0.31	0.38	0.11	0.18	0.38	0.16	0.38	0.33	0.04
Delay/Veh:	49.3	44.6	45.2	50.9	48.7	30.2	42.1	18.1	9.1	47.5	19.9	11.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.3	44.6	45.2	50.9	48.7	30.2	42.1	18.1	9.1	47.5	19.9	11.1
LOS by Move:	D	D	D	D	D	C	D	B-	A	D	B-	B+
HCM2k95thQ:	7	3	4	5	7	3	4	14	6	7	12	1

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

El Camino Real Specific Plan TIA
SJ17-1774
Existing PM Plus Project

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

Intersection #12: El Camino Real/Monroe St (CMP)



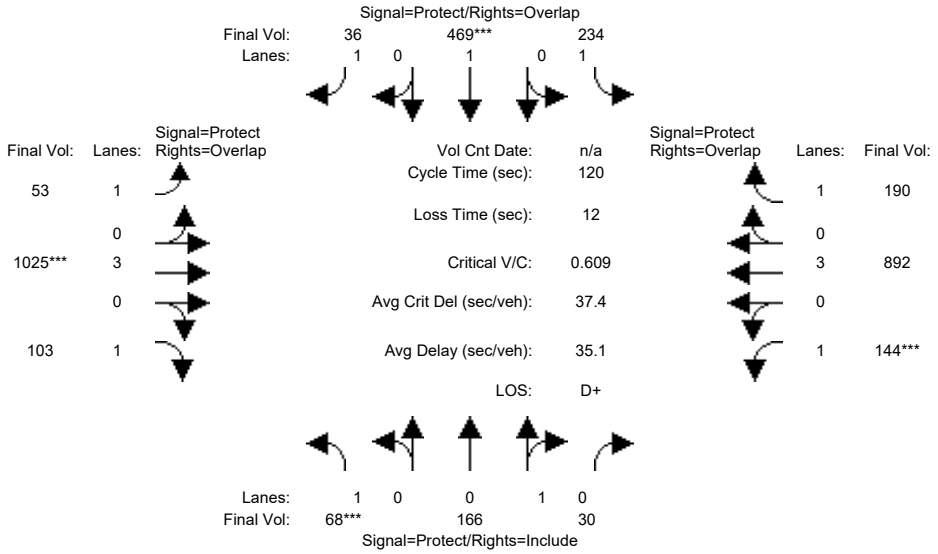
Street Name:	Monroe St						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:	5:00 PM - 6:00 PM											
Base Vol:	63	164	30	216	464	35	53	1018	101	111	844	142
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	63	164	30	216	464	35	53	1018	101	111	844	142
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	63	164	30	216	464	35	53	1018	101	111	844	142
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	63	164	30	216	464	35	53	1018	101	111	844	142
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	164	30	216	464	35	53	1018	101	111	844	142
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	63	164	30	216	464	35	53	1018	101	111	844	142
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.85	0.15	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	1522	278	1750	1900	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.11	0.11	0.12	0.24	0.02	0.03	0.18	0.06	0.06	0.15	0.08
Crit Moves:	****				****			****		****		
Green Time:	7.4	27.0	27.0	30.9	50.5	64.6	14.1	36.9	44.4	13.1	35.9	66.8
Volume/Cap:	0.58	0.48	0.48	0.48	0.58	0.04	0.26	0.58	0.16	0.58	0.49	0.15
Delay/Veh:	62.4	41.3	41.3	38.5	27.7	13.0	48.8	35.5	25.4	55.3	34.8	12.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	62.4	41.3	41.3	38.5	27.7	13.0	48.8	35.5	25.4	55.3	34.8	12.9
LOS by Move:	E	D	D	D+	C	B	D	D+	C	E+	C-	B
HCM2k95thQ:	7	13	13	13	23	1	4	19	5	8	15	5

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

El Camino Real Specific Plan TIA
SJ17-1774
Existing PM Plus Project

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

Intersection #12: El Camino Real/Monroe St (CMP)



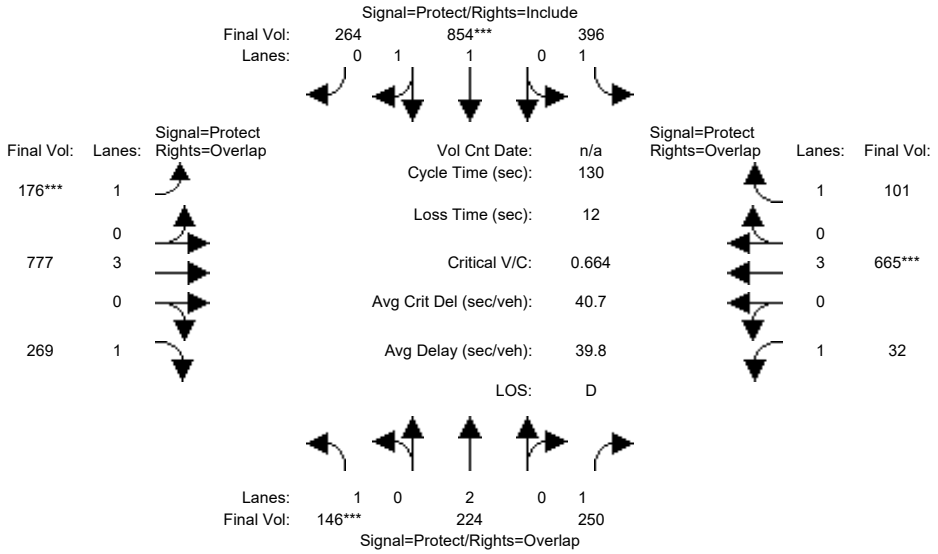
Street Name:	Monroe St						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	68	166	30	234	469	36	53	1025	103	144	892	190
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	68	166	30	234	469	36	53	1025	103	144	892	190
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	68	166	30	234	469	36	53	1025	103	144	892	190
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	68	166	30	234	469	36	53	1025	103	144	892	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	166	30	234	469	36	53	1025	103	144	892	190
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	68	166	30	234	469	36	53	1025	103	144	892	190
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.85	0.15	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	1524	276	1750	1900	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.11	0.11	0.13	0.25	0.02	0.03	0.18	0.06	0.08	0.16	0.11
Crit Moves:	****				****			****		****		
Green Time:	7.7	25.3	25.3	31.0	48.7	62.7	14.0	35.5	43.1	16.2	37.6	68.7
Volume/Cap:	0.61	0.52	0.52	0.52	0.61	0.04	0.26	0.61	0.16	0.61	0.50	0.19
Delay/Veh:	64.1	43.2	43.2	39.1	29.6	14.0	48.9	37.0	26.3	53.4	33.7	12.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.1	43.2	43.2	39.1	29.6	14.0	48.9	37.0	26.3	53.4	33.7	12.4
LOS by Move:	E	D	D	D	C	B	D	D+	C	D-	C-	B
HCM2k95thQ:	7	14	14	14	23	1	4	19	5	10	16	7

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

El Camino Real Specific Plan TIA
SJ17-1774
Existing PM Plus Project

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

Intersection #13: El Camino Real/Lafayette St (CMP)



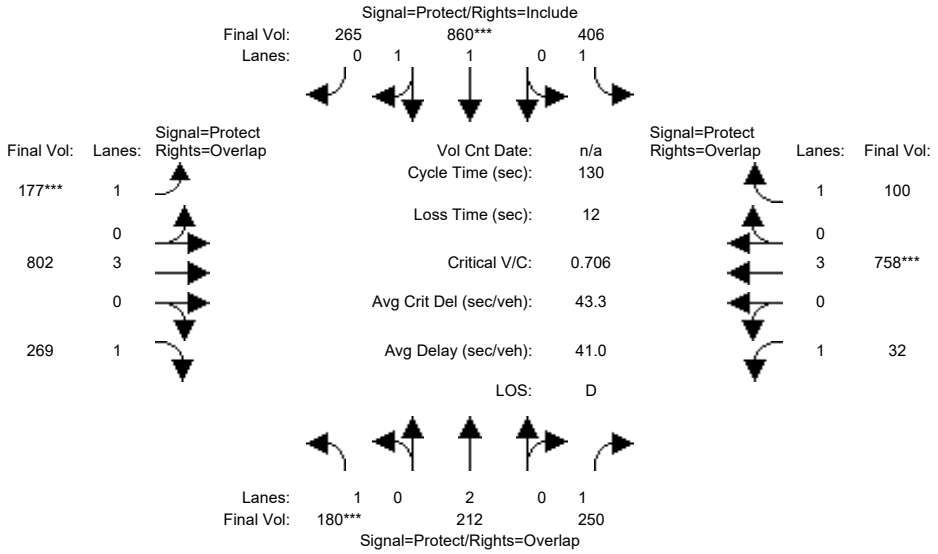
Street Name:	Lafayette St						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:	5:15 PM - 6:15 PM											
Base Vol:	146	224	250	396	854	264	176	777	269	32	665	101
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	146	224	250	396	854	264	176	777	269	32	665	101
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	146	224	250	396	854	264	176	777	269	32	665	101
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	146	224	250	396	854	264	176	777	269	32	665	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	146	224	250	396	854	264	176	777	269	32	665	101
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	146	224	250	396	854	264	176	777	269	32	665	101
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.51	0.49	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	2826	874	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.06	0.14	0.23	0.30	0.30	0.10	0.14	0.15	0.02	0.12	0.06
Crit Moves:	****				****		****				****	
Green Time:	16.3	26.8	38.8	48.7	59.2	59.2	19.7	30.5	46.8	12.0	22.8	71.5
Volume/Cap:	0.66	0.29	0.48	0.60	0.66	0.66	0.66	0.58	0.43	0.20	0.66	0.10
Delay/Veh:	61.7	43.7	38.0	34.5	28.7	28.7	58.3	44.8	31.9	55.1	51.7	14.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.7	43.7	38.0	34.5	28.7	28.7	58.3	44.8	31.9	55.1	51.7	14.0
LOS by Move:	E	D	D+	C-	C	C	E+	D	C	E+	D-	B
HCM2k95thQ:	14	8	17	25	31	31	14	17	16	3	16	4

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

El Camino Real Specific Plan TIA
SJ17-1774
Existing PM Plus Project

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

Intersection #13: El Camino Real/Lafayette St (CMP)



Street Name:	Lafayette St						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	180	212	250	406	860	265	177	802	269	32	758	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	212	250	406	860	265	177	802	269	32	758	100
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	180	212	250	406	860	265	177	802	269	32	758	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	180	212	250	406	860	265	177	802	269	32	758	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	212	250	406	860	265	177	802	269	32	758	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	180	212	250	406	860	265	177	802	269	32	758	100
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.52	0.48	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	2828	871	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.06	0.14	0.23	0.30	0.30	0.10	0.14	0.15	0.02	0.13	0.06
Crit Moves:	****				****		****				****	
Green Time:	18.9	26.2	38.1	48.7	56.0	56.0	18.6	31.2	50.1	11.9	24.5	73.2
Volume/Cap:	0.71	0.28	0.49	0.62	0.71	0.71	0.71	0.59	0.40	0.20	0.71	0.10
Delay/Veh:	61.6	44.1	38.6	34.9	31.8	31.8	62.0	44.4	29.4	55.2	51.6	13.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.6	44.1	38.6	34.9	31.8	31.8	62.0	44.4	29.4	55.2	51.6	13.2
LOS by Move:	E	D	D+	C-	C	C	E	D	C	E+	D-	B
HCM2k95thQ:	16	7	17	26	33	33	14	17	15	3	18	4

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

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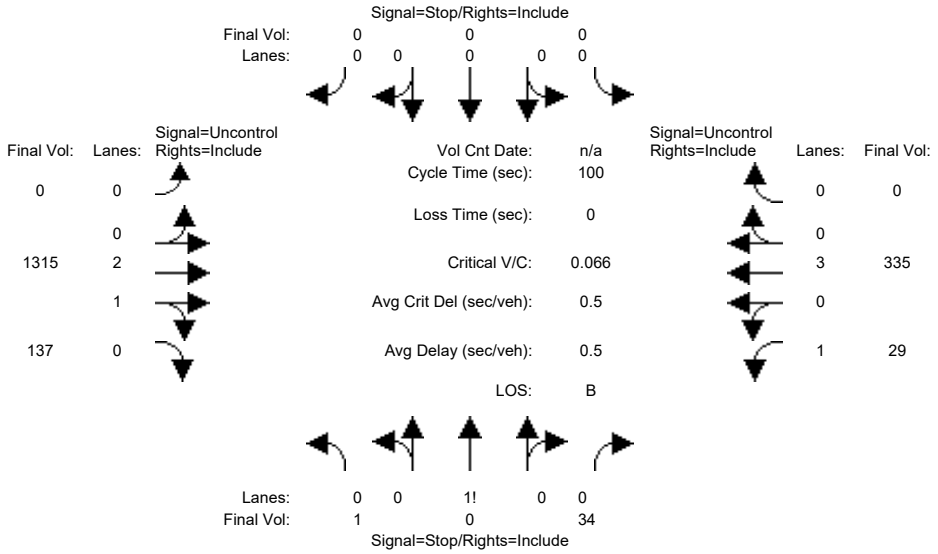
El Camino Real Specific Plan TIA
SJ17-1774
Existing PM Plus Project

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

Intersection #14: El Camino Real/Harrison St




```
Street Name:           Harrison St                      El Camino Real
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:5:15 PM - 6:15 PM
Base Vol:       1    0    34     0    0     0     0 1315   137    29  335     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    1    0    34     0    0     0     0 1315   137    29  335     0
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    1    0    34     0    0     0     0 1315   137    29  335     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:     1    0    34     0    0     0     0 1315   137    29  335     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    1    0    34     0    0     0     0 1315   137    29  335     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  6.8  6.5   6.9 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:  3.5  4.0   3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 1553 1777   507  xxxx xxxx xxxxx  xxxx xxxx xxxxx  1452 xxxx xxxxx
Potent Cap.:  106   83   516  xxxx xxxx xxxxx  xxxx xxxx xxxxx   472 xxxx xxxxx
Move Cap.:    101   78   516  xxxx xxxx xxxxx  xxxx xxxx xxxxx   472 xxxx xxxxx
Volume/Cap:  0.01 0.00  0.07  xxxx xxxx  xxxx  xxxx xxxx  xxxx  0.06 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.2 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx  13.1 xxxx xxxxx
LOS by Move:    *    *     *     *    *     *     *    *     *     B    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx  462 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx  0.2 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx 13.4 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    B     *     *    *     *     *    *     *     *    *     *
ApproachDel:      13.4           xxxxxx           xxxxxx           xxxxxx
ApproachLOS:         B                *                *                *
Note: Queue reported is the number of cars per lane.
                     Peak Hour Delay Signal Warrant Report
*******************************************************************************
Intersection #14 El Camino Real/Harrison St
*******************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
```

```
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0  0  1! 0  0    0  0  0  0  0    0  0  2  1  0    1  0  3  0  0
Initial Vol:    1    0    34     0    0     0     0 1315   137    29  335     0
ApproachDel:      13.4           xxxxxx           xxxxxx           xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=35]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1851]
   SUCCEED - Total volume greater than or equal to 650 for intersection
             with less than four approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
                Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #14 El Camino Real/Harrison St
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0  0  1! 0  0    0  0  0  0  0    0  0  2  1  0    1  0  3  0  0
Initial Vol:    1    0    34     0    0     0     0 1315   137    29  335     0
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             1816
Minor Approach Volume:           35
Minor Approach Volume Threshold: 79 [less than minimum of 100]
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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

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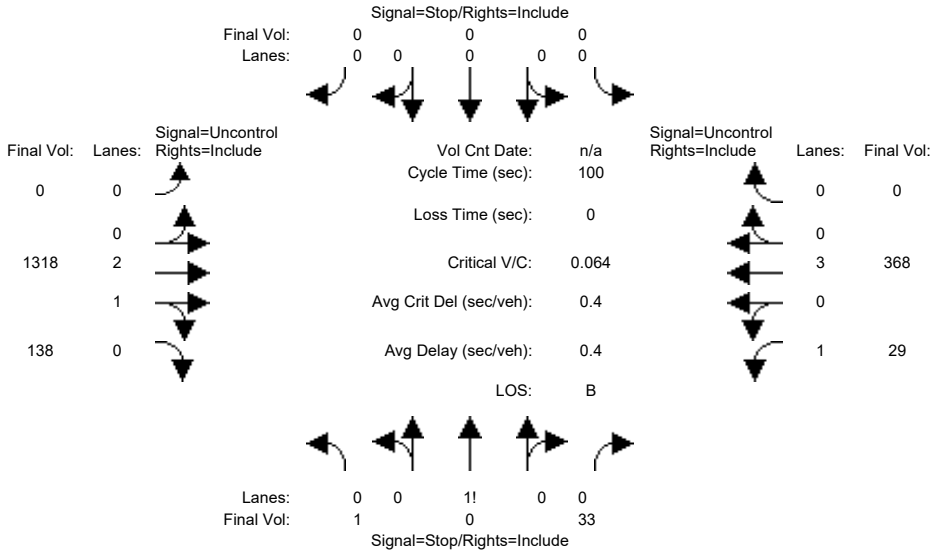
El Camino Real Specific Plan TIA
SJ17-1774
Existing PM Plus Project

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

Intersection #14: El Camino Real/Harrison St




```
Street Name:           Harrison St                      El Camino Real
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       1    0    33     0    0     0     0 1318   138    29  368     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    1    0    33     0    0     0     0 1318   138    29  368     0
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    1    0    33     0    0     0     0 1318   138    29  368     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:     1    0    33     0    0     0     0 1318   138    29  368     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    1    0    33     0    0     0     0 1318   138    29  368     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  6.8  6.5   6.9 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:  3.5  4.0   3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 1568 1813   508  xxxx xxxx xxxxx  xxxx xxxx xxxxx  1456 xxxx xxxxx
Potent Cap.:  104   79   515  xxxx xxxx xxxxx  xxxx xxxx xxxxx   471 xxxx xxxxx
Move Cap.:     99   74   515  xxxx xxxx xxxxx  xxxx xxxx xxxxx   471 xxxx xxxxx
Volume/Cap:  0.01 0.00  0.06  xxxx xxxx  xxxx  xxxx xxxx  xxxx  0.06 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.2 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx  13.2 xxxx xxxxx
LOS by Move:    *    *     *     *    *     *     *    *     *     B    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx  458 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx  0.2 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx 13.5 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    B     *     *    *     *     *    *     *     *    *     *
ApproachDel:      13.5           xxxxxx           xxxxxx           xxxxxx
ApproachLOS:         B                *                *                *
Note: Queue reported is the number of cars per lane.
                     Peak Hour Delay Signal Warrant Report
*******************************************************************************
Intersection #14 El Camino Real/Harrison St
*******************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
```

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```
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0  0  1! 0  0    0  0  0  0  0    0  0  2  1  0    1  0  3  0  0
Initial Vol:    1    0    33     0    0     0     0 1318   138    29  368     0
ApproachDel:      13.5           xxxxxx           xxxxxx           xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=34]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1887]
   SUCCEED - Total volume greater than or equal to 650 for intersection
             with less than four approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
                Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #14 El Camino Real/Harrison St
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0  0  1! 0  0    0  0  0  0  0    0  0  2  1  0    1  0  3  0  0
Initial Vol:    1    0    33     0    0     0     0 1318   138    29  368     0
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             1853
Minor Approach Volume:           34
Minor Approach Volume Threshold: 72 [less than minimum of 100]
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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

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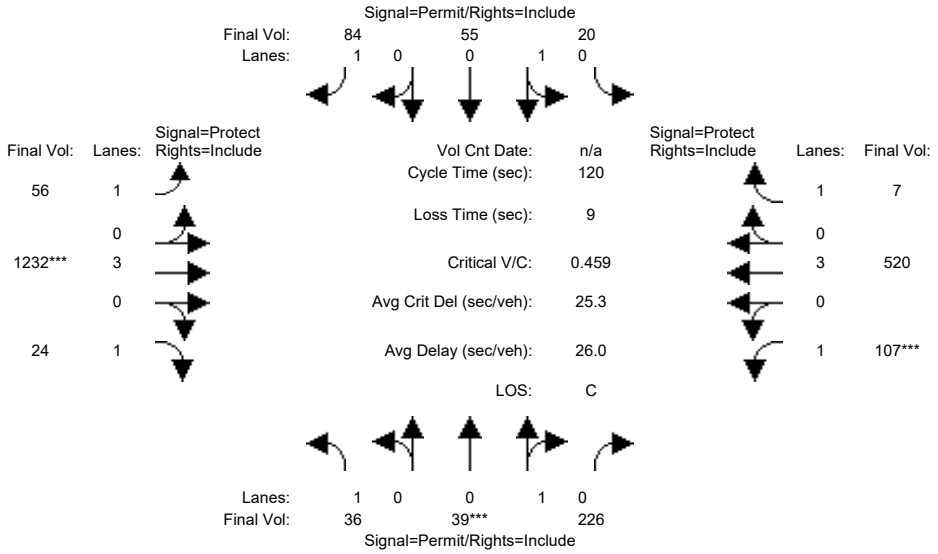
El Camino Real Specific Plan TIA
SJ17-1774
Existing PM Plus Project

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

Intersection #15: El Camino Real/Benton St



Street Name:	Benton St						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	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:	5:00 PM to 6:00 PM											
Base Vol:	36	39	226	20	55	84	56	1232	24	107	520	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	36	39	226	20	55	84	56	1232	24	107	520	7
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	36	39	226	20	55	84	56	1232	24	107	520	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	36	39	226	20	55	84	56	1232	24	107	520	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	39	226	20	55	84	56	1232	24	107	520	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	36	39	226	20	55	84	56	1232	24	107	520	7
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.15	0.85	0.27	0.73	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	265	1535	480	1320	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.15	0.15	0.04	0.04	0.05	0.03	0.22	0.01	0.06	0.09	0.00
Crit Moves:		****						****		****		
Green Time:	38.5	38.5	38.5	38.5	38.5	38.5	28.3	56.5	56.5	16.0	44.2	44.2
Volume/Cap:	0.06	0.46	0.46	0.13	0.13	0.15	0.14	0.46	0.03	0.46	0.25	0.01
Delay/Veh:	28.3	33.0	33.0	29.0	29.0	29.2	36.4	21.5	17.0	49.4	26.4	24.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.3	33.0	33.0	29.0	29.0	29.2	36.4	21.5	17.0	49.4	26.4	24.0
LOS by Move:	C	C-	C-	C	C	C	D+	C+	B	D	C	C
HCM2k95thQ:	2	16	16	4	4	5	3	18	1	8	8	0

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

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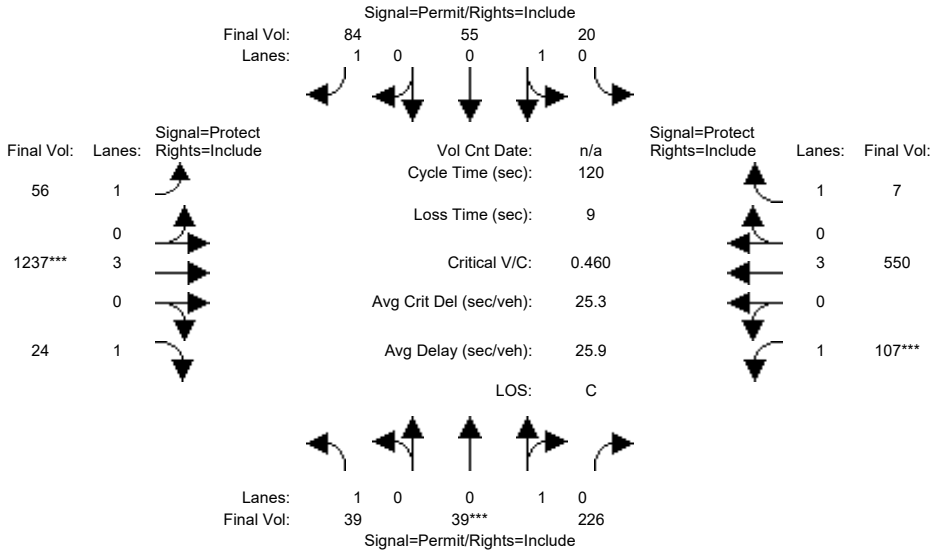
El Camino Real Specific Plan TIA
SJ17-1774
Existing PM Plus Project

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

Intersection #15: El Camino Real/Benton St



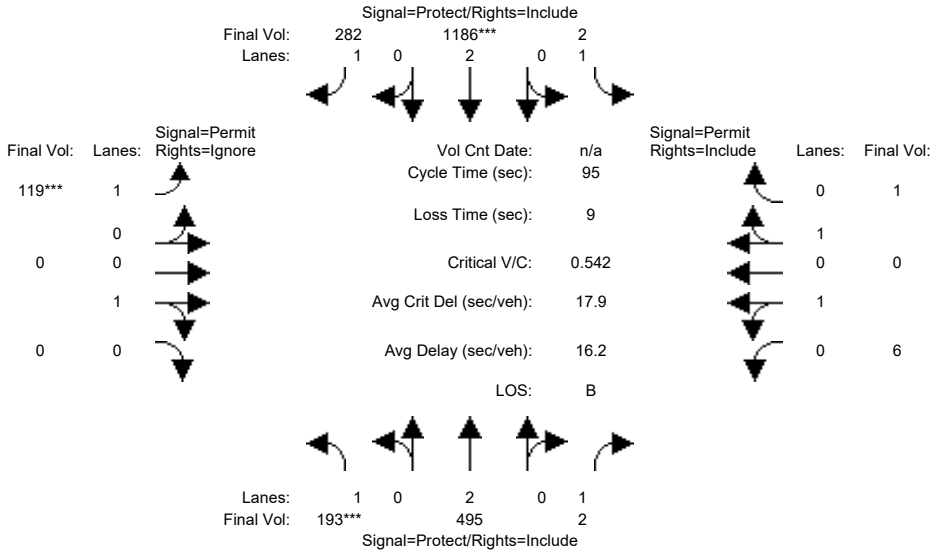
Street Name:	Benton St						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	39	39	226	20	55	84	56	1237	24	107	550	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	39	39	226	20	55	84	56	1237	24	107	550	7
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	39	39	226	20	55	84	56	1237	24	107	550	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	39	39	226	20	55	84	56	1237	24	107	550	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	39	226	20	55	84	56	1237	24	107	550	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	39	39	226	20	55	84	56	1237	24	107	550	7
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.15	0.85	0.27	0.73	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	265	1535	480	1320	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.15	0.15	0.04	0.04	0.05	0.03	0.22	0.01	0.06	0.10	0.00
Crit Moves:		****						****		****		
Green Time:	38.4	38.4	38.4	38.4	38.4	38.4	27.3	56.6	56.6	16.0	45.2	45.2
Volume/Cap:	0.07	0.46	0.46	0.13	0.13	0.15	0.14	0.46	0.03	0.46	0.26	0.01
Delay/Veh:	28.4	33.1	33.1	29.0	29.0	29.3	37.1	21.5	17.0	49.5	25.8	23.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.4	33.1	33.1	29.0	29.0	29.3	37.1	21.5	17.0	49.5	25.8	23.4
LOS by Move:	C	C-	C-	C	C	C	D+	C+	B	D	C	C
HCM2k95thQ:	2	16	16	4	4	5	3	18	1	8	9	0

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

El Camino Real Specific Plan TIA
SJ17-1774
Existing PM Plus Project

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

Intersection #16: El Camino Real/The Alameda (CMP)



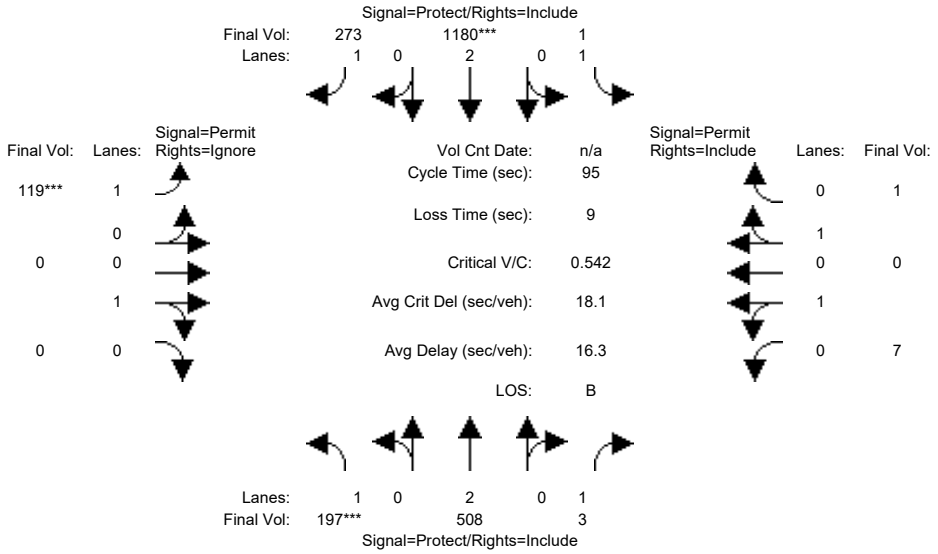
Street Name:	El Camino Real						The Alameda					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:5:15 - 6:15 PM												
Base Vol:	193	495	2	2	1186	282	119	0	218	6	0	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	193	495	2	2	1186	282	119	0	218	6	0	1
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	193	495	2	2	1186	282	119	0	218	6	0	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	193	495	2	2	1186	282	119	0	0	6	0	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	193	495	2	2	1186	282	119	0	0	6	0	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	193	495	2	2	1186	282	119	0	0	6	0	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.95	1.00	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	0	1800	0	1800
Capacity Analysis Module:												
Vol/Sat:	0.11	0.13	0.00	0.00	0.31	0.16	0.07	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	19.3	47.3	47.3	26.8	54.7	54.7	11.9	0.0	0.0	11.9	0.0	11.9
Volume/Cap:	0.54	0.26	0.00	0.00	0.54	0.28	0.54	0.00	0.00	0.03	0.00	0.00
Delay/Veh:	35.6	13.8	12.0	24.5	12.7	10.3	41.7	0.0	0.0	36.5	0.0	36.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.6	13.8	12.0	24.5	12.7	10.3	41.7	0.0	0.0	36.5	0.0	36.3
LOS by Move:	D+	B	B+	C	B	B+	D	A	A	D+	A	D+
HCM2k95thQ:	11	8	0	0	20	9	8	0	0	0	0	0

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

El Camino Real Specific Plan TIA
SJ17-1774
Existing PM Plus Project

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

Intersection #16: El Camino Real/The Alameda (CMP)



Street Name:	El Camino Real						The Alameda					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	197	508	3	1	1180	273	119	0	215	7	0	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	197	508	3	1	1180	273	119	0	215	7	0	1
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	197	508	3	1	1180	273	119	0	215	7	0	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	197	508	3	1	1180	273	119	0	0	7	0	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	197	508	3	1	1180	273	119	0	0	7	0	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	197	508	3	1	1180	273	119	0	0	7	0	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.95	1.00	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	0	1800	0	1800
Capacity Analysis Module:												
Vol/Sat:	0.11	0.13	0.00	0.00	0.31	0.16	0.07	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	19.7	47.8	47.8	26.3	54.4	54.4	11.9	0.0	0.0	11.9	0.0	11.9
Volume/Cap:	0.54	0.27	0.00	0.00	0.54	0.27	0.54	0.00	0.00	0.03	0.00	0.00
Delay/Veh:	35.3	13.6	11.8	24.8	12.9	10.4	41.8	0.0	0.0	36.5	0.0	36.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.3	13.6	11.8	24.8	12.9	10.4	41.8	0.0	0.0	36.5	0.0	36.4
LOS by Move:	D+	B	B+	C	B	B+	D	A	A	D+	A	D+
HCM2k95thQ:	11	8	0	0	20	9	8	0	0	0	0	0

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

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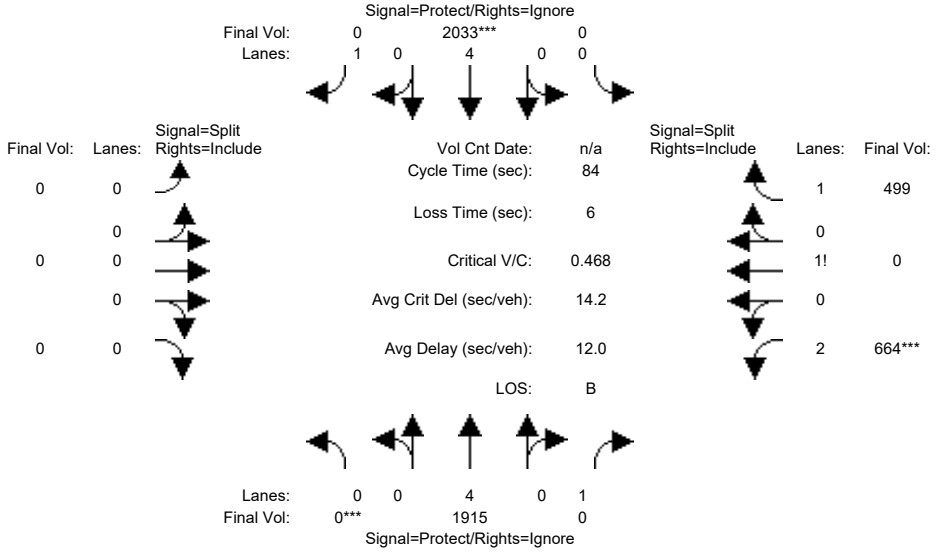
El Camino Real Specific Plan TIA
SJ17-1774
Existing PM Plus Project

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

Intersection #17: Lawrence Expy/NB US 101



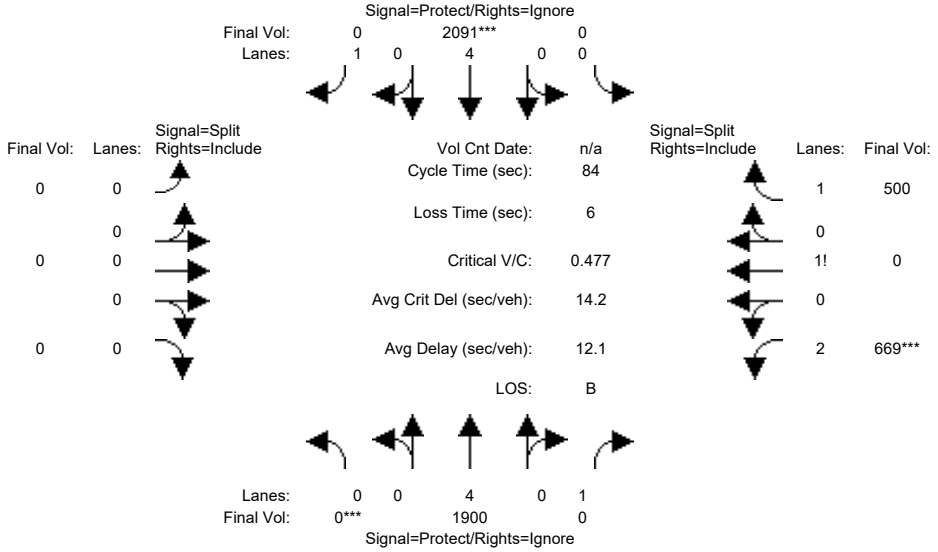
Street Name:	Lawrence Expy						NB US 101					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	52	0	0	52	0	0	0	0	22	22	22
Y+R:	0.0	6.2	0.0	0.0	6.2	0.0	0.0	0.0	0.0	5.0	5.0	5.0
Volume Module:	4:45 PM - 5:45 PM											
Base Vol:	0	1915	480	0	2033	286	0	0	0	664	0	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:	0	1915	480	0	2033	286	0	0	0	664	0	499
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1915	480	0	2033	286	0	0	0	664	0	499
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1915	0	0	2033	0	0	0	0	664	0	499
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1915	0	0	2033	0	0	0	0	664	0	499
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1915	0	0	2033	0	0	0	0	664	0	499
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.84	1.00	0.92
Lanes:	0.00	4.00	1.00	0.00	4.00	1.00	0.00	0.00	0.00	2.49	0.00	1.51
Final Sat.:	0	7600	1750	0	7600	1750	0	0	0	3981	0	2637
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.00	0.00	0.27	0.00	0.00	0.00	0.00	0.17	0.00	0.19
Crit Moves:	****				****					****		
Green Time:	0.0	52.0	0.0	0.0	52.0	0.0	0.0	0.0	0.0	26.0	0.0	26.0
Volume/Cap:	0.00	0.41	0.00	0.00	0.43	0.00	0.00	0.00	0.00	0.54	0.00	0.61
Delay/Veh:	0.0	8.2	0.0	0.0	8.4	0.0	0.0	0.0	0.0	24.3	0.0	25.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	8.2	0.0	0.0	8.4	0.0	0.0	0.0	0.0	24.3	0.0	25.3
LOS by Move:	A	A	A	A	A	A	A	A	A	C	A	C
HCM2k95thQ:	0	12	0	0	13	0	0	0	0	14	0	16

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

El Camino Real Specific Plan TIA
SJ17-1774
Existing PM Plus Project

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

Intersection #17: Lawrence Expy/NB US 101



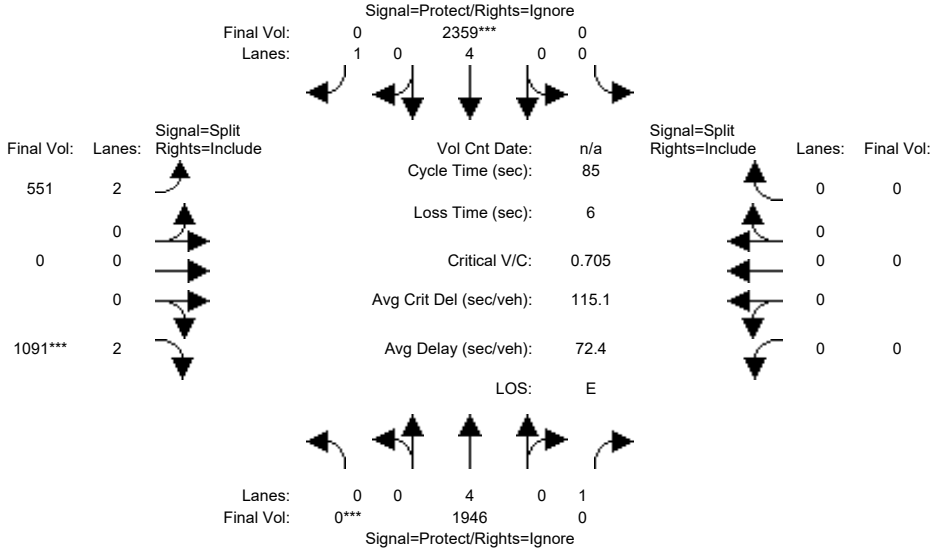
Street Name:	Lawrence Expy						NB US 101					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	52	0	0	52	0	0	0	0	22	22	22
Y+R:	0.0	6.2	0.0	0.0	6.2	0.0	0.0	0.0	0.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	0	1900	480	0	2091	285	0	0	0	669	0	500
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1900	480	0	2091	285	0	0	0	669	0	500
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1900	480	0	2091	285	0	0	0	669	0	500
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1900	0	0	2091	0	0	0	0	669	0	500
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1900	0	0	2091	0	0	0	0	669	0	500
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1900	0	0	2091	0	0	0	0	669	0	500
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.84	1.00	0.92
Lanes:	0.00	4.00	1.00	0.00	4.00	1.00	0.00	0.00	0.00	2.49	0.00	1.51
Final Sat.:	0	7600	1750	0	7600	1750	0	0	0	3984	0	2635
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.00	0.00	0.28	0.00	0.00	0.00	0.00	0.17	0.00	0.19
Crit Moves:	****				****					****		
Green Time:	0.0	52.0	0.0	0.0	52.0	0.0	0.0	0.0	0.0	26.0	0.0	26.0
Volume/Cap:	0.00	0.40	0.00	0.00	0.44	0.00	0.00	0.00	0.00	0.54	0.00	0.61
Delay/Veh:	0.0	8.2	0.0	0.0	8.5	0.0	0.0	0.0	0.0	24.4	0.0	25.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	8.2	0.0	0.0	8.5	0.0	0.0	0.0	0.0	24.4	0.0	25.3
LOS by Move:	A	A	A	A	A	A	A	A	A	C	A	C
HCM2k95thQ:	0	12	0	0	14	0	0	0	0	14	0	16

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

El Camino Real Specific Plan TIA
SJ17-1774
Existing PM Plus Project

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

Intersection #18: Lawrence Expy/SB US 101



Street Name:	Lawrence Expy						SB US 101					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	64	0	0	64	0	18	18	18	0	0	0
Y+R:	0.0	6.2	0.0	0.0	6.2	0.0	5.5	5.5	5.5	0.0	0.0	0.0
Volume Module:	4:45 PM - 5:45 PM											
Base Vol:	0	1946	294	0	2359	164	551	0	1091	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1946	294	0	2359	164	551	0	1091	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1946	294	0	2359	164	551	0	1091	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1946	0	0	2359	0	551	0	1091	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1946	0	0	2359	0	551	0	1091	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1946	0	0	2359	0	551	0	1091	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	4.00	1.00	0.00	4.00	1.00	2.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	7600	1750	0	7600	1750	3150	0	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.00	0.00	0.31	0.00	0.17	0.00	0.35	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green Time:	0.0	61.8	0.0	0.0	61.8	0.0	17.4	0.0	17.4	0.0	0.0	0.0
Volume/Cap:	0.00	0.35	0.00	0.00	0.43	0.00	0.86	0.00	1.69	0.00	0.00	0.00
Delay/Veh:	0.0	4.4	0.0	0.0	4.8	0.0	44.6	0.0	353.6	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	4.4	0.0	0.0	4.8	0.0	44.6	0.0	353.6	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	D	A	F	A	A	A
HCM2k95thQ:	0	9	0	0	12	0	21	0	80	0	0	0

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

El Camino Real Specific Plan TIA
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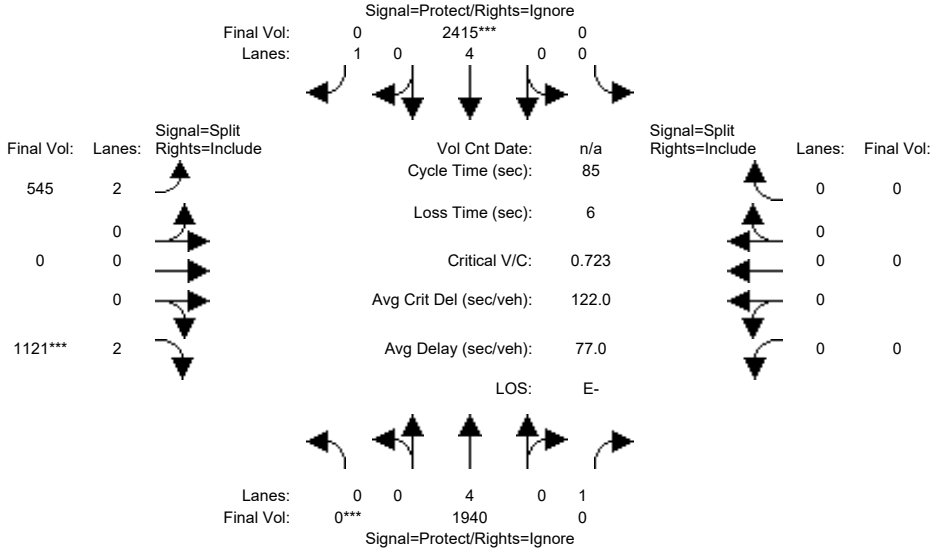
2000 HCM Operations (Future Volume Alternative)
Existing PP PM

Intersection #18: Lawrence Expy/SB US 101



Street Name:	Lawrence Expy						SB US 101					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	64	0	0	64	0	18	18	18	0	0	0
Y+R:	0.0	6.2	0.0	0.0	6.2	0.0	5.5	5.5	5.5	0.0	0.0	0.0
Volume Module:												
Base Vol:	0	1940	297	0	2415	170	545	0	1121	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1940	297	0	2415	170	545	0	1121	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1940	297	0	2415	170	545	0	1121	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1940	0	0	2415	0	545	0	1121	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1940	0	0	2415	0	545	0	1121	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1940	0	0	2415	0	545	0	1121	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	4.00	1.00	0.00	4.00	1.00	2.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	7600	1750	0	7600	1750	3150	0	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.00	0.00	0.32	0.00	0.17	0.00	0.36	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green Time:	0.0	61.8	0.0	0.0	61.8	0.0	17.4	0.0	17.4	0.0	0.0	0.0
Volume/Cap:	0.00	0.35	0.00	0.00	0.44	0.00	0.85	0.00	1.74	0.00	0.00	0.00
Delay/Veh:	0.0	4.4	0.0	0.0	4.9	0.0	43.7	0.0	374.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	4.4	0.0	0.0	4.9	0.0	43.7	0.0	374.4	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	D	A	F	A	A	A
HCM2k95thQ:	0	9	0	0	12	0	21	0	84	0	0	0

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

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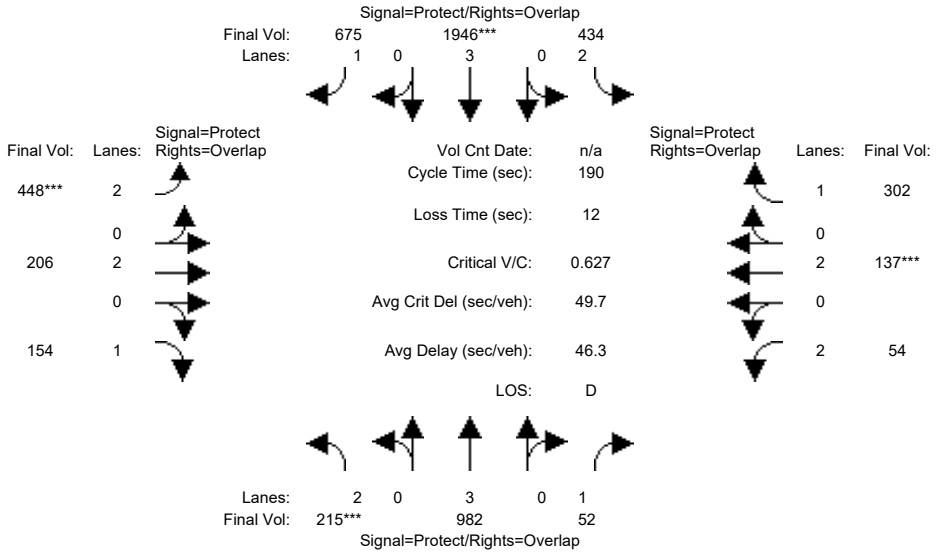
Intersection #19: Lawrence Expy/Oakmead Pkwy



Street Name:	Lawrence Expy						Oakmead Pkwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	19	71	71	31	83	83	37	54	54	10	27	27
Y+R:	6.4	6.2	6.2	6.3	6.2	6.2	5.6	5.5	5.5	5.6	5.6	5.6
Volume Module:	5:00 PM - 6:00 PM											
Base Vol:	215	1466	52	434	2432	675	448	206	154	54	137	302
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	215	1466	52	434	2432	675	448	206	154	54	137	302
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	215	1466	52	434	2432	675	448	206	154	54	137	302
User Adj:	1.00	0.67	1.00	1.00	0.80	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	215	982	52	434	1946	675	448	206	154	54	137	302
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	215	982	52	434	1946	675	448	206	154	54	137	302
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	215	982	52	434	1946	675	448	206	154	54	137	302
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.17	0.03	0.14	0.34	0.39	0.14	0.05	0.09	0.02	0.04	0.17
Crit Moves:	****				****		****				****	
Green Time:	19.0	78.1	88.4	34.1	93.2	132.0	38.8	55.5	74.5	10.3	27.0	61.1
Volume/Cap:	0.68	0.42	0.06	0.77	0.70	0.56	0.70	0.19	0.22	0.32	0.25	0.54
Delay/Veh:	88.6	39.9	28.0	80.5	38.2	15.0	73.5	50.4	38.6	87.5	72.8	53.9
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:	88.6	39.9	28.0	80.5	38.2	15.0	73.5	50.4	38.6	87.5	72.8	53.9
LOS by Move:	F	D	C	F	D+	B	E	D	D+	F	E	D-
HCM2k95thQ:	14	23	3	26	46	35	27	8	12	4	7	27

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

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El Camino Real Specific Plan TIA
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Existing PM Plus Project

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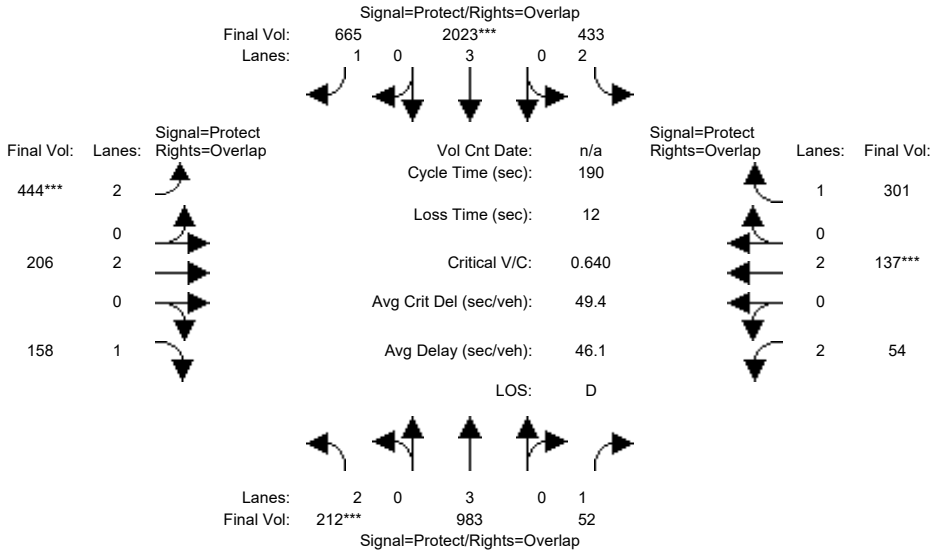
2000 HCM Operations (Future Volume Alternative)
Existing PP PM

Intersection #19: Lawrence Expy/Oakmead Pkwy



Street Name:	Lawrence Expy						Oakmead Pkwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	19	71	71	31	83	83	37	54	54	10	27	27
Y+R:	6.4	6.2	6.2	6.3	6.2	6.2	5.6	5.5	5.5	5.6	5.6	5.6
Volume Module:												
Base Vol:	212	1467	52	433	2529	665	444	206	158	54	137	301
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	212	1467	52	433	2529	665	444	206	158	54	137	301
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	212	1467	52	433	2529	665	444	206	158	54	137	301
User Adj:	1.00	0.67	1.00	1.00	0.80	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	212	983	52	433	2023	665	444	206	158	54	137	301
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	212	983	52	433	2023	665	444	206	158	54	137	301
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	212	983	52	433	2023	665	444	206	158	54	137	301
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.17	0.03	0.14	0.35	0.38	0.14	0.05	0.09	0.02	0.04	0.17
Crit Moves:	****				****		****				****	
Green Time:	19.0	79.0	89.1	34.5	94.5	132.0	37.5	54.4	73.4	10.1	27.0	61.5
Volume/Cap:	0.67	0.41	0.06	0.76	0.71	0.55	0.71	0.19	0.23	0.32	0.25	0.53
Delay/Veh:	88.1	39.3	27.7	79.6	38.1	14.8	75.1	51.2	39.5	87.8	72.8	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:	88.1	39.3	27.7	79.6	38.1	14.8	75.1	51.2	39.5	87.8	72.8	53.5
LOS by Move:	F	D	C	E-	D+	B	E-	D-	D	F	E	D-
HCM2k95thQ:	14	23	3	26	48	34	27	9	12	4	7	27

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

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El Camino Real Specific Plan TIA
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2000 HCM Operations (Future Volume Alternative)
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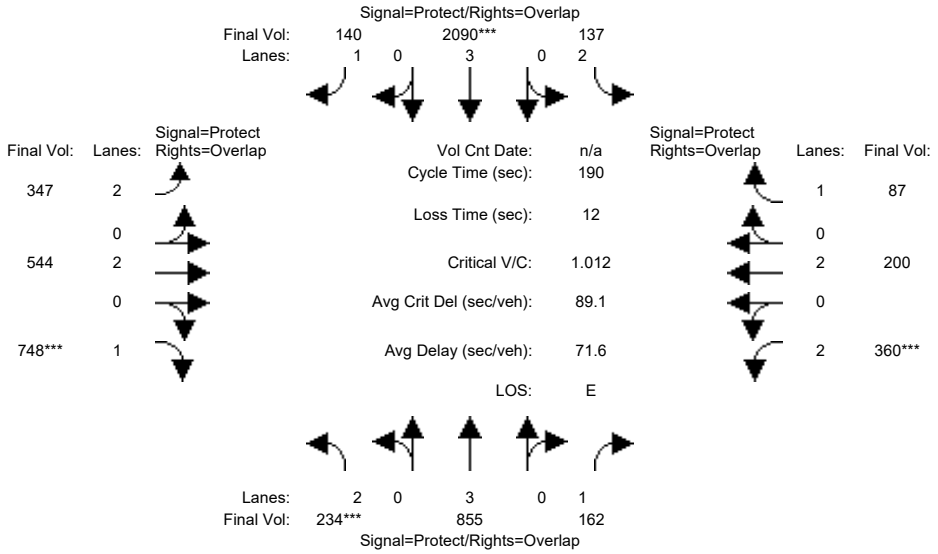
Intersection #20: Lawrence Expy/E Arques Ave (CMP)



Street Name:	Lawrence Expy						E Arques Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	22	86	86	15	79	79	24	41	41	24	41	41
Y+R:	6.3	6.2	6.2	6.1	6.2	6.2	5.9	5.7	5.7	5.9	5.7	5.7
Volume Module:	4:30 PM - 5:30 PM											
Base Vol:	234	1276	162	137	2612	140	347	544	748	360	200	87
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	234	1276	162	137	2612	140	347	544	748	360	200	87
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	234	1276	162	137	2612	140	347	544	748	360	200	87
User Adj:	1.00	0.67	1.00	1.00	0.80	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	234	855	162	137	2090	140	347	544	748	360	200	87
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	234	855	162	137	2090	140	347	544	748	360	200	87
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	234	855	162	137	2090	140	347	544	748	360	200	87
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.84	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1601	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.15	0.09	0.04	0.37	0.08	0.11	0.14	0.47	0.11	0.05	0.05
Crit Moves:	****				****				****	****		
Green Time:	22.0	86.0	110.0	15.0	79.0	107.4	28.4	53.0	75.0	24.0	48.6	63.6
Volume/Cap:	0.64	0.33	0.16	0.55	0.88	0.14	0.74	0.51	1.18	0.90	0.21	0.15
Delay/Veh:	84.1	28.0	11.6	86.9	63.1	26.1	83.2	58.1	155.5	105.4	55.7	44.4
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:	84.1	28.0	11.6	86.9	63.1	26.1	83.2	58.1	155.5	105.4	55.7	44.4
LOS by Move:	F	C	B+	F	E	C	F	E+	F	F	E+	D
HCM2k95thQ:	16	15	5	9	61	11	23	23	96	24	8	7

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

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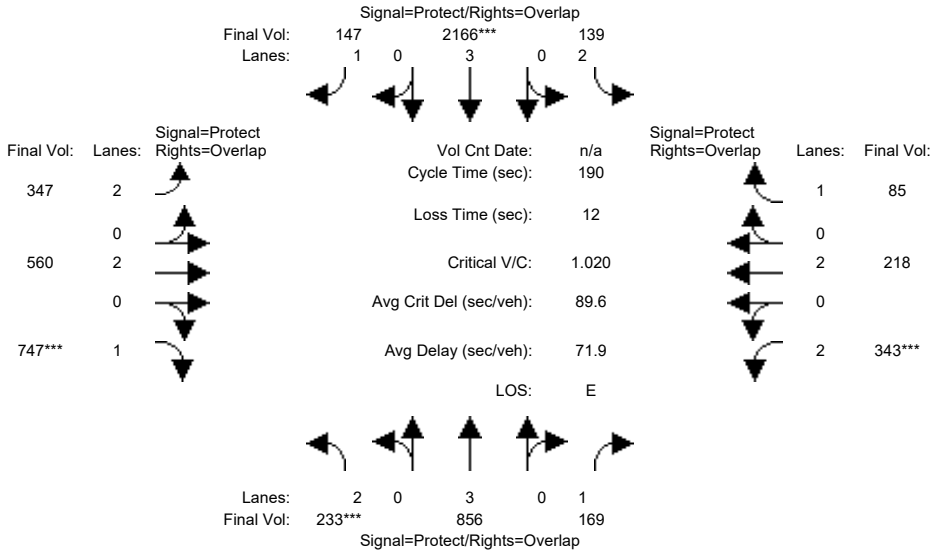
Intersection #20: Lawrence Expy/E Arques Ave (CMP)



Street Name:	Lawrence Expy						E Arques Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	22	86	86	15	79	79	24	41	41	24	41	41
Y+R:	6.3	6.2	6.2	6.1	6.2	6.2	5.9	5.7	5.7	5.9	5.7	5.7
Volume Module:												
Base Vol:	233	1277	169	139	2708	147	347	560	747	343	218	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:	233	1277	169	139	2708	147	347	560	747	343	218	85
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	233	1277	169	139	2708	147	347	560	747	343	218	85
User Adj:	1.00	0.67	1.00	1.00	0.80	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	856	169	139	2166	147	347	560	747	343	218	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	233	856	169	139	2166	147	347	560	747	343	218	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:	233	856	169	139	2166	147	347	560	747	343	218	85
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.84	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1601	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.15	0.10	0.04	0.38	0.08	0.11	0.15	0.47	0.11	0.06	0.05
Crit Moves:	****				****				****	****		
Green Time:	22.0	86.0	110.0	15.0	79.0	107.4	28.4	53.0	75.0	24.0	48.6	63.6
Volume/Cap:	0.64	0.33	0.17	0.56	0.91	0.15	0.74	0.53	1.18	0.86	0.22	0.15
Delay/Veh:	84.0	28.0	11.7	87.2	66.2	26.2	83.2	58.4	154.9	98.6	56.0	44.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	84.0	28.0	11.7	87.2	66.2	26.2	83.2	58.4	154.9	98.6	56.0	44.3
LOS by Move:	F	C	B+	F	E	C	F	E+	F	F	E+	D
HCM2k95thQ:	16	15	6	9	64	11	23	24	96	23	9	7

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

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El Camino Real Specific Plan TIA
SJ17-1774
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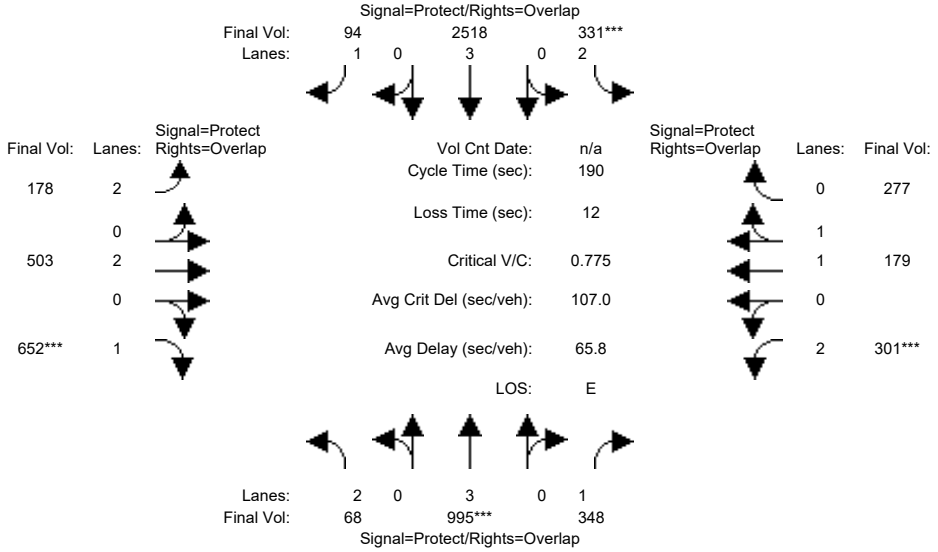
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

Intersection #21: Lawrence Expy/Kifer Rd



Street Name:	Lawrence Expy						Kifer Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	9	85	85	27	103	103	16	33	33	22	39	39
Y+R:	5.9	6.2	6.2	6.1	6.2	6.2	5.8	5.5	5.5	5.9	5.5	5.5
Volume Module:	4:15 PM - 5:15 PM											
Base Vol:	68	1229	348	331	3497	94	178	503	652	301	179	277
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	68	1229	348	331	3497	94	178	503	652	301	179	277
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	68	1229	348	331	3497	94	178	503	652	301	179	277
User Adj:	1.00	0.81	1.00	1.00	0.72	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	68	995	348	331	2518	94	178	503	652	301	179	277
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	995	348	331	2518	94	178	503	652	301	179	277
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	68	995	348	331	2518	94	178	503	652	301	179	277
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.17	0.20	0.11	0.44	0.05	0.06	0.13	0.37	0.10	0.09	0.16
Crit Moves:		****		****					****	****		
Green Time:	9.0	85.0	107.0	27.0	103	122.2	19.2	44.0	53.0	22.0	46.8	73.8
Volume/Cap:	0.46	0.39	0.35	0.74	0.81	0.08	0.56	0.57	1.34	0.83	0.38	0.41
Delay/Veh:	90.3	35.3	22.8	84.6	37.4	12.8	83.6	65.6	233.0	96.3	59.8	42.5
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:	90.3	35.3	22.8	84.6	37.4	12.8	83.6	65.6	233.0	96.3	59.8	42.5
LOS by Move:	F	D+	C+	F	D+	B	F	E	F	F	E+	D
HCM2k95thQ:	5	22	21	22	63	4	13	23	96	20	15	22

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

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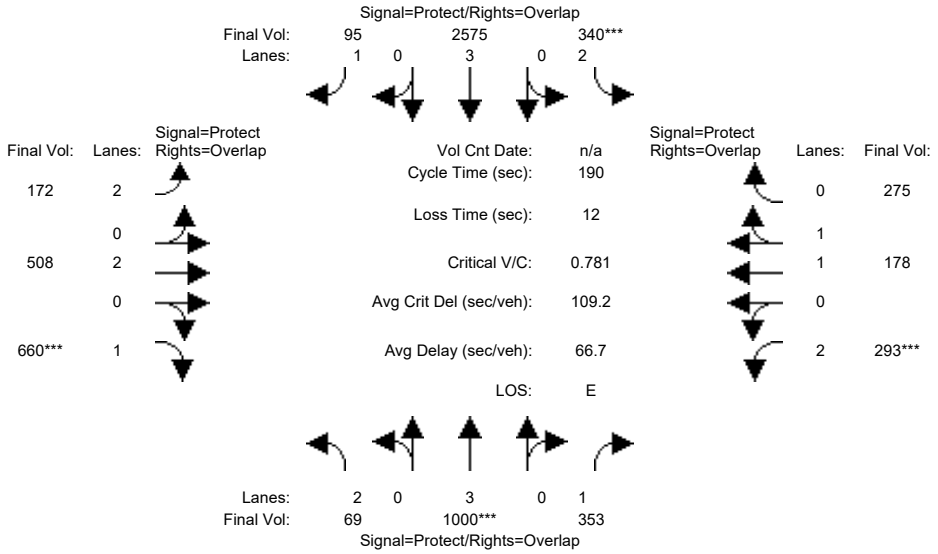
El Camino Real Specific Plan TIA
SJ17-1774
Existing PM Plus Project

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

Intersection #21: Lawrence Expy/Kifer Rd



Street Name:	Lawrence Expy						Kifer Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	9	85	85	27	103	103	16	33	33	22	39	39
Y+R:	5.9	6.2	6.2	6.1	6.2	6.2	5.8	5.5	5.5	5.9	5.5	5.5
Volume Module:												
Base Vol:	69	1235	353	340	3577	95	172	508	660	293	178	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:	69	1235	353	340	3577	95	172	508	660	293	178	275
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	69	1235	353	340	3577	95	172	508	660	293	178	275
User Adj:	1.00	0.81	1.00	1.00	0.72	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	69	1000	353	340	2575	95	172	508	660	293	178	275
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	69	1000	353	340	2575	95	172	508	660	293	178	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:	69	1000	353	340	2575	95	172	508	660	293	178	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	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.18	0.20	0.11	0.45	0.05	0.05	0.13	0.38	0.09	0.09	0.16
Crit Moves:		****		****					****	****		
Green Time:	9.0	85.0	107.0	27.0	103	122.2	19.2	44.0	53.0	22.0	46.8	73.8
Volume/Cap:	0.46	0.39	0.36	0.76	0.83	0.08	0.54	0.58	1.35	0.80	0.38	0.40
Delay/Veh:	90.4	35.3	22.9	85.8	38.4	12.8	83.1	65.7	240.0	94.0	59.7	42.4
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:	90.4	35.3	22.9	85.8	38.4	12.8	83.1	65.7	240.0	94.0	59.7	42.4
LOS by Move:	F	D+	C+	F	D+	B	F	E	F	F	E+	D
HCM2k95thQ:	5	22	21	23	65	4	12	24	98	19	15	22

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

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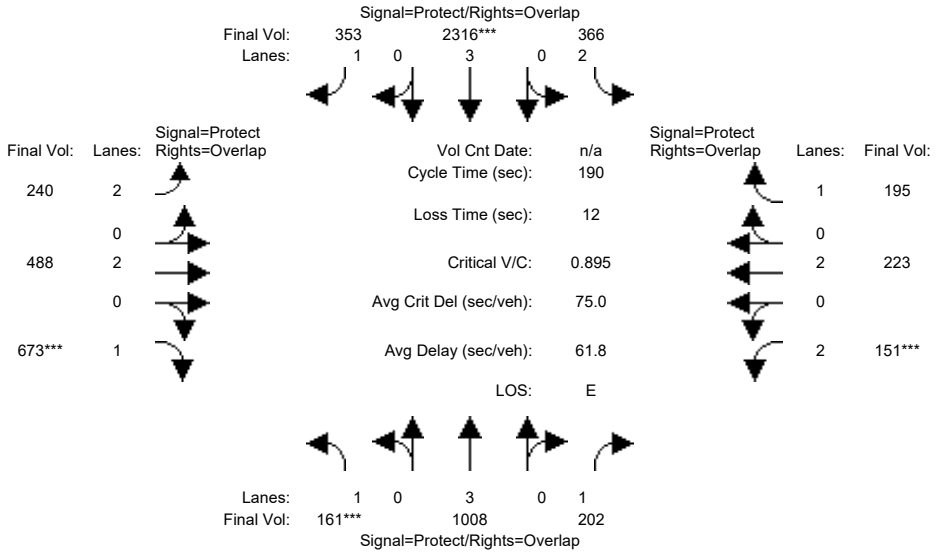
El Camino Real Specific Plan TIA
SJ17-1774
Existing PM Plus Project

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

Intersection #22: Lawrence Expy/Monroe St (CMP)



Street Name:	Lawrence Expy						Monroe St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	17	90	90	27	100	100	15	35	35	14	34	34
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:	4:15 - 5:45 PM											
Base Vol:	161	1245	202	366	3216	353	240	488	673	151	223	195
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	161	1245	202	366	3216	353	240	488	673	151	223	195
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	161	1245	202	366	3216	353	240	488	673	151	223	195
User Adj:	1.00	0.81	1.00	1.00	0.72	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	161	1008	202	366	2316	353	240	488	673	151	223	195
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	161	1008	202	366	2316	353	240	488	673	151	223	195
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	161	1008	202	366	2316	353	240	488	673	151	223	195
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.18	0.12	0.12	0.41	0.20	0.08	0.13	0.38	0.05	0.06	0.11
Crit Moves:	****				****				****	****		
Green Time:	17.0	90.0	104.0	27.0	100	118.7	18.7	47.0	64.0	14.0	42.3	69.3
Volume/Cap:	1.03	0.37	0.21	0.82	0.77	0.32	0.78	0.52	1.14	0.65	0.26	0.31
Delay/Veh:	166.1	25.8	15.2	90.3	47.0	24.4	95.2	62.3	145.7	92.0	61.1	43.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	166.1	25.8	15.2	90.3	47.0	24.4	95.2	62.3	145.7	92.0	61.1	43.4
LOS by Move:	F	C	B	F	D	C	F	E	F	F	E	D
HCM2k95thQ:	22	17	8	22	60	25	18	22	85	10	10	16

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

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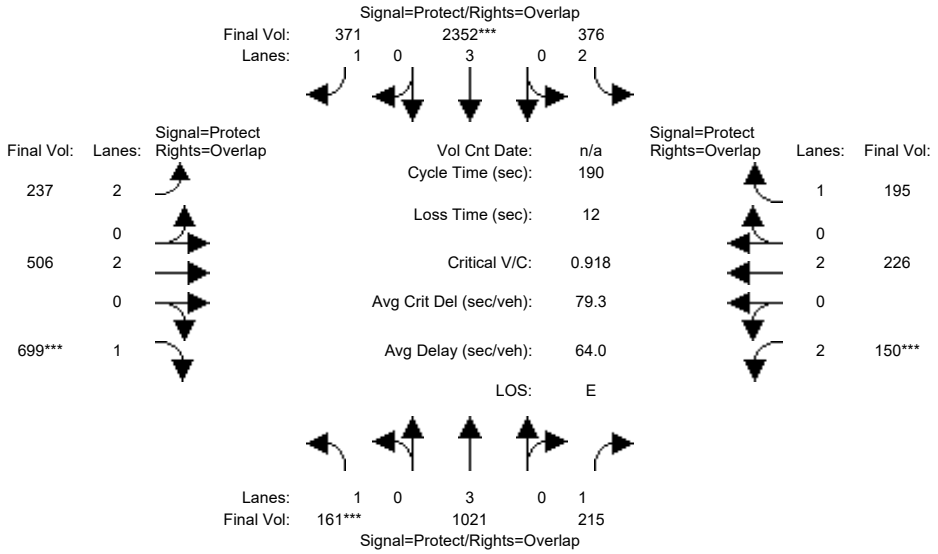
El Camino Real Specific Plan TIA
SJ17-1774
Existing PM Plus Project

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

Intersection #22: Lawrence Expy/Monroe St (CMP)



Street Name:	Lawrence Expy						Monroe St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	17	90	90	27	100	100	15	35	35	14	34	34
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	161	1260	215	376	3267	371	237	506	699	150	226	195
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	161	1260	215	376	3267	371	237	506	699	150	226	195
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	161	1260	215	376	3267	371	237	506	699	150	226	195
User Adj:	1.00	0.81	1.00	1.00	0.72	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	161	1021	215	376	2352	371	237	506	699	150	226	195
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	161	1021	215	376	2352	371	237	506	699	150	226	195
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	161	1021	215	376	2352	371	237	506	699	150	226	195
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.18	0.12	0.12	0.41	0.21	0.08	0.13	0.40	0.05	0.06	0.11
Crit Moves:	****				****				****	****		
Green Time:	17.0	90.0	104.0	27.0	100	118.7	18.7	47.0	64.0	14.0	42.3	69.3
Volume/Cap:	1.03	0.38	0.22	0.84	0.78	0.34	0.77	0.54	1.19	0.65	0.27	0.31
Delay/Veh:	166.1	25.9	15.4	92.7	47.7	24.7	94.4	62.7	162.9	91.8	61.2	43.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	166.1	25.9	15.4	92.7	47.7	24.7	94.4	62.7	162.9	91.8	61.2	43.4
LOS by Move:	F	C	B	F	D	C	F	E	F	F	E	D
HCM2k95thQ:	22	17	8	23	61	26	18	23	91	10	10	16

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

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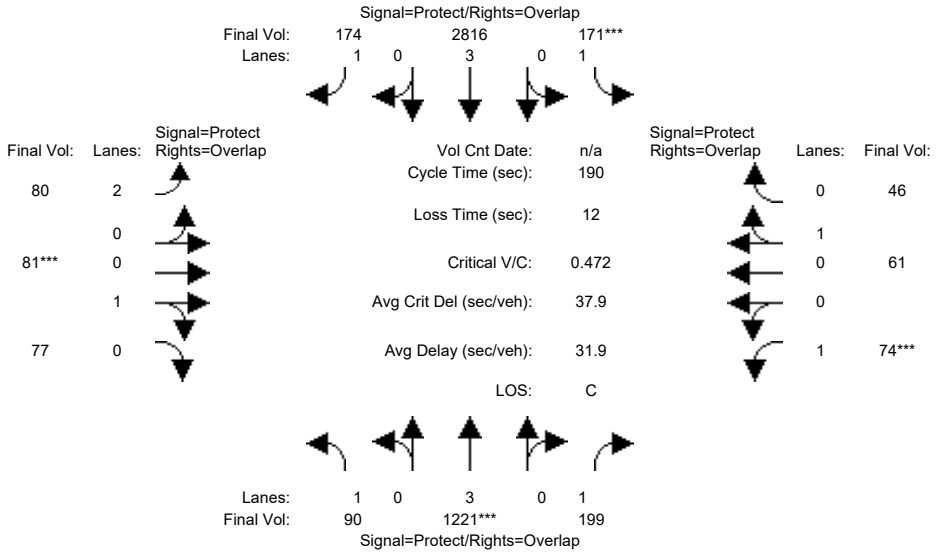
El Camino Real Specific Plan TIA
SJ17-1774
Existing PM Plus Project

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

Intersection #23: Lawrence Expy/Cabrillo Ave



Street Name:	Lawrence Expy						Cabrillo Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	14	107	107	18	111	111	12	30	30	13	31	31
Y+R:	5.1	6.2	6.2	4.9	6.2	6.2	5.9	5.8	5.8	5.4	5.8	5.8
Volume Module:5:00 PM - 6:00 PM												
Base Vol:	90	1508	199	171	3911	174	80	81	77	74	61	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:	90	1508	199	171	3911	174	80	81	77	74	61	46
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	1508	199	171	3911	174	80	81	77	74	61	46
User Adj:	1.00	0.81	1.00	1.00	0.72	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	1221	199	171	2816	174	80	81	77	74	61	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	1221	199	171	2816	174	80	81	77	74	61	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:	90	1221	199	171	2816	174	80	81	77	74	61	46
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	0.51	0.49	1.00	0.57	0.43
Final Sat.:	1750	5700	1750	1750	5700	1750	3150	923	877	1750	1026	774
Capacity Analysis Module:												
Vol/Sat:	0.05	0.21	0.11	0.10	0.49	0.10	0.03	0.09	0.09	0.04	0.06	0.06
Crit Moves:		****		****				****		****		
Green Time:	15.1	107	120.0	28.0	120	131.9	12.0	30.0	45.1	13.0	31.0	59.0
Volume/Cap:	0.65	0.38	0.18	0.66	0.78	0.14	0.40	0.56	0.37	0.62	0.36	0.19
Delay/Veh:	94.9	23.1	14.6	82.9	26.7	9.9	86.9	76.3	61.1	95.5	71.5	48.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	94.9	23.1	14.6	82.9	26.7	9.9	86.9	76.3	61.1	95.5	71.5	48.2
LOS by Move:	F	C	B	F	C	A	F	E-	E	F	E	D
HCM2k95thQ:	10	22	10	18	60	7	6	17	15	9	11	9

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

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El Camino Real Specific Plan TIA
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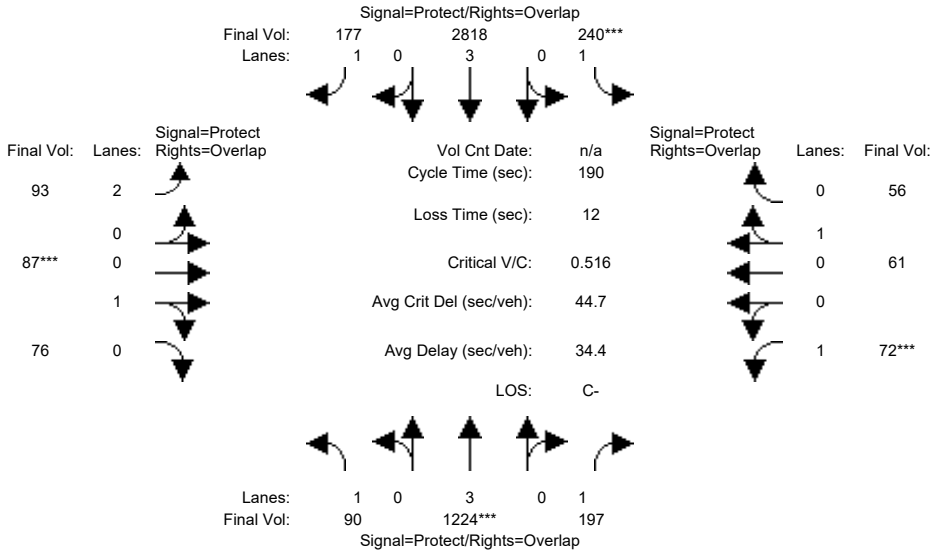
Intersection #23: Lawrence Expy/Cabrillo Ave



Street Name:	Lawrence Expy						Cabrillo Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	14	107	107	18	111	111	12	30	30	13	31	31
Y+R:	5.1	6.2	6.2	4.9	6.2	6.2	5.9	5.8	5.8	5.4	5.8	5.8
Volume Module:												
Base Vol:	90	1511	197	240	3914	177	93	87	76	72	61	56
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	1511	197	240	3914	177	93	87	76	72	61	56
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	1511	197	240	3914	177	93	87	76	72	61	56
User Adj:	1.00	0.81	1.00	1.00	0.72	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	1224	197	240	2818	177	93	87	76	72	61	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	1224	197	240	2818	177	93	87	76	72	61	56
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	90	1224	197	240	2818	177	93	87	76	72	61	56
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	0.53	0.47	1.00	0.52	0.48
Final Sat.:	1750	5700	1750	1750	5700	1750	3150	961	839	1750	938	862
Capacity Analysis Module:												
Vol/Sat:	0.05	0.21	0.11	0.14	0.49	0.10	0.03	0.09	0.09	0.04	0.07	0.07
Crit Moves:		****		****				****		****		
Green Time:	15.1	107	120.0	28.0	120	131.9	12.0	30.0	45.1	13.0	31.0	59.0
Volume/Cap:	0.65	0.38	0.18	0.93	0.78	0.15	0.47	0.57	0.38	0.60	0.40	0.21
Delay/Veh:	94.9	23.2	14.6	117.7	26.8	9.9	87.7	76.9	61.3	94.3	72.0	48.5
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:	94.9	23.2	14.6	117.7	26.8	9.9	87.7	76.9	61.3	94.3	72.0	48.5
LOS by Move:	F	C	B	F	C	A	F	E-	E	F	E	D
HCM2k95thQ:	10	22	10	27	60	7	7	18	15	9	12	10

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

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El Camino Real Specific Plan TIA
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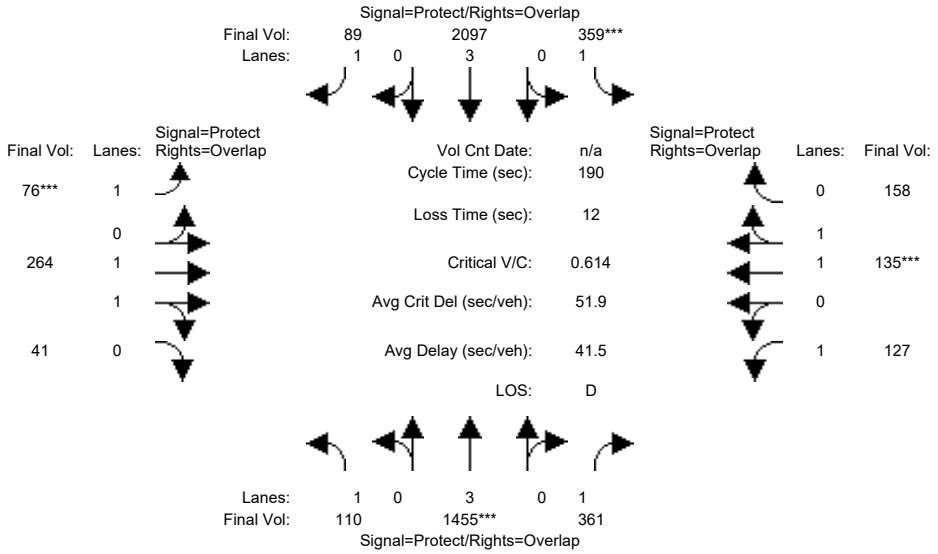
Intersection #24: Lawrence Expy/Benton St



Street Name:	Lawrence Expy						Benton St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	20	83	83	41	104	104	14	28	28	16	30	30
Y+R:	5.2	6.2	6.2	5.3	6.2	6.2	5.1	5.7	5.7	5.3	5.7	5.7
Volume Module:	5:30 PM - 6:30 PM											
Base Vol:	110	1890	361	359	2688	89	76	264	41	127	135	158
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	1890	361	359	2688	89	76	264	41	127	135	158
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	1890	361	359	2688	89	76	264	41	127	135	158
User Adj:	1.00	0.77	1.00	1.00	0.78	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	1455	361	359	2097	89	76	264	41	127	135	158
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	1455	361	359	2097	89	76	264	41	127	135	158
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	110	1455	361	359	2097	89	76	264	41	127	135	158
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.72	0.28	1.00	1.00	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	1750	3202	497	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.26	0.21	0.21	0.37	0.05	0.04	0.08	0.08	0.07	0.07	0.09
Crit Moves:		****		****			****				****	
Green Time:	21.6	83.0	99.0	51.0	112	126.4	14.0	28.0	49.6	16.0	30.0	81.0
Volume/Cap:	0.55	0.58	0.40	0.76	0.62	0.08	0.59	0.56	0.32	0.86	0.45	0.21
Delay/Veh:	83.0	40.8	27.7	71.3	25.4	11.2	92.2	76.6	56.7	123.0	73.0	34.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	83.0	40.8	27.7	71.3	25.4	11.2	92.2	76.6	56.7	123.0	73.0	34.4
LOS by Move:	F	D	C	E	C	B+	F	E-	E+	F	E	C-
HCM2k95thQ:	12	35	23	34	41	4	11	17	14	16	13	11

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

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El Camino Real Specific Plan TIA
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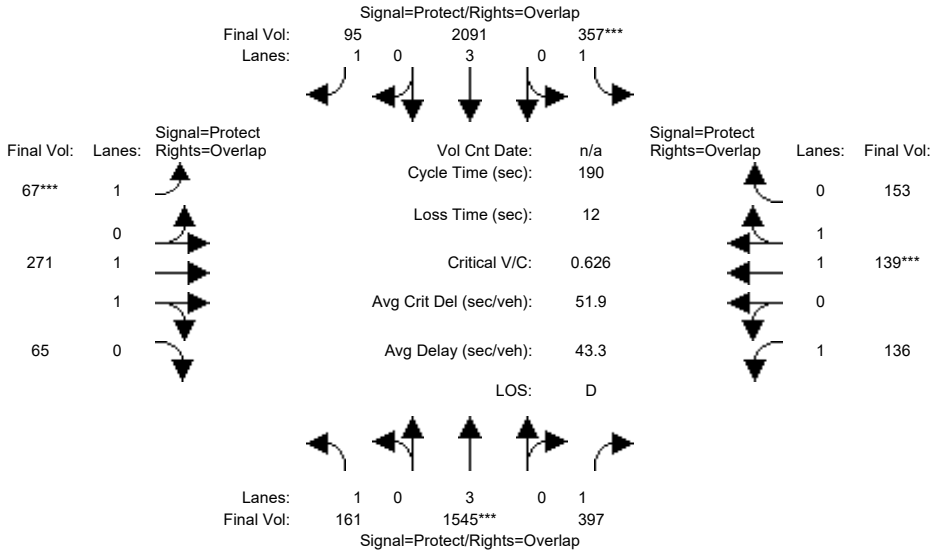
Intersection #24: Lawrence Expy/Benton St



Street Name:	Lawrence Expy						Benton St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	20	83	83	41	104	104	14	28	28	16	30	30
Y+R:	5.2	6.2	6.2	5.3	6.2	6.2	5.1	5.7	5.7	5.3	5.7	5.7
Volume Module:												
Base Vol:	161	2007	397	357	2681	95	67	271	65	136	139	153
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	161	2007	397	357	2681	95	67	271	65	136	139	153
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	161	2007	397	357	2681	95	67	271	65	136	139	153
User Adj:	1.00	0.77	1.00	1.00	0.78	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	161	1545	397	357	2091	95	67	271	65	136	139	153
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	161	1545	397	357	2091	95	67	271	65	136	139	153
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	161	1545	397	357	2091	95	67	271	65	136	139	153
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.60	0.40	1.00	1.00	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	1750	2984	716	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.27	0.23	0.20	0.37	0.05	0.04	0.09	0.09	0.08	0.07	0.09
Crit Moves:		****		****			****				****	
Green Time:	21.6	83.0	99.0	51.0	112	126.4	14.0	28.0	49.6	16.0	30.0	81.0
Volume/Cap:	0.81	0.62	0.44	0.76	0.62	0.08	0.52	0.62	0.35	0.92	0.46	0.21
Delay/Veh:	103.5	41.8	28.5	71.0	25.4	11.3	88.5	78.1	57.3	137.9	73.2	34.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	103.5	41.8	28.5	71.0	25.4	11.3	88.5	78.1	57.3	137.9	73.2	34.3
LOS by Move:	F	D	C	E	C	B+	F	E-	E+	F	E	C-
HCM2k95thQ:	19	37	26	34	41	4	9	18	15	18	13	11

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

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El Camino Real Specific Plan TIA
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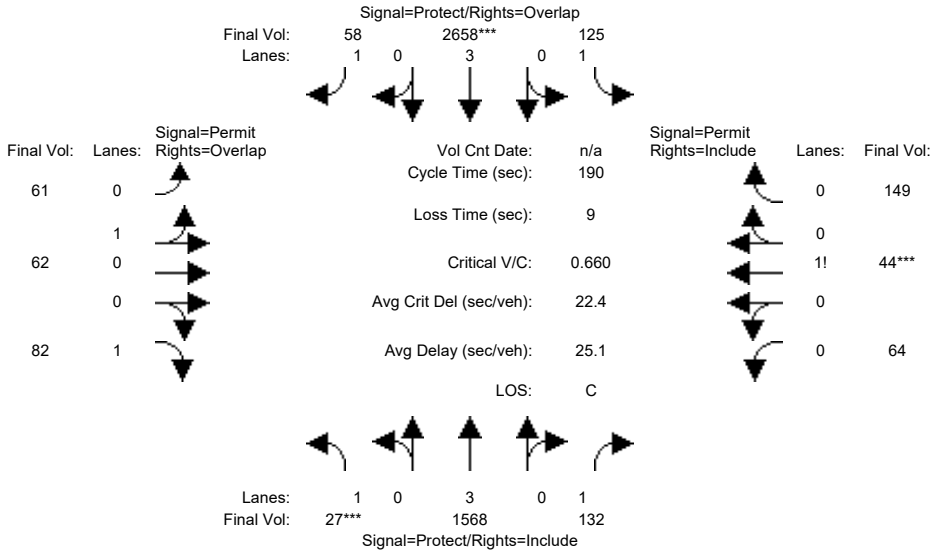
Existing PM

Intersection #25: Lawrence Expy/Lochinvar Ave



Street Name:	Lawrence Expy						Lochinvar Ave					
Approach:	North Bound			South Bound			East 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:5:00 - 6:00 PM												
Base Vol:	27	2037	132	125	3408	58	61	62	82	64	44	149
Growth Adj:	1.00	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	2037	132	125	3408	58	61	62	82	64	44	149
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	27	2037	132	125	3408	58	61	62	82	64	44	149
User Adj:	1.00	0.77	1.00	1.00	0.78	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1568	132	125	2658	58	61	62	82	64	44	149
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	1568	132	125	2658	58	61	62	82	64	44	149
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	27	1568	132	125	2658	58	61	62	82	64	44	149
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	0.50	0.50	1.00	0.25	0.17	0.58
Final Sat.:	1750	5700	1750	1750	5700	1750	893	907	1750	436	300	1015
Capacity Analysis Module:												
Vol/Sat:	0.02	0.28	0.08	0.07	0.47	0.03	0.07	0.07	0.05	0.15	0.15	0.15
Crit Moves:	****				****						****	
Green Time:	7.0	111	110.6	28.7	132	132.3	41.7	41.7	48.7	41.7	41.7	41.7
Volume/Cap:	0.42	0.47	0.13	0.47	0.67	0.05	0.31	0.31	0.18	0.67	0.67	0.67
Delay/Veh:	93.9	23.0	18.0	75.1	16.9	9.1	62.6	62.6	55.3	72.4	72.4	72.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	93.9	23.0	18.0	75.1	16.9	9.1	62.6	62.6	55.3	72.4	72.4	72.4
LOS by Move:	F	C+	B	E-	B	A	E	E	E+	E	E	E
HCM2k95thQ:	3	29	7	13	46	2	12	12	8	27	27	27

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

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El Camino Real Specific Plan TIA
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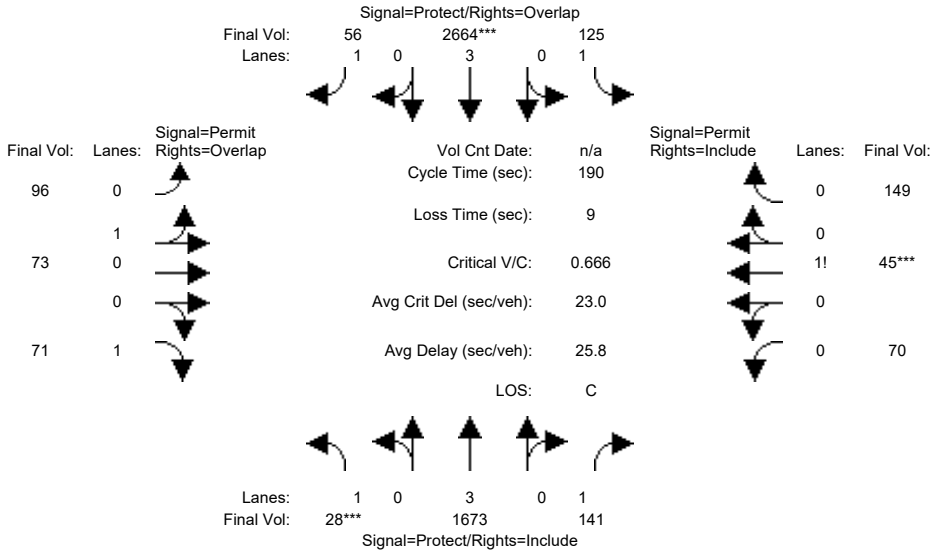
Intersection #25: Lawrence Expy/Lochinvar Ave



Street Name:	Lawrence Expy						Lochinvar Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	28	2173	141	125	3415	56	96	73	71	70	45	149
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	2173	141	125	3415	56	96	73	71	70	45	149
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	28	2173	141	125	3415	56	96	73	71	70	45	149
User Adj:	1.00	0.77	1.00	1.00	0.78	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	28	1673	141	125	2664	56	96	73	71	70	45	149
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	1673	141	125	2664	56	96	73	71	70	45	149
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	28	1673	141	125	2664	56	96	73	71	70	45	149
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	0.57	0.43	1.00	0.27	0.17	0.56
Final Sat.:	1750	5700	1750	1750	5700	1750	1022	778	1750	464	298	988
Capacity Analysis Module:												
Vol/Sat:	0.02	0.29	0.08	0.07	0.47	0.03	0.09	0.09	0.04	0.15	0.15	0.15
Crit Moves:	****				****						****	
Green Time:	7.0	111	111.4	27.1	132	131.5	42.5	42.5	49.5	42.5	42.5	42.5
Volume/Cap:	0.43	0.50	0.14	0.50	0.68	0.05	0.42	0.42	0.16	0.68	0.68	0.68
Delay/Veh:	94.2	23.1	17.7	76.8	17.4	9.3	63.9	63.9	54.3	72.1	72.1	72.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	94.2	23.1	17.7	76.8	17.4	9.3	63.9	63.9	54.3	72.1	72.1	72.1
LOS by Move:	F	C	B	E-	B	A	E	E	D-	E	E	E
HCM2k95thQ:	3	31	8	13	47	2	16	16	7	27	27	27

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

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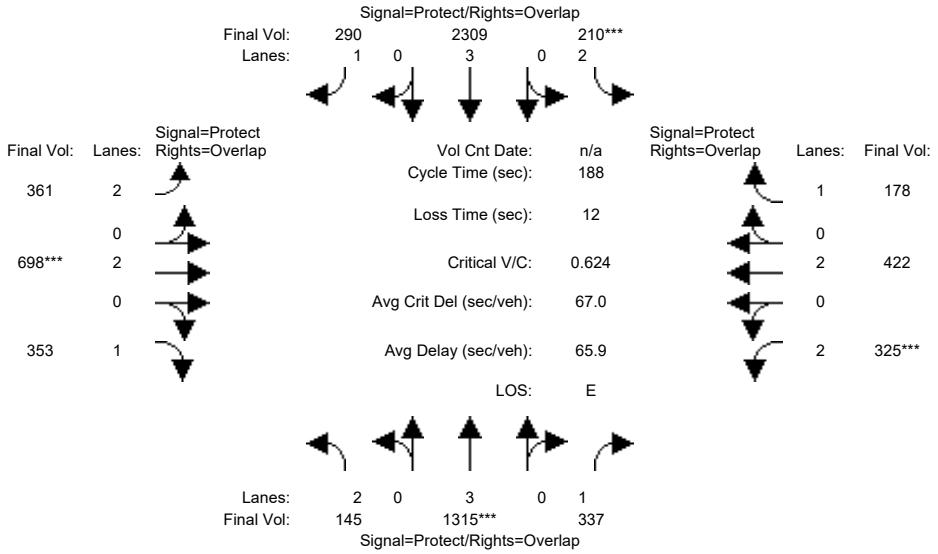
El Camino Real Specific Plan TIA
SJ17-1774
Existing PM Plus Project

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

Intersection #26: Lawrence Expy/Homestead Rd (CMP)

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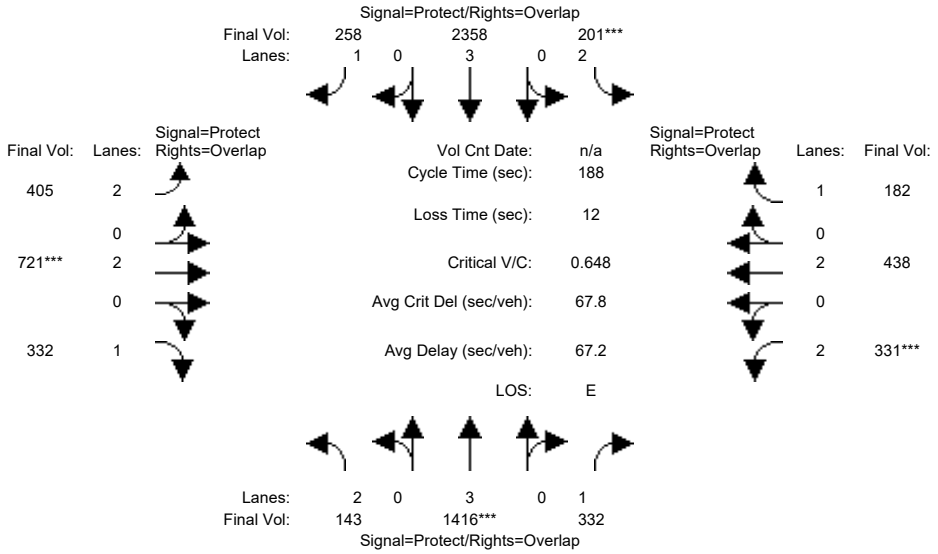
Street Name:          Lawrence Expy                     Homestead Rd
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    14   85   85    20   91   91    22   42   42    17   37   37
Y+R:          6.4  6.2  6.2   5.9  6.2  6.2   6.1  6.0  6.0   5.8  5.9  5.9
------------|---------------||---------------||---------------||---------------|
Volume Module:5:00 PM - 6:00 PM
Base Vol:     145 1708  337   210 2960  290   361  698  353   325  422  178
Growth Adj:  1.00 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 1708  337   210 2960  290   361  698  353   325  422  178
Added Vol:      0    0    0     0    0    0     0    0    0     0    0    0
PasserByVol:    0    0    0     0    0    0     0    0    0     0    0    0
Initial Fut:  145 1708  337   210 2960  290   361  698  353   325  422  178
User Adj:    1.00 0.77 1.00  1.00 0.78 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     1.00 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 1315  337   210 2309  290   361  698  353   325  422  178
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:  145 1315  337   210 2309  290   361  698  353   325  422  178
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
FinalVolume:  145 1315  337   210 2309  290   361  698  353   325  422  178
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment:  0.83 1.00 0.92  0.83 1.00 0.92  0.83 1.00 0.92  0.83 1.00 0.92
Lanes:       2.00 3.00 1.00  2.00 3.00 1.00  2.00 2.00 1.00  2.00 2.00 1.00
Final Sat.:  3150 5700 1750  3150 5700 1750  3150 3800 1750  3150 3800 1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.05 0.23 0.19  0.07 0.41 0.17  0.11 0.18 0.20  0.10 0.11 0.10
Crit Moves:       ****       ****                ****       ****
Green Time:  14.0 85.0 110.5 20.0 91.0 117.5 26.5 45.5 59.5  25.5 44.5 64.5
Volume/Cap:  0.62 0.51 0.33  0.63 0.84 0.27  0.81 0.76 0.64  0.76 0.47 0.30
Delay/Veh:   93.9 57.0 38.8  90.5 70.8 33.6  89.4 69.9 57.5  86.0 62.0 45.4
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:  93.9 57.0 38.8  90.5 70.8 33.6  89.4 69.9 57.5  86.0 62.0 45.4
LOS by Move:    F   E+   D+     F    E    C-     F    E    E+     F    E     D
HCM2k95thQ:    10   37   29    13   66   25    25   33   32    20   18    14
Note: Queue reported is the number of cars per lane.
```

El Camino Real Specific Plan TIA
SJ17-1774
Existing PM Plus Project

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

Intersection #26: Lawrence Expy/Homestead Rd (CMP)



Street Name:	Lawrence Expy						Homestead Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	14	85	85	20	91	91	22	42	42	17	37	37
Y+R:	6.4	6.2	6.2	5.9	6.2	6.2	6.1	6.0	6.0	5.8	5.9	5.9
Volume Module:												
Base Vol:	143	1839	332	201	3023	258	405	721	332	331	438	182
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	143	1839	332	201	3023	258	405	721	332	331	438	182
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	143	1839	332	201	3023	258	405	721	332	331	438	182
User Adj:	1.00	0.77	1.00	1.00	0.78	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	143	1416	332	201	2358	258	405	721	332	331	438	182
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	143	1416	332	201	2358	258	405	721	332	331	438	182
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	143	1416	332	201	2358	258	405	721	332	331	438	182
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.25	0.19	0.06	0.41	0.15	0.13	0.19	0.19	0.11	0.12	0.10
Crit Moves:		****		****				****		****		
Green Time:	14.0	85.0	110.3	20.0	91.0	119.1	28.1	45.7	59.7	25.3	42.9	62.9
Volume/Cap:	0.61	0.55	0.32	0.60	0.85	0.23	0.86	0.78	0.60	0.78	0.50	0.31
Delay/Veh:	93.5	58.5	38.8	89.6	72.2	32.0	93.0	70.8	55.8	87.7	63.7	46.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	93.5	58.5	38.8	89.6	72.2	32.0	93.0	70.8	55.8	87.7	63.7	46.7
LOS by Move:	F	E+	D+	F	E	C-	F	E	E+	F	E	D
HCM2k95thQ:	10	39	29	13	67	22	28	35	30	20	19	15

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

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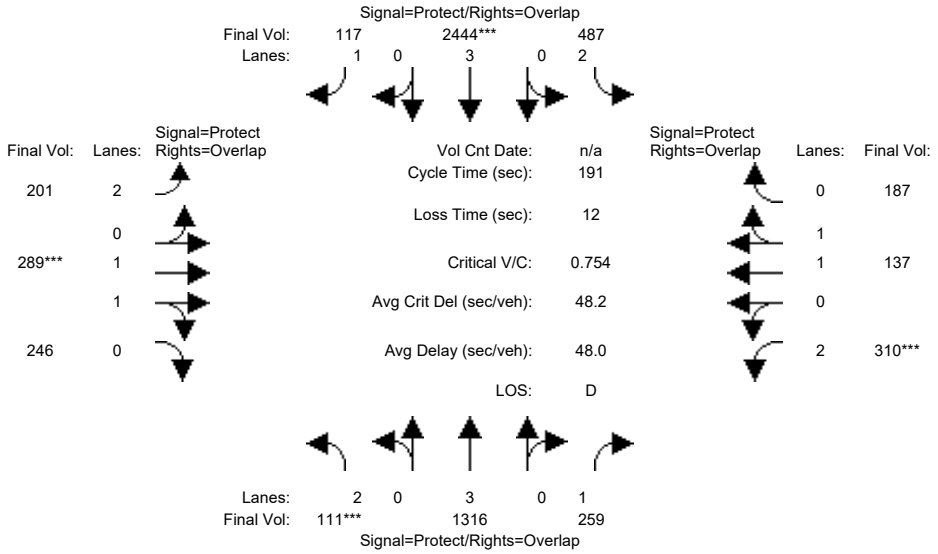
El Camino Real Specific Plan TIA
SJ17-1774
Existing PM Plus Project

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

Intersection #27: Lawrence Expy/Pruneridge Ave



Street Name:	Lawrence Expy						Pruneridge Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	13	82	82	37	106	106	15	30	30	18	33	33
Y+R:	6.1	6.2	6.2	6.1	6.2	6.2	5.7	5.9	5.9	5.8	5.9	5.9
Volume Module:	5:30 - 6:30 PM											
Base Vol:	111	1709	259	487	3133	117	201	289	246	310	137	187
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	111	1709	259	487	3133	117	201	289	246	310	137	187
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	111	1709	259	487	3133	117	201	289	246	310	137	187
User Adj:	1.00	0.77	1.00	1.00	0.78	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	111	1316	259	487	2444	117	201	289	246	310	137	187
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	111	1316	259	487	2444	117	201	289	246	310	137	187
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	111	1316	259	487	2444	117	201	289	246	310	137	187
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.95	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	1.06	0.94	2.00	1.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	1997	1700	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.23	0.15	0.15	0.43	0.07	0.06	0.14	0.14	0.10	0.07	0.11
Crit Moves:	****				****			****		****		
Green Time:	13.0	82.0	106.3	37.0	106	124.8	18.8	35.7	48.7	24.3	41.3	78.3
Volume/Cap:	0.52	0.54	0.27	0.80	0.77	0.10	0.65	0.77	0.57	0.77	0.33	0.26
Delay/Veh:	88.2	40.7	22.2	80.7	34.3	12.4	87.8	79.2	62.8	89.8	63.5	37.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	88.2	40.7	22.2	80.7	34.3	12.4	87.8	79.2	62.8	89.8	63.5	37.4
LOS by Move:	F	D	C+	F	C-	B	F	E-	E	F	E	D+
HCM2k95thQ:	7	32	15	28	56	5	15	29	25	19	12	14

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

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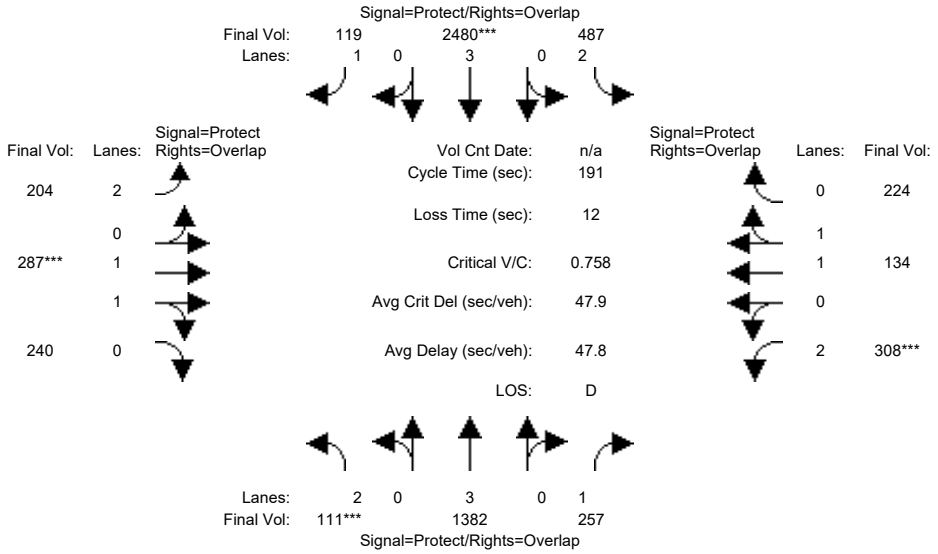
El Camino Real Specific Plan TIA
SJ17-1774
Existing PM Plus Project

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

Intersection #27: Lawrence Expy/Pruneridge Ave



Street Name:	Lawrence Expy						Pruneridge Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	13	82	82	37	106	106	15	30	30	18	33	33
Y+R:	6.1	6.2	6.2	6.1	6.2	6.2	5.7	5.9	5.9	5.8	5.9	5.9
Volume Module:												
Base Vol:	111	1795	257	487	3179	119	204	287	240	308	134	224
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	111	1795	257	487	3179	119	204	287	240	308	134	224
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	111	1795	257	487	3179	119	204	287	240	308	134	224
User Adj:	1.00	0.77	1.00	1.00	0.78	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	111	1382	257	487	2480	119	204	287	240	308	134	224
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	111	1382	257	487	2480	119	204	287	240	308	134	224
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	111	1382	257	487	2480	119	204	287	240	308	134	224
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.95	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	1.06	0.94	2.00	1.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	2014	1684	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.24	0.15	0.15	0.44	0.07	0.06	0.14	0.14	0.10	0.07	0.13
Crit Moves:	****				****			****		****		
Green Time:	13.0	82.6	106.7	37.3	107	125.4	18.5	35.0	48.0	24.0	40.6	77.9
Volume/Cap:	0.52	0.56	0.26	0.79	0.78	0.10	0.67	0.78	0.57	0.78	0.33	0.31
Delay/Veh:	88.2	40.9	22.0	80.1	34.0	12.1	89.0	79.9	63.2	90.3	63.9	38.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	88.2	40.9	22.0	80.1	34.0	12.1	89.0	79.9	63.2	90.3	63.9	38.6
LOS by Move:	F	D	C+	F	C-	B	F	E-	E	F	E	D+
HCM2k95thQ:	7	33	15	27	56	5	15	29	25	20	12	17

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

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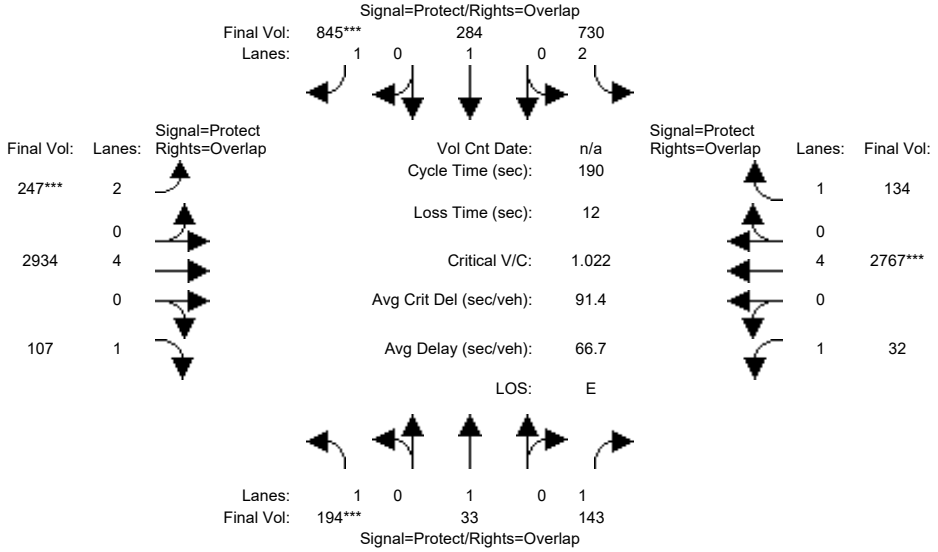
El Camino Real Specific Plan TIA
SJ17-1774
Existing PM Plus Project

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

Intersection #28: Montague Expy/Mission College Blvd (CMP)



Street Name:	Mission College Blvd						Montague Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	26	26	26	39	39	39	24	95	95	9	80	80
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:	4:45 PM - 5:45 PM											
Base Vol:	194	33	143	730	284	845	247	2934	107	32	2767	134
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	194	33	143	730	284	845	247	2934	107	32	2767	134
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	194	33	143	730	284	845	247	2934	107	32	2767	134
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	194	33	143	730	284	845	247	2934	107	32	2767	134
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	194	33	143	730	284	845	247	2934	107	32	2767	134
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	194	33	143	730	284	845	247	2934	107	32	2767	134
Saturation 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:	1.00	1.00	1.00	2.00	1.00	1.00	2.00	4.00	1.00	1.00	4.00	1.00
Final Sat.:	1750	1900	1750	3150	1900	1750	3150	7600	1750	1750	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.02	0.08	0.23	0.15	0.48	0.08	0.39	0.06	0.02	0.36	0.08
Crit Moves:	****					****	****				****	
Green Time:	26.0	27.5	36.5	46.5	48.0	72.0	24.0	95.0	121.0	9.0	80.0	126.5
Volume/Cap:	0.81	0.12	0.43	0.95	0.59	1.27	0.62	0.77	0.10	0.39	0.86	0.11
Delay/Veh:	98.0	70.9	68.4	90.9	64.4	193.9	81.7	30.7	6.4	90.8	60.6	17.8
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:	98.0	70.9	68.4	90.9	64.4	193.9	81.7	30.7	6.4	90.8	60.6	17.8
LOS by Move:	F	E	E	F	E	F	F	C	A	F	E	B
HCM2k95thQ:	24	3	15	47	26	116	16	48	2	5	62	9

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

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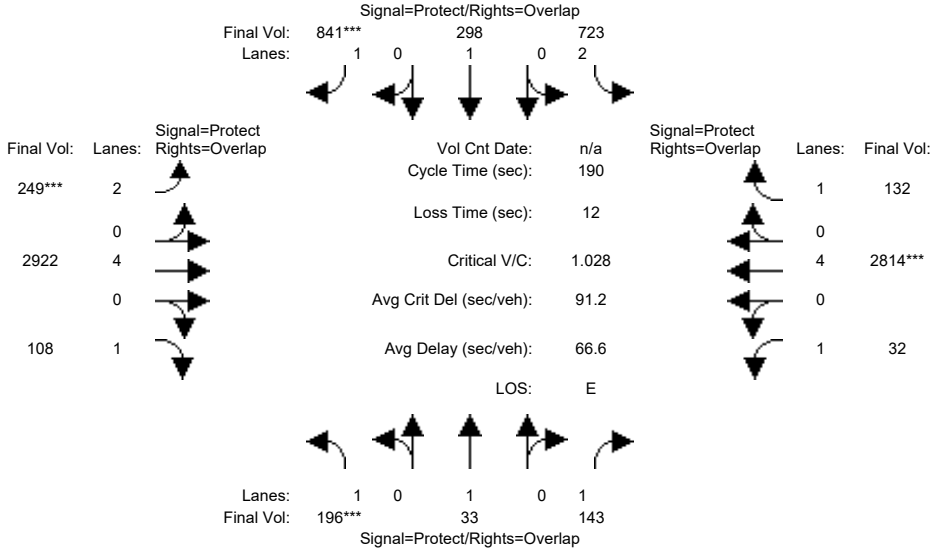
El Camino Real Specific Plan TIA
SJ17-1774
Existing PM Plus Project

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

Intersection #28: Montague Expy/Mission College Blvd (CMP)



Street Name:	Mission College Blvd						Montague Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	26	26	26	39	39	39	24	95	95	9	80	80
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	196	33	143	723	298	841	249	2922	108	32	2814	132
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	196	33	143	723	298	841	249	2922	108	32	2814	132
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	196	33	143	723	298	841	249	2922	108	32	2814	132
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	196	33	143	723	298	841	249	2922	108	32	2814	132
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	196	33	143	723	298	841	249	2922	108	32	2814	132
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	196	33	143	723	298	841	249	2922	108	32	2814	132
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	2.00	1.00	1.00	2.00	4.00	1.00	1.00	4.00	1.00
Final Sat.:	1750	1900	1750	3150	1900	1750	3150	7600	1750	1750	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.02	0.08	0.23	0.16	0.48	0.08	0.38	0.06	0.02	0.37	0.08
Crit Moves:	****					****	****				****	
Green Time:	26.0	27.6	36.6	46.4	48.0	72.0	24.0	95.0	121.0	9.0	80.0	126.4
Volume/Cap:	0.82	0.12	0.42	0.94	0.62	1.27	0.63	0.77	0.10	0.39	0.88	0.11
Delay/Veh:	99.1	70.8	68.3	89.9	65.4	191.4	81.9	30.6	6.4	90.8	61.6	17.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	99.1	70.8	68.3	89.9	65.4	191.4	81.9	30.6	6.4	90.8	61.6	17.9
LOS by Move:	F	E	E	F	E	F	F	C	A	F	E	B
HCM2k95thQ:	25	3	15	46	27	115	17	48	2	5	63	9

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

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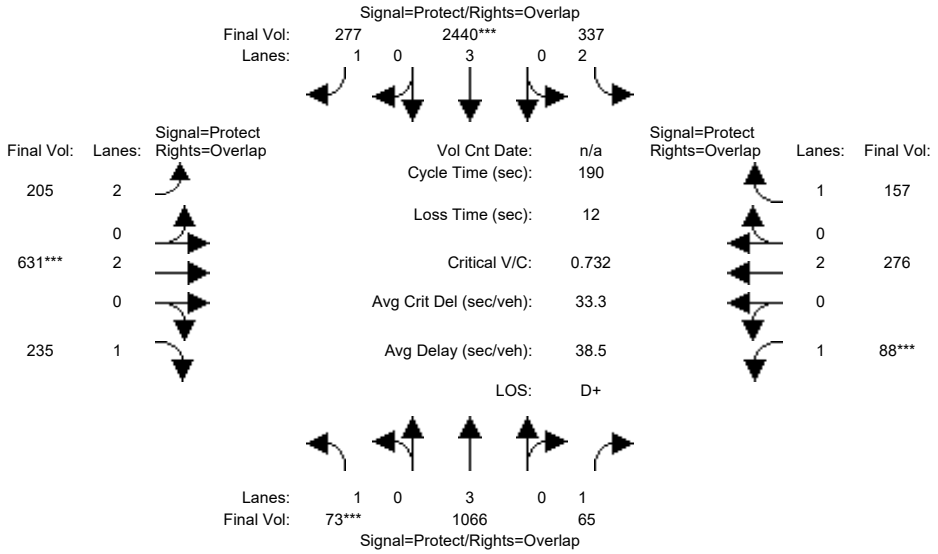
El Camino Real Specific Plan TIA
SJ17-1774
Existing PM Plus Project

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

Intersection #29: San Tomas Expy/Monroe St (CMP)



Street Name:	San Tomas Expy						Monroe St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	11	78	78	34	102	102	14	42	42	12	40	40
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:	4:45 PM - 5:45 PM											
Base Vol:	73	1480	65	337	3343	277	205	631	235	88	276	157
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	73	1480	65	337	3343	277	205	631	235	88	276	157
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	73	1480	65	337	3343	277	205	631	235	88	276	157
User Adj:	1.00	0.72	1.00	1.00	0.73	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	73	1066	65	337	2440	277	205	631	235	88	276	157
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	1066	65	337	2440	277	205	631	235	88	276	157
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	73	1066	65	337	2440	277	205	631	235	88	276	157
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	5700	1750	3150	5700	1750	3150	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.19	0.04	0.11	0.43	0.16	0.07	0.17	0.13	0.05	0.07	0.09
Crit Moves:	****				****			****		****		
Green Time:	11.0	84.9	98.0	37.0	111	125.5	14.5	43.0	54.0	13.0	41.5	78.5
Volume/Cap:	0.72	0.42	0.07	0.55	0.73	0.24	0.85	0.73	0.47	0.73	0.33	0.22
Delay/Veh:	110.1	30.1	17.2	70.0	18.5	5.4	110.6	71.4	56.9	107.4	62.8	36.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	110.1	30.1	17.2	70.0	18.5	5.4	110.6	71.4	56.9	107.4	62.8	36.1
LOS by Move:	F	C	B	E	B-	A	F	E	E+	F	E	D+
HCM2k95thQ:	9	20	3	18	39	5	14	29	21	11	12	12

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

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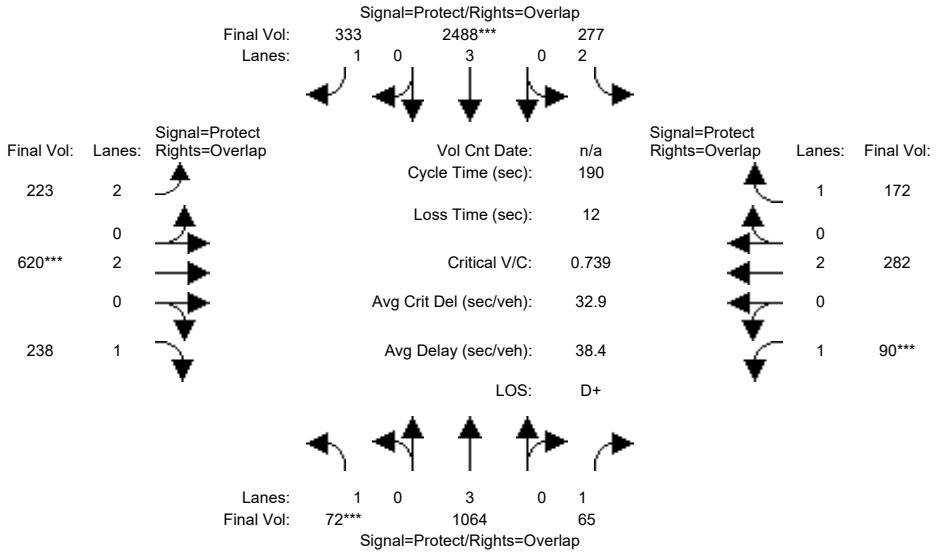
El Camino Real Specific Plan TIA
SJ17-1774
Existing PM Plus Project

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

Intersection #29: San Tomas Expy/Monroe St (CMP)



Street Name:	San Tomas Expy						Monroe St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	11	78	78	34	102	102	14	42	42	12	40	40
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	72	1478	65	277	3408	333	223	620	238	90	282	172
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	72	1478	65	277	3408	333	223	620	238	90	282	172
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	72	1478	65	277	3408	333	223	620	238	90	282	172
User Adj:	1.00	0.72	1.00	1.00	0.73	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	72	1064	65	277	2488	333	223	620	238	90	282	172
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	72	1064	65	277	2488	333	223	620	238	90	282	172
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	72	1064	65	277	2488	333	223	620	238	90	282	172
Saturation 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:	1.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	5700	1750	3150	5700	1750	3150	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.19	0.04	0.09	0.44	0.19	0.07	0.16	0.14	0.05	0.07	0.10
Crit Moves:	****				****			****		****		
Green Time:	11.0	85.5	98.7	37.3	112	126.1	14.3	42.0	53.0	13.2	40.9	78.2
Volume/Cap:	0.71	0.41	0.07	0.45	0.74	0.29	0.94	0.74	0.49	0.74	0.34	0.24
Delay/Veh:	108.8	29.6	16.8	67.8	18.1	5.3	129.5	72.4	57.9	108.2	63.5	36.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	108.8	29.6	16.8	67.8	18.1	5.3	129.5	72.4	57.9	108.2	63.5	36.7
LOS by Move:	F	C	B	E	B-	A	F	E	E+	F	E	D+
HCM2k95thQ:	9	19	3	14	39	6	16	28	21	11	12	13

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

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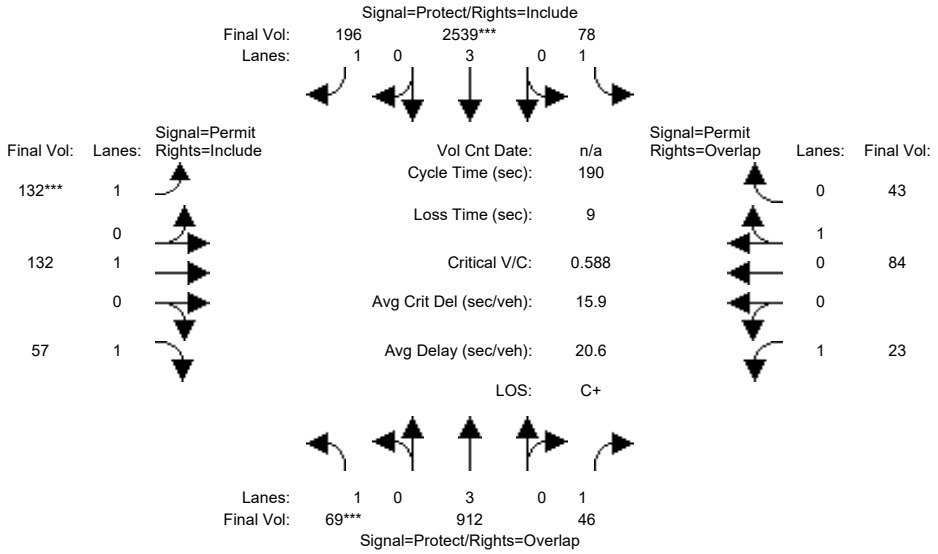
El Camino Real Specific Plan TIA
SJ17-1774
Existing PM Plus Project

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

Intersection #30: San Tomas Expy/Cabrillo Ave



Street Name:	San Tomas Expy						Cabrillo Ave					
Approach:	North Bound			South Bound			East 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:	5:00 PM - 6:00 PM											
Base Vol:	69	1267	46	78	3478	196	132	132	57	23	84	43
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	69	1267	46	78	3478	196	132	132	57	23	84	43
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	69	1267	46	78	3478	196	132	132	57	23	84	43
User Adj:	1.00	0.72	1.00	1.00	0.73	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	69	912	46	78	2539	196	132	132	57	23	84	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	69	912	46	78	2539	196	132	132	57	23	84	43
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	69	912	46	78	2539	196	132	132	57	23	84	43
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	0.66	0.34
Final Sat.:	1750	5700	1750	1750	5700	1750	1750	1900	1750	1750	1191	609
Capacity Analysis Module:												
Vol/Sat:	0.04	0.16	0.03	0.04	0.45	0.11	0.08	0.07	0.03	0.01	0.07	0.07
Crit Moves:	****				****		****					
Green Time:	12.7	123	122.5	34.1	144	143.9	24.4	24.4	24.4	24.4	24.4	58.5
Volume/Cap:	0.59	0.25	0.04	0.25	0.59	0.15	0.59	0.54	0.25	0.10	0.55	0.23
Delay/Veh:	93.7	14.3	12.3	67.3	10.3	6.4	82.1	80.1	75.2	73.4	80.5	49.2
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:	93.7	14.3	12.3	67.3	10.3	6.4	82.1	80.1	75.2	73.4	80.5	49.2
LOS by Move:	F	B	B	E	B+	A	F	F	E-	E	F	D
HCM2k95thQ:	8	14	2	8	35	6	15	13	6	3	15	11

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

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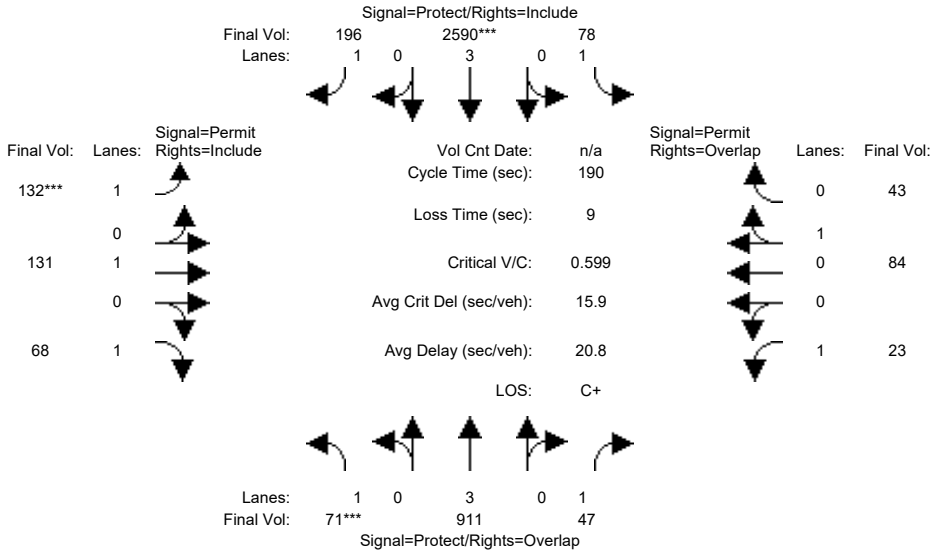
El Camino Real Specific Plan TIA
SJ17-1774
Existing PM Plus Project

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

Intersection #30: San Tomas Expy/Cabrillo Ave



Street Name:	San Tomas Expy						Cabrillo Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	71	1265	47	78	3548	196	132	131	68	23	84	43
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	71	1265	47	78	3548	196	132	131	68	23	84	43
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	71	1265	47	78	3548	196	132	131	68	23	84	43
User Adj:	1.00	0.72	1.00	1.00	0.73	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	71	911	47	78	2590	196	132	131	68	23	84	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	911	47	78	2590	196	132	131	68	23	84	43
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	71	911	47	78	2590	196	132	131	68	23	84	43
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	0.66	0.34
Final Sat.:	1750	5700	1750	1750	5700	1750	1750	1900	1750	1750	1191	609
Capacity Analysis Module:												
Vol/Sat:	0.04	0.16	0.03	0.04	0.45	0.11	0.08	0.07	0.04	0.01	0.07	0.07
Crit Moves:	****				****		****					
Green Time:	12.9	123	122.8	34.3	144	144.2	23.9	23.9	23.9	23.9	23.9	58.2
Volume/Cap:	0.60	0.25	0.04	0.25	0.60	0.15	0.60	0.55	0.31	0.10	0.56	0.23
Delay/Veh:	94.2	14.2	12.2	67.2	10.4	6.3	83.0	80.6	76.3	73.7	81.2	49.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	94.2	14.2	12.2	67.2	10.4	6.3	83.0	80.6	76.3	73.7	81.2	49.4
LOS by Move:	F	B	B	E	B+	A	F	F	E-	E	F	D
HCM2k95thQ:	9	14	2	8	36	6	15	13	7	3	15	11

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

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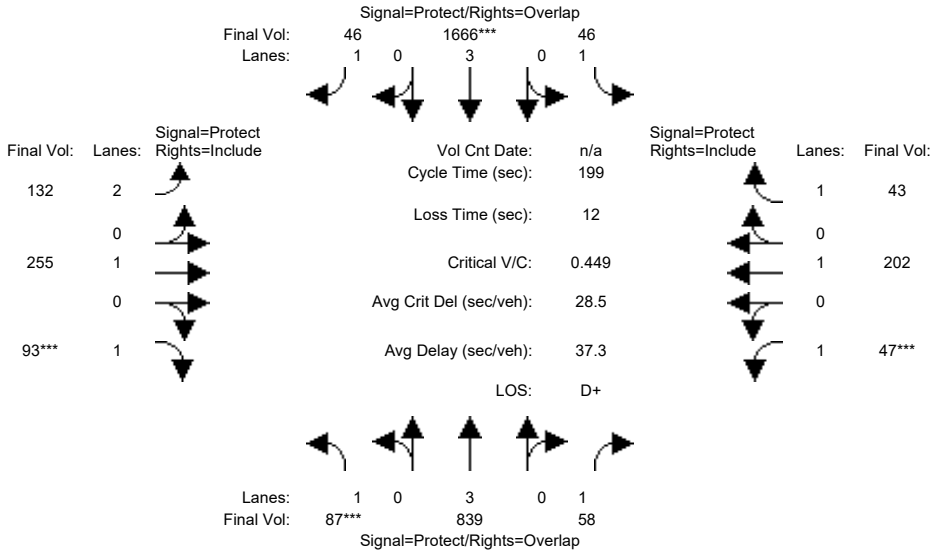
El Camino Real Specific Plan TIA
SJ17-1774
Existing PM Plus Project

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

Intersection #31: San Tomas Expy/Benton St



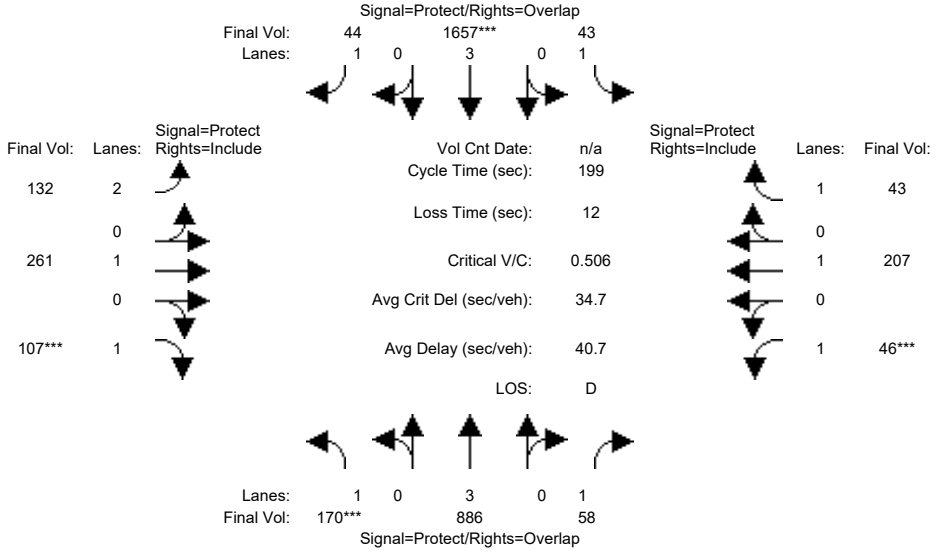
Street Name:	San Tomas Expy						Benton St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	115	115	16	121	121	17	33	33	11	27	27
Y+R:	5.1	5.8	5.8	5.2	5.8	5.8	5.1	5.6	5.6	5.2	5.6	5.6
Volume Module:3:00 - 4:00 PM												
Base Vol:	87	1089	58	46	2163	46	132	255	93	47	202	43
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	87	1089	58	46	2163	46	132	255	93	47	202	43
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	87	1089	58	46	2163	46	132	255	93	47	202	43
User Adj:	1.00	0.77	1.00	1.00	0.77	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	87	839	58	46	1666	46	132	255	93	47	202	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	87	839	58	46	1666	46	132	255	93	47	202	43
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	87	839	58	46	1666	46	132	255	93	47	202	43
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	3150	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.15	0.03	0.03	0.29	0.03	0.04	0.13	0.05	0.03	0.11	0.02
Crit Moves:	****				****				****	****		
Green Time:	20.8	125	136.6	17.4	122	139.1	17.1	33.0	33.0	11.2	27.1	27.1
Volume/Cap:	0.48	0.23	0.05	0.30	0.48	0.04	0.49	0.81	0.32	0.48	0.78	0.18
Delay/Veh:	86.0	16.0	10.1	86.2	21.1	9.3	88.2	94.4	73.8	94.6	97.1	76.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	86.0	16.0	10.1	86.2	21.1	9.3	88.2	94.4	73.8	94.6	97.1	76.5
LOS by Move:	F	B	B+	F	C+	A	F	F	E	F	F	E-
HCM2k95thQ:	10	13	2	5	29	2	9	26	10	6	22	5

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

El Camino Real Specific Plan TIA
SJ17-1774
Existing PM Plus Project

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

Intersection #31: San Tomas Expy/Benton St



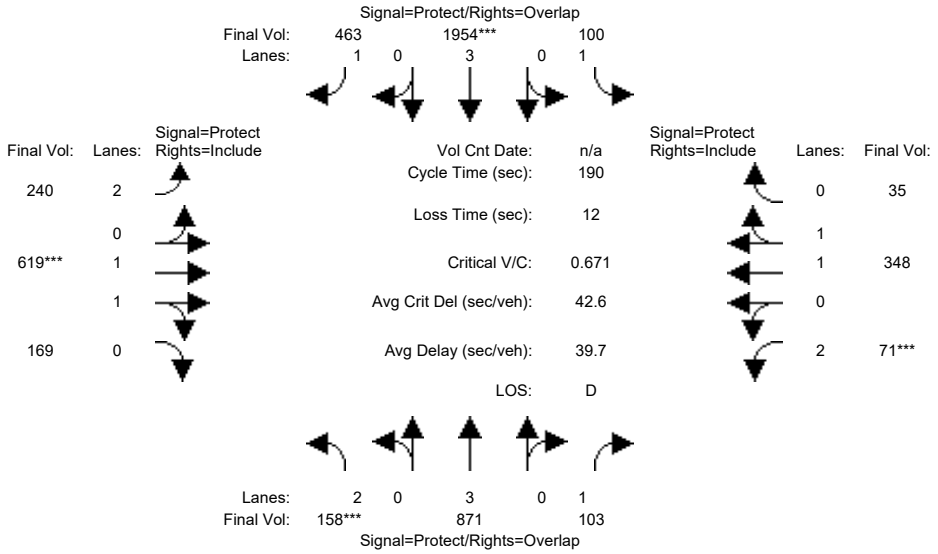
Street Name:	San Tomas Expy						Benton St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	115	115	16	121	121	17	33	33	11	27	27
Y+R:	5.1	5.8	5.8	5.2	5.8	5.8	5.1	5.6	5.6	5.2	5.6	5.6
Volume Module:												
Base Vol:	170	1150	58	43	2152	44	132	261	107	46	207	43
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	1150	58	43	2152	44	132	261	107	46	207	43
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	170	1150	58	43	2152	44	132	261	107	46	207	43
User Adj:	1.00	0.77	1.00	1.00	0.77	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	886	58	43	1657	44	132	261	107	46	207	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	886	58	43	1657	44	132	261	107	46	207	43
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	170	886	58	43	1657	44	132	261	107	46	207	43
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	3150	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.16	0.03	0.02	0.29	0.03	0.04	0.14	0.06	0.03	0.11	0.02
Crit Moves:	****				****				****	****		
Green Time:	22.0	126	136.5	17.5	121	138.0	17.0	33.0	33.0	11.0	27.0	27.0
Volume/Cap:	0.88	0.25	0.05	0.28	0.48	0.04	0.49	0.83	0.37	0.48	0.80	0.18
Delay/Veh:	120.8	16.1	10.2	85.9	21.7	9.6	88.3	96.7	74.5	94.9	99.9	76.6
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:	120.8	16.1	10.2	85.9	21.7	9.6	88.3	96.7	74.5	94.9	99.9	76.6
LOS by Move:	F	B	B+	F	C+	A	F	F	E	F	F	E-
HCM2k95thQ:	22	14	2	5	29	2	9	27	11	6	23	5

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

El Camino Real Specific Plan TIA
SJ17-1774
Existing PM Plus Project

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

Intersection #32: San Tomas Expy/Homestead Rd (CMP)



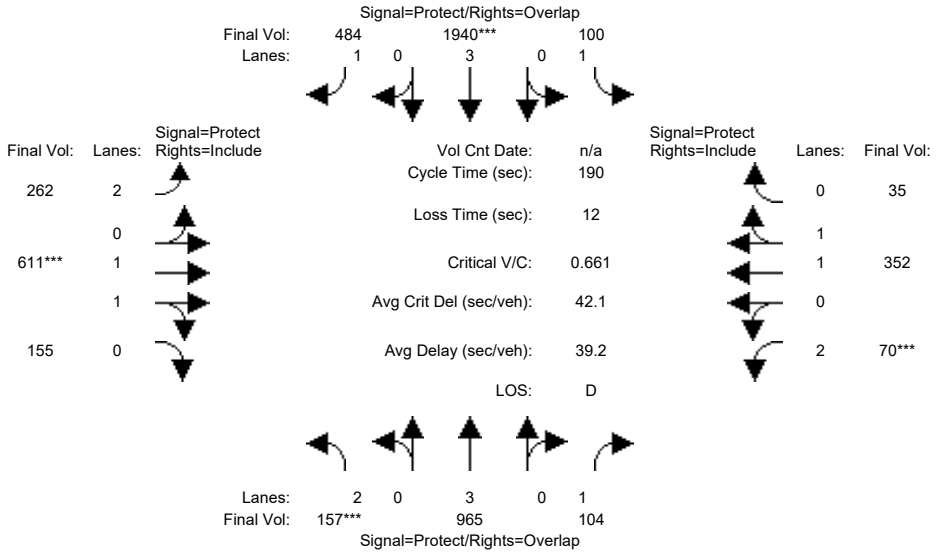
Street Name:	San Tomas Expy						Homestead Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	17	98	98	15	96	96	21	42	42	13	34	34
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:	4:45 PM - 5:45 PM											
Base Vol:	158	1131	103	100	2538	463	240	619	169	71	348	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	158	1131	103	100	2538	463	240	619	169	71	348	35
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	158	1131	103	100	2538	463	240	619	169	71	348	35
User Adj:	1.00	0.77	1.00	1.00	0.77	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	158	871	103	100	1954	463	240	619	169	71	348	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	158	871	103	100	1954	463	240	619	169	71	348	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	158	871	103	100	1954	463	240	619	169	71	348	35
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.83	0.98	0.95	0.83	0.98	0.95
Lanes:	2.00	3.00	1.00	1.00	3.00	1.00	2.00	1.56	0.44	2.00	1.81	0.19
Final Sat.:	3150	5700	1750	1750	5700	1750	3150	2906	793	3150	3362	338
Capacity Analysis Module:												
Vol/Sat:	0.05	0.15	0.06	0.06	0.34	0.26	0.08	0.21	0.21	0.02	0.10	0.10
Crit Moves:	****				****			****		****		
Green Time:	17.0	98.0	111.0	15.0	96.0	120.8	24.8	52.0	52.0	13.0	40.2	40.2
Volume/Cap:	0.56	0.30	0.10	0.72	0.68	0.42	0.58	0.78	0.78	0.33	0.49	0.49
Delay/Veh:	85.5	19.6	10.7	102.7	27.5	8.5	79.9	67.6	67.6	85.2	66.4	66.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	85.5	19.6	10.7	102.7	27.5	8.5	79.9	67.6	67.6	85.2	66.4	66.4
LOS by Move:	F	B-	B+	F	C	A	E-	E	E	F	E	E
HCM2k95thQ:	10	12	3	12	38	13	14	35	35	5	18	18

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

El Camino Real Specific Plan TIA
SJ17-1774
Existing PM Plus Project

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

Intersection #32: San Tomas Expy/Homestead Rd (CMP)



Street Name:	San Tomas Expy						Homestead Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	17	98	98	15	96	96	21	42	42	13	34	34
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	157	1253	104	100	2519	484	262	611	155	70	352	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	157	1253	104	100	2519	484	262	611	155	70	352	35
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	157	1253	104	100	2519	484	262	611	155	70	352	35
User Adj:	1.00	0.77	1.00	1.00	0.77	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	157	965	104	100	1940	484	262	611	155	70	352	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	157	965	104	100	1940	484	262	611	155	70	352	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	157	965	104	100	1940	484	262	611	155	70	352	35
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.83	0.98	0.95	0.83	0.98	0.95
Lanes:	2.00	3.00	1.00	1.00	3.00	1.00	2.00	1.58	0.42	2.00	1.81	0.19
Final Sat.:	3150	5700	1750	1750	5700	1750	3150	2951	749	3150	3365	335
Capacity Analysis Module:												
Vol/Sat:	0.05	0.17	0.06	0.06	0.34	0.28	0.08	0.21	0.21	0.02	0.10	0.10
Crit Moves:	****				****			****		****		
Green Time:	17.0	98.0	111.0	15.0	96.0	120.8	24.8	52.0	52.0	13.0	40.2	40.2
Volume/Cap:	0.56	0.33	0.10	0.72	0.67	0.43	0.64	0.76	0.76	0.32	0.49	0.49
Delay/Veh:	85.4	20.0	10.7	102.7	27.4	8.6	81.6	66.5	66.5	85.2	66.5	66.5
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:	85.4	20.0	10.7	102.7	27.4	8.6	81.6	66.5	66.5	85.2	66.5	66.5
LOS by Move:	F	B-	B+	F	C	A	F	E	E	F	E	E
HCM2k95thQ:	10	14	3	12	37	14	16	34	34	5	18	18

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

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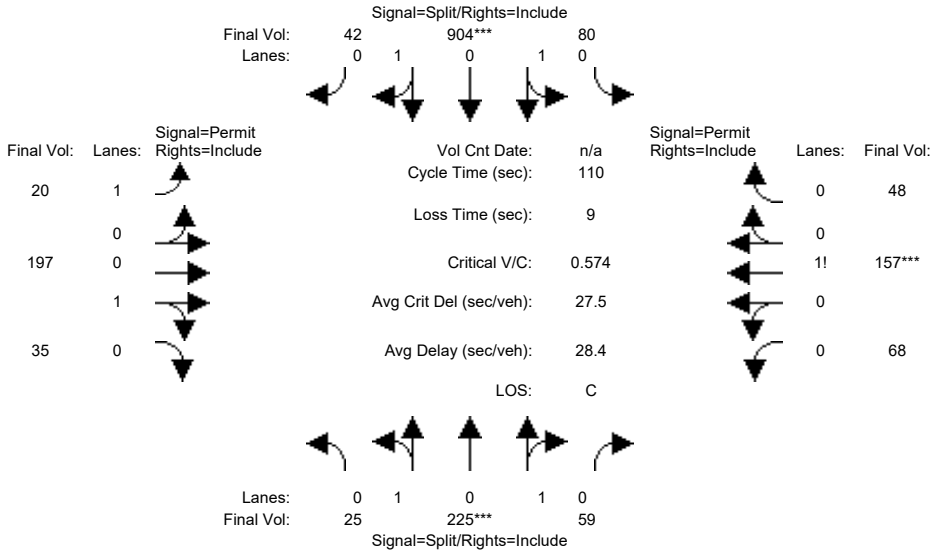
El Camino Real Specific Plan TIA
SJ17-1774
Existing PM Plus Project

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

Intersection #33: Bowers Ave/Cabrillo Ave



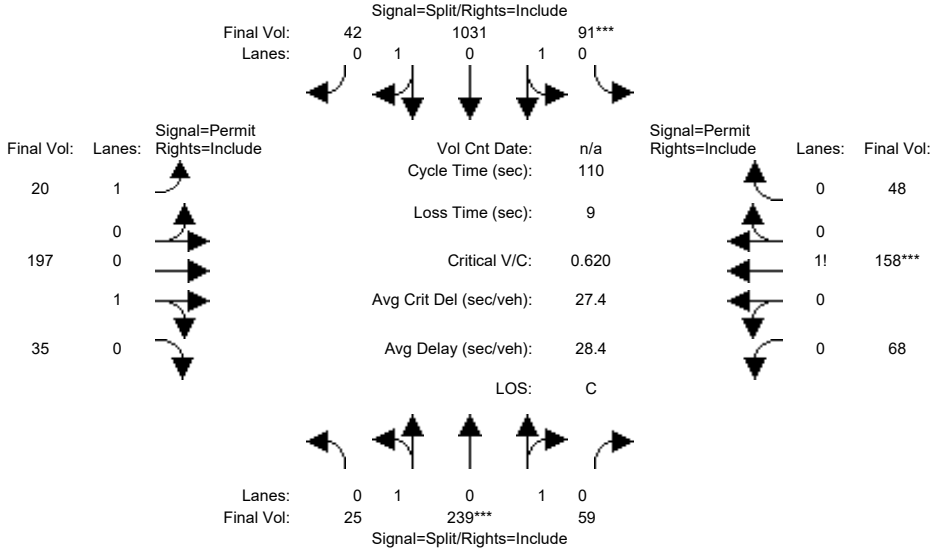
Street Name:	Bowers Ave						Cabrillo Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:5:00 - 6:00 PM												
Base Vol:	25	225	59	80	904	42	20	197	35	68	157	48
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	225	59	80	904	42	20	197	35	68	157	48
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	225	59	80	904	42	20	197	35	68	157	48
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	225	59	80	904	42	20	197	35	68	157	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	225	59	80	904	42	20	197	35	68	157	48
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	25	225	59	80	904	42	20	197	35	68	157	48
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.92
Lanes:	0.16	1.46	0.38	0.16	1.76	0.08	1.00	0.85	0.15	0.25	0.57	0.18
Final Sat.:	291	2621	687	281	3172	147	1750	1528	272	436	1006	308
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.29	0.29	0.29	0.01	0.13	0.13	0.16	0.16	0.16
Crit Moves:		****			****						****	
Green Time:	16.5	16.5	16.5	54.6	54.6	54.6	29.9	29.9	29.9	29.9	29.9	29.9
Volume/Cap:	0.57	0.57	0.57	0.57	0.57	0.57	0.04	0.47	0.47	0.57	0.57	0.57
Delay/Veh:	45.0	45.0	45.0	19.9	19.9	19.9	29.5	34.2	34.2	36.3	36.3	36.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.0	45.0	45.0	19.9	19.9	19.9	29.5	34.2	34.2	36.3	36.3	36.3
LOS by Move:	D	D	D	B-	B-	B-	C	C-	C-	D+	D+	D+
HCM2k95thQ:	10	10	10	22	22	22	1	13	13	16	16	16

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

El Camino Real Specific Plan TIA
SJ17-1774
Existing PM Plus Project

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

Intersection #33: Bowers Ave/Cabrillo Ave



Street Name:	Bowers Ave						Cabrillo Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	25	239	59	91	1031	42	20	197	35	68	158	48
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	239	59	91	1031	42	20	197	35	68	158	48
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	239	59	91	1031	42	20	197	35	68	158	48
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	239	59	91	1031	42	20	197	35	68	158	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	239	59	91	1031	42	20	197	35	68	158	48
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	25	239	59	91	1031	42	20	197	35	68	158	48
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.92
Lanes:	0.15	1.48	0.37	0.16	1.77	0.07	1.00	0.85	0.15	0.25	0.58	0.17
Final Sat.:	279	2664	658	281	3189	130	1750	1528	272	434	1009	307
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.32	0.32	0.32	0.01	0.13	0.13	0.16	0.16	0.16
Crit Moves:		****		****							****	
Green Time:	15.9	15.9	15.9	57.3	57.3	57.3	27.8	27.8	27.8	27.8	27.8	27.8
Volume/Cap:	0.62	0.62	0.62	0.62	0.62	0.62	0.05	0.51	0.51	0.62	0.62	0.62
Delay/Veh:	46.5	46.5	46.5	19.3	19.3	19.3	31.1	36.3	36.3	39.2	39.2	39.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.5	46.5	46.5	19.3	19.3	19.3	31.1	36.3	36.3	39.2	39.2	39.2
LOS by Move:	D	D	D	B-	B-	B-	C	D+	D+	D	D	D
HCM2k95thQ:	11	11	11	25	25	25	1	13	13	16	16	16

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

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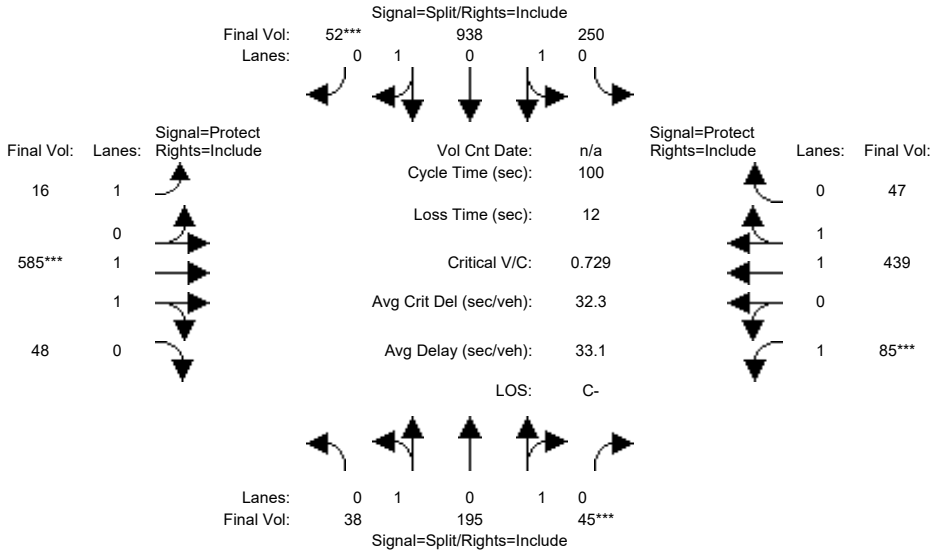
El Camino Real Specific Plan TIA
SJ17-1774
Existing PM Plus Project

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

Intersection #34: Bowers Ave/Monroe St



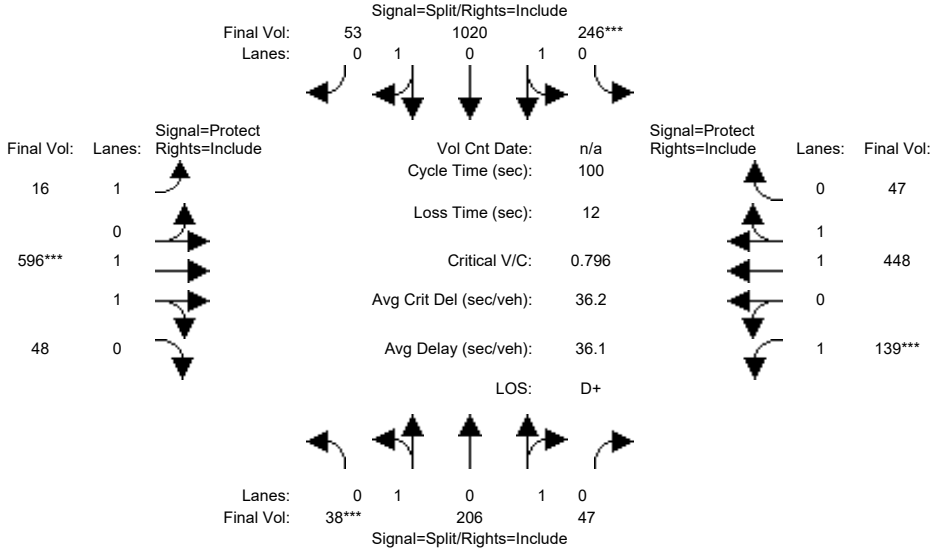
Street Name:	Bowers Ave						Monroe St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	4.5	4.5	4.5	5.5	5.5	5.5	4.5	5.5	5.5	4.5	5.5	5.5
Volume Module:	5:00 - 6:00 PM											
Base Vol:	38	195	45	250	938	52	16	585	48	85	439	47
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	38	195	45	250	938	52	16	585	48	85	439	47
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	38	195	45	250	938	52	16	585	48	85	439	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	38	195	45	250	938	52	16	585	48	85	439	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	195	45	250	938	52	16	585	48	85	439	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	38	195	45	250	938	52	16	585	48	85	439	47
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.27	1.41	0.32	0.40	1.52	0.08	1.00	1.84	0.16	1.00	1.80	0.20
Final Sat.:	492	2525	583	726	2723	151	1750	3419	281	1750	3342	358
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.08	0.34	0.34	0.34	0.01	0.17	0.17	0.05	0.13	0.13
Crit Moves:			****			****		****		****		
Green Time:	10.6	10.6	10.6	47.3	47.3	47.3	8.3	23.5	23.5	6.7	21.8	21.8
Volume/Cap:	0.73	0.73	0.73	0.73	0.73	0.73	0.11	0.73	0.73	0.73	0.60	0.60
Delay/Veh:	50.3	50.3	50.3	22.8	22.8	22.8	42.8	38.5	38.5	66.4	36.5	36.5
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:	50.3	50.3	50.3	22.8	22.8	22.8	42.8	38.5	38.5	66.4	36.5	36.5
LOS by Move:	D	D	D	C+	C+	C+	D	D+	D+	E	D+	D+
HCM2k95thQ:	9	9	9	28	28	28	1	17	17	6	13	13

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

El Camino Real Specific Plan TIA
SJ17-1774
Existing PM Plus Project

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

Intersection #34: Bowers Ave/Monroe St



Street Name:	Bowers Ave						Monroe St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	4.5	4.5	4.5	5.5	5.5	5.5	4.5	5.5	5.5	4.5	5.5	5.5
Volume Module:												
Base Vol:	38	206	47	246	1020	53	16	596	48	139	448	47
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	38	206	47	246	1020	53	16	596	48	139	448	47
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	38	206	47	246	1020	53	16	596	48	139	448	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	38	206	47	246	1020	53	16	596	48	139	448	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	206	47	246	1020	53	16	596	48	139	448	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	38	206	47	246	1020	53	16	596	48	139	448	47
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.26	1.42	0.32	0.37	1.55	0.08	1.00	1.85	0.15	1.00	1.80	0.20
Final Sat.:	470	2548	581	671	2784	145	1750	3424	276	1750	3348	351
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.08	0.37	0.37	0.37	0.01	0.17	0.17	0.08	0.13	0.13
Crit Moves:	****			****				****		****		
Green Time:	10.2	10.2	10.2	46.0	46.0	46.0	8.7	21.9	21.9	10.0	23.2	23.2
Volume/Cap:	0.80	0.80	0.80	0.80	0.80	0.80	0.11	0.80	0.80	0.80	0.58	0.58
Delay/Veh:	55.5	55.5	55.5	25.8	25.8	25.8	42.4	42.5	42.5	66.0	35.0	35.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.5	55.5	55.5	25.8	25.8	25.8	42.4	42.5	42.5	66.0	35.0	35.0
LOS by Move:	E+	E+	E+	C	C	C	D	D	D	E	D+	D+
HCM2k95thQ:	10	10	10	31	31	31	1	18	18	10	13	13

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

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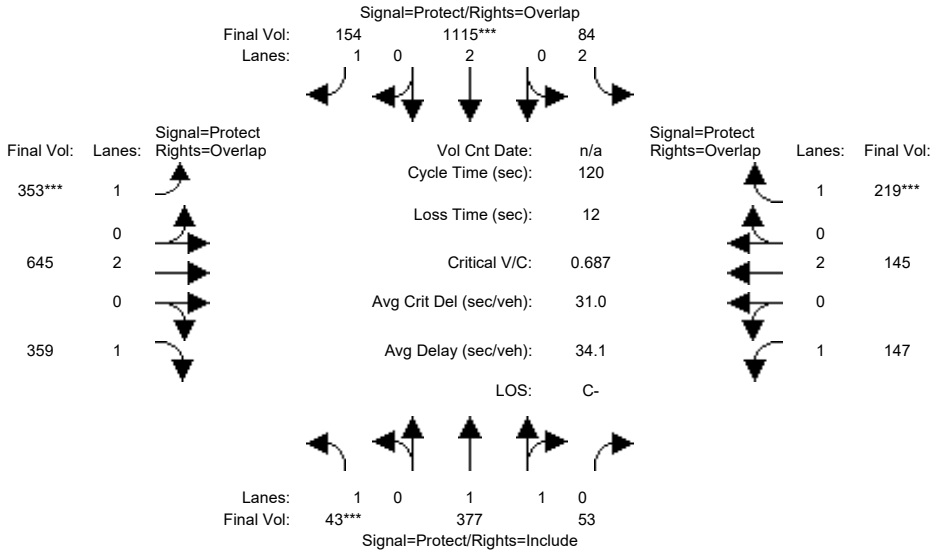
El Camino Real Specific Plan TIA
SJ17-1774
Existing PM Plus Project

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

Intersection #35: Bowers Ave/Kifer Rd



Street Name:	Bowers Ave						Kifer Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	5	10	10	8	10	10	5	5	5	5	5	5
Y+R:	4.1	5.0	5.0	4.0	5.0	5.0	4.1	4.6	4.6	4.0	5.0	5.0
Volume Module:5:00 PM - 6:00 PM												
Base Vol:	43	377	53	84	1115	154	353	645	359	147	145	219
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	43	377	53	84	1115	154	353	645	359	147	145	219
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	43	377	53	84	1115	154	353	645	359	147	145	219
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	43	377	53	84	1115	154	353	645	359	147	145	219
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	377	53	84	1115	154	353	645	359	147	145	219
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	43	377	53	84	1115	154	353	645	359	147	145	219
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	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.75	0.25	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3244	456	3150	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.12	0.12	0.03	0.29	0.09	0.20	0.17	0.21	0.08	0.04	0.13
Crit Moves:	****				****		****					****
Green Time:	5.0	37.9	37.9	21.7	54.6	92.1	37.5	33.0	38.0	15.4	10.9	32.6
Volume/Cap:	0.59	0.37	0.37	0.15	0.64	0.11	0.64	0.62	0.65	0.66	0.42	0.46
Delay/Veh:	68.6	32.0	32.0	41.5	26.1	3.6	38.2	39.1	37.9	56.7	52.4	37.1
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:	68.6	32.0	32.0	41.5	26.1	3.6	38.2	39.1	37.9	56.7	52.4	37.1
LOS by Move:	E	C	C	D	C	A	D+	D	D+	E+	D-	D+
HCM2k95thQ:	3	11	11	3	27	3	21	19	22	11	5	13

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

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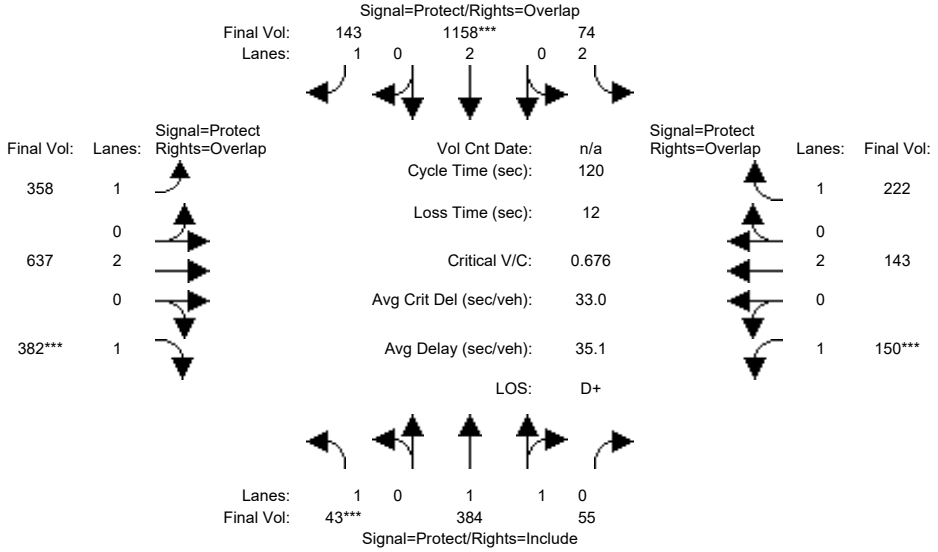
El Camino Real Specific Plan TIA
SJ17-1774
Existing PM Plus Project

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

Intersection #35: Bowers Ave/Kifer Rd



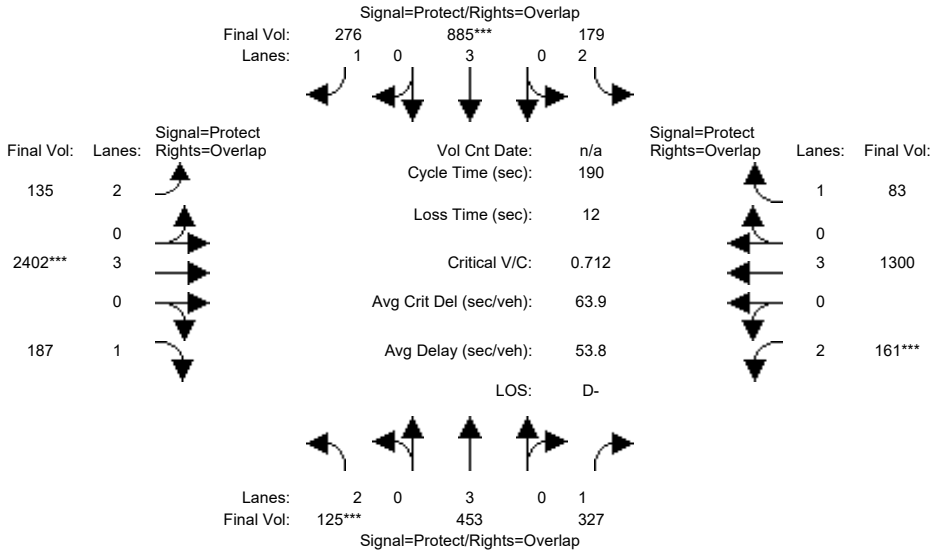
Street Name:	Bowers Ave						Kifer Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	5	10	10	8	10	10	5	5	5	5	5	5
Y+R:	4.1	5.0	5.0	4.0	5.0	5.0	4.1	4.6	4.6	4.0	5.0	5.0
Volume Module:												
Base Vol:	43	384	55	74	1158	143	358	637	382	150	143	222
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	43	384	55	74	1158	143	358	637	382	150	143	222
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	43	384	55	74	1158	143	358	637	382	150	143	222
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	43	384	55	74	1158	143	358	637	382	150	143	222
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	384	55	74	1158	143	358	637	382	150	143	222
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	43	384	55	74	1158	143	358	637	382	150	143	222
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	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.74	0.26	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3236	464	3150	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.12	0.12	0.02	0.30	0.08	0.20	0.17	0.22	0.09	0.04	0.13
Crit Moves:	****				****				****	****		
Green Time:	5.0	38.6	38.6	21.7	55.4	87.0	31.7	32.1	37.1	15.6	16.0	37.7
Volume/Cap:	0.59	0.37	0.37	0.13	0.66	0.11	0.78	0.63	0.71	0.66	0.28	0.40
Delay/Veh:	68.6	31.5	31.5	41.3	26.0	5.0	48.9	39.9	40.9	56.7	47.1	32.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	68.6	31.5	31.5	41.3	26.0	5.0	48.9	39.9	40.9	56.7	47.1	32.8
LOS by Move:	E	C	C	D	C	A	D	D	D	E+	D	C-
HCM2k95thQ:	3	12	12	3	28	3	24	19	24	11	5	13

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

El Camino Real Specific Plan TIA
SJ17-1774
Existing PM Plus Project

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

Intersection #36: Bowers Ave/Central Expy (CMP)



Street Name:	Bowers Ave						Central Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	15	39	39	16	40	40	16	96	96	14	95	95
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:5:15 - 6:15 PM												
Base Vol:	125	453	327	179	885	276	135	2402	187	161	1300	83
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	125	453	327	179	885	276	135	2402	187	161	1300	83
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	125	453	327	179	885	276	135	2402	187	161	1300	83
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	125	453	327	179	885	276	135	2402	187	161	1300	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	125	453	327	179	885	276	135	2402	187	161	1300	83
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	125	453	327	179	885	276	135	2402	187	161	1300	83
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.08	0.19	0.06	0.16	0.16	0.04	0.42	0.11	0.05	0.23	0.05
Crit Moves:	****				****			****		****		
Green Time:	15.0	39.1	53.1	16.0	40.1	57.8	17.7	109	123.9	14.0	105	121.2
Volume/Cap:	0.50	0.39	0.67	0.67	0.74	0.52	0.46	0.74	0.16	0.69	0.41	0.07
Delay/Veh:	85.6	65.3	64.2	91.1	72.4	55.5	88.3	57.6	29.0	94.7	16.6	6.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	85.6	65.3	64.2	91.1	72.4	55.5	88.3	57.6	29.0	94.7	16.6	6.2
LOS by Move:	F	E	E	F	E	E+	F	E+	C	F	B	A
HCM2k95thQ:	8	14	31	12	28	24	10	66	17	11	17	2

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

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El Camino Real Specific Plan TIA
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Existing PM Plus Project

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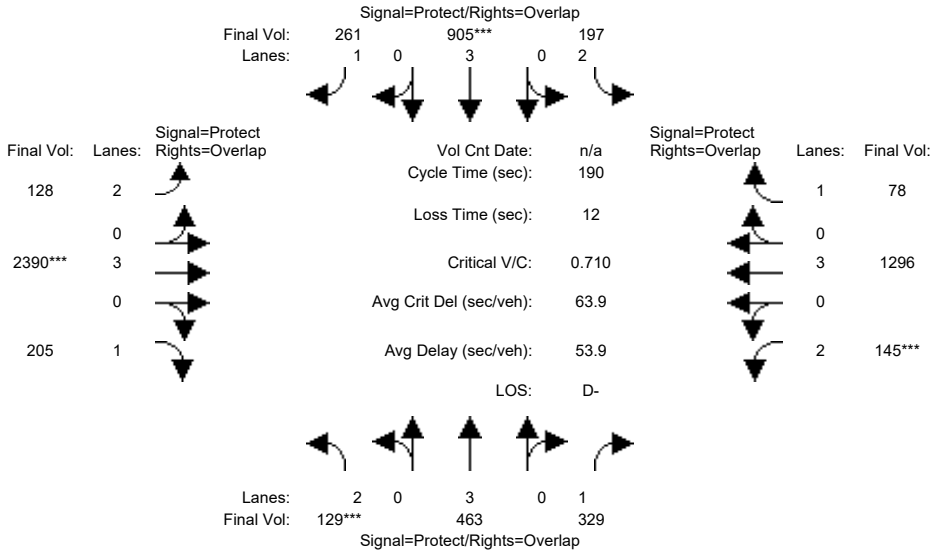
2000 HCM Operations (Future Volume Alternative)
Existing PP PM

Intersection #36: Bowers Ave/Central Expy (CMP)



Street Name:	Bowers Ave						Central Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	15	39	39	16	40	40	16	96	96	14	95	95
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	129	463	329	197	905	261	128	2390	205	145	1296	78
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	129	463	329	197	905	261	128	2390	205	145	1296	78
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	129	463	329	197	905	261	128	2390	205	145	1296	78
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	129	463	329	197	905	261	128	2390	205	145	1296	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	129	463	329	197	905	261	128	2390	205	145	1296	78
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	129	463	329	197	905	261	128	2390	205	145	1296	78
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.08	0.19	0.06	0.16	0.15	0.04	0.42	0.12	0.05	0.23	0.04
Crit Moves:	****				****			****		****		
Green Time:	15.0	39.7	53.7	16.3	40.9	58.5	17.6	108	123.1	14.0	104	120.7
Volume/Cap:	0.52	0.39	0.67	0.73	0.74	0.48	0.44	0.74	0.18	0.62	0.41	0.07
Delay/Veh:	86.0	65.0	63.7	94.5	71.9	54.2	88.1	58.1	29.8	90.7	17.1	6.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	86.0	65.0	63.7	94.5	71.9	54.2	88.1	58.1	29.8	90.7	17.1	6.4
LOS by Move:	F	E	E	F	E	D-	F	E+	C	F	B	A
HCM2k95thQ:	8	14	31	13	28	23	9	66	18	10	18	2

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

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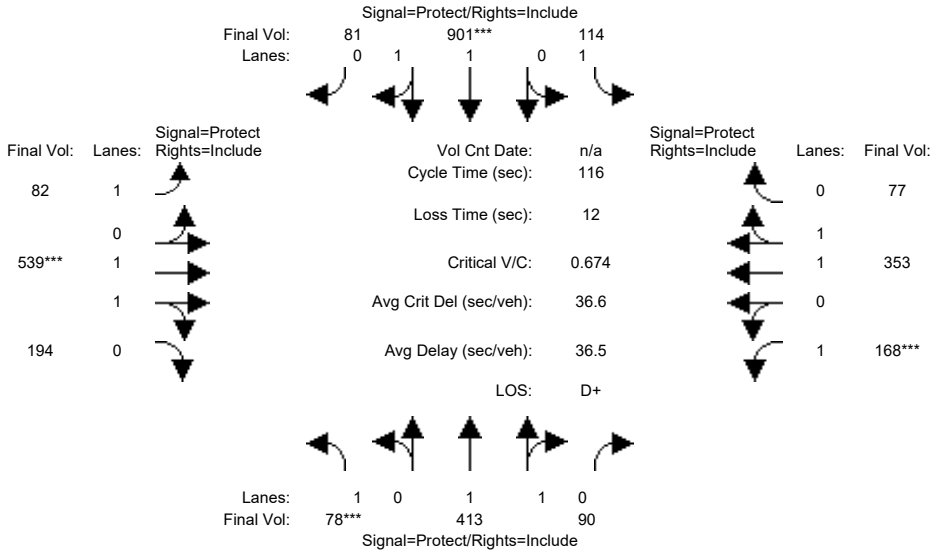
Intersection #37: Kiely Blvd/Benton St



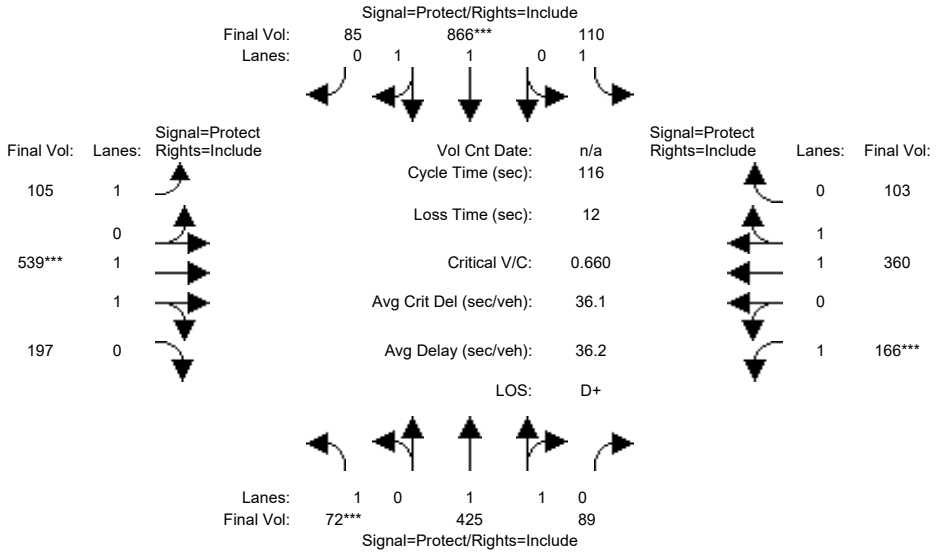
Street Name:	Kiely Blvd						Benton St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	4	4	4	4	4	4	11	11	11	12	12	12
Y+R:	4.0	5.1	5.1	4.0	5.1	5.1	4.0	5.0	5.0	4.0	5.0	5.0
Volume Module:	5:00 PM - 6:00 PM											
Base Vol:	78	413	90	114	901	81	82	539	194	168	353	77
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	78	413	90	114	901	81	82	539	194	168	353	77
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	78	413	90	114	901	81	82	539	194	168	353	77
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	78	413	90	114	901	81	82	539	194	168	353	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	413	90	114	901	81	82	539	194	168	353	77
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	78	413	90	114	901	81	82	539	194	168	353	77
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.63	0.37	1.00	1.83	0.17	1.00	1.46	0.54	1.00	1.63	0.37
Final Sat.:	1750	3037	662	1750	3395	305	1750	2720	979	1750	3037	662
Capacity Analysis Module:												
Vol/Sat:	0.04	0.14	0.14	0.07	0.27	0.27	0.05	0.20	0.20	0.10	0.12	0.12
Crit Moves:	****				****			****		****		
Green Time:	7.7	36.1	36.1	17.3	45.7	45.7	22.8	34.1	34.1	16.5	27.9	27.9
Volume/Cap:	0.67	0.44	0.44	0.44	0.67	0.67	0.24	0.67	0.67	0.67	0.48	0.48
Delay/Veh:	67.5	32.1	32.1	46.1	30.3	30.3	39.7	37.7	37.7	54.3	38.3	38.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	67.5	32.1	32.1	46.1	30.3	30.3	39.7	37.7	37.7	54.3	38.3	38.3
LOS by Move:	E	C-	C-	D	C	C	D	D+	D+	D-	D+	D+
HCM2k95thQ:	6	13	13	8	25	25	5	21	21	12	12	12

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

El Camino Real Specific Plan TIA
SJ17-1774
Existing PM Plus Project

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

Intersection #37: Kiely Blvd/Benton St



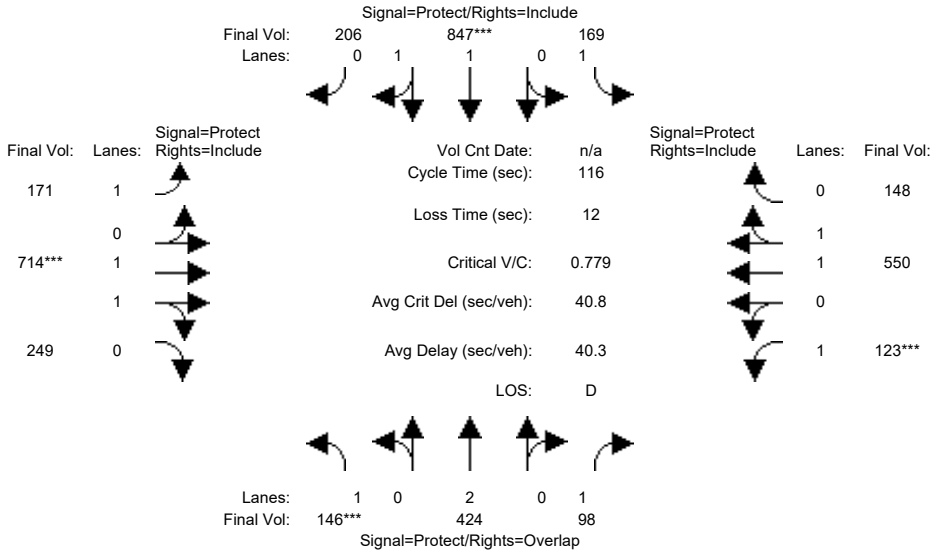
Street Name:	Kiely Blvd						Benton St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	4	4	4	4	4	4	11	11	11	12	12	12
Y+R:	4.0	5.1	5.1	4.0	5.1	5.1	4.0	5.0	5.0	4.0	5.0	5.0
Volume Module:												
Base Vol:	72	425	89	110	866	85	105	539	197	166	360	103
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	72	425	89	110	866	85	105	539	197	166	360	103
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	72	425	89	110	866	85	105	539	197	166	360	103
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	72	425	89	110	866	85	105	539	197	166	360	103
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	72	425	89	110	866	85	105	539	197	166	360	103
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	72	425	89	110	866	85	105	539	197	166	360	103
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.64	0.36	1.00	1.82	0.18	1.00	1.45	0.55	1.00	1.54	0.46
Final Sat.:	1750	3059	641	1750	3369	331	1750	2709	990	1750	2876	823
Capacity Analysis Module:												
Vol/Sat:	0.04	0.14	0.14	0.06	0.26	0.26	0.06	0.20	0.20	0.09	0.13	0.13
Crit Moves:	****				****			****		****		
Green Time:	7.2	36.1	36.1	16.3	45.2	45.2	22.2	35.0	35.0	16.7	29.4	29.4
Volume/Cap:	0.66	0.45	0.45	0.45	0.66	0.66	0.31	0.66	0.66	0.66	0.49	0.49
Delay/Veh:	67.2	32.3	32.3	47.0	30.3	30.3	40.8	36.8	36.8	53.4	37.4	37.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	67.2	32.3	32.3	47.0	30.3	30.3	40.8	36.8	36.8	53.4	37.4	37.4
LOS by Move:	E	C-	C-	D	C	C	D	D+	D+	D-	D+	D+
HCM2k95thQ:	6	14	14	7	24	24	7	21	21	11	13	13

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

El Camino Real Specific Plan TIA
SJ17-1774
Existing PM Plus Project

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

Intersection #38: Kiely Blvd/Homestead Rd



Street Name:	Kiely Blvd						Homestead Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	4	6	6	12	12	12	4	4	4	4	6	6
Y+R:	4.0	5.1	5.1	4.0	5.1	5.1	4.0	5.0	5.0	4.0	5.0	5.0
Volume Module:	5:00 PM - 6:00 PM											
Base Vol:	146	424	98	169	847	206	171	714	249	123	550	148
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	146	424	98	169	847	206	171	714	249	123	550	148
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	146	424	98	169	847	206	171	714	249	123	550	148
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	146	424	98	169	847	206	171	714	249	123	550	148
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	146	424	98	169	847	206	171	714	249	123	550	148
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	146	424	98	169	847	206	171	714	249	123	550	148
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	2.00	1.00	1.00	1.60	0.40	1.00	1.47	0.53	1.00	1.56	0.44
Final Sat.:	1750	3800	1750	1750	2976	724	1750	2743	956	1750	2915	784
Capacity Analysis Module:												
Vol/Sat:	0.08	0.11	0.06	0.10	0.28	0.28	0.10	0.26	0.26	0.07	0.19	0.19
Crit Moves:	****				****			****		****		
Green Time:	12.4	28.4	38.9	26.4	42.4	42.4	16.8	38.8	38.8	10.5	32.4	32.4
Volume/Cap:	0.78	0.46	0.17	0.43	0.78	0.78	0.68	0.78	0.78	0.78	0.68	0.68
Delay/Veh:	69.1	37.6	27.3	39.1	35.6	35.6	54.1	38.0	38.0	73.2	38.9	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:	69.1	37.6	27.3	39.1	35.6	35.6	54.1	38.0	38.0	73.2	38.9	38.9
LOS by Move:	E	D+	C	D	D+	D+	D-	D+	D+	E	D+	D+
HCM2k95thQ:	11	12	5	10	29	29	12	27	27	10	20	20

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

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El Camino Real Specific Plan TIA
SJ17-1774
Existing PM Plus Project

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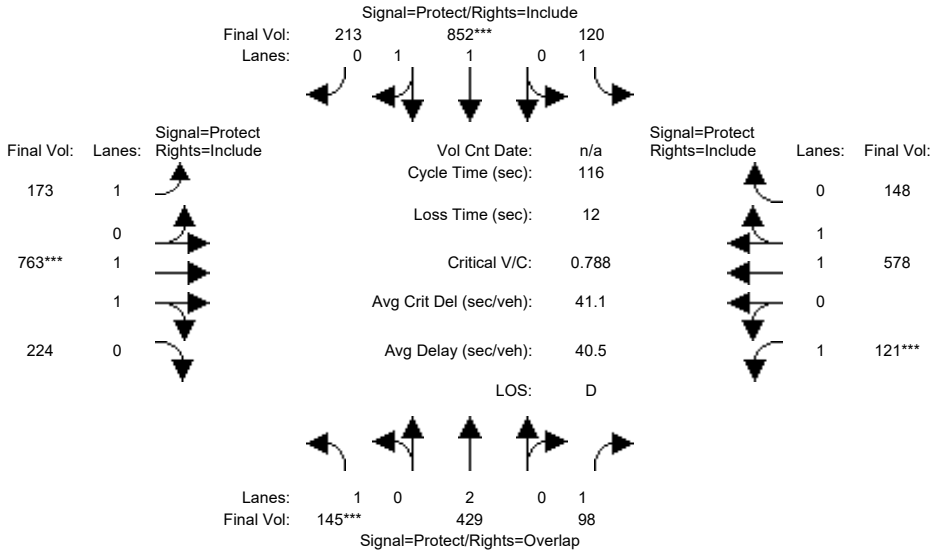
2000 HCM Operations (Future Volume Alternative)
Existing PP PM

Intersection #38: Kiely Blvd/Homestead Rd



Street Name:	Kiely Blvd						Homestead Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	4	6	6	12	12	12	4	4	4	4	6	6
Y+R:	4.0	5.1	5.1	4.0	5.1	5.1	4.0	5.0	5.0	4.0	5.0	5.0
Volume Module:												
Base Vol:	145	429	98	120	852	213	173	763	224	121	578	148
Growth Adj:	1.00	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	429	98	120	852	213	173	763	224	121	578	148
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	145	429	98	120	852	213	173	763	224	121	578	148
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	145	429	98	120	852	213	173	763	224	121	578	148
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	145	429	98	120	852	213	173	763	224	121	578	148
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	145	429	98	120	852	213	173	763	224	121	578	148
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	2.00	1.00	1.00	1.59	0.41	1.00	1.53	0.47	1.00	1.58	0.42
Final Sat.:	1750	3800	1750	1750	2959	740	1750	2860	840	1750	2945	754
Capacity Analysis Module:												
Vol/Sat:	0.08	0.11	0.06	0.07	0.29	0.29	0.10	0.27	0.27	0.07	0.20	0.20
Crit Moves:	****				****			****		****		
Green Time:	12.2	28.5	38.6	26.1	42.4	42.4	16.6	39.3	39.3	10.2	32.9	32.9
Volume/Cap:	0.79	0.46	0.17	0.30	0.79	0.79	0.69	0.79	0.79	0.79	0.69	0.69
Delay/Veh:	70.6	37.6	27.5	37.9	36.0	36.0	55.4	38.0	38.0	75.1	39.1	39.1
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:	70.6	37.6	27.5	37.9	36.0	36.0	55.4	38.0	38.0	75.1	39.1	39.1
LOS by Move:	E	D+	C	D+	D+	D+	E+	D+	D+	E-	D	D
HCM2k95thQ:	11	12	5	7	30	30	12	28	28	10	21	21

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

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El Camino Real Specific Plan TIA
SJ17-1774
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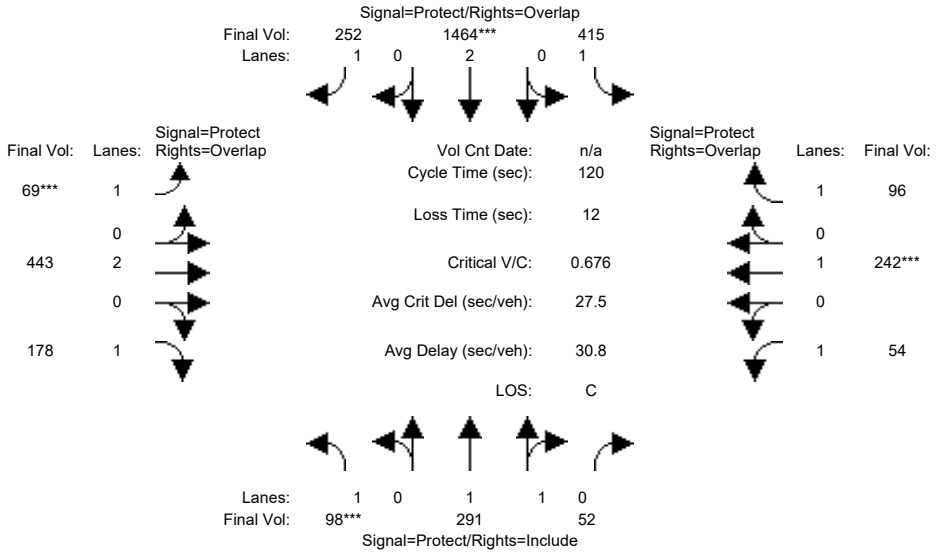
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

Intersection #39: Monroe St/Scott Blvd



Street Name:	Scott Blvd						Monroe St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	8	10	10	8	10	10	8	10	10	8	10	10
Y+R:	4.1	5.1	5.1	4.1	5.1	5.1	4.1	5.1	5.1	4.1	5.0	5.0
Volume Module:	5:00 PM - 6:00 PM											
Base Vol:	98	291	52	415	1464	252	69	443	178	54	242	96
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	98	291	52	415	1464	252	69	443	178	54	242	96
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	98	291	52	415	1464	252	69	443	178	54	242	96
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	98	291	52	415	1464	252	69	443	178	54	242	96
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	291	52	415	1464	252	69	443	178	54	242	96
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	98	291	52	415	1464	252	69	443	178	54	242	96
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.69	0.31	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3139	561	1750	3800	1750	1750	3800	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.09	0.09	0.24	0.39	0.14	0.04	0.12	0.10	0.03	0.13	0.05
Crit Moves:	****				****		****				****	
Green Time:	9.8	21.8	21.8	55.8	67.8	75.8	8.0	19.3	29.2	11.1	22.4	78.2
Volume/Cap:	0.68	0.51	0.51	0.51	0.68	0.23	0.59	0.72	0.42	0.33	0.68	0.08
Delay/Veh:	66.2	44.9	44.9	23.1	19.4	9.6	62.3	52.0	38.9	52.3	50.9	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:	66.2	44.9	44.9	23.1	19.4	9.6	62.3	52.0	38.9	52.3	50.9	7.7
LOS by Move:	E	D	D	C	B-	A	E	D-	D+	D-	D	A
HCM2k95thQ:	10	12	12	20	31	8	5	14	11	5	17	3

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

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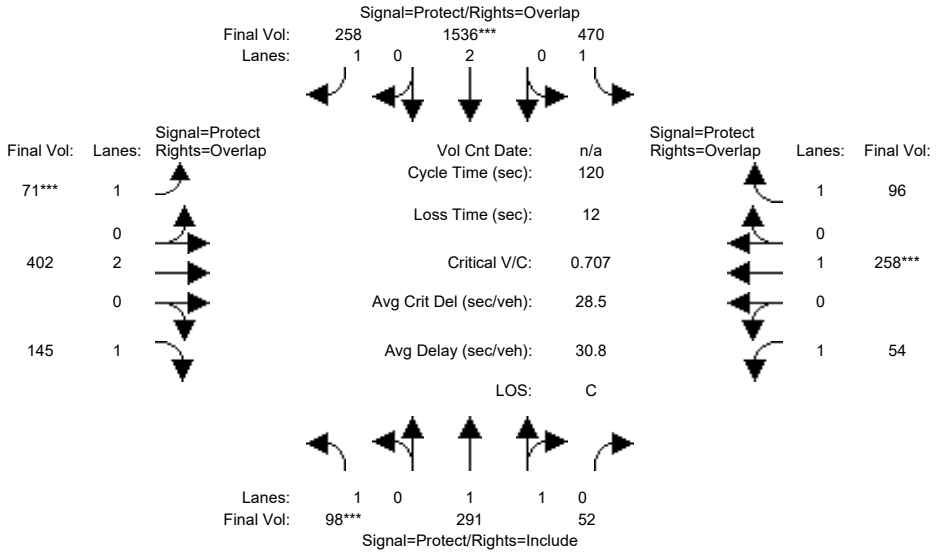
El Camino Real Specific Plan TIA
SJ17-1774
Existing PM Plus Project

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

Intersection #39: Monroe St/Scott Blvd



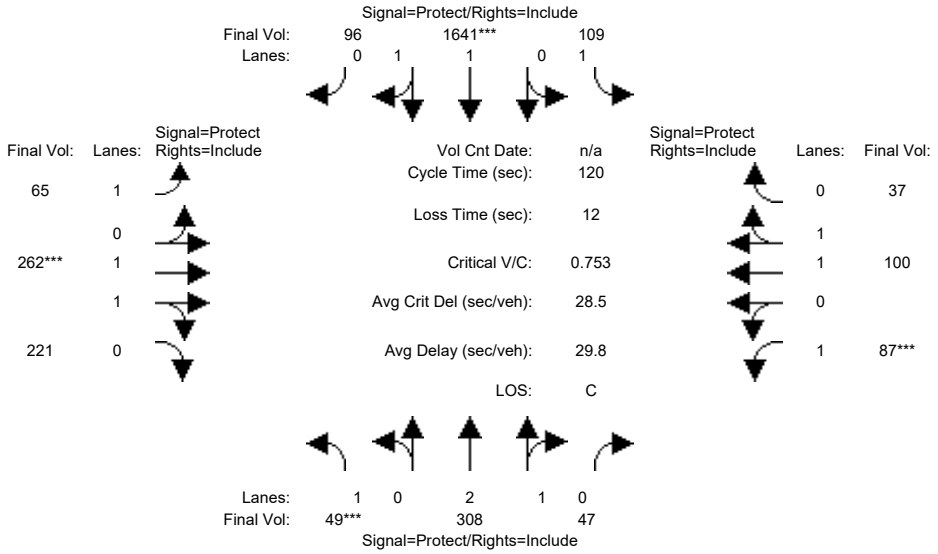
Street Name:	Scott Blvd						Monroe St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	8	10	10	8	10	10	8	10	10	8	10	10
Y+R:	4.1	5.1	5.1	4.1	5.1	5.1	4.1	5.1	5.1	4.1	5.0	5.0
Volume Module:												
Base Vol:	98	291	52	470	1536	258	71	402	145	54	258	96
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	98	291	52	470	1536	258	71	402	145	54	258	96
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	98	291	52	470	1536	258	71	402	145	54	258	96
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	98	291	52	470	1536	258	71	402	145	54	258	96
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	291	52	470	1536	258	71	402	145	54	258	96
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	98	291	52	470	1536	258	71	402	145	54	258	96
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.69	0.31	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3139	561	1750	3800	1750	1750	3800	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.09	0.09	0.27	0.40	0.15	0.04	0.11	0.08	0.03	0.14	0.05
Crit Moves:	****				****		****				****	
Green Time:	9.4	19.8	19.8	57.4	67.8	75.8	8.0	18.9	28.3	11.9	22.8	80.2
Volume/Cap:	0.72	0.56	0.56	0.56	0.72	0.23	0.61	0.67	0.35	0.31	0.72	0.08
Delay/Veh:	70.4	47.3	47.3	23.2	20.2	9.6	63.5	50.6	38.7	51.3	52.3	7.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	70.4	47.3	47.3	23.2	20.2	9.6	63.5	50.6	38.7	51.3	52.3	7.0
LOS by Move:	E	D	D	C	C+	A	E	D	D+	D-	D-	A
HCM2k95thQ:	10	13	13	23	34	8	5	13	9	5	19	3

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

El Camino Real Specific Plan TIA
SJ17-1774
Existing PM Plus Project

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

Intersection #40: Walsh Ave/Scott Blvd



Street Name:	Scott Blvd						Walsh Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	4	5	5	6	8	8	4	5	5	4	8	8
Y+R:	4.0	5.4	5.4	4.5	5.4	5.4	4.0	5.1	5.1	4.0	5.1	5.1
Volume Module:	4:45 PM - 5:45 PM											
Base Vol:	49	308	47	109	1641	96	65	262	221	87	100	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:	49	308	47	109	1641	96	65	262	221	87	100	37
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	49	308	47	109	1641	96	65	262	221	87	100	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:	49	308	47	109	1641	96	65	262	221	87	100	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	308	47	109	1641	96	65	262	221	87	100	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:	49	308	47	109	1641	96	65	262	221	87	100	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	0.98	0.95	0.92	1.00	0.95	0.92	0.98	0.95
Lanes:	1.00	2.59	0.41	1.00	1.89	0.11	1.00	1.06	0.94	1.00	1.45	0.55
Final Sat.:	1750	4858	741	1750	3495	204	1750	2006	1692	1750	2700	999
Capacity Analysis Module:												
Vol/Sat:	0.03	0.06	0.06	0.06	0.47	0.47	0.04	0.13	0.13	0.05	0.04	0.04
Crit Moves:	****				****			****		****		
Green Time:	4.5	40.0	40.0	39.3	74.8	74.8	10.3	20.8	20.8	7.9	18.5	18.5
Volume/Cap:	0.75	0.19	0.19	0.19	0.75	0.75	0.43	0.75	0.75	0.75	0.24	0.24
Delay/Veh:	95.7	28.5	28.5	29.1	17.5	17.5	54.1	52.2	52.2	79.1	44.8	44.8
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:	95.7	28.5	28.5	29.1	17.5	17.5	54.1	52.2	52.2	79.1	44.8	44.8
LOS by Move:	F	C	C	C	B	B	D-	D-	D-	E-	D	D
HCM2k95thQ:	4	6	6	6	37	37	5	17	17	10	5	5

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

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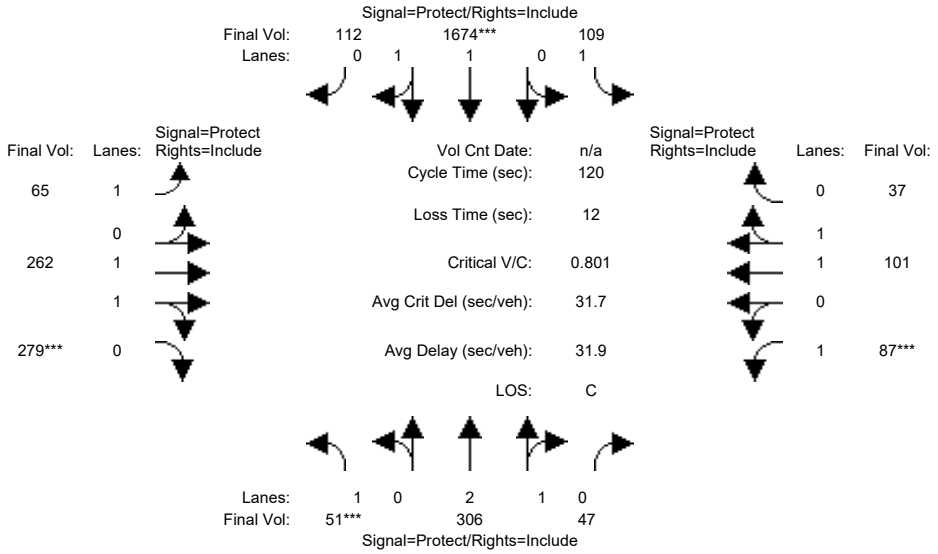
El Camino Real Specific Plan TIA
SJ17-1774
Existing PM Plus Project

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

Intersection #40: Walsh Ave/Scott Blvd



Street Name:	Scott Blvd						Walsh Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	4	5	5	6	8	8	4	5	5	4	8	8
Y+R:	4.0	5.4	5.4	4.5	5.4	5.4	4.0	5.1	5.1	4.0	5.1	5.1
Volume Module:												
Base Vol:	51	306	47	109	1674	112	65	262	279	87	101	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:	51	306	47	109	1674	112	65	262	279	87	101	37
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	51	306	47	109	1674	112	65	262	279	87	101	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:	51	306	47	109	1674	112	65	262	279	87	101	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	306	47	109	1674	112	65	262	279	87	101	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:	51	306	47	109	1674	112	65	262	279	87	101	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	0.98	0.95	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	2.59	0.41	1.00	1.87	0.13	1.00	1.00	1.00	1.00	1.45	0.55
Final Sat.:	1750	4853	745	1750	3468	232	1750	1900	1750	1750	2707	992
Capacity Analysis Module:												
Vol/Sat:	0.03	0.06	0.06	0.06	0.48	0.48	0.04	0.14	0.16	0.05	0.04	0.04
Crit Moves:	****				****				****	****		
Green Time:	4.4	38.6	38.6	38.1	72.3	72.3	11.2	23.9	23.9	7.4	20.1	20.1
Volume/Cap:	0.80	0.20	0.20	0.20	0.80	0.80	0.40	0.69	0.80	0.80	0.22	0.22
Delay/Veh:	107.3	29.5	29.5	30.0	20.5	20.5	52.8	47.4	52.6	88.7	43.4	43.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	107.3	29.5	29.5	30.0	20.5	20.5	52.8	47.4	52.6	88.7	43.4	43.4
LOS by Move:	F	C	C	C	C+	C+	D-	D	D-	F	D	D
HCM2k95thQ:	5	6	6	6	41	41	5	17	20	10	5	5

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

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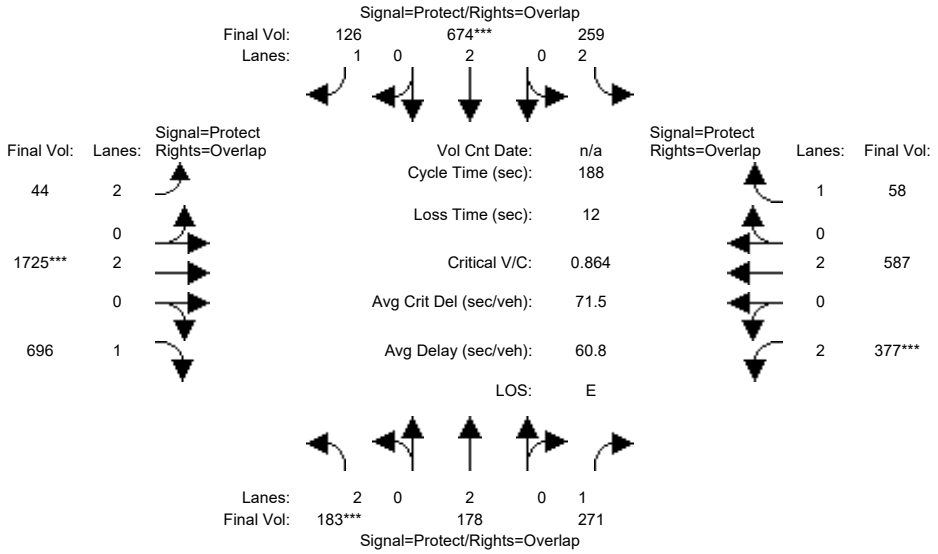
El Camino Real Specific Plan TIA
SJ17-1774
Existing PM Plus Project

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

Intersection #41: Central Expy/Scott Blvd (CMP)



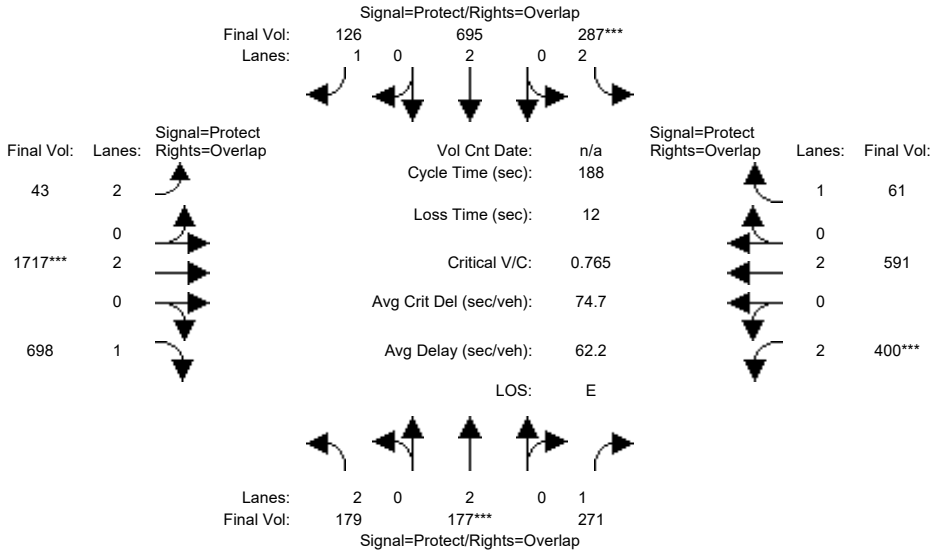
Street Name:	Scott Blvd						Central Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	18	39	39	14	35	35	12	92	92	20	100	100
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:5:00 - 6:00 PM												
Base Vol:	183	178	271	259	674	126	44	2211	696	377	638	58
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	183	178	271	259	674	126	44	2211	696	377	638	58
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	183	178	271	259	674	126	44	2211	696	377	638	58
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.78	1.00	1.00	0.92	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	183	178	271	259	674	126	44	1725	696	377	587	58
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	183	178	271	259	674	126	44	1725	696	377	587	58
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	183	178	271	259	674	126	44	1725	696	377	587	58
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.05	0.15	0.08	0.18	0.07	0.01	0.45	0.40	0.12	0.15	0.03
Crit Moves:	****				****			****		****		
Green Time:	18.0	39.6	64.8	15.7	37.3	50.3	12.9	95.5	113.5	25.2	108	123.5
Volume/Cap:	0.61	0.22	0.45	0.98	0.89	0.27	0.20	0.89	0.66	0.89	0.27	0.05
Delay/Veh:	85.1	61.6	48.3	137.0	86.5	54.7	83.1	57.9	35.9	100.8	12.9	4.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	85.1	61.6	48.3	137.0	86.5	54.7	83.1	57.9	35.9	100.8	12.9	4.8
LOS by Move:	F	E	D	F	F	D-	F	E+	D+	F	B	A
HCM2k95thQ:	12	8	23	22	36	12	3	72	53	27	10	1

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

El Camino Real Specific Plan TIA
SJ17-1774
Existing PM Plus Project

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

Intersection #41: Central Expy/Scott Blvd (CMP)



Street Name:	Scott Blvd						Central Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	18	39	39	14	35	35	12	92	92	20	100	100
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	179	177	271	287	695	126	43	2201	698	400	642	61
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	179	177	271	287	695	126	43	2201	698	400	642	61
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	179	177	271	287	695	126	43	2201	698	400	642	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.78	1.00	1.00	0.92	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	179	177	271	287	695	126	43	1717	698	400	591	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	179	177	271	287	695	126	43	1717	698	400	591	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	179	177	271	287	695	126	43	1717	698	400	591	61
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.05	0.15	0.09	0.18	0.07	0.01	0.45	0.40	0.13	0.16	0.03
Crit Moves:		****		****				****		****		
Green Time:	19.6	39.0	65.0	18.6	38.1	50.7	12.7	92.4	112.0	26.0	106	124.3
Volume/Cap:	0.55	0.22	0.45	0.92	0.90	0.27	0.20	0.92	0.67	0.92	0.28	0.05
Delay/Veh:	81.9	62.1	48.2	114.8	87.2	54.3	83.3	62.4	37.2	104.5	14.1	4.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	81.9	62.1	48.2	114.8	87.2	54.3	83.3	62.4	37.2	104.5	14.1	4.5
LOS by Move:	F	E	D	F	F	D-	F	E	D+	F	B	A
HCM2k95thQ:	11	8	23	23	37	12	3	74	54	29	10	1

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

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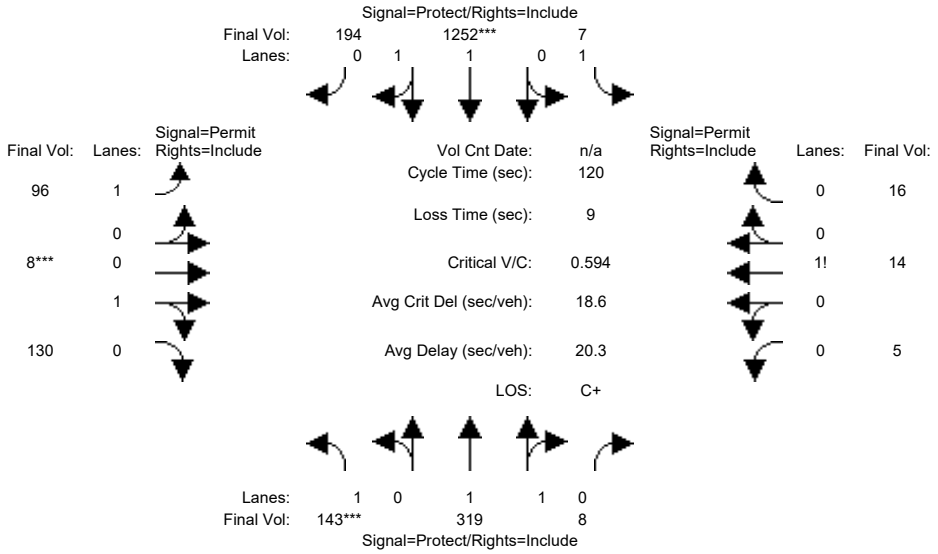
El Camino Real Specific Plan TIA
SJ17-1774
Existing PM Plus Project

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

Intersection #42: Clay St/Scott Blvd



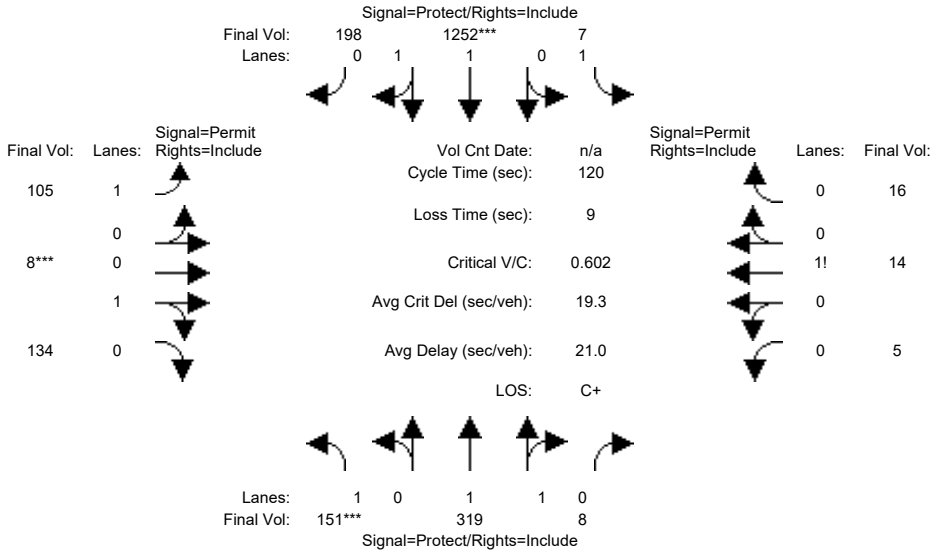
Street Name:	Scott Blvd						Clay St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:	5:00 - 6:00 PM											
Base Vol:	143	319	8	7	1252	194	96	8	130	5	14	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	143	319	8	7	1252	194	96	8	130	5	14	16
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	143	319	8	7	1252	194	96	8	130	5	14	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	143	319	8	7	1252	194	96	8	130	5	14	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	143	319	8	7	1252	194	96	8	130	5	14	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	143	319	8	7	1252	194	96	8	130	5	14	16
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	0.92	0.92
Lanes:	1.00	1.95	0.05	1.00	1.72	0.28	1.00	0.06	0.94	0.14	0.40	0.46
Final Sat.:	1750	3609	91	1750	3203	496	1750	104	1696	250	700	800
Capacity Analysis Module:												
Vol/Sat:	0.08	0.09	0.09	0.00	0.39	0.39	0.05	0.08	0.08	0.02	0.02	0.02
Crit Moves:	****				****			****				
Green Time:	16.5	57.5	57.5	38.0	79.0	79.0	15.5	15.5	15.5	15.5	15.5	15.5
Volume/Cap:	0.59	0.18	0.18	0.01	0.59	0.59	0.42	0.59	0.59	0.15	0.15	0.15
Delay/Veh:	52.5	17.9	17.9	28.2	11.9	11.9	49.4	53.4	53.4	46.8	46.8	46.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.5	17.9	17.9	28.2	11.9	11.9	49.4	53.4	53.4	46.8	46.8	46.8
LOS by Move:	D-	B	B	C	B+	B+	D	D-	D-	D	D	D
HCM2k95thQ:	10	7	7	0	26	26	8	11	11	3	3	3

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

El Camino Real Specific Plan TIA
SJ17-1774
Existing PM Plus Project

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

Intersection #42: Clay St/Scott Blvd



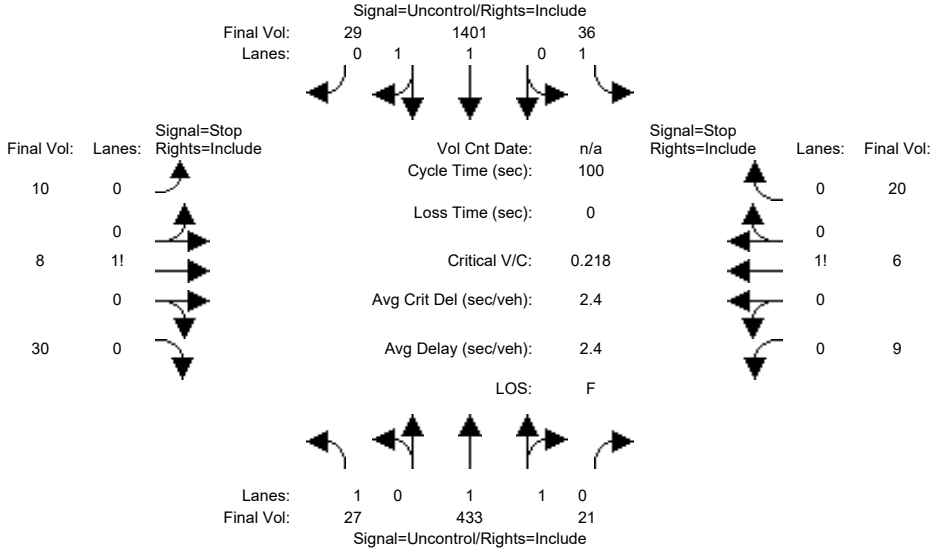
Street Name:	Scott Blvd						Clay St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	151	319	8	7	1252	198	105	8	134	5	14	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	151	319	8	7	1252	198	105	8	134	5	14	16
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	151	319	8	7	1252	198	105	8	134	5	14	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	151	319	8	7	1252	198	105	8	134	5	14	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	151	319	8	7	1252	198	105	8	134	5	14	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	151	319	8	7	1252	198	105	8	134	5	14	16
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	0.92	0.92
Lanes:	1.00	1.95	0.05	1.00	1.72	0.28	1.00	0.06	0.94	0.14	0.40	0.46
Final Sat.:	1750	3609	91	1750	3194	505	1750	101	1699	250	700	800
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.00	0.39	0.39	0.06	0.08	0.08	0.02	0.02	0.02
Crit Moves:	****				****			****				
Green Time:	17.2	57.4	57.4	37.9	78.1	78.1	15.7	15.7	15.7	15.7	15.7	15.7
Volume/Cap:	0.60	0.18	0.18	0.01	0.60	0.60	0.46	0.60	0.60	0.15	0.15	0.15
Delay/Veh:	52.3	18.0	18.0	28.2	12.5	12.5	49.7	53.5	53.5	46.5	46.5	46.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.3	18.0	18.0	28.2	12.5	12.5	49.7	53.5	53.5	46.5	46.5	46.5
LOS by Move:	D-	B	B	C	B	B	D	D-	D-	D	D	D
HCM2k95thQ:	11	7	7	0	27	27	9	12	12	3	3	3

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

El Camino Real Specific Plan TIA
SJ17-1774
Existing PM Plus Project

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

Intersection #43: Harrison St/Scott Blvd




```
Street Name:            Scott Blvd                        Harrison St
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:5:00 - 6:00 PM
Base Vol:      27  433    21    36 1401    29    10    8    30     9    6    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:   27  433    21    36 1401    29    10    8    30     9    6    20
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   27  433    21    36 1401    29    10    8    30     9    6    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:    27  433    21    36 1401    29    10    8    30     9    6    20
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   27  433    21    36 1401    29    10    8    30     9    6    20
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx   4.1 xxxx xxxxx   7.5  6.5   6.9   7.5  6.5   6.9
FollowUpTim:  2.2 xxxx xxxxx   2.2 xxxx xxxxx   3.5  4.0   3.3   3.5  4.0   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 1430 xxxx xxxxx   454 xxxx xxxxx  1761 1996   715  1274 2000   227
Potent Cap.:  482 xxxx xxxxx  1117 xxxx xxxxx    55   61   378   126   61   782
Move Cap.:    482 xxxx xxxxx  1117 xxxx xxxxx    46   56   378    97   55   782
Volume/Cap:  0.06 xxxx  xxxx  0.03 xxxx  xxxx  0.22 0.14  0.08  0.09 0.11  0.03
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.2 xxxx xxxxx   0.1 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del: 12.9 xxxx xxxxx   8.3 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    B    *     *     A    *     *     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx  109 xxxxx  xxxx  154 xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx  1.9 xxxxx xxxxx  0.8 xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 62.0 xxxxx xxxxx 35.1 xxxxx
Shared LOS:     *    *     *     *    *     *     *    F     *     *    E     *
ApproachDel:    xxxxxx           xxxxxx              62.0             35.1
ApproachLOS:         *                *                 F                E
Note: Queue reported is the number of cars per lane.
                     Peak Hour Delay Signal Warrant Report
*******************************************************************************
Intersection #43 Harrison St/Scott Blvd
*******************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
```

```
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        1  0  1  1  0    1  0  1  1  0    0  0  1! 0  0    0  0  1! 0  0
Initial Vol:   27  433    21    36 1401    29    10    8    30     9    6    20
ApproachDel:    xxxxxx           xxxxxx              62.0             35.1
------------|---------------||---------------||---------------||---------------|
Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.8]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=48]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=2030]
   SUCCEED - Total volume greater than or equal to 800 for intersection
             with four or more approaches.
--------------------------------------------------------------------------------
Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.3]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=35]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=2030]
   SUCCEED - Total volume greater than or equal to 800 for intersection
             with four or more approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
               Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #43 Harrison St/Scott Blvd
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        1  0  1  1  0    1  0  1  1  0    0  0  1! 0  0    0  0  1! 0  0
Initial Vol:   27  433    21    36 1401    29    10    8    30     9    6    20
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             1947
Minor Approach Volume:           48
Minor Approach Volume Threshold: 55 [less than minimum of 100]
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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

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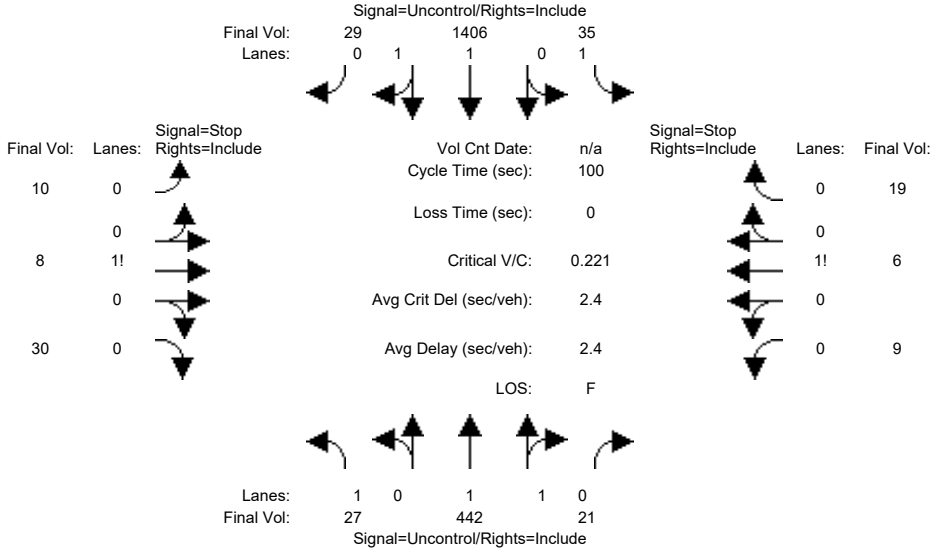
El Camino Real Specific Plan TIA
SJ17-1774
Existing PM Plus Project

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

Intersection #43: Harrison St/Scott Blvd




```
Street Name:            Scott Blvd                        Harrison St
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      27  442    21    35 1406    29    10    8    30     9    6    19
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   27  442    21    35 1406    29    10    8    30     9    6    19
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   27  442    21    35 1406    29    10    8    30     9    6    19
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    27  442    21    35 1406    29    10    8    30     9    6    19
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   27  442    21    35 1406    29    10    8    30     9    6    19
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx   4.1 xxxx xxxxx   7.5  6.5   6.9   7.5  6.5   6.9
FollowUpTim:  2.2 xxxx xxxxx   2.2 xxxx xxxxx   3.5  4.0   3.3   3.5  4.0   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 1435 xxxx xxxxx   463 xxxx xxxxx  1769 2008   718  1284 2012   232
Potent Cap.:  479 xxxx xxxxx  1109 xxxx xxxxx    54   60   376   124   60   777
Move Cap.:    479 xxxx xxxxx  1109 xxxx xxxxx    45   55   376    95   54   777
Volume/Cap:  0.06 xxxx  xxxx  0.03 xxxx  xxxx  0.22 0.15  0.08  0.09 0.11  0.02
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.2 xxxx xxxxx   0.1 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del: 13.0 xxxx xxxxx   8.4 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    B    *     *     A    *     *     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx  107 xxxxx  xxxx  148 xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx  1.9 xxxxx xxxxx  0.8 xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 63.2 xxxxx xxxxx 36.4 xxxxx
Shared LOS:     *    *     *     *    *     *     *    F     *     *    E     *
ApproachDel:    xxxxxx           xxxxxx              63.2             36.4
ApproachLOS:         *                *                 F                E
Note: Queue reported is the number of cars per lane.
                     Peak Hour Delay Signal Warrant Report
*******************************************************************************
Intersection #43 Harrison St/Scott Blvd
*******************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
```

```
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        1  0  1  1  0    1  0  1  1  0    0  0  1! 0  0    0  0  1! 0  0
Initial Vol:   27  442    21    35 1406    29    10    8    30     9    6    19
ApproachDel:    xxxxxx           xxxxxx              63.2             36.4
------------|---------------||---------------||---------------||---------------|
Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.8]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=48]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=2042]
   SUCCEED - Total volume greater than or equal to 800 for intersection
             with four or more approaches.
--------------------------------------------------------------------------------
Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.3]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=34]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=2042]
   SUCCEED - Total volume greater than or equal to 800 for intersection
             with four or more approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
               Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #43 Harrison St/Scott Blvd
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        1  0  1  1  0    1  0  1  1  0    0  0  1! 0  0    0  0  1! 0  0
Initial Vol:   27  442    21    35 1406    29    10    8    30     9    6    19
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             1960
Minor Approach Volume:           48
Minor Approach Volume Threshold: 53 [less than minimum of 100]
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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

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El Camino Real Specific Plan TIA
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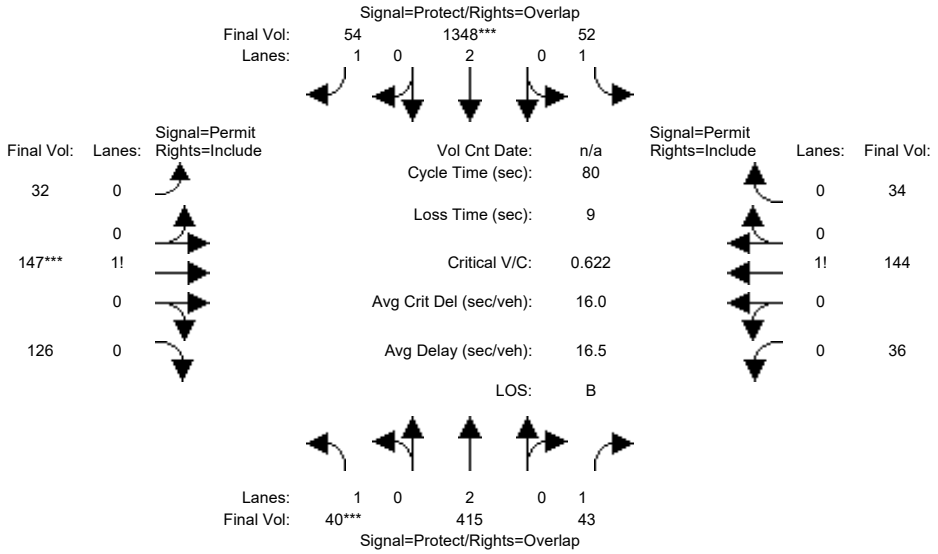
Existing PM Plus Project

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

Intersection #44: Benton St/Scott Blvd



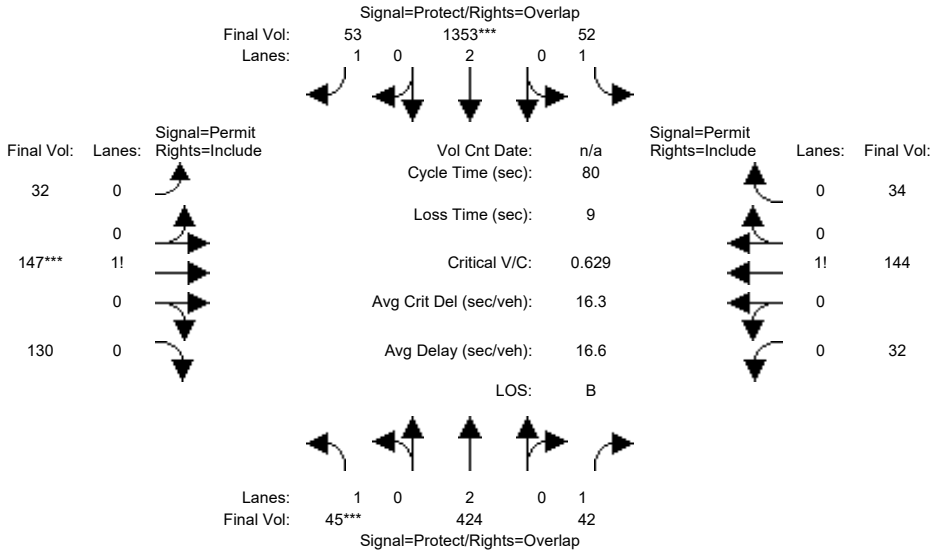
Street Name:	Scott Blvd						Benton St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	4	10	10	4	10	10	5	5	5	5	5	5
Y+R:	5.0	5.5	5.5	5.0	5.5	5.5	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module:	5:00 PM - 6:00 PM											
Base Vol:	40	415	43	52	1348	54	32	147	126	36	144	34
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	415	43	52	1348	54	32	147	126	36	144	34
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	415	43	52	1348	54	32	147	126	36	144	34
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	415	43	52	1348	54	32	147	126	36	144	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	415	43	52	1348	54	32	147	126	36	144	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	415	43	52	1348	54	32	147	126	36	144	34
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.10	0.49	0.41	0.17	0.67	0.16
Final Sat.:	1750	3800	1750	1750	3800	1750	184	843	723	294	1178	278
Capacity Analysis Module:												
Vol/Sat:	0.02	0.11	0.02	0.03	0.35	0.03	0.17	0.17	0.17	0.12	0.12	0.12
Crit Moves:	****				****			****				
Green Time:	4.0	34.9	34.9	14.0	44.9	44.9	22.1	22.1	22.1	22.1	22.1	22.1
Volume/Cap:	0.46	0.25	0.06	0.17	0.63	0.05	0.63	0.63	0.63	0.44	0.44	0.44
Delay/Veh:	40.7	14.3	13.0	28.3	12.5	8.0	28.1	28.1	28.1	24.5	24.5	24.5
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:	40.7	14.3	13.0	28.3	12.5	8.0	28.1	28.1	28.1	24.5	24.5	24.5
LOS by Move:	D	B	B	C	B	A	C	C	C	C	C	C
HCM2k95thQ:	2	6	1	2	20	1	13	13	13	10	10	10

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

El Camino Real Specific Plan TIA
SJ17-1774
Existing PM Plus Project

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

Intersection #44: Benton St/Scott Blvd



Street Name:	Scott Blvd						Benton St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	4	10	10	4	10	10	5	5	5	5	5	5
Y+R:	5.0	5.5	5.5	5.0	5.5	5.5	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	45	424	42	52	1353	53	32	147	130	32	144	34
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	45	424	42	52	1353	53	32	147	130	32	144	34
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	45	424	42	52	1353	53	32	147	130	32	144	34
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	45	424	42	52	1353	53	32	147	130	32	144	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	424	42	52	1353	53	32	147	130	32	144	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	45	424	42	52	1353	53	32	147	130	32	144	34
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.10	0.48	0.42	0.15	0.69	0.16
Final Sat.:	1750	3800	1750	1750	3800	1750	181	833	736	267	1200	283
Capacity Analysis Module:												
Vol/Sat:	0.03	0.11	0.02	0.03	0.36	0.03	0.18	0.18	0.18	0.12	0.12	0.12
Crit Moves:	****				****			****				
Green Time:	4.0	34.8	34.8	13.9	44.8	44.8	22.2	22.2	22.2	22.2	22.2	22.2
Volume/Cap:	0.51	0.26	0.06	0.17	0.64	0.05	0.64	0.64	0.64	0.43	0.43	0.43
Delay/Veh:	42.2	14.4	13.1	28.4	12.7	8.0	28.1	28.1	28.1	24.3	24.3	24.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.2	14.4	13.1	28.4	12.7	8.0	28.1	28.1	28.1	24.3	24.3	24.3
LOS by Move:	D	B	B	C	B	A	C	C	C	C	C	C
HCM2k95thQ:	3	6	1	2	20	1	13	13	13	10	10	10

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

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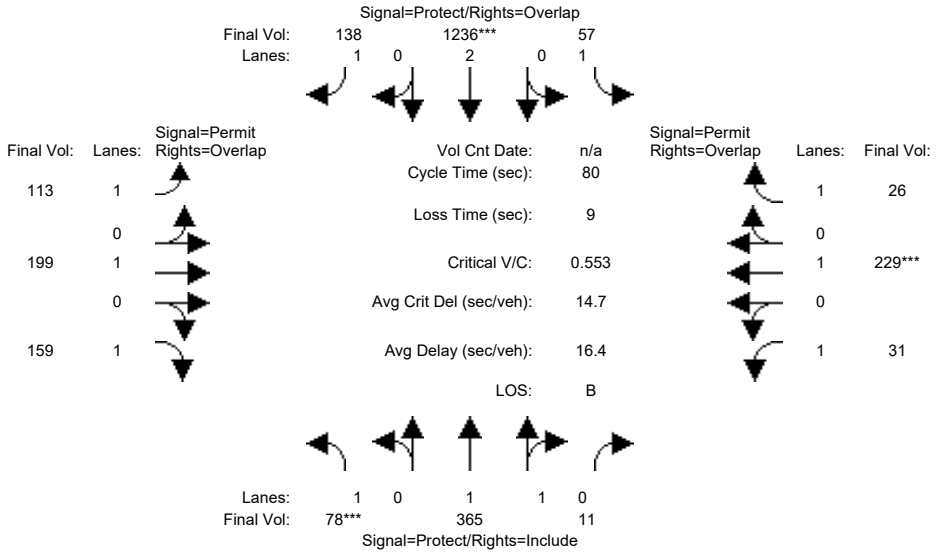
El Camino Real Specific Plan TIA
SJ17-1774
Existing PM Plus Project

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

Intersection #45: Homestead Rd/Scott Blvd



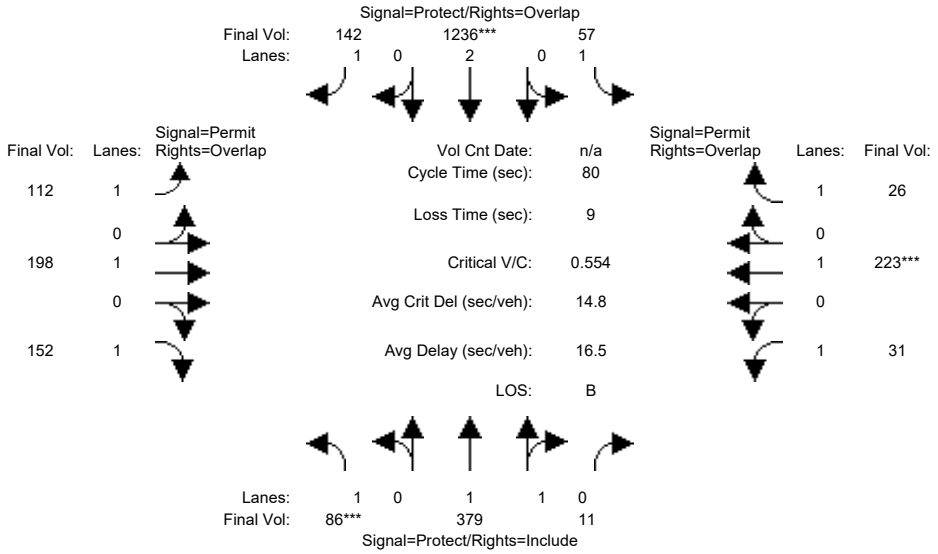
Street Name:	Scott Blvd						Homestead Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	4	5	5	4	5	5	5	5	5	5	5	5
Y+R:	4.0	5.0	5.0	4.0	5.5	5.5	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module:	5:00 PM - 6:00 PM											
Base Vol:	78	365	11	57	1236	138	113	199	159	31	229	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	78	365	11	57	1236	138	113	199	159	31	229	26
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	78	365	11	57	1236	138	113	199	159	31	229	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	78	365	11	57	1236	138	113	199	159	31	229	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	365	11	57	1236	138	113	199	159	31	229	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	78	365	11	57	1236	138	113	199	159	31	229	26
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.94	0.06	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3592	108	1750	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.10	0.10	0.03	0.33	0.08	0.06	0.10	0.09	0.02	0.12	0.01
Crit Moves:	****				****						****	
Green Time:	6.5	35.9	35.9	17.7	47.1	47.1	17.5	17.5	23.9	17.5	17.5	35.1
Volume/Cap:	0.55	0.23	0.23	0.15	0.55	0.13	0.30	0.48	0.30	0.08	0.55	0.03
Delay/Veh:	40.1	13.6	13.6	25.3	10.3	7.4	26.6	28.2	22.0	25.0	29.4	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:	40.1	13.6	13.6	25.3	10.3	7.4	26.6	28.2	22.0	25.0	29.4	12.8
LOS by Move:	D	B	B	C	B+	A	C	C	C+	C	C	B
HCM2k95thQ:	6	6	6	2	17	3	5	8	6	1	11	1

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

El Camino Real Specific Plan TIA
SJ17-1774
Existing PM Plus Project

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

Intersection #45: Homestead Rd/Scott Blvd



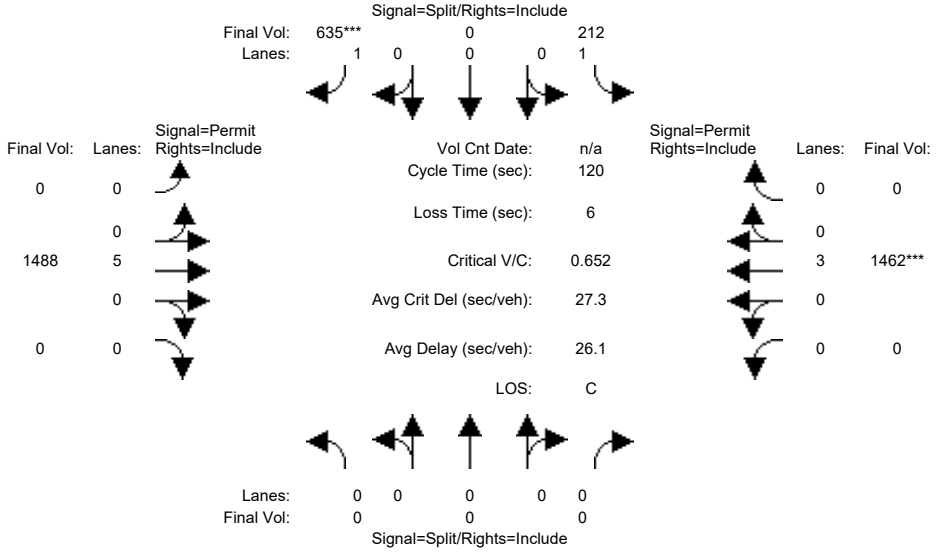
Street Name:	Scott Blvd						Homestead Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	4	5	5	4	5	5	5	5	5	5	5	5
Y+R:	4.0	5.0	5.0	4.0	5.5	5.5	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	86	379	11	57	1236	142	112	198	152	31	223	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	86	379	11	57	1236	142	112	198	152	31	223	26
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	86	379	11	57	1236	142	112	198	152	31	223	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	86	379	11	57	1236	142	112	198	152	31	223	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	86	379	11	57	1236	142	112	198	152	31	223	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	86	379	11	57	1236	142	112	198	152	31	223	26
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.94	0.06	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3596	104	1750	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.11	0.11	0.03	0.33	0.08	0.06	0.10	0.09	0.02	0.12	0.01
Crit Moves:	****				****						****	
Green Time:	7.1	36.7	36.7	17.4	47.0	47.0	16.9	16.9	24.0	16.9	16.9	34.3
Volume/Cap:	0.55	0.23	0.23	0.15	0.55	0.14	0.30	0.49	0.29	0.08	0.55	0.03
Delay/Veh:	39.3	13.2	13.2	25.5	10.4	7.5	27.0	28.7	21.7	25.4	29.8	13.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.3	13.2	13.2	25.5	10.4	7.5	27.0	28.7	21.7	25.4	29.8	13.2
LOS by Move:	D	B	B	C	B+	A	C	C	C+	C	C	B
HCM2k95thQ:	6	6	6	2	17	3	5	8	6	1	11	1

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

El Camino Real Specific Plan TIA
SJ17-1774
Existing PM Plus Project

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

Intersection #46: Lawrence Expy SB/Stevens Creek Blvd (CMP)



Street Name:	Lawrence Expy SB						Stevens Creek Blvd					
Approach:	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:												
Base Vol:	0	0	0	212	0	635	0	1488	0	0	1462	0
Growth Adj:	1.00	1.00	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	212	0	635	0	1488	0	0	1462	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	212	0	635	0	1488	0	0	1462	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	212	0	635	0	1488	0	0	1462	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	212	0	635	0	1488	0	0	1462	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	212	0	635	0	1488	0	0	1462	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	5.00	0.00	0.00	3.00	0.00
Final Sat.:	0	0	0	1750	0	1750	0	9500	0	0	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.12	0.00	0.36	0.00	0.16	0.00	0.00	0.26	0.00
Crit Moves:						****					****	
Green Time:	0.0	0.0	0.0	66.8	0.0	66.8	0.0	47.2	0.0	0.0	47.2	0.0
Volume/Cap:	0.00	0.00	0.00	0.22	0.00	0.65	0.00	0.40	0.00	0.00	0.65	0.00
Delay/Veh:	0.0	0.0	0.0	13.5	0.0	20.1	0.0	26.2	0.0	0.0	30.4	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	13.5	0.0	20.1	0.0	26.2	0.0	0.0	30.4	0.0
LOS by Move:	A	A	A	B	A	C+	A	C	A	A	C	A
HCM2k95thQ:	0	0	0	8	0	30	0	14	0	0	25	0

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

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2000 HCM Operations (Future Volume Alternative)
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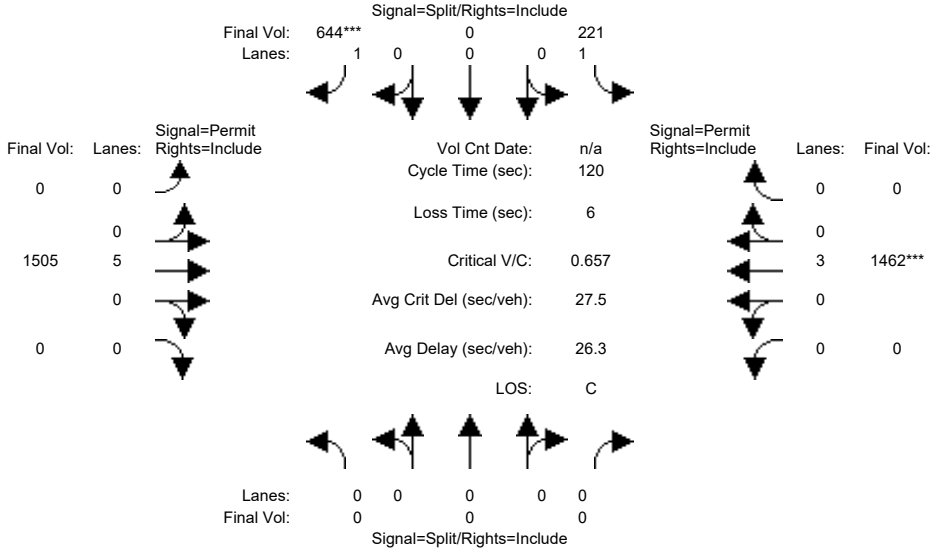
Intersection #46: Lawrence Expy SB/Stevens Creek Blvd (CMP)



Street Name:	Lawrence Expy SB						Stevens Creek Blvd					
Approach:	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:												
Base Vol:	0	0	0	221	0	644	0	1505	0	0	1462	0
Growth Adj:	1.00	1.00	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	221	0	644	0	1505	0	0	1462	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	221	0	644	0	1505	0	0	1462	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	221	0	644	0	1505	0	0	1462	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	221	0	644	0	1505	0	0	1462	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	221	0	644	0	1505	0	0	1462	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	5.00	0.00	0.00	3.00	0.00
Final Sat.:	0	0	0	1750	0	1750	0	9500	0	0	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.13	0.00	0.37	0.00	0.16	0.00	0.00	0.26	0.00
Crit Moves:						****					****	
Green Time:	0.0	0.0	0.0	67.2	0.0	67.2	0.0	46.8	0.0	0.0	46.8	0.0
Volume/Cap:	0.00	0.00	0.00	0.23	0.00	0.66	0.00	0.41	0.00	0.00	0.66	0.00
Delay/Veh:	0.0	0.0	0.0	13.4	0.0	20.0	0.0	26.6	0.0	0.0	30.7	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	13.4	0.0	20.0	0.0	26.6	0.0	0.0	30.7	0.0
LOS by Move:	A	A	A	B	A	C+	A	C	A	A	C	A
HCM2k95thQ:	0	0	0	8	0	31	0	15	0	0	26	0

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

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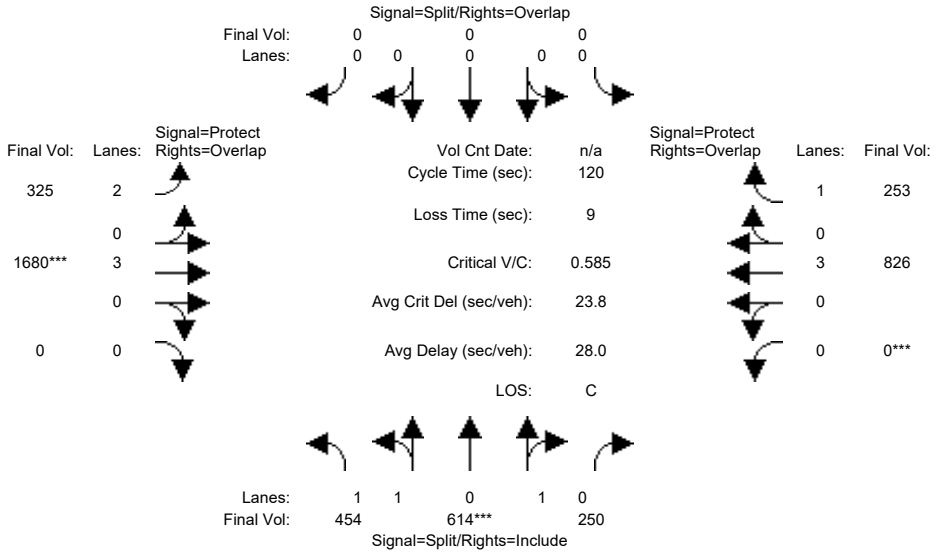
Intersection #47: Lawrence Expy NB/Stevens Creek Blvd (CMP)



Street Name:	Lawrence Expy NB						Stevens Creek Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	454	614	250	0	0	0	325	1680	0	0	826	253
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	454	614	250	0	0	0	325	1680	0	0	826	253
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	454	614	250	0	0	0	325	1680	0	0	826	253
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	454	614	250	0	0	0	325	1680	0	0	826	253
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	454	614	250	0	0	0	325	1680	0	0	826	253
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	454	614	250	0	0	0	325	1680	0	0	826	253
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.05	1.39	0.56	0.00	0.00	0.00	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	1843	2492	1015	0	0	0	3150	5700	0	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.25	0.25	0.25	0.00	0.00	0.00	0.10	0.29	0.00	0.00	0.14	0.14
Crit Moves:		****						****		****		
Green Time:	50.5	50.5	50.5	0.0	0.0	0.0	25.1	60.5	0.0	0.0	35.3	35.3
Volume/Cap:	0.59	0.59	0.59	0.00	0.00	0.00	0.49	0.59	0.00	0.00	0.49	0.49
Delay/Veh:	27.1	27.1	27.1	0.0	0.0	0.0	42.4	21.3	0.0	0.0	35.2	35.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.1	27.1	27.1	0.0	0.0	0.0	42.4	21.3	0.0	0.0	35.2	35.7
LOS by Move:	C	C	C	A	A	A	D	C+	A	A	D+	D+
HCM2k95thQ:	23	23	23	0	0	0	12	25	0	0	16	16

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

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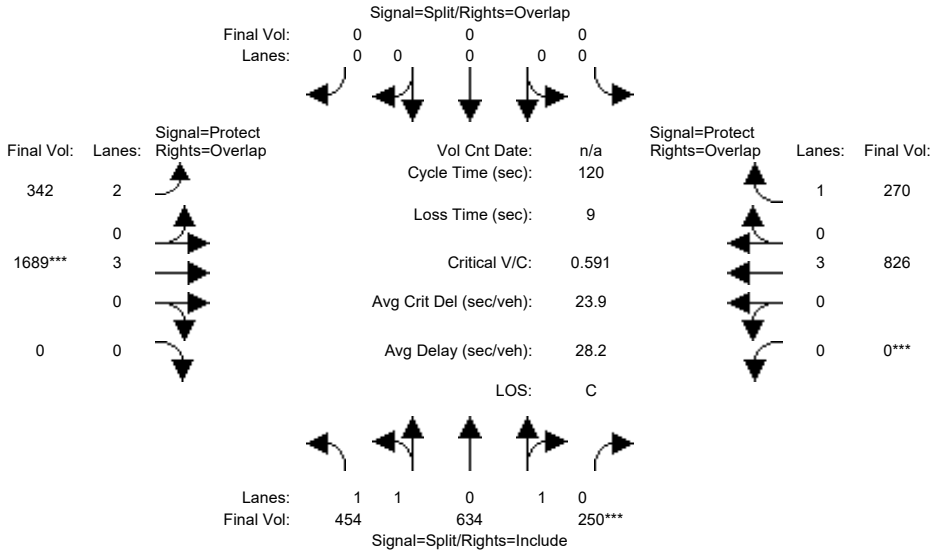
Intersection #47: Lawrence Expy NB/Stevens Creek Blvd (CMP)



Street Name:	Lawrence Expy NB						Stevens Creek Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	454	634	250	0	0	0	342	1689	0	0	826	270
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	454	634	250	0	0	0	342	1689	0	0	826	270
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	454	634	250	0	0	0	342	1689	0	0	826	270
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	454	634	250	0	0	0	342	1689	0	0	826	270
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	454	634	250	0	0	0	342	1689	0	0	826	270
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	454	634	250	0	0	0	342	1689	0	0	826	270
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.04	1.41	0.55	0.00	0.00	0.00	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	1815	2535	999	0	0	0	3150	5700	0	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.25	0.25	0.25	0.00	0.00	0.00	0.11	0.30	0.00	0.00	0.14	0.15
Crit Moves:			****					****		****		
Green Time:	50.8	50.8	50.8	0.0	0.0	0.0	24.9	60.2	0.0	0.0	35.3	35.3
Volume/Cap:	0.59	0.59	0.59	0.00	0.00	0.00	0.52	0.59	0.00	0.00	0.49	0.52
Delay/Veh:	27.0	27.0	27.0	0.0	0.0	0.0	43.1	21.5	0.0	0.0	35.2	36.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.0	27.0	27.0	0.0	0.0	0.0	43.1	21.5	0.0	0.0	35.2	36.3
LOS by Move:	C	C	C	A	A	A	D	C+	A	A	D+	D+
HCM2k95thQ:	24	24	24	0	0	0	13	25	0	0	16	17

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

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El Camino Real Specific Plan TIA
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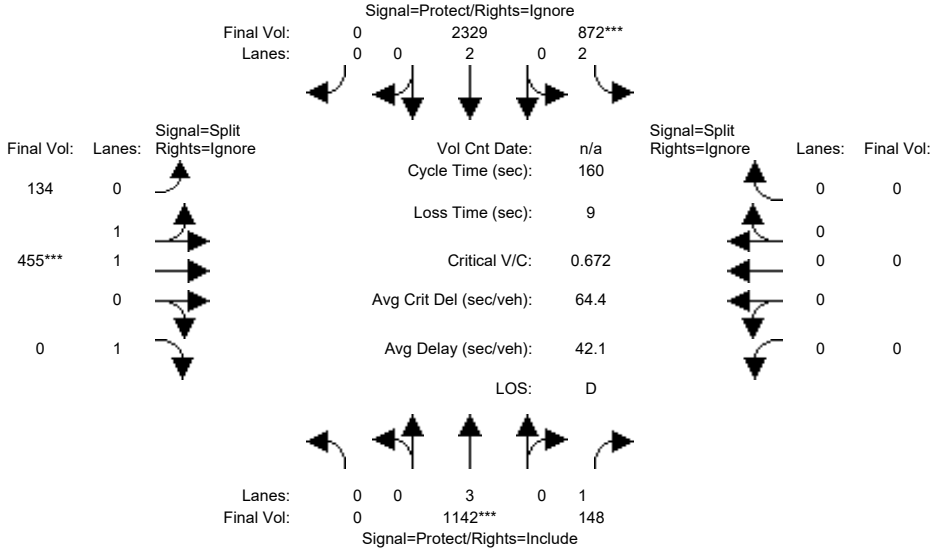
Intersection #48: Lawrence Expy/Calvert Dr (CMP)



Street Name:	Lawrence Expy						Calvert Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	67	67	44	110	0	49	49	49	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1142	148	872	2329	0	134	455	956	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1142	148	872	2329	0	134	455	956	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1142	148	872	2329	0	134	455	956	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	1142	148	872	2329	0	134	455	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1142	148	872	2329	0	134	455	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	1142	148	872	2329	0	134	455	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.95	0.98	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	2.00	2.00	0.00	0.47	1.53	1.00	0.00	0.00	0.00
Final Sat.:	0	5700	1750	3150	3800	0	842	2858	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.08	0.28	0.61	0.00	0.16	0.16	0.00	0.00	0.00	0.00
Crit Moves:		****		****				****				
Green Time:	0.0	63.4	63.4	41.7	105	0.0	46.4	46.4	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.51	0.21	1.06	0.93	0.00	0.55	0.55	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	34.8	30.4	112.1	18.0	0.0	51.3	51.3	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	34.8	30.4	112.1	18.0	0.0	51.3	51.3	0.0	0.0	0.0	0.0
LOS by Move:	A	C-	C	F	B	A	D-	D-	A	A	A	A
HCM2k95thQ:	0	22	8	53	71	0	23	23	0	0	0	0

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

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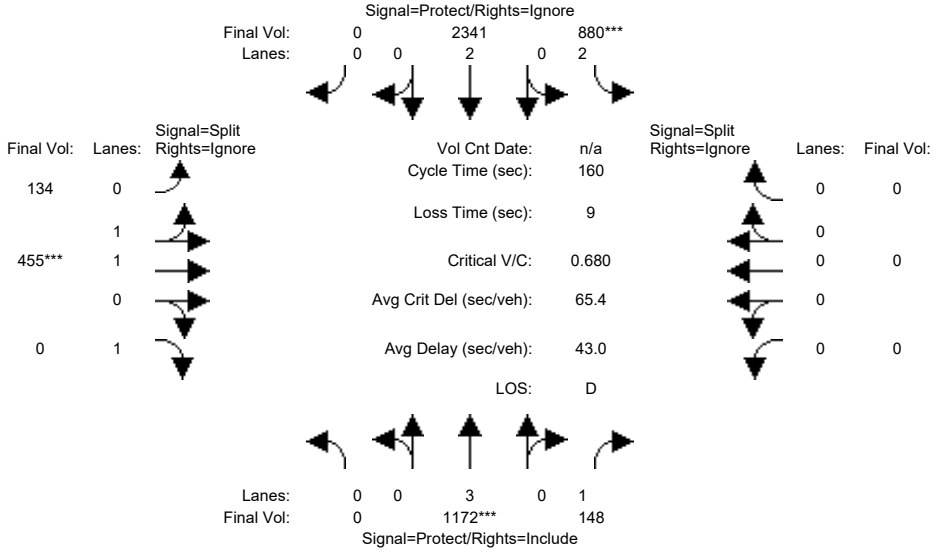
Intersection #48: Lawrence Expy/Calvert Dr (CMP)



Street Name:	Lawrence Expy						Calvert Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	67	67	44	110	0	49	49	49	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1172	148	880	2341	0	134	455	956	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1172	148	880	2341	0	134	455	956	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1172	148	880	2341	0	134	455	956	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	1172	148	880	2341	0	134	455	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1172	148	880	2341	0	134	455	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	1172	148	880	2341	0	134	455	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.95	0.98	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	2.00	2.00	0.00	0.47	1.53	1.00	0.00	0.00	0.00
Final Sat.:	0	5700	1750	3150	3800	0	842	2858	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.21	0.08	0.28	0.62	0.00	0.16	0.16	0.00	0.00	0.00	0.00
Crit Moves:		****		****				****				
Green Time:	0.0	63.4	63.4	41.7	105	0.0	46.4	46.4	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.52	0.21	1.07	0.94	0.00	0.55	0.55	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	35.0	30.4	115.4	18.5	0.0	51.3	51.3	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	35.0	30.4	115.4	18.5	0.0	51.3	51.3	0.0	0.0	0.0	0.0
LOS by Move:	A	D+	C	F	B-	A	D-	D-	A	A	A	A
HCM2k95thQ:	0	23	8	54	73	0	23	23	0	0	0	0

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

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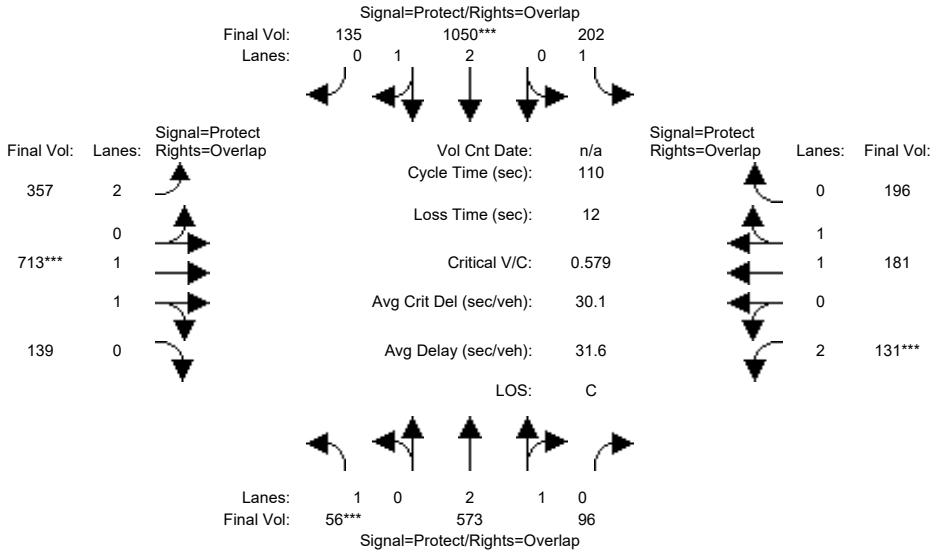
El Camino Real Specific Plan TIA
SJ17-1774
Existing PM Plus Project

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

Intersection #49: Bowers Ave/Scott Blvd (CMP)



Street Name:	Bowers Ave						Scott Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	56	573	96	202	1050	135	357	713	139	131	181	196
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	56	573	96	202	1050	135	357	713	139	131	181	196
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	56	573	96	202	1050	135	357	713	139	131	181	196
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	56	573	96	202	1050	135	357	713	139	131	181	196
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	573	96	202	1050	135	357	713	139	131	181	196
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	56	573	96	202	1050	135	357	713	139	131	181	196
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.99	0.95	0.83	0.98	0.95	0.83	1.00	0.92
Lanes:	1.00	2.55	0.45	1.00	2.65	0.35	2.00	1.66	0.34	2.00	1.00	1.00
Final Sat.:	1750	4795	803	1750	4961	638	3150	3096	604	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.12	0.12	0.12	0.21	0.21	0.11	0.23	0.23	0.04	0.10	0.11
Crit Moves:	****				****			****		****		
Green Time:	7.0	23.8	31.6	23.0	39.8	67.6	27.8	43.3	50.3	7.8	23.4	46.4
Volume/Cap:	0.50	0.55	0.42	0.55	0.58	0.34	0.45	0.58	0.50	0.58	0.45	0.27
Delay/Veh:	53.4	38.9	31.9	40.7	28.8	10.4	35.0	26.9	21.3	53.4	38.1	20.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.4	38.9	31.9	40.7	28.8	10.4	35.0	26.9	21.3	53.4	38.1	20.8
LOS by Move:	D-	D+	C	D	C	B+	D+	C	C+	D-	D+	C+
HCM2k95thQ:	4	13	12	14	21	13	11	21	18	5	10	9

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

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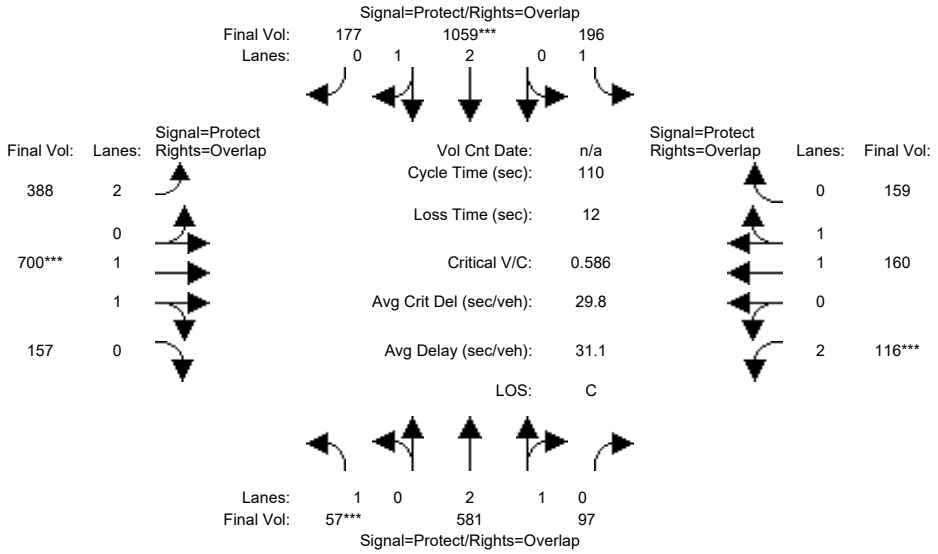
El Camino Real Specific Plan TIA
SJ17-1774
Existing PM Plus Project

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

Intersection #49: Bowers Ave/Scott Blvd (CMP)



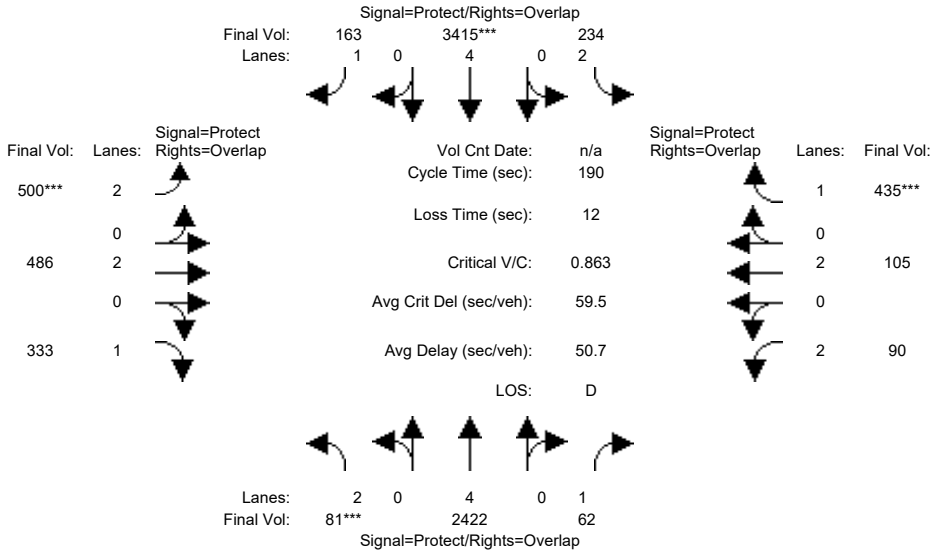
Street Name:	Bowers Ave						Scott Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	57	581	97	196	1059	177	388	700	157	116	160	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:	57	581	97	196	1059	177	388	700	157	116	160	159
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	57	581	97	196	1059	177	388	700	157	116	160	159
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	57	581	97	196	1059	177	388	700	157	116	160	159
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	581	97	196	1059	177	388	700	157	116	160	159
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	57	581	97	196	1059	177	388	700	157	116	160	159
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.99	0.95	0.83	0.98	0.95	0.83	1.00	0.95
Lanes:	1.00	2.55	0.45	1.00	2.55	0.45	2.00	1.62	0.38	2.00	1.00	1.00
Final Sat.:	1750	4798	801	1750	4797	802	3150	3022	678	3150	1900	1800
Capacity Analysis Module:												
Vol/Sat:	0.03	0.12	0.12	0.11	0.22	0.22	0.12	0.23	0.23	0.04	0.08	0.09
Crit Moves:	****				****			****		****		
Green Time:	7.0	24.9	31.9	23.1	41.0	69.8	28.8	43.0	50.0	7.0	21.2	44.3
Volume/Cap:	0.51	0.53	0.42	0.53	0.59	0.35	0.47	0.59	0.51	0.58	0.44	0.22
Delay/Veh:	53.8	37.9	31.7	40.2	28.2	9.5	34.6	27.2	21.6	54.2	39.5	21.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.8	37.9	31.7	40.2	28.2	9.5	34.6	27.2	21.6	54.2	39.5	21.6
LOS by Move:	D-	D+	C	D	C	A	C-	C	C+	D-	D	C+
HCM2k95thQ:	4	13	12	13	21	13	12	21	19	5	9	7

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

El Camino Real Specific Plan TIA
SJ17-1774
Existing PM Plus Project

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

Intersection #50: San Tomas Expy/Scott Blvd (CMP)



Street Name:	San Tomas Expy						Scott Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	12	89	89	21	98	98	29	45	45	11	27	27
Y+R:	5.7	5.8	5.8	6.0	5.8	5.8	5.7	5.6	5.6	5.6	5.7	5.7
Volume Module:												
Base Vol:	81	2422	62	234	3415	163	500	486	333	90	105	435
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	81	2422	62	234	3415	163	500	486	333	90	105	435
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	81	2422	62	234	3415	163	500	486	333	90	105	435
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	81	2422	62	234	3415	163	500	486	333	90	105	435
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	81	2422	62	234	3415	163	500	486	333	90	105	435
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	81	2422	62	234	3415	163	500	486	333	90	105	435
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	7600	1750	3150	7600	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.32	0.04	0.07	0.45	0.09	0.16	0.13	0.19	0.03	0.03	0.25
Crit Moves:	****				****		****					****
Green Time:	12.0	90.6	103.6	21.4	xxxx	135.3	35.3	53.1	65.1	13.0	30.7	52.1
Volume/Cap:	0.41	0.67	0.06	0.66	0.85	0.13	0.85	0.46	0.56	0.42	0.17	0.91
Delay/Veh:	86.9	31.0	14.1	85.4	51.3	14.8	86.5	56.9	51.9	86.2	68.8	87.4
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:	86.9	31.0	14.1	85.4	51.3	14.8	86.5	56.9	51.9	86.2	68.8	87.4
LOS by Move:	F	C	B	F	D-	B	F	E+	D-	F	E	F
HCM2k95thQ:	5	37	2	15	71	10	30	20	28	6	5	46

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

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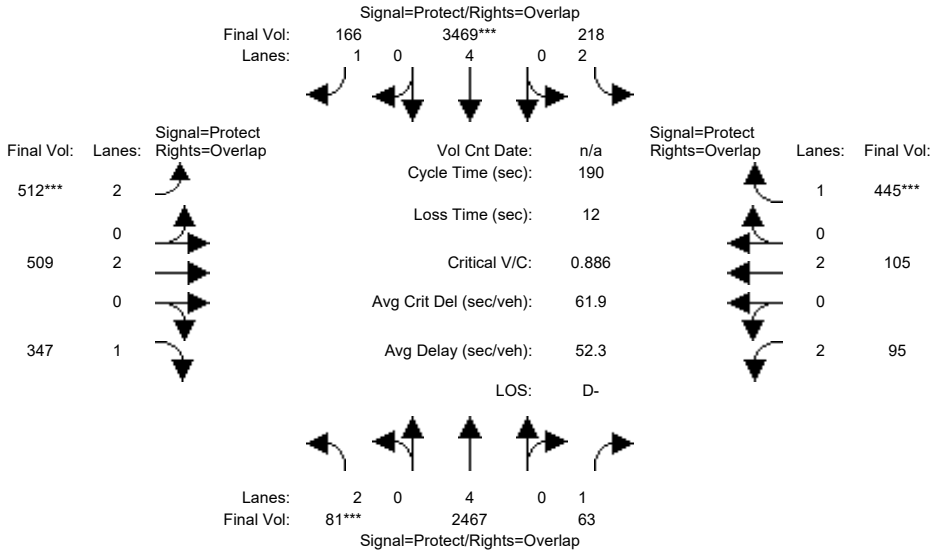
El Camino Real Specific Plan TIA
SJ17-1774
Existing PM Plus Project

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

Intersection #50: San Tomas Expy/Scott Blvd (CMP)



Street Name:	San Tomas Expy						Scott Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	12	89	89	21	98	98	29	45	45	11	27	27
Y+R:	5.7	5.8	5.8	6.0	5.8	5.8	5.7	5.6	5.6	5.6	5.7	5.7
Volume Module:												
Base Vol:	81	2467	63	218	3469	166	512	509	347	95	105	445
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	81	2467	63	218	3469	166	512	509	347	95	105	445
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	81	2467	63	218	3469	166	512	509	347	95	105	445
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	81	2467	63	218	3469	166	512	509	347	95	105	445
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	81	2467	63	218	3469	166	512	509	347	95	105	445
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	81	2467	63	218	3469	166	512	509	347	95	105	445
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	7600	1750	3150	7600	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.32	0.04	0.07	0.46	0.09	0.16	0.13	0.20	0.03	0.03	0.25
Crit Moves:	****				****		****					****
Green Time:	12.0	89.0	102.4	21.0	98.0	134.1	36.1	54.6	66.6	13.4	31.9	52.9
Volume/Cap:	0.41	0.69	0.07	0.63	0.88	0.13	0.86	0.47	0.57	0.43	0.16	0.91
Delay/Veh:	86.9	32.9	14.8	84.3	54.4	15.3	86.1	56.0	51.2	86.0	67.8	87.9
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:	86.9	32.9	14.8	84.3	54.4	15.3	86.1	56.0	51.2	86.0	67.8	87.9
LOS by Move:	F	C-	B	F	D-	B	F	E+	D-	F	E	F
HCM2k95thQ:	5	39	2	14	74	11	31	21	29	6	5	47

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

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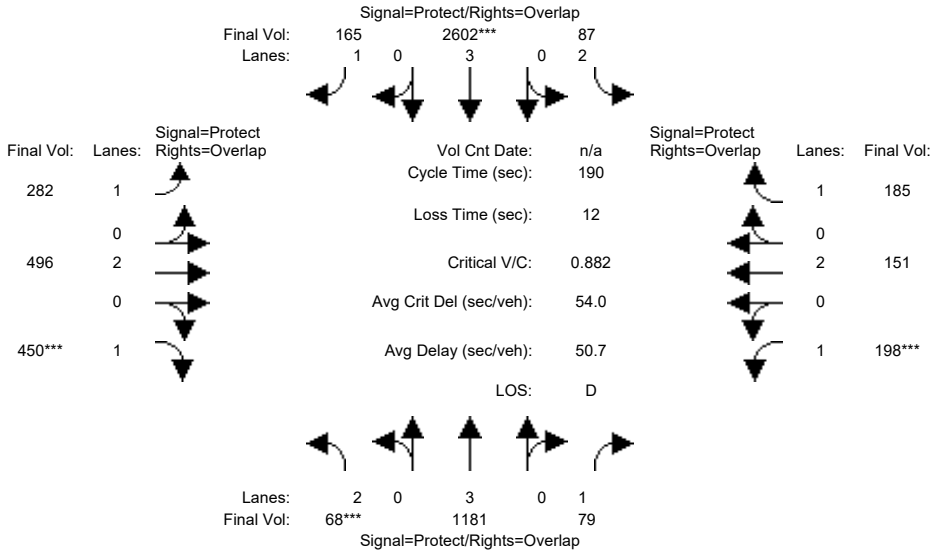
El Camino Real Specific Plan TIA
SJ17-1774
Existing PM Plus Project

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

Intersection #51: San Tomas Expy/Walsh Ave



Street Name:	San Tomas Expy						Walsh Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
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:	5.5	5.8	5.8	5.6	5.8	5.8	5.6	5.8	5.8	5.1	5.7	5.7
Volume Module:	5:00 PM - 6:00 PM											
Base Vol:	68	1640	79	87	3564	165	282	496	450	198	151	185
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	68	1640	79	87	3564	165	282	496	450	198	151	185
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	68	1640	79	87	3564	165	282	496	450	198	151	185
User Adj:	1.00	0.72	1.00	1.00	0.73	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	68	1181	79	87	2602	165	282	496	450	198	151	185
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	1181	79	87	2602	165	282	496	450	198	151	185
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	68	1181	79	87	2602	165	282	496	450	198	151	185
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.21	0.05	0.03	0.46	0.09	0.16	0.13	0.26	0.11	0.04	0.11
Crit Moves:	****				****				****	****		
Green Time:	7.0	89.8	114.3	16.0	98.8	147.4	48.6	47.7	54.7	24.5	23.6	39.5
Volume/Cap:	0.59	0.44	0.08	0.33	0.88	0.12	0.63	0.52	0.89	0.88	0.32	0.51
Delay/Veh:	97.6	33.4	15.8	82.7	43.6	5.3	65.6	61.8	82.9	111.1	76.3	67.8
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:	97.6	33.4	15.8	82.7	43.6	5.3	65.6	61.8	82.9	111.1	76.3	67.8
LOS by Move:	F	C-	B	F	D	A	E	E	F	F	E-	E
HCM2k95thQ:	5	26	4	5	67	5	27	21	46	24	8	18

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

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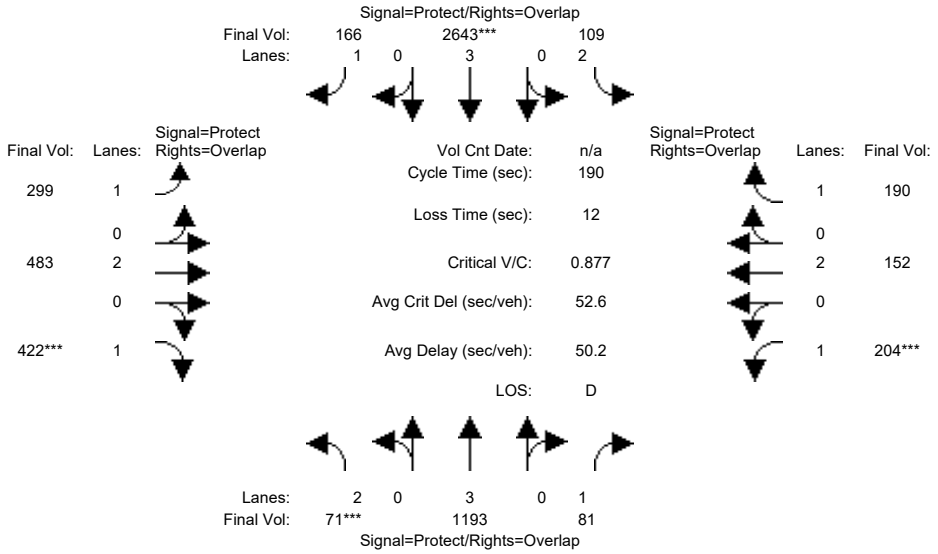
El Camino Real Specific Plan TIA
SJ17-1774
Existing PM Plus Project

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

Intersection #51: San Tomas Expy/Walsh Ave



Street Name:	San Tomas Expy						Walsh Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
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:	5.5	5.8	5.8	5.6	5.8	5.8	5.6	5.8	5.8	5.1	5.7	5.7
Volume Module:												
Base Vol:	71	1657	81	109	3620	166	299	483	422	204	152	190
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	71	1657	81	109	3620	166	299	483	422	204	152	190
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	71	1657	81	109	3620	166	299	483	422	204	152	190
User Adj:	1.00	0.72	1.00	1.00	0.73	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	71	1193	81	109	2643	166	299	483	422	204	152	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	1193	81	109	2643	166	299	483	422	204	152	190
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	71	1193	81	109	2643	166	299	483	422	204	152	190
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.21	0.05	0.03	0.46	0.09	0.17	0.13	0.24	0.12	0.04	0.11
Crit Moves:	****				****				****	****		
Green Time:	7.0	91.9	117.3	16.2	101	149.9	48.8	44.5	51.5	25.4	21.1	37.3
Volume/Cap:	0.61	0.43	0.07	0.41	0.87	0.12	0.67	0.54	0.89	0.87	0.36	0.55
Delay/Veh:	99.4	32.1	14.6	83.4	41.9	4.7	67.0	64.5	84.8	108.7	78.7	70.8
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:	99.4	32.1	14.6	83.4	41.9	4.7	67.0	64.5	84.8	108.7	78.7	70.8
LOS by Move:	F	C-	B	F	D	A	E	E	F	F	E-	E
HCM2k95thQ:	5	26	4	7	67	5	28	21	43	24	8	19

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

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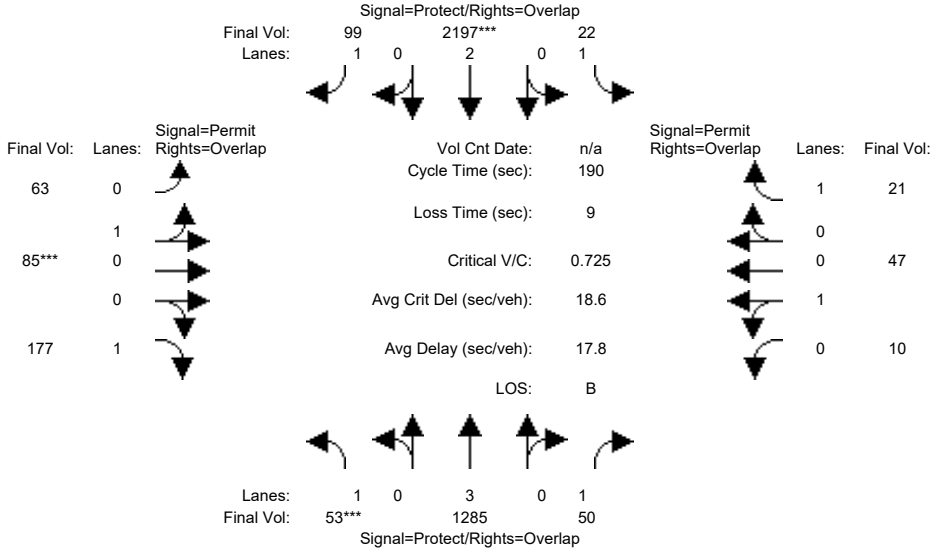
El Camino Real Specific Plan TIA
SJ17-1774
Existing PM Plus Project

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

Intersection #52: San Tomas Expy/Forbes Ave



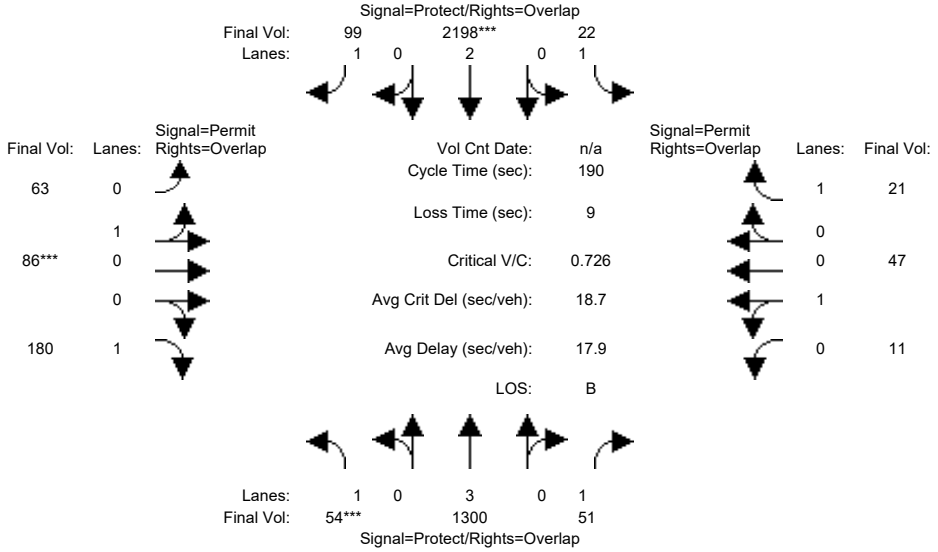
Street Name:	San Tomas Expy						Forbes Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	9	143	143	5	139	139	24	24	24	24	24	24
Y+R:	4.6	5.8	5.8	4.6	5.8	5.8	5.6	5.6	5.6	5.6	5.6	5.6
Volume Module:	4:45 PM - 5:45 PM											
Base Vol:	53	1285	50	22	2679	99	63	85	177	10	47	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	53	1285	50	22	2679	99	63	85	177	10	47	21
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	53	1285	50	22	2679	99	63	85	177	10	47	21
User Adj:	1.00	1.00	1.00	1.00	0.82	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	53	1285	50	22	2197	99	63	85	177	10	47	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	1285	50	22	2197	99	63	85	177	10	47	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	53	1285	50	22	2197	99	63	85	177	10	47	21
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	0.43	0.57	1.00	0.18	0.82	1.00
Final Sat.:	1750	5700	1750	1750	3800	1750	766	1034	1750	316	1484	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.23	0.03	0.01	0.58	0.06	0.08	0.08	0.10	0.03	0.03	0.01
Crit Moves:	****				****			****				
Green Time:	9.0	152	151.7	5.3	148	148.0	24.0	24.0	33.0	24.0	24.0	29.3
Volume/Cap:	0.64	0.28	0.04	0.45	0.74	0.07	0.65	0.65	0.58	0.25	0.25	0.08
Delay/Veh:	104.5	5.0	4.0	97.4	12.0	4.9	85.6	85.6	75.0	75.5	75.5	68.9
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:	104.5	5.0	4.0	97.4	12.0	4.9	85.6	85.6	75.0	75.5	75.5	68.9
LOS by Move:	F	A	A	F	B	A	F	F	E-	E-	E-	E
HCM2k95thQ:	7	12	1	3	53	3	18	18	19	6	6	2

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

El Camino Real Specific Plan TIA
SJ17-1774
Existing PM Plus Project

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

Intersection #52: San Tomas Expy/Forbes Ave



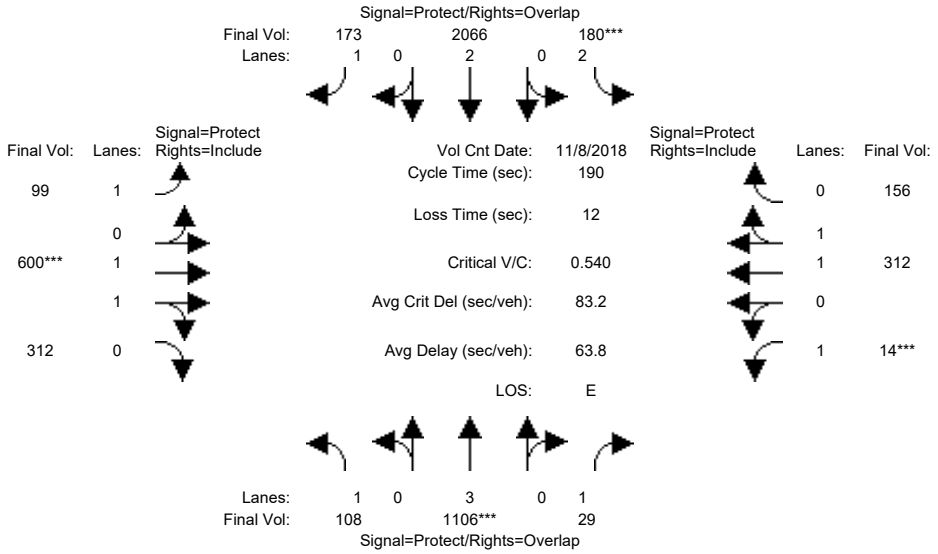
Street Name:	San Tomas Expy						Forbes Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	9	143	143	5	139	139	24	24	24	24	24	24
Y+R:	4.6	5.8	5.8	4.6	5.8	5.8	5.6	5.6	5.6	5.6	5.6	5.6
Volume Module:												
Base Vol:	54	1300	51	22	2680	99	63	86	180	11	47	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	54	1300	51	22	2680	99	63	86	180	11	47	21
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	54	1300	51	22	2680	99	63	86	180	11	47	21
User Adj:	1.00	1.00	1.00	1.00	0.82	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	54	1300	51	22	2198	99	63	86	180	11	47	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	1300	51	22	2198	99	63	86	180	11	47	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	54	1300	51	22	2198	99	63	86	180	11	47	21
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	0.42	0.58	1.00	0.19	0.81	1.00
Final Sat.:	1750	5700	1750	1750	3800	1750	761	1039	1750	341	1459	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.23	0.03	0.01	0.58	0.06	0.08	0.08	0.10	0.03	0.03	0.01
Crit Moves:	****				****			****				
Green Time:	9.0	152	151.7	5.3	148	148.0	24.0	24.0	33.0	24.0	24.0	29.3
Volume/Cap:	0.65	0.29	0.04	0.45	0.74	0.07	0.66	0.66	0.59	0.26	0.26	0.08
Delay/Veh:	105.9	5.0	4.0	97.4	12.0	4.9	85.8	85.8	75.4	75.5	75.5	68.9
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:	105.9	5.0	4.0	97.4	12.0	4.9	85.8	85.8	75.4	75.5	75.5	68.9
LOS by Move:	F	A	A	F	B	A	F	F	E-	E-	E-	E
HCM2k95thQ:	7	12	1	3	53	3	18	18	20	7	7	2

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

El Camino Real Specific Plan TIA
SJ17-1774
Existing PM Plus Project

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

Intersection #53: San Tomas Expy/Pruneridge Ave



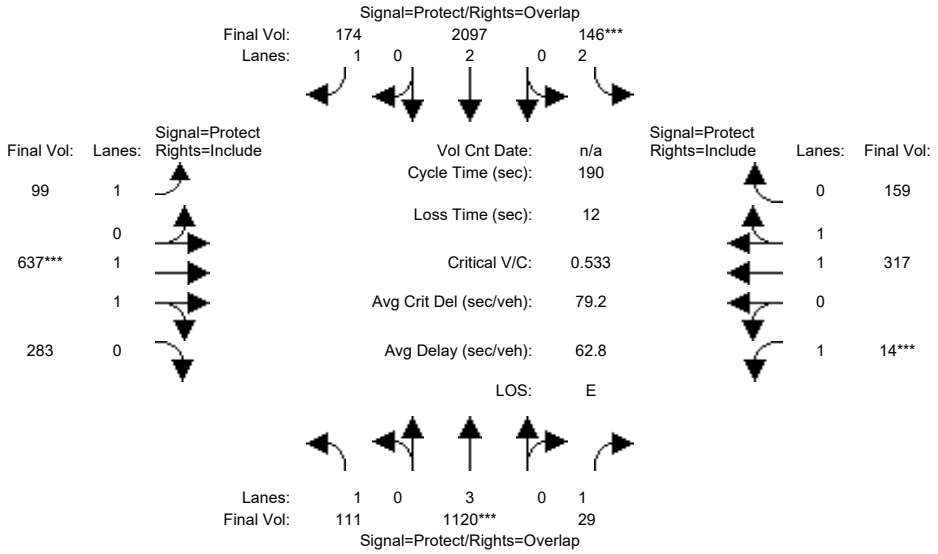
Street Name:	San Tomas Expy						Pruneridge Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	12	116	116	10	114	114	11	28	28	10	27	27
Y+R:	5.2	5.8	5.8	5.2	5.8	5.8	5.3	5.6	5.6	5.1	5.5	5.5
Volume Module: >> Count Date: 8 Nov 2018 << 4:45 PM - 5:45 PM												
Base Vol:	108	1106	29	180	2520	173	99	600	312	14	312	156
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	108	1106	29	180	2520	173	99	600	312	14	312	156
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	108	1106	29	180	2520	173	99	600	312	14	312	156
User Adj:	1.00	1.00	1.00	1.00	0.82	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	108	1106	29	180	2066	173	99	600	312	14	312	156
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	108	1106	29	180	2066	173	99	600	312	14	312	156
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	108	1106	29	180	2066	173	99	600	312	14	312	156
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.99	0.95	0.92	0.99	0.95
Lanes:	1.00	3.00	1.00	2.00	2.00	1.00	1.00	1.30	0.70	1.00	1.32	0.68
Final Sat.:	1750	5700	1750	3150	3800	1750	1750	2433	1265	1750	2466	1233
Capacity Analysis Module:												
Vol/Sat:	0.06	0.19	0.02	0.06	0.54	0.10	0.06	0.25	0.25	0.01	0.13	0.13
Crit Moves:		****		****				****		****		
Green Time:	12.0	116	126.0	10.0	114	129.1	15.1	42.0	42.0	10.0	36.9	36.9
Volume/Cap:	0.98	0.32	0.02	1.09	0.91	0.15	0.71	1.12	1.12	0.15	0.65	0.65
Delay/Veh:	166.9	17.9	11.0	184.6	39.0	10.9	101.5	142	142.2	86.7	72.7	72.7
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:	166.9	17.9	11.0	184.6	39.0	10.9	101.5	142	142.2	86.7	72.7	72.7
LOS by Move:	F	B	B+	F	D	B+	F	F	F	F	E	E
HCM2k95thQ:	18	18	1	15	81	7	12	53	53	2	24	24

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

El Camino Real Specific Plan TIA
SJ17-1774
Existing PM Plus Project

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

Intersection #53: San Tomas Expy/Pruneridge Ave



Street Name:	San Tomas Expy						Pruneridge Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	12	116	116	10	114	114	11	28	28	10	27	27
Y+R:	5.2	5.8	5.8	5.2	5.8	5.8	5.3	5.6	5.6	5.1	5.5	5.5
Volume Module:												
Base Vol:	111	1120	29	146	2557	174	99	637	283	14	317	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:	111	1120	29	146	2557	174	99	637	283	14	317	159
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	111	1120	29	146	2557	174	99	637	283	14	317	159
User Adj:	1.00	1.00	1.00	1.00	0.82	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	111	1120	29	146	2097	174	99	637	283	14	317	159
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	111	1120	29	146	2097	174	99	637	283	14	317	159
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	111	1120	29	146	2097	174	99	637	283	14	317	159
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.99	0.95	0.92	0.99	0.95
Lanes:	1.00	3.00	1.00	2.00	2.00	1.00	1.00	1.37	0.63	1.00	1.31	0.69
Final Sat.:	1750	5700	1750	3150	3800	1750	1750	2561	1138	1750	2463	1235
Capacity Analysis Module:												
Vol/Sat:	0.06	0.20	0.02	0.05	0.55	0.10	0.06	0.25	0.25	0.01	0.13	0.13
Crit Moves:		****		****				****		****		
Green Time:	12.0	116	126.0	10.0	114	129.1	15.1	42.0	42.0	10.0	36.9	36.9
Volume/Cap:	1.00	0.32	0.02	0.88	0.92	0.15	0.71	1.13	1.13	0.15	0.66	0.66
Delay/Veh:	175.8	18.0	11.0	127.4	40.6	10.9	101.5	146	145.9	86.7	73.1	73.1
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:	175.8	18.0	11.0	127.4	40.6	10.9	101.5	146	145.9	86.7	73.1	73.1
LOS by Move:	F	B	B+	F	D	B+	F	F	F	F	E	E
HCM2k95thQ:	19	18	1	10	84	7	12	56	56	2	24	24

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

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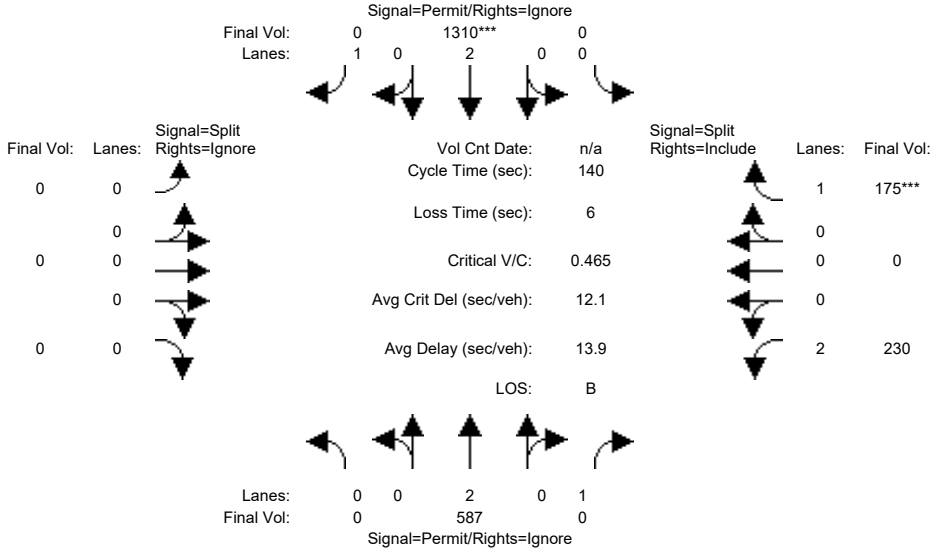
El Camino Real Specific Plan TIA
SJ17-1774
Existing PM Plus Project

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

Intersection #54: The Alameda/I-880 SB (CMP)



Street Name:	The Alameda						I-880 SB					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	0	10	10	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:5:15 - 6:15 PM												
Base Vol:	0	587	356	0	1310	212	0	0	0	230	0	175
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	587	356	0	1310	212	0	0	0	230	0	175
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	587	356	0	1310	212	0	0	0	230	0	175
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	587	0	0	1310	0	0	0	0	230	0	175
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	587	0	0	1310	0	0	0	0	230	0	175
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	587	0	0	1310	0	0	0	0	230	0	175
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	2.00	1.00	0.00	2.00	1.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3800	1750	0	3800	1750	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.00	0.00	0.34	0.00	0.00	0.00	0.00	0.07	0.00	0.10
Crit Moves:					****							****
Green Time:	0.0	104	0.0	0.0	104	0.0	0.0	0.0	0.0	30.1	0.0	30.1
Volume/Cap:	0.00	0.21	0.00	0.00	0.46	0.00	0.00	0.00	0.00	0.34	0.00	0.46
Delay/Veh:	0.0	5.6	0.0	0.0	7.2	0.0	0.0	0.0	0.0	46.8	0.0	48.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	5.6	0.0	0.0	7.2	0.0	0.0	0.0	0.0	46.8	0.0	48.8
LOS by Move:	A	A	A	A	A	A	A	A	A	D	A	D
HCM2k95thQ:	0	7	0	0	20	0	0	0	0	9	0	13

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

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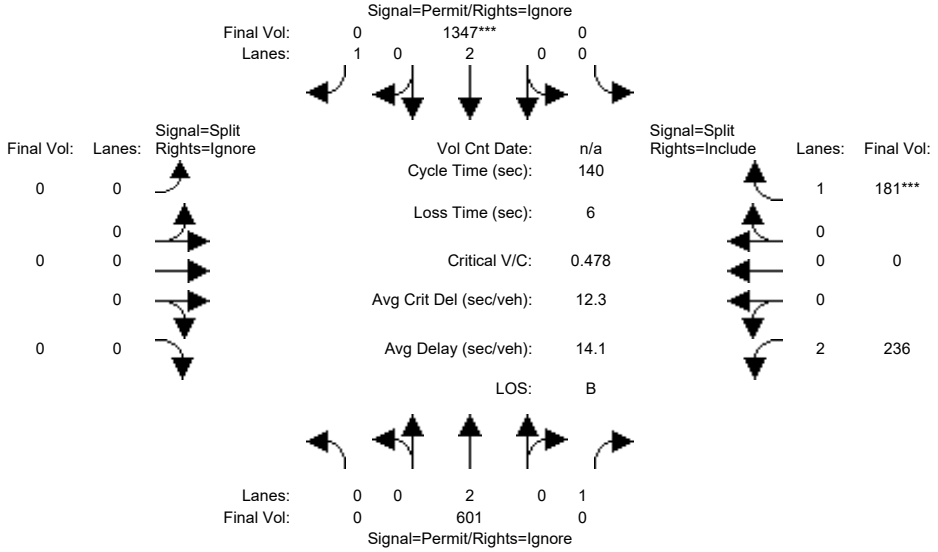
El Camino Real Specific Plan TIA
SJ17-1774
Existing PM Plus Project

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

Intersection #54: The Alameda/I-880 SB (CMP)



Street Name:	The Alameda						I-880 SB					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	0	10	10	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	601	354	0	1347	215	0	0	0	236	0	181
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	601	354	0	1347	215	0	0	0	236	0	181
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	601	354	0	1347	215	0	0	0	236	0	181
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	601	0	0	1347	0	0	0	0	236	0	181
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	601	0	0	1347	0	0	0	0	236	0	181
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	601	0	0	1347	0	0	0	0	236	0	181
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	2.00	1.00	0.00	2.00	1.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3800	1750	0	3800	1750	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.00	0.00	0.35	0.00	0.00	0.00	0.00	0.07	0.00	0.10
Crit Moves:					****							****
Green Time:	0.0	104	0.0	0.0	104	0.0	0.0	0.0	0.0	30.3	0.0	30.3
Volume/Cap:	0.00	0.21	0.00	0.00	0.48	0.00	0.00	0.00	0.00	0.35	0.00	0.48
Delay/Veh:	0.0	5.6	0.0	0.0	7.4	0.0	0.0	0.0	0.0	46.8	0.0	48.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	5.6	0.0	0.0	7.4	0.0	0.0	0.0	0.0	46.8	0.0	48.9
LOS by Move:	A	A	A	A	A	A	A	A	A	D	A	D
HCM2k95thQ:	0	8	0	0	21	0	0	0	0	10	0	14

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

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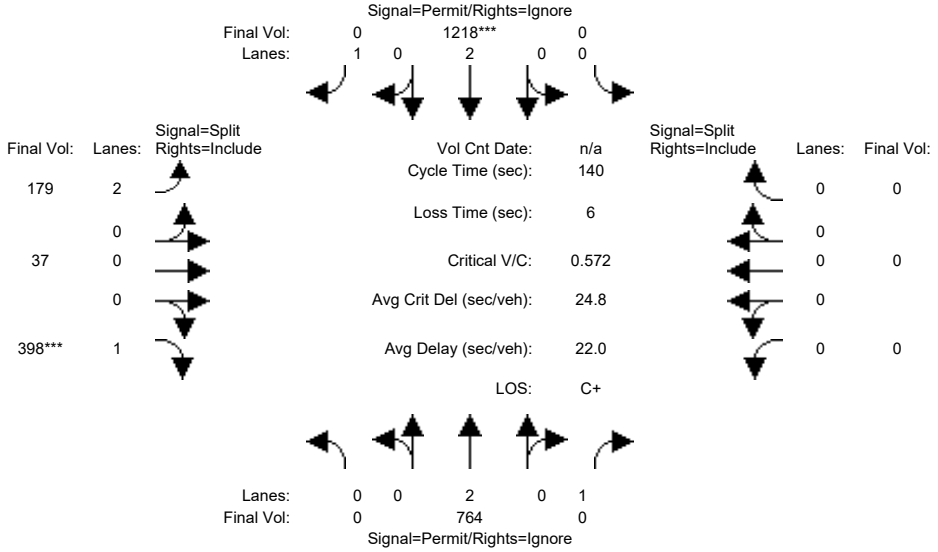
El Camino Real Specific Plan TIA
SJ17-1774
Existing PM Plus Project

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

Intersection #55: The Alameda/I-880 NB (CMP)



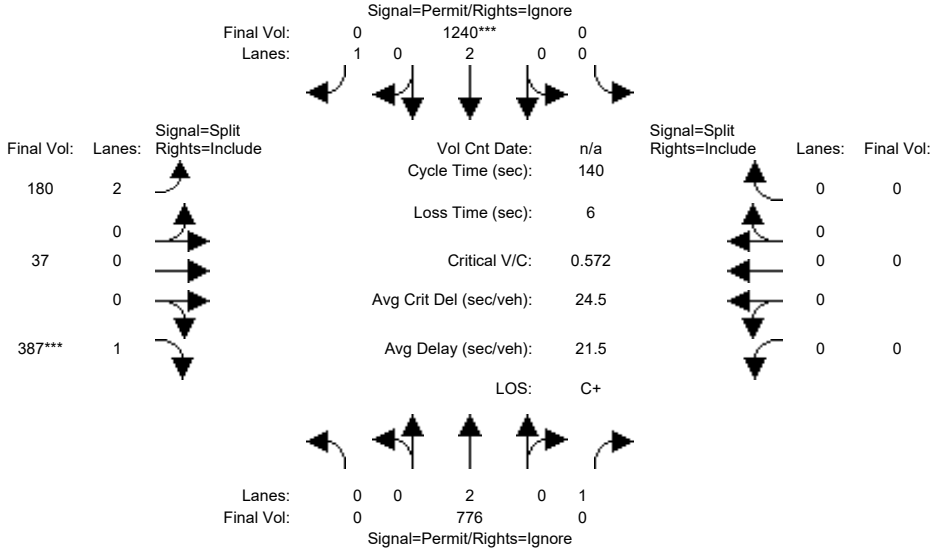
Street Name:	The Alameda						I-880 NB					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:5:15 - 6:15 PM												
Base Vol:	0	764	238	0	1218	343	179	37	398	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	764	238	0	1218	343	179	37	398	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	764	238	0	1218	343	179	37	398	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	764	0	0	1218	0	179	37	398	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	764	0	0	1218	0	179	37	398	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	764	0	0	1218	0	179	37	398	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	0.00	2.00	1.00	1.68	0.32	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	1750	0	3800	1750	2940	608	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.00	0.00	0.32	0.00	0.06	0.06	0.23	0.00	0.00	0.00
Crit Moves:					****				****			
Green Time:	0.0	78.4	0.0	0.0	78.4	0.0	55.6	55.6	55.6	0.0	0.0	0.0
Volume/Cap:	0.00	0.36	0.00	0.00	0.57	0.00	0.15	0.15	0.57	0.00	0.00	0.00
Delay/Veh:	0.0	17.1	0.0	0.0	20.3	0.0	27.1	27.1	33.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	17.1	0.0	0.0	20.3	0.0	27.1	27.1	33.7	0.0	0.0	0.0
LOS by Move:	A	B	A	A	C+	A	C	C	C-	A	A	A
HCM2k95thQ:	0	16	0	0	29	0	6	6	25	0	0	0

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

El Camino Real Specific Plan TIA
SJ17-1774
Existing PM Plus Project

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

Intersection #55: The Alameda/I-880 NB (CMP)



Street Name:	The Alameda						I-880 NB					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	776	243	0	1240	358	180	37	387	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	776	243	0	1240	358	180	37	387	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	776	243	0	1240	358	180	37	387	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	776	0	0	1240	0	180	37	387	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	776	0	0	1240	0	180	37	387	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	776	0	0	1240	0	180	37	387	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	0.00	2.00	1.00	1.68	0.32	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	1750	0	3800	1750	2943	605	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.00	0.00	0.33	0.00	0.06	0.06	0.22	0.00	0.00	0.00
Crit Moves:					****				****			
Green Time:	0.0	79.9	0.0	0.0	79.9	0.0	54.1	54.1	54.1	0.0	0.0	0.0
Volume/Cap:	0.00	0.36	0.00	0.00	0.57	0.00	0.16	0.16	0.57	0.00	0.00	0.00
Delay/Veh:	0.0	16.3	0.0	0.0	19.5	0.0	28.1	28.1	34.6	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	16.3	0.0	0.0	19.5	0.0	28.1	28.1	34.6	0.0	0.0	0.0
LOS by Move:	A	B	A	A	B-	A	C	C	C-	A	A	A
HCM2k95thQ:	0	16	0	0	29	0	6	6	25	0	0	0

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

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El Camino Real Specific Plan TIA
SJ17-1774
Background AM Plus Project

Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

Intersection		Background AM				Background PP AM					
		LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change
#1	El Camino Real/S Wolfe Rd (CMP)	D	41.7	0.596	39.4	D	42.0	0.605	+ 0.009	39.5	+ 0.1
#2	El Camino Real/Halford Ave	B-	18.4	0.366	10.8	C+	20.9	0.405	+ 0.039	15.2	+ 4.4
#3	El Camino Real/Lawrence Expy (CMP)	C	26.5	0.528	27.8	C	26.3	0.542	+ 0.014	27.7	- 0.1
#4	El Camino Real/Flora Vista Ave	B-	19.5	0.396	14.9	C+	20.9	0.406	+ 0.010	15.5	+ 0.5
#5	El Camino Real/Calabazas Blvd	C	27.8	0.496	27.3	C-	32.8	0.569	+ 0.073	33.5	+ 6.2
#6	El Camino Real/Bowers Ave - Kiely Blvd (CMP)	C	29.1	0.643	31.2	C	29.8	0.681	+ 0.038	32.5	+ 1.4
#7	El Camino Real/Bowe Ave	B	12.3	0.339	8.6	C	28.0	0.457	+ 0.118	25.1	+ 16.4
#8	El Camino Real/San Tomas Expy (CMP)	D-	53.7	0.858	57.0	E+	57.0	0.886	+ 0.028	61.7	+ 4.7
#9	El Camino Real/McCormick Dr	B+	11.7	0.230	7.7	B	12.3	0.247	+ 0.017	10.3	+ 2.5
#10	El Camino Real/Scott Blvd (CMP)	C-	34.6	0.585	36.6	C-	34.6	0.608	+ 0.023	36.9	+ 0.3
#11	El Camino Real/Lincoln St (CMP)	C	29.0	0.354	25.9	C	29.1	0.350	- 0.004	25.6	- 0.3
#12	El Camino Real/Monroe St (CMP)	C-	33.7	0.535	34.3	D+	36.9	0.626	+ 0.091	39.2	+ 4.8
#13	El Camino Real/Lafayette St (CMP)	D	42.1	0.883	53.1	D	41.9	0.887	+ 0.003	53.6	+ 0.5
#14	El Camino Real/Harrison St	C	0.8	0.184	0.8	C	0.9	0.215	+ 0.031	0.9	+ 0.0
#15	El Camino Real/Benton St	B	16.5	0.437	13.2	B	16.1	0.438	+ 0.001	13.0	- 0.2
#16	El Camino Real/The Alameda (CMP)	B	12.2	0.633	11.0	B+	11.4	0.617	- 0.017	10.3	- 0.7
#17	Lawrence Expy/NB US 101	B+	11.3	0.460	12.5	B+	11.4	0.469	+ 0.009	12.5	+ 0.0
#18	Lawrence Expy/SB US 101	B	13.1	0.633	16.0	B	12.9	0.646	+ 0.013	15.5	- 0.5
#19	Lawrence Expy/Oakmead Pkwy	D	41.2	0.687	46.6	D	41.4	0.701	+ 0.014	46.9	+ 0.3
#20	Lawrence Expy/E Arques Ave (CMP)	D+	38.8	0.646	38.1	D	39.6	0.670	+ 0.024	39.1	+ 1.0
#21	Lawrence Expy/Kifer Rd	D	39.8	0.797	44.8	D	40.5	0.806	+ 0.009	45.3	+ 0.5
#22	Lawrence Expy/Monroe St (CMP)	E+	55.1	0.689	64.2	E+	58.3	0.722	+ 0.033	71.8	+ 7.6
#23	Lawrence Expy/Cabrillo Ave	C-	34.2	0.755	35.2	D+	38.7	0.809	+ 0.054	42.9	+ 7.7
#24	Lawrence Expy/Benton St	E	60.0	0.861	78.1	E	60.1	0.858	- 0.002	77.2	- 0.9
#25	Lawrence Expy/Lochinvar Ave	C	25.8	0.690	28.2	C	28.7	0.711	+ 0.021	31.5	+ 3.3
#26	Lawrence Expy/Homestead Rd (CMP)	E	61.9	0.426	61.9	E	61.9	0.443	+ 0.017	61.6	- 0.4

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El Camino Real Specific Plan TIA
SJ17-1774
Background AM Plus Project

Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

Intersection		Background AM				Background PP AM					
		LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change
#27	Lawrence Expy/Pruneridge Ave	D	44.4	0.779	49.1	D	45.5	0.784	+ 0.005	49.4	+ 0.3
#28	Montague Expy/Mission College Blvd (CMP)	E	61.1	0.871	88.2	E	62.2	0.875	+ 0.004	96.0	+ 7.9
#29	San Tomas Expy/Monroe St (CMP)	D	40.0	0.848	34.6	D	40.9	0.808	- 0.040	36.3	+ 1.7
#30	San Tomas Expy/Cabrillo Ave	C	27.4	0.632	25.4	C	27.2	0.648	+ 0.016	25.4	+ 0.1
#31	San Tomas Expy/Benton St	D+	38.9	0.683	40.5	D	39.6	0.693	+ 0.010	41.2	+ 0.7
#32	San Tomas Expy/Homestead Rd (CMP)	D-	51.2	0.804	52.1	D-	51.7	0.811	+ 0.006	53.5	+ 1.5
#33	Bowers Ave/Cabrillo Ave	C	23.8	0.580	23.3	C	23.3	0.617	+ 0.036	22.5	- 0.8
#34	Bowers Ave/Monroe St	C	30.9	0.686	30.3	C	31.4	0.720	+ 0.034	30.7	+ 0.5
#35	Bowers Ave/Kifer Rd	D+	35.1	0.651	35.4	D+	35.2	0.666	+ 0.015	35.6	+ 0.2
#36	Bowers Ave/Central Expy (CMP)	D	47.9	0.674	47.1	D	47.7	0.680	+ 0.006	46.9	- 0.2
#37	Kiely Blvd/Benton St	C-	34.9	0.603	33.3	C-	34.8	0.603	+ 0.000	33.7	+ 0.4
#38	Kiely Blvd/Homestead Rd	D+	36.1	0.652	36.8	D+	36.2	0.683	+ 0.031	37.5	+ 0.8
#39	Monroe St/Scott Blvd	D+	36.8	0.796	37.7	D	39.1	0.855	+ 0.058	41.7	+ 4.0
#40	Walsh Ave/Scott Blvd	C	23.5	0.484	19.6	C	23.4	0.522	+ 0.039	19.8	+ 0.3
#41	Central Expy/Scott Blvd (CMP)	D	47.3	0.627	42.3	D	46.8	0.517	- 0.110	57.8	+ 15.5
#42	Clay St/Scott Blvd	B+	11.1	0.309	5.5	B+	11.2	0.318	+ 0.008	6.2	+ 0.7
#43	Harrison St/Scott Blvd	D	2.0	0.163	2.0	D	2.0	0.164	+ 0.001	2.0	- 0.0
#44	Benton St/Scott Blvd	B-	18.4	0.502	17.4	B-	18.7	0.505	+ 0.003	17.7	+ 0.3
#45	Homestead Rd/Scott Blvd	B	15.9	0.446	12.2	B	15.7	0.448	+ 0.001	12.2	- 0.1
#46	Lawrence Expy SB/Stevens Creek Blvd (CMP)	C	27.0	0.811	30.2	C	28.2	0.829	+ 0.018	31.6	+ 1.4
#47	Lawrence Expy NB/Stevens Creek Blvd (CMP)	C	31.8	0.659	35.0	C	31.7	0.657	- 0.001	34.9	- 0.1
#48	Lawrence Expy/Calvert Dr (CMP)	C-	32.9	0.304	22.7	C-	34.7	0.905	+ 0.601	43.9	+ 21.2
#49	Bowers Ave/Scott Blvd (CMP)	D	40.4	0.631	40.8	D	40.4	0.633	+ 0.002	40.7	- 0.1
#50	San Tomas Expy/Scott Blvd (CMP)	D+	36.9	0.689	45.0	D+	37.6	0.689	+ 0.001	44.7	- 0.3
#51	San Tomas Expy/Walsh Ave	D	43.0	0.771	39.5	D	43.4	0.784	+ 0.014	40.2	+ 0.8
#52	San Tomas Expy/Forbes Ave	C	26.1	0.832	28.6	C	27.3	0.845	+ 0.013	30.5	+ 1.9

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El Camino Real Specific Plan TIA
SJ17-1774
Background AM Plus Project

Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

Intersection		Background AM				Background PP AM					
		LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change
#53	San Tomas Expy/Pruneridge Ave	E	61.2	0.933	70.0	E	63.3	0.944	+ 0.011	72.8	+ 2.8
#54	The Alameda/I-880 SB (CMP)	C+	20.9	0.673	22.9	C+	20.8	0.677	+ 0.004	22.8	- 0.2
#55	The Alameda/I-880 NB (CMP)	C	24.3	0.638	25.7	C	24.4	0.646	+ 0.008	25.9	+ 0.2

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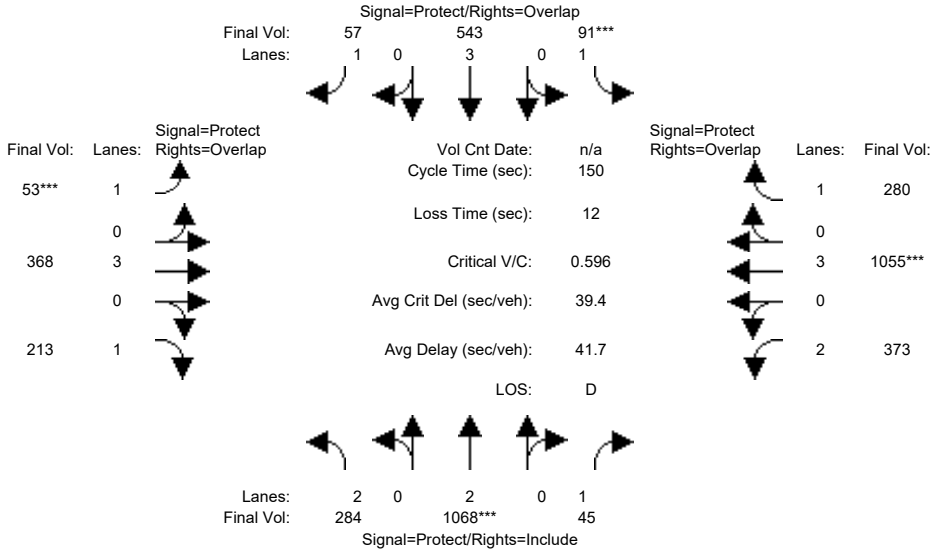
El Camino Real Specific Plan TIA
SJ17-1774
Background AM Plus Project

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

Intersection #1: El Camino Real/S Wolfe Rd (CMP)



Street Name:	S Wolfe Rd						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	284	1068	45	91	543	57	53	368	213	373	1055	280
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	284	1068	45	91	543	57	53	368	213	373	1055	280
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	284	1068	45	91	543	57	53	368	213	373	1055	280
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	284	1068	45	91	543	57	53	368	213	373	1055	280
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	284	1068	45	91	543	57	53	368	213	373	1055	280
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	284	1068	45	91	543	57	53	368	213	373	1055	280
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	1750	5700	1750	1750	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.28	0.03	0.05	0.10	0.03	0.03	0.06	0.12	0.12	0.19	0.16
Crit Moves:		****		****			****				****	
Green Time:	40.7	70.7	70.7	13.1	43.1	50.7	7.6	19.5	60.3	34.7	46.6	59.7
Volume/Cap:	0.33	0.60	0.05	0.60	0.33	0.10	0.60	0.50	0.30	0.51	0.60	0.40
Delay/Veh:	44.0	29.7	21.5	72.2	42.3	34.1	80.2	61.2	30.8	50.9	44.3	32.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.0	29.7	21.5	72.2	42.3	34.1	80.2	61.2	30.8	50.9	44.3	32.8
LOS by Move:	D	C	C+	E	D	C-	F	E	C	D	D	C-
HCM2k95thQ:	12	31	2	10	12	4	7	11	13	16	24	18

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

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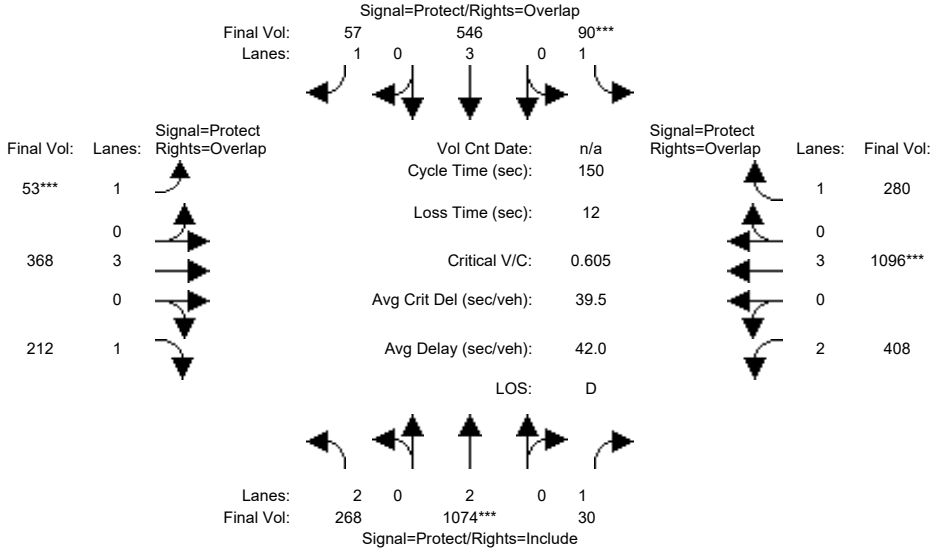
El Camino Real Specific Plan TIA
SJ17-1774
Background AM Plus Project

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

Intersection #1: El Camino Real/S Wolfe Rd (CMP)



Street Name:	S Wolfe Rd						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	268	1074	30	90	546	57	53	368	212	408	1096	280
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	268	1074	30	90	546	57	53	368	212	408	1096	280
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	268	1074	30	90	546	57	53	368	212	408	1096	280
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	268	1074	30	90	546	57	53	368	212	408	1096	280
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	268	1074	30	90	546	57	53	368	212	408	1096	280
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	268	1074	30	90	546	57	53	368	212	408	1096	280
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	1750	5700	1750	1750	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.28	0.02	0.05	0.10	0.03	0.03	0.06	0.12	0.13	0.19	0.16
Crit Moves:		****		****			****				****	
Green Time:	39.0	70.1	70.1	12.8	43.9	51.4	7.5	18.8	57.7	36.4	47.7	60.4
Volume/Cap:	0.33	0.61	0.04	0.61	0.33	0.10	0.61	0.52	0.31	0.53	0.61	0.40
Delay/Veh:	45.2	30.3	21.7	73.1	41.6	33.6	81.3	62.0	32.6	50.1	43.8	32.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.2	30.3	21.7	73.1	41.6	33.6	81.3	62.0	32.6	50.1	43.8	32.2
LOS by Move:	D	C	C+	E	D	C-	F	E	C-	D	D	C-
HCM2k95thQ:	11	31	2	10	12	4	7	11	14	18	25	18

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

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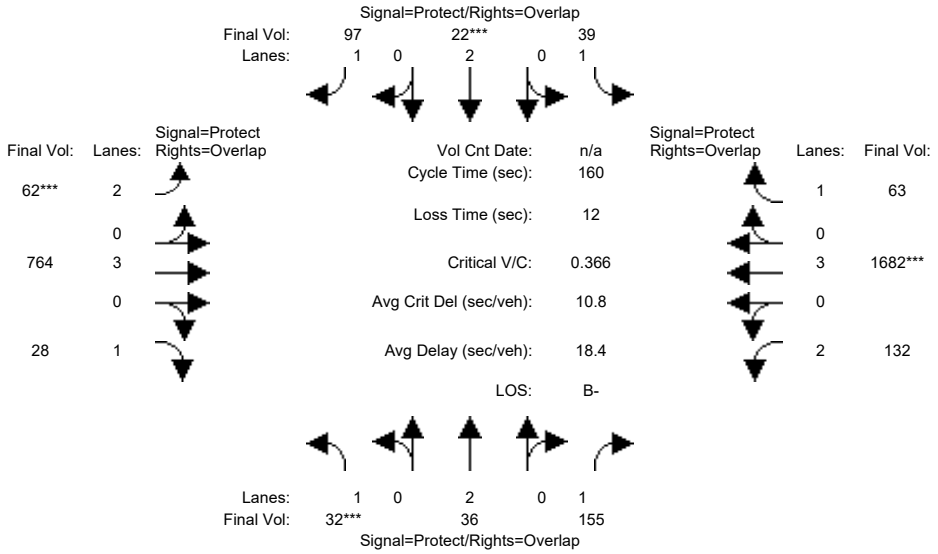
El Camino Real Specific Plan TIA
SJ17-1774
Background AM Plus Project

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

Intersection #2: El Camino Real/Halford Ave



Street Name:	Halford Ave						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	32	36	155	39	22	97	62	764	28	132	1682	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:	32	36	155	39	22	97	62	764	28	132	1682	63
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	32	36	155	39	22	97	62	764	28	132	1682	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:	32	36	155	39	22	97	62	764	28	132	1682	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	36	155	39	22	97	62	764	28	132	1682	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:	32	36	155	39	22	97	62	764	28	132	1682	63
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.01	0.09	0.02	0.01	0.06	0.02	0.13	0.02	0.04	0.30	0.04
Crit Moves:	****				****		****				****	
Green Time:	7.6	10.3	42.4	7.2	10.0	18.2	8.2	98.3	105.9	32.1	122	129.5
Volume/Cap:	0.39	0.15	0.33	0.49	0.09	0.49	0.39	0.22	0.02	0.21	0.39	0.04
Delay/Veh:	76.9	70.9	47.8	79.3	70.9	68.5	75.0	13.8	9.3	53.5	6.4	3.0
User DelAdj:	1.00	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	70.9	47.8	79.3	70.9	68.5	75.0	13.8	9.3	53.5	6.4	3.0
LOS by Move:	E-	E	D	E-	E	E	E-	B	A	D-	A	A
HCM2k95thQ:	4	2	13	5	1	10	4	10	1	6	17	1

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

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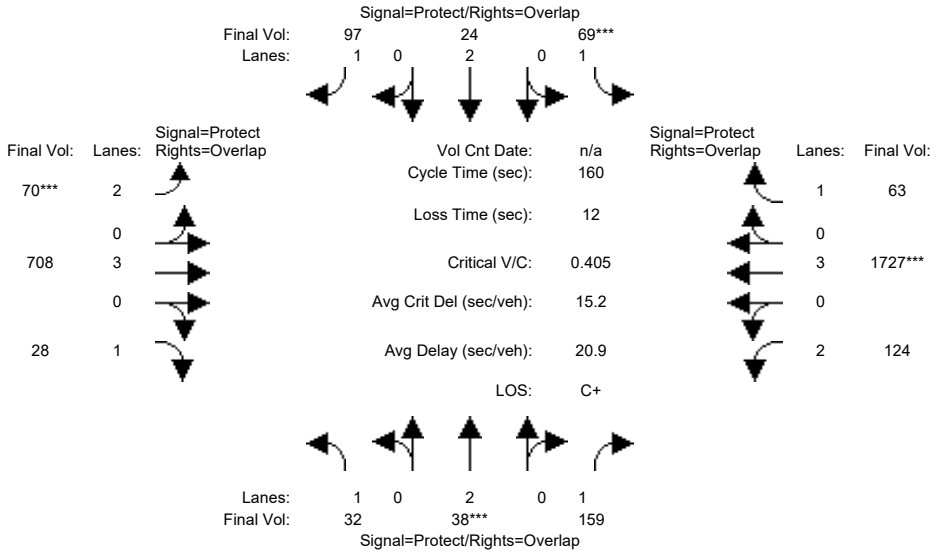
El Camino Real Specific Plan TIA
SJ17-1774
Background AM Plus Project

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

Intersection #2: El Camino Real/Halford Ave



Street Name:	Halford Ave						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	32	38	159	69	24	97	70	708	28	124	1727	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:	32	38	159	69	24	97	70	708	28	124	1727	63
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	32	38	159	69	24	97	70	708	28	124	1727	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:	32	38	159	69	24	97	70	708	28	124	1727	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	38	159	69	24	97	70	708	28	124	1727	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:	32	38	159	69	24	97	70	708	28	124	1727	63
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.01	0.09	0.04	0.01	0.06	0.02	0.12	0.02	0.04	0.30	0.04
Crit Moves:		****		****			****				****	
Green Time:	10.3	10.0	42.1	14.9	14.7	23.1	8.4	91.0	101.3	32.1	115	129.6
Volume/Cap:	0.29	0.16	0.35	0.42	0.07	0.38	0.42	0.22	0.03	0.20	0.42	0.04
Delay/Veh:	72.8	71.3	48.3	70.2	66.5	63.0	75.2	17.0	11.0	53.4	9.3	3.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	72.8	71.3	48.3	70.2	66.5	63.0	75.2	17.0	11.0	53.4	9.3	3.0
LOS by Move:	E	E	D	E	E	E	E-	B	B+	D-	A	A
HCM2k95thQ:	4	2	13	8	1	9	4	11	1	6	20	1

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

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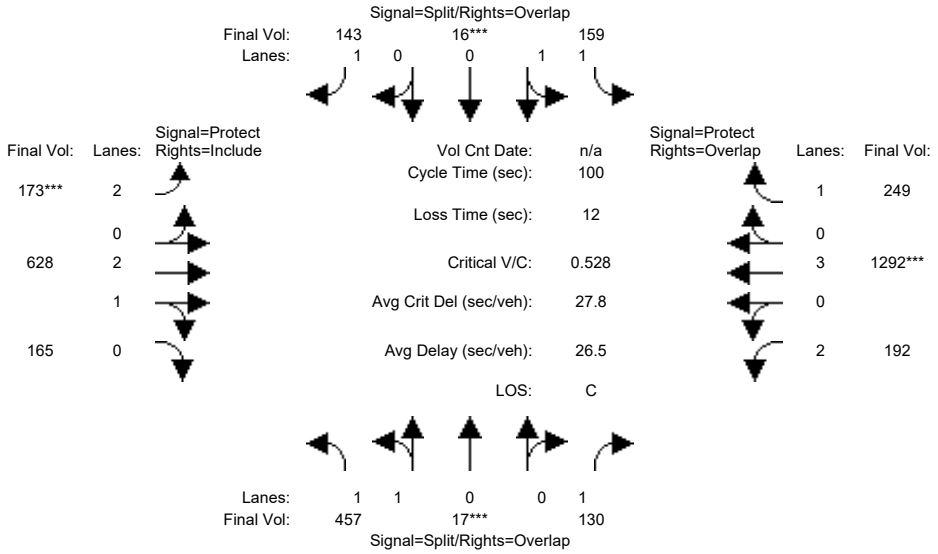
El Camino Real Specific Plan TIA
SJ17-1774
Background AM Plus Project

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

Intersection #3: El Camino Real/Lawrence Expy (CMP)



Street Name:	Lawrence Expy						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	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:												
Base Vol:	457	17	130	159	16	143	173	628	165	192	1292	249
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	457	17	130	159	16	143	173	628	165	192	1292	249
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	457	17	130	159	16	143	173	628	165	192	1292	249
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	457	17	130	159	16	143	173	628	165	192	1292	249
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	457	17	130	159	16	143	173	628	165	192	1292	249
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	457	17	130	159	16	143	173	628	165	192	1292	249
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.93	0.95	0.92	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	1.93	0.07	1.00	1.82	0.18	1.00	2.00	2.35	0.65	2.00	3.00	1.00
Final Sat.:	3423	127	1750	3225	325	1750	3150	4433	1165	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.07	0.05	0.05	0.08	0.05	0.14	0.14	0.06	0.23	0.14
Crit Moves:		****			****		****				****	
Green Time:	25.1	25.1	42.6	10.0	10.0	20.3	10.3	35.4	35.4	17.5	42.6	52.6
Volume/Cap:	0.53	0.53	0.17	0.49	0.49	0.40	0.53	0.40	0.40	0.35	0.53	0.27
Delay/Veh:	33.0	33.0	17.9	43.7	43.7	35.3	44.2	24.4	24.4	36.6	21.5	13.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.0	33.0	17.9	43.7	43.7	35.3	44.2	24.4	24.4	36.6	21.5	13.3
LOS by Move:	C-	C-	B	D	D	D+	D	C	C	D+	C+	B
HCM2k95thQ:	12	12	5	5	5	8	6	12	12	6	18	9

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

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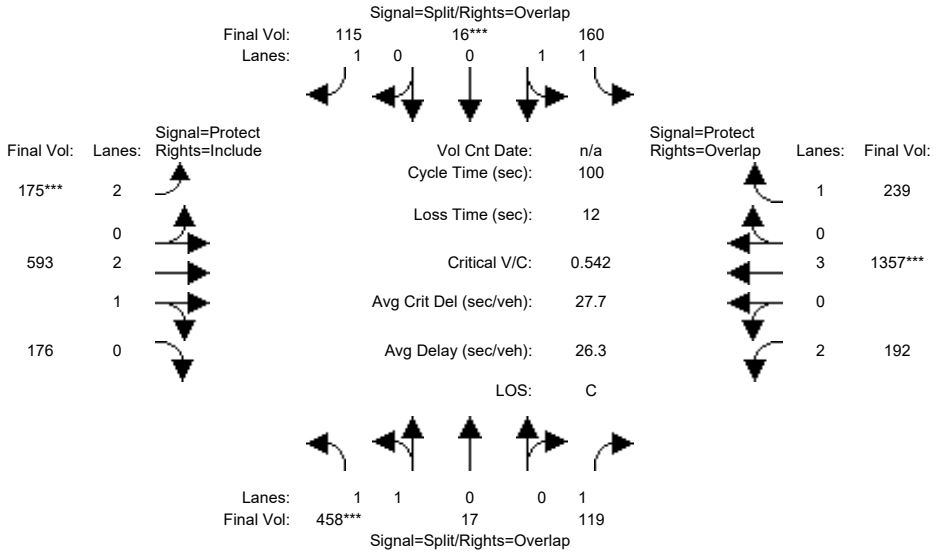
Intersection #3: El Camino Real/Lawrence Expy (CMP)



Street Name:	Lawrence Expy						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	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:												
Base Vol:	458	17	119	160	16	115	175	593	176	192	1357	239
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	458	17	119	160	16	115	175	593	176	192	1357	239
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	458	17	119	160	16	115	175	593	176	192	1357	239
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	458	17	119	160	16	115	175	593	176	192	1357	239
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	458	17	119	160	16	115	175	593	176	192	1357	239
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	458	17	119	160	16	115	175	593	176	192	1357	239
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.93	0.95	0.92	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	1.93	0.07	1.00	1.82	0.18	1.00	2.00	2.29	0.71	2.00	3.00	1.00
Final Sat.:	3423	127	1750	3227	323	1750	3150	4317	1281	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.07	0.05	0.05	0.07	0.06	0.14	0.14	0.06	0.24	0.14
Crit Moves:	****				****		****				****	
Green Time:	24.4	24.4	42.5	10.0	10.0	20.1	10.1	35.5	35.5	18.1	43.4	53.4
Volume/Cap:	0.55	0.55	0.16	0.50	0.50	0.33	0.55	0.39	0.39	0.34	0.55	0.26
Delay/Veh:	33.7	33.7	17.8	43.7	43.7	34.7	44.8	24.2	24.2	36.1	21.3	12.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.7	33.7	17.8	43.7	43.7	34.7	44.8	24.2	24.2	36.1	21.3	12.7
LOS by Move:	C-	C-	B	D	D	C-	D	C	C	D+	C+	B
HCM2k95thQ:	12	12	5	5	5	6	6	11	11	6	19	8

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

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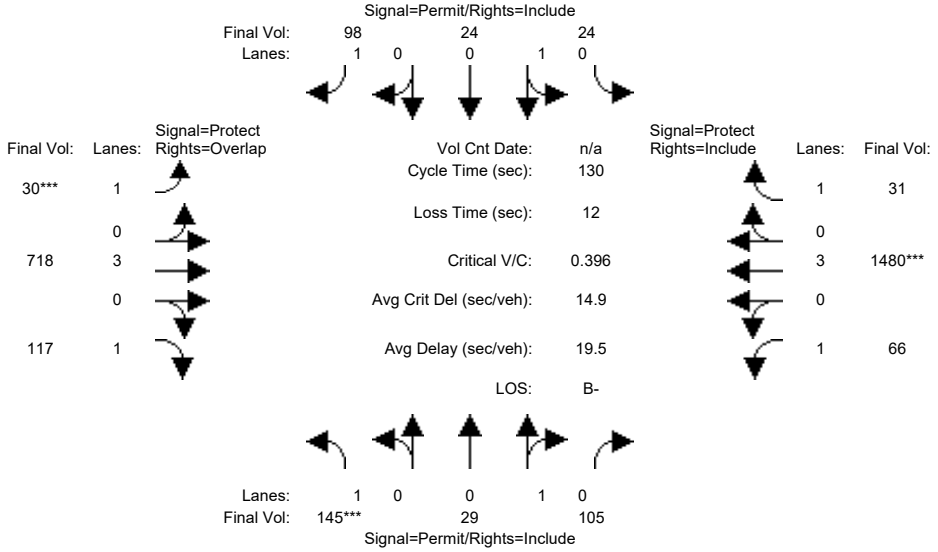
Intersection #4: El Camino Real/Flora Vista Ave



Street Name:	Flora Vista Ave						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	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:												
Base Vol:	145	29	105	24	24	98	30	718	117	66	1480	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	145	29	105	24	24	98	30	718	117	66	1480	31
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	145	29	105	24	24	98	30	718	117	66	1480	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	145	29	105	24	24	98	30	718	117	66	1480	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	145	29	105	24	24	98	30	718	117	66	1480	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	145	29	105	24	24	98	30	718	117	66	1480	31
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.22	0.78	0.50	0.50	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	390	1410	900	900	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.07	0.07	0.03	0.03	0.06	0.02	0.13	0.07	0.04	0.26	0.02
Crit Moves:	****						****				****	
Green Time:	26.9	26.9	26.9	26.9	26.9	26.9	7.0	63.9	63.9	27.3	84.1	84.1
Volume/Cap:	0.40	0.36	0.36	0.13	0.13	0.27	0.32	0.26	0.14	0.18	0.40	0.03
Delay/Veh:	45.3	44.8	44.8	42.2	42.2	43.8	61.2	19.3	18.1	42.4	11.0	8.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.3	44.8	44.8	42.2	42.2	43.8	61.2	19.3	18.1	42.4	11.0	8.2
LOS by Move:	D	D	D	D	D	D	E	B-	B-	D	B+	A
HCM2k95thQ:	11	10	10	3	3	7	3	10	5	5	17	1

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

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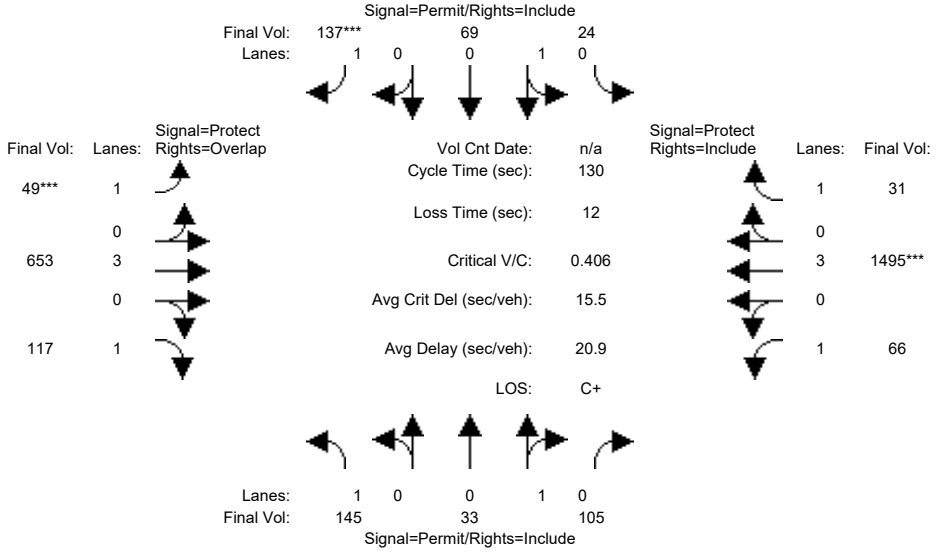
Intersection #4: El Camino Real/Flora Vista Ave



Street Name:	Flora Vista Ave						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	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:												
Base Vol:	145	33	105	24	69	137	49	653	117	66	1495	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	145	33	105	24	69	137	49	653	117	66	1495	31
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	145	33	105	24	69	137	49	653	117	66	1495	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	145	33	105	24	69	137	49	653	117	66	1495	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	145	33	105	24	69	137	49	653	117	66	1495	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	145	33	105	24	69	137	49	653	117	66	1495	31
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.24	0.76	0.26	0.74	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	430	1370	465	1335	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.08	0.05	0.05	0.08	0.03	0.11	0.07	0.04	0.26	0.02
Crit Moves:						****	****				****	
Green Time:	25.1	25.1	25.1	25.1	25.1	25.1	9.0	63.2	63.2	29.7	84.0	84.0
Volume/Cap:	0.43	0.40	0.40	0.27	0.27	0.41	0.41	0.24	0.14	0.16	0.41	0.03
Delay/Veh:	47.1	46.6	46.6	45.1	45.1	46.7	60.2	19.4	18.5	40.4	11.1	8.3
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:	47.1	46.6	46.6	45.1	45.1	46.7	60.2	19.4	18.5	40.4	11.1	8.3
LOS by Move:	D	D	D	D	D	D	E	B-	B-	D	B+	A
HCM2k95thQ:	11	10	10	7	7	10	4	9	5	4	17	1

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

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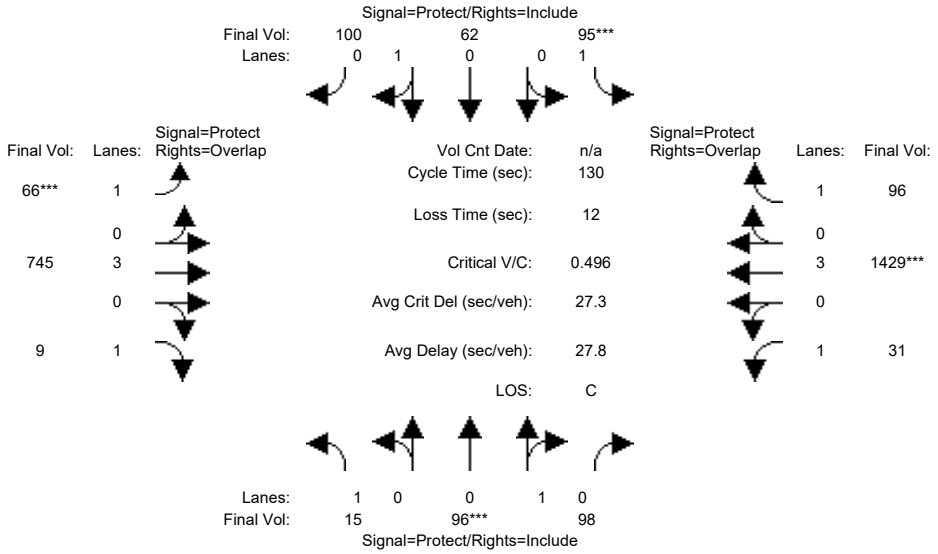
Intersection #5: El Camino Real/Calabazas Blvd



Street Name:	Calabazas Blvd						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	15	96	98	95	62	100	66	745	9	31	1429	96
Growth Adj:	1.00	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	96	98	95	62	100	66	745	9	31	1429	96
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	96	98	95	62	100	66	745	9	31	1429	96
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	96	98	95	62	100	66	745	9	31	1429	96
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	96	98	95	62	100	66	745	9	31	1429	96
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	15	96	98	95	62	100	66	745	9	31	1429	96
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.49	0.51	1.00	0.38	0.62	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	891	909	1750	689	1111	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.11	0.11	0.05	0.09	0.09	0.04	0.13	0.01	0.02	0.25	0.05
Crit Moves:		****		****			****				****	
Green Time:	15.9	28.2	28.2	14.2	26.6	26.6	9.9	53.5	69.4	22.0	65.7	79.9
Volume/Cap:	0.07	0.50	0.50	0.50	0.44	0.44	0.50	0.32	0.01	0.10	0.50	0.09
Delay/Veh:	50.7	45.6	45.6	56.5	46.1	46.1	60.6	26.0	14.2	45.8	21.4	10.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.7	45.6	45.6	56.5	46.1	46.1	60.6	26.0	14.2	45.8	21.4	10.3
LOS by Move:	D	D	D	E+	D	D	E	C	B	D	C+	B+
HCM2k95thQ:	1	14	14	9	12	12	6	12	0	2	22	3

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

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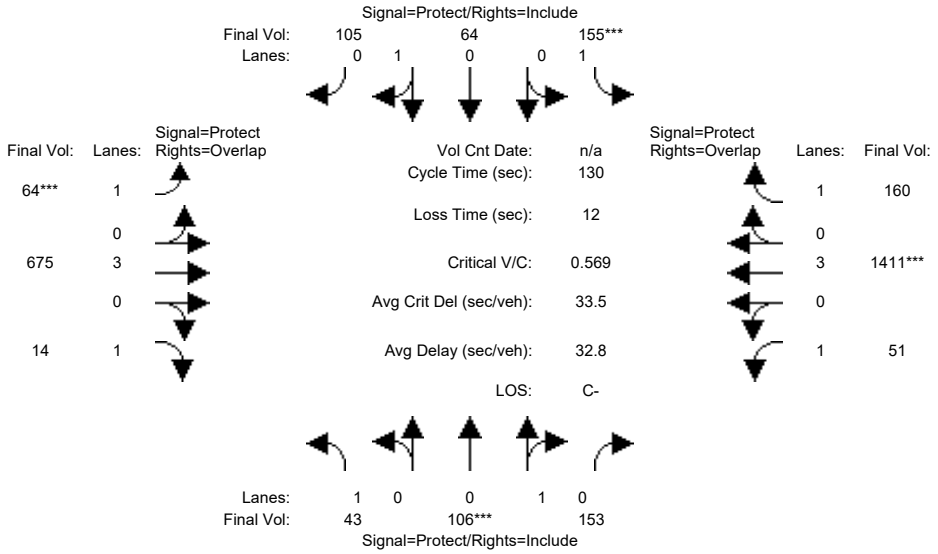
Intersection #5: El Camino Real/Calabazas Blvd



Street Name:	Calabazas Blvd						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	43	106	153	155	64	105	64	675	14	51	1411	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	43	106	153	155	64	105	64	675	14	51	1411	160
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	43	106	153	155	64	105	64	675	14	51	1411	160
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	43	106	153	155	64	105	64	675	14	51	1411	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	106	153	155	64	105	64	675	14	51	1411	160
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	43	106	153	155	64	105	64	675	14	51	1411	160
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.41	0.59	1.00	0.38	0.62	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	737	1063	1750	682	1118	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.14	0.14	0.09	0.09	0.09	0.04	0.12	0.01	0.03	0.25	0.09
Crit Moves:		****		****			****				****	
Green Time:	19.4	32.9	32.9	20.2	33.7	33.7	8.4	44.6	64.0	20.3	56.5	76.8
Volume/Cap:	0.17	0.57	0.57	0.57	0.36	0.36	0.57	0.35	0.02	0.19	0.57	0.15
Delay/Veh:	48.6	44.1	44.1	53.7	39.8	39.8	65.8	31.9	16.9	48.0	27.9	12.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.6	44.1	44.1	53.7	39.8	39.8	65.8	31.9	16.9	48.0	27.9	12.1
LOS by Move:	D	D	D	D-	D	D	E	C	B	D	C	B
HCM2k95thQ:	3	18	18	13	11	11	6	12	1	4	24	6

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

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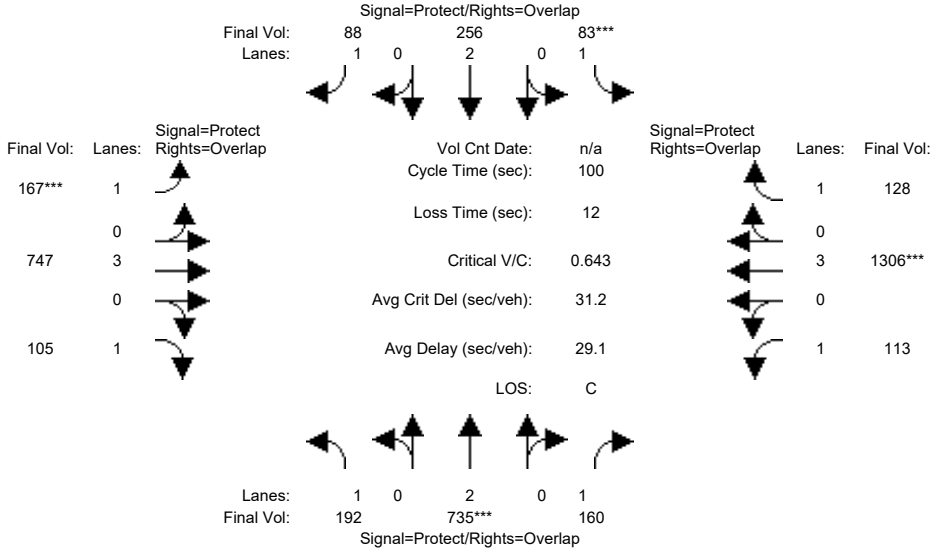
El Camino Real Specific Plan TIA
SJ17-1774
Background AM Plus Project

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

Intersection #6: El Camino Real/Bowers Ave - Kiely Blvd (CMP)



Street Name:	Bowers Ave - Kiely Blvd						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	4	4	4	4	4	4	4	15	15	4	15	15
Y+R:	3.0	4.5	4.5	3.0	4.5	4.5	3.0	4.5	4.5	3.0	4.5	4.5
Volume Module:												
Base Vol:	192	735	160	83	256	88	167	747	105	113	1306	128
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	192	735	160	83	256	88	167	747	105	113	1306	128
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	192	735	160	83	256	88	167	747	105	113	1306	128
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	192	735	160	83	256	88	167	747	105	113	1306	128
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	192	735	160	83	256	88	167	747	105	113	1306	128
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	192	735	160	83	256	88	167	747	105	113	1306	128
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.19	0.09	0.05	0.07	0.05	0.10	0.13	0.06	0.06	0.23	0.07
Crit Moves:		****		****			****				****	
Green Time:	23.2	30.1	45.3	7.4	14.3	29.1	14.9	35.3	58.5	15.2	35.7	43.0
Volume/Cap:	0.47	0.64	0.20	0.64	0.47	0.17	0.64	0.37	0.10	0.42	0.64	0.17
Delay/Veh:	34.0	31.5	16.6	55.6	40.1	26.6	45.5	24.2	9.2	39.5	27.6	17.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.0	31.5	16.6	55.6	40.1	26.6	45.5	24.2	9.2	39.5	27.6	17.6
LOS by Move:	C-	C	B	E+	D	C	D	C	A	D	C	B
HCM2k95thQ:	10	18	6	6	7	4	10	11	3	7	20	5

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

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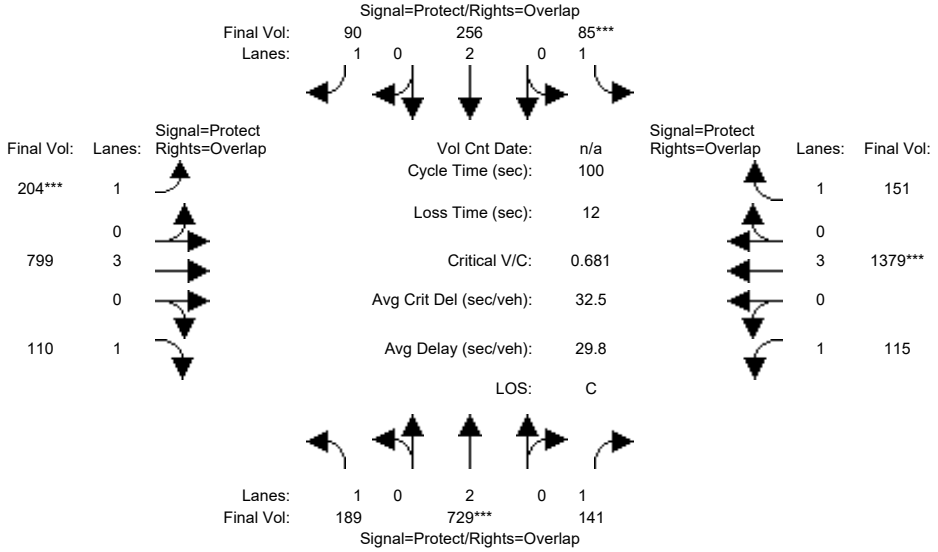
El Camino Real Specific Plan TIA
SJ17-1774
Background AM Plus Project

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

Intersection #6: El Camino Real/Bowers Ave - Kiely Blvd (CMP)



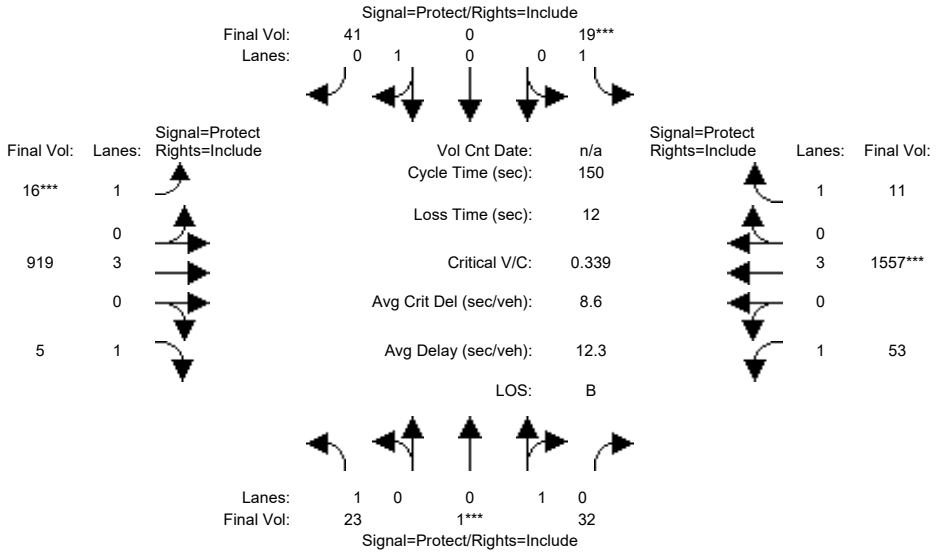
Street Name:	Bowers Ave - Kiely Blvd						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	4	4	4	4	4	4	4	15	15	4	15	15
Y+R:	3.0	4.5	4.5	3.0	4.5	4.5	3.0	4.5	4.5	3.0	4.5	4.5
Volume Module:												
Base Vol:	189	729	141	85	256	90	204	799	110	115	1379	151
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	189	729	141	85	256	90	204	799	110	115	1379	151
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	189	729	141	85	256	90	204	799	110	115	1379	151
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	189	729	141	85	256	90	204	799	110	115	1379	151
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	189	729	141	85	256	90	204	799	110	115	1379	151
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	189	729	141	85	256	90	204	799	110	115	1379	151
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.19	0.08	0.05	0.07	0.05	0.12	0.14	0.06	0.07	0.24	0.09
Crit Moves:		****		****			****				****	
Green Time:	21.8	28.2	44.2	7.1	13.6	30.7	17.1	36.6	58.4	16.0	35.5	42.7
Volume/Cap:	0.50	0.68	0.18	0.68	0.50	0.17	0.68	0.38	0.11	0.41	0.68	0.20
Delay/Veh:	35.3	33.7	17.0	59.5	40.8	25.5	45.1	23.5	9.3	38.7	28.4	18.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.3	33.7	17.0	59.5	40.8	25.5	45.1	23.5	9.3	38.7	28.4	18.1
LOS by Move:	D+	C-	B	E+	D	C	D	C	A	D+	C	B-
HCM2k95thQ:	10	18	5	6	7	4	12	11	3	7	22	6

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

El Camino Real Specific Plan TIA
SJ17-1774
Background AM Plus Project

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

Intersection #7: El Camino Real/Bowe Ave



Street Name:	Bowe Ave						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	23	1	32	19	0	41	16	919	5	53	1557	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	1	32	19	0	41	16	919	5	53	1557	11
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	23	1	32	19	0	41	16	919	5	53	1557	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	23	1	32	19	0	41	16	919	5	53	1557	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	1	32	19	0	41	16	919	5	53	1557	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	23	1	32	19	0	41	16	919	5	53	1557	11
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.03	0.97	1.00	0.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	55	1745	1750	0	1800	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.02	0.01	0.00	0.02	0.01	0.16	0.00	0.03	0.27	0.01
Crit Moves:		****		****			****				****	
Green Time:	7.0	10.0	10.0	7.0	0.0	10.0	7.0	93.8	93.8	27.2	114	114.0
Volume/Cap:	0.28	0.28	0.28	0.23	0.00	0.34	0.20	0.26	0.00	0.17	0.36	0.01
Delay/Veh:	71.0	67.8	67.8	70.4	0.0	68.6	70.0	12.6	10.5	52.1	6.0	4.3
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:	71.0	67.8	67.8	70.4	0.0	68.6	70.0	12.6	10.5	52.1	6.0	4.3
LOS by Move:	E	E	E	E	A	E	E	B	B+	D-	A	A
HCM2k95thQ:	3	4	4	2	0	5	2	12	0	4	14	0

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

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El Camino Real Specific Plan TIA
SJ17-1774
Background AM Plus Project

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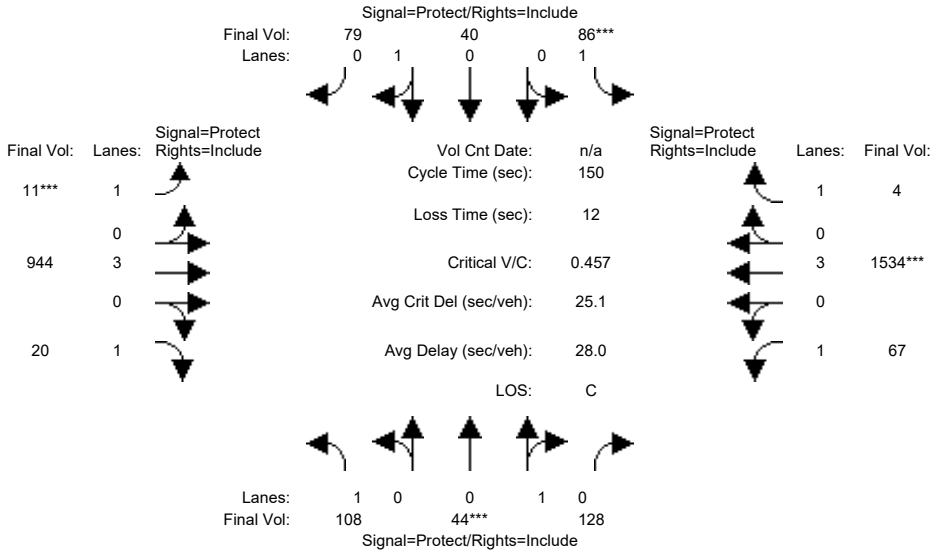
2000 HCM Operations (Future Volume Alternative)
Background PP AM

Intersection #7: El Camino Real/Bowe Ave



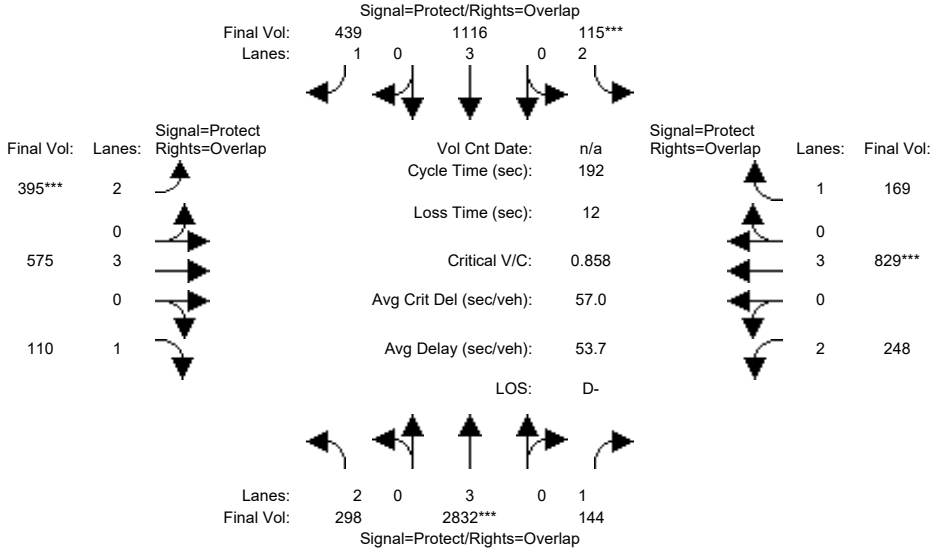
Street Name:	Bowe Ave						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	108	44	128	86	40	79	11	944	20	67	1534	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	108	44	128	86	40	79	11	944	20	67	1534	4
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	108	44	128	86	40	79	11	944	20	67	1534	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	108	44	128	86	40	79	11	944	20	67	1534	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	108	44	128	86	40	79	11	944	20	67	1534	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	108	44	128	86	40	79	11	944	20	67	1534	4
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.26	0.74	1.00	0.34	0.66	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	460	1340	1750	605	1195	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.10	0.10	0.05	0.07	0.07	0.01	0.17	0.01	0.04	0.27	0.00
Crit Moves:		****		****			****				****	
Green Time:	22.0	30.2	30.2	15.6	23.8	23.8	7.0	71.9	71.9	20.3	85.2	85.2
Volume/Cap:	0.42	0.47	0.47	0.47	0.42	0.42	0.13	0.35	0.02	0.28	0.47	0.00
Delay/Veh:	59.3	53.8	53.8	65.3	57.8	57.8	69.3	24.4	20.6	59.0	19.3	14.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.3	53.8	53.8	65.3	57.8	57.8	69.3	24.4	20.6	59.0	19.3	14.0
LOS by Move:	E+	D-	D-	E	E+	E+	E	C	C+	E+	B-	B
HCM2k95thQ:	10	14	14	9	11	11	1	16	1	6	23	0

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

El Camino Real Specific Plan TIA
SJ17-1774
Background AM Plus Project

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

Intersection #8: El Camino Real/San Tomas Expy (CMP)



Street Name:	San Tomas Expy						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	14	10	10	14	10	10	14	10	10	14	10	10
Y+R:	5.7	5.8	5.8	5.7	5.8	5.8	5.9	5.6	5.6	6.0	5.6	5.6
Volume Module:												
Base Vol:	298	3454	144	115	1329	439	395	575	110	248	829	169
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	298	3454	144	115	1329	439	395	575	110	248	829	169
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	298	3454	144	115	1329	439	395	575	110	248	829	169
User Adj:	1.00	0.82	1.00	1.00	0.84	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	298	2832	144	115	1116	439	395	575	110	248	829	169
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	298	2832	144	115	1116	439	395	575	110	248	829	169
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	298	2832	144	115	1116	439	395	575	110	248	829	169
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	0.83	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	4731	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.50	0.08	0.04	0.24	0.25	0.13	0.10	0.06	0.08	0.15	0.10
Crit Moves:		****		****			****				****	
Green Time:	34.8	107	133.1	14.0	86.7	113.8	27.1	32.9	67.6	25.7	31.4	45.4
Volume/Cap:	0.52	0.89	0.12	0.50	0.52	0.42	0.89	0.59	0.18	0.59	0.89	0.41
Delay/Veh:	72.0	40.4	9.9	87.4	38.0	21.5	100.0	74.3	43.1	80.4	89.0	62.6
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:	72.0	40.4	9.9	87.4	38.0	21.5	100.0	74.3	43.1	80.4	89.0	62.6
LOS by Move:	E	D	A	F	D+	C+	F	E	D	F	F	E
HCM2k95thQ:	17	74	6	8	27	26	26	19	9	15	30	16

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

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El Camino Real Specific Plan TIA
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2000 HCM Operations (Future Volume Alternative)
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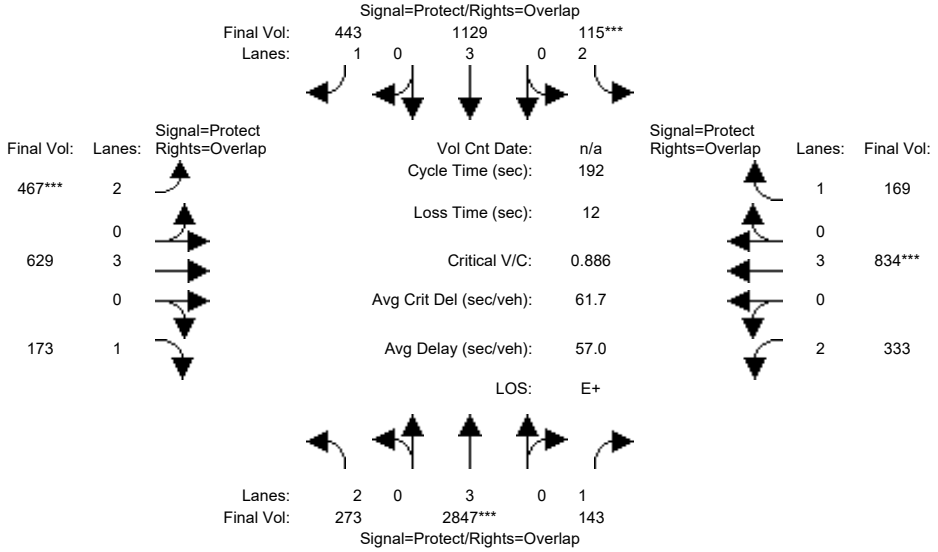
Intersection #8: El Camino Real/San Tomas Expy (CMP)



Street Name:	San Tomas Expy						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	14	10	10	14	10	10	14	10	10	14	10	10
Y+R:	5.7	5.8	5.8	5.7	5.8	5.8	5.9	5.6	5.6	6.0	5.6	5.6
Volume Module:												
Base Vol:	273	3472	143	115	1344	443	467	629	173	333	834	169
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	273	3472	143	115	1344	443	467	629	173	333	834	169
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	273	3472	143	115	1344	443	467	629	173	333	834	169
User Adj:	1.00	0.82	1.00	1.00	0.84	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	273	2847	143	115	1129	443	467	629	173	333	834	169
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	273	2847	143	115	1129	443	467	629	173	333	834	169
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	273	2847	143	115	1129	443	467	629	173	333	834	169
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	0.83	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	4731	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.50	0.08	0.04	0.24	0.25	0.15	0.11	0.10	0.11	0.15	0.10
Crit Moves:		****		****			****				****	
Green Time:	31.5	104	134.5	14.0	86.9	117.9	31.0	31.5	63.0	30.1	30.6	44.6
Volume/Cap:	0.53	0.92	0.12	0.50	0.53	0.41	0.92	0.67	0.30	0.67	0.92	0.42
Delay/Veh:	74.4	44.9	9.4	87.4	38.1	19.4	101.0	77.4	48.4	80.0	93.5	63.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	74.4	44.9	9.4	87.4	38.1	19.4	101.0	77.4	48.4	80.0	93.5	63.3
LOS by Move:	E	D	A	F	D+	B-	F	E-	D	E-	F	E
HCM2k95thQ:	16	79	6	8	27	25	31	21	15	20	30	16

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

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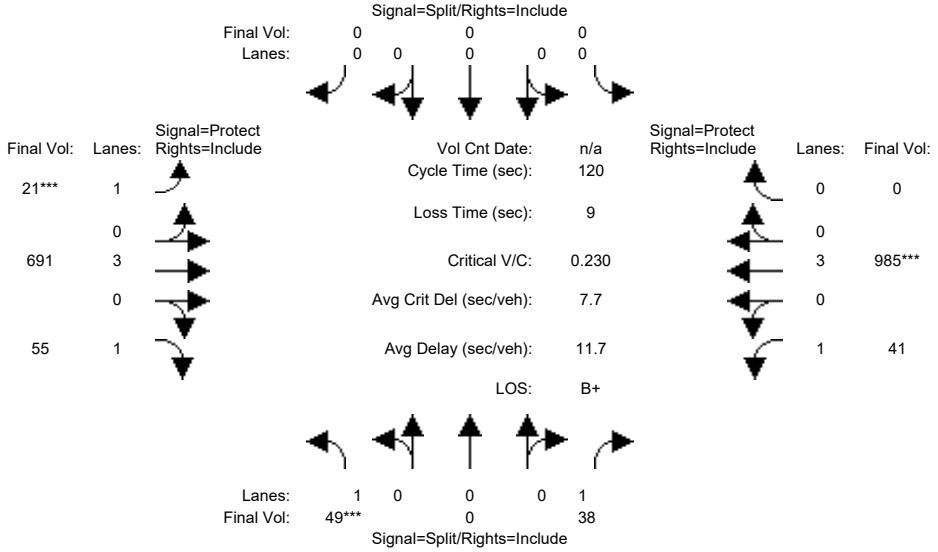
Intersection #9: El Camino Real/McCormick Dr



Street Name:	McCormick Dr						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	7	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	49	0	38	0	0	0	21	691	55	41	985	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	49	0	38	0	0	0	21	691	55	41	985	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	49	0	38	0	0	0	21	691	55	41	985	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:	49	0	38	0	0	0	21	691	55	41	985	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	0	38	0	0	0	21	691	55	41	985	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:	49	0	38	0	0	0	21	691	55	41	985	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	1.00	3.00	1.00	1.00	3.00	0.00
Final Sat.:	1750	0	1750	0	0	0	1750	5700	1750	1750	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.02	0.00	0.00	0.00	0.01	0.12	0.03	0.02	0.17	0.00
Crit Moves:	****						****				****	
Green Time:	14.5	0.0	14.5	0.0	0.0	0.0	7.0	65.1	65.1	31.3	89.5	0.0
Volume/Cap:	0.23	0.00	0.18	0.00	0.00	0.00	0.21	0.22	0.06	0.09	0.23	0.00
Delay/Veh:	48.3	0.0	47.8	0.0	0.0	0.0	54.9	14.3	13.0	33.6	4.7	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:	48.3	0.0	47.8	0.0	0.0	0.0	54.9	14.3	13.0	33.6	4.7	0.0
LOS by Move:	D	A	D	A	A	A	D-	B	B	C-	A	A
HCM2k95thQ:	4	0	3	0	0	0	2	8	2	2	7	0

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

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El Camino Real Specific Plan TIA
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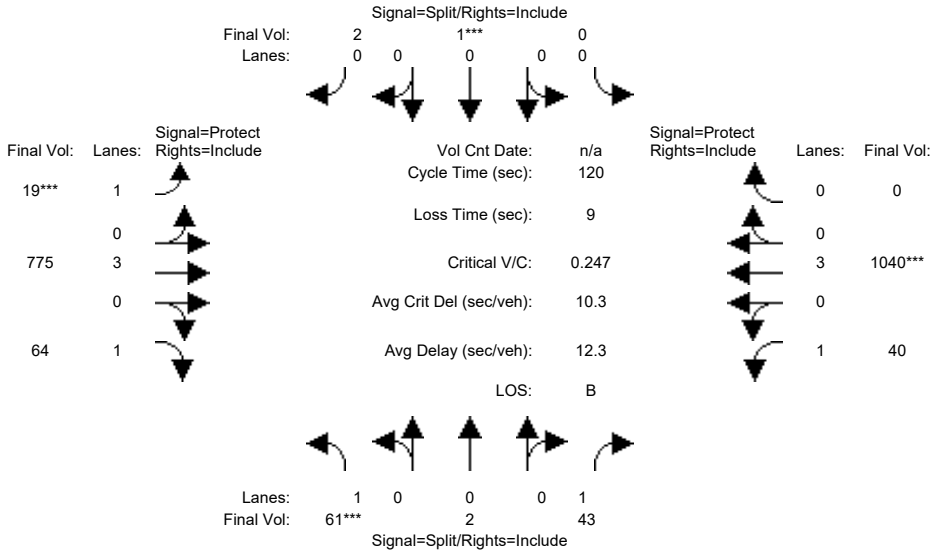
Intersection #9: El Camino Real/McCormick Dr



Street Name:	McCormick Dr						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	7	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	61	2	43	0	1	2	19	775	64	40	1040	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	61	2	43	0	1	2	19	775	64	40	1040	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	61	2	43	0	1	2	19	775	64	40	1040	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:	61	2	43	0	1	2	19	775	64	40	1040	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	61	2	43	0	1	2	19	775	64	40	1040	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:	61	2	43	0	1	2	19	775	64	40	1040	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.04	0.96	0.00	0.33	0.67	1.00	3.00	1.00	1.00	3.00	0.00
Final Sat.:	1800	80	1720	0	600	1200	1750	5700	1750	1750	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.00	0.00	0.00	0.01	0.14	0.04	0.02	0.18	0.00
Crit Moves:	****				****		****				****	
Green Time:	16.2	16.2	16.2	0.0	0.8	0.8	7.0	65.8	65.8	28.2	87.0	0.0
Volume/Cap:	0.25	0.19	0.19	0.00	0.25	0.25	0.19	0.25	0.07	0.10	0.25	0.00
Delay/Veh:	46.8	46.2	46.2	0.0	70.1	70.1	54.7	14.2	12.7	36.0	5.6	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:	46.8	46.2	46.2	0.0	70.1	70.1	54.7	14.2	12.7	36.0	5.6	0.0
LOS by Move:	D	D	D	A	E	E	D-	B	B	D+	A	A
HCM2k95thQ:	5	3	3	0	1	1	1	9	2	2	8	0

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

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El Camino Real Specific Plan TIA
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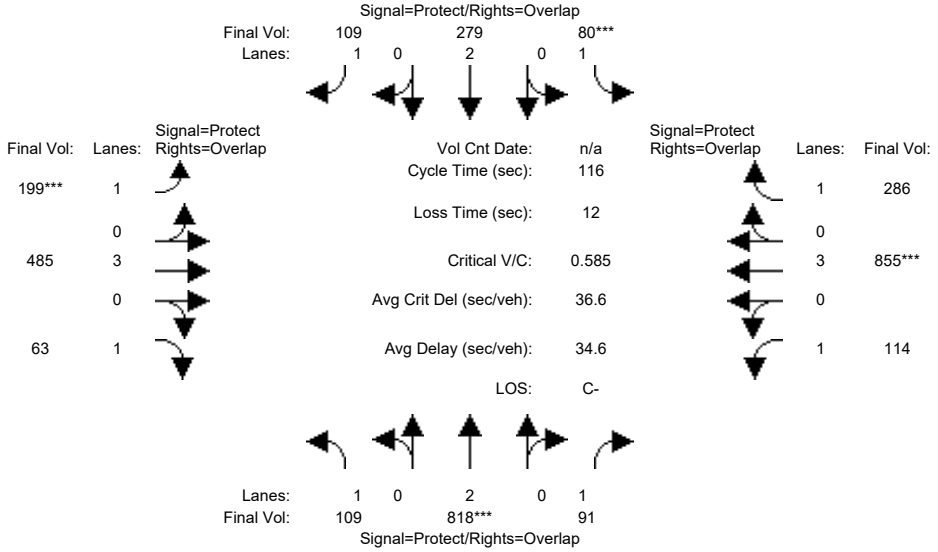
Intersection #10: El Camino Real/Scott Blvd (CMP)



Street Name:	Scott Blvd						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	6	8	8	10	5	5	6	8	8	4	5	5
Y+R:	5.0	5.1	5.1	5.0	5.0	5.0	5.0	5.4	5.4	5.0	5.4	5.4
Volume Module:												
Base Vol:	109	818	91	80	279	109	199	485	63	114	855	286
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	109	818	91	80	279	109	199	485	63	114	855	286
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	109	818	91	80	279	109	199	485	63	114	855	286
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	109	818	91	80	279	109	199	485	63	114	855	286
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	109	818	91	80	279	109	199	485	63	114	855	286
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	109	818	91	80	279	109	199	485	63	114	855	286
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.22	0.05	0.05	0.07	0.06	0.11	0.09	0.04	0.07	0.15	0.16
Crit Moves:		****		****			****				****	
Green Time:	24.0	42.2	64.7	10.0	28.3	50.6	22.3	29.3	53.3	22.4	29.4	39.4
Volume/Cap:	0.30	0.59	0.09	0.53	0.30	0.14	0.59	0.34	0.08	0.34	0.59	0.48
Delay/Veh:	39.4	30.6	12.0	54.3	36.0	19.8	45.5	35.5	17.6	41.0	38.7	30.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.4	30.6	12.0	54.3	36.0	19.8	45.5	35.5	17.6	41.0	38.7	30.8
LOS by Move:	D	C	B	D-	D+	B-	D	D+	B	D	D+	C
HCM2k95thQ:	7	21	3	7	8	5	13	9	3	7	16	16

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

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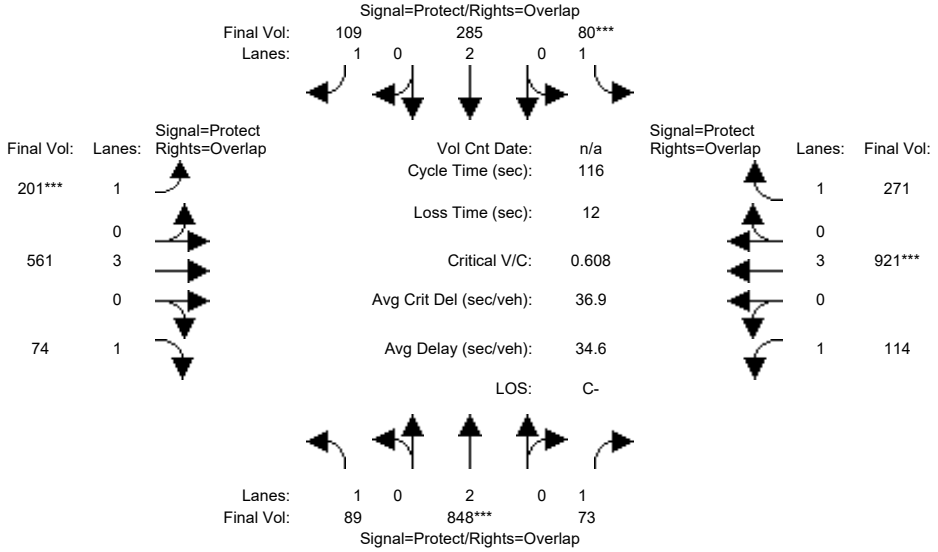
Background PP AM

Intersection #10: El Camino Real/Scott Blvd (CMP)



Street Name:	Scott Blvd						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	6	8	8	10	5	5	6	8	8	4	5	5
Y+R:	5.0	5.1	5.1	5.0	5.0	5.0	5.0	5.4	5.4	5.0	5.4	5.4
Volume Module:												
Base Vol:	89	848	73	80	285	109	201	561	74	114	921	271
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	89	848	73	80	285	109	201	561	74	114	921	271
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	89	848	73	80	285	109	201	561	74	114	921	271
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	89	848	73	80	285	109	201	561	74	114	921	271
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	848	73	80	285	109	201	561	74	114	921	271
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	89	848	73	80	285	109	201	561	74	114	921	271
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.22	0.04	0.05	0.08	0.06	0.11	0.10	0.04	0.07	0.16	0.15
Crit Moves:		****		****			****				****	
Green Time:	21.2	42.0	62.7	10.0	30.8	52.4	21.6	31.3	52.5	20.7	30.4	40.4
Volume/Cap:	0.28	0.62	0.08	0.53	0.28	0.14	0.62	0.36	0.09	0.36	0.62	0.44
Delay/Veh:	41.3	31.2	12.8	54.3	34.0	18.7	46.9	34.4	18.2	42.6	38.5	29.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.3	31.2	12.8	54.3	34.0	18.7	46.9	34.4	18.2	42.6	38.5	29.7
LOS by Move:	D	C	B	D-	C-	B-	D	C-	B-	D	D+	C
HCM2k95thQ:	6	22	3	7	8	5	14	10	3	7	18	15

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

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El Camino Real Specific Plan TIA
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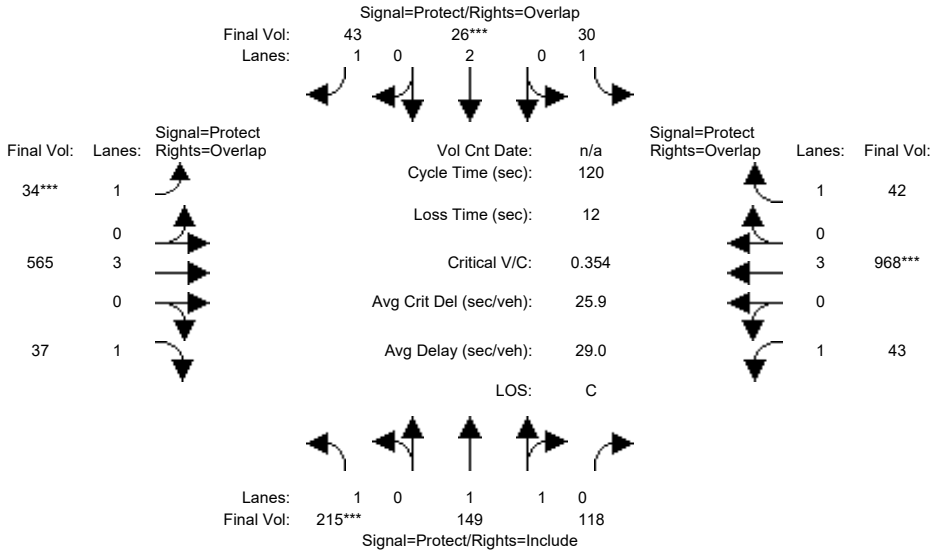
Background AM

Intersection #11: El Camino Real/Lincoln St (CMP)



Street Name:	Lincoln St						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	215	149	118	30	26	43	34	565	37	43	968	42
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	215	149	118	30	26	43	34	565	37	43	968	42
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	215	149	118	30	26	43	34	565	37	43	968	42
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	215	149	118	30	26	43	34	565	37	43	968	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	215	149	118	30	26	43	34	565	37	43	968	42
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	215	149	118	30	26	43	34	565	37	43	968	42
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.09	0.91	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	2064	1634	1750	3800	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.07	0.07	0.02	0.01	0.02	0.02	0.10	0.02	0.02	0.17	0.02
Crit Moves:	****				****		****				****	
Green Time:	38.2	28.4	28.4	19.8	10.0	17.0	7.0	37.6	75.8	22.2	52.8	72.6
Volume/Cap:	0.39	0.31	0.31	0.10	0.08	0.17	0.33	0.32	0.03	0.13	0.39	0.04
Delay/Veh:	32.2	37.9	37.9	42.7	50.9	45.7	56.2	31.5	8.3	41.1	22.8	9.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.2	37.9	37.9	42.7	50.9	45.7	56.2	31.5	8.3	41.1	22.8	9.6
LOS by Move:	C-	D+	D+	D	D	D	E+	C	A	D	C+	A
HCM2k95thQ:	13	8	8	2	1	3	3	10	1	3	14	1

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

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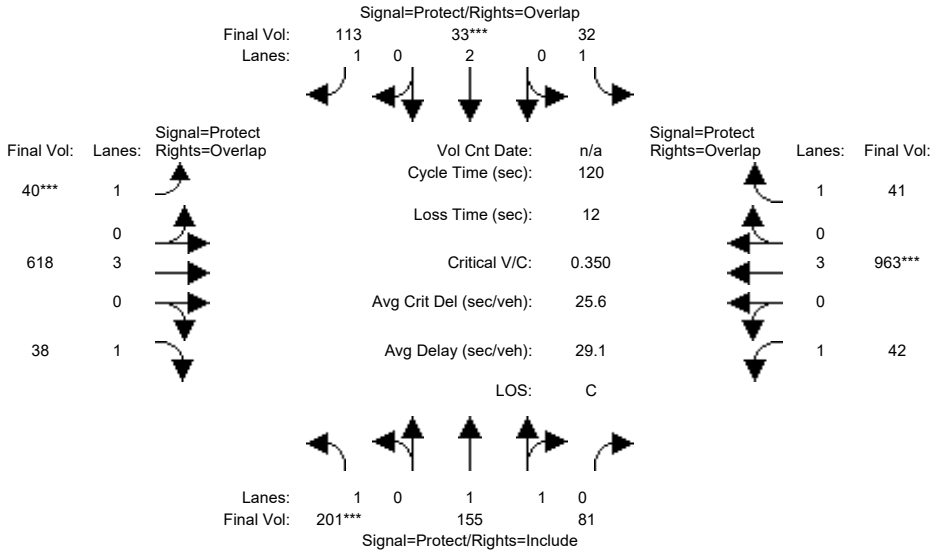
Intersection #11: El Camino Real/Lincoln St (CMP)



Street Name:	Lincoln St						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	201	155	81	32	33	113	40	618	38	42	963	41
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	201	155	81	32	33	113	40	618	38	42	963	41
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	201	155	81	32	33	113	40	618	38	42	963	41
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	201	155	81	32	33	113	40	618	38	42	963	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	201	155	81	32	33	113	40	618	38	42	963	41
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	201	155	81	32	33	113	40	618	38	42	963	41
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.29	0.71	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	2429	1269	1750	3800	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.06	0.06	0.02	0.01	0.06	0.02	0.11	0.02	0.02	0.17	0.02
Crit Moves:	****				****		****				****	
Green Time:	36.7	27.5	27.5	19.2	10.0	17.3	7.3	39.9	76.6	21.4	54.0	73.2
Volume/Cap:	0.38	0.28	0.28	0.11	0.10	0.45	0.38	0.33	0.03	0.13	0.38	0.04
Delay/Veh:	33.1	38.3	38.3	43.3	51.0	48.2	56.4	30.1	8.1	41.7	21.9	9.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.1	38.3	38.3	43.3	51.0	48.2	56.4	30.1	8.1	41.7	21.9	9.4
LOS by Move:	C-	D+	D+	D	D-	D	E+	C	A	D	C+	A
HCM2k95thQ:	12	7	7	2	1	9	3	11	1	3	14	1

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

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El Camino Real Specific Plan TIA
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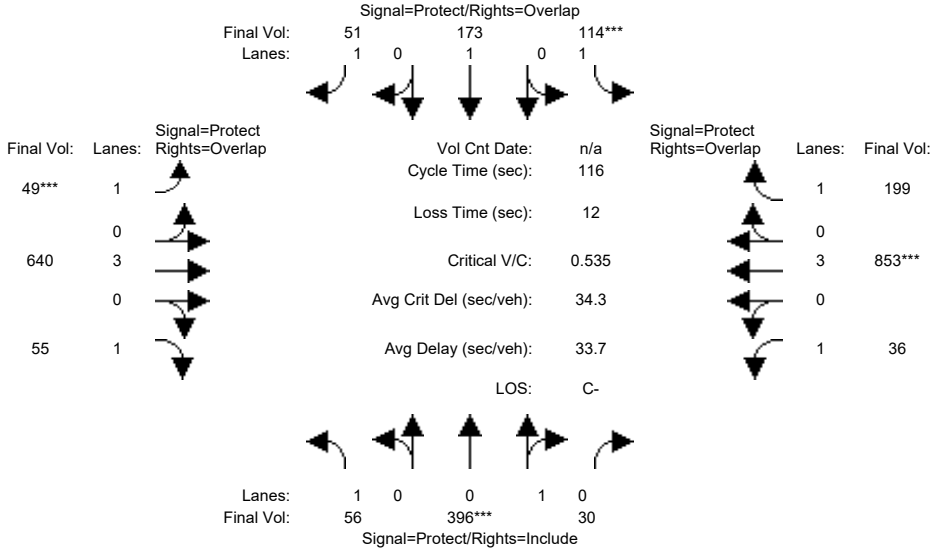
Intersection #12: El Camino Real/Monroe St (CMP)



Street Name:	Monroe St						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Min. Green:	7	10	10	7	10	10	5	10	10	5	10	10
Y+R:	4.0	5.2	5.2	4.5	5.2	5.2	4.5	6.4	6.4	4.0	6.4	6.4
Volume Module:												
Base Vol:	56	396	30	114	173	51	49	640	55	36	853	199
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	56	396	30	114	173	51	49	640	55	36	853	199
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	56	396	30	114	173	51	49	640	55	36	853	199
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	56	396	30	114	173	51	49	640	55	36	853	199
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	396	30	114	173	51	49	640	55	36	853	199
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	56	396	30	114	173	51	49	640	55	36	853	199
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.93	0.07	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	1673	127	1750	1900	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.24	0.24	0.07	0.09	0.03	0.03	0.11	0.03	0.02	0.15	0.11
Crit Moves:		****		****			****				****	
Green Time:	26.1	51.3	51.3	14.1	39.4	45.4	6.1	27.8	53.9	10.7	32.5	46.6
Volume/Cap:	0.14	0.53	0.53	0.53	0.27	0.07	0.53	0.47	0.07	0.22	0.53	0.28
Delay/Veh:	36.2	24.3	24.3	50.5	28.1	22.1	59.6	38.0	17.2	49.5	35.7	23.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.2	24.3	24.3	50.5	28.1	22.1	59.6	38.0	17.2	49.5	35.7	23.7
LOS by Move:	D+	C	C	D	C	C+	E+	D+	B	D	D+	C
HCM2k95thQ:	4	21	21	8	8	2	4	12	2	3	16	10

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

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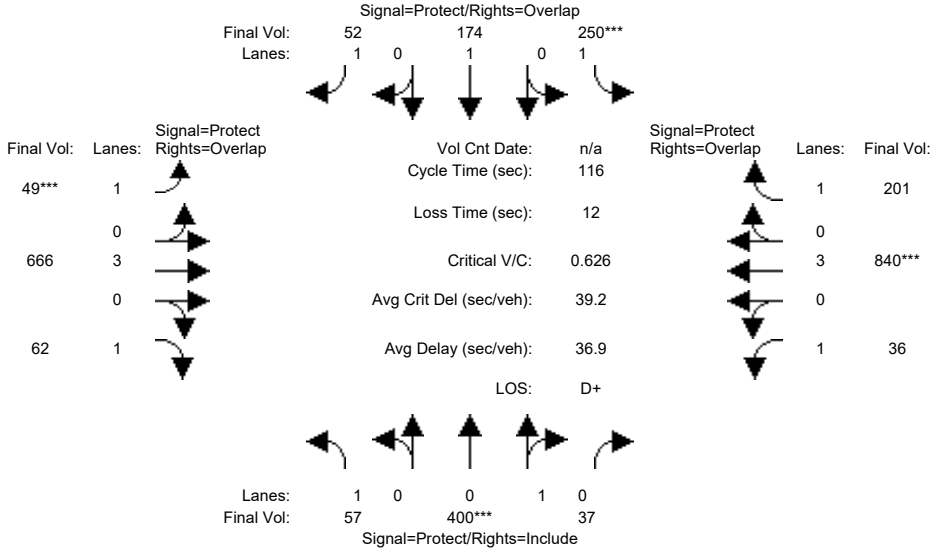
Intersection #12: El Camino Real/Monroe St (CMP)



Street Name:	Monroe St						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	5	10	10	5	10	10
Y+R:	4.0	5.2	5.2	4.5	5.2	5.2	4.5	6.4	6.4	4.0	6.4	6.4
Volume Module:												
Base Vol:	57	400	37	250	174	52	49	666	62	36	840	201
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	57	400	37	250	174	52	49	666	62	36	840	201
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	57	400	37	250	174	52	49	666	62	36	840	201
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	57	400	37	250	174	52	49	666	62	36	840	201
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	400	37	250	174	52	49	666	62	36	840	201
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	57	400	37	250	174	52	49	666	62	36	840	201
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.92	0.08	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	1648	152	1750	1900	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.24	0.24	0.14	0.09	0.03	0.03	0.12	0.04	0.02	0.15	0.11
Crit Moves:		****		****			****				****	
Green Time:	28.4	45.0	45.0	26.5	43.1	48.3	5.2	23.7	52.1	8.8	27.3	53.8
Volume/Cap:	0.13	0.63	0.63	0.63	0.25	0.07	0.63	0.57	0.08	0.27	0.63	0.25
Delay/Veh:	34.3	30.5	30.5	43.4	25.4	20.4	69.3	42.2	18.3	51.7	40.7	19.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.3	30.5	30.5	43.4	25.4	20.4	69.3	42.2	18.3	51.7	40.7	19.0
LOS by Move:	C-	C	C	D	C	C+	E	D	B-	D-	D	B-
HCM2k95thQ:	3	24	24	16	8	2	4	13	3	3	16	9

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

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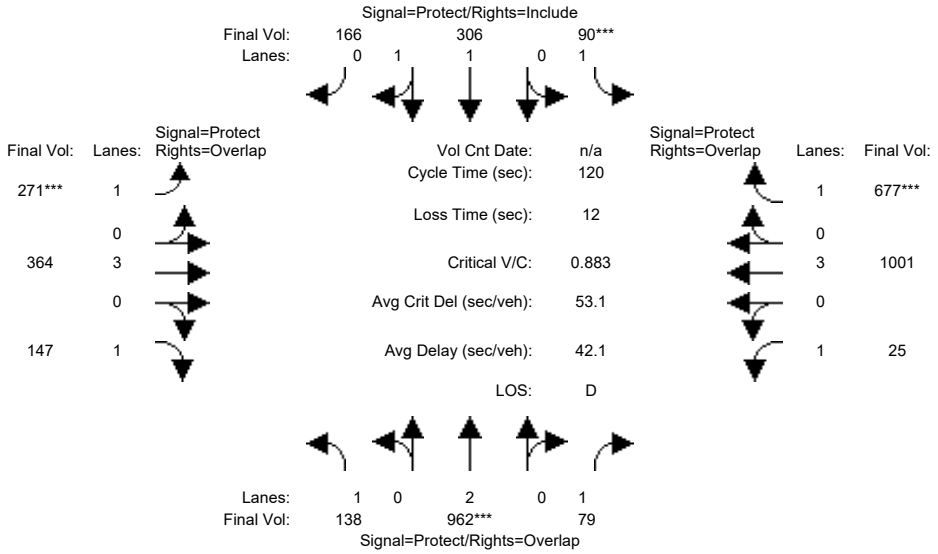
Intersection #13: El Camino Real/Lafayette St (CMP)



Street Name:	Lafayette St						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	6	8	8	6	12	12	4	12	12	8	10	10
Y+R:	4.0	5.0	5.0	4.0	5.0	5.0	44.0	5.4	5.4	4.0	5.4	5.4
Volume Module:												
Base Vol:	138	962	79	90	306	166	271	364	147	25	1001	677
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	138	962	79	90	306	166	271	364	147	25	1001	677
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	138	962	79	90	306	166	271	364	147	25	1001	677
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	138	962	79	90	306	166	271	364	147	25	1001	677
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	138	962	79	90	306	166	271	364	147	25	1001	677
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	138	962	79	90	306	166	271	364	147	25	1001	677
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.28	0.72	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	2398	1301	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.25	0.05	0.05	0.13	0.13	0.15	0.06	0.08	0.01	0.18	0.39
Crit Moves:		****		****			****					****
Green Time:	15.8	34.4	61.0	7.0	25.6	25.6	21.0	40.0	55.8	26.6	45.6	52.6
Volume/Cap:	0.60	0.88	0.09	0.88	0.60	0.60	0.88	0.19	0.18	0.06	0.46	0.88
Delay/Veh:	53.4	49.6	15.2	109.8	43.9	43.9	72.9	28.6	18.9	36.9	28.2	42.7
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:	53.4	49.6	15.2	109.8	43.9	43.9	72.9	28.6	18.9	36.9	28.2	42.7
LOS by Move:	D-	D	B	F	D	D	E	C	B-	D+	C	D
HCM2k95thQ:	12	34	3	12	16	16	21	6	7	2	17	43

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

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El Camino Real Specific Plan TIA
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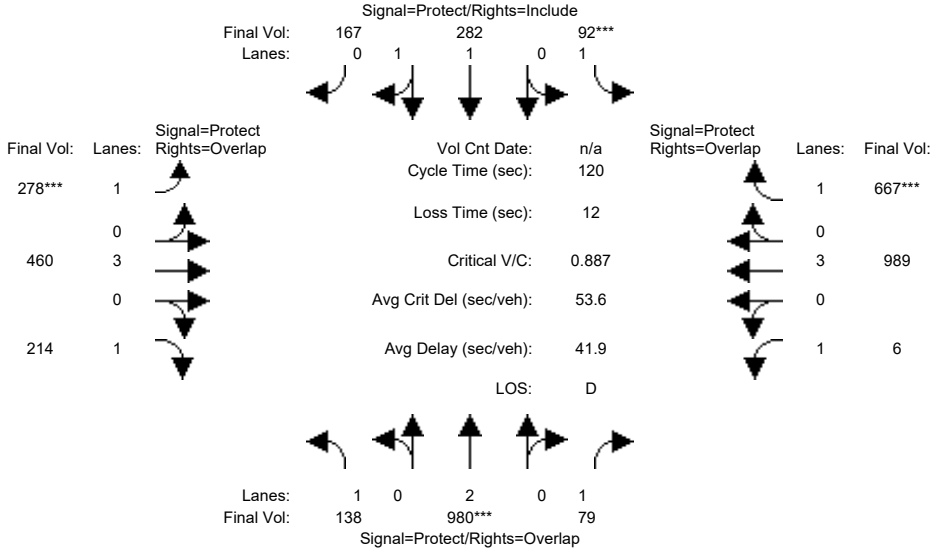
Intersection #13: El Camino Real/Lafayette St (CMP)



Street Name:	Lafayette St						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	6	8	8	6	12	12	4	12	12	8	10	10
Y+R:	4.0	5.0	5.0	4.0	5.0	5.0	44.0	5.4	5.4	4.0	5.4	5.4
Volume Module:												
Base Vol:	138	980	79	92	282	167	278	460	214	6	989	667
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	138	980	79	92	282	167	278	460	214	6	989	667
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	138	980	79	92	282	167	278	460	214	6	989	667
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	138	980	79	92	282	167	278	460	214	6	989	667
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	138	980	79	92	282	167	278	460	214	6	989	667
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	138	980	79	92	282	167	278	460	214	6	989	667
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.24	0.76	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	2323	1376	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.26	0.05	0.05	0.12	0.12	0.16	0.08	0.12	0.00	0.17	0.38
Crit Moves:		****		****			****					****
Green Time:	16.5	34.9	61.3	7.1	25.5	25.5	21.5	39.6	56.1	26.4	44.5	51.6
Volume/Cap:	0.57	0.89	0.09	0.89	0.57	0.57	0.89	0.24	0.26	0.02	0.47	0.89
Delay/Veh:	51.7	49.5	15.1	110.0	43.4	43.4	72.8	29.4	19.5	36.7	28.9	43.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.7	49.5	15.1	110.0	43.4	43.4	72.8	29.4	19.5	36.7	28.9	43.8
LOS by Move:	D-	D	B	F	D	D	E	C	B-	D+	C	D
HCM2k95thQ:	11	35	3	12	15	15	21	8	10	0	17	43

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

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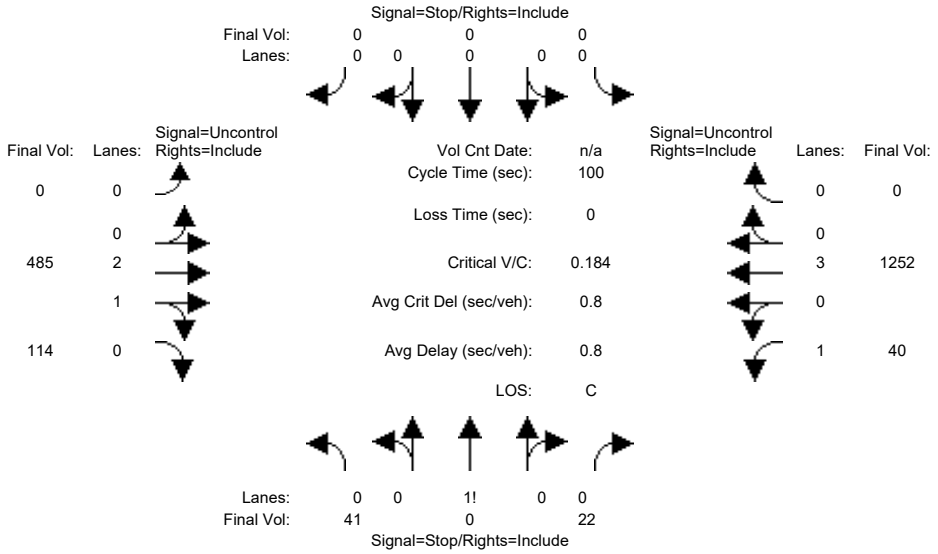
El Camino Real Specific Plan TIA
SJ17-1774
Background AM Plus Project

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

Intersection #14: El Camino Real/Harrison St




```
Street Name:           Harrison St                      El Camino Real
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      41    0    22     0    0     0     0  485   114    40 1252     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   41    0    22     0    0     0     0  485   114    40 1252     0
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   41    0    22     0    0     0     0  485   114    40 1252     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:    41    0    22     0    0     0     0  485   114    40 1252     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   41    0    22     0    0     0     0  485   114    40 1252     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  6.8  6.5   6.9 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:  3.5  4.0   3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 1039 1874   219  xxxx xxxx xxxxx  xxxx xxxx xxxxx   599 xxxx xxxxx
Potent Cap.:  229   73   792  xxxx xxxx xxxxx  xxxx xxxx xxxxx   988 xxxx xxxxx
Move Cap.:    222   70   792  xxxx xxxx xxxxx  xxxx xxxx xxxxx   988 xxxx xxxxx
Volume/Cap:  0.18 0.00  0.03  xxxx xxxx  xxxx  xxxx xxxx  xxxx  0.04 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.1 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx   8.8 xxxx xxxxx
LOS by Move:    *    *     *     *    *     *     *    *     *     A    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx  297 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx  0.8 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx 20.4 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    C     *     *    *     *     *    *     *     *    *     *
ApproachDel:      20.4           xxxxxx           xxxxxx           xxxxxx
ApproachLOS:         C                *                *                *
Note: Queue reported is the number of cars per lane.
                     Peak Hour Delay Signal Warrant Report
*******************************************************************************
Intersection #14 El Camino Real/Harrison St
*******************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
```

```
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0  0  1! 0  0    0  0  0  0  0    0  0  2  1  0    1  0  3  0  0
Initial Vol:   41    0    22     0    0     0     0  485   114    40 1252     0
ApproachDel:      20.4           xxxxxx           xxxxxx           xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.4]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=63]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1954]
   SUCCEED - Total volume greater than or equal to 650 for intersection
             with less than four approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
                Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #14 El Camino Real/Harrison St
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0  0  1! 0  0    0  0  0  0  0    0  0  2  1  0    1  0  3  0  0
Initial Vol:   41    0    22     0    0     0     0  485   114    40 1252     0
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             1891
Minor Approach Volume:           63
Minor Approach Volume Threshold: 65 [less than minimum of 100]
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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

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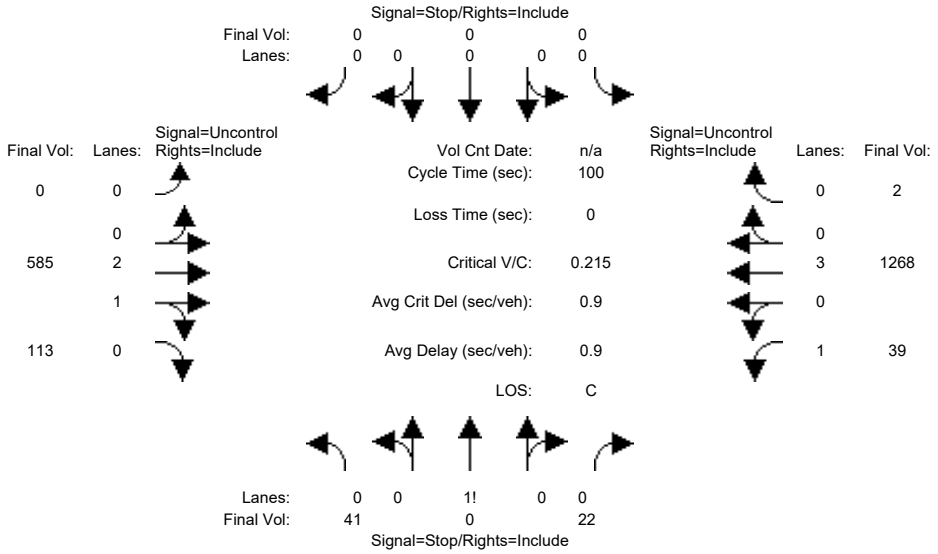
El Camino Real Specific Plan TIA
SJ17-1774
Background AM Plus Project

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

Intersection #14: El Camino Real/Harrison St




```
Street Name:           Harrison St                      El Camino Real
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      41    0    22     0    0     0     0  585   113    39 1268     2
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   41    0    22     0    0     0     0  585   113    39 1268     2
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   41    0    22     0    0     0     0  585   113    39 1268     2
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    41    0    22     0    0     0     0  585   113    39 1268     2
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   41    0    22     0    0     0     0  585   113    39 1268     2
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  6.8  6.5   6.9 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:  3.5  4.0   3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 1142 1990   252  xxxx xxxx xxxxx  xxxx xxxx xxxxx   698 xxxx xxxxx
Potent Cap.:  197   62   754  xxxx xxxx xxxxx  xxxx xxxx xxxxx   908 xxxx xxxxx
Move Cap.:    190   59   754  xxxx xxxx xxxxx  xxxx xxxx xxxxx   908 xxxx xxxxx
Volume/Cap:  0.22 0.00  0.03  xxxx xxxx  xxxx  xxxx xxxx  xxxx  0.04 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.1 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx   9.1 xxxx xxxxx
LOS by Move:    *    *     *     *    *     *     *    *     *     A    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx  258 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx  0.9 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx 23.4 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    C     *     *    *     *     *    *     *     *    *     *
ApproachDel:      23.4           xxxxxx           xxxxxx           xxxxxx
ApproachLOS:         C                *                *                *
Note: Queue reported is the number of cars per lane.
                     Peak Hour Delay Signal Warrant Report
*******************************************************************************
Intersection #14 El Camino Real/Harrison St
*******************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
```

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```
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0  0  1! 0  0    0  0  0  0  0    0  0  2  1  0    1  0  2  1  0
Initial Vol:   41    0    22     0    0     0     0  585   113    39 1268     2
ApproachDel:      23.4           xxxxxx           xxxxxx           xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.4]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=63]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=2070]
   SUCCEED - Total volume greater than or equal to 650 for intersection
             with less than four approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
                Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #14 El Camino Real/Harrison St
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0  0  1! 0  0    0  0  0  0  0    0  0  2  1  0    1  0  2  1  0
Initial Vol:   41    0    22     0    0     0     0  585   113    39 1268     2
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             2007
Minor Approach Volume:           63
Minor Approach Volume Threshold: 45 [less than minimum of 100]
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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

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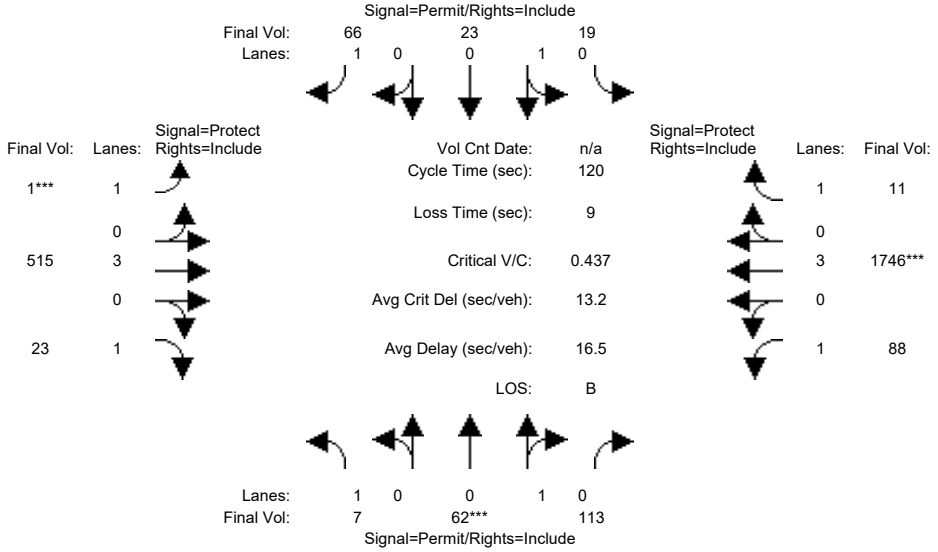
El Camino Real Specific Plan TIA
SJ17-1774
Background AM Plus Project

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

Intersection #15: El Camino Real/Benton St



Street Name:	Benton St						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	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:												
Base Vol:	7	62	113	19	23	66	1	515	23	88	1746	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	62	113	19	23	66	1	515	23	88	1746	11
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	62	113	19	23	66	1	515	23	88	1746	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	62	113	19	23	66	1	515	23	88	1746	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	62	113	19	23	66	1	515	23	88	1746	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	7	62	113	19	23	66	1	515	23	88	1746	11
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.35	0.65	0.45	0.55	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	638	1162	814	986	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.10	0.10	0.02	0.02	0.04	0.00	0.09	0.01	0.05	0.31	0.01
Crit Moves:		****					****				****	
Green Time:	25.1	25.1	25.1	25.1	25.1	25.1	7.0	52.2	52.2	33.7	78.9	78.9
Volume/Cap:	0.02	0.47	0.47	0.11	0.11	0.18	0.01	0.21	0.03	0.18	0.47	0.01
Delay/Veh:	37.7	42.5	42.5	38.6	38.6	39.3	53.3	21.1	19.4	32.8	10.2	7.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.7	42.5	42.5	38.6	38.6	39.3	53.3	21.1	19.4	32.8	10.2	7.1
LOS by Move:	D+	D	D	D+	D+	D	D-	C+	B-	C-	B+	A
HCM2k95thQ:	0	12	12	3	3	4	0	7	1	5	19	0

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

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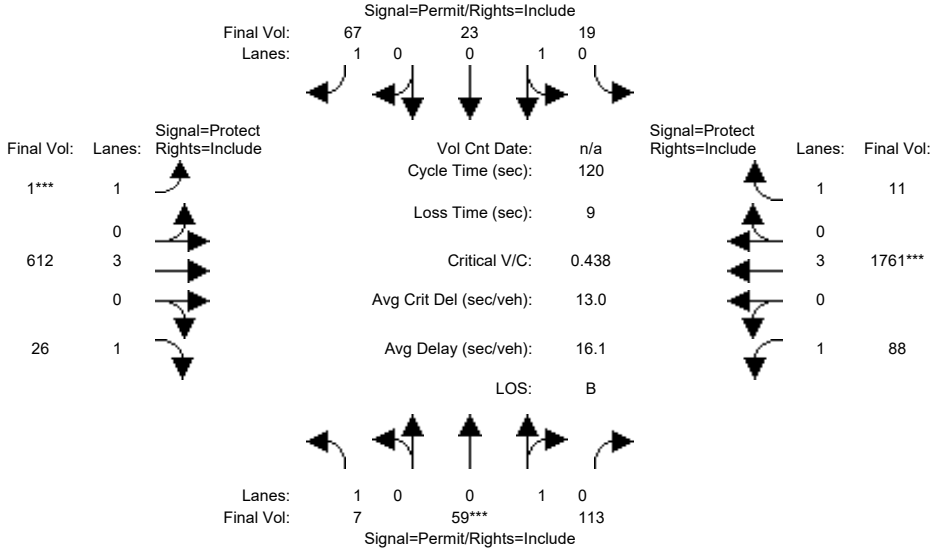
El Camino Real Specific Plan TIA
SJ17-1774
Background AM Plus Project

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

Intersection #15: El Camino Real/Benton St



Street Name:	Benton St						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	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:												
Base Vol:	7	59	113	19	23	67	1	612	26	88	1761	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	59	113	19	23	67	1	612	26	88	1761	11
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	59	113	19	23	67	1	612	26	88	1761	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	59	113	19	23	67	1	612	26	88	1761	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	59	113	19	23	67	1	612	26	88	1761	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	7	59	113	19	23	67	1	612	26	88	1761	11
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.34	0.66	0.45	0.55	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	617	1183	814	986	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.10	0.10	0.02	0.02	0.04	0.00	0.11	0.01	0.05	0.31	0.01
Crit Moves:		****					****				****	
Green Time:	24.6	24.6	24.6	24.6	24.6	24.6	7.0	56.0	56.0	30.4	79.4	79.4
Volume/Cap:	0.02	0.47	0.47	0.11	0.11	0.19	0.01	0.23	0.03	0.20	0.47	0.01
Delay/Veh:	38.1	42.9	42.9	39.0	39.0	39.7	53.3	19.2	17.3	35.4	10.0	6.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.1	42.9	42.9	39.0	39.0	39.7	53.3	19.2	17.3	35.4	10.0	6.9
LOS by Move:	D+	D	D	D+	D+	D	D-	B-	B	D+	B+	A
HCM2k95thQ:	0	12	12	3	3	5	0	8	1	5	19	0

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

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El Camino Real Specific Plan TIA
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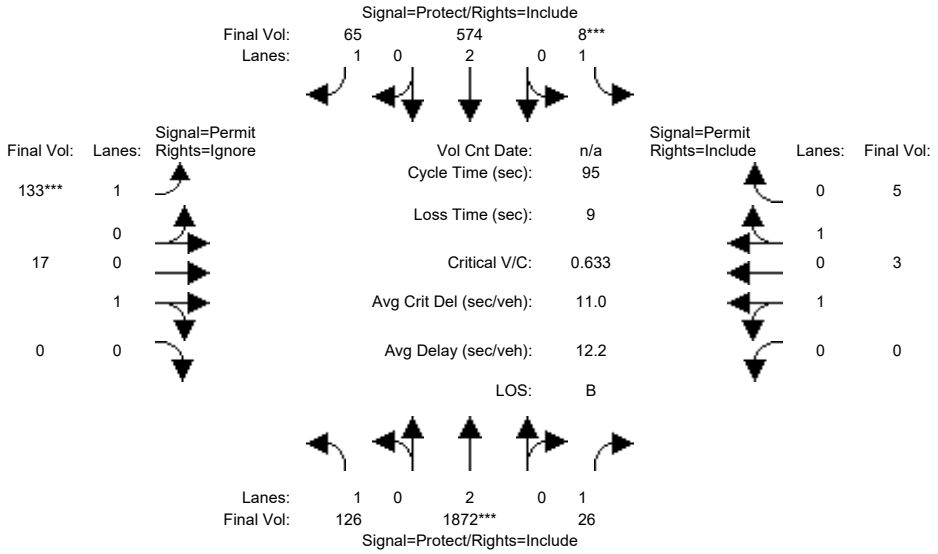
2000 HCM Operations (Future Volume Alternative)
Background AM

Intersection #16: El Camino Real/The Alameda (CMP)



Street Name:	El Camino Real						The Alameda					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	126	1872	26	8	574	65	133	17	46	0	3	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	126	1872	26	8	574	65	133	17	46	0	3	5
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	126	1872	26	8	574	65	133	17	46	0	3	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	126	1872	26	8	574	65	133	17	0	0	3	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	126	1872	26	8	574	65	133	17	0	0	3	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	126	1872	26	8	574	65	133	17	0	0	3	5
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.92	0.92	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1800	0	0	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.07	0.49	0.01	0.00	0.15	0.04	0.08	0.01	0.00	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green Time:	24.7	68.4	68.4	7.0	50.7	50.7	10.6	10.6	0.0	0.0	10.6	10.6
Volume/Cap:	0.28	0.68	0.02	0.06	0.28	0.07	0.68	0.08	0.00	0.00	0.01	0.02
Delay/Veh:	28.3	8.0	3.8	41.1	12.2	10.8	50.3	38.1	0.0	0.0	37.6	37.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.3	8.0	3.8	41.1	12.2	10.8	50.3	38.1	0.0	0.0	37.6	37.7
LOS by Move:	C	A	A	D	B	B+	D	D+	A	A	D+	D+
HCM2k95thQ:	6	26	0	1	9	2	11	1	0	0	0	0

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

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El Camino Real Specific Plan TIA
SJ17-1774
Background AM Plus Project

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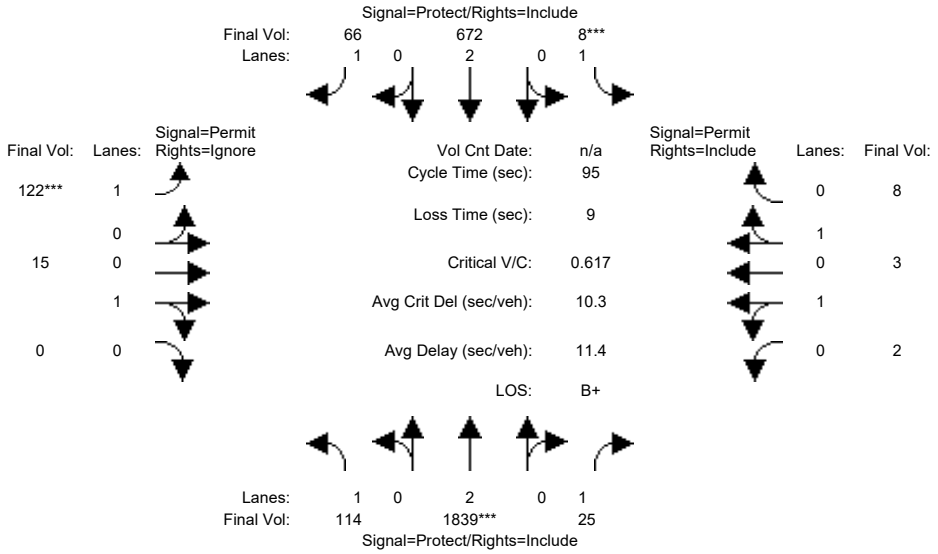
Background PP AM

Intersection #16: El Camino Real/The Alameda (CMP)



Street Name:	El Camino Real						The Alameda					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	114	1839	25	8	672	66	122	15	40	2	3	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	114	1839	25	8	672	66	122	15	40	2	3	8
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	114	1839	25	8	672	66	122	15	40	2	3	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	114	1839	25	8	672	66	122	15	0	2	3	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	114	1839	25	8	672	66	122	15	0	2	3	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	114	1839	25	8	672	66	122	15	0	2	3	8
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.92	0.95	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	0.00	0.40	0.60	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1800	0	720	1080	1800
Capacity Analysis Module:												
Vol/Sat:	0.07	0.48	0.01	0.00	0.18	0.04	0.07	0.01	0.00	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green Time:	22.4	69.0	69.0	7.0	53.6	53.6	10.0	10.0	0.0	10.0	10.0	10.0
Volume/Cap:	0.28	0.67	0.02	0.06	0.31	0.07	0.66	0.08	0.00	0.03	0.03	0.04
Delay/Veh:	30.1	7.5	3.6	41.1	11.0	9.4	49.6	38.5	0.0	38.2	38.2	38.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.1	7.5	3.6	41.1	11.0	9.4	49.6	38.5	0.0	38.2	38.2	38.3
LOS by Move:	C	A	A	D	B+	A	D	D+	A	D+	D+	D+
HCM2k95thQ:	6	25	0	1	10	2	10	1	0	0	0	1

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

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El Camino Real Specific Plan TIA
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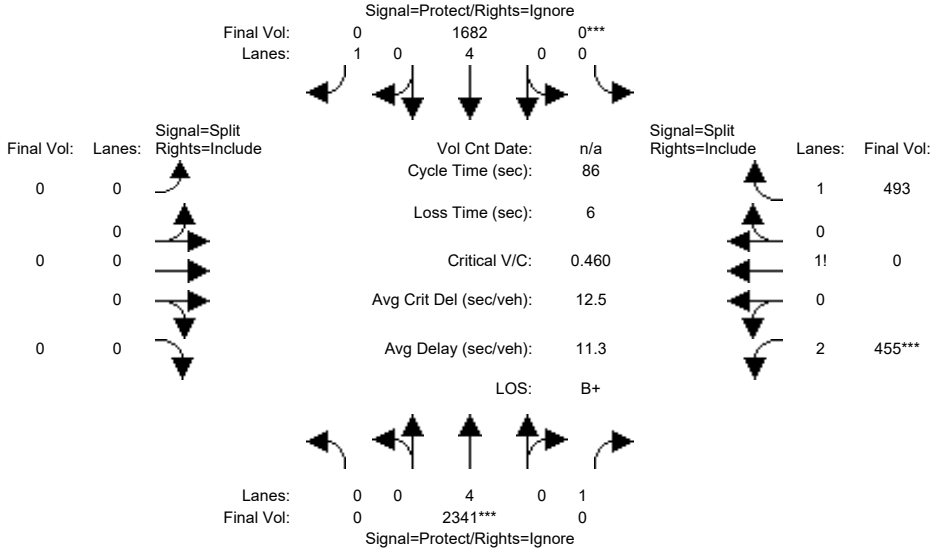
2000 HCM Operations (Future Volume Alternative)
Background AM

Intersection #17: Lawrence Expy/NB US 101



Street Name:	Lawrence Expy						NB US 101					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	52	0	0	52	0	0	0	0	23	23	23
Y+R:	0.0	6.2	0.0	0.0	6.2	0.0	0.0	0.0	0.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	0	2341	776	0	1682	475	0	0	0	455	0	493
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2341	776	0	1682	475	0	0	0	455	0	493
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2341	776	0	1682	475	0	0	0	455	0	493
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2341	0	0	1682	0	0	0	0	455	0	493
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2341	0	0	1682	0	0	0	0	455	0	493
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2341	0	0	1682	0	0	0	0	455	0	493
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.95
Lanes:	0.00	4.00	1.00	0.00	4.00	1.00	0.00	0.00	0.00	2.41	0.00	1.59
Final Sat.:	0	7600	1750	0	7600	1750	0	0	0	3800	0	2857
Capacity Analysis Module:												
Vol/Sat:	0.00	0.31	0.00	0.00	0.22	0.00	0.00	0.00	0.00	0.12	0.00	0.17
Crit Moves:		****		****						****		
Green Time:	0.0	52.0	0.0	0.0	52.0	0.0	0.0	0.0	0.0	32.3	0.0	32.3
Volume/Cap:	0.00	0.51	0.00	0.00	0.37	0.00	0.00	0.00	0.00	0.32	0.00	0.46
Delay/Veh:	0.0	9.8	0.0	0.0	8.7	0.0	0.0	0.0	0.0	19.1	0.0	20.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	9.8	0.0	0.0	8.7	0.0	0.0	0.0	0.0	19.1	0.0	20.4
LOS by Move:	A	A	A	A	A	A	A	A	A	B-	A	C+
HCM2k95thQ:	0	16	0	0	11	0	0	0	0	9	0	13

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

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El Camino Real Specific Plan TIA
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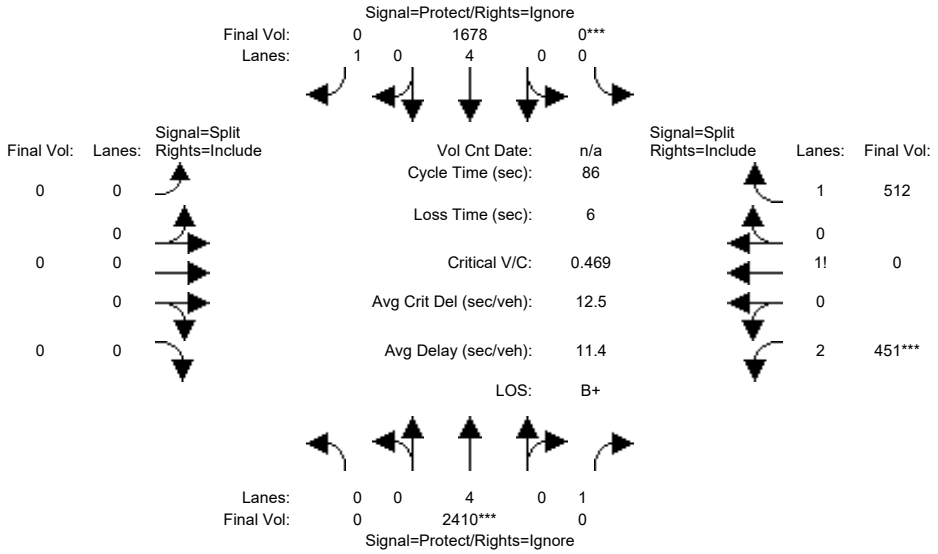
2000 HCM Operations (Future Volume Alternative)
Background PP AM

Intersection #17: Lawrence Expy/NB US 101



Street Name:	Lawrence Expy						NB US 101					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	52	0	0	52	0	0	0	0	23	23	23
Y+R:	0.0	6.2	0.0	0.0	6.2	0.0	0.0	0.0	0.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	0	2410	775	0	1678	471	0	0	0	451	0	512
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2410	775	0	1678	471	0	0	0	451	0	512
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2410	775	0	1678	471	0	0	0	451	0	512
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2410	0	0	1678	0	0	0	0	451	0	512
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2410	0	0	1678	0	0	0	0	451	0	512
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2410	0	0	1678	0	0	0	0	451	0	512
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.95
Lanes:	0.00	4.00	1.00	0.00	4.00	1.00	0.00	0.00	0.00	2.40	0.00	1.60
Final Sat.:	0	7600	1750	0	7600	1750	0	0	0	3783	0	2877
Capacity Analysis Module:												
Vol/Sat:	0.00	0.32	0.00	0.00	0.22	0.00	0.00	0.00	0.00	0.12	0.00	0.18
Crit Moves:		****		****						****		
Green Time:	0.0	52.0	0.0	0.0	52.0	0.0	0.0	0.0	0.0	32.6	0.0	32.6
Volume/Cap:	0.00	0.52	0.00	0.00	0.37	0.00	0.00	0.00	0.00	0.31	0.00	0.47
Delay/Veh:	0.0	10.0	0.0	0.0	8.7	0.0	0.0	0.0	0.0	18.9	0.0	20.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	10.0	0.0	0.0	8.7	0.0	0.0	0.0	0.0	18.9	0.0	20.3
LOS by Move:	A	A	A	A	A	A	A	A	A	B-	A	C+
HCM2k95thQ:	0	17	0	0	11	0	0	0	0	8	0	13

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

El Camino Real Specific Plan TIA
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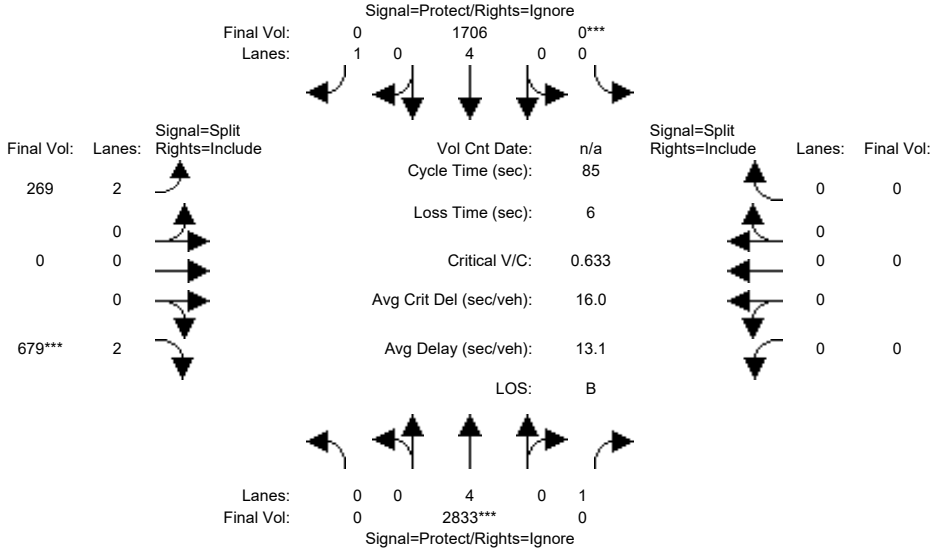
2000 HCM Operations (Future Volume Alternative)
Background AM

Intersection #18: Lawrence Expy/SB US 101



Street Name:	Lawrence Expy						SB US 101					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	60	0	0	60	0	14	14	14	0	0	0
Y+R:	0.0	6.2	0.0	0.0	6.2	0.0	5.5	5.5	5.5	0.0	0.0	0.0
Volume Module:												
Base Vol:	0	2833	705	0	1706	354	269	0	679	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2833	705	0	1706	354	269	0	679	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2833	705	0	1706	354	269	0	679	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2833	0	0	1706	0	269	0	679	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2833	0	0	1706	0	269	0	679	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2833	0	0	1706	0	269	0	679	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	4.00	1.00	0.00	4.00	1.00	2.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	7600	1750	0	7600	1750	3150	0	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.37	0.00	0.00	0.22	0.00	0.09	0.00	0.22	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green Time:	0.0	60.0	0.0	0.0	60.0	0.0	19.0	0.0	19.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.53	0.00	0.00	0.32	0.00	0.38	0.00	0.96	0.00	0.00	0.00
Delay/Veh:	0.0	6.0	0.0	0.0	4.8	0.0	28.4	0.0	58.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	6.0	0.0	0.0	4.8	0.0	28.4	0.0	58.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	C	A	E+	A	A	A
HCM2k95thQ:	0	16	0	0	8	0	8	0	28	0	0	0

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

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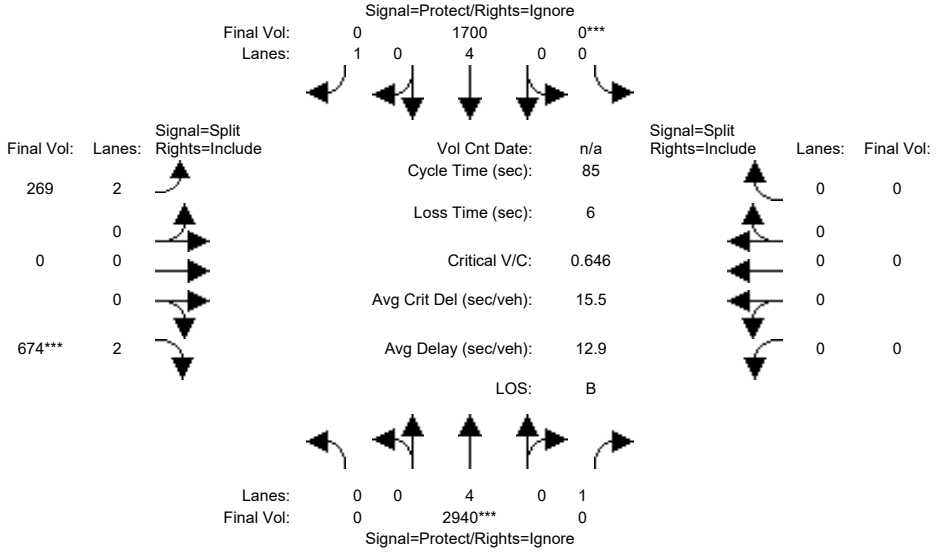
Intersection #18: Lawrence Expy/SB US 101



Street Name:	Lawrence Expy						SB US 101					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	60	0	0	60	0	14	14	14	0	0	0
Y+R:	0.0	6.2	0.0	0.0	6.2	0.0	5.5	5.5	5.5	0.0	0.0	0.0
Volume Module:												
Base Vol:	0	2940	707	0	1700	353	269	0	674	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2940	707	0	1700	353	269	0	674	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2940	707	0	1700	353	269	0	674	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2940	0	0	1700	0	269	0	674	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2940	0	0	1700	0	269	0	674	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2940	0	0	1700	0	269	0	674	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	4.00	1.00	0.00	4.00	1.00	2.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	7600	1750	0	7600	1750	3150	0	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.39	0.00	0.00	0.22	0.00	0.09	0.00	0.21	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green Time:	0.0	60.0	0.0	0.0	60.0	0.0	19.0	0.0	19.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.55	0.00	0.00	0.32	0.00	0.38	0.00	0.96	0.00	0.00	0.00
Delay/Veh:	0.0	6.1	0.0	0.0	4.8	0.0	28.4	0.0	56.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	6.1	0.0	0.0	4.8	0.0	28.4	0.0	56.4	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	C	A	E+	A	A	A
HCM2k95thQ:	0	16	0	0	8	0	8	0	27	0	0	0

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

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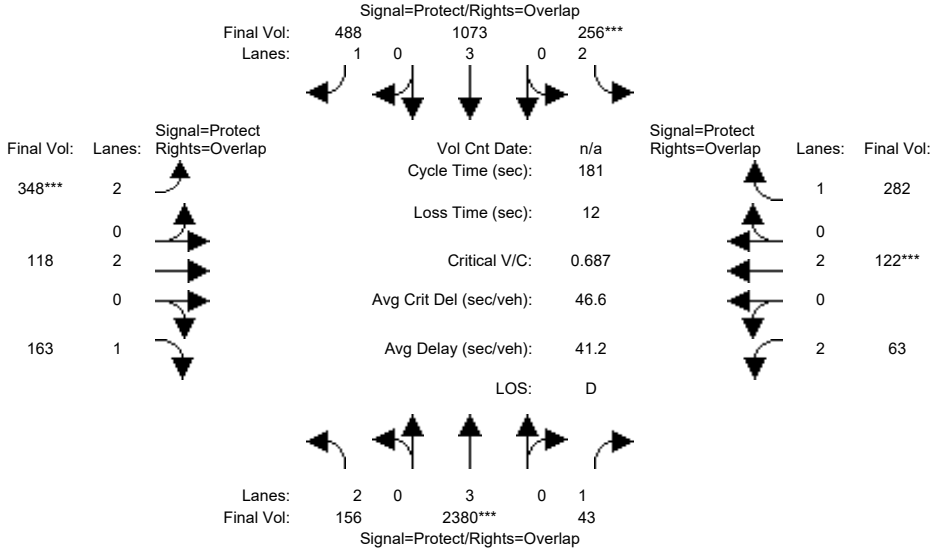
Intersection #19: Lawrence Expy/Oakmead Pkwy



Street Name:	Lawrence Expy						Oakmead Pkwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	18	85	85	21	88	88	24	38	38	13	27	27
Y+R:	6.4	6.2	6.2	6.3	6.2	6.2	5.6	5.5	5.5	5.6	5.6	5.6
Volume Module:												
Base Vol:	156	2975	43	256	1601	488	348	118	163	63	122	282
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	156	2975	43	256	1601	488	348	118	163	63	122	282
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	156	2975	43	256	1601	488	348	118	163	63	122	282
User Adj:	1.00	0.80	1.00	1.00	0.67	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	156	2380	43	256	1073	488	348	118	163	63	122	282
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	156	2380	43	256	1073	488	348	118	163	63	122	282
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	156	2380	43	256	1073	488	348	118	163	63	122	282
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.42	0.02	0.08	0.19	0.28	0.11	0.03	0.09	0.02	0.03	0.16
Crit Moves:		****		****			****				****	
Green Time:	19.8	95.7	109.0	21.0	96.9	122.2	25.3	39.0	58.8	13.3	27.0	48.0
Volume/Cap:	0.45	0.79	0.04	0.70	0.35	0.41	0.79	0.14	0.29	0.27	0.22	0.61
Delay/Veh:	76.5	36.0	14.7	82.9	24.2	13.5	84.6	57.6	45.8	79.9	67.9	60.6
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:	76.5	36.0	14.7	82.9	24.2	13.5	84.6	57.6	45.8	79.9	67.9	60.6
LOS by Move:	E-	D+	B	F	C	B	F	E+	D	E-	E	E
HCM2k95thQ:	9	55	2	16	20	23	23	5	13	4	6	26

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

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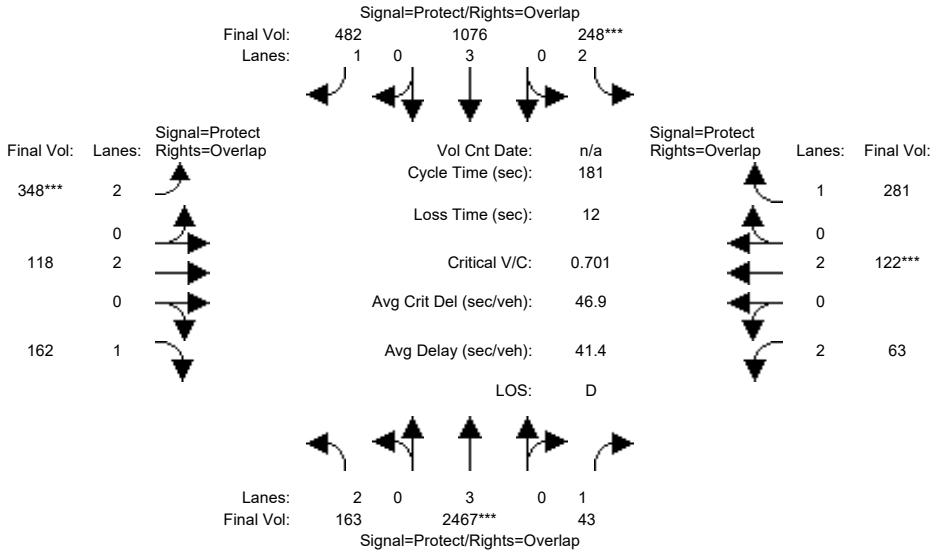
Intersection #19: Lawrence Expy/Oakmead Pkwy



Street Name:	Lawrence Expy						Oakmead Pkwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	18	85	85	21	88	88	24	38	38	13	27	27
Y+R:	6.4	6.2	6.2	6.3	6.2	6.2	5.6	5.5	5.5	5.6	5.6	5.6
Volume Module:												
Base Vol:	163	3084	43	248	1606	482	348	118	162	63	122	281
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	163	3084	43	248	1606	482	348	118	162	63	122	281
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	163	3084	43	248	1606	482	348	118	162	63	122	281
User Adj:	1.00	0.80	1.00	1.00	0.67	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	163	2467	43	248	1076	482	348	118	162	63	122	281
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	163	2467	43	248	1076	482	348	118	162	63	122	281
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	163	2467	43	248	1076	482	348	118	162	63	122	281
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.43	0.02	0.08	0.19	0.28	0.11	0.03	0.09	0.02	0.03	0.16
Crit Moves:		****		****			****				****	
Green Time:	19.9	96.4	109.6	21.0	97.5	122.1	24.6	38.4	58.4	13.2	27.0	48.0
Volume/Cap:	0.47	0.81	0.04	0.68	0.35	0.41	0.81	0.15	0.29	0.28	0.22	0.61
Delay/Veh:	76.6	36.6	14.5	81.8	23.8	13.5	87.2	58.0	46.1	80.1	67.9	60.5
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:	76.6	36.6	14.5	81.8	23.8	13.5	87.2	58.0	46.1	80.1	67.9	60.5
LOS by Move:	E-	D+	B	F	C	B	F	E+	D	F	E	E
HCM2k95thQ:	10	58	2	15	20	23	24	5	13	4	6	26

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

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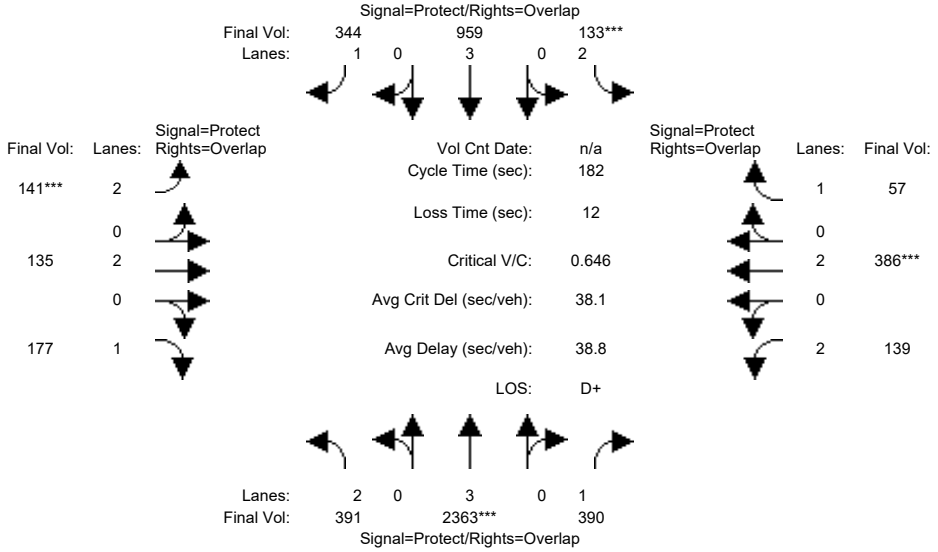
Intersection #20: Lawrence Expy/E Arques Ave (CMP)



Street Name:	Lawrence Expy						E Arques Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	23	94	94	17	88	88	16	32	32	15	31	31
Y+R:	6.3	6.2	6.2	6.1	6.2	6.2	5.9	5.7	5.7	5.9	5.7	5.7
Volume Module:												
Base Vol:	391	2954	390	133	1432	344	141	135	177	139	386	57
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	391	2954	390	133	1432	344	141	135	177	139	386	57
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	391	2954	390	133	1432	344	141	135	177	139	386	57
User Adj:	1.00	0.80	1.00	1.00	0.67	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	391	2363	390	133	959	344	141	135	177	139	386	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	391	2363	390	133	959	344	141	135	177	139	386	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	391	2363	390	133	959	344	141	135	177	139	386	57
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.84	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1601	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.41	0.22	0.04	0.17	0.20	0.04	0.04	0.11	0.04	0.10	0.03
Crit Moves:		****		****			****				****	
Green Time:	25.5	106	121.0	17.0	97.5	113.5	16.0	32.0	57.5	15.0	31.0	48.0
Volume/Cap:	0.89	0.71	0.34	0.45	0.31	0.32	0.51	0.20	0.35	0.54	0.60	0.12
Delay/Veh:	95.8	27.8	13.3	79.2	23.6	16.2	80.8	64.2	48.3	82.3	71.2	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:	95.8	27.8	13.3	79.2	23.6	16.2	80.8	64.2	48.3	82.3	71.2	51.1
LOS by Move:	F	C	B	E-	C	B	F	E	D	F	E	D-
HCM2k95thQ:	27	49	18	8	18	17	10	6	15	8	18	5

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

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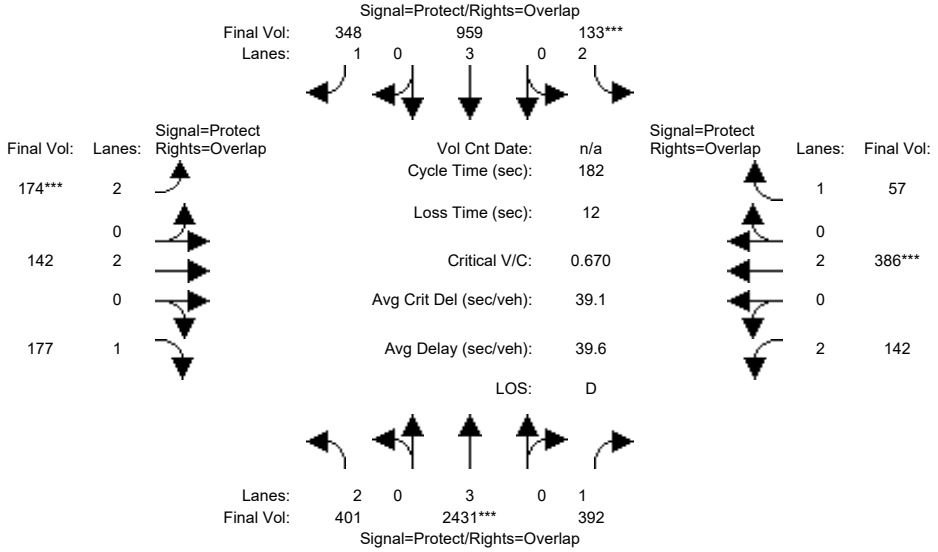
Intersection #20: Lawrence Expy/E Arques Ave (CMP)



Street Name:	Lawrence Expy						E Arques Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	23	94	94	17	88	88	16	32	32	15	31	31
Y+R:	6.3	6.2	6.2	6.1	6.2	6.2	5.9	5.7	5.7	5.9	5.7	5.7
Volume Module:												
Base Vol:	401	3039	392	133	1432	348	174	142	177	142	386	57
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	401	3039	392	133	1432	348	174	142	177	142	386	57
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	401	3039	392	133	1432	348	174	142	177	142	386	57
User Adj:	1.00	0.80	1.00	1.00	0.67	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	401	2431	392	133	959	348	174	142	177	142	386	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	401	2431	392	133	959	348	174	142	177	142	386	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	401	2431	392	133	959	348	174	142	177	142	386	57
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.84	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1601	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.43	0.22	0.04	0.17	0.20	0.06	0.04	0.11	0.05	0.10	0.03
Crit Moves:		****		****			****				****	
Green Time:	25.6	106	121.0	17.0	97.4	113.4	16.0	32.0	57.6	15.0	31.0	48.0
Volume/Cap:	0.90	0.73	0.34	0.45	0.31	0.32	0.63	0.21	0.35	0.55	0.60	0.12
Delay/Veh:	98.5	28.5	13.3	79.2	23.7	16.3	84.7	64.4	48.2	82.7	71.2	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:	98.5	28.5	13.3	79.2	23.7	16.3	84.7	64.4	48.2	82.7	71.2	51.1
LOS by Move:	F	C	B	E-	C	B	F	E	D	F	E	D-
HCM2k95thQ:	28	52	18	8	18	18	13	7	15	9	18	5

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

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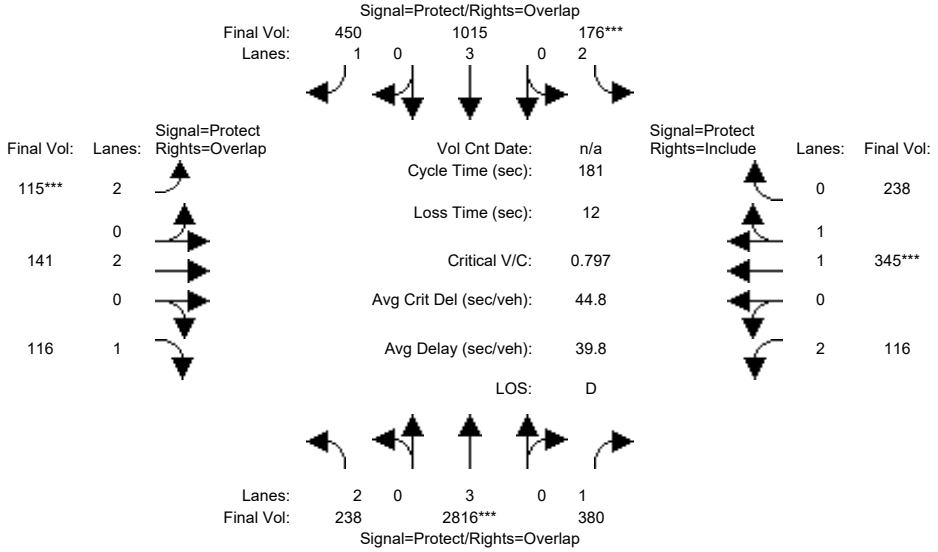
2000 HCM Operations (Future Volume Alternative)
Background AM

Intersection #21: Lawrence Expy/Kifer Rd



Street Name:	Lawrence Expy						Kifer Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	25	101	101	17	93	93	13	29	29	11	27	27
Y+R:	5.9	6.2	6.2	6.1	6.2	6.2	5.8	5.5	5.5	5.9	5.5	5.5
Volume Module:												
Base Vol:	238	3911	380	176	1253	450	115	141	116	116	345	238
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	238	3911	380	176	1253	450	115	141	116	116	345	238
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	238	3911	380	176	1253	450	115	141	116	116	345	238
User Adj:	1.00	0.72	1.00	1.00	0.81	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	238	2816	380	176	1015	450	115	141	116	116	345	238
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	238	2816	380	176	1015	450	115	141	116	116	345	238
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	238	2816	380	176	1015	450	115	141	116	116	345	238
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.99	0.95
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.16	0.84
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	2188	1510
Capacity Analysis Module:												
Vol/Sat:	0.08	0.49	0.22	0.06	0.18	0.26	0.04	0.04	0.07	0.04	0.16	0.16
Crit Moves:		****		****			****				****	
Green Time:	25.9	105	118.2	17.0	96.4	109.4	13.0	33.8	59.7	12.8	33.6	33.6
Volume/Cap:	0.53	0.85	0.33	0.59	0.33	0.43	0.51	0.20	0.20	0.52	0.85	0.85
Delay/Veh:	73.0	33.5	14.1	82.0	24.1	19.3	82.8	62.3	43.7	83.3	81.0	81.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	73.0	33.5	14.1	82.0	24.1	19.3	82.8	62.3	43.7	83.3	81.0	81.0
LOS by Move:	E	C-	B	F	C	B-	F	E	D	F	F	F
HCM2k95thQ:	13	63	17	12	19	25	8	6	9	7	28	28

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

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El Camino Real Specific Plan TIA
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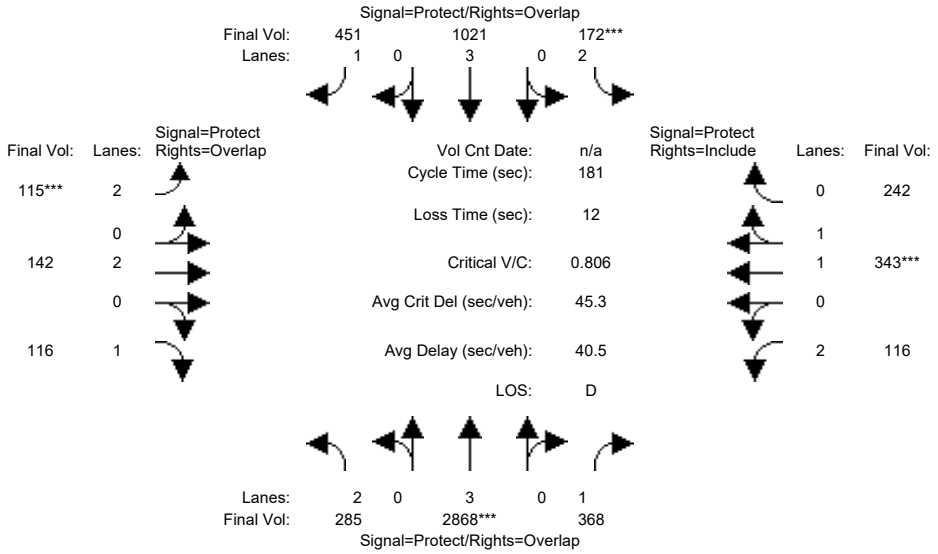
Background PP AM

Intersection #21: Lawrence Expy/Kifer Rd



Street Name:	Lawrence Expy						Kifer Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	25	101	101	17	93	93	13	29	29	11	27	27
Y+R:	5.9	6.2	6.2	6.1	6.2	6.2	5.8	5.5	5.5	5.9	5.5	5.5
Volume Module:												
Base Vol:	285	3984	368	172	1260	451	115	142	116	116	343	242
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	285	3984	368	172	1260	451	115	142	116	116	343	242
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	285	3984	368	172	1260	451	115	142	116	116	343	242
User Adj:	1.00	0.72	1.00	1.00	0.81	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	285	2868	368	172	1021	451	115	142	116	116	343	242
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	285	2868	368	172	1021	451	115	142	116	116	343	242
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	285	2868	368	172	1021	451	115	142	116	116	343	242
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.99	0.95
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.15	0.85
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	2168	1530
Capacity Analysis Module:												
Vol/Sat:	0.09	0.50	0.21	0.05	0.18	0.26	0.04	0.04	0.07	0.04	0.16	0.16
Crit Moves:		****		****			****				****	
Green Time:	26.0	106	118.5	17.0	96.7	109.7	13.0	33.5	59.5	12.7	33.2	33.2
Volume/Cap:	0.63	0.86	0.32	0.58	0.33	0.43	0.51	0.20	0.20	0.52	0.86	0.86
Delay/Veh:	75.8	34.0	13.8	81.5	24.0	19.2	82.8	62.6	43.8	83.5	82.5	82.5
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:	75.8	34.0	13.8	81.5	24.0	19.2	82.8	62.6	43.8	83.5	82.5	82.5
LOS by Move:	E-	C-	B	F	C	B-	F	E	D	F	F	F
HCM2k95thQ:	16	65	17	12	19	25	8	7	9	7	29	29

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

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El Camino Real Specific Plan TIA
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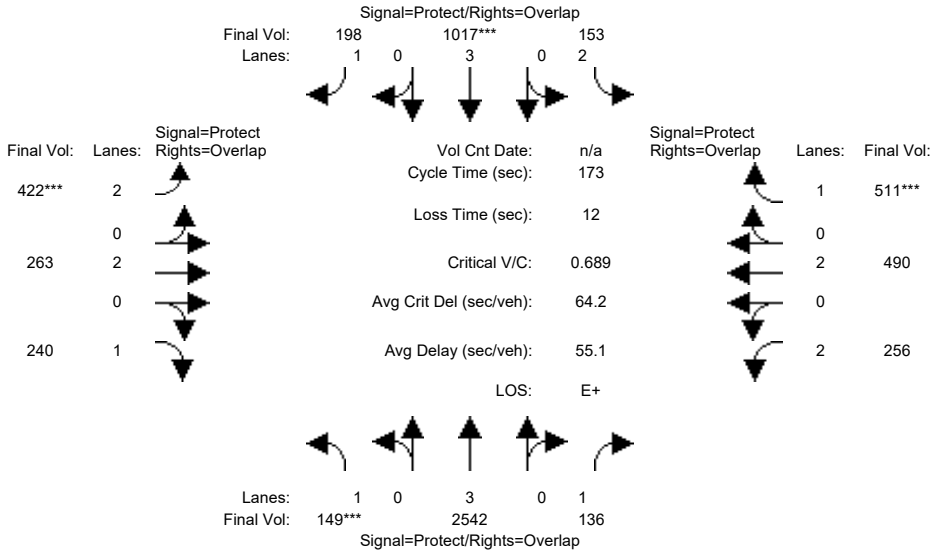
2000 HCM Operations (Future Volume Alternative)
Background AM

Intersection #22: Lawrence Expy/Monroe St (CMP)



Street Name:	Lawrence Expy						Monroe St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	14	81	81	13	80	80	23	39	39	17	33	33
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	149	3531	136	153	1256	198	422	263	240	256	490	511
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	149	3531	136	153	1256	198	422	263	240	256	490	511
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	149	3531	136	153	1256	198	422	263	240	256	490	511
User Adj:	1.00	0.72	1.00	1.00	0.81	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	149	2542	136	153	1017	198	422	263	240	256	490	511
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	149	2542	136	153	1017	198	422	263	240	256	490	511
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	149	2542	136	153	1017	198	422	263	240	256	490	511
Saturation 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	0.83	1.00	0.92
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.45	0.08	0.05	0.18	0.11	0.13	0.07	0.14	0.08	0.13	0.29
Crit Moves:	****				****		****					****
Green Time:	15.8	82.6	102.4	13.3	80.0	104.9	24.9	45.4	61.2	19.8	40.3	53.5
Volume/Cap:	0.93	0.93	0.13	0.63	0.39	0.19	0.93	0.26	0.39	0.71	0.55	0.94
Delay/Veh:	129.1	49.5	15.7	83.0	30.5	15.2	99.2	50.7	42.3	80.3	59.2	83.6
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:	129.1	49.5	15.7	83.0	30.5	15.2	99.2	50.7	42.3	80.3	59.2	83.6
LOS by Move:	F	D	B	F	C	B	F	D	D	F	E+	F
HCM2k95thQ:	17	67	6	9	20	9	29	10	18	15	20	49

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

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El Camino Real Specific Plan TIA
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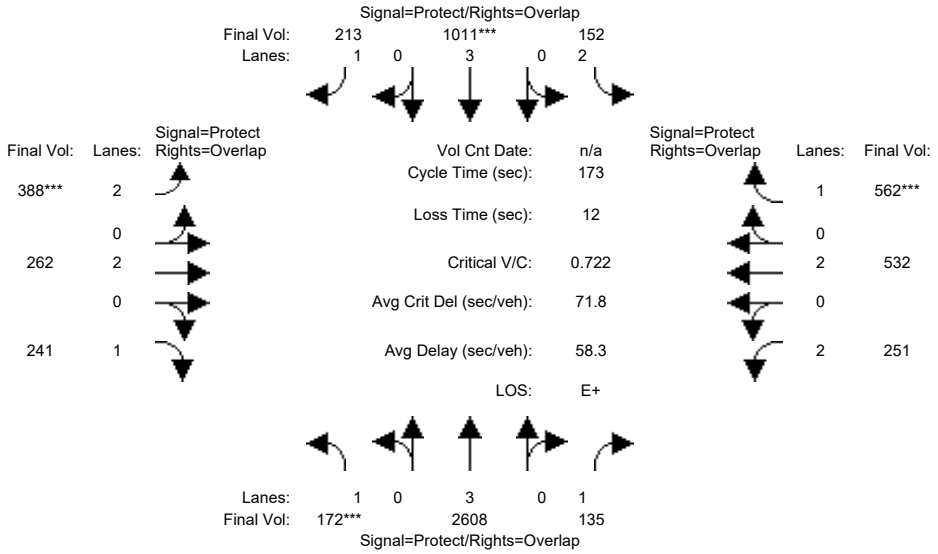
2000 HCM Operations (Future Volume Alternative)
Background PP AM

Intersection #22: Lawrence Expy/Monroe St (CMP)



Street Name:	Lawrence Expy						Monroe St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	14	81	81	13	80	80	23	39	39	17	33	33
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	172	3622	135	152	1248	213	388	262	241	251	532	562
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	172	3622	135	152	1248	213	388	262	241	251	532	562
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	172	3622	135	152	1248	213	388	262	241	251	532	562
User Adj:	1.00	0.72	1.00	1.00	0.81	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	172	2608	135	152	1011	213	388	262	241	251	532	562
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	172	2608	135	152	1011	213	388	262	241	251	532	562
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	172	2608	135	152	1011	213	388	262	241	251	532	562
Saturation 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	0.83	1.00	0.92
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.46	0.08	0.05	0.18	0.12	0.12	0.07	0.14	0.08	0.14	0.32
Crit Moves:	****				****		****					****
Green Time:	16.6	83.2	102.8	13.4	80.0	103.0	23.0	44.9	61.4	19.6	41.4	54.8
Volume/Cap:	1.03	0.95	0.13	0.63	0.38	0.20	0.93	0.27	0.39	0.70	0.58	1.01
Delay/Veh:	155.0	51.5	15.5	82.4	30.5	16.2	100.7	51.1	42.1	80.2	59.1	100.8
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:	155.0	51.5	15.5	82.4	30.5	16.2	100.7	51.1	42.1	80.2	59.1	100.8
LOS by Move:	F	D-	B	F	C	B	F	D-	D	F	E+	F
HCM2k95thQ:	21	70	6	9	20	10	27	10	18	14	21	57

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

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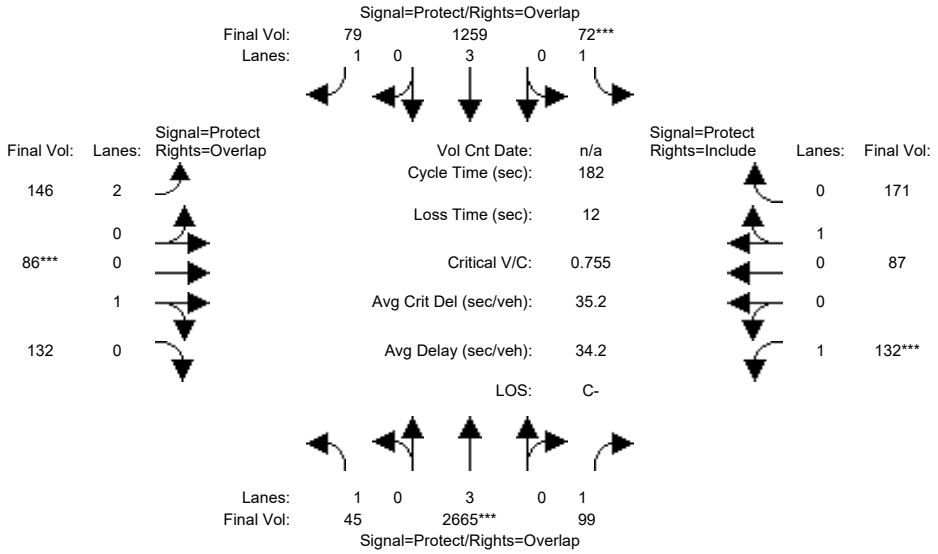
Background AM

Intersection #23: Lawrence Expy/Cabrillo Ave



Street Name:	Lawrence Expy						Cabrillo Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	11	107	107	11	107	107	15	25	25	15	25	25
Y+R:	5.1	6.2	6.2	4.9	6.2	6.2	5.9	5.8	5.8	5.4	5.8	5.8
Volume Module:												
Base Vol:	45	3702	99	72	1554	79	146	86	132	132	87	171
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	45	3702	99	72	1554	79	146	86	132	132	87	171
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	45	3702	99	72	1554	79	146	86	132	132	87	171
User Adj:	1.00	0.72	1.00	1.00	0.81	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	2665	99	72	1259	79	146	86	132	132	87	171
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	2665	99	72	1259	79	146	86	132	132	87	171
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	45	2665	99	72	1259	79	146	86	132	132	87	171
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	0.39	0.61	1.00	0.34	0.66
Final Sat.:	1750	5700	1750	1750	5700	1750	3150	710	1090	1750	607	1193
Capacity Analysis Module:												
Vol/Sat:	0.03	0.47	0.06	0.04	0.22	0.05	0.05	0.12	0.12	0.08	0.14	0.14
Crit Moves:		****		****				****		****		
Green Time:	11.5	112	130.0	11.0	111	128.7	17.2	29.0	40.5	18.1	29.9	29.9
Volume/Cap:	0.41	0.76	0.08	0.68	0.36	0.06	0.49	0.76	0.54	0.76	0.87	0.87
Delay/Veh:	84.5	26.3	7.9	100.3	17.6	8.2	79.5	84.4	64.2	97.5	97.9	97.9
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:	84.5	26.3	7.9	100.3	17.6	8.2	79.5	84.4	64.2	97.5	97.9	97.9
LOS by Move:	F	C	A	F	B	A	E-	F	E	F	F	F
HCM2k95thQ:	5	56	4	9	20	3	10	24	21	15	27	27

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

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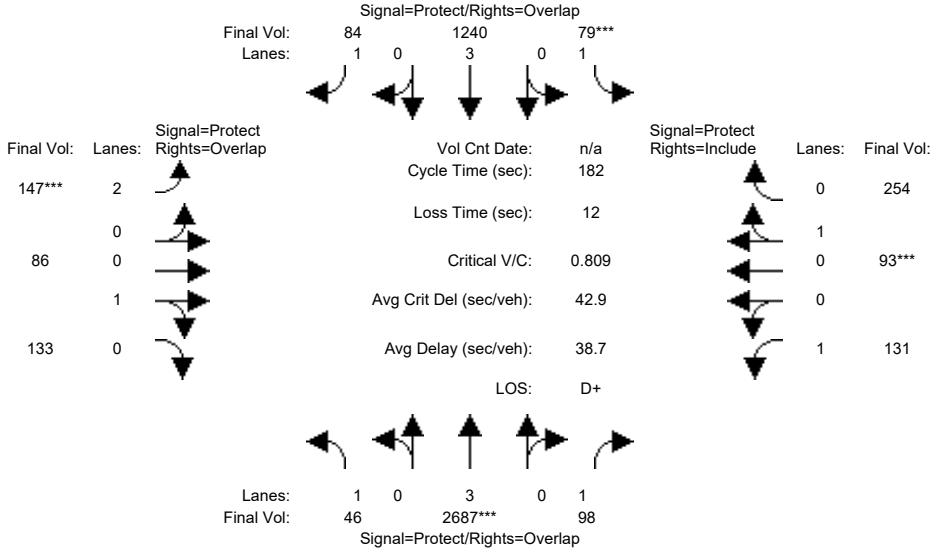
Intersection #23: Lawrence Expy/Cabrillo Ave



Street Name:	Lawrence Expy						Cabrillo Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	11	107	107	11	107	107	15	25	25	15	25	25
Y+R:	5.1	6.2	6.2	4.9	6.2	6.2	5.9	5.8	5.8	5.4	5.8	5.8
Volume Module:												
Base Vol:	46	3732	98	79	1531	84	147	86	133	131	93	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:	46	3732	98	79	1531	84	147	86	133	131	93	254
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	46	3732	98	79	1531	84	147	86	133	131	93	254
User Adj:	1.00	0.72	1.00	1.00	0.81	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	46	2687	98	79	1240	84	147	86	133	131	93	254
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	2687	98	79	1240	84	147	86	133	131	93	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:	46	2687	98	79	1240	84	147	86	133	131	93	254
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	0.39	0.61	1.00	0.27	0.73
Final Sat.:	1750	5700	1750	1750	5700	1750	3150	707	1093	1750	482	1318
Capacity Analysis Module:												
Vol/Sat:	0.03	0.47	0.06	0.05	0.22	0.05	0.05	0.12	0.12	0.07	0.19	0.19
Crit Moves:		****		****			****				****	
Green Time:	11.0	107	126.5	11.0	107	122.0	15.0	32.5	43.5	19.5	37.0	37.0
Volume/Cap:	0.43	0.80	0.08	0.75	0.37	0.07	0.57	0.68	0.51	0.70	0.95	0.95
Delay/Veh:	85.4	30.7	9.0	109.1	19.8	10.4	83.3	75.8	61.0	89.5	105	105.3
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:	85.4	30.7	9.0	109.1	19.8	10.4	83.3	75.8	61.0	89.5	105	105.3
LOS by Move:	F	C	A	F	B-	B+	F	E-	E	F	F	F
HCM2k95thQ:	5	61	4	10	21	3	11	23	20	14	36	36

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

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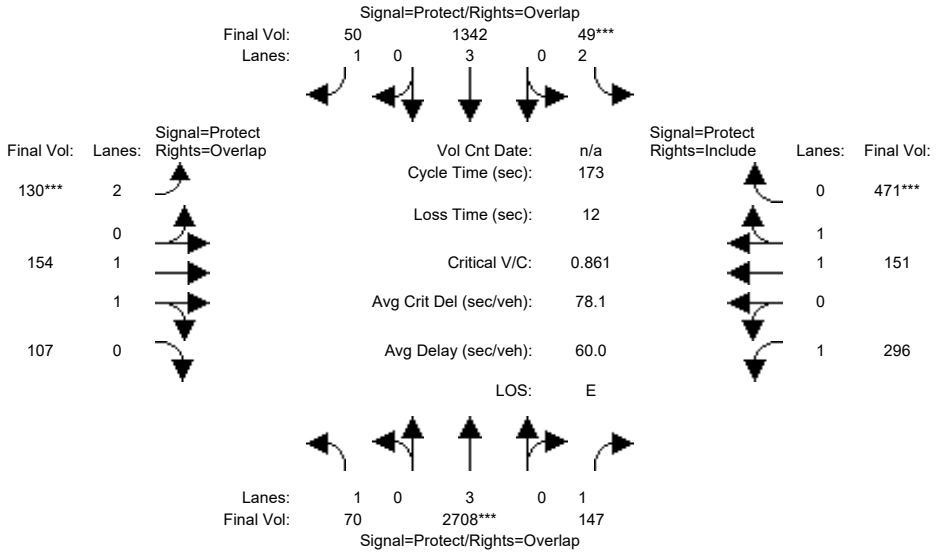
Intersection #24: Lawrence Expy/Benton St



Street Name:	Lawrence Expy						Benton St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	16	86	86	19	89	89	19	21	21	25	27	27
Y+R:	5.2	6.2	6.2	5.3	6.2	6.2	5.1	5.7	5.7	5.3	5.7	5.7
Volume Module:												
Base Vol:	70	3472	147	49	1743	50	130	154	107	296	151	471
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	3472	147	49	1743	50	130	154	107	296	151	471
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	3472	147	49	1743	50	130	154	107	296	151	471
User Adj:	1.00	0.78	1.00	1.00	0.77	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	2708	147	49	1342	50	130	154	107	296	151	471
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	2708	147	49	1342	50	130	154	107	296	151	471
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70	2708	147	49	1342	50	130	154	107	296	151	471
Saturation 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	0.99	0.95	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	2.00	1.16	0.84	1.00	1.00	1.00
Final Sat.:	1750	5700	1750	3150	5700	1750	3150	2182	1516	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.48	0.08	0.02	0.24	0.03	0.04	0.07	0.07	0.17	0.08	0.27
Crit Moves:		****		****			****					****
Green Time:	16.0	86.0	118.6	19.0	89.0	108.0	19.0	23.4	39.4	32.6	37.0	37.0
Volume/Cap:	0.43	0.96	0.12	0.14	0.46	0.05	0.38	0.52	0.31	0.90	0.37	1.26
Delay/Veh:	76.1	50.5	9.4	69.8	26.8	12.6	72.2	70.6	55.7	94.2	58.2	199.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	76.1	50.5	9.4	69.8	26.8	12.6	72.2	70.6	55.7	94.2	58.2	199.9
LOS by Move:	E-	D	A	E	C	B	E	E	E+	F	E+	F
HCM2k95thQ:	7	74	6	3	25	2	8	13	11	30	12	62

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

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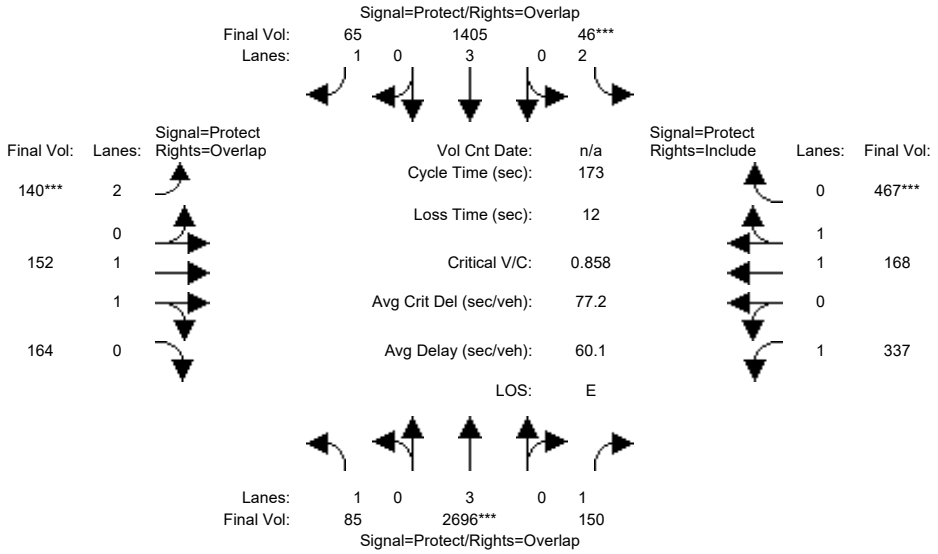
Intersection #24: Lawrence Expy/Benton St



Street Name:	Lawrence Expy						Benton St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	16	86	86	19	89	89	19	21	21	25	27	27
Y+R:	5.2	6.2	6.2	5.3	6.2	6.2	5.1	5.7	5.7	5.3	5.7	5.7
Volume Module:												
Base Vol:	85	3456	150	46	1825	65	140	152	164	337	168	467
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	85	3456	150	46	1825	65	140	152	164	337	168	467
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	85	3456	150	46	1825	65	140	152	164	337	168	467
User Adj:	1.00	0.78	1.00	1.00	0.77	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	85	2696	150	46	1405	65	140	152	164	337	168	467
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	85	2696	150	46	1405	65	140	152	164	337	168	467
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	85	2696	150	46	1405	65	140	152	164	337	168	467
Saturation 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:	1.00	3.00	1.00	2.00	3.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	5700	1750	3150	5700	1750	3150	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.47	0.09	0.01	0.25	0.04	0.04	0.08	0.09	0.19	0.09	0.27
Crit Moves:		****		****			****					****
Green Time:	16.0	86.0	120.3	19.0	89.0	108.0	19.0	21.7	37.7	34.3	37.0	37.0
Volume/Cap:	0.53	0.95	0.12	0.13	0.48	0.06	0.40	0.64	0.43	0.97	0.41	1.25
Delay/Veh:	78.0	49.8	8.8	69.7	27.2	12.7	72.5	74.8	58.8	108.9	58.8	195.1
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:	78.0	49.8	8.8	69.7	27.2	12.7	72.5	74.8	58.8	108.9	58.8	195.1
LOS by Move:	E-	D	A	E	C	B	E	E	E+	F	E+	F
HCM2k95thQ:	9	73	5	3	27	3	9	16	15	36	14	61

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

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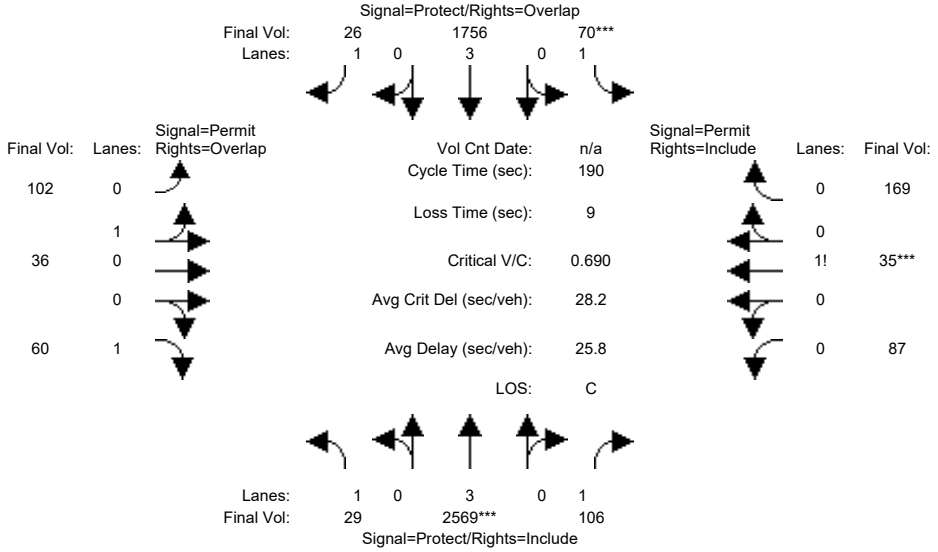
Intersection #25: Lawrence Expy/Lochinvar Ave



Street Name:	Lawrence Expy						Lochinvar Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	29	3294	106	70	2281	26	102	36	60	87	35	169
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	29	3294	106	70	2281	26	102	36	60	87	35	169
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	29	3294	106	70	2281	26	102	36	60	87	35	169
User Adj:	1.00	0.78	1.00	1.00	0.77	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	29	2569	106	70	1756	26	102	36	60	87	35	169
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	2569	106	70	1756	26	102	36	60	87	35	169
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	29	2569	106	70	1756	26	102	36	60	87	35	169
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	0.74	0.26	1.00	0.30	0.12	0.58
Final Sat.:	1750	5700	1750	1750	5700	1750	1330	470	1750	523	210	1016
Capacity Analysis Module:												
Vol/Sat:	0.02	0.45	0.06	0.04	0.31	0.01	0.08	0.08	0.03	0.17	0.17	0.17
Crit Moves:		****		****							****	
Green Time:	14.4	124	124.2	11.0	121	120.8	45.8	45.8	60.2	45.8	45.8	45.8
Volume/Cap:	0.22	0.69	0.09	0.69	0.48	0.02	0.32	0.32	0.11	0.69	0.69	0.69
Delay/Veh:	83.3	21.3	12.2	106.1	18.3	12.8	59.7	59.7	46.0	70.4	70.4	70.4
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:	83.3	21.3	12.2	106.1	18.3	12.8	59.7	59.7	46.0	70.4	70.4	70.4
LOS by Move:	F	C+	B	F	B-	B	E+	E+	D	E	E	E
HCM2k95thQ:	3	48	5	9	30	1	13	13	5	30	30	30

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

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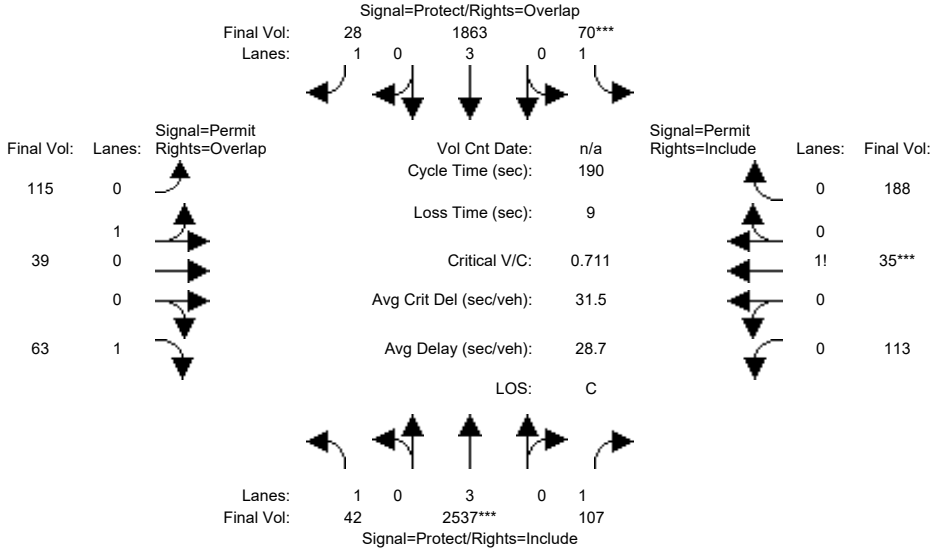
Intersection #25: Lawrence Expy/Lochinvar Ave



Street Name:	Lawrence Expy						Lochinvar Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	42	3253	107	70	2419	28	115	39	63	113	35	188
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	42	3253	107	70	2419	28	115	39	63	113	35	188
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	42	3253	107	70	2419	28	115	39	63	113	35	188
User Adj:	1.00	0.78	1.00	1.00	0.77	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	42	2537	107	70	1863	28	115	39	63	113	35	188
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	2537	107	70	1863	28	115	39	63	113	35	188
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	42	2537	107	70	1863	28	115	39	63	113	35	188
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	0.75	0.25	1.00	0.34	0.10	0.56
Final Sat.:	1750	5700	1750	1750	5700	1750	1344	456	1750	589	182	979
Capacity Analysis Module:												
Vol/Sat:	0.02	0.45	0.06	0.04	0.33	0.02	0.09	0.09	0.04	0.19	0.19	0.19
Crit Moves:		****		****							****	
Green Time:	13.1	119	119.0	10.7	117	116.5	51.3	51.3	64.5	51.3	51.3	51.3
Volume/Cap:	0.35	0.71	0.10	0.71	0.53	0.03	0.32	0.32	0.11	0.71	0.71	0.71
Delay/Veh:	86.1	24.6	14.2	109.6	21.3	14.4	55.7	55.7	43.1	67.6	67.6	67.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	86.1	24.6	14.2	109.6	21.3	14.4	55.7	55.7	43.1	67.6	67.6	67.6
LOS by Move:	F	C	B	F	C+	B	E+	E+	D	E	E	E
HCM2k95thQ:	5	50	5	9	34	1	14	14	5	33	33	33

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

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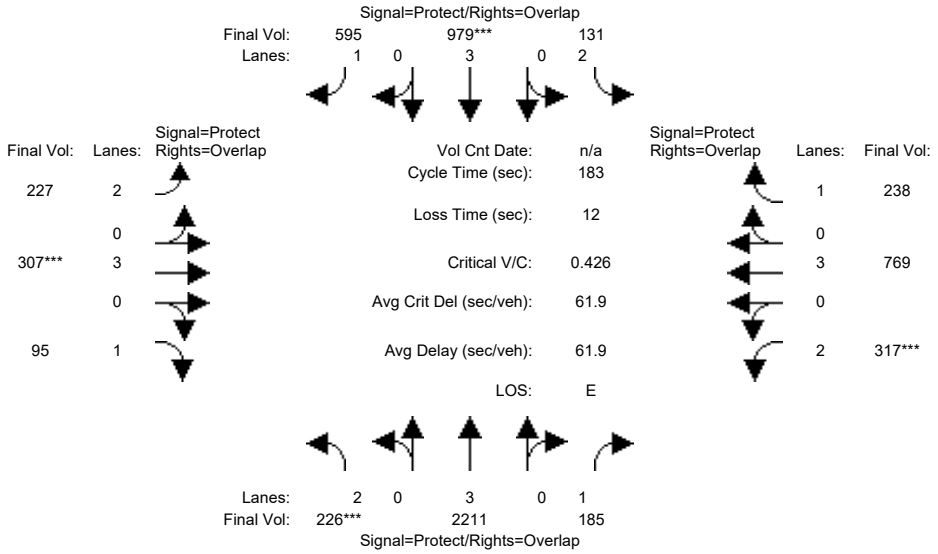
Intersection #26: Lawrence Expy/Homestead Rd (CMP)



Street Name:	Lawrence Expy						Homestead Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	18	85	85	13	80	80	15	40	40	21	46	46
Y+R:	6.4	6.2	6.2	5.9	6.2	6.2	6.1	6.0	6.0	5.8	5.9	5.9
Volume Module:												
Base Vol:	226	2835	185	131	1271	595	227	307	95	317	769	238
Growth Adj:	1.00	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	2835	185	131	1271	595	227	307	95	317	769	238
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	226	2835	185	131	1271	595	227	307	95	317	769	238
User Adj:	1.00	0.78	1.00	1.00	0.77	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	2211	185	131	979	595	227	307	95	317	769	238
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	226	2211	185	131	979	595	227	307	95	317	769	238
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	226	2211	185	131	979	595	227	307	95	317	769	238
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.39	0.11	0.04	0.17	0.34	0.07	0.05	0.05	0.10	0.13	0.14
Crit Moves:	****				****			****		****		
Green Time:	21.2	87.8	117.6	13.4	80.0	97.2	17.2	40.0	61.2	29.8	52.6	66.0
Volume/Cap:	0.62	0.81	0.16	0.57	0.39	0.64	0.77	0.25	0.16	0.62	0.47	0.38
Delay/Veh:	87.0	67.2	28.8	89.6	53.2	55.0	92.6	59.2	43.0	73.6	53.9	43.6
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:	87.0	67.2	28.8	89.6	53.2	55.0	92.6	59.2	43.0	73.6	53.9	43.6
LOS by Move:	F	E	C	F	D-	E+	F	E+	D	E	D-	D
HCM2k95thQ:	14	59	16	9	27	51	17	9	8	18	20	19

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

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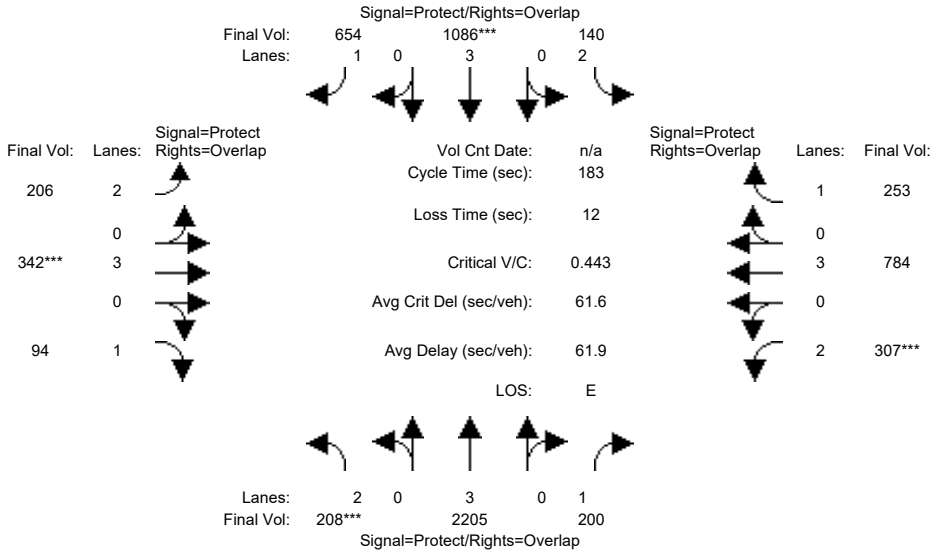
Intersection #26: Lawrence Expy/Homestead Rd (CMP)



Street Name:	Lawrence Expy						Homestead Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	18	85	85	13	80	80	15	40	40	21	46	46
Y+R:	6.4	6.2	6.2	5.9	6.2	6.2	6.1	6.0	6.0	5.8	5.9	5.9
Volume Module:												
Base Vol:	208	2827	200	140	1410	654	206	342	94	307	784	253
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	208	2827	200	140	1410	654	206	342	94	307	784	253
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	208	2827	200	140	1410	654	206	342	94	307	784	253
User Adj:	1.00	0.78	1.00	1.00	0.77	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	208	2205	200	140	1086	654	206	342	94	307	784	253
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	208	2205	200	140	1086	654	206	342	94	307	784	253
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	208	2205	200	140	1086	654	206	342	94	307	784	253
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.39	0.11	0.04	0.19	0.37	0.07	0.06	0.05	0.10	0.14	0.14
Crit Moves:	****				****			****		****		
Green Time:	20.6	87.3	117.7	13.3	80.0	97.3	17.3	40.0	60.6	30.4	53.1	66.4
Volume/Cap:	0.59	0.81	0.18	0.61	0.44	0.70	0.69	0.27	0.16	0.59	0.47	0.40
Delay/Veh:	86.2	67.6	29.1	91.3	54.5	58.7	87.0	59.6	43.4	72.2	53.7	43.8
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:	86.2	67.6	29.1	91.3	54.5	58.7	87.0	59.6	43.4	72.2	53.7	43.8
LOS by Move:	F	E	C	F	D-	E+	F	E+	D	E	D-	D
HCM2k95thQ:	12	59	17	9	30	57	15	10	8	17	21	20

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

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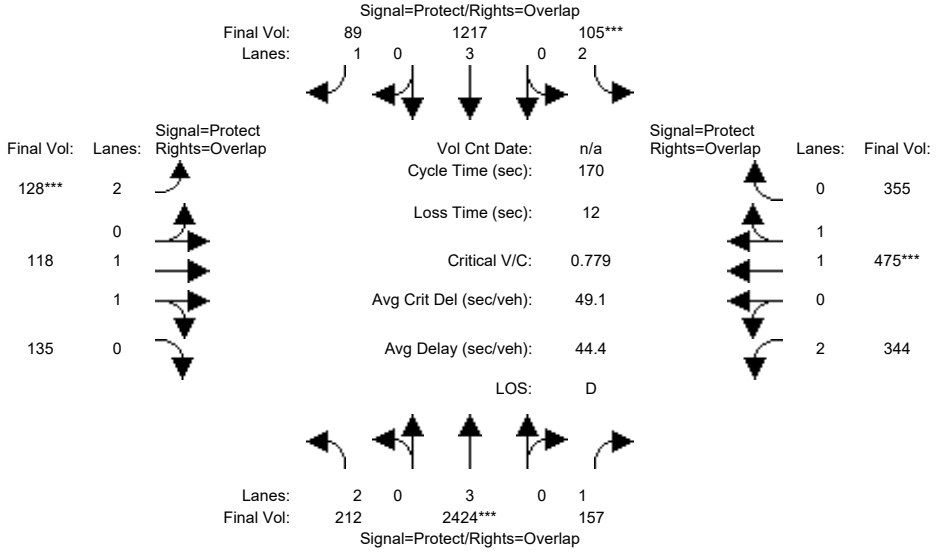
Intersection #27: Lawrence Expy/Pruneridge Ave



Street Name:	Lawrence Expy						Pruneridge Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	14	81	81	16	83	83	13	24	24	26	37	37
Y+R:	6.1	6.2	6.2	6.1	6.2	6.2	5.7	5.9	5.9	5.8	5.9	5.9
Volume Module:												
Base Vol:	212	3108	157	105	1581	89	128	118	135	344	475	355
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	212	3108	157	105	1581	89	128	118	135	344	475	355
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	212	3108	157	105	1581	89	128	118	135	344	475	355
User Adj:	1.00	0.78	1.00	1.00	0.77	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	212	2424	157	105	1217	89	128	118	135	344	475	355
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	212	2424	157	105	1217	89	128	118	135	344	475	355
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	212	2424	157	105	1217	89	128	118	135	344	475	355
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.99	0.95
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	1.00	1.00	2.00	1.12	0.88
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	1900	1750	3150	2116	1582
Capacity Analysis Module:												
Vol/Sat:	0.07	0.43	0.09	0.03	0.21	0.05	0.04	0.06	0.08	0.11	0.22	0.22
Crit Moves:		****		****			****				****	
Green Time:	14.5	84.4	114.4	16.0	85.9	98.9	13.0	27.6	42.1	29.9	44.6	60.6
Volume/Cap:	0.79	0.86	0.13	0.35	0.42	0.09	0.53	0.38	0.31	0.62	0.86	0.63
Delay/Veh:	90.7	40.3	10.1	72.9	26.5	15.7	77.8	63.9	52.3	66.9	67.3	46.4
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:	90.7	40.3	10.1	72.9	26.5	15.7	77.8	63.9	52.3	66.9	67.3	46.4
LOS by Move:	F	D	B+	E	C	B	E-	E	D-	E	E	D
HCM2k95thQ:	13	60	6	6	23	4	9	11	12	18	37	31

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

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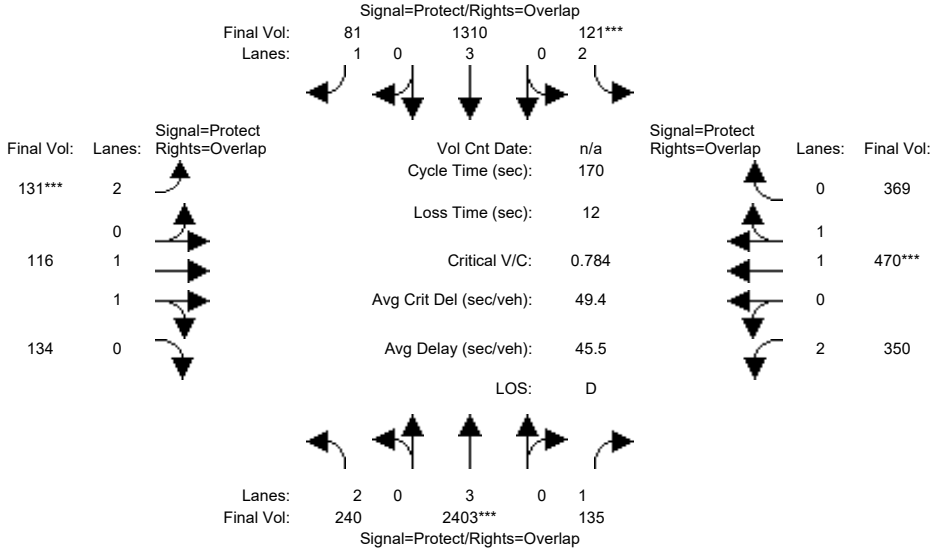
Intersection #27: Lawrence Expy/Pruneridge Ave



Street Name:	Lawrence Expy						Pruneridge Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	14	81	81	16	83	83	13	24	24	26	37	37
Y+R:	6.1	6.2	6.2	6.1	6.2	6.2	5.7	5.9	5.9	5.8	5.9	5.9
Volume Module:												
Base Vol:	240	3081	135	121	1701	81	131	116	134	350	470	369
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	240	3081	135	121	1701	81	131	116	134	350	470	369
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	240	3081	135	121	1701	81	131	116	134	350	470	369
User Adj:	1.00	0.78	1.00	1.00	0.77	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	240	2403	135	121	1310	81	131	116	134	350	470	369
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	240	2403	135	121	1310	81	131	116	134	350	470	369
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	240	2403	135	121	1310	81	131	116	134	350	470	369
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.99	0.95
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	1.00	1.00	2.00	1.10	0.90
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	1900	1750	3150	2072	1626
Capacity Analysis Module:												
Vol/Sat:	0.08	0.42	0.08	0.04	0.23	0.05	0.04	0.06	0.08	0.11	0.23	0.23
Crit Moves:		****		****			****				****	
Green Time:	14.4	83.9	114.1	16.0	85.5	98.5	13.0	27.9	42.3	30.2	45.1	61.1
Volume/Cap:	0.90	0.85	0.11	0.41	0.46	0.08	0.54	0.37	0.31	0.62	0.85	0.63
Delay/Veh:	107.2	40.5	10.0	73.5	27.4	15.8	78.2	63.6	52.1	66.9	66.7	46.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	107.2	40.5	10.0	73.5	27.4	15.8	78.2	63.6	52.1	66.9	66.7	46.1
LOS by Move:	F	D	B+	E	C	B	E-	E	D-	E	E	D
HCM2k95thQ:	16	59	5	7	25	4	9	11	12	19	37	31

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

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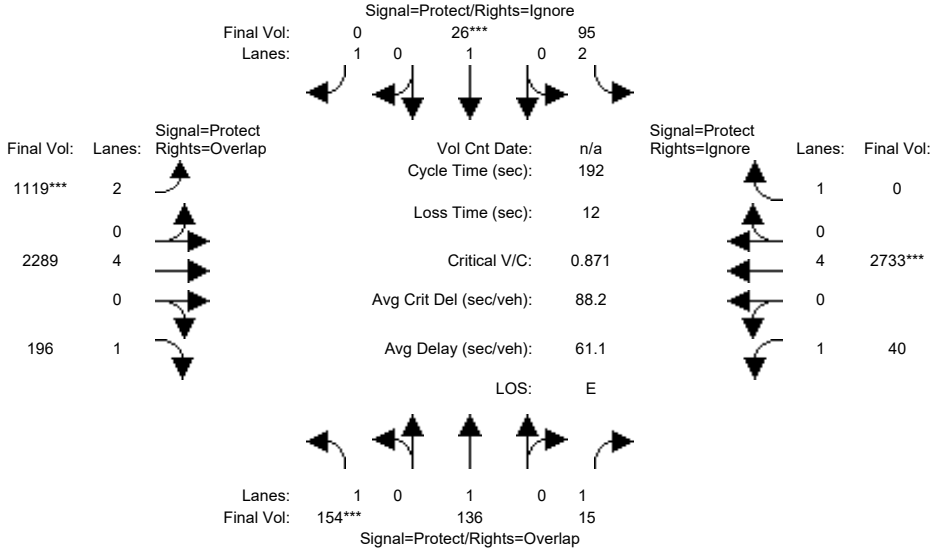
Background AM

Intersection #28: Montague Expy/Mission College Blvd (CMP)



Street Name:	Mission College Blvd						Montague Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	14	10	10	14	10	10	14	100	10	14	100	10
Y+R:	5.0	5.4	5.4	5.3	5.5	5.5	5.4	5.8	5.8	5.0	5.8	5.8
Volume Module:												
Base Vol:	154	136	15	95	26	319	1119	2289	196	40	2733	805
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	154	136	15	95	26	319	1119	2289	196	40	2733	805
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	154	136	15	95	26	319	1119	2289	196	40	2733	805
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	154	136	15	95	26	0	1119	2289	196	40	2733	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	154	136	15	95	26	0	1119	2289	196	40	2733	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	154	136	15	95	26	0	1119	2289	196	40	2733	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	2.00	1.00	1.00	2.00	4.00	1.00	1.00	4.00	1.00
Final Sat.:	1750	1900	1750	3150	1900	1750	3150	7600	1750	1750	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.07	0.01	0.03	0.01	0.00	0.36	0.30	0.11	0.02	0.36	0.00
Crit Moves:	****				****		****				****	
Green Time:	14.0	10.0	29.2	14.0	10.0	0.0	56.0	137	150.8	19.2	100	0.0
Volume/Cap:	1.21	1.37	0.06	0.41	0.26	0.00	1.22	0.42	0.14	0.23	0.69	0.00
Delay/Veh:	234.7	311	69.7	86.3	88.9	0.0	175.5	2.3	0.0	80.3	44.1	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:	234.7	311	69.7	86.3	88.9	0.0	175.5	2.3	0.0	80.3	44.1	0.0
LOS by Move:	F	F	E	F	F	A	F	A	A	F	D	A
HCM2k95thQ:	27	25	2	7	3	0	85	7	0	5	53	0

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

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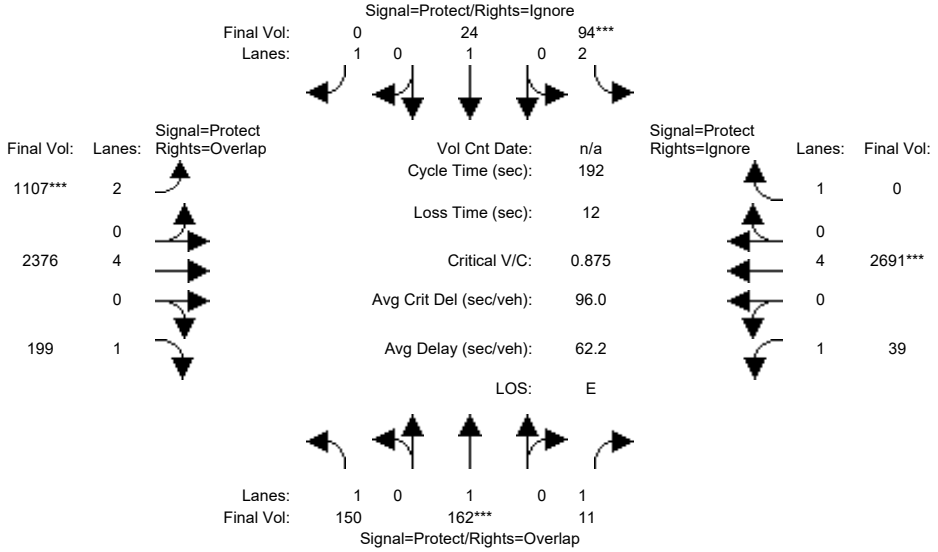
Intersection #28: Montague Expy/Mission College Blvd (CMP)



Street Name:	Mission College Blvd						Montague Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	14	10	10	14	10	10	14	100	10	14	100	10
Y+R:	5.0	5.4	5.4	5.3	5.5	5.5	5.4	5.8	5.8	5.0	5.8	5.8
Volume Module:												
Base Vol:	150	162	11	94	24	325	1107	2376	199	39	2691	800
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	150	162	11	94	24	325	1107	2376	199	39	2691	800
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	150	162	11	94	24	325	1107	2376	199	39	2691	800
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	150	162	11	94	24	0	1107	2376	199	39	2691	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	162	11	94	24	0	1107	2376	199	39	2691	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	150	162	11	94	24	0	1107	2376	199	39	2691	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	2.00	1.00	1.00	2.00	4.00	1.00	1.00	4.00	1.00
Final Sat.:	1750	1900	1750	3150	1900	1750	3150	7600	1750	1750	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.01	0.03	0.01	0.00	0.35	0.31	0.11	0.02	0.35	0.00
Crit Moves:		****		****			****				****	
Green Time:	16.7	12.9	31.7	14.0	10.2	0.0	53.1	134	151.0	18.8	100	0.0
Volume/Cap:	0.98	1.27	0.04	0.41	0.24	0.00	1.27	0.45	0.14	0.23	0.68	0.00
Delay/Veh:	155.4	259	67.4	86.2	88.4	0.0	200.1	3.3	0.0	80.6	43.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	155.4	259	67.4	86.2	88.4	0.0	200.1	3.3	0.0	80.6	43.7	0.0
LOS by Move:	F	F	E	F	F	A	F	A	A	F	D	A
HCM2k95thQ:	23	28	1	7	3	0	87	9	0	5	52	0

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

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El Camino Real Specific Plan TIA
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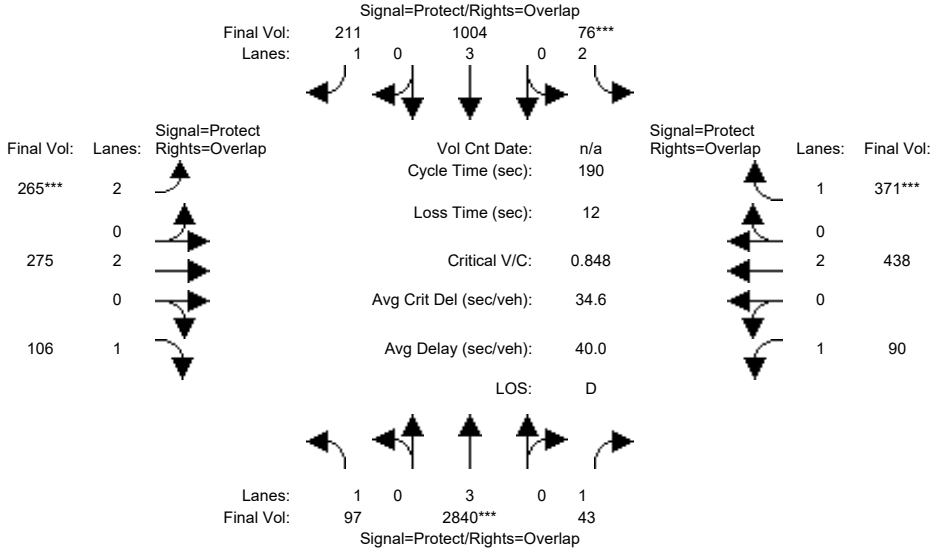
Background AM Plus Project

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

Intersection #29: San Tomas Expy/Monroe St (CMP)



Street Name:	San Tomas Expy						Monroe St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	14	100	10	14	80	10	14	10	10	14	10	10
Y+R:	5.3	5.8	5.8	5.6	5.8	5.8	6.0	5.6	5.6	6.0	5.6	5.6
Volume Module:												
Base Vol:	97	3891	43	76	1395	211	265	275	106	90	438	371
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	97	3891	43	76	1395	211	265	275	106	90	438	371
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	97	3891	43	76	1395	211	265	275	106	90	438	371
User Adj:	1.00	0.73	1.00	1.00	0.72	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	97	2840	43	76	1004	211	265	275	106	90	438	371
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	97	2840	43	76	1004	211	265	275	106	90	438	371
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	97	2840	43	76	1004	211	265	275	106	90	438	371
Saturation 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:	1.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	5700	1750	3150	5700	1750	3150	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.50	0.02	0.02	0.18	0.12	0.08	0.07	0.06	0.05	0.12	0.21
Crit Moves:		****		****			****					****
Green Time:	19.0	113	138.9	14.0	108	127.6	19.1	25.1	44.1	25.5	31.5	45.5
Volume/Cap:	0.56	0.84	0.03	0.33	0.31	0.18	0.84	0.55	0.26	0.38	0.70	0.89
Delay/Veh:	85.4	19.9	0.8	84.4	28.6	18.3	101.0	78.4	60.0	76.1	78.2	89.5
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:	85.4	19.9	0.8	84.4	28.6	18.3	101.0	78.4	60.0	76.1	78.2	89.5
LOS by Move:	F	B-	A	F	C	B-	F	E-	E	E-	E-	F
HCM2k95thQ:	11	54	0	5	23	14	18	14	10	10	21	38

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

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El Camino Real Specific Plan TIA
SJ17-1774
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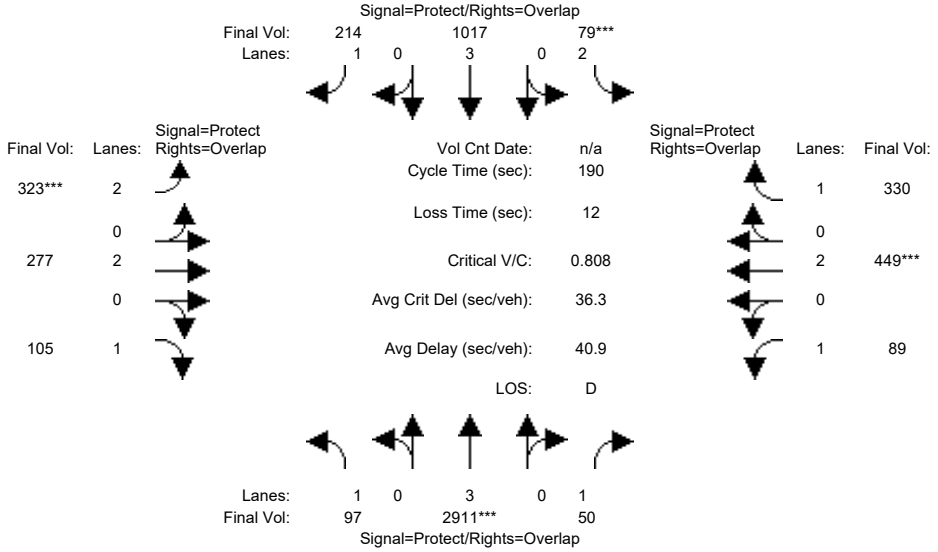
2000 HCM Operations (Future Volume Alternative)
Background PP AM

Intersection #29: San Tomas Expy/Monroe St (CMP)



Street Name:	San Tomas Expy						Monroe St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	14	100	10	14	80	10	14	10	10	14	10	10
Y+R:	5.3	5.8	5.8	5.6	5.8	5.8	6.0	5.6	5.6	6.0	5.6	5.6
Volume Module:												
Base Vol:	97	3988	50	79	1413	214	323	277	105	89	449	330
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	97	3988	50	79	1413	214	323	277	105	89	449	330
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	97	3988	50	79	1413	214	323	277	105	89	449	330
User Adj:	1.00	0.73	1.00	1.00	0.72	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	97	2911	50	79	1017	214	323	277	105	89	449	330
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	97	2911	50	79	1017	214	323	277	105	89	449	330
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	97	2911	50	79	1017	214	323	277	105	89	449	330
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	5700	1750	3150	5700	1750	3150	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.51	0.03	0.03	0.18	0.12	0.10	0.07	0.06	0.05	0.12	0.19
Crit Moves:		****		****			****				****	
Green Time:	19.1	115	139.4	14.0	109	132.4	23.0	24.6	43.7	24.9	26.5	40.5
Volume/Cap:	0.55	0.85	0.04	0.34	0.31	0.18	0.85	0.56	0.26	0.39	0.85	0.88
Delay/Veh:	85.0	19.6	0.7	84.5	28.2	16.4	97.8	79.1	60.2	76.7	91.9	93.9
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:	85.0	19.6	0.7	84.5	28.2	16.4	97.8	79.1	60.2	76.7	91.9	93.9
LOS by Move:	F	B-	A	F	C	B	F	E-	E	E-	F	F
HCM2k95thQ:	11	56	0	5	23	14	21	14	10	10	23	35

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

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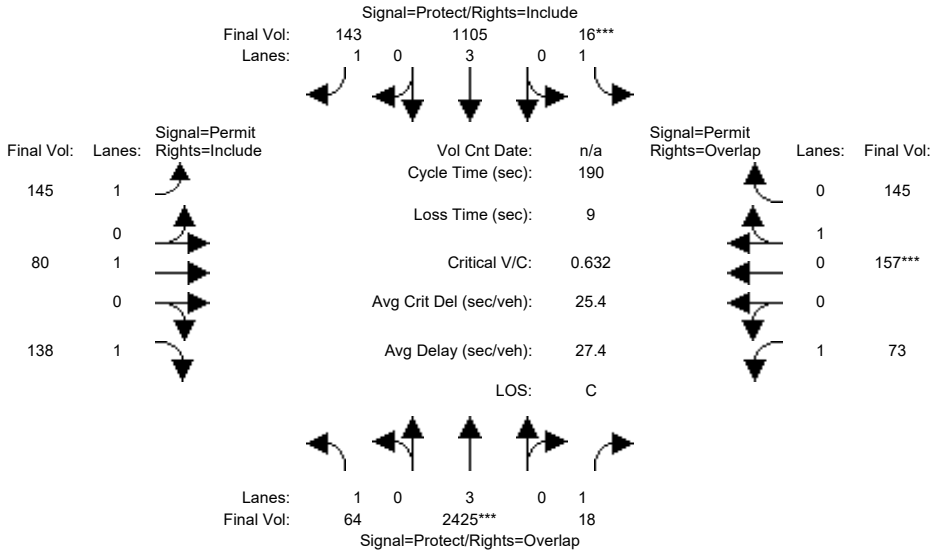
El Camino Real Specific Plan TIA
SJ17-1774
Background AM Plus Project

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

Intersection #30: San Tomas Expy/Cabrillo Ave



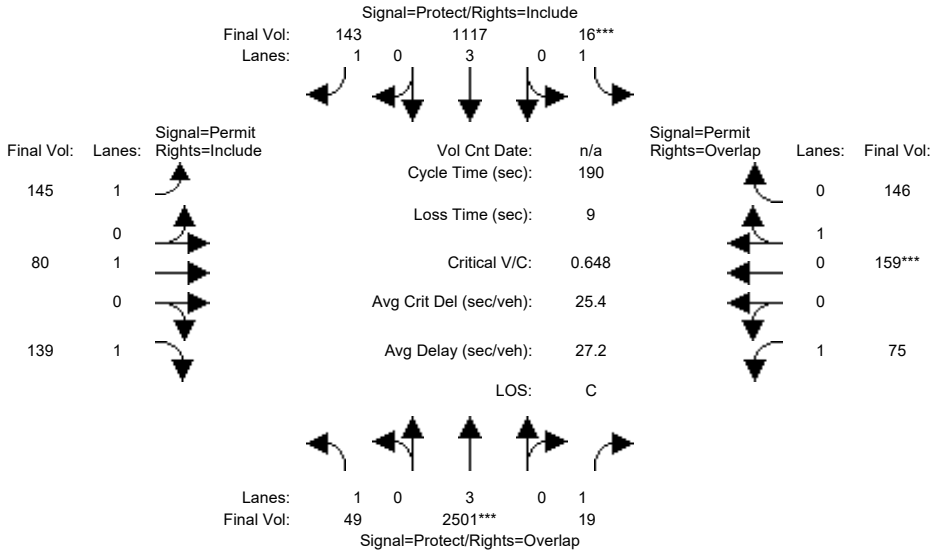
Street Name:	San Tomas Expy						Cabrillo Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	64	3322	18	16	1535	143	145	80	138	73	157	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:	64	3322	18	16	1535	143	145	80	138	73	157	145
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	64	3322	18	16	1535	143	145	80	138	73	157	145
User Adj:	1.00	0.73	1.00	1.00	0.72	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	64	2425	18	16	1105	143	145	80	138	73	157	145
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	2425	18	16	1105	143	145	80	138	73	157	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:	64	2425	18	16	1105	143	145	80	138	73	157	145
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	0.52	0.48
Final Sat.:	1750	5700	1750	1750	5700	1750	1750	1900	1750	1750	936	864
Capacity Analysis Module:												
Vol/Sat:	0.04	0.43	0.01	0.01	0.19	0.08	0.08	0.04	0.08	0.04	0.17	0.17
Crit Moves:		****		****							****	
Green Time:	21.0	125	124.8	7.0	111	110.7	49.2	49.2	49.2	49.2	49.2	56.2
Volume/Cap:	0.33	0.65	0.02	0.25	0.33	0.14	0.32	0.16	0.30	0.16	0.65	0.57
Delay/Veh:	79.0	19.9	11.3	91.0	20.6	18.1	57.3	54.6	57.0	54.6	65.9	58.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	79.0	19.9	11.3	91.0	20.6	18.1	57.3	54.6	57.0	54.6	65.9	58.0
LOS by Move:	E-	B-	B+	F	C+	B-	E+	D-	E+	D-	E	E+
HCM2k95thQ:	7	43	1	2	19	8	13	7	13	7	29	27

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

El Camino Real Specific Plan TIA
SJ17-1774
Background AM Plus Project

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

Intersection #30: San Tomas Expy/Cabrillo Ave



Street Name:	San Tomas Expy						Cabrillo Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	49	3426	19	16	1552	143	145	80	139	75	159	146
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	49	3426	19	16	1552	143	145	80	139	75	159	146
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	49	3426	19	16	1552	143	145	80	139	75	159	146
User Adj:	1.00	0.73	1.00	1.00	0.72	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	49	2501	19	16	1117	143	145	80	139	75	159	146
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	2501	19	16	1117	143	145	80	139	75	159	146
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	49	2501	19	16	1117	143	145	80	139	75	159	146
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	0.52	0.48
Final Sat.:	1750	5700	1750	1750	5700	1750	1750	1900	1750	1750	938	862
Capacity Analysis Module:												
Vol/Sat:	0.03	0.44	0.01	0.01	0.20	0.08	0.08	0.04	0.08	0.04	0.17	0.17
Crit Moves:		****		****							****	
Green Time:	21.0	126	125.5	7.0	112	111.6	48.5	48.5	48.5	48.5	48.5	55.5
Volume/Cap:	0.25	0.66	0.02	0.25	0.33	0.14	0.32	0.17	0.31	0.17	0.66	0.58
Delay/Veh:	78.1	19.9	11.1	91.0	20.2	17.7	57.9	55.2	57.7	55.2	67.1	59.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	78.1	19.9	11.1	91.0	20.2	17.7	57.9	55.2	57.7	55.2	67.1	59.0
LOS by Move:	E-	B-	B+	F	C+	B	E+	E+	E+	E+	E	E+
HCM2k95thQ:	5	45	1	2	20	8	13	7	13	7	30	28

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

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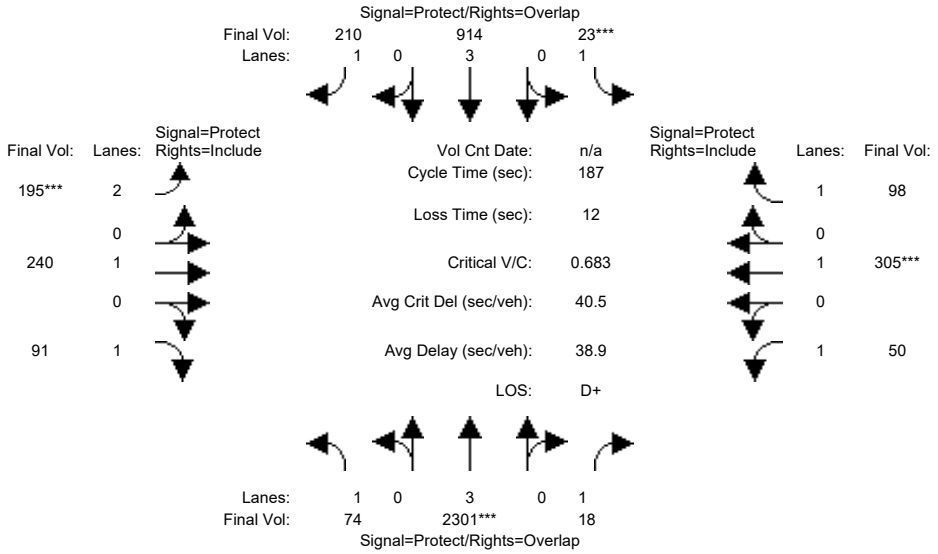
El Camino Real Specific Plan TIA
SJ17-1774
Background AM Plus Project

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

Intersection #31: San Tomas Expy/Benton St



Street Name:	San Tomas Expy						Benton St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	14	104	104	10	100	100	22	39	39	10	27	27
Y+R:	5.1	5.8	5.8	5.2	5.8	5.8	5.1	5.6	5.6	5.2	5.6	5.6
Volume Module:												
Base Vol:	74	2988	18	23	1187	210	195	240	91	50	305	98
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	74	2988	18	23	1187	210	195	240	91	50	305	98
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	74	2988	18	23	1187	210	195	240	91	50	305	98
User Adj:	1.00	0.77	1.00	1.00	0.77	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	74	2301	18	23	914	210	195	240	91	50	305	98
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	74	2301	18	23	914	210	195	240	91	50	305	98
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	74	2301	18	23	914	210	195	240	91	50	305	98
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	3150	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.40	0.01	0.01	0.16	0.12	0.06	0.13	0.05	0.03	0.16	0.06
Crit Moves:		****		****			****				****	
Green Time:	14.0	104	116.4	10.0	100	122.0	22.0	48.6	48.6	12.4	39.0	39.0
Volume/Cap:	0.56	0.73	0.02	0.25	0.30	0.18	0.53	0.49	0.20	0.43	0.77	0.27
Delay/Veh:	89.2	31.7	13.5	86.3	24.2	12.9	79.0	59.4	54.3	86.4	78.7	62.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	89.2	31.7	13.5	86.3	24.2	12.9	79.0	59.4	54.3	86.4	78.7	62.4
LOS by Move:	F	C	B	F	C	B	E-	E+	D-	F	E-	E
HCM2k95thQ:	8	50	1	3	17	10	12	20	8	6	29	9

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

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El Camino Real Specific Plan TIA
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Background AM Plus Project

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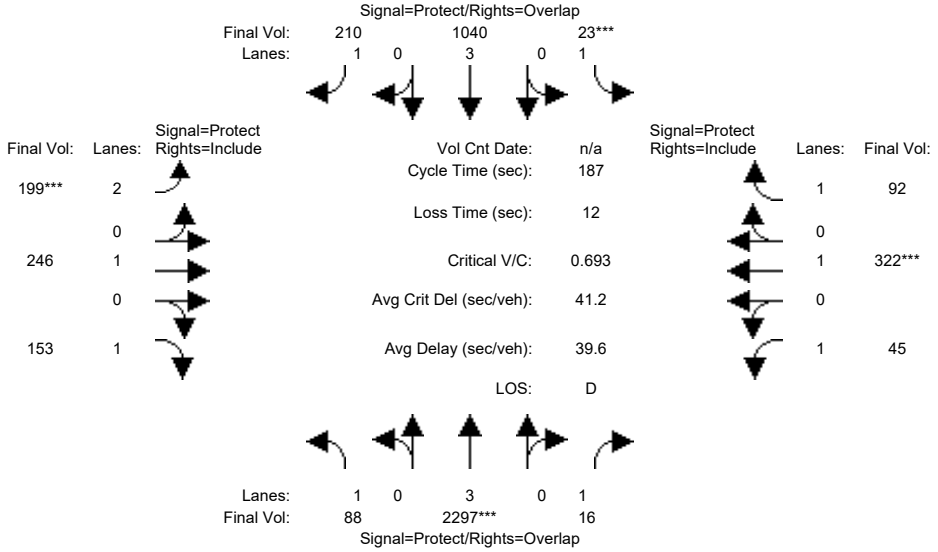
2000 HCM Operations (Future Volume Alternative)
Background PP AM

Intersection #31: San Tomas Expy/Benton St



Street Name:	San Tomas Expy						Benton St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	14	104	104	10	100	100	22	39	39	10	27	27
Y+R:	5.1	5.8	5.8	5.2	5.8	5.8	5.1	5.6	5.6	5.2	5.6	5.6
Volume Module:												
Base Vol:	88	2983	16	23	1351	210	199	246	153	45	322	92
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	88	2983	16	23	1351	210	199	246	153	45	322	92
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	88	2983	16	23	1351	210	199	246	153	45	322	92
User Adj:	1.00	0.77	1.00	1.00	0.77	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	88	2297	16	23	1040	210	199	246	153	45	322	92
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	2297	16	23	1040	210	199	246	153	45	322	92
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	88	2297	16	23	1040	210	199	246	153	45	322	92
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	3150	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.40	0.01	0.01	0.18	0.12	0.06	0.13	0.09	0.03	0.17	0.05
Crit Moves:		****		****			****				****	
Green Time:	14.0	104	116.4	10.0	100	122.0	22.0	48.6	48.6	12.4	39.0	39.0
Volume/Cap:	0.67	0.72	0.01	0.25	0.34	0.18	0.54	0.50	0.34	0.39	0.81	0.25
Delay/Veh:	97.1	31.7	13.4	86.3	24.8	12.9	79.3	59.7	56.6	85.7	82.6	62.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	97.1	31.7	13.4	86.3	24.8	12.9	79.3	59.7	56.6	85.7	82.6	62.2
LOS by Move:	F	C	B	F	C	B	E-	E+	E+	F	F	E
HCM2k95thQ:	10	49	1	3	20	10	12	21	14	5	31	9

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

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El Camino Real Specific Plan TIA
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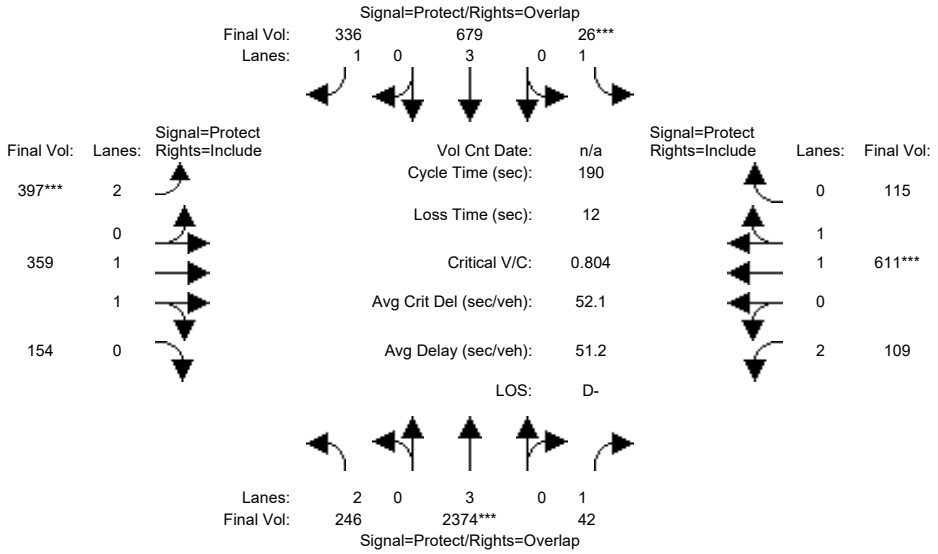
Background AM

Intersection #32: San Tomas Expy/Homestead Rd (CMP)



Street Name:	San Tomas Expy						Homestead Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	14	10	10	14	10	10	14	10	10	14	10	10
Y+R:	5.1	5.8	5.8	5.2	5.8	5.8	5.1	5.6	5.6	5.2	5.6	5.6
Volume Module:												
Base Vol:	246	3083	42	26	882	336	397	359	154	109	611	115
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	246	3083	42	26	882	336	397	359	154	109	611	115
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	246	3083	42	26	882	336	397	359	154	109	611	115
User Adj:	1.00	0.77	1.00	1.00	0.77	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	246	2374	42	26	679	336	397	359	154	109	611	115
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	246	2374	42	26	679	336	397	359	154	109	611	115
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	246	2374	42	26	679	336	397	359	154	109	611	115
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.83	0.98	0.95	0.83	0.98	0.95
Lanes:	2.00	3.00	1.00	1.00	3.00	1.00	2.00	1.38	0.62	2.00	1.67	0.33
Final Sat.:	3150	5700	1750	1750	5700	1750	3150	2588	1110	3150	3113	586
Capacity Analysis Module:												
Vol/Sat:	0.08	0.42	0.02	0.01	0.12	0.19	0.13	0.14	0.14	0.03	0.20	0.20
Crit Moves:		****		****			****				****	
Green Time:	42.1	92.5	117.3	14.0	64.3	92.3	28.0	46.7	46.7	24.8	43.6	43.6
Volume/Cap:	0.35	0.86	0.04	0.20	0.35	0.40	0.86	0.56	0.56	0.26	0.86	0.86
Delay/Veh:	62.7	36.6	7.6	83.5	45.1	24.8	93.5	63.5	63.5	74.7	78.8	78.8
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:	62.7	36.6	7.6	83.5	45.1	24.8	93.5	63.5	63.5	74.7	78.8	78.8
LOS by Move:	E	D+	A	F	D	C	F	E	E	E	E-	E-
HCM2k95thQ:	12	55	1	3	15	18	25	23	23	7	36	36

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

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El Camino Real Specific Plan TIA
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Background AM Plus Project

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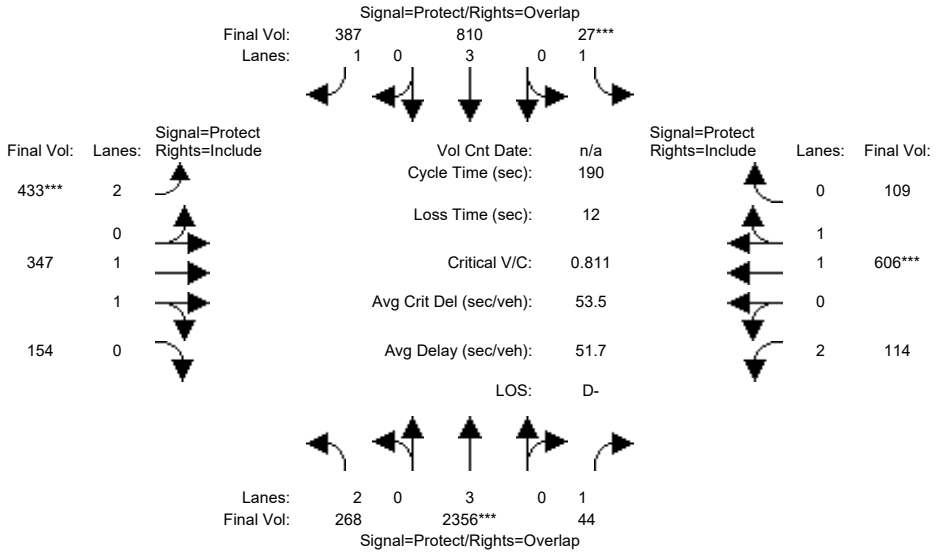
2000 HCM Operations (Future Volume Alternative)
Background PP AM

Intersection #32: San Tomas Expy/Homestead Rd (CMP)



Street Name:	San Tomas Expy						Homestead Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	14	10	10	14	10	10	14	10	10	14	10	10
Y+R:	5.1	5.8	5.8	5.2	5.8	5.8	5.1	5.6	5.6	5.2	5.6	5.6
Volume Module:												
Base Vol:	268	3060	44	27	1052	387	433	347	154	114	606	109
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	268	3060	44	27	1052	387	433	347	154	114	606	109
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	268	3060	44	27	1052	387	433	347	154	114	606	109
User Adj:	1.00	0.77	1.00	1.00	0.77	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	268	2356	44	27	810	387	433	347	154	114	606	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	268	2356	44	27	810	387	433	347	154	114	606	109
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	268	2356	44	27	810	387	433	347	154	114	606	109
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.83	0.99	0.95	0.83	0.98	0.95
Lanes:	2.00	3.00	1.00	1.00	3.00	1.00	2.00	1.37	0.63	2.00	1.69	0.31
Final Sat.:	3150	5700	1750	1750	5700	1750	3150	2562	1137	3150	3136	564
Capacity Analysis Module:												
Vol/Sat:	0.09	0.41	0.03	0.02	0.14	0.22	0.14	0.14	0.14	0.04	0.19	0.19
Crit Moves:		****		****			****				****	
Green Time:	39.4	91.1	116.8	14.0	65.7	96.0	30.3	47.2	47.2	25.7	42.6	42.6
Volume/Cap:	0.41	0.86	0.04	0.21	0.41	0.44	0.86	0.55	0.55	0.27	0.86	0.86
Delay/Veh:	65.7	38.0	7.8	83.6	45.0	23.0	92.0	62.7	62.7	74.1	80.1	80.1
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:	65.7	38.0	7.8	83.6	45.0	23.0	92.0	62.7	62.7	74.1	80.1	80.1
LOS by Move:	E	D+	A	F	D	C+	F	E	E	E	F	F
HCM2k95thQ:	13	55	1	3	18	20	27	22	22	7	36	36

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

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El Camino Real Specific Plan TIA
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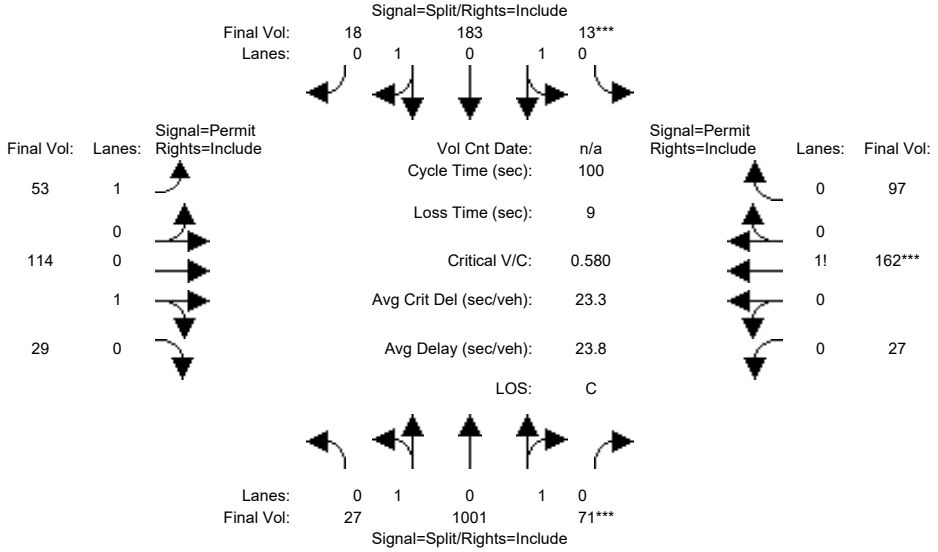
2000 HCM Operations (Future Volume Alternative)
Background AM

Intersection #33: Bowers Ave/Cabrillo Ave



Street Name:	Bowers Ave						Cabrillo Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	27	1001	71	13	183	18	53	114	29	27	162	97
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	27	1001	71	13	183	18	53	114	29	27	162	97
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	27	1001	71	13	183	18	53	114	29	27	162	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:	27	1001	71	13	183	18	53	114	29	27	162	97
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	1001	71	13	183	18	53	114	29	27	162	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:	27	1001	71	13	183	18	53	114	29	27	162	97
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.92
Lanes:	0.05	1.82	0.13	0.12	1.71	0.17	1.00	0.80	0.20	0.09	0.57	0.34
Final Sat.:	88	3279	233	219	3079	303	1750	1435	365	165	991	594
Capacity Analysis Module:												
Vol/Sat:	0.31	0.31	0.31	0.06	0.06	0.06	0.03	0.08	0.08	0.16	0.16	0.16
Crit Moves:			****	****							****	
Green Time:	52.6	52.6	52.6	10.2	10.2	10.2	28.2	28.2	28.2	28.2	28.2	28.2
Volume/Cap:	0.58	0.58	0.58	0.58	0.58	0.58	0.11	0.28	0.28	0.58	0.58	0.58
Delay/Veh:	16.6	16.6	16.6	45.2	45.2	45.2	26.7	28.3	28.3	32.6	32.6	32.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	16.6	16.6	16.6	45.2	45.2	45.2	26.7	28.3	28.3	32.6	32.6	32.6
LOS by Move:	B	B	B	D	D	D	C	C	C	C-	C-	C-
HCM2k95thQ:	21	21	21	6	6	6	3	7	7	15	15	15

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

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El Camino Real Specific Plan TIA
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2000 HCM Operations (Future Volume Alternative)
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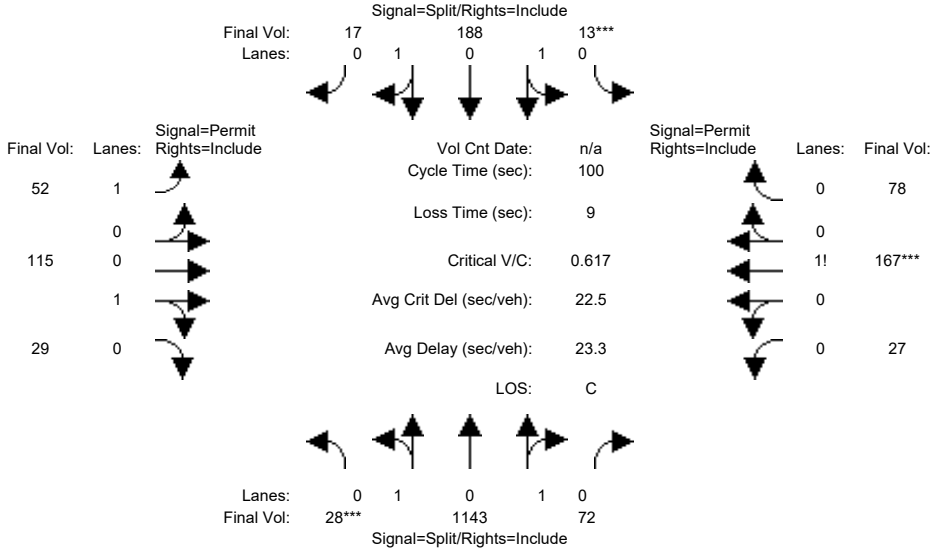
Intersection #33: Bowers Ave/Cabrillo Ave



Street Name:	Bowers Ave						Cabrillo Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	28	1143	72	13	188	17	52	115	29	27	167	78
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	1143	72	13	188	17	52	115	29	27	167	78
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	28	1143	72	13	188	17	52	115	29	27	167	78
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	28	1143	72	13	188	17	52	115	29	27	167	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	1143	72	13	188	17	52	115	29	27	167	78
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	28	1143	72	13	188	17	52	115	29	27	167	78
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.92
Lanes:	0.04	1.84	0.12	0.12	1.72	0.16	1.00	0.80	0.20	0.10	0.61	0.29
Final Sat.:	81	3310	209	215	3105	281	1750	1437	362	174	1074	502
Capacity Analysis Module:												
Vol/Sat:	0.35	0.35	0.35	0.06	0.06	0.06	0.03	0.08	0.08	0.16	0.16	0.16
Crit Moves:	****			****							****	
Green Time:	55.9	55.9	55.9	10.0	10.0	10.0	25.1	25.1	25.1	25.1	25.1	25.1
Volume/Cap:	0.62	0.62	0.62	0.61	0.61	0.61	0.12	0.32	0.32	0.62	0.62	0.62
Delay/Veh:	15.5	15.5	15.5	46.0	46.0	46.0	29.0	30.9	30.9	35.8	35.8	35.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.5	15.5	15.5	46.0	46.0	46.0	29.0	30.9	30.9	35.8	35.8	35.8
LOS by Move:	B	B	B	D	D	D	C	C	C	D+	D+	D+
HCM2k95thQ:	23	23	23	7	7	7	3	7	7	15	15	15

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

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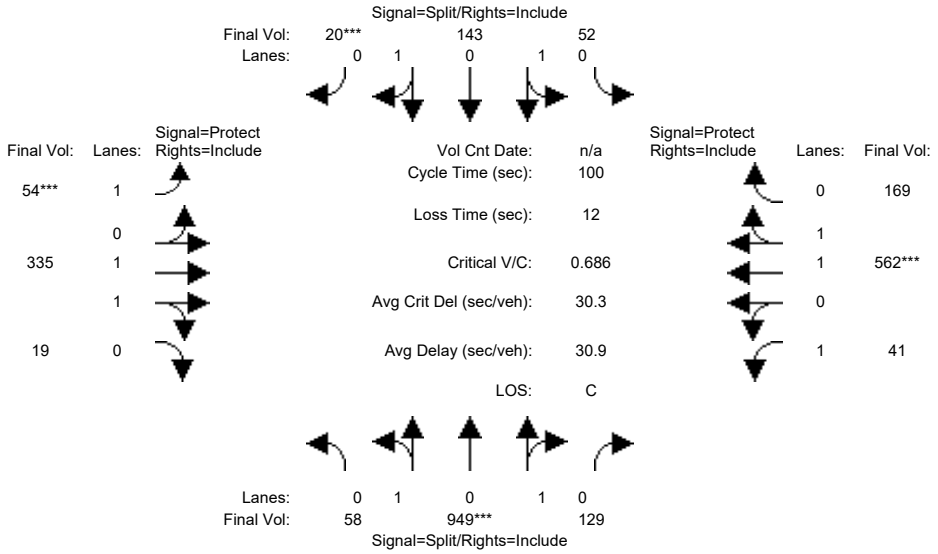
2000 HCM Operations (Future Volume Alternative)
Background AM

Intersection #34: Bowers Ave/Monroe St



Street Name:	Bowers Ave						Monroe St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	4.5	4.5	4.5	5.5	5.5	5.5	4.5	5.5	5.5	4.5	5.5	5.5
Volume Module:												
Base Vol:	58	949	129	52	143	20	54	335	19	41	562	169
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	58	949	129	52	143	20	54	335	19	41	562	169
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	58	949	129	52	143	20	54	335	19	41	562	169
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	58	949	129	52	143	20	54	335	19	41	562	169
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	949	129	52	143	20	54	335	19	41	562	169
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	58	949	129	52	143	20	54	335	19	41	562	169
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.10	1.67	0.23	0.48	1.33	0.19	1.00	1.89	0.11	1.00	1.52	0.48
Final Sat.:	184	3007	409	871	2394	335	1750	3501	199	1750	2844	855
Capacity Analysis Module:												
Vol/Sat:	0.32	0.32	0.32	0.06	0.06	0.06	0.03	0.10	0.10	0.02	0.20	0.20
Crit Moves:		****				****	****				****	
Green Time:	45.7	45.7	45.7	8.7	8.7	8.7	5.0	22.1	22.1	11.5	28.6	28.6
Volume/Cap:	0.69	0.69	0.69	0.69	0.69	0.69	0.62	0.43	0.43	0.20	0.69	0.69
Delay/Veh:	22.8	22.8	22.8	50.8	50.8	50.8	59.2	33.9	33.9	40.6	33.7	33.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.8	22.8	22.8	50.8	50.8	50.8	59.2	33.9	33.9	40.6	33.7	33.7
LOS by Move:	C+	C+	C+	D	D	D	E+	C-	C-	D	C-	C-
HCM2k95thQ:	25	25	25	7	7	7	4	9	9	2	18	18

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

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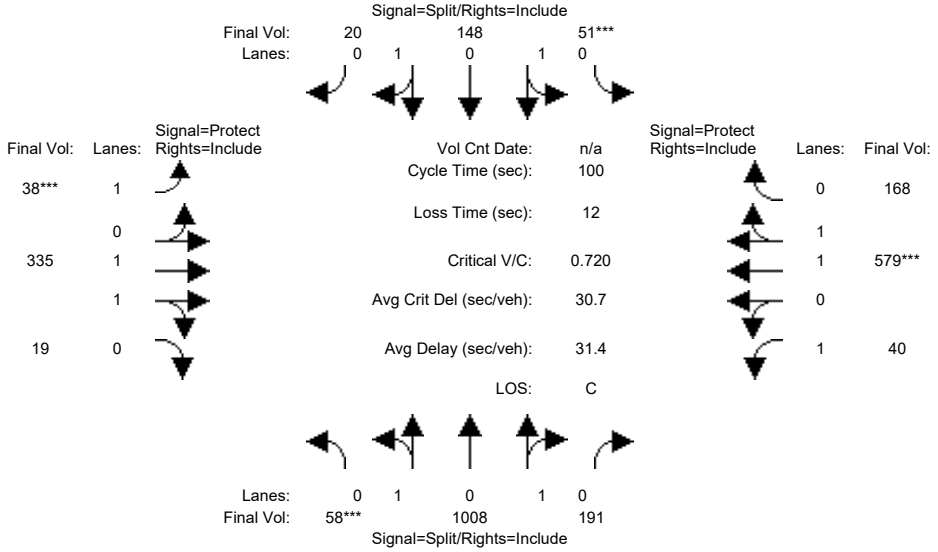
2000 HCM Operations (Future Volume Alternative)
Background PP AM

Intersection #34: Bowers Ave/Monroe St



Street Name:	Bowers Ave						Monroe St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	4.5	4.5	4.5	5.5	5.5	5.5	4.5	5.5	5.5	4.5	5.5	5.5
Volume Module:												
Base Vol:	58	1008	191	51	148	20	38	335	19	40	579	168
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	58	1008	191	51	148	20	38	335	19	40	579	168
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	58	1008	191	51	148	20	38	335	19	40	579	168
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	58	1008	191	51	148	20	38	335	19	40	579	168
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	1008	191	51	148	20	38	335	19	40	579	168
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	58	1008	191	51	148	20	38	335	19	40	579	168
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.09	1.61	0.30	0.47	1.35	0.18	1.00	1.89	0.11	1.00	1.54	0.46
Final Sat.:	166	2887	547	838	2433	329	1750	3501	199	1750	2867	832
Capacity Analysis Module:												
Vol/Sat:	0.35	0.35	0.35	0.06	0.06	0.06	0.02	0.10	0.10	0.02	0.20	0.20
Crit Moves:	****			****			****				****	
Green Time:	47.4	47.4	47.4	8.3	8.3	8.3	5.0	21.3	21.3	11.1	27.4	27.4
Volume/Cap:	0.74	0.74	0.74	0.74	0.74	0.74	0.43	0.45	0.45	0.21	0.74	0.74
Delay/Veh:	23.0	23.0	23.0	54.1	54.1	54.1	49.6	34.7	34.7	41.0	35.9	35.9
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:	23.0	23.0	23.0	54.1	54.1	54.1	49.6	34.7	34.7	41.0	35.9	35.9
LOS by Move:	C	C	C	D-	D-	D-	D	C-	C-	D	D+	D+
HCM2k95thQ:	28	28	28	7	7	7	3	9	9	2	19	19

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

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El Camino Real Specific Plan TIA
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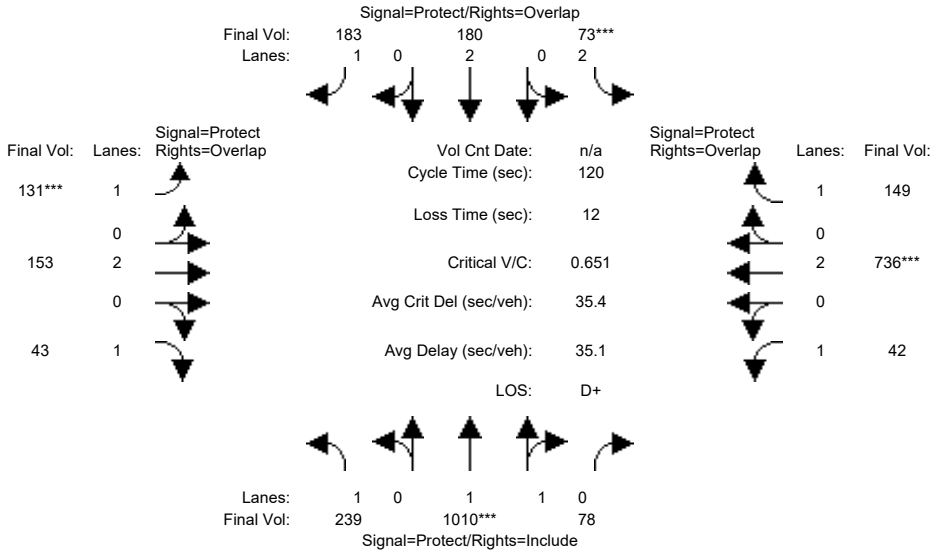
2000 HCM Operations (Future Volume Alternative)
Background AM

Intersection #35: Bowers Ave/Kifer Rd



Street Name:	Bowers Ave						Kifer Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	5	10	10	8	10	10	5	5	5	5	5	5
Y+R:	4.1	5.0	5.0	4.0	5.0	5.0	4.1	4.6	4.6	4.0	5.0	5.0
Volume Module:												
Base Vol:	239	1010	78	73	180	183	131	153	43	42	736	149
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	239	1010	78	73	180	183	131	153	43	42	736	149
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	239	1010	78	73	180	183	131	153	43	42	736	149
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	239	1010	78	73	180	183	131	153	43	42	736	149
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	239	1010	78	73	180	183	131	153	43	42	736	149
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	239	1010	78	73	180	183	131	153	43	42	736	149
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	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.85	0.15	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3435	265	3150	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.14	0.29	0.29	0.02	0.05	0.10	0.07	0.04	0.02	0.02	0.19	0.09
Crit Moves:		****		****			****				****	
Green Time:	37.4	52.3	52.3	8.0	22.8	36.1	13.3	23.9	61.3	23.9	34.4	42.4
Volume/Cap:	0.44	0.68	0.68	0.35	0.25	0.35	0.68	0.20	0.05	0.12	0.68	0.24
Delay/Veh:	33.5	28.2	28.2	54.5	41.5	33.1	60.3	40.3	14.7	39.6	39.5	27.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.5	28.2	28.2	54.5	41.5	33.1	60.3	40.3	14.7	39.6	39.5	27.6
LOS by Move:	C-	C	C	D-	D	C-	E	D	B	D	D	C
HCM2k95thQ:	14	28	28	3	5	11	10	5	2	3	21	8

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

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El Camino Real Specific Plan TIA
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2000 HCM Operations (Future Volume Alternative)
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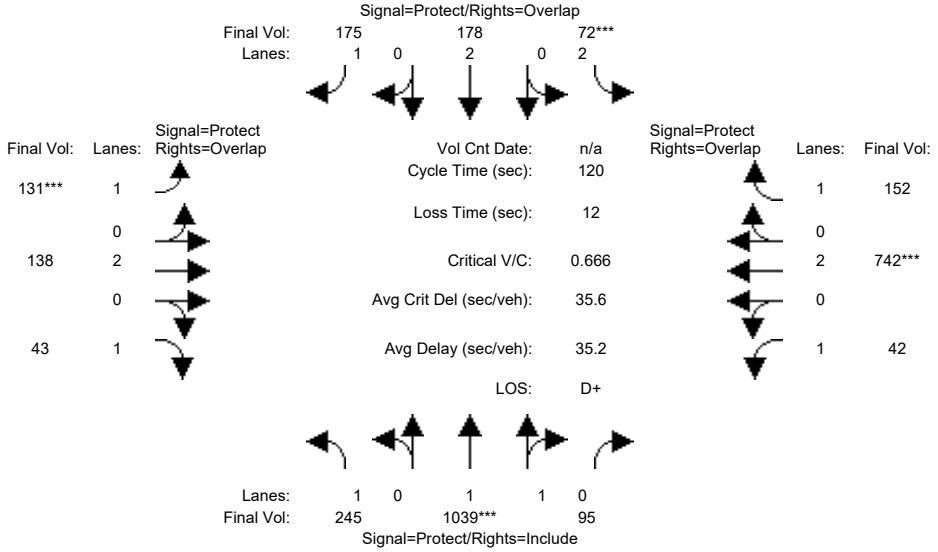
Intersection #35: Bowers Ave/Kifer Rd



Street Name:	Bowers Ave						Kifer Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	5	10	10	8	10	10	5	5	5	5	5	5
Y+R:	4.1	5.0	5.0	4.0	5.0	5.0	4.1	4.6	4.6	4.0	5.0	5.0
Volume Module:												
Base Vol:	245	1039	95	72	178	175	131	138	43	42	742	152
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	245	1039	95	72	178	175	131	138	43	42	742	152
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	245	1039	95	72	178	175	131	138	43	42	742	152
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	245	1039	95	72	178	175	131	138	43	42	742	152
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	245	1039	95	72	178	175	131	138	43	42	742	152
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	245	1039	95	72	178	175	131	138	43	42	742	152
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	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.83	0.17	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3390	310	3150	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.14	0.31	0.31	0.02	0.05	0.10	0.07	0.04	0.02	0.02	0.20	0.09
Crit Moves:		****		****			****				****	
Green Time:	38.3	53.2	53.2	8.0	22.8	35.8	13.0	23.4	61.8	23.4	33.9	41.9
Volume/Cap:	0.44	0.69	0.69	0.34	0.25	0.34	0.69	0.19	0.05	0.12	0.69	0.25
Delay/Veh:	32.9	28.1	28.1	54.5	41.5	33.2	62.0	40.5	14.5	40.0	40.4	28.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.9	28.1	28.1	54.5	41.5	33.2	62.0	40.5	14.5	40.0	40.4	28.1
LOS by Move:	C-	C	C	D-	D	C-	E	D	B	D	D	C
HCM2k95thQ:	14	29	29	3	5	10	10	4	2	3	21	8

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

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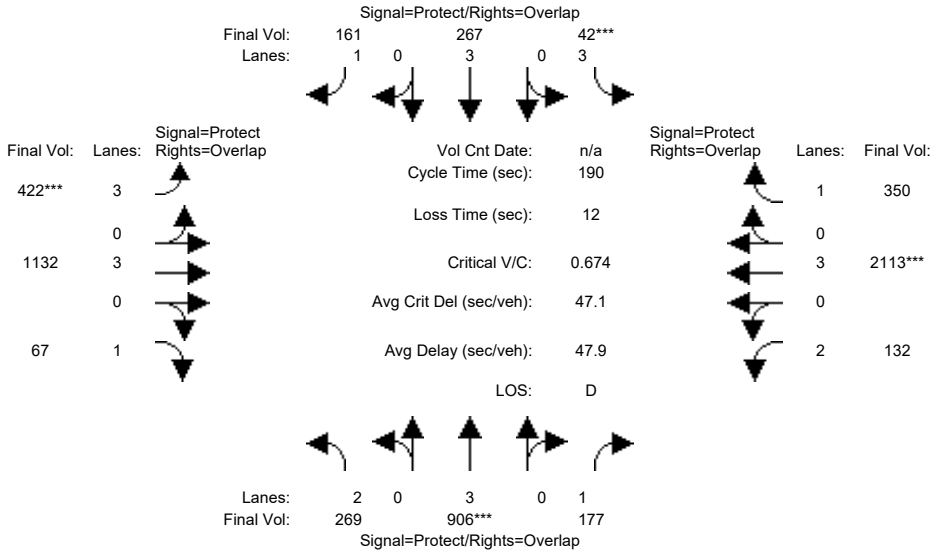
2000 HCM Operations (Future Volume Alternative)
Background AM

Intersection #36: Bowers Ave/Central Expy (CMP)



Street Name:	Bowers Ave						Central Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	14	10	10	14	10	10	14	78	78	14	85	85
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	269	906	177	42	267	161	422	1132	67	132	2113	350
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	269	906	177	42	267	161	422	1132	67	132	2113	350
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	269	906	177	42	267	161	422	1132	67	132	2113	350
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	269	906	177	42	267	161	422	1132	67	132	2113	350
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	269	906	177	42	267	161	422	1132	67	132	2113	350
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	269	906	177	42	267	161	422	1132	67	132	2113	350
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.80	1.00	0.92	0.80	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	3.00	3.00	1.00	3.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	4551	5700	1750	4551	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.16	0.10	0.01	0.05	0.09	0.09	0.20	0.04	0.04	0.37	0.20
Crit Moves:		****		****			****				****	
Green Time:	34.6	41.9	60.5	14.0	21.3	45.7	24.4	104	138.1	18.6	97.7	111.7
Volume/Cap:	0.47	0.72	0.32	0.13	0.42	0.38	0.72	0.36	0.05	0.43	0.72	0.34
Delay/Veh:	70.1	70.7	49.5	82.4	79.0	60.9	91.7	44.2	20.5	81.7	27.4	12.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	70.1	70.7	49.5	82.4	79.0	60.9	91.7	44.2	20.5	81.7	27.4	12.4
LOS by Move:	E	E	D	F	E-	E	F	D	C+	F	C	B
HCM2k95thQ:	15	28	15	2	9	15	21	31	6	8	41	12

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

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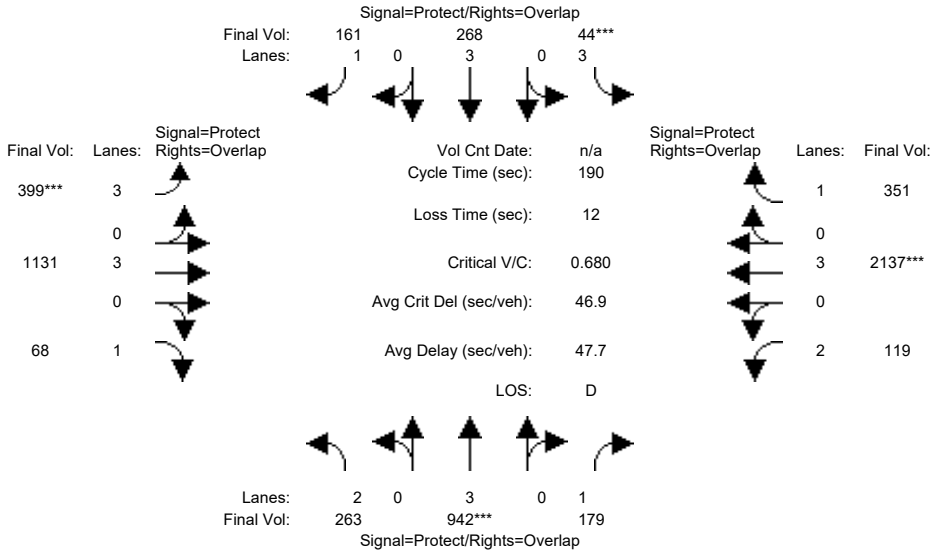
Intersection #36: Bowers Ave/Central Expy (CMP)



Street Name:	Bowers Ave						Central Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	14	10	10	14	10	10	14	78	78	14	85	85
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	263	942	179	44	268	161	399	1131	68	119	2137	351
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	263	942	179	44	268	161	399	1131	68	119	2137	351
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	263	942	179	44	268	161	399	1131	68	119	2137	351
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	263	942	179	44	268	161	399	1131	68	119	2137	351
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	263	942	179	44	268	161	399	1131	68	119	2137	351
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	263	942	179	44	268	161	399	1131	68	119	2137	351
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.80	1.00	0.92	0.80	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	3.00	3.00	1.00	3.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	4551	5700	1750	4551	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.17	0.10	0.01	0.05	0.09	0.09	0.20	0.04	0.04	0.37	0.20
Crit Moves:		****		****			****				****	
Green Time:	35.1	43.2	61.6	14.0	22.1	45.0	22.9	102	137.5	18.4	97.9	111.9
Volume/Cap:	0.45	0.73	0.32	0.13	0.40	0.39	0.73	0.37	0.05	0.39	0.73	0.34
Delay/Veh:	69.5	70.1	48.7	82.5	78.2	61.5	92.8	44.9	20.7	81.4	27.4	12.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	69.5	70.1	48.7	82.5	78.2	61.5	92.8	44.9	20.7	81.4	27.4	12.2
LOS by Move:	E	E	D	F	E-	E	F	D	C+	F	C	B
HCM2k95thQ:	15	29	15	2	9	15	20	31	6	7	42	12

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

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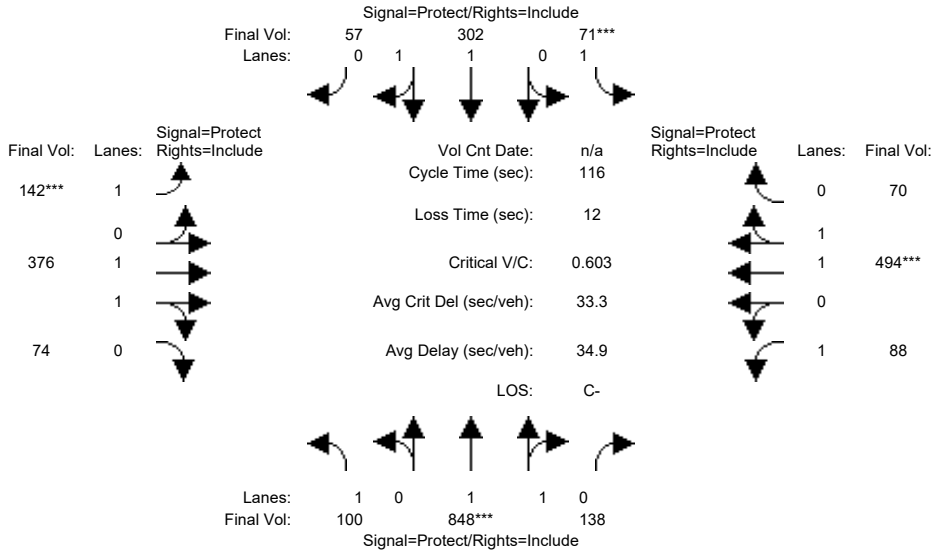
Intersection #37: Kiely Blvd/Benton St



Street Name:	Kiely Blvd						Benton St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	4	4	4	4	4	4	11	11	11	12	12	12
Y+R:	4.0	5.1	5.1	4.0	5.1	5.1	4.0	5.0	5.0	4.0	5.0	5.0
Volume Module:												
Base Vol:	100	848	138	71	302	57	142	376	74	88	494	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	848	138	71	302	57	142	376	74	88	494	70
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	100	848	138	71	302	57	142	376	74	88	494	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	848	138	71	302	57	142	376	74	88	494	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	848	138	71	302	57	142	376	74	88	494	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	100	848	138	71	302	57	142	376	74	88	494	70
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.71	0.29	1.00	1.67	0.33	1.00	1.66	0.34	1.00	1.74	0.26
Final Sat.:	1750	3182	518	1750	3112	587	1750	3091	608	1750	3240	459
Capacity Analysis Module:												
Vol/Sat:	0.06	0.27	0.27	0.04	0.10	0.10	0.08	0.12	0.12	0.05	0.15	0.15
Crit Moves:		****		****			****				****	
Green Time:	21.9	51.3	51.3	7.8	37.2	37.2	15.6	24.3	24.3	20.6	29.3	29.3
Volume/Cap:	0.30	0.60	0.60	0.60	0.30	0.30	0.60	0.58	0.58	0.28	0.60	0.60
Delay/Veh:	41.0	25.3	25.3	61.1	29.8	29.8	51.6	42.4	42.4	41.8	39.3	39.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.0	25.3	25.3	61.1	29.8	29.8	51.6	42.4	42.4	41.8	39.3	39.3
LOS by Move:	D	C	C	E	C	C	D-	D	D	D	D	D
HCM2k95thQ:	6	24	24	5	9	9	10	14	14	6	16	16

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

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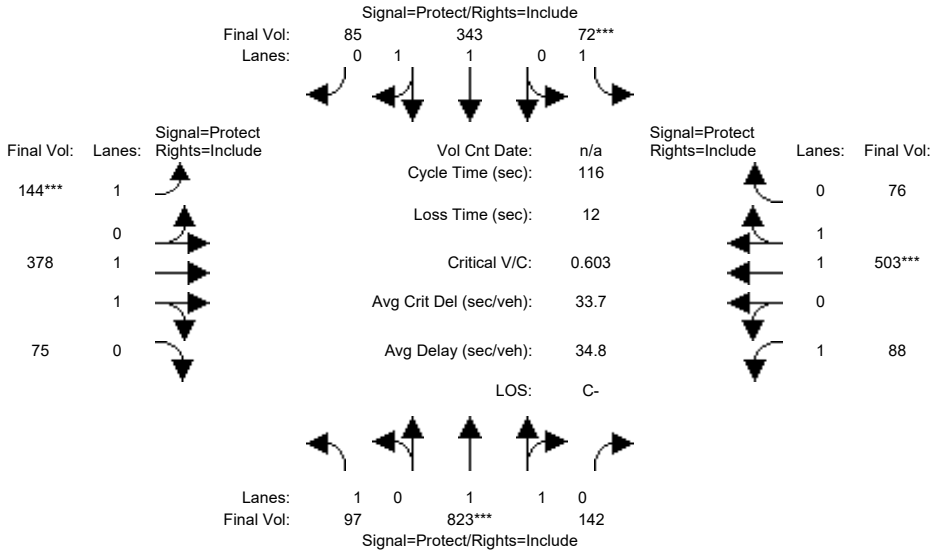
Intersection #37: Kiely Blvd/Benton St



Street Name:	Kiely Blvd						Benton St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	4	4	4	4	4	4	11	11	11	12	12	12
Y+R:	4.0	5.1	5.1	4.0	5.1	5.1	4.0	5.0	5.0	4.0	5.0	5.0
Volume Module:												
Base Vol:	97	823	142	72	343	85	144	378	75	88	503	76
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	97	823	142	72	343	85	144	378	75	88	503	76
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	97	823	142	72	343	85	144	378	75	88	503	76
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	97	823	142	72	343	85	144	378	75	88	503	76
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	97	823	142	72	343	85	144	378	75	88	503	76
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	97	823	142	72	343	85	144	378	75	88	503	76
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.70	0.30	1.00	1.59	0.41	1.00	1.66	0.34	1.00	1.73	0.27
Final Sat.:	1750	3155	544	1750	2965	735	1750	3087	612	1750	3214	486
Capacity Analysis Module:												
Vol/Sat:	0.06	0.26	0.26	0.04	0.12	0.12	0.08	0.12	0.12	0.05	0.16	0.16
Crit Moves:		****		****			****				****	
Green Time:	18.8	50.2	50.2	7.9	39.3	39.3	15.8	24.9	24.9	21.0	30.1	30.1
Volume/Cap:	0.34	0.60	0.60	0.60	0.34	0.34	0.60	0.57	0.57	0.28	0.60	0.60
Delay/Veh:	43.8	25.9	25.9	60.9	28.9	28.9	51.4	41.8	41.8	41.4	38.8	38.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.8	25.9	25.9	60.9	28.9	28.9	51.4	41.8	41.8	41.4	38.8	38.8
LOS by Move:	D	C	C	E	C	C	D-	D	D	D	D+	D+
HCM2k95thQ:	6	23	23	6	11	11	10	14	14	6	16	16

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

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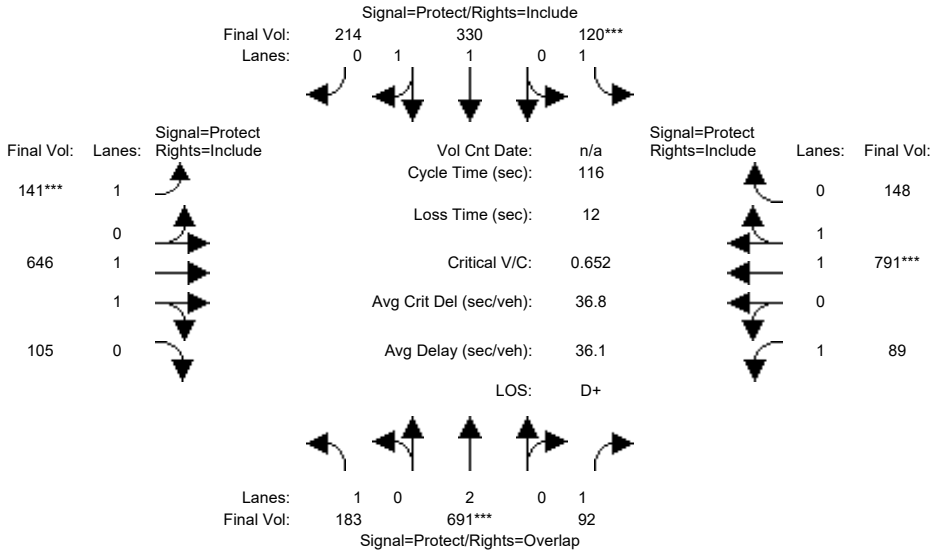
Intersection #38: Kiely Blvd/Homestead Rd



Street Name:	Kiely Blvd						Homestead Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	4	6	6	12	12	12	4	4	4	4	6	6
Y+R:	4.0	5.1	5.1	4.0	5.1	5.1	4.0	5.0	5.0	4.0	5.0	5.0
Volume Module:												
Base Vol:	183	691	92	120	330	214	141	646	105	89	791	148
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	183	691	92	120	330	214	141	646	105	89	791	148
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	183	691	92	120	330	214	141	646	105	89	791	148
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	183	691	92	120	330	214	141	646	105	89	791	148
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	183	691	92	120	330	214	141	646	105	89	791	148
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	183	691	92	120	330	214	141	646	105	89	791	148
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.99	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	2.00	1.00	1.00	1.19	0.81	1.00	1.71	0.29	1.00	1.68	0.32
Final Sat.:	1750	3800	1750	1750	2243	1455	1750	3182	517	1750	3116	583
Capacity Analysis Module:												
Vol/Sat:	0.10	0.18	0.05	0.07	0.15	0.15	0.08	0.20	0.20	0.05	0.25	0.25
Crit Moves:		****		****			****				****	
Green Time:	18.5	32.3	44.3	12.2	26.0	26.0	14.3	47.6	47.6	11.9	45.1	45.1
Volume/Cap:	0.66	0.65	0.14	0.65	0.66	0.66	0.65	0.50	0.50	0.50	0.65	0.65
Delay/Veh:	51.3	38.3	23.5	58.0	42.8	42.8	55.4	25.6	25.6	51.3	30.1	30.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.3	38.3	23.5	58.0	42.8	42.8	55.4	25.6	25.6	51.3	30.1	30.1
LOS by Move:	D-	D+	C	E+	D	D	E+	C	C	D-	C	C
HCM2k95thQ:	13	20	4	9	17	17	10	18	18	6	24	24

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

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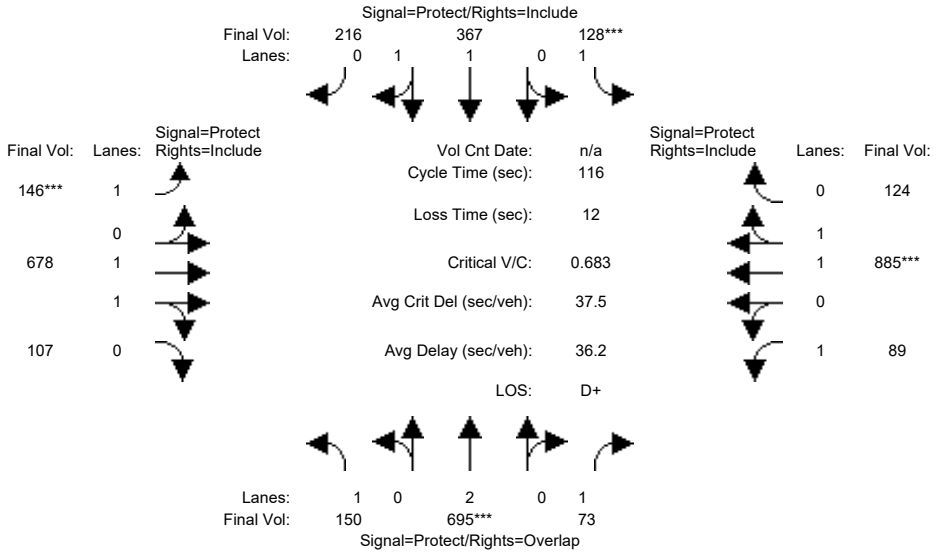
Intersection #38: Kiely Blvd/Homestead Rd



Street Name:	Kiely Blvd						Homestead Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	4	6	6	12	12	12	4	4	4	4	6	6
Y+R:	4.0	5.1	5.1	4.0	5.1	5.1	4.0	5.0	5.0	4.0	5.0	5.0
Volume Module:												
Base Vol:	150	695	73	128	367	216	146	678	107	89	885	124
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	150	695	73	128	367	216	146	678	107	89	885	124
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	150	695	73	128	367	216	146	678	107	89	885	124
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	150	695	73	128	367	216	146	678	107	89	885	124
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	695	73	128	367	216	146	678	107	89	885	124
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	150	695	73	128	367	216	146	678	107	89	885	124
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.99	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	2.00	1.00	1.00	1.24	0.76	1.00	1.72	0.28	1.00	1.75	0.25
Final Sat.:	1750	3800	1750	1750	2328	1370	1750	3195	504	1750	3245	455
Capacity Analysis Module:												
Vol/Sat:	0.09	0.18	0.04	0.07	0.16	0.16	0.08	0.21	0.21	0.05	0.27	0.27
Crit Moves:		****		****			****				****	
Green Time:	15.3	31.1	42.8	12.4	28.2	28.2	14.2	48.8	48.8	11.7	46.3	46.3
Volume/Cap:	0.65	0.68	0.11	0.68	0.65	0.65	0.68	0.50	0.50	0.50	0.68	0.68
Delay/Veh:	54.1	40.0	24.2	59.8	41.1	41.1	57.5	25.0	25.0	51.7	30.1	30.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.1	40.0	24.2	59.8	41.1	41.1	57.5	25.0	25.0	51.7	30.1	30.1
LOS by Move:	D-	D	C	E+	D	D	E+	C	C	D-	C	C
HCM2k95thQ:	11	20	4	10	18	18	11	19	19	6	25	25

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

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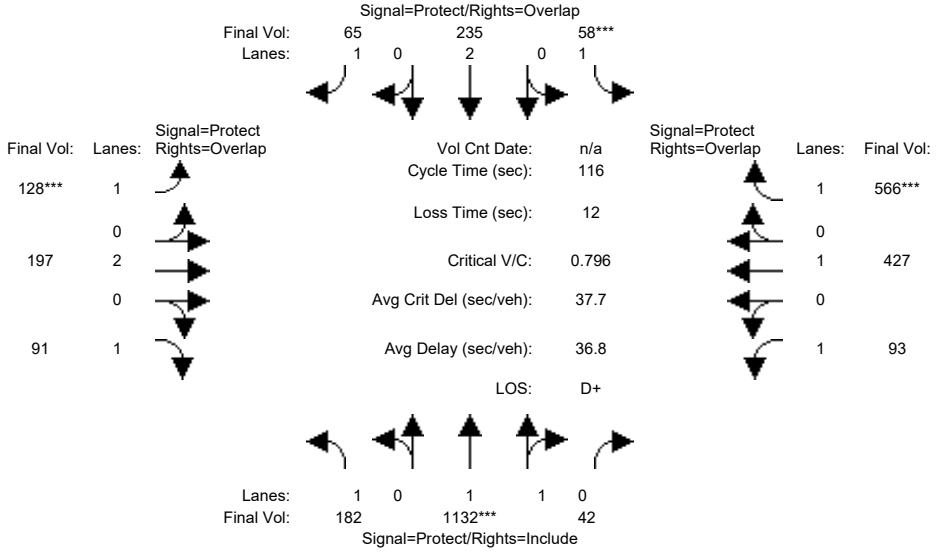
El Camino Real Specific Plan TIA
SJ17-1774
Background AM Plus Project

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

Intersection #39: Monroe St/Scott Blvd



Street Name:	Scott Blvd						Monroe St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	8	10	10	8	10	10	8	10	10	8	10	10
Y+R:	4.1	5.1	5.1	4.1	5.1	5.1	4.1	5.1	5.1	4.1	5.0	5.0
Volume Module:												
Base Vol:	182	1132	42	58	235	65	128	197	91	93	427	566
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	182	1132	42	58	235	65	128	197	91	93	427	566
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	182	1132	42	58	235	65	128	197	91	93	427	566
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	182	1132	42	58	235	65	128	197	91	93	427	566
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	182	1132	42	58	235	65	128	197	91	93	427	566
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	182	1132	42	58	235	65	128	197	91	93	427	566
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.93	0.07	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3568	132	1750	3800	1750	1750	3800	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.32	0.32	0.03	0.06	0.04	0.07	0.05	0.05	0.05	0.22	0.32
Crit Moves:		****		****			****					****
Green Time:	30.2	47.2	47.2	8.0	25.0	35.9	10.9	27.1	57.3	21.7	37.9	45.9
Volume/Cap:	0.40	0.78	0.78	0.48	0.29	0.12	0.78	0.22	0.11	0.28	0.69	0.82
Delay/Veh:	36.0	32.5	32.5	55.0	38.2	28.8	72.2	36.1	15.7	41.0	37.2	38.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.0	32.5	32.5	55.0	38.2	28.8	72.2	36.1	15.7	41.0	37.2	38.9
LOS by Move:	D+	C-	C-	D-	D+	C	E	D+	B	D	D+	D+
HCM2k95thQ:	11	34	34	4	7	3	10	5	4	6	25	36

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

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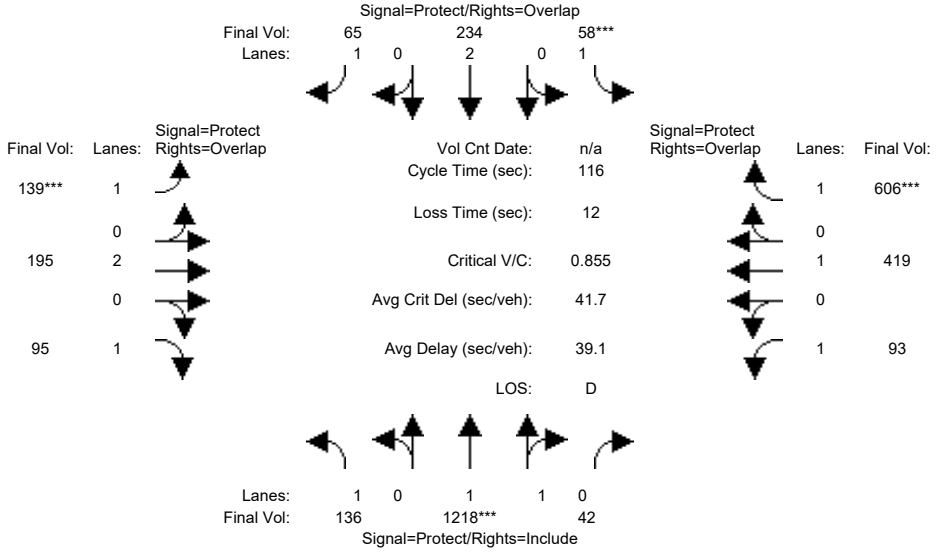
El Camino Real Specific Plan TIA
SJ17-1774
Background AM Plus Project

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

Intersection #39: Monroe St/Scott Blvd



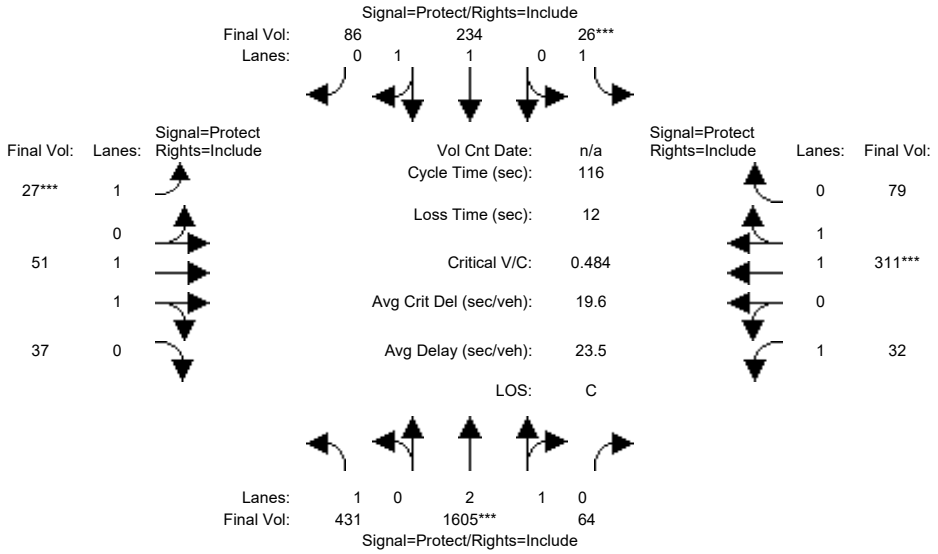
Street Name:	Scott Blvd						Monroe St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	8	10	10	8	10	10	8	10	10	8	10	10
Y+R:	4.1	5.1	5.1	4.1	5.1	5.1	4.1	5.1	5.1	4.1	5.0	5.0
Volume Module:												
Base Vol:	136	1218	42	58	234	65	139	195	95	93	419	606
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	136	1218	42	58	234	65	139	195	95	93	419	606
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	136	1218	42	58	234	65	139	195	95	93	419	606
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	136	1218	42	58	234	65	139	195	95	93	419	606
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	136	1218	42	58	234	65	139	195	95	93	419	606
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	136	1218	42	58	234	65	139	195	95	93	419	606
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.93	0.07	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3577	123	1750	3800	1750	1750	3800	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.34	0.34	0.03	0.06	0.04	0.08	0.05	0.05	0.05	0.22	0.35
Crit Moves:		****		****			****					****
Green Time:	26.0	46.9	46.9	8.0	28.9	39.8	10.9	27.3	53.3	21.8	38.2	46.2
Volume/Cap:	0.35	0.84	0.84	0.48	0.25	0.11	0.84	0.22	0.12	0.28	0.67	0.87
Delay/Veh:	38.4	35.8	35.8	55.0	35.0	26.1	82.2	35.9	18.0	40.8	36.3	43.6
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:	38.4	35.8	35.8	55.0	35.0	26.1	82.2	35.9	18.0	40.8	36.3	43.6
LOS by Move:	D+	D+	D+	D-	D+	C	F	D+	B	D	D+	D
HCM2k95thQ:	9	38	38	4	6	3	11	5	4	6	24	40

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

El Camino Real Specific Plan TIA
SJ17-1774
Background AM Plus Project

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

Intersection #40: Walsh Ave/Scott Blvd



Street Name:	Scott Blvd						Walsh Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	4	5	5	6	8	8	4	5	5	4	8	8
Y+R:	4.0	5.4	5.4	4.5	5.4	5.4	4.0	5.1	5.1	4.0	5.1	5.1
Volume Module:												
Base Vol:	431	1605	64	26	234	86	27	51	37	32	311	79
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	431	1605	64	26	234	86	27	51	37	32	311	79
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	431	1605	64	26	234	86	27	51	37	32	311	79
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	431	1605	64	26	234	86	27	51	37	32	311	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	431	1605	64	26	234	86	27	51	37	32	311	79
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	431	1605	64	26	234	86	27	51	37	32	311	79
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.99	0.95	0.92	0.98	0.95
Lanes:	1.00	2.88	0.12	1.00	1.45	0.55	1.00	1.14	0.86	1.00	1.58	0.42
Final Sat.:	1750	5385	215	1750	2705	994	1750	2143	1555	1750	2950	749
Capacity Analysis Module:												
Vol/Sat:	0.25	0.30	0.30	0.01	0.09	0.09	0.02	0.02	0.02	0.02	0.11	0.11
Crit Moves:		****		****			****				****	
Green Time:	55.8	69.4	69.4	6.0	19.6	19.6	4.0	15.9	15.9	12.7	24.6	24.6
Volume/Cap:	0.51	0.50	0.50	0.29	0.51	0.51	0.45	0.17	0.17	0.17	0.50	0.50
Delay/Veh:	21.2	13.4	13.4	54.7	44.6	44.6	60.1	44.4	44.4	47.3	40.8	40.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.2	13.4	13.4	54.7	44.6	44.6	60.1	44.4	44.4	47.3	40.8	40.8
LOS by Move:	C+	B	B	D-	D	D	E	D	D	D	D	D
HCM2k95thQ:	20	20	20	2	10	10	2	3	3	3	13	13

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

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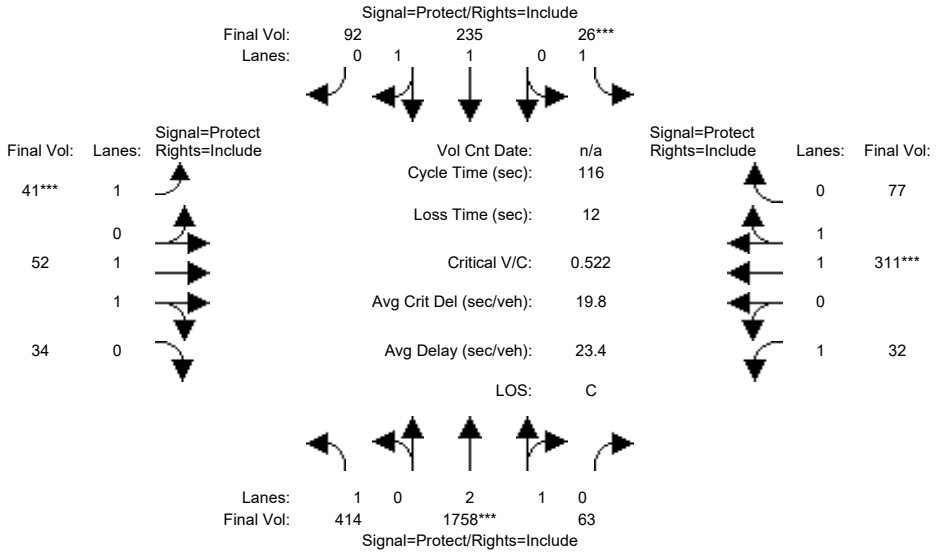
El Camino Real Specific Plan TIA
SJ17-1774
Background AM Plus Project

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

Intersection #40: Walsh Ave/Scott Blvd



Street Name:	Scott Blvd						Walsh Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	4	5	5	6	8	8	4	5	5	4	8	8
Y+R:	4.0	5.4	5.4	4.5	5.4	5.4	4.0	5.1	5.1	4.0	5.1	5.1
Volume Module:												
Base Vol:	414	1758	63	26	235	92	41	52	34	32	311	77
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	414	1758	63	26	235	92	41	52	34	32	311	77
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	414	1758	63	26	235	92	41	52	34	32	311	77
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	414	1758	63	26	235	92	41	52	34	32	311	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	414	1758	63	26	235	92	41	52	34	32	311	77
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	414	1758	63	26	235	92	41	52	34	32	311	77
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.99	0.95	0.92	0.98	0.95
Lanes:	1.00	2.89	0.11	1.00	1.42	0.58	1.00	1.19	0.81	1.00	1.59	0.41
Final Sat.:	1750	5406	194	1750	2658	1041	1750	2236	1462	1750	2965	734
Capacity Analysis Module:												
Vol/Sat:	0.24	0.33	0.33	0.01	0.09	0.09	0.02	0.02	0.02	0.02	0.10	0.10
Crit Moves:		****		****			****				****	
Green Time:	55.5	70.3	70.3	6.0	20.7	20.7	5.1	15.4	15.4	12.3	22.7	22.7
Volume/Cap:	0.49	0.54	0.54	0.29	0.49	0.49	0.54	0.18	0.18	0.17	0.54	0.54
Delay/Veh:	21.1	13.5	13.5	54.7	43.5	43.5	61.7	44.8	44.8	47.6	42.8	42.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.1	13.5	13.5	54.7	43.5	43.5	61.7	44.8	44.8	47.6	42.8	42.8
LOS by Move:	C+	B	B	D-	D	D	E	D	D	D	D	D
HCM2k95thQ:	19	22	22	2	10	10	3	3	3	3	13	13

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

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El Camino Real Specific Plan TIA
SJ17-1774
Background AM Plus Project

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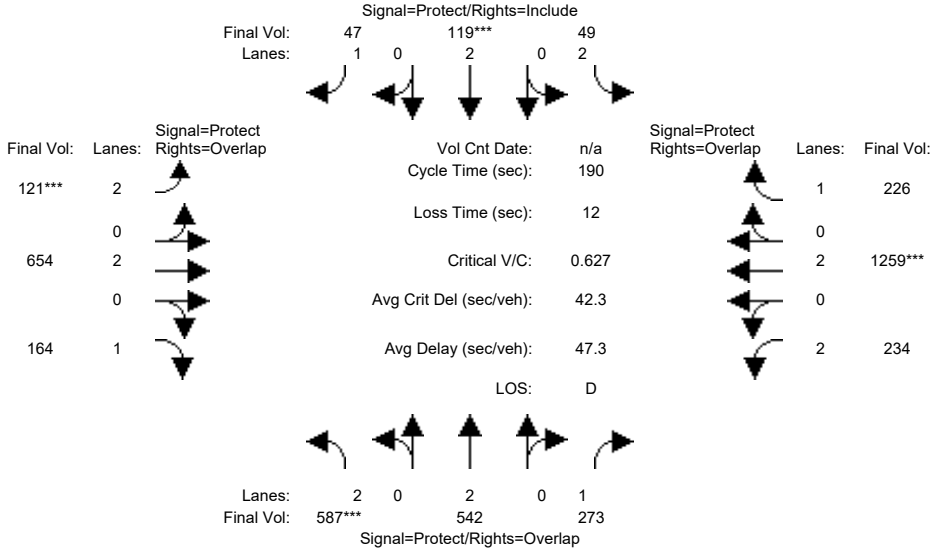
2000 HCM Operations (Future Volume Alternative)
Background AM

Intersection #41: Central Expy/Scott Blvd (CMP)



Street Name:	Scott Blvd						Central Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	14	10	10	14	10	10	14	90	10	14	90	10
Y+R:	5.6	5.4	5.4	5.7	5.4	5.4	5.7	6.2	6.2	5.8	6.2	6.2
Volume Module:												
Base Vol:	587	542	273	49	119	47	121	711	164	234	1614	226
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	587	542	273	49	119	47	121	711	164	234	1614	226
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	587	542	273	49	119	47	121	711	164	234	1614	226
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.92	1.00	1.00	0.78	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	587	542	273	49	119	47	121	654	164	234	1259	226
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	587	542	273	49	119	47	121	654	164	234	1259	226
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	587	542	273	49	119	47	121	654	164	234	1259	226
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.19	0.14	0.16	0.02	0.03	0.03	0.04	0.17	0.09	0.07	0.33	0.13
Crit Moves:	****				****		****				****	
Green Time:	55.4	43.1	58.4	22.3	10.0	10.0	14.0	97.3	152.7	15.3	98.6	120.9
Volume/Cap:	0.64	0.63	0.51	0.13	0.60	0.51	0.52	0.34	0.12	0.92	0.64	0.20
Delay/Veh:	60.1	67.7	54.8	75.4	92.8	92.3	86.9	34.4	8.9	123.7	25.0	7.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.1	67.7	54.8	75.4	92.8	92.3	86.9	34.4	8.9	123.7	25.0	7.0
LOS by Move:	E	E	D-	E-	F	F	F	C-	A	F	C	A
HCM2k95thQ:	30	25	24	3	8	7	8	24	9	20	34	5

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

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El Camino Real Specific Plan TIA
SJ17-1774
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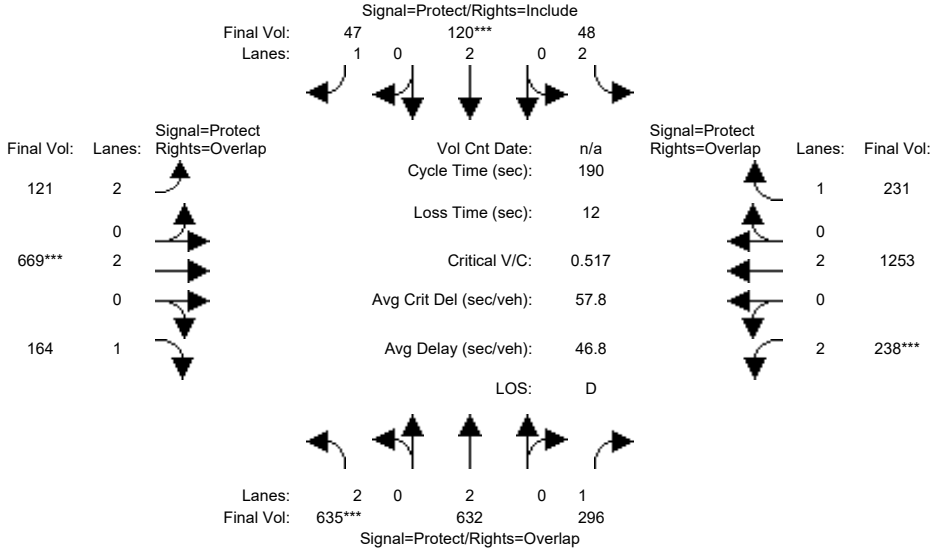
2000 HCM Operations (Future Volume Alternative)
Background PP AM

Intersection #41: Central Expy/Scott Blvd (CMP)



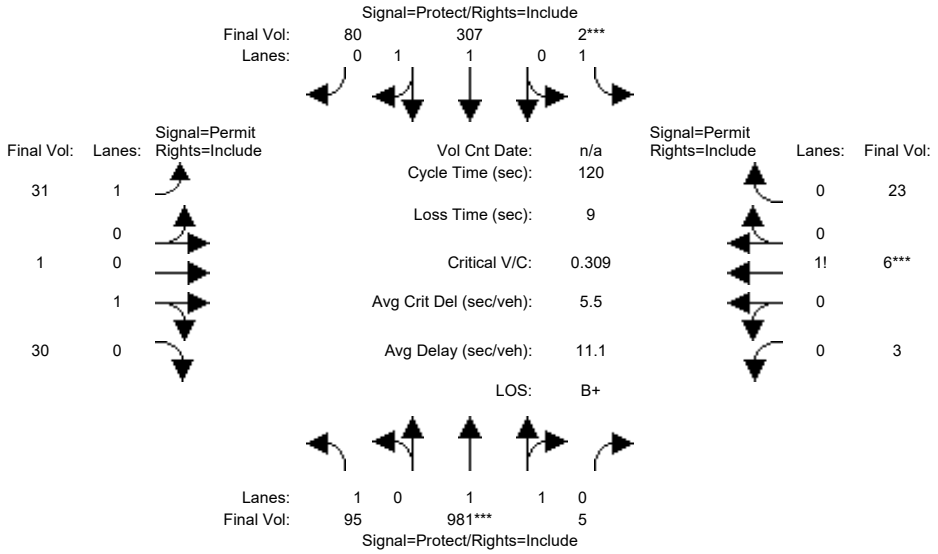
Street Name:	Scott Blvd						Central Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	14	10	10	14	10	10	14	90	10	14	90	10
Y+R:	5.6	5.4	5.4	5.7	5.4	5.4	5.7	6.2	6.2	5.8	6.2	6.2
Volume Module:												
Base Vol:	635	632	296	48	120	47	121	727	164	238	1606	231
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	635	632	296	48	120	47	121	727	164	238	1606	231
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	635	632	296	48	120	47	121	727	164	238	1606	231
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.92	1.00	1.00	0.78	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	635	632	296	48	120	47	121	669	164	238	1253	231
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	635	632	296	48	120	47	121	669	164	238	1253	231
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	635	632	296	48	120	47	121	669	164	238	1253	231
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.20	0.17	0.17	0.02	0.03	0.03	0.04	0.18	0.09	0.08	0.33	0.13
Crit Moves:	****				****			****		****		
Green Time:	56.7	46.2	67.5	20.5	10.0	10.0	15.0	90.0	146.7	21.3	96.3	116.8
Volume/Cap:	0.68	0.68	0.48	0.14	0.60	0.51	0.49	0.37	0.12	0.68	0.65	0.21
Delay/Veh:	60.5	67.4	48.1	77.0	93.0	92.3	85.3	38.7	10.8	86.2	26.9	8.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.5	67.4	48.1	77.0	93.0	92.3	85.3	38.7	10.8	86.2	26.9	8.9
LOS by Move:	E	E	D	E-	F	F	F	D+	B+	F	C	A
HCM2k95thQ:	32	28	25	3	8	7	8	25	10	17	35	6

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

El Camino Real Specific Plan TIA
SJ17-1774
Background AM Plus Project

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

Intersection #42: Clay St/Scott Blvd



Street Name:	Scott Blvd						Clay St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	95	981	5	2	307	80	31	1	30	3	6	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	95	981	5	2	307	80	31	1	30	3	6	23
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	95	981	5	2	307	80	31	1	30	3	6	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	95	981	5	2	307	80	31	1	30	3	6	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	981	5	2	307	80	31	1	30	3	6	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	95	981	5	2	307	80	31	1	30	3	6	23
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	0.92	0.92
Lanes:	1.00	1.99	0.01	1.00	1.58	0.42	1.00	0.03	0.97	0.09	0.19	0.72
Final Sat.:	1750	3681	19	1750	2935	765	1750	58	1742	164	328	1258
Capacity Analysis Module:												
Vol/Sat:	0.05	0.27	0.27	0.00	0.10	0.10	0.02	0.02	0.02	0.02	0.02	0.02
Crit Moves:		****		****							****	
Green Time:	36.2	94.0	94.0	7.0	64.8	64.8	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.18	0.34	0.34	0.02	0.19	0.19	0.21	0.21	0.21	0.22	0.22	0.22
Delay/Veh:	31.1	3.9	3.9	53.3	14.2	14.2	52.1	52.0	52.0	52.1	52.1	52.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.1	3.9	3.9	53.3	14.2	14.2	52.1	52.0	52.0	52.1	52.1	52.1
LOS by Move:	C	A	A	D-	B	B	D-	D-	D-	D-	D-	D-
HCM2k95thQ:	5	11	11	0	7	7	3	3	3	3	3	3

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

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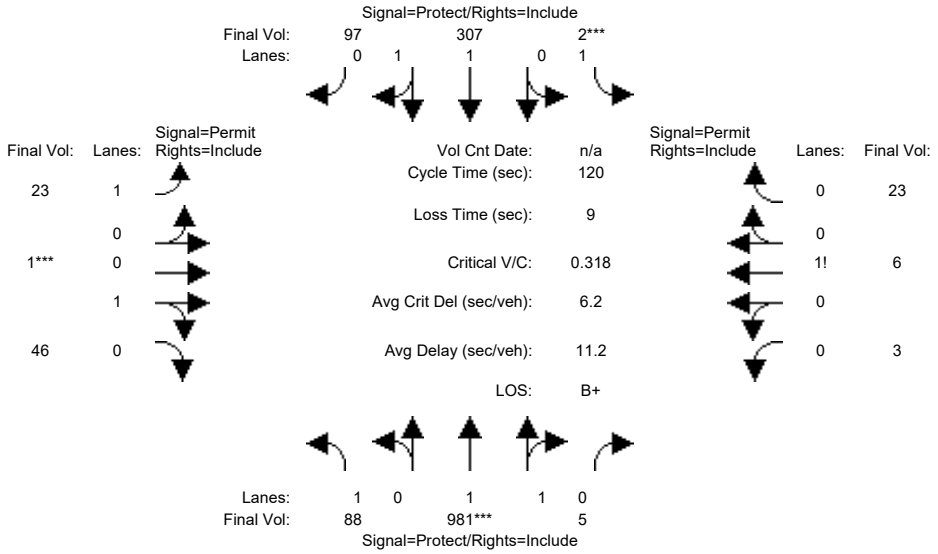
El Camino Real Specific Plan TIA
SJ17-1774
Background AM Plus Project

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

Intersection #42: Clay St/Scott Blvd



Street Name:	Scott Blvd						Clay St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	88	981	5	2	307	97	23	1	46	3	6	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	88	981	5	2	307	97	23	1	46	3	6	23
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	88	981	5	2	307	97	23	1	46	3	6	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	88	981	5	2	307	97	23	1	46	3	6	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	981	5	2	307	97	23	1	46	3	6	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	88	981	5	2	307	97	23	1	46	3	6	23
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	0.92	0.92
Lanes:	1.00	1.99	0.01	1.00	1.51	0.49	1.00	0.02	0.98	0.09	0.19	0.72
Final Sat.:	1750	3681	19	1750	2811	888	1750	38	1762	164	328	1258
Capacity Analysis Module:												
Vol/Sat:	0.05	0.27	0.27	0.00	0.11	0.11	0.01	0.03	0.03	0.02	0.02	0.02
Crit Moves:		****		****				****				
Green Time:	35.2	94.0	94.0	7.0	65.8	65.8	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.17	0.34	0.34	0.02	0.20	0.20	0.16	0.31	0.31	0.22	0.22	0.22
Delay/Veh:	31.7	3.9	3.9	53.3	13.8	13.8	51.6	53.0	53.0	52.1	52.1	52.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.7	3.9	3.9	53.3	13.8	13.8	51.6	53.0	53.0	52.1	52.1	52.1
LOS by Move:	C	A	A	D-	B	B	D-	D-	D-	D-	D-	D-
HCM2k95thQ:	5	11	11	0	7	7	2	4	4	3	3	3

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

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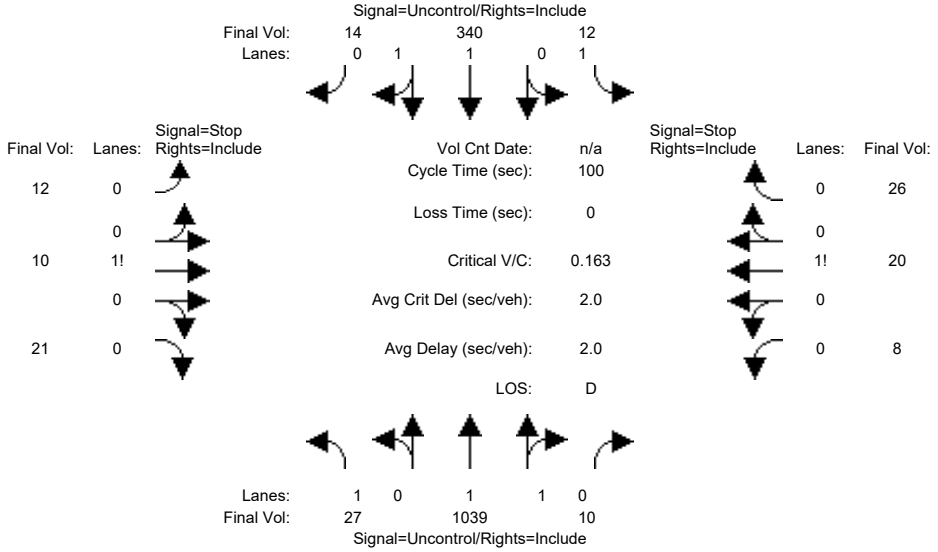
El Camino Real Specific Plan TIA
SJ17-1774
Background AM Plus Project

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

Intersection #43: Harrison St/Scott Blvd




```
Street Name:            Scott Blvd                        Harrison St
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      27 1039    10    12  340    14    12   10    21     8   20    26
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   27 1039    10    12  340    14    12   10    21     8   20    26
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   27 1039    10    12  340    14    12   10    21     8   20    26
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    27 1039    10    12  340    14    12   10    21     8   20    26
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   27 1039    10    12  340    14    12   10    21     8   20    26
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx   4.1 xxxx xxxxx   7.5  6.5   6.9   7.5  6.5   6.9
FollowUpTim:  2.2 xxxx xxxxx   2.2 xxxx xxxxx   3.5  4.0   3.3   3.5  4.0   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  354 xxxx xxxxx  1049 xxxx xxxxx   955 1474   177  1297 1476   525
Potent Cap.: 1216 xxxx xxxxx   671 xxxx xxxxx   216  128   842   121  127   503
Move Cap.:   1216 xxxx xxxxx   671 xxxx xxxxx   174  123   842   108  122   503
Volume/Cap:  0.02 xxxx  xxxx  0.02 xxxx  xxxx  0.07 0.08  0.02  0.07 0.16  0.05
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.1 xxxx xxxxx   0.1 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:  8.0 xxxx xxxxx  10.5 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    A    *     *     B    *     *     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx  245 xxxxx  xxxx  187 xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx  0.6 xxxxx xxxxx  1.1 xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 22.8 xxxxx xxxxx 32.0 xxxxx
Shared LOS:     *    *     *     *    *     *     *    C     *     *    D     *
ApproachDel:    xxxxxx           xxxxxx             22.8             32.0
ApproachLOS:         *                *                C                D
Note: Queue reported is the number of cars per lane.
                     Peak Hour Delay Signal Warrant Report
*******************************************************************************
Intersection #43 Harrison St/Scott Blvd
*******************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
```

```
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        1  0  1  1  0    1  0  1  1  0    0  0  1! 0  0    0  0  1! 0  0
Initial Vol:   27 1039    10    12  340    14    12   10    21     8   20    26
ApproachDel:    xxxxxx           xxxxxx              22.8             32.0
------------|---------------||---------------||---------------||---------------|
Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.3]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=43]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1539]
   SUCCEED - Total volume greater than or equal to 800 for intersection
             with four or more approaches.
--------------------------------------------------------------------------------
Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.5]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=54]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1539]
   SUCCEED - Total volume greater than or equal to 800 for intersection
             with four or more approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
               Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #43 Harrison St/Scott Blvd
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        1  0  1  1  0    1  0  1  1  0    0  0  1! 0  0    0  0  1! 0  0
Initial Vol:   27 1039    10    12  340    14    12   10    21     8   20    26
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             1442
Minor Approach Volume:           54
Minor Approach Volume Threshold: 159
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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

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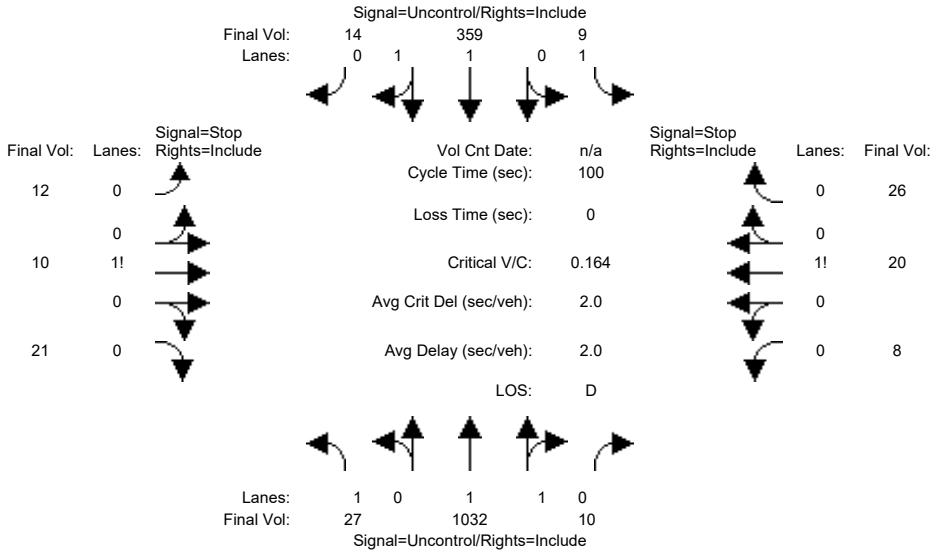
El Camino Real Specific Plan TIA
SJ17-1774
Background AM Plus Project

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

Intersection #43: Harrison St/Scott Blvd




```
Street Name:            Scott Blvd                          Harrison St
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      27 1032    10     9  359    14    12   10    21     8   20    26
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   27 1032    10     9  359    14    12   10    21     8   20    26
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   27 1032    10     9  359    14    12   10    21     8   20    26
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    27 1032    10     9  359    14    12   10    21     8   20    26
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   27 1032    10     9  359    14    12   10    21     8   20    26
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx   4.1 xxxx xxxxx   7.5  6.5   6.9   7.5  6.5   6.9
FollowUpTim:  2.2 xxxx xxxxx   2.2 xxxx xxxxx   3.5  4.0   3.3   3.5  4.0   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  373 xxxx xxxxx  1042 xxxx xxxxx   964 1480   187  1294 1482   521
Potent Cap.: 1197 xxxx xxxxx   675 xxxx xxxxx   213  127   830   122  126   505
Move Cap.:   1197 xxxx xxxxx   675 xxxx xxxxx   172  122   830   109  122   505
Volume/Cap:  0.02 xxxx  xxxx  0.01 xxxx  xxxx  0.07 0.08  0.03  0.07 0.16  0.05
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.1 xxxx xxxxx   0.0 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:  8.1 xxxx xxxxx  10.4 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    A    *     *     B    *     *     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx  243 xxxxx  xxxx  187 xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx  0.6 xxxxx xxxxx  1.1 xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 23.0 xxxxx xxxxx 31.9 xxxxx
Shared LOS:     *    *     *     *    *     *     *    C     *     *    D     *
ApproachDel:    xxxxxx           xxxxxx             23.0             31.9
ApproachLOS:         *                *                C                D
Note: Queue reported is the number of cars per lane.
                     Peak Hour Delay Signal Warrant Report
*******************************************************************************
Intersection #43 Harrison St/Scott Blvd
*******************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
```

```
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        1  0  1  1  0    1  0  1  1  0    0  0  1! 0  0    0  0  1! 0  0
Initial Vol:   27 1032    10     9  359    14    12   10    21     8   20    26
ApproachDel:    xxxxxx           xxxxxx              23.0             31.9
------------|---------------||---------------||---------------||---------------|
Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.3]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=43]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1548]
   SUCCEED - Total volume greater than or equal to 800 for intersection
             with four or more approaches.
--------------------------------------------------------------------------------
Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.5]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=54]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1548]
   SUCCEED - Total volume greater than or equal to 800 for intersection
             with four or more approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
               Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #43 Harrison St/Scott Blvd
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        1  0  1  1  0    1  0  1  1  0    0  0  1! 0  0    0  0  1! 0  0
Initial Vol:   27 1032    10     9  359    14    12   10    21     8   20    26
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             1451
Minor Approach Volume:           54
Minor Approach Volume Threshold: 157
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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

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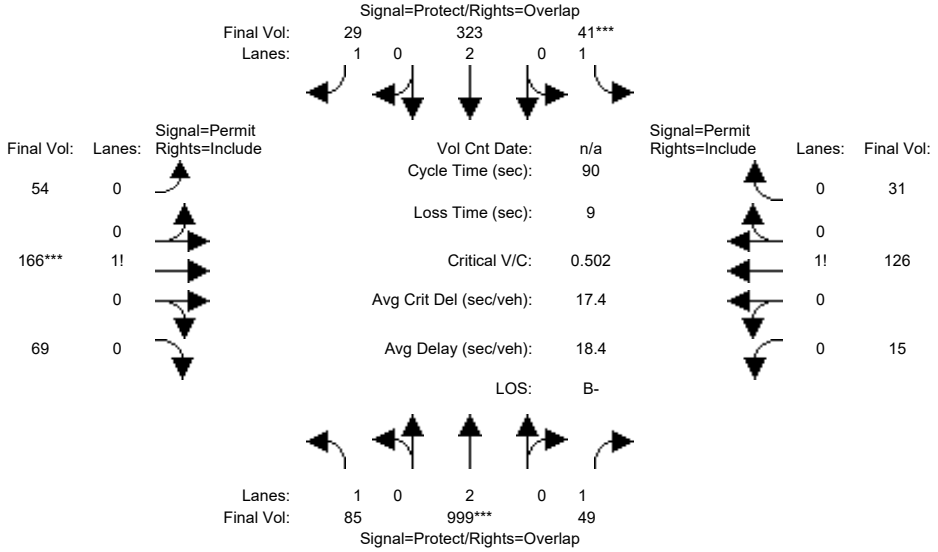
Intersection #44: Benton St/Scott Blvd



Street Name:	Scott Blvd						Benton St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	4	10	10	4	10	10	5	5	5	5	5	5
Y+R:	5.0	5.5	5.5	5.0	5.5	5.5	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	85	999	49	41	323	29	54	166	69	15	126	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	85	999	49	41	323	29	54	166	69	15	126	31
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	85	999	49	41	323	29	54	166	69	15	126	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	85	999	49	41	323	29	54	166	69	15	126	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	85	999	49	41	323	29	54	166	69	15	126	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	85	999	49	41	323	29	54	166	69	15	126	31
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.19	0.57	0.24	0.09	0.73	0.18
Final Sat.:	1750	3800	1750	1750	3800	1750	327	1005	418	153	1282	315
Capacity Analysis Module:												
Vol/Sat:	0.05	0.26	0.03	0.02	0.09	0.02	0.17	0.17	0.17	0.10	0.10	0.10
Crit Moves:		****		****				****				
Green Time:	15.6	47.2	47.2	4.2	35.7	35.7	29.6	29.6	29.6	29.6	29.6	29.6
Volume/Cap:	0.28	0.50	0.05	0.50	0.21	0.04	0.50	0.50	0.50	0.30	0.30	0.30
Delay/Veh:	32.8	14.0	10.5	46.7	17.9	16.7	25.0	25.0	25.0	22.7	22.7	22.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.8	14.0	10.5	46.7	17.9	16.7	25.0	25.0	25.0	22.7	22.7	22.7
LOS by Move:	C-	B	B+	D	B	B	C	C	C	C+	C+	C+
HCM2k95thQ:	4	16	1	3	6	1	13	13	13	8	8	8

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

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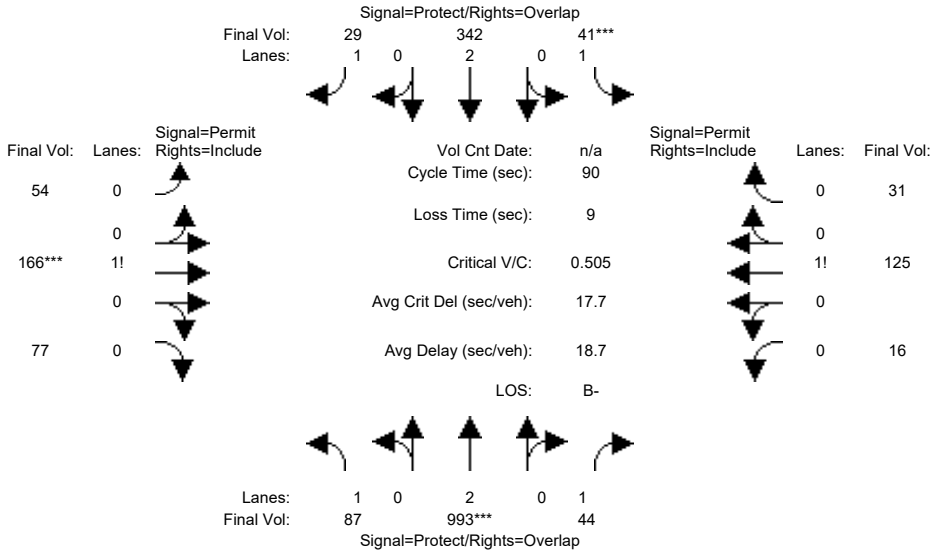
Background PP AM

Intersection #44: Benton St/Scott Blvd



Street Name:	Scott Blvd						Benton St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	4	10	10	4	10	10	5	5	5	5	5	5
Y+R:	5.0	5.5	5.5	5.0	5.5	5.5	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	87	993	44	41	342	29	54	166	77	16	125	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	87	993	44	41	342	29	54	166	77	16	125	31
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	87	993	44	41	342	29	54	166	77	16	125	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	87	993	44	41	342	29	54	166	77	16	125	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	87	993	44	41	342	29	54	166	77	16	125	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	87	993	44	41	342	29	54	166	77	16	125	31
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.18	0.56	0.26	0.09	0.73	0.18
Final Sat.:	1750	3800	1750	1750	3800	1750	318	978	454	163	1272	315
Capacity Analysis Module:												
Vol/Sat:	0.05	0.26	0.03	0.02	0.09	0.02	0.17	0.17	0.17	0.10	0.10	0.10
Crit Moves:		****		****				****				
Green Time:	15.7	46.6	46.6	4.2	35.1	35.1	30.2	30.2	30.2	30.2	30.2	30.2
Volume/Cap:	0.29	0.50	0.05	0.50	0.23	0.04	0.50	0.50	0.50	0.29	0.29	0.29
Delay/Veh:	32.8	14.4	10.8	46.9	18.5	17.1	24.6	24.6	24.6	22.3	22.3	22.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.8	14.4	10.8	46.9	18.5	17.1	24.6	24.6	24.6	22.3	22.3	22.3
LOS by Move:	C-	B	B+	D	B-	B	C	C	C	C+	C+	C+
HCM2k95thQ:	4	16	1	3	6	1	13	13	13	8	8	8

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

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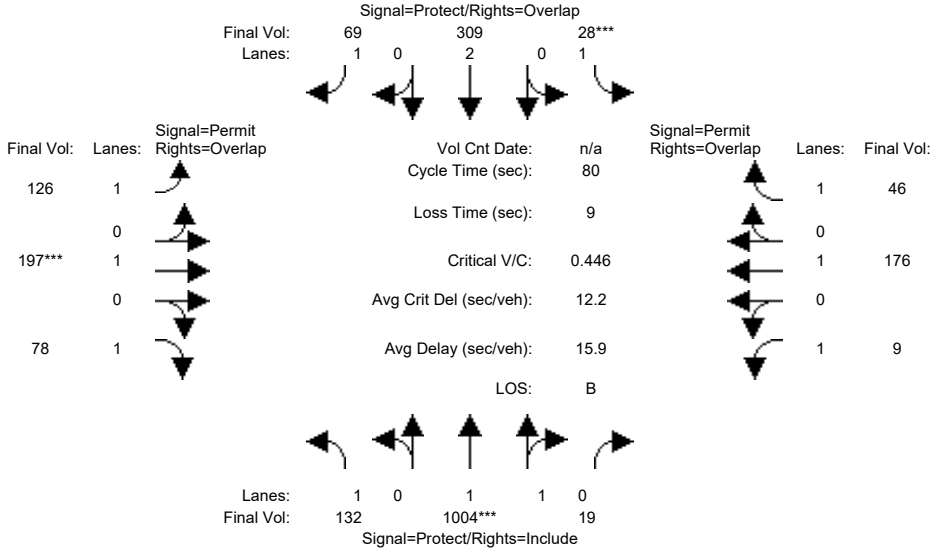
2000 HCM Operations (Future Volume Alternative)
Background AM

Intersection #45: Homestead Rd/Scott Blvd



Street Name:	Scott Blvd						Homestead Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	4	5	5	4	5	5	5	5	5	5	5	5
Y+R:	4.0	5.0	5.0	4.0	5.5	5.5	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	132	1004	19	28	309	69	126	197	78	9	176	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:	132	1004	19	28	309	69	126	197	78	9	176	46
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	132	1004	19	28	309	69	126	197	78	9	176	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:	132	1004	19	28	309	69	126	197	78	9	176	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	132	1004	19	28	309	69	126	197	78	9	176	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:	132	1004	19	28	309	69	126	197	78	9	176	46
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.96	0.04	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3631	69	1750	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.28	0.28	0.02	0.08	0.04	0.07	0.10	0.04	0.01	0.09	0.03
Crit Moves:		****		****				****				
Green Time:	25.4	48.7	48.7	4.0	27.4	27.4	18.3	18.3	43.6	18.3	18.3	22.3
Volume/Cap:	0.24	0.45	0.45	0.32	0.24	0.12	0.32	0.45	0.08	0.02	0.41	0.09
Delay/Veh:	20.4	8.6	8.6	38.8	19.0	18.1	26.1	27.3	8.7	24.0	26.9	21.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.4	8.6	8.6	38.8	19.0	18.1	26.1	27.3	8.7	24.0	26.9	21.5
LOS by Move:	C+	A	A	D+	B-	B-	C	C	A	C	C	C+
HCM2k95thQ:	5	14	14	2	5	2	5	8	2	0	8	2

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

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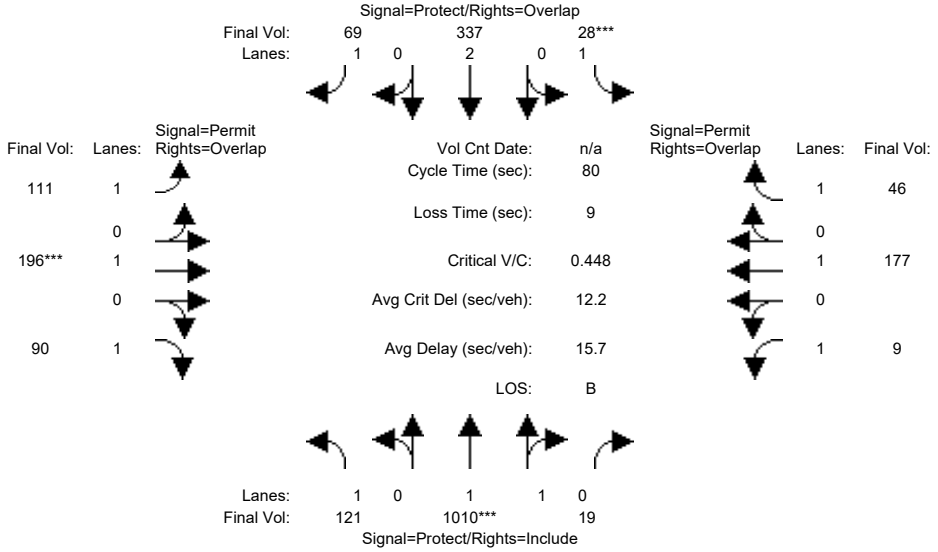
Intersection #45: Homestead Rd/Scott Blvd



Street Name:	Scott Blvd						Homestead Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	4	5	5	4	5	5	5	5	5	5	5	5
Y+R:	4.0	5.0	5.0	4.0	5.5	5.5	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	121	1010	19	28	337	69	111	196	90	9	177	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:	121	1010	19	28	337	69	111	196	90	9	177	46
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	121	1010	19	28	337	69	111	196	90	9	177	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:	121	1010	19	28	337	69	111	196	90	9	177	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	121	1010	19	28	337	69	111	196	90	9	177	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:	121	1010	19	28	337	69	111	196	90	9	177	46
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.96	0.04	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3632	68	1750	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.28	0.28	0.02	0.09	0.04	0.06	0.10	0.05	0.01	0.09	0.03
Crit Moves:		****		****				****				
Green Time:	23.2	48.9	48.9	4.0	29.7	29.7	18.1	18.1	41.3	18.1	18.1	22.1
Volume/Cap:	0.24	0.46	0.46	0.32	0.24	0.11	0.28	0.46	0.10	0.02	0.41	0.10
Delay/Veh:	21.9	8.5	8.5	38.8	17.4	16.5	25.9	27.4	9.9	24.1	27.0	21.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.9	8.5	8.5	38.8	17.4	16.5	25.9	27.4	9.9	24.1	27.0	21.6
LOS by Move:	C+	A	A	D+	B	B	C	C	A	C	C	C+
HCM2k95thQ:	5	14	14	2	6	2	5	8	2	0	8	2

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

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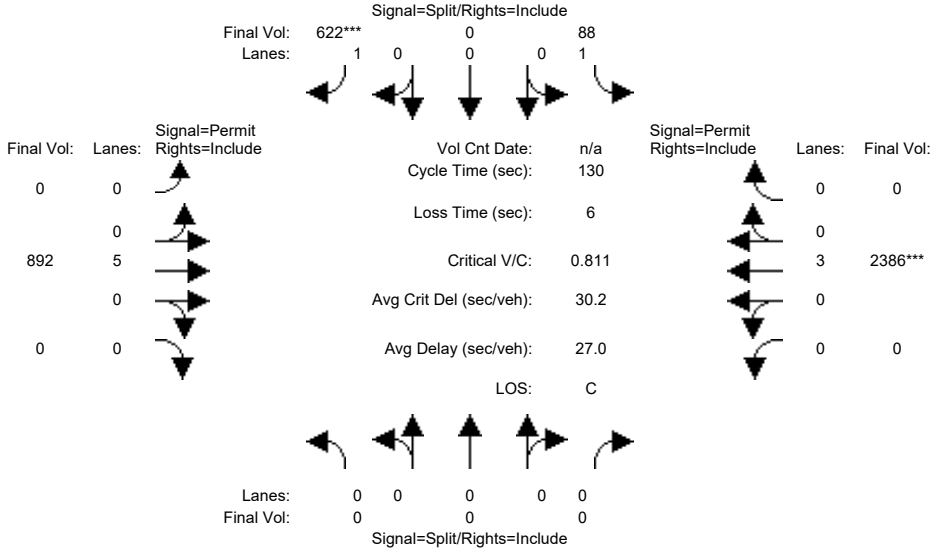
2000 HCM Operations (Future Volume Alternative)
Background AM

Intersection #46: Lawrence Expy SB/Stevens Creek Blvd (CMP)



Street Name:	Lawrence Expy SB						Stevens Creek Blvd					
Approach:	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	15	0	15	0	10	0	0	10	0
Y+R:	4.0	4.0	4.0	5.4	4.0	5.4	4.0	5.9	4.0	4.0	5.6	4.0
Volume Module:												
Base Vol:	0	0	0	88	0	622	0	892	0	0	2386	0
Growth Adj:	1.00	1.00	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	88	0	622	0	892	0	0	2386	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	88	0	622	0	892	0	0	2386	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	88	0	622	0	892	0	0	2386	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	88	0	622	0	892	0	0	2386	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	88	0	622	0	892	0	0	2386	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	5.00	0.00	0.00	3.00	0.00
Final Sat.:	0	0	0	1750	0	1750	0	9500	0	0	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.36	0.00	0.09	0.00	0.00	0.42	0.00
Crit Moves:						****					****	
Green Time:	0.0	0.0	0.0	56.9	0.0	56.9	0.0	67.1	0.0	0.0	67.1	0.0
Volume/Cap:	0.00	0.00	0.00	0.11	0.00	0.81	0.00	0.18	0.00	0.00	0.81	0.00
Delay/Veh:	0.0	0.0	0.0	21.7	0.0	38.4	0.0	16.8	0.0	0.0	28.0	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	21.7	0.0	38.4	0.0	16.8	0.0	0.0	28.0	0.0
LOS by Move:	A	A	A	C+	A	D+	A	B	A	A	C	A
HCM2k95thQ:	0	0	0	4	0	40	0	7	0	0	43	0

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

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El Camino Real Specific Plan TIA
SJ17-1774
Background AM Plus Project

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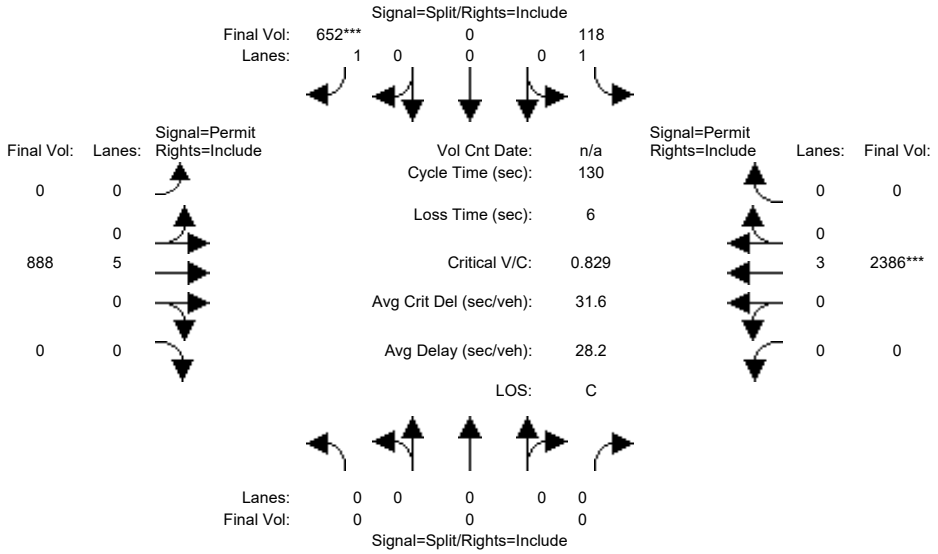
2000 HCM Operations (Future Volume Alternative)
Background PP AM

Intersection #46: Lawrence Expy SB/Stevens Creek Blvd (CMP)



Street Name:	Lawrence Expy SB						Stevens Creek Blvd					
Approach:	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	15	0	15	0	10	0	0	10	0
Y+R:	4.0	4.0	4.0	5.4	4.0	5.4	4.0	5.9	4.0	4.0	5.6	4.0
Volume Module:												
Base Vol:	0	0	0	118	0	652	0	888	0	0	2386	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	118	0	652	0	888	0	0	2386	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	118	0	652	0	888	0	0	2386	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	118	0	652	0	888	0	0	2386	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	118	0	652	0	888	0	0	2386	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	118	0	652	0	888	0	0	2386	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	5.00	0.00	0.00	3.00	0.00
Final Sat.:	0	0	0	1750	0	1750	0	9500	0	0	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.37	0.00	0.09	0.00	0.00	0.42	0.00
Crit Moves:						****					****	
Green Time:	0.0	0.0	0.0	58.4	0.0	58.4	0.0	65.6	0.0	0.0	65.6	0.0
Volume/Cap:	0.00	0.00	0.00	0.15	0.00	0.83	0.00	0.19	0.00	0.00	0.83	0.00
Delay/Veh:	0.0	0.0	0.0	21.2	0.0	38.8	0.0	17.6	0.0	0.0	29.6	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	21.2	0.0	38.8	0.0	17.6	0.0	0.0	29.6	0.0
LOS by Move:	A	A	A	C+	A	D+	A	B	A	A	C	A
HCM2k95thQ:	0	0	0	6	0	42	0	7	0	0	44	0

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

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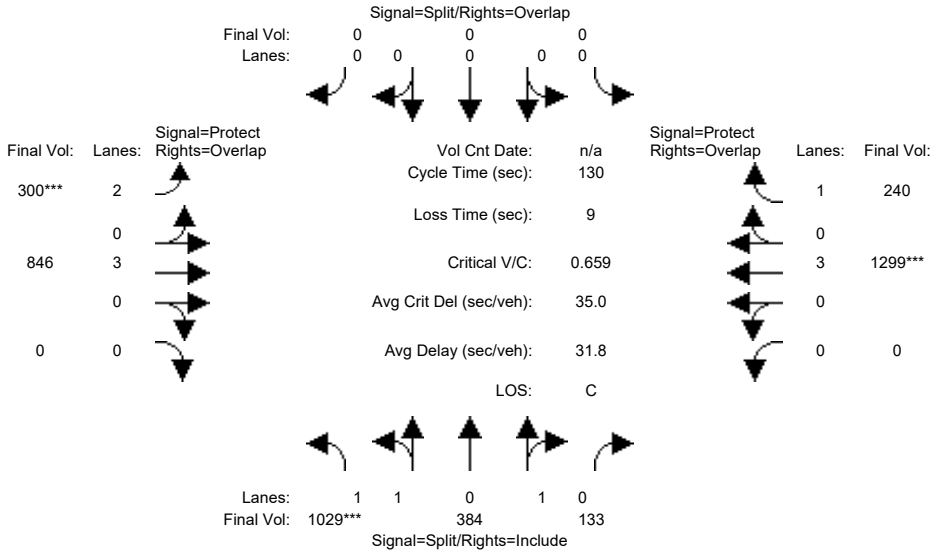
Intersection #47: Lawrence Expy NB/Stevens Creek Blvd (CMP)



Street Name:	Lawrence Expy NB						Stevens Creek Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	10	10	0	10	10	0
Y+R:	6.0	6.0	6.0	4.0	4.0	4.0	5.4	6.0	4.0	5.9	5.6	4.0
Volume Module:												
Base Vol:	1029	384	133	0	0	0	300	846	0	0	1299	240
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1029	384	133	0	0	0	300	846	0	0	1299	240
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1029	384	133	0	0	0	300	846	0	0	1299	240
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1029	384	133	0	0	0	300	846	0	0	1299	240
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1029	384	133	0	0	0	300	846	0	0	1299	240
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1029	384	133	0	0	0	300	846	0	0	1299	240
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.95	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.74	0.26	0.00	0.00	0.00	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	3550	1337	463	0	0	0	3150	5700	0	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.29	0.29	0.29	0.00	0.00	0.00	0.10	0.15	0.00	0.00	0.23	0.14
Crit Moves:	****						****				****	
Green Time:	57.2	57.2	57.2	0.0	0.0	0.0	18.8	63.8	0.0	0.0	45.0	45.0
Volume/Cap:	0.66	0.65	0.65	0.00	0.00	0.00	0.66	0.30	0.00	0.00	0.66	0.40
Delay/Veh:	29.4	29.2	29.2	0.0	0.0	0.0	56.1	19.9	0.0	0.0	36.8	32.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.4	29.2	29.2	0.0	0.0	0.0	56.1	19.9	0.0	0.0	36.8	32.6
LOS by Move:	C	C	C	A	A	A	E+	B-	A	A	D+	C-
HCM2k95thQ:	30	29	29	0	0	0	13	12	0	0	26	15

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

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El Camino Real Specific Plan TIA
SJ17-1774
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2000 HCM Operations (Future Volume Alternative)
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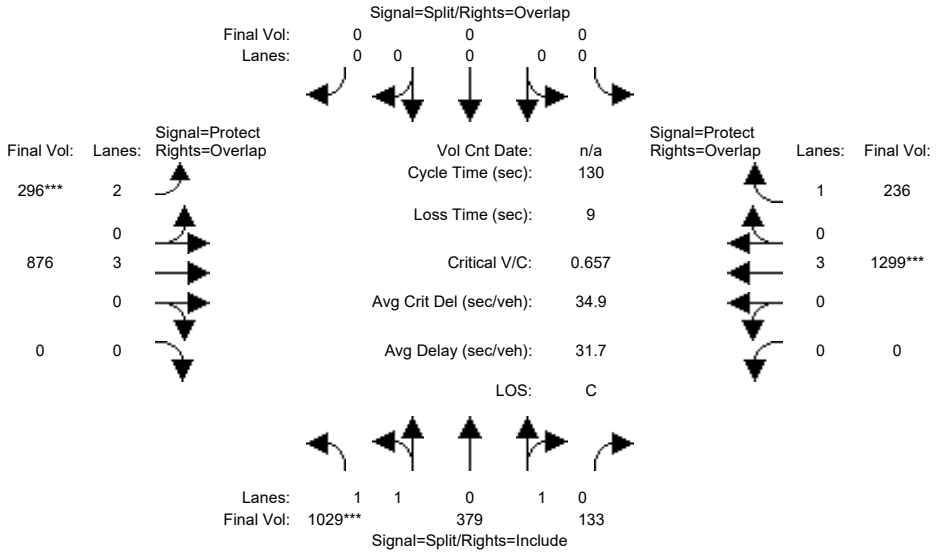
Intersection #47: Lawrence Expy NB/Stevens Creek Blvd (CMP)



Street Name:	Lawrence Expy NB						Stevens Creek Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	10	10	0	10	10	0
Y+R:	6.0	6.0	6.0	4.0	4.0	4.0	5.4	6.0	4.0	5.9	5.6	4.0
Volume Module:												
Base Vol:	1029	379	133	0	0	0	296	876	0	0	1299	236
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1029	379	133	0	0	0	296	876	0	0	1299	236
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1029	379	133	0	0	0	296	876	0	0	1299	236
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1029	379	133	0	0	0	296	876	0	0	1299	236
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1029	379	133	0	0	0	296	876	0	0	1299	236
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1029	379	133	0	0	0	296	876	0	0	1299	236
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.95	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.74	0.26	0.00	0.00	0.00	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	3550	1332	468	0	0	0	3150	5700	0	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.29	0.28	0.28	0.00	0.00	0.00	0.09	0.15	0.00	0.00	0.23	0.13
Crit Moves:	****						****				****	
Green Time:	57.3	57.3	57.3	0.0	0.0	0.0	18.6	63.7	0.0	0.0	45.1	45.1
Volume/Cap:	0.66	0.64	0.64	0.00	0.00	0.00	0.66	0.31	0.00	0.00	0.66	0.39
Delay/Veh:	29.3	29.0	29.0	0.0	0.0	0.0	56.2	20.1	0.0	0.0	36.7	32.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.3	29.0	29.0	0.0	0.0	0.0	56.2	20.1	0.0	0.0	36.7	32.5
LOS by Move:	C	C	C	A	A	A	E+	C+	A	A	D+	C-
HCM2k95thQ:	30	29	29	0	0	0	13	13	0	0	26	14

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

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El Camino Real Specific Plan TIA
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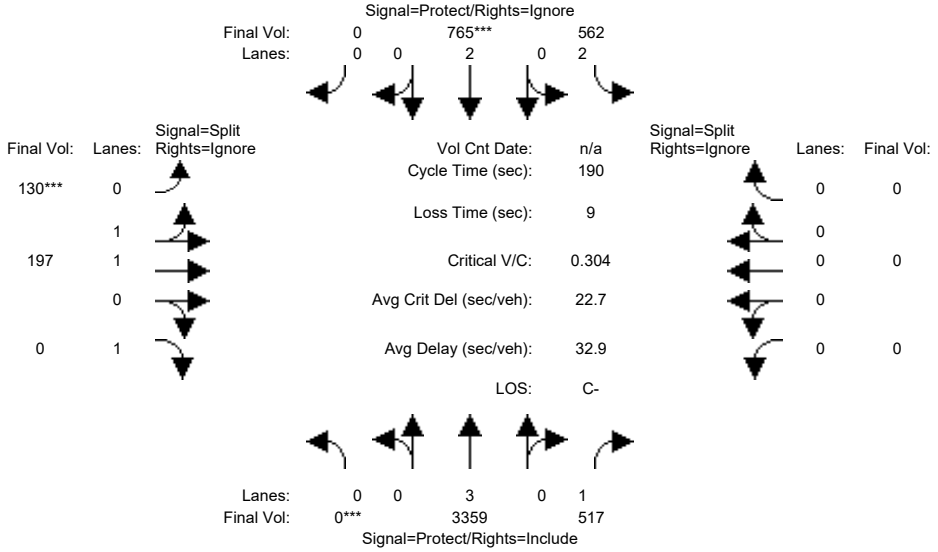
2000 HCM Operations (Future Volume Alternative)
Background AM

Intersection #48: Lawrence Expy/Calvert Dr (CMP)



Street Name:	Lawrence Expy						Calvert Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	116	116	32	152	0	30	30	30	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	3359	517	562	765	0	130	197	235	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	3359	517	562	765	0	130	197	235	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	3359	517	562	765	0	130	197	235	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	3359	517	562	765	0	130	197	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	3359	517	562	765	0	130	197	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	3359	517	562	765	0	130	197	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.95	0.99	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	2.00	2.00	0.00	0.82	1.18	1.00	0.00	0.00	0.00
Final Sat.:	0	5700	1750	3150	3800	0	1470	2228	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.59	0.30	0.18	0.20	0.00	0.09	0.09	0.00	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	0.0	117	116.9	34.3	151	0.0	29.8	29.8	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.96	0.48	0.99	0.25	0.00	0.56	0.56	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	26.3	11.1	112.4	0.0	0.0	75.7	75.7	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	26.3	11.1	112.4	0.0	0.0	75.7	75.7	0.0	0.0	0.0	0.0
LOS by Move:	A	C	B+	F	A	A	E-	E-	A	A	A	A
HCM2k95thQ:	0	90	18	38	1	0	17	17	0	0	0	0

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

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Background AM Plus Project

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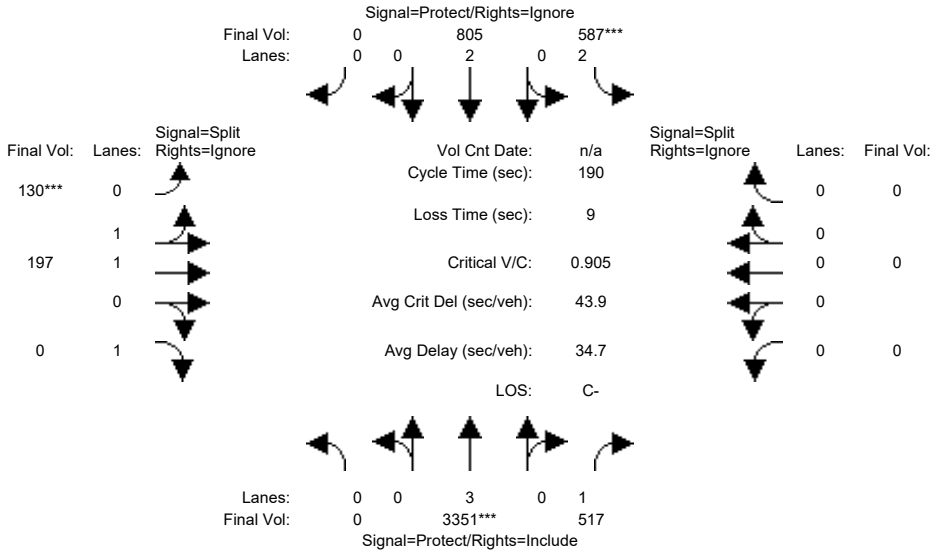
2000 HCM Operations (Future Volume Alternative)
Background PP AM

Intersection #48: Lawrence Expy/Calvert Dr (CMP)

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Street Name:          Lawrence Expy                     Calvert Dr
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     0  116   116   32  152     0   30   30   30     0    0     0
Y+R:          4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0  4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0 3351   517  587  805     0  130  197  235     0    0     0
Growth Adj:  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00 1.00  1.00 1.00  1.00
Initial Bse:    0 3351   517  587  805     0  130  197  235     0    0     0
Added Vol:      0    0     0    0    0     0    0    0    0     0    0     0
PasserByVol:    0    0     0    0    0     0    0    0    0     0    0     0
Initial Fut:    0 3351   517  587  805     0  130  197  235     0    0     0
User Adj:    1.00 1.00  1.00 1.00 1.00  0.00 1.00 1.00 0.00  1.00 1.00  0.00
PHF Adj:     1.00 1.00  1.00 1.00 1.00  0.00 1.00 1.00 0.00  1.00 1.00  0.00
PHF Volume:     0 3351   517  587  805     0  130  197    0     0    0     0
Reduct Vol:     0    0     0    0    0     0    0    0    0     0    0     0
Reduced Vol:    0 3351   517  587  805     0  130  197    0     0    0     0
PCE Adj:     1.00 1.00  1.00 1.00 1.00  0.00 1.00 1.00 0.00  1.00 1.00  0.00
MLF Adj:     1.00 1.00  1.00 1.00 1.00  0.00 1.00 1.00 0.00  1.00 1.00  0.00
FinalVolume:    0 3351   517  587  805     0  130  197    0     0    0     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900 1900 1900  1900 1900 1900 1900  1900 1900  1900
Adjustment:  0.92 1.00  0.92 0.83 1.00  0.92 0.95 0.99 0.92  0.92 1.00  0.92
Lanes:       0.00 3.00  1.00 2.00 2.00  0.00 0.82 1.18 1.00  0.00 0.00  0.00
Final Sat.:     0 5700  1750 3150 3800     0 1470 2228 1750     0    0     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.59  0.30 0.19 0.21  0.00 0.09 0.09 0.00  0.00 0.00  0.00
Crit Moves:       ****        ****             ****
Green Time:   0.0  115 115.4 35.8  151   0.0 29.8 29.8  0.0   0.0  0.0   0.0
Volume/Cap:  0.00 0.97  0.49 0.99 0.27  0.00 0.56 0.56 0.00  0.00 0.00  0.00
Delay/Veh:    0.0 29.0  12.0 111.2  0.0   0.0 75.7 75.7  0.0   0.0  0.0   0.0
User DelAdj: 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00 1.00  1.00 1.00  1.00
AdjDel/Veh:   0.0 29.0  12.0 111.2  0.0   0.0 75.7 75.7  0.0   0.0  0.0   0.0
LOS by Move:    A    C    B+    F    A     A   E-   E-    A     A    A     A
HCM2k95thQ:     0   94    19   39    1     0   17   17    0     0    0     0
Note: Queue reported is the number of cars per lane.
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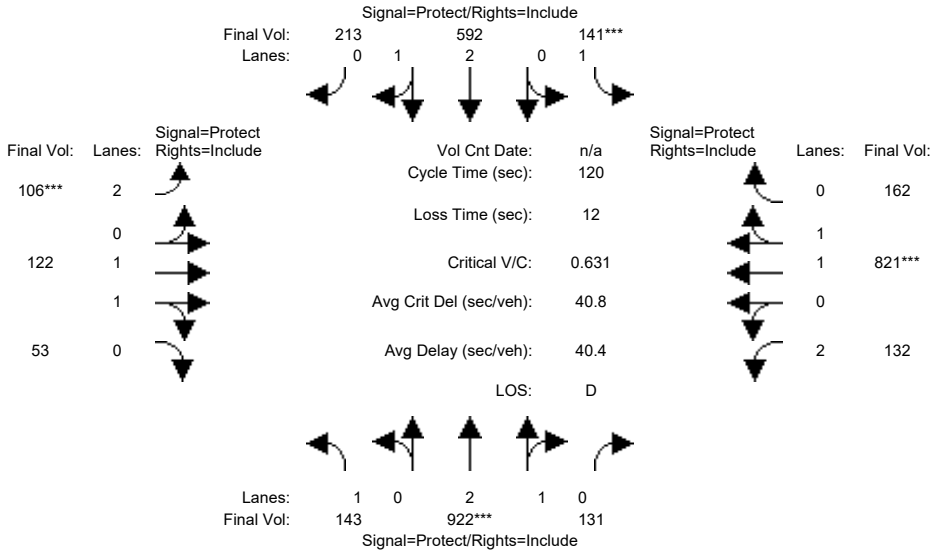
2000 HCM Operations (Future Volume Alternative)
Background AM

Intersection #49: Bowers Ave/Scott Blvd (CMP)



Street Name:	Bowers Ave						Scott Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	20	30	30	20	30	30	15	20	20	15	20	20
Y+R:	5.0	5.5	5.5	5.0	5.5	5.5	5.0	5.5	5.5	5.0	4.5	1.5
Volume Module:												
Base Vol:	143	922	131	141	592	213	106	122	53	132	821	162
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	143	922	131	141	592	213	106	122	53	132	821	162
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	143	922	131	141	592	213	106	122	53	132	821	162
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	143	922	131	141	592	213	106	122	53	132	821	162
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	143	922	131	141	592	213	106	122	53	132	821	162
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	143	922	131	141	592	213	106	122	53	132	821	162
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	0.99	0.95	0.83	0.98	0.95
Lanes:	1.00	2.61	0.39	1.00	2.18	0.82	2.00	1.38	0.62	2.00	1.66	0.34
Final Sat.:	1750	4902	697	1750	4116	1481	3150	2579	1120	3150	3090	610
Capacity Analysis Module:												
Vol/Sat:	0.08	0.19	0.19	0.08	0.14	0.14	0.03	0.05	0.05	0.04	0.27	0.27
Crit Moves:		****		****			****				****	
Green Time:	20.1	30.3	30.3	20.0	30.2	30.2	15.0	33.0	33.0	24.7	42.7	42.7
Volume/Cap:	0.49	0.75	0.75	0.48	0.57	0.57	0.27	0.17	0.17	0.20	0.75	0.75
Delay/Veh:	46.6	43.6	43.6	46.6	39.9	39.9	47.9	33.2	33.2	39.6	36.2	36.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.6	43.6	43.6	46.6	39.9	39.9	47.9	33.2	33.2	39.6	36.2	36.2
LOS by Move:	D	D	D	D	D	D	D	C-	C-	D	D+	D+
HCM2k95thQ:	10	22	22	11	17	17	4	5	5	5	28	28

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

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El Camino Real Specific Plan TIA
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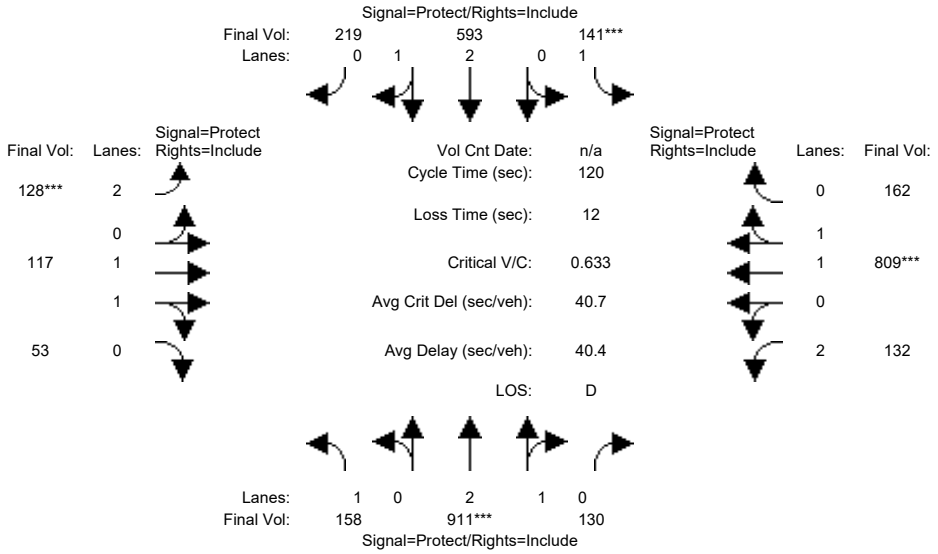
2000 HCM Operations (Future Volume Alternative)
Background PP AM

Intersection #49: Bowers Ave/Scott Blvd (CMP)



Street Name:	Bowers Ave						Scott Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	20	30	30	20	30	30	15	20	20	15	20	20
Y+R:	5.0	5.5	5.5	5.0	5.5	5.5	5.0	5.5	5.5	5.0	4.5	1.5
Volume Module:												
Base Vol:	158	911	130	141	593	219	128	117	53	132	809	162
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	158	911	130	141	593	219	128	117	53	132	809	162
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	158	911	130	141	593	219	128	117	53	132	809	162
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	158	911	130	141	593	219	128	117	53	132	809	162
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	158	911	130	141	593	219	128	117	53	132	809	162
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	158	911	130	141	593	219	128	117	53	132	809	162
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	0.99	0.95	0.83	0.98	0.95
Lanes:	1.00	2.61	0.39	1.00	2.16	0.84	2.00	1.36	0.64	2.00	1.66	0.34
Final Sat.:	1750	4900	699	1750	4088	1510	3150	2546	1153	3150	3082	617
Capacity Analysis Module:												
Vol/Sat:	0.09	0.19	0.19	0.08	0.15	0.15	0.04	0.05	0.05	0.04	0.26	0.26
Crit Moves:		****		****			****				****	
Green Time:	20.1	30.3	30.3	20.0	30.2	30.2	15.0	33.0	33.0	24.7	42.7	42.7
Volume/Cap:	0.54	0.74	0.74	0.48	0.58	0.58	0.33	0.17	0.17	0.20	0.74	0.74
Delay/Veh:	47.7	43.3	43.3	46.6	39.9	39.9	48.4	33.1	33.1	39.6	36.0	36.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.7	43.3	43.3	46.6	39.9	39.9	48.4	33.1	33.1	39.6	36.0	36.0
LOS by Move:	D	D	D	D	D	D	D	C-	C-	D	D+	D+
HCM2k95thQ:	11	21	21	11	17	17	5	5	5	5	27	27

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

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El Camino Real Specific Plan TIA
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Background AM Plus Project

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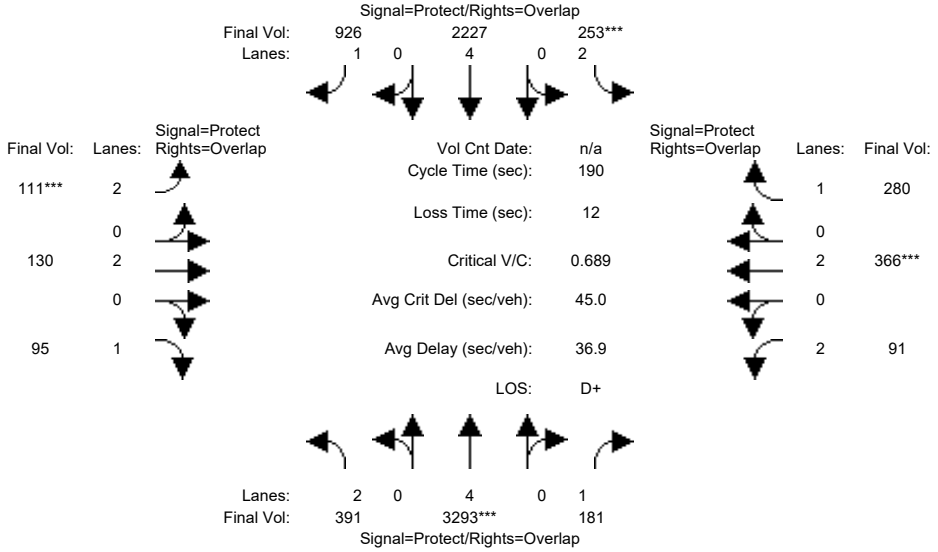
2000 HCM Operations (Future Volume Alternative)
Background AM

Intersection #50: San Tomas Expy/Scott Blvd (CMP)



Street Name:	San Tomas Expy						Scott Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	14	100	10	14	90	10	14	10	10	14	10	10
Y+R:	5.7	5.8	5.8	6.0	5.8	5.8	5.7	5.6	5.6	5.6	5.7	5.7
Volume Module:												
Base Vol:	391	3293	181	253	2227	926	111	130	95	91	366	280
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	391	3293	181	253	2227	926	111	130	95	91	366	280
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	391	3293	181	253	2227	926	111	130	95	91	366	280
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	391	3293	181	253	2227	926	111	130	95	91	366	280
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	391	3293	181	253	2227	926	111	130	95	91	366	280
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	391	3293	181	253	2227	926	111	130	95	91	366	280
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	7600	1750	3150	7600	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.43	0.10	0.08	0.29	0.53	0.04	0.03	0.05	0.03	0.10	0.16
Crit Moves:		****		****			****				****	
Green Time:	27.7	117	139.8	21.6	110	124.4	14.0	16.6	44.4	23.3	25.9	47.5
Volume/Cap:	0.85	0.71	0.14	0.71	0.50	0.81	0.48	0.39	0.23	0.24	0.71	0.64
Delay/Veh:	93.1	36.2	13.3	87.5	14.7	14.6	86.0	82.7	59.3	75.6	82.9	66.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	93.1	36.2	13.3	87.5	14.7	14.6	86.0	82.7	59.3	75.6	82.9	66.8
LOS by Move:	F	D+	B	F	B	B	F	F	E+	E-	F	E
HCM2k95thQ:	24	59	11	16	22	45	7	7	9	5	18	27

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

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El Camino Real Specific Plan TIA
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Background AM Plus Project

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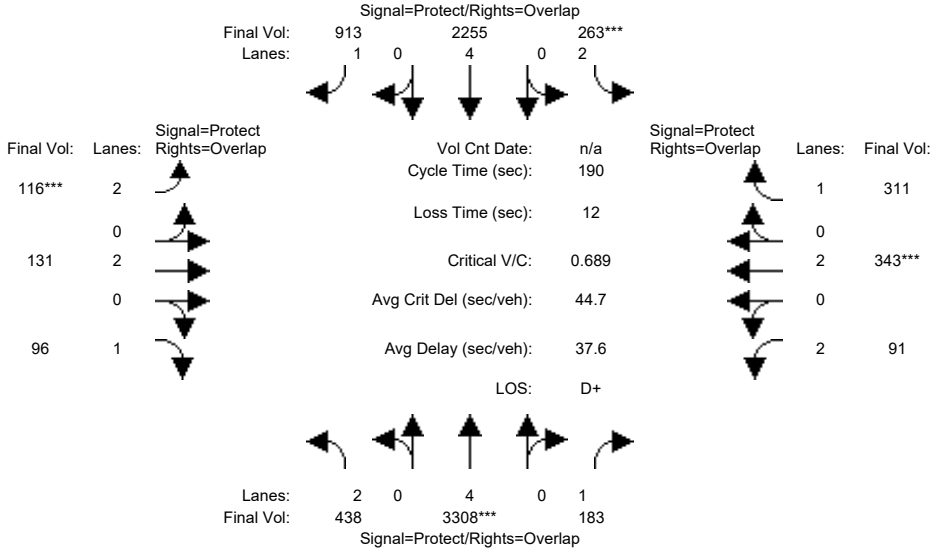
2000 HCM Operations (Future Volume Alternative)
Background PP AM

Intersection #50: San Tomas Expy/Scott Blvd (CMP)



Street Name:	San Tomas Expy						Scott Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	14	100	10	14	90	10	14	10	10	14	10	10
Y+R:	5.7	5.8	5.8	6.0	5.8	5.8	5.7	5.6	5.6	5.6	5.7	5.7
Volume Module:												
Base Vol:	438	3308	183	263	2255	913	116	131	96	91	343	311
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	438	3308	183	263	2255	913	116	131	96	91	343	311
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	438	3308	183	263	2255	913	116	131	96	91	343	311
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	438	3308	183	263	2255	913	116	131	96	91	343	311
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	438	3308	183	263	2255	913	116	131	96	91	343	311
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	438	3308	183	263	2255	913	116	131	96	91	343	311
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	7600	1750	3150	7600	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.14	0.44	0.10	0.08	0.30	0.52	0.04	0.03	0.05	0.03	0.09	0.18
Crit Moves:		****		****			****				****	
Green Time:	31.1	117	139.6	22.5	109	122.6	14.0	16.0	47.1	22.3	24.3	46.8
Volume/Cap:	0.85	0.71	0.14	0.71	0.52	0.81	0.50	0.41	0.22	0.25	0.71	0.72
Delay/Veh:	89.7	35.8	13.4	86.6	16.0	15.8	86.3	83.4	57.1	76.5	84.1	71.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	89.7	35.8	13.4	86.6	16.0	15.8	86.3	83.4	57.1	76.5	84.1	71.5
LOS by Move:	F	D+	B	F	B	B	F	F	E+	E-	F	E
HCM2k95thQ:	26	59	11	17	23	46	8	7	9	6	17	30

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

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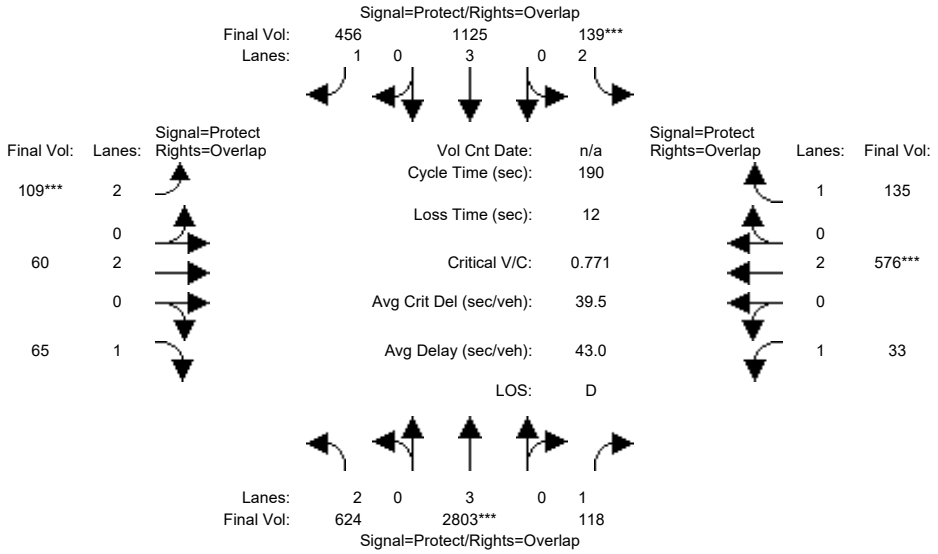
2000 HCM Operations (Future Volume Alternative)
Background AM

Intersection #51: San Tomas Expy/Walsh Ave



Street Name:	San Tomas Expy						Walsh Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
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:	5.5	5.8	5.8	5.6	5.8	5.8	5.6	5.8	5.8	5.1	5.7	5.7
Volume Module:												
Base Vol:	624	3840	118	139	1562	456	109	60	65	33	576	135
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	624	3840	118	139	1562	456	109	60	65	33	576	135
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	624	3840	118	139	1562	456	109	60	65	33	576	135
User Adj:	1.00	0.73	1.00	1.00	0.72	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	624	2803	118	139	1125	456	109	60	65	33	576	135
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	624	2803	118	139	1125	456	109	60	65	33	576	135
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	624	2803	118	139	1125	456	109	60	65	33	576	135
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.20	0.49	0.07	0.04	0.20	0.26	0.03	0.02	0.04	0.02	0.15	0.08
Crit Moves:		****		****			****				****	
Green Time:	61.7	121	140.1	10.9	70.4	78.9	8.5	27.0	88.7	18.9	37.4	48.2
Volume/Cap:	0.61	0.77	0.09	0.77	0.53	0.63	0.77	0.11	0.08	0.19	0.77	0.30
Delay/Veh:	55.1	25.5	7.1	106.6	47.2	45.7	112.2	71.1	28.1	79.1	77.2	57.7
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:	55.1	25.5	7.1	106.6	47.2	45.7	112.2	71.1	28.1	79.1	77.2	57.7
LOS by Move:	E+	C	A	F	D	D	F	E	C	E-	E-	E+
HCM2k95thQ:	30	58	4	10	28	37	8	3	4	4	28	12

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

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El Camino Real Specific Plan TIA
SJ17-1774
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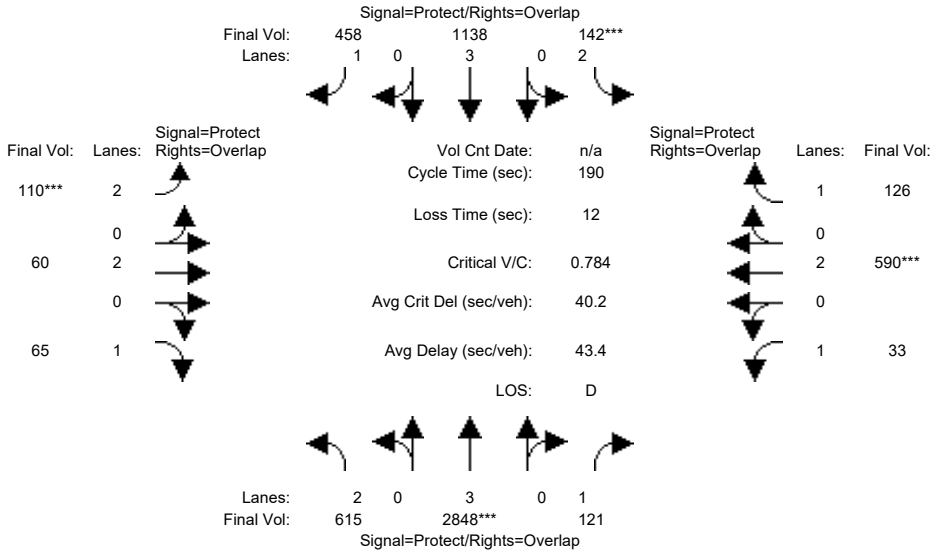
2000 HCM Operations (Future Volume Alternative)
Background PP AM

Intersection #51: San Tomas Expy/Walsh Ave



Street Name:	San Tomas Expy						Walsh Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
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:	5.5	5.8	5.8	5.6	5.8	5.8	5.6	5.8	5.8	5.1	5.7	5.7
Volume Module:												
Base Vol:	615	3901	121	142	1581	458	110	60	65	33	590	126
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	615	3901	121	142	1581	458	110	60	65	33	590	126
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	615	3901	121	142	1581	458	110	60	65	33	590	126
User Adj:	1.00	0.73	1.00	1.00	0.72	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	615	2848	121	142	1138	458	110	60	65	33	590	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	615	2848	121	142	1138	458	110	60	65	33	590	126
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	615	2848	121	142	1138	458	110	60	65	33	590	126
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.20	0.50	0.07	0.05	0.20	0.26	0.03	0.02	0.04	0.02	0.16	0.07
Crit Moves:		****		****			****				****	
Green Time:	61.0	121	140.0	10.9	70.9	79.4	8.5	27.1	88.1	19.0	37.6	48.5
Volume/Cap:	0.61	0.78	0.09	0.78	0.54	0.63	0.78	0.11	0.08	0.19	0.78	0.28
Delay/Veh:	55.5	26.2	7.1	108.2	46.9	45.4	114.4	71.0	28.4	79.0	77.8	57.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.5	26.2	7.1	108.2	46.9	45.4	114.4	71.0	28.4	79.0	77.8	57.1
LOS by Move:	E+	C	A	F	D	D	F	E	C	E-	E-	E+
HCM2k95thQ:	30	60	4	10	29	37	8	3	4	4	28	12

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

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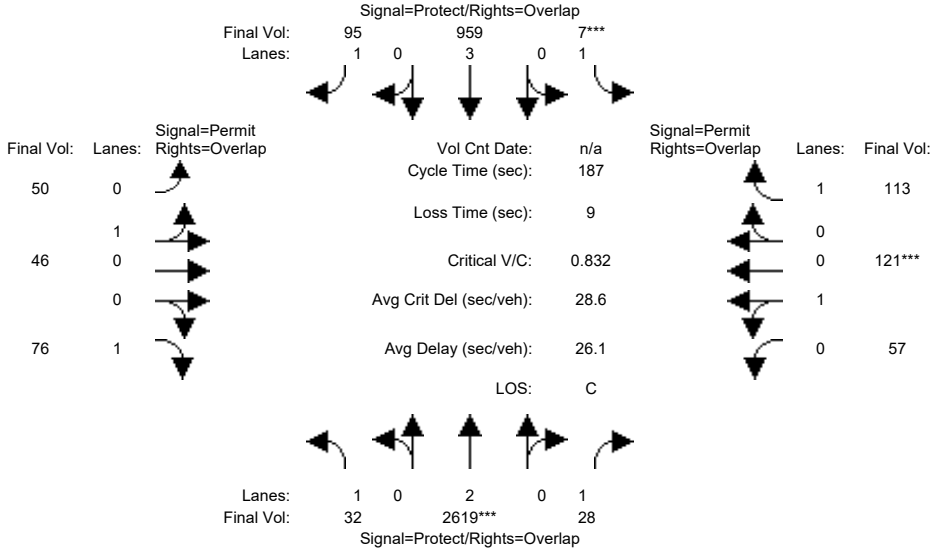
Background AM

Intersection #52: San Tomas Expy/Forbes Ave



Street Name:	San Tomas Expy						Forbes Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	11	132	132	12	133	133	26	26	26	26	26	26
Y+R:	4.6	5.8	5.8	4.6	5.8	5.8	5.6	5.6	5.6	5.6	5.6	5.6
Volume Module:												
Base Vol:	32	3081	28	7	959	95	50	46	76	57	121	113
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	32	3081	28	7	959	95	50	46	76	57	121	113
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	32	3081	28	7	959	95	50	46	76	57	121	113
User Adj:	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	32	2619	28	7	959	95	50	46	76	57	121	113
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	2619	28	7	959	95	50	46	76	57	121	113
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	32	2619	28	7	959	95	50	46	76	57	121	113
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	2.00	1.00	1.00	3.00	1.00	0.52	0.48	1.00	0.32	0.68	1.00
Final Sat.:	1750	3800	1750	1750	5700	1750	937	862	1750	576	1224	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.69	0.02	0.00	0.17	0.05	0.05	0.05	0.04	0.10	0.10	0.06
Crit Moves:		****		****							****	
Green Time:	11.6	140	140.0	12.0	140	140.4	26.0	26.0	37.6	26.0	26.0	38.0
Volume/Cap:	0.29	0.92	0.02	0.06	0.22	0.07	0.38	0.38	0.22	0.71	0.71	0.32
Delay/Veh:	85.3	24.5	6.0	82.4	7.0	6.2	74.2	74.2	62.7	86.1	86.1	64.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	85.3	24.5	6.0	82.4	7.0	6.2	74.2	74.2	62.7	86.1	86.1	64.0
LOS by Move:	F	C	A	F	A	A	E	E	E	F	F	E
HCM2k95thQ:	4	87	1	1	10	3	10	10	8	21	21	11

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

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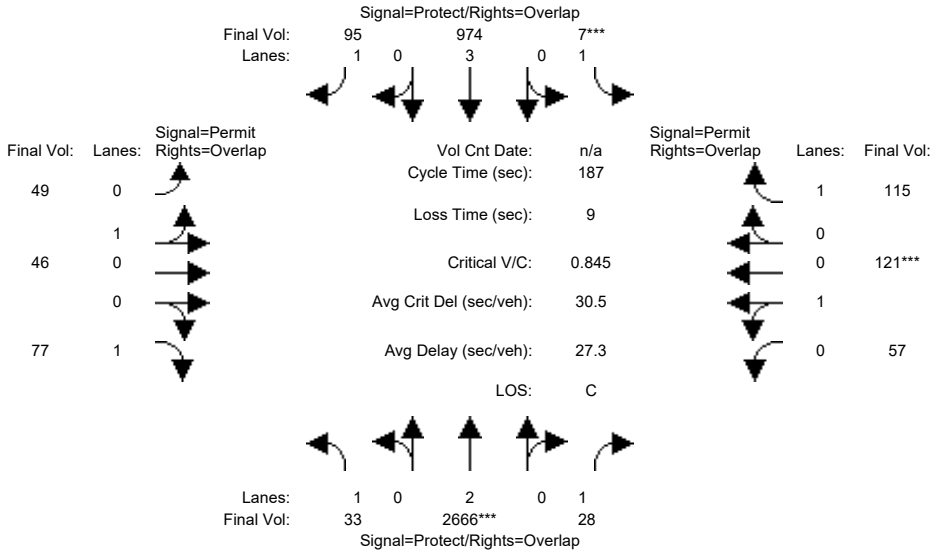
Background PP AM

Intersection #52: San Tomas Expy/Forbes Ave



Street Name:	San Tomas Expy						Forbes Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	11	132	132	12	133	133	26	26	26	26	26	26
Y+R:	4.6	5.8	5.8	4.6	5.8	5.8	5.6	5.6	5.6	5.6	5.6	5.6
Volume Module:												
Base Vol:	33	3136	28	7	974	95	49	46	77	57	121	115
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	33	3136	28	7	974	95	49	46	77	57	121	115
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	33	3136	28	7	974	95	49	46	77	57	121	115
User Adj:	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	33	2666	28	7	974	95	49	46	77	57	121	115
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	2666	28	7	974	95	49	46	77	57	121	115
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	33	2666	28	7	974	95	49	46	77	57	121	115
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	2.00	1.00	1.00	3.00	1.00	0.52	0.48	1.00	0.32	0.68	1.00
Final Sat.:	1750	3800	1750	1750	5700	1750	928	872	1750	576	1224	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.70	0.02	0.00	0.17	0.05	0.05	0.05	0.04	0.10	0.10	0.07
Crit Moves:		****		****							****	
Green Time:	11.6	140	140.0	12.0	140	140.4	26.0	26.0	37.6	26.0	26.0	38.0
Volume/Cap:	0.30	0.94	0.02	0.06	0.23	0.07	0.38	0.38	0.22	0.71	0.71	0.32
Delay/Veh:	85.4	26.6	6.0	82.4	7.0	6.2	74.1	74.1	62.7	86.1	86.1	64.1
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:	85.4	26.6	6.0	82.4	7.0	6.2	74.1	74.1	62.7	86.1	86.1	64.1
LOS by Move:	F	C	A	F	A	A	E	E	E	F	F	E
HCM2k95thQ:	4	92	1	1	11	3	10	10	8	21	21	12

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

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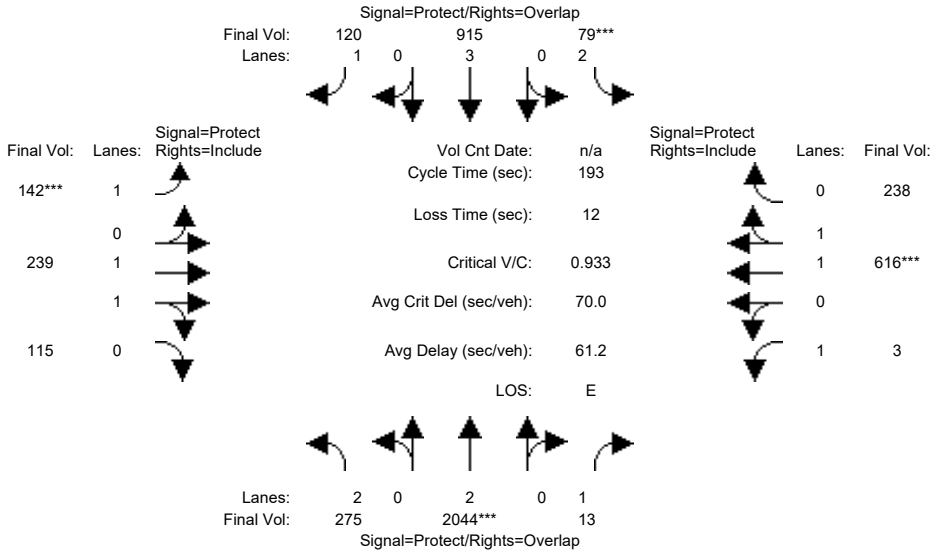
Intersection #53: San Tomas Expy/Pruneridge Ave



Street Name:	San Tomas Expy						Pruneridge Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	29	104	104	11	86	86	16	44	44	10	38	38
Y+R:	5.2	5.8	5.8	5.2	5.8	5.8	5.3	5.6	5.6	5.1	5.5	5.5
Volume Module:												
Base Vol:	275	2405	13	79	915	120	142	239	115	3	616	238
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	275	2405	13	79	915	120	142	239	115	3	616	238
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	275	2405	13	79	915	120	142	239	115	3	616	238
User Adj:	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	275	2044	13	79	915	120	142	239	115	3	616	238
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	275	2044	13	79	915	120	142	239	115	3	616	238
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	275	2044	13	79	915	120	142	239	115	3	616	238
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	0.99	0.95	0.92	0.98	0.95
Lanes:	2.00	2.00	1.00	2.00	3.00	1.00	1.00	1.33	0.67	1.00	1.43	0.57
Final Sat.:	3150	3800	1750	3150	5700	1750	1750	2497	1202	1750	2668	1031
Capacity Analysis Module:												
Vol/Sat:	0.09	0.54	0.01	0.03	0.16	0.07	0.08	0.10	0.10	0.00	0.23	0.23
Crit Moves:		****		****			****				****	
Green Time:	29.9	108	119.2	11.0	88.7	104.9	16.2	50.8	50.8	11.6	46.2	46.2
Volume/Cap:	0.56	0.96	0.01	0.44	0.35	0.13	0.96	0.36	0.36	0.03	0.96	0.96
Delay/Veh:	77.0	53.3	14.2	89.7	33.7	21.6	151.5	58.1	58.1	85.5	94.7	94.7
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:	77.0	53.3	14.2	89.7	33.7	21.6	151.5	58.1	58.1	85.5	94.7	94.7
LOS by Move:	E-	D-	B	F	C-	C+	F	E+	E+	F	F	F
HCM2k95thQ:	18	94	1	5	20	7	19	16	16	0	48	48

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

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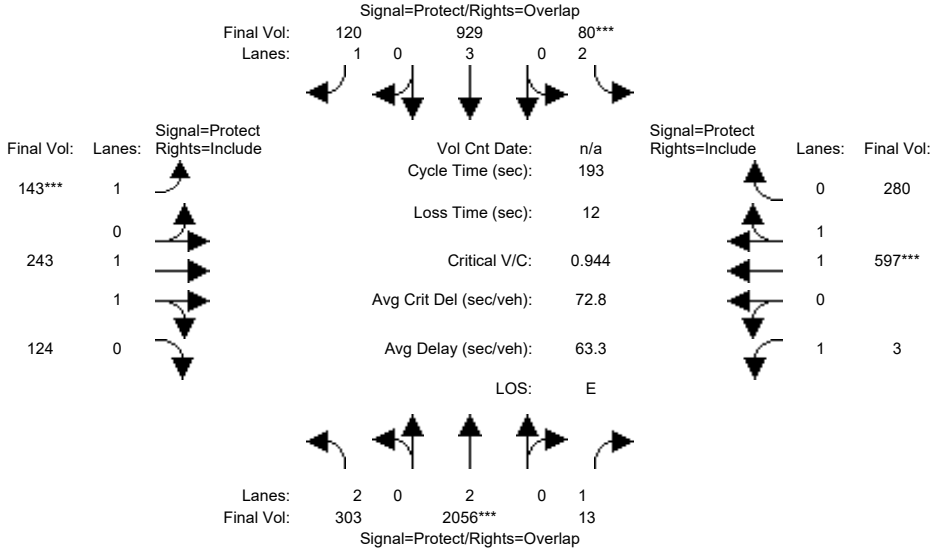
Intersection #53: San Tomas Expy/Pruneridge Ave



Street Name:	San Tomas Expy						Pruneridge Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	29	104	104	11	86	86	16	44	44	10	38	38
Y+R:	5.2	5.8	5.8	5.2	5.8	5.8	5.3	5.6	5.6	5.1	5.5	5.5
Volume Module:												
Base Vol:	303	2419	13	80	929	120	143	243	124	3	597	280
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	303	2419	13	80	929	120	143	243	124	3	597	280
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	303	2419	13	80	929	120	143	243	124	3	597	280
User Adj:	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	303	2056	13	80	929	120	143	243	124	3	597	280
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	303	2056	13	80	929	120	143	243	124	3	597	280
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	303	2056	13	80	929	120	143	243	124	3	597	280
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	0.99	0.95	0.92	0.99	0.95
Lanes:	2.00	2.00	1.00	2.00	3.00	1.00	1.00	1.31	0.69	1.00	1.34	0.66
Final Sat.:	3150	3800	1750	3150	5700	1750	1750	2449	1250	1750	2518	1181
Capacity Analysis Module:												
Vol/Sat:	0.10	0.54	0.01	0.03	0.16	0.07	0.08	0.10	0.10	0.00	0.24	0.24
Crit Moves:		****		****			****				****	
Green Time:	29.7	107	118.6	11.0	88.2	104.4	16.2	51.4	51.4	11.7	46.9	46.9
Volume/Cap:	0.62	0.98	0.01	0.45	0.36	0.13	0.98	0.37	0.37	0.03	0.98	0.98
Delay/Veh:	78.9	56.2	14.4	89.8	34.1	21.9	155.2	57.9	57.9	85.4	96.8	96.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	78.9	56.2	14.4	89.8	34.1	21.9	155.2	57.9	57.9	85.4	96.8	96.8
LOS by Move:	E-	E+	B	F	C-	C+	F	E+	E+	F	F	F
HCM2k95thQ:	20	96	1	5	21	7	20	16	16	0	50	50

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

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El Camino Real Specific Plan TIA
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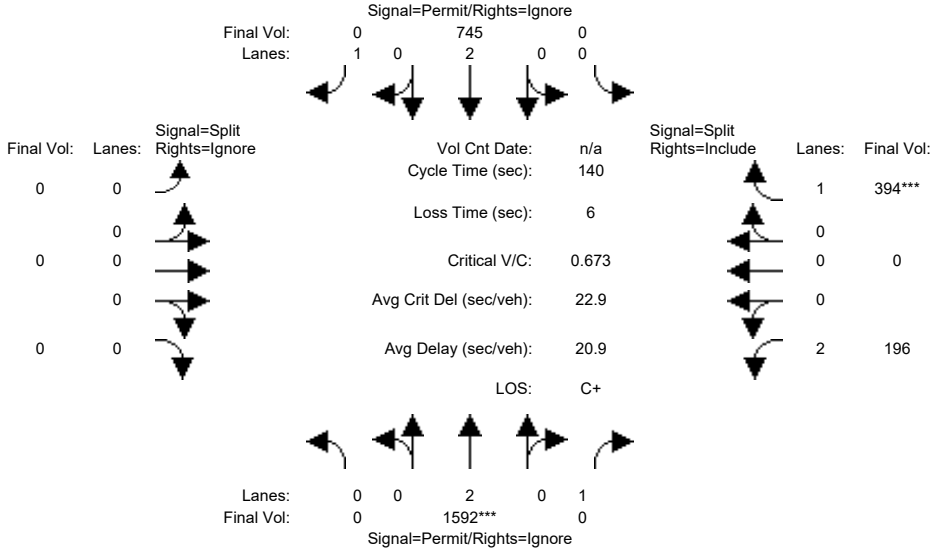
Intersection #54: The Alameda/I-880 SB (CMP)



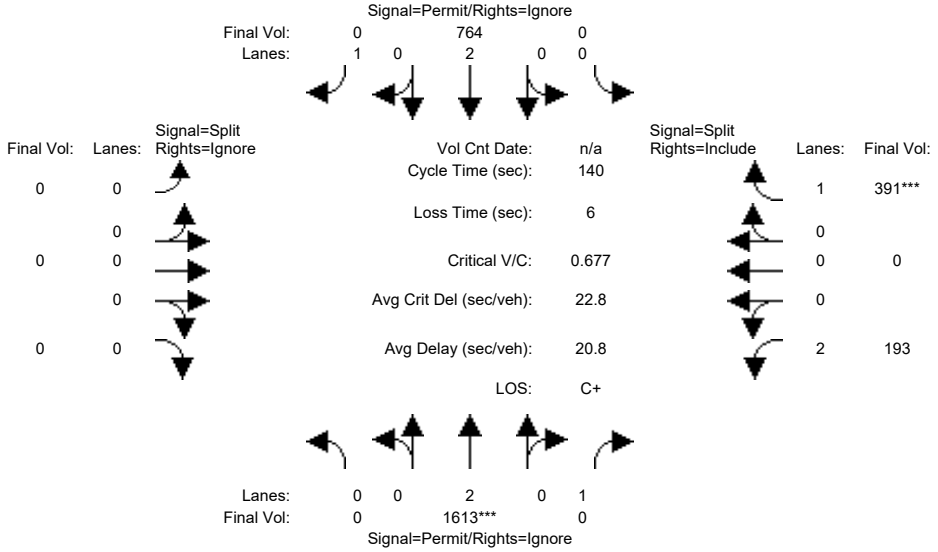
Street Name:	The Alameda						I-880 SB					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	0	10	10	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1592	287	0	745	148	0	0	0	196	0	394
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1592	287	0	745	148	0	0	0	196	0	394
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1592	287	0	745	148	0	0	0	196	0	394
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	1592	0	0	745	0	0	0	0	196	0	394
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1592	0	0	745	0	0	0	0	196	0	394
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	1592	0	0	745	0	0	0	0	196	0	394
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	2.00	1.00	0.00	2.00	1.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3800	1750	0	3800	1750	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.42	0.00	0.00	0.20	0.00	0.00	0.00	0.00	0.06	0.00	0.23
Crit Moves:		****										****
Green Time:	0.0	87.2	0.0	0.0	87.2	0.0	0.0	0.0	0.0	46.8	0.0	46.8
Volume/Cap:	0.00	0.67	0.00	0.00	0.31	0.00	0.00	0.00	0.00	0.19	0.00	0.67
Delay/Veh:	0.0	17.9	0.0	0.0	12.5	0.0	0.0	0.0	0.0	33.1	0.0	43.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	17.9	0.0	0.0	12.5	0.0	0.0	0.0	0.0	33.1	0.0	43.1
LOS by Move:	A	B	A	A	B	A	A	A	A	C-	A	D
HCM2k95thQ:	0	36	0	0	14	0	0	0	0	7	0	27

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

El Camino Real Specific Plan TIA
SJ17-1774
Background AM Plus Project

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

Intersection #54: The Alameda/I-880 SB (CMP)



Street Name:	The Alameda						I-880 SB					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	0	10	10	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1613	286	0	764	146	0	0	0	193	0	391
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1613	286	0	764	146	0	0	0	193	0	391
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1613	286	0	764	146	0	0	0	193	0	391
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	1613	0	0	764	0	0	0	0	193	0	391
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1613	0	0	764	0	0	0	0	193	0	391
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	1613	0	0	764	0	0	0	0	193	0	391
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	2.00	1.00	0.00	2.00	1.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3800	1750	0	3800	1750	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.42	0.00	0.00	0.20	0.00	0.00	0.00	0.00	0.06	0.00	0.22
Crit Moves:		****										****
Green Time:	0.0	87.8	0.0	0.0	87.8	0.0	0.0	0.0	0.0	46.2	0.0	46.2
Volume/Cap:	0.00	0.68	0.00	0.00	0.32	0.00	0.00	0.00	0.00	0.19	0.00	0.68
Delay/Veh:	0.0	17.7	0.0	0.0	12.3	0.0	0.0	0.0	0.0	33.6	0.0	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:	0.0	17.7	0.0	0.0	12.3	0.0	0.0	0.0	0.0	33.6	0.0	43.7
LOS by Move:	A	B	A	A	B	A	A	A	A	C-	A	D
HCM2k95thQ:	0	37	0	0	14	0	0	0	0	7	0	27

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

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El Camino Real Specific Plan TIA
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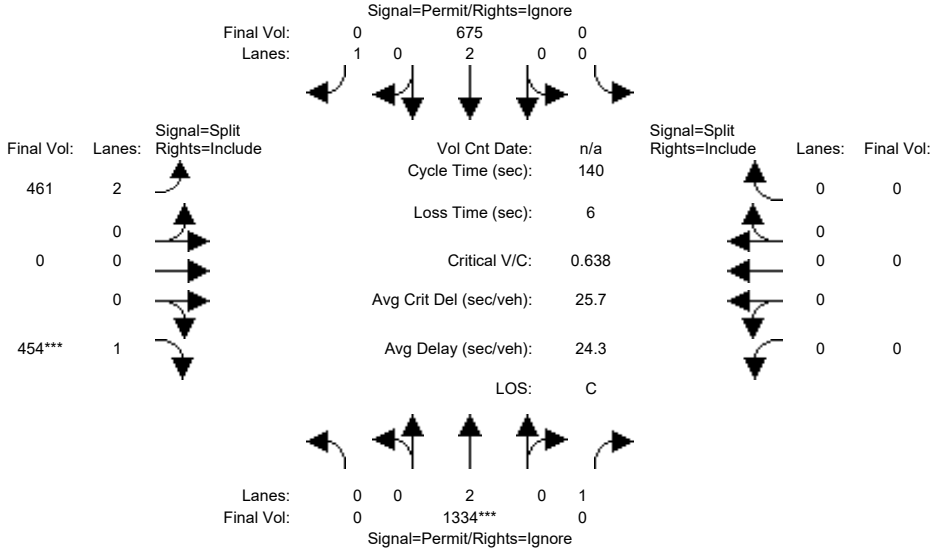
2000 HCM Operations (Future Volume Alternative)
Background AM

Intersection #55: The Alameda/I-880 NB (CMP)



Street Name:	The Alameda						I-880 NB					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1334	271	0	675	273	461	0	454	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1334	271	0	675	273	461	0	454	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1334	271	0	675	273	461	0	454	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1334	0	0	675	0	461	0	454	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1334	0	0	675	0	461	0	454	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1334	0	0	675	0	461	0	454	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	0.00	2.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	1750	0	3800	1750	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.35	0.00	0.00	0.18	0.00	0.15	0.00	0.26	0.00	0.00	0.00
Crit Moves:		****							****			
Green Time:	0.0	77.1	0.0	0.0	77.1	0.0	56.9	0.0	56.9	0.0	0.0	0.0
Volume/Cap:	0.00	0.64	0.00	0.00	0.32	0.00	0.36	0.00	0.64	0.00	0.00	0.00
Delay/Veh:	0.0	22.5	0.0	0.0	17.3	0.0	29.0	0.0	35.2	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	22.5	0.0	0.0	17.3	0.0	29.0	0.0	35.2	0.0	0.0	0.0
LOS by Move:	A	C+	A	A	B	A	C	A	D+	A	A	A
HCM2k95thQ:	0	33	0	0	14	0	15	0	29	0	0	0

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

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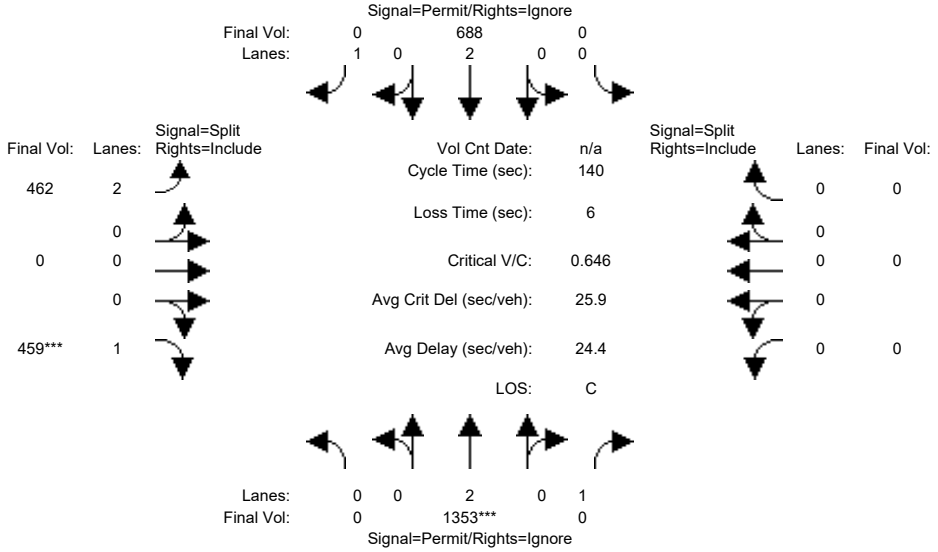
El Camino Real Specific Plan TIA
SJ17-1774
Background AM Plus Project

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

Intersection #55: The Alameda/I-880 NB (CMP)



Street Name:	The Alameda						I-880 NB					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1353	273	0	688	279	462	0	459	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1353	273	0	688	279	462	0	459	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1353	273	0	688	279	462	0	459	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1353	0	0	688	0	462	0	459	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1353	0	0	688	0	462	0	459	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1353	0	0	688	0	462	0	459	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	0.00	2.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	1750	0	3800	1750	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.36	0.00	0.00	0.18	0.00	0.15	0.00	0.26	0.00	0.00	0.00
Crit Moves:		****							****			
Green Time:	0.0	77.2	0.0	0.0	77.2	0.0	56.8	0.0	56.8	0.0	0.0	0.0
Volume/Cap:	0.00	0.65	0.00	0.00	0.33	0.00	0.36	0.00	0.65	0.00	0.00	0.00
Delay/Veh:	0.0	22.6	0.0	0.0	17.3	0.0	29.1	0.0	35.6	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	22.6	0.0	0.0	17.3	0.0	29.1	0.0	35.6	0.0	0.0	0.0
LOS by Move:	A	C+	A	A	B	A	C	A	D+	A	A	A
HCM2k95thQ:	0	34	0	0	15	0	15	0	29	0	0	0

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

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El Camino Real Specific Plan
SJ17-1774
Background PM Plus Project

Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

Intersection		Background PM				Background PP PM					
		LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change
#1	El Camino Real/S Wolfe Rd (CMP)	D	46.0	0.698	50.3	D	45.8	0.700	+ 0.002	50.0	- 0.3
#2	El Camino Real/Halford Ave	C+	21.2	0.448	18.9	C+	21.0	0.457	+ 0.009	19.0	+ 0.1
#3	El Camino Real/Lawrence Expy (CMP)	C	28.6	0.721	30.4	C	28.3	0.704	- 0.016	29.8	- 0.6
#4	El Camino Real/Flora Vista Ave	C	24.3	0.436	23.7	C	28.2	0.436	- 0.000	25.6	+ 1.9
#5	El Camino Real/Calabazas Blvd	C	31.3	0.429	30.0	D+	36.6	0.484	+ 0.056	38.0	+ 8.0
#6	El Camino Real/Bowers Ave - Kiely Blvd (CMP)	C	30.7	0.718	34.6	C	30.9	0.732	+ 0.015	34.8	+ 0.2
#7	El Camino Real/Bowe Ave	B	13.8	0.335	13.1	C+	23.0	0.417	+ 0.082	24.0	+ 10.9
#8	El Camino Real/San Tomas Expy (CMP)	F	101.5	0.905	138.3	F	100.7	0.914	+ 0.009	137.9	- 0.4
#9	El Camino Real/McCormick Dr	C+	20.0	0.306	20.0	C+	20.3	0.317	+ 0.012	20.8	+ 0.9
#10	El Camino Real/Scott Blvd (CMP)	D+	39.0	0.746	42.0	D	39.6	0.768	+ 0.022	43.0	+ 1.0
#11	El Camino Real/Lincoln St (CMP)	C	23.8	0.407	26.3	C	23.1	0.390	- 0.017	24.7	- 1.6
#12	El Camino Real/Monroe St (CMP)	C-	34.1	0.602	35.7	C-	34.7	0.631	+ 0.028	37.5	+ 1.8
#13	El Camino Real/Lafayette St (CMP)	D	41.0	0.730	43.8	D	42.4	0.772	+ 0.042	46.2	+ 2.5
#14	El Camino Real/Harrison St	E	1.2	0.265	1.2	E	1.2	0.271	+ 0.006	1.2	- 0.0
#15	El Camino Real/Benton St	C	24.1	0.499	23.8	C	24.0	0.500	+ 0.001	23.8	- 0.0
#16	El Camino Real/The Alameda (CMP)	B	15.0	0.588	17.4	B	15.1	0.588	+ 0.001	17.6	+ 0.2
#17	Lawrence Expy/NB US 101	B	12.2	0.481	14.4	B	12.2	0.491	+ 0.009	14.4	- 0.0
#18	Lawrence Expy/SB US 101	F	83.4	0.734	132.5	F	88.3	0.752	+ 0.018	139.5	+ 7.0
#19	Lawrence Expy/Oakmead Pkwy	D	46.2	0.645	49.6	D	46.2	0.657	+ 0.012	49.7	+ 0.1
#20	Lawrence Expy/E Arques Ave (CMP)	E	72.3	1.028	90.6	E	73.1	1.035	+ 0.008	92.0	+ 1.4
#21	Lawrence Expy/Kifer Rd	E	69.2	0.837	114.2	E	70.0	0.843	+ 0.006	115.9	+ 1.7
#22	Lawrence Expy/Monroe St (CMP)	E	61.7	0.910	75.4	E	63.9	0.933	+ 0.022	79.6	+ 4.2
#23	Lawrence Expy/Cabrillo Ave	C-	32.6	0.493	37.6	D+	35.0	0.537	+ 0.044	44.0	+ 6.4
#24	Lawrence Expy/Benton St	D	39.2	0.512	46.3	D	40.9	0.527	+ 0.015	46.2	- 0.1
#25	Lawrence Expy/Lochinvar Ave	C	25.1	0.660	22.4	C	25.7	0.666	+ 0.006	23.0	+ 0.6
#26	Lawrence Expy/Homestead Rd (CMP)	E	66.1	0.587	65.7	E	67.0	0.585	- 0.002	66.6	+ 1.0

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El Camino Real Specific Plan
SJ17-1774
Background PM Plus Project

Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

Intersection		Background PM				Background PP PM					
		LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change
#27	Lawrence Expy/Pruneridge Ave	D	48.0	0.765	48.3	D	47.8	0.769	+ 0.004	47.9	- 0.3
#28	Montague Expy/Mission College Blvd (CMP)	E-	77.2	1.071	102.2	E-	76.9	1.076	+ 0.005	101.9	- 0.3
#29	San Tomas Expy/Monroe St (CMP)	D+	38.5	0.778	33.2	D+	38.7	0.784	+ 0.006	33.2	+ 0.0
#30	San Tomas Expy/Cabrillo Ave	C+	22.1	0.655	18.8	C+	22.2	0.665	+ 0.011	18.9	+ 0.1
#31	San Tomas Expy/Benton St	D+	37.6	0.478	29.5	D	41.4	0.534	+ 0.057	36.3	+ 6.8
#32	San Tomas Expy/Homestead Rd (CMP)	D	40.3	0.695	43.5	D	39.9	0.686	- 0.010	42.9	- 0.6
#33	Bowers Ave/Cabrillo Ave	C	28.9	0.597	28.0	C	29.1	0.644	+ 0.047	28.0	- 0.1
#34	Bowers Ave/Monroe St	C-	34.1	0.754	33.4	D+	37.5	0.822	+ 0.067	37.8	+ 4.4
#35	Bowers Ave/Kifer Rd	D+	35.1	0.773	35.7	D+	35.5	0.794	+ 0.021	36.1	+ 0.4
#36	Bowers Ave/Central Expy (CMP)	E+	55.8	0.768	67.2	E+	55.9	0.766	- 0.003	67.3	+ 0.1
#37	Kiely Blvd/Benton St	D+	36.6	0.674	36.6	D+	36.3	0.661	- 0.014	36.2	- 0.4
#38	Kiely Blvd/Homestead Rd	D	41.1	0.807	42.1	D	41.5	0.816	+ 0.009	42.5	+ 0.4
#39	Monroe St/Scott Blvd	C-	32.6	0.748	31.0	C-	33.2	0.780	+ 0.032	32.4	+ 1.4
#40	Walsh Ave/Scott Blvd	C	30.6	0.795	29.8	C-	33.5	0.850	+ 0.055	34.5	+ 4.6
#41	Central Expy/Scott Blvd (CMP)	E	68.4	0.804	83.3	E	71.7	0.954	+ 0.149	88.3	+ 5.1
#42	Clay St/Scott Blvd	C+	20.6	0.597	18.9	C+	21.3	0.605	+ 0.009	19.5	+ 0.7
#43	Harrison St/Scott Blvd	F	2.5	0.225	2.5	F	2.5	0.228	+ 0.003	2.5	+ 0.0
#44	Benton St/Scott Blvd	B	17.1	0.638	16.8	B	17.3	0.645	+ 0.007	17.2	+ 0.4
#45	Homestead Rd/Scott Blvd	B	16.2	0.561	14.6	B	16.2	0.562	+ 0.002	14.8	+ 0.2
#46	Lawrence Expy SB/Stevens Creek Blvd (CMP)	C	26.7	0.668	27.9	C	26.9	0.674	+ 0.005	28.0	+ 0.2
#47	Lawrence Expy NB/Stevens Creek Blvd (CMP)	C	28.2	0.587	23.8	C	28.5	0.593	+ 0.006	24.0	+ 0.1
#48	Lawrence Expy/Calvert Dr (CMP)	D	42.5	0.677	64.2	D	43.4	0.686	+ 0.008	65.2	+ 1.0
#49	Bowers Ave/Scott Blvd (CMP)	C-	33.0	0.632	36.6	C-	32.1	0.610	- 0.022	30.2	- 6.4
#50	San Tomas Expy/Scott Blvd (CMP)	D-	54.9	0.948	66.7	E+	56.1	0.971	+ 0.023	68.9	+ 2.1
#51	San Tomas Expy/Walsh Ave	D-	52.9	0.922	58.2	D-	52.7	0.916	- 0.006	57.3	- 0.9
#52	San Tomas Expy/Forbes Ave	B	17.7	0.749	19.2	B	17.8	0.750	+ 0.001	19.3	+ 0.1

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El Camino Real Specific Plan
SJ17-1774
Background PM Plus Project

Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

Intersection		Background PM				Background PP PM					
		LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change
#53	San Tomas Expy/Pruneridge Ave	E	62.7	0.567	79.5	E	62.0	0.560	- 0.007	75.7	- 3.8
#54	The Alameda/I-880 SB (CMP)	B	15.0	0.524	14.4	B	15.1	0.537	+ 0.014	14.6	+ 0.2
#55	The Alameda/I-880 NB (CMP)	C+	22.0	0.576	24.9	C+	21.5	0.576	- 0.001	24.5	- 0.3

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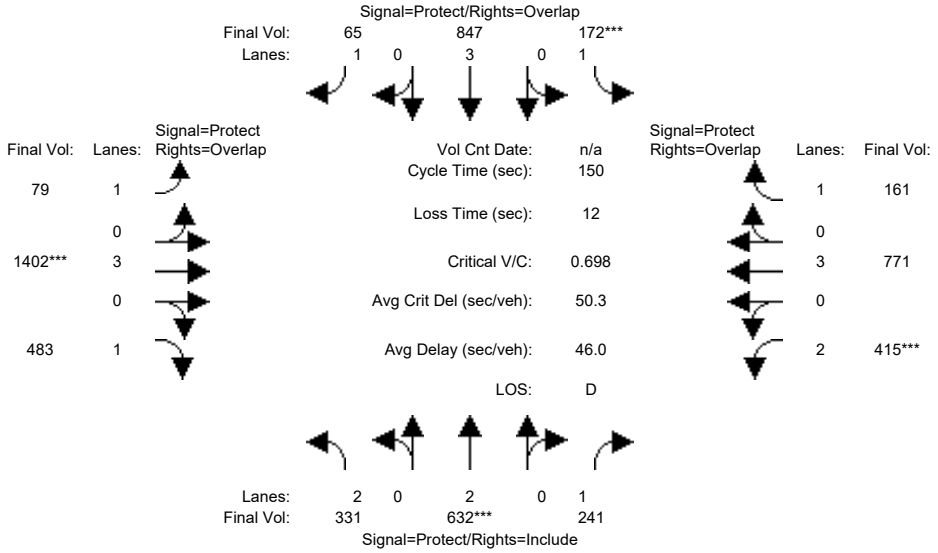
El Camino Real Specific Plan
SJ17-1774
Background PM Plus Project

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

Intersection #1: El Camino Real/S Wolfe Rd (CMP)



Street Name:	S Wolfe Rd						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	331	632	241	172	847	65	79	1402	483	415	771	161
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	331	632	241	172	847	65	79	1402	483	415	771	161
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	331	632	241	172	847	65	79	1402	483	415	771	161
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	331	632	241	172	847	65	79	1402	483	415	771	161
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	331	632	241	172	847	65	79	1402	483	415	771	161
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	331	632	241	172	847	65	79	1402	483	415	771	161
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	1750	5700	1750	1750	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.17	0.14	0.10	0.15	0.04	0.05	0.25	0.28	0.13	0.14	0.09
Crit Moves:		****		****				****		****		
Green Time:	23.5	35.7	35.7	21.1	33.3	54.1	20.8	52.8	76.4	28.3	60.3	81.5
Volume/Cap:	0.67	0.70	0.58	0.70	0.67	0.10	0.33	0.70	0.54	0.70	0.34	0.17
Delay/Veh:	63.1	54.6	52.5	69.9	54.7	31.9	59.0	42.8	25.6	60.5	31.1	17.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	63.1	54.6	52.5	69.9	54.7	31.9	59.0	42.8	25.6	60.5	31.1	17.3
LOS by Move:	E	D-	D-	E	D-	C	E+	D	C	E	C	B
HCM2k95thQ:	18	25	20	17	23	4	7	32	28	20	15	8

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

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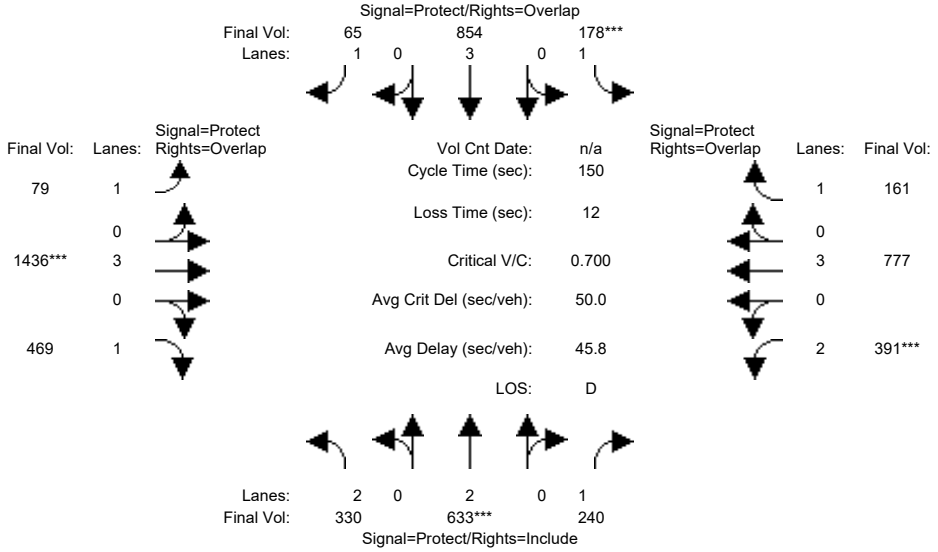
El Camino Real Specific Plan
SJ17-1774
Background PM Plus Project

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

Intersection #1: El Camino Real/S Wolfe Rd (CMP)



Street Name:	S Wolfe Rd						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	330	633	240	178	854	65	79	1436	469	391	777	161
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	330	633	240	178	854	65	79	1436	469	391	777	161
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	330	633	240	178	854	65	79	1436	469	391	777	161
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	330	633	240	178	854	65	79	1436	469	391	777	161
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	330	633	240	178	854	65	79	1436	469	391	777	161
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	330	633	240	178	854	65	79	1436	469	391	777	161
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	1750	5700	1750	1750	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.17	0.14	0.10	0.15	0.04	0.05	0.25	0.27	0.12	0.14	0.09
Crit Moves:		****		****				****		****		
Green Time:	23.6	35.7	35.7	21.8	33.8	54.4	20.5	54.0	77.6	26.6	60.0	81.8
Volume/Cap:	0.66	0.70	0.58	0.70	0.66	0.10	0.33	0.70	0.52	0.70	0.34	0.17
Delay/Veh:	62.8	54.7	52.5	69.4	54.3	31.7	59.3	42.2	24.4	61.9	31.4	17.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	62.8	54.7	52.5	69.4	54.3	31.7	59.3	42.2	24.4	61.9	31.4	17.2
LOS by Move:	E	D-	D-	E	D-	C	E+	D	C	E	C	B
HCM2k95thQ:	18	25	20	18	23	4	7	33	26	19	15	8

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

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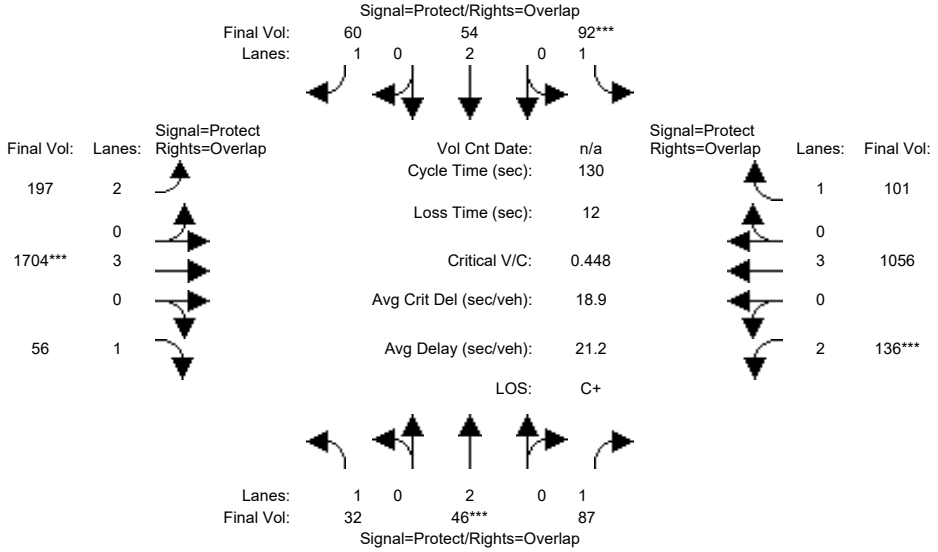
El Camino Real Specific Plan
SJ17-1774
Background PM Plus Project

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

Intersection #2: El Camino Real/Halford Ave



Street Name:	Halford Ave						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	32	46	87	92	54	60	197	1704	56	136	1056	101
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	32	46	87	92	54	60	197	1704	56	136	1056	101
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	32	46	87	92	54	60	197	1704	56	136	1056	101
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	32	46	87	92	54	60	197	1704	56	136	1056	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	46	87	92	54	60	197	1704	56	136	1056	101
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	32	46	87	92	54	60	197	1704	56	136	1056	101
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.01	0.05	0.05	0.01	0.03	0.06	0.30	0.03	0.04	0.19	0.06
Crit Moves:		****		****				****		****		
Green Time:	10.0	10.0	21.8	14.4	14.3	38.0	23.6	81.8	91.8	11.8	70.0	84.4
Volume/Cap:	0.24	0.16	0.30	0.48	0.13	0.12	0.34	0.48	0.05	0.48	0.34	0.09
Delay/Veh:	57.3	56.3	47.9	56.1	52.3	33.8	46.8	12.8	5.8	57.4	17.1	8.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.3	56.3	47.9	56.1	52.3	33.8	46.8	12.8	5.8	57.4	17.1	8.5
LOS by Move:	E+	E+	D	E+	D-	C-	D	B	A	E+	B	A
HCM2k95thQ:	3	2	7	8	2	4	8	21	1	6	14	3

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

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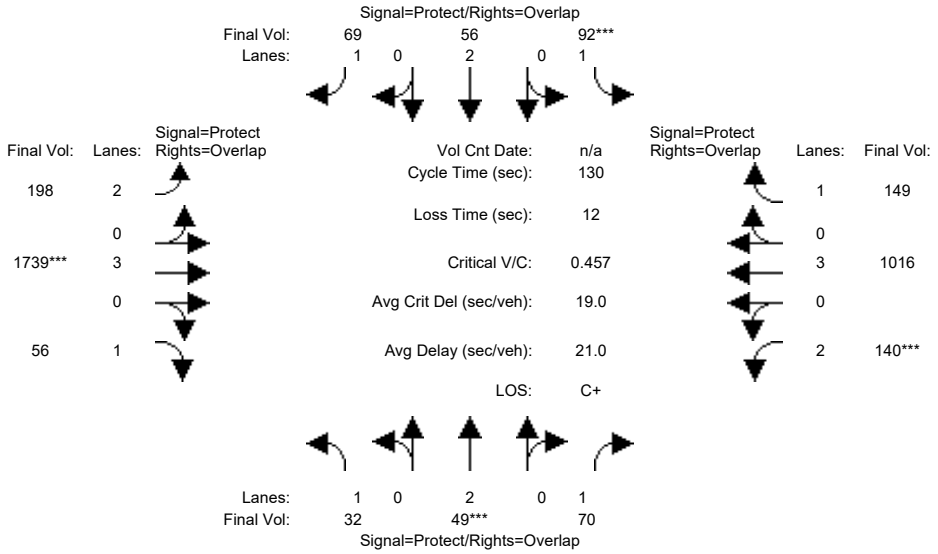
El Camino Real Specific Plan
SJ17-1774
Background PM Plus Project

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

Intersection #2: El Camino Real/Halford Ave



Street Name:	Halford Ave						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	32	49	70	92	56	69	198	1739	56	140	1016	149
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	32	49	70	92	56	69	198	1739	56	140	1016	149
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	32	49	70	92	56	69	198	1739	56	140	1016	149
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	32	49	70	92	56	69	198	1739	56	140	1016	149
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	49	70	92	56	69	198	1739	56	140	1016	149
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	32	49	70	92	56	69	198	1739	56	140	1016	149
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.01	0.04	0.05	0.01	0.04	0.06	0.31	0.03	0.04	0.18	0.09
Crit Moves:		****		****				****		****		
Green Time:	9.9	10.0	21.9	14.1	14.2	38.7	24.5	81.9	91.9	11.9	69.4	83.5
Volume/Cap:	0.24	0.17	0.24	0.48	0.14	0.13	0.33	0.48	0.05	0.48	0.33	0.13
Delay/Veh:	57.4	56.4	47.2	56.5	52.5	33.5	46.0	12.9	5.8	57.4	17.3	9.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.4	56.4	47.2	56.5	52.5	33.5	46.0	12.9	5.8	57.4	17.3	9.1
LOS by Move:	E+	E+	D	E+	D-	C-	D	B	A	E+	B	A
HCM2k95thQ:	3	2	5	8	2	4	8	21	1	6	14	5

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

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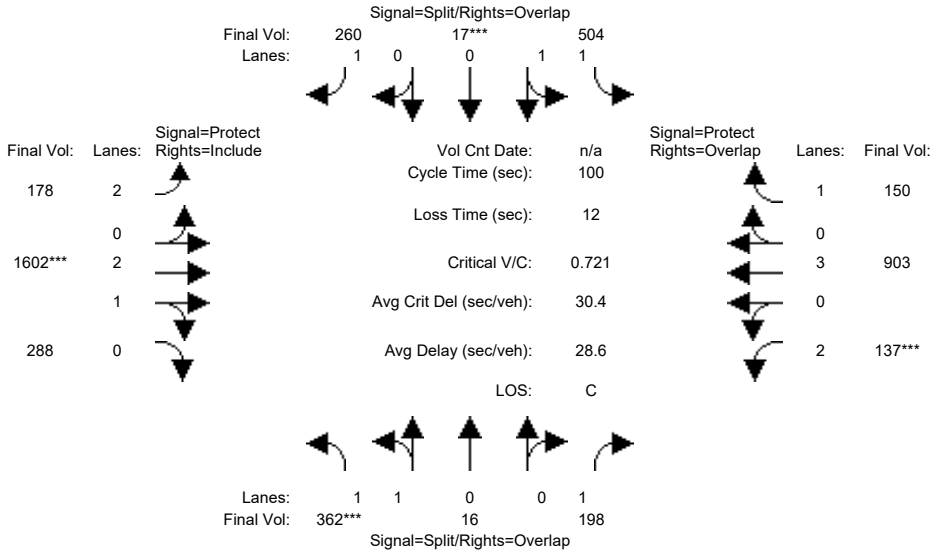
El Camino Real Specific Plan
SJ17-1774
Background PM Plus Project

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

Intersection #3: El Camino Real/Lawrence Expy (CMP)



Street Name:	Lawrence Expy						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	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:												
Base Vol:	362	16	198	504	17	260	178	1602	288	137	903	150
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	362	16	198	504	17	260	178	1602	288	137	903	150
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	362	16	198	504	17	260	178	1602	288	137	903	150
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	362	16	198	504	17	260	178	1602	288	137	903	150
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	362	16	198	504	17	260	178	1602	288	137	903	150
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	362	16	198	504	17	260	178	1602	288	137	903	150
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.93	0.95	0.92	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	1.92	0.08	1.00	1.94	0.06	1.00	2.00	2.53	0.47	2.00	3.00	1.00
Final Sat.:	3400	150	1750	3434	116	1750	3150	4746	853	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.11	0.15	0.15	0.15	0.06	0.34	0.34	0.04	0.16	0.09
Crit Moves:	****				****			****		****		
Green Time:	14.6	14.6	21.6	20.1	20.1	36.4	16.3	46.3	46.3	7.0	37.0	57.1
Volume/Cap:	0.73	0.73	0.52	0.73	0.73	0.41	0.35	0.73	0.73	0.62	0.43	0.15
Delay/Veh:	46.0	46.0	36.0	41.2	41.2	24.1	37.5	22.9	22.9	50.6	23.8	10.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.0	46.0	36.0	41.2	41.2	24.1	37.5	22.9	22.9	50.6	23.8	10.1
LOS by Move:	D	D	D+	D	D	C	D+	C+	C+	D	C	B+
HCM2k95thQ:	12	12	11	15	15	12	6	28	28	5	13	5

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

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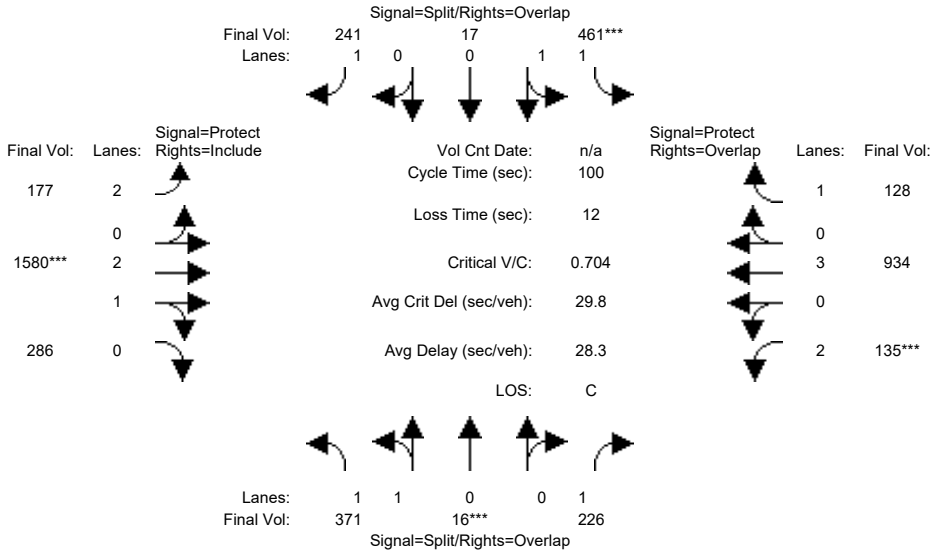
Intersection #3: El Camino Real/Lawrence Expy (CMP)



Street Name:	Lawrence Expy						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	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:												
Base Vol:	371	16	226	461	17	241	177	1580	286	135	934	128
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	371	16	226	461	17	241	177	1580	286	135	934	128
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	371	16	226	461	17	241	177	1580	286	135	934	128
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	371	16	226	461	17	241	177	1580	286	135	934	128
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	371	16	226	461	17	241	177	1580	286	135	934	128
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	371	16	226	461	17	241	177	1580	286	135	934	128
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.93	0.95	0.92	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	1.92	0.08	1.00	1.93	0.07	1.00	2.00	2.52	0.48	2.00	3.00	1.00
Final Sat.:	3403	147	1750	3424	126	1750	3150	4741	858	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.13	0.13	0.13	0.14	0.06	0.33	0.33	0.04	0.16	0.07
Crit Moves:		****		****				****		****		
Green Time:	15.3	15.3	22.3	18.9	18.9	35.0	16.1	46.8	46.8	7.0	37.7	56.6
Volume/Cap:	0.71	0.71	0.58	0.71	0.71	0.39	0.35	0.71	0.71	0.61	0.43	0.13
Delay/Veh:	44.7	44.7	36.8	41.6	41.6	24.9	37.7	22.2	22.2	50.2	23.4	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:	44.7	44.7	36.8	41.6	41.6	24.9	37.7	22.2	22.2	50.2	23.4	10.2
LOS by Move:	D	D	D+	D	D	C	D+	C+	C+	D	C	B+
HCM2k95thQ:	12	12	13	14	14	11	6	27	27	5	13	4

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

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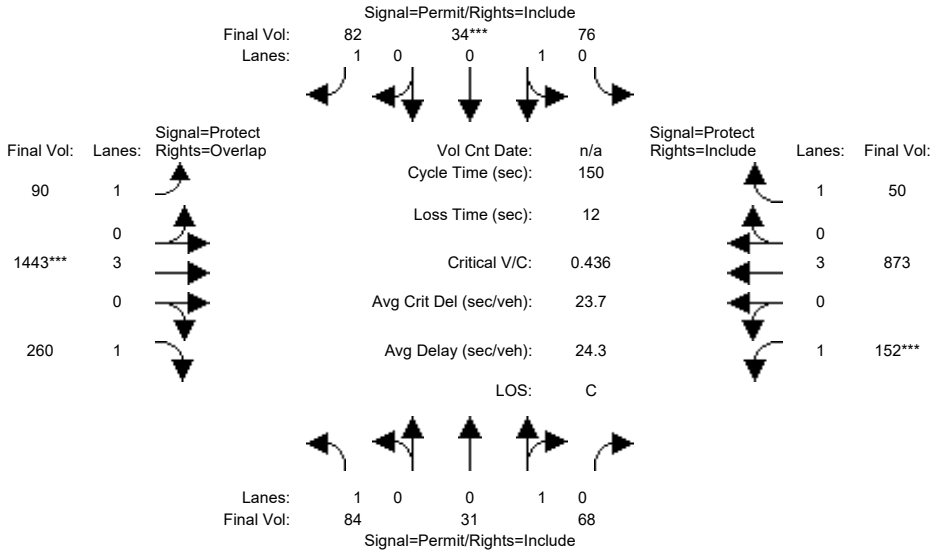
Intersection #4: El Camino Real/Flora Vista Ave



Street Name:	Flora Vista Ave						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	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:												
Base Vol:	84	31	68	76	34	82	90	1443	260	152	873	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	84	31	68	76	34	82	90	1443	260	152	873	50
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	84	31	68	76	34	82	90	1443	260	152	873	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	84	31	68	76	34	82	90	1443	260	152	873	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	31	68	76	34	82	90	1443	260	152	873	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	84	31	68	76	34	82	90	1443	260	152	873	50
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.31	0.69	0.69	0.31	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	564	1236	1244	556	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.06	0.06	0.06	0.06	0.05	0.05	0.25	0.15	0.09	0.15	0.03
Crit Moves:					****			****		****		
Green Time:	21.0	21.0	21.0	21.0	21.0	21.0	29.4	87.1	87.1	29.9	87.6	87.6
Volume/Cap:	0.34	0.39	0.39	0.44	0.44	0.33	0.26	0.44	0.26	0.44	0.26	0.05
Delay/Veh:	59.1	59.7	59.7	60.3	60.3	59.0	51.5	17.8	15.6	53.5	15.4	13.4
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:	59.1	59.7	59.7	60.3	60.3	59.0	51.5	17.8	15.6	53.5	15.4	13.4
LOS by Move:	E+	E+	E+	E	E	E+	D-	B	B	D-	B	B
HCM2k95thQ:	8	9	9	10	10	8	7	21	12	12	12	2

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

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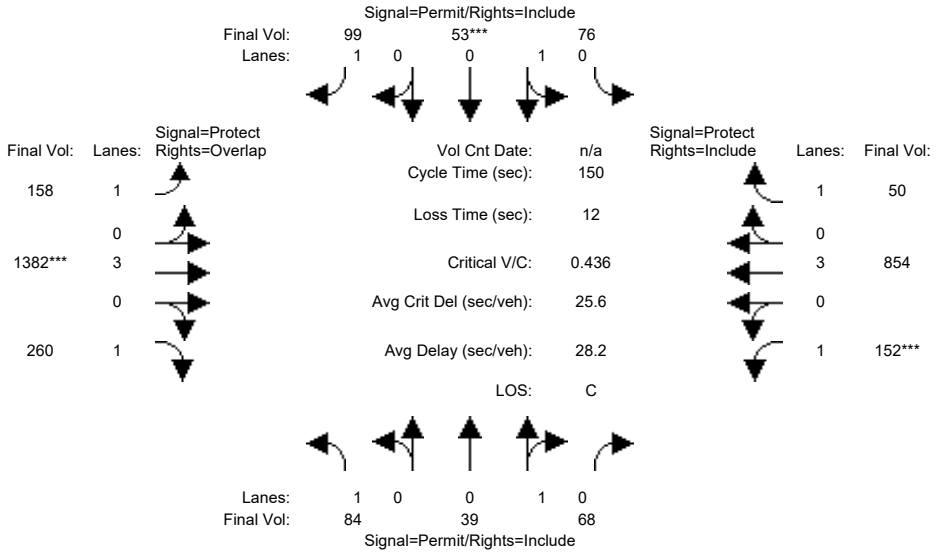
Intersection #4: El Camino Real/Flora Vista Ave



Street Name:	Flora Vista Ave						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	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:												
Base Vol:	84	39	68	76	53	99	158	1382	260	152	854	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	84	39	68	76	53	99	158	1382	260	152	854	50
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	84	39	68	76	53	99	158	1382	260	152	854	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	84	39	68	76	53	99	158	1382	260	152	854	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	39	68	76	53	99	158	1382	260	152	854	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	84	39	68	76	53	99	158	1382	260	152	854	50
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.36	0.64	0.59	0.41	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	656	1144	1060	740	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.06	0.06	0.07	0.07	0.06	0.09	0.24	0.15	0.09	0.15	0.03
Crit Moves:					****			****		****		
Green Time:	24.7	24.7	24.7	24.7	24.7	24.7	42.6	83.4	83.4	29.9	70.7	70.7
Volume/Cap:	0.29	0.36	0.36	0.44	0.44	0.34	0.32	0.44	0.27	0.44	0.32	0.06
Delay/Veh:	55.6	56.4	56.4	57.4	57.4	56.2	42.6	19.6	17.5	53.5	24.7	21.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.6	56.4	56.4	57.4	57.4	56.2	42.6	19.6	17.5	53.5	24.7	21.6
LOS by Move:	E+	E+	E+	E+	E+	E+	D	B-	B	D-	C	C+
HCM2k95thQ:	7	9	9	11	11	9	11	21	12	12	15	3

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

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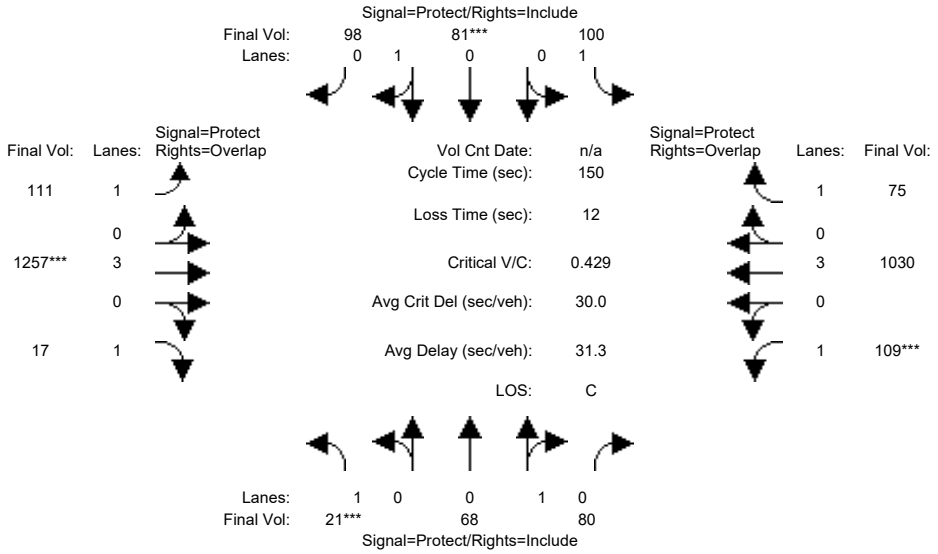
Intersection #5: El Camino Real/Calabazas Blvd



Street Name:	Calabazas Blvd						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	21	68	80	100	81	98	111	1257	17	109	1030	75
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	21	68	80	100	81	98	111	1257	17	109	1030	75
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21	68	80	100	81	98	111	1257	17	109	1030	75
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	21	68	80	100	81	98	111	1257	17	109	1030	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	68	80	100	81	98	111	1257	17	109	1030	75
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	21	68	80	100	81	98	111	1257	17	109	1030	75
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.46	0.54	1.00	0.45	0.55	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	827	973	1750	815	985	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.08	0.08	0.06	0.10	0.10	0.06	0.22	0.01	0.06	0.18	0.04
Crit Moves:	****				****			****		****		
Green Time:	7.0	24.2	24.2	16.8	34.1	34.1	25.2	75.6	82.6	21.3	71.7	88.6
Volume/Cap:	0.26	0.51	0.51	0.51	0.44	0.44	0.38	0.44	0.02	0.44	0.38	0.07
Delay/Veh:	70.7	58.9	58.9	64.9	50.5	50.5	56.3	23.8	15.3	60.1	25.0	13.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	70.7	58.9	58.9	64.9	50.5	50.5	56.3	23.8	15.3	60.1	25.0	13.2
LOS by Move:	E	E+	E+	E	D	D	E+	C	B	E	C	B
HCM2k95thQ:	3	13	13	10	14	14	9	21	1	9	18	3

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

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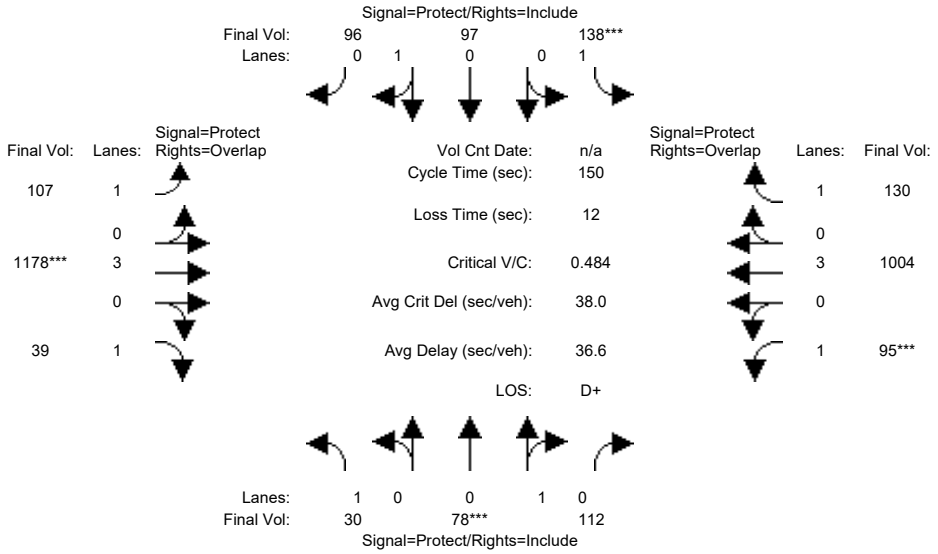
Intersection #5: El Camino Real/Calabazas Blvd



Street Name:	Calabazas Blvd						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	30	78	112	138	97	96	107	1178	39	95	1004	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	78	112	138	97	96	107	1178	39	95	1004	130
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	78	112	138	97	96	107	1178	39	95	1004	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	78	112	138	97	96	107	1178	39	95	1004	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	78	112	138	97	96	107	1178	39	95	1004	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	78	112	138	97	96	107	1178	39	95	1004	130
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.41	0.59	1.00	0.50	0.50	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	739	1061	1750	905	895	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.11	0.11	0.08	0.11	0.11	0.06	0.21	0.02	0.05	0.18	0.07
Crit Moves:		****		****				****		****		
Green Time:	17.3	32.7	32.7	24.4	39.8	39.8	20.8	64.0	81.4	16.8	60.0	84.5
Volume/Cap:	0.15	0.48	0.48	0.48	0.40	0.40	0.44	0.48	0.04	0.48	0.44	0.13
Delay/Veh:	60.0	52.2	52.2	58.4	45.9	45.9	60.5	31.2	16.1	64.4	32.9	15.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.0	52.2	52.2	58.4	45.9	45.9	60.5	31.2	16.1	64.4	32.9	15.5
LOS by Move:	E	D-	D-	E+	D	D	E	C	B	E	C-	B
HCM2k95thQ:	3	15	15	13	14	14	9	23	2	9	20	6

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

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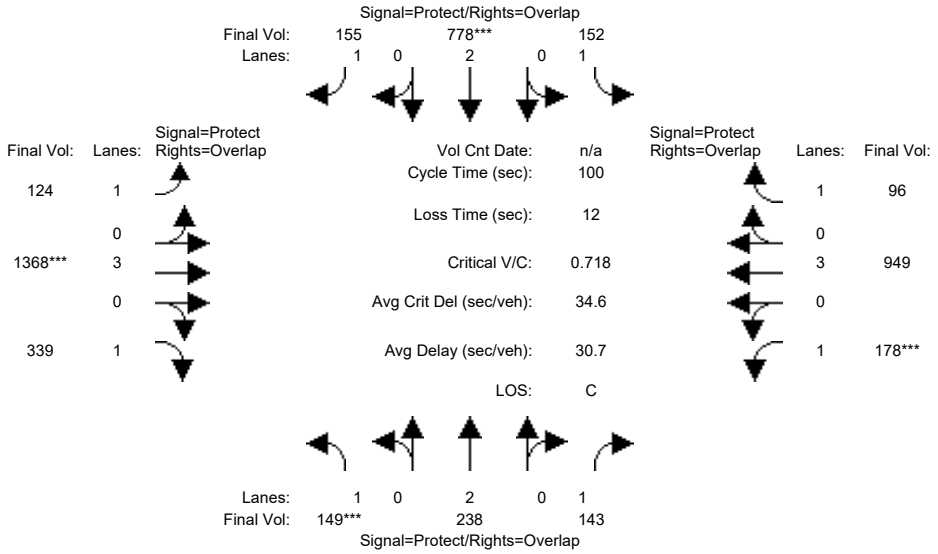
Intersection #6: El Camino Real/Bowers Ave - Kiely Blvd (CMP)



Street Name:	Bowers Ave - Kiely Blvd						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	149	238	143	152	778	155	124	1368	339	178	949	96
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	149	238	143	152	778	155	124	1368	339	178	949	96
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	149	238	143	152	778	155	124	1368	339	178	949	96
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	149	238	143	152	778	155	124	1368	339	178	949	96
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	149	238	143	152	778	155	124	1368	339	178	949	96
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	149	238	143	152	778	155	124	1368	339	178	949	96
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.06	0.08	0.09	0.20	0.09	0.07	0.24	0.19	0.10	0.17	0.05
Crit Moves:	****				****			****		****		
Green Time:	11.9	21.6	35.8	18.8	28.5	42.7	14.2	33.4	45.3	14.2	33.4	52.2
Volume/Cap:	0.72	0.29	0.23	0.46	0.72	0.21	0.50	0.72	0.43	0.72	0.50	0.11
Delay/Veh:	53.9	33.0	22.6	37.2	34.5	18.1	41.2	30.5	18.9	50.7	26.8	12.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.9	33.0	22.6	37.2	34.5	18.1	41.2	30.5	18.9	50.7	26.8	12.2
LOS by Move:	D-	C-	C+	D+	C-	B-	D	C	B-	D	C	B
HCM2k95thQ:	10	6	6	9	20	6	7	22	14	11	14	3

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

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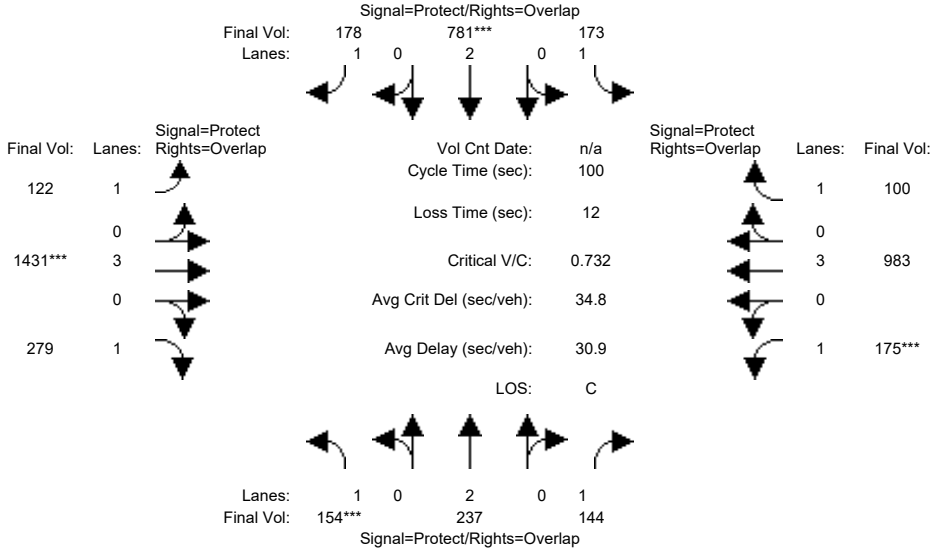
Background PP PM

Intersection #6: El Camino Real/Bowers Ave - Kiely Blvd (CMP)



Street Name:	Bowers Ave - Kiely Blvd						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	154	237	144	173	781	178	122	1431	279	175	983	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	154	237	144	173	781	178	122	1431	279	175	983	100
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	154	237	144	173	781	178	122	1431	279	175	983	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	154	237	144	173	781	178	122	1431	279	175	983	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	154	237	144	173	781	178	122	1431	279	175	983	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	154	237	144	173	781	178	122	1431	279	175	983	100
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.06	0.08	0.10	0.21	0.10	0.07	0.25	0.16	0.10	0.17	0.06
Crit Moves:	****				****			****		****		
Green Time:	12.0	20.2	33.8	19.9	28.1	41.9	13.8	34.3	46.3	13.7	34.1	54.0
Volume/Cap:	0.73	0.31	0.24	0.50	0.73	0.24	0.50	0.73	0.34	0.73	0.51	0.11
Delay/Veh:	54.9	34.2	24.1	36.7	35.2	19.0	41.6	30.3	17.4	52.5	26.5	11.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.9	34.2	24.1	36.7	35.2	19.0	41.6	30.3	17.4	52.5	26.5	11.3
LOS by Move:	D-	C-	C	D+	D+	B-	D	C	B	D-	C	B+
HCM2k95thQ:	10	6	7	10	20	7	7	23	11	11	15	3

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

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El Camino Real Specific Plan
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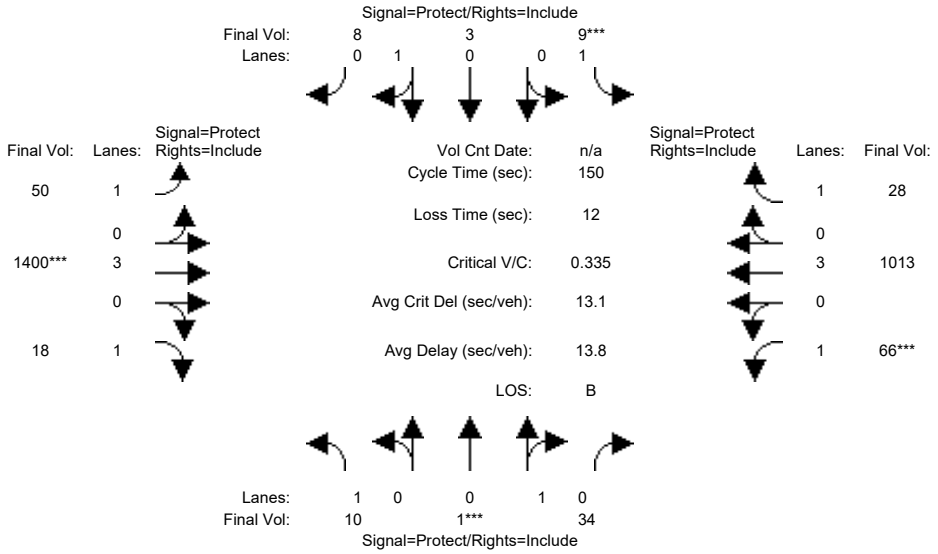
Background PM

Intersection #7: El Camino Real/Bowe Ave



Street Name:	Bowe Ave						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	10	1	34	9	3	8	50	1400	18	66	1013	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	1	34	9	3	8	50	1400	18	66	1013	28
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	1	34	9	3	8	50	1400	18	66	1013	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	1	34	9	3	8	50	1400	18	66	1013	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	1	34	9	3	8	50	1400	18	66	1013	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	1	34	9	3	8	50	1400	18	66	1013	28
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.03	0.97	1.00	0.27	0.73	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	51	1749	1750	491	1309	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.02	0.01	0.01	0.01	0.03	0.25	0.01	0.04	0.18	0.02
Crit Moves:		****		****				****		****		
Green Time:	7.0	10.0	10.0	7.0	10.0	10.0	25.2	105	104.9	16.1	95.8	95.8
Volume/Cap:	0.12	0.29	0.29	0.11	0.09	0.09	0.17	0.35	0.01	0.35	0.28	0.03
Delay/Veh:	69.2	68.0	68.0	69.1	66.1	66.1	53.8	9.0	6.9	63.2	11.9	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:	69.2	68.0	68.0	69.1	66.1	66.1	53.8	9.0	6.9	63.2	11.9	9.9
LOS by Move:	E	E	E	E	E	E	D-	A	A	E	B+	A
HCM2k95thQ:	1	4	4	1	1	1	4	15	1	6	12	1

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

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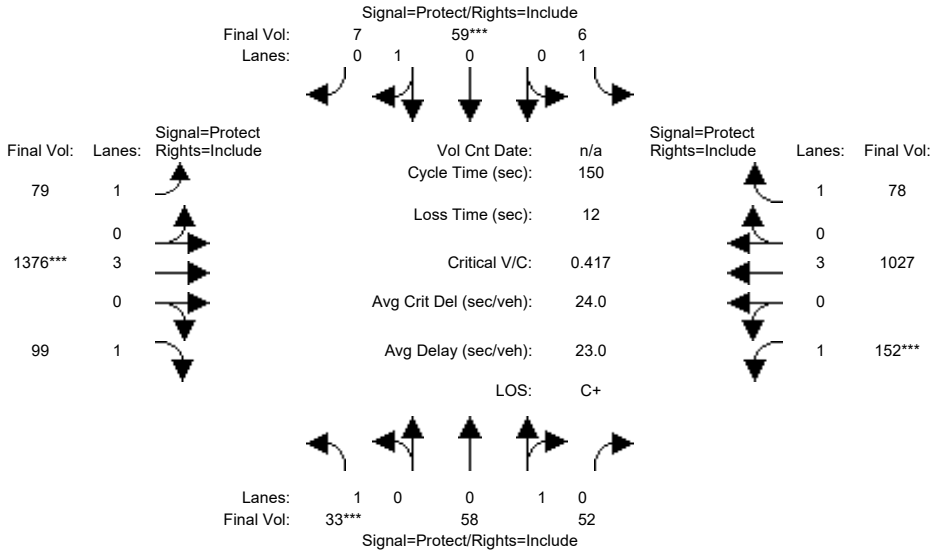
Intersection #7: El Camino Real/Bowe Ave



Street Name:	Bowe Ave						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	33	58	52	6	59	7	79	1376	99	152	1027	78
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	33	58	52	6	59	7	79	1376	99	152	1027	78
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	33	58	52	6	59	7	79	1376	99	152	1027	78
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	33	58	52	6	59	7	79	1376	99	152	1027	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	58	52	6	59	7	79	1376	99	152	1027	78
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	33	58	52	6	59	7	79	1376	99	152	1027	78
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.53	0.47	1.00	0.89	0.11	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	949	851	1750	1609	191	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.06	0.06	0.00	0.04	0.04	0.05	0.24	0.06	0.09	0.18	0.04
Crit Moves:	****				****			****		****		
Green Time:	7.0	11.9	11.9	8.3	13.2	13.2	24.2	86.7	86.7	31.2	93.6	93.6
Volume/Cap:	0.40	0.77	0.77	0.06	0.42	0.42	0.28	0.42	0.10	0.42	0.29	0.07
Delay/Veh:	72.7	90.4	90.4	67.4	66.6	66.6	55.8	17.7	14.2	52.3	13.0	11.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	72.7	90.4	90.4	67.4	66.6	66.6	55.8	17.7	14.2	52.3	13.0	11.1
LOS by Move:	E	F	F	E	E	E	E+	B	B	D-	B	B+
HCM2k95thQ:	4	13	13	1	7	7	6	20	4	12	13	3

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

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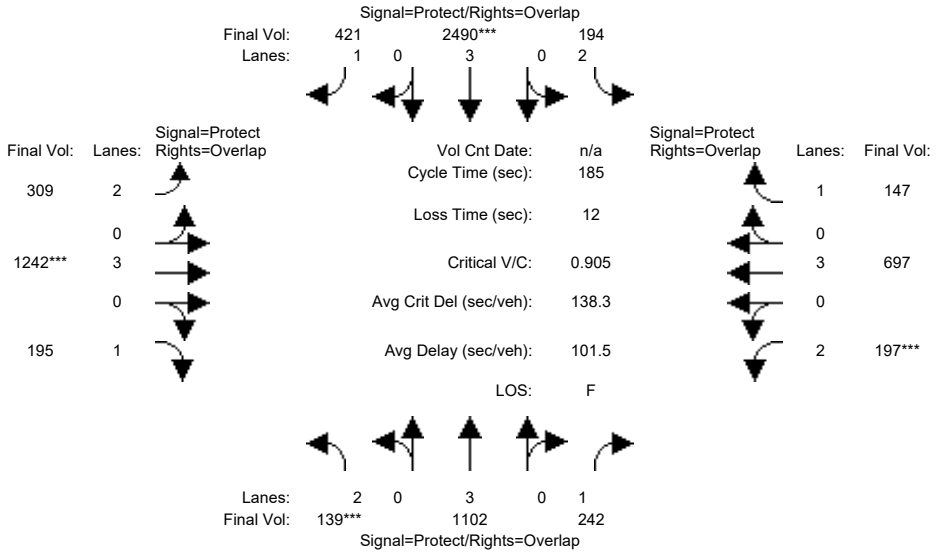
Background PM

Intersection #8: El Camino Real/San Tomas Expy (CMP)



Street Name:	San Tomas Expy						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	22	83	83	28	89	89	35	50	50	28	43	43
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	139	1312	242	194	3036	421	309	1242	195	197	697	147
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	139	1312	242	194	3036	421	309	1242	195	197	697	147
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	139	1312	242	194	3036	421	309	1242	195	197	697	147
User Adj:	1.00	0.84	1.00	1.00	0.82	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	139	1102	242	194	2490	421	309	1242	195	197	697	147
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	139	1102	242	194	2490	421	309	1242	195	197	697	147
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	139	1102	242	194	2490	421	309	1242	195	197	697	147
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	0.83	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	4731	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.19	0.14	0.06	0.53	0.24	0.10	0.22	0.11	0.06	0.12	0.08
Crit Moves:	****				****			****		****		
Green Time:	20.2	76.4	102.2	25.8	81.9	114.1	32.2	46.0	66.3	25.8	39.6	65.3
Volume/Cap:	0.40	0.47	0.25	0.44	1.19	0.39	0.56	0.88	0.31	0.45	0.57	0.24
Delay/Veh:	84.2	49.4	30.8	88.6	176	40.5	77.4	79.0	46.9	80.2	71.4	46.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	84.2	49.4	30.8	88.6	176	40.5	77.4	79.0	46.9	80.2	71.4	46.1
LOS by Move:	F	D	C	F	F	D	E-	E-	D	F	E	D
HCM2k95thQ:	9	31	19	13	100	38	19	42	17	12	22	13

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

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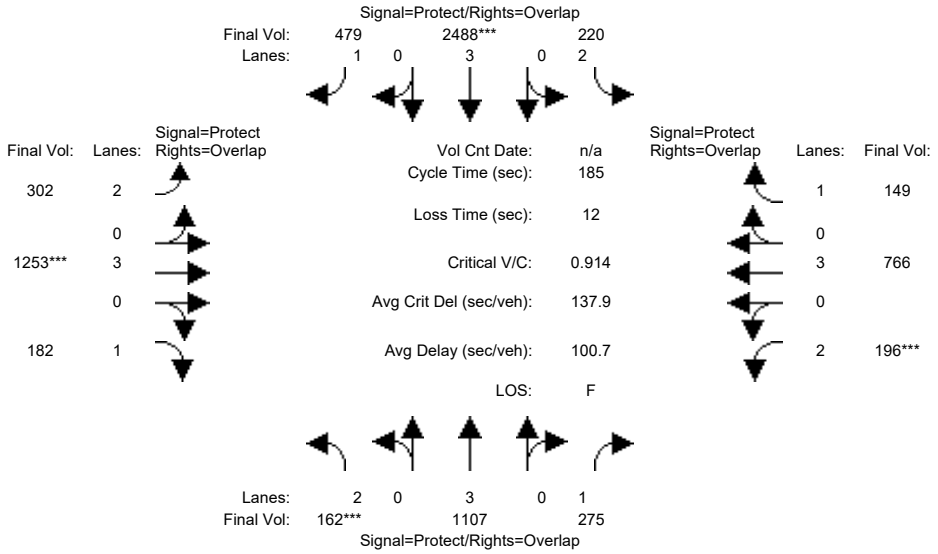
Intersection #8: El Camino Real/San Tomas Expy (CMP)



Street Name:	San Tomas Expy						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	22	83	83	28	89	89	35	50	50	28	43	43
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	162	1318	275	220	3034	479	302	1253	182	196	766	149
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	162	1318	275	220	3034	479	302	1253	182	196	766	149
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	162	1318	275	220	3034	479	302	1253	182	196	766	149
User Adj:	1.00	0.84	1.00	1.00	0.82	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	162	1107	275	220	2488	479	302	1253	182	196	766	149
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	162	1107	275	220	2488	479	302	1253	182	196	766	149
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	162	1107	275	220	2488	479	302	1253	182	196	766	149
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	0.83	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	4731	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.19	0.16	0.07	0.53	0.27	0.10	0.22	0.10	0.06	0.13	0.09
Crit Moves:	****				****			****		****		
Green Time:	20.2	76.4	102.2	25.8	81.9	114.1	32.2	46.0	66.3	25.8	39.6	65.3
Volume/Cap:	0.47	0.47	0.28	0.50	1.19	0.44	0.55	0.88	0.29	0.45	0.63	0.24
Delay/Veh:	85.0	49.5	31.5	89.6	175	42.4	77.0	79.6	46.5	80.1	72.8	46.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	85.0	49.5	31.5	89.6	175	42.4	77.0	79.6	46.5	80.1	72.8	46.2
LOS by Move:	F	D	C	F	F	D	E-	E-	D	F	E	D
HCM2k95thQ:	11	31	22	14	100	43	18	42	15	12	25	13

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

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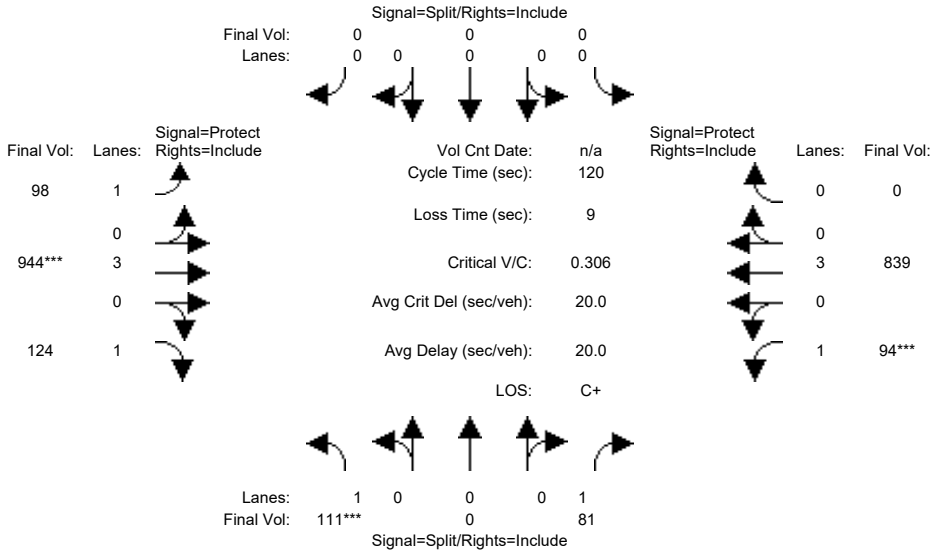
Intersection #9: El Camino Real/McCormick Dr



Street Name:	McCormick Dr						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	111	0	81	0	0	0	98	944	124	94	839	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	111	0	81	0	0	0	98	944	124	94	839	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	111	0	81	0	0	0	98	944	124	94	839	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:	111	0	81	0	0	0	98	944	124	94	839	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	111	0	81	0	0	0	98	944	124	94	839	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:	111	0	81	0	0	0	98	944	124	94	839	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	1.00	3.00	1.00	1.00	3.00	0.00
Final Sat.:	1750	0	1750	0	0	0	1750	5700	1750	1750	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.05	0.00	0.00	0.00	0.06	0.17	0.07	0.05	0.15	0.00
Crit Moves:	****							****		****		
Green Time:	24.9	0.0	24.9	0.0	0.0	0.0	24.4	65.0	65.0	21.1	61.7	0.0
Volume/Cap:	0.31	0.00	0.22	0.00	0.00	0.00	0.27	0.31	0.13	0.31	0.29	0.00
Delay/Veh:	40.7	0.0	39.8	0.0	0.0	0.0	40.7	15.2	13.6	43.6	16.7	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:	40.7	0.0	39.8	0.0	0.0	0.0	40.7	15.2	13.6	43.6	16.7	0.0
LOS by Move:	D	A	D	A	A	A	D	B	B	D	B	A
HCM2k95thQ:	8	0	5	0	0	0	6	11	5	6	11	0

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

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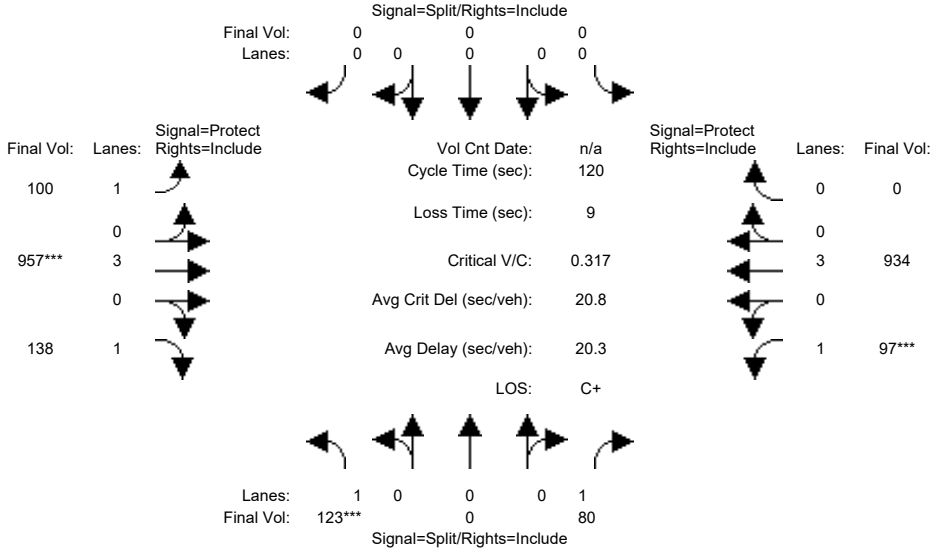
Intersection #9: El Camino Real/McCormick Dr



Street Name:	McCormick Dr						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	123	0	80	0	0	0	100	957	138	97	934	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	123	0	80	0	0	0	100	957	138	97	934	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	123	0	80	0	0	0	100	957	138	97	934	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:	123	0	80	0	0	0	100	957	138	97	934	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	123	0	80	0	0	0	100	957	138	97	934	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:	123	0	80	0	0	0	100	957	138	97	934	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	1.00	3.00	1.00	1.00	3.00	0.00
Final Sat.:	1750	0	1750	0	0	0	1750	5700	1750	1750	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.05	0.00	0.00	0.00	0.06	0.17	0.08	0.06	0.16	0.00
Crit Moves:	****							****		****		
Green Time:	26.6	0.0	26.6	0.0	0.0	0.0	22.2	63.5	63.5	21.0	62.3	0.0
Volume/Cap:	0.32	0.00	0.21	0.00	0.00	0.00	0.31	0.32	0.15	0.32	0.32	0.00
Delay/Veh:	39.6	0.0	38.4	0.0	0.0	0.0	42.8	16.1	14.5	43.9	16.7	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:	39.6	0.0	38.4	0.0	0.0	0.0	42.8	16.1	14.5	43.9	16.7	0.0
LOS by Move:	D	A	D+	A	A	A	D	B	B	D	B	A
HCM2k95thQ:	8	0	5	0	0	0	6	12	5	6	12	0

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

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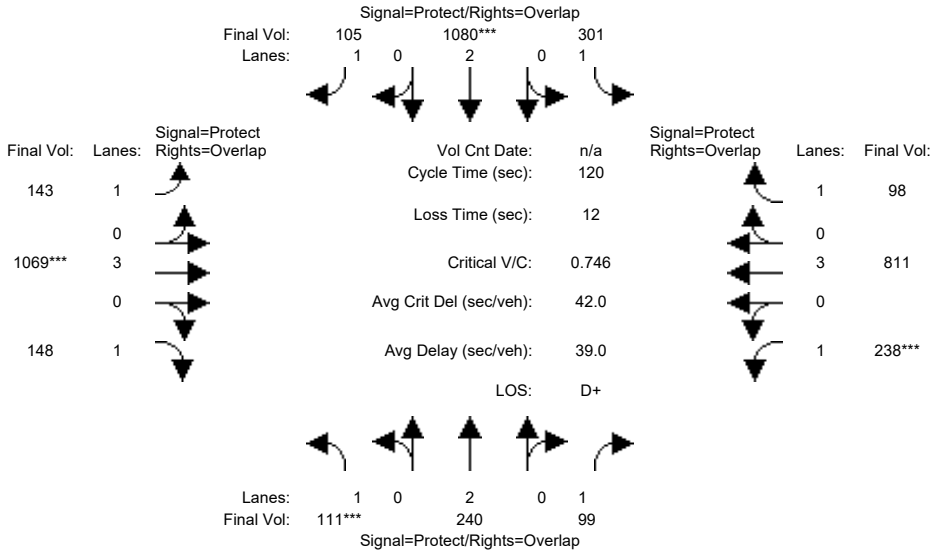
Intersection #10: El Camino Real/Scott Blvd (CMP)



Street Name:	Scott Blvd						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	111	240	99	301	1080	105	143	1069	148	238	811	98
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	111	240	99	301	1080	105	143	1069	148	238	811	98
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	111	240	99	301	1080	105	143	1069	148	238	811	98
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	111	240	99	301	1080	105	143	1069	148	238	811	98
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	111	240	99	301	1080	105	143	1069	148	238	811	98
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	111	240	99	301	1080	105	143	1069	148	238	811	98
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.17	0.28	0.06	0.08	0.19	0.08	0.14	0.14	0.06
Crit Moves:	****				****			****		****		
Green Time:	10.2	18.3	40.1	37.7	45.7	64.7	19.0	30.2	40.4	21.9	33.1	70.8
Volume/Cap:	0.75	0.42	0.17	0.55	0.75	0.11	0.52	0.75	0.25	0.75	0.52	0.09
Delay/Veh:	72.1	46.5	28.3	35.3	34.3	13.6	48.0	43.6	29.1	55.7	37.0	10.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	72.1	46.5	28.3	35.3	34.3	13.6	48.0	43.6	29.1	55.7	37.0	10.7
LOS by Move:	E	D	C	D+	C-	B	D	D	C	E+	D+	B+
HCM2k95thQ:	9	8	5	19	31	4	10	22	8	17	15	3

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

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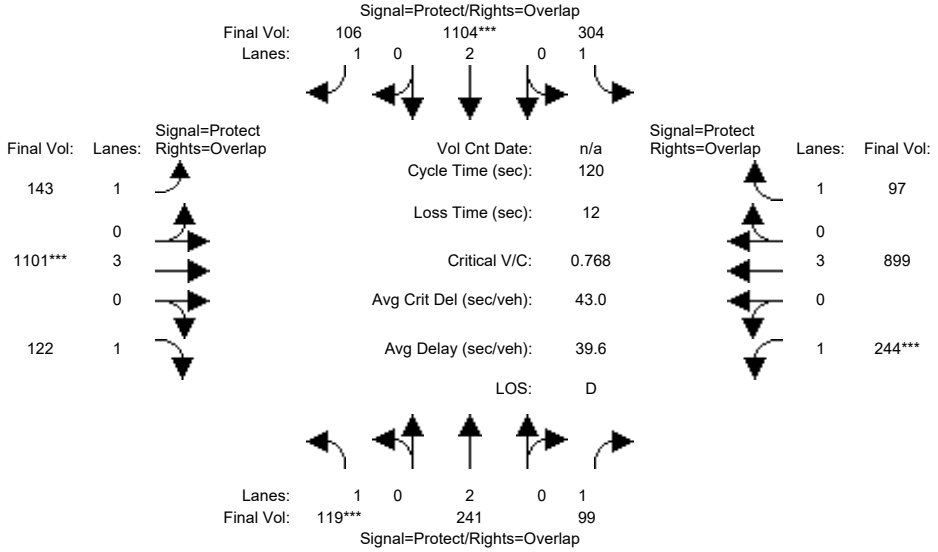
Intersection #10: El Camino Real/Scott Blvd (CMP)



Street Name:	Scott Blvd						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	119	241	99	304	1104	106	143	1101	122	244	899	97
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	119	241	99	304	1104	106	143	1101	122	244	899	97
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	119	241	99	304	1104	106	143	1101	122	244	899	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:	119	241	99	304	1104	106	143	1101	122	244	899	97
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	119	241	99	304	1104	106	143	1101	122	244	899	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:	119	241	99	304	1104	106	143	1101	122	244	899	97
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.06	0.06	0.17	0.29	0.06	0.08	0.19	0.07	0.14	0.16	0.06
Crit Moves:	****				****			****		****		
Green Time:	10.6	18.2	40.0	37.9	45.4	63.1	17.7	30.2	40.8	21.8	34.2	72.1
Volume/Cap:	0.77	0.42	0.17	0.55	0.77	0.12	0.55	0.77	0.20	0.77	0.55	0.09
Delay/Veh:	73.9	46.6	28.4	35.2	35.3	14.4	50.0	44.2	28.3	57.5	36.8	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:	73.9	46.6	28.4	35.2	35.3	14.4	50.0	44.2	28.3	57.5	36.8	10.2
LOS by Move:	E	D	C	D+	D+	B	D	D	C	E+	D+	B+
HCM2k95thQ:	10	8	5	19	33	4	10	23	7	18	17	3

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

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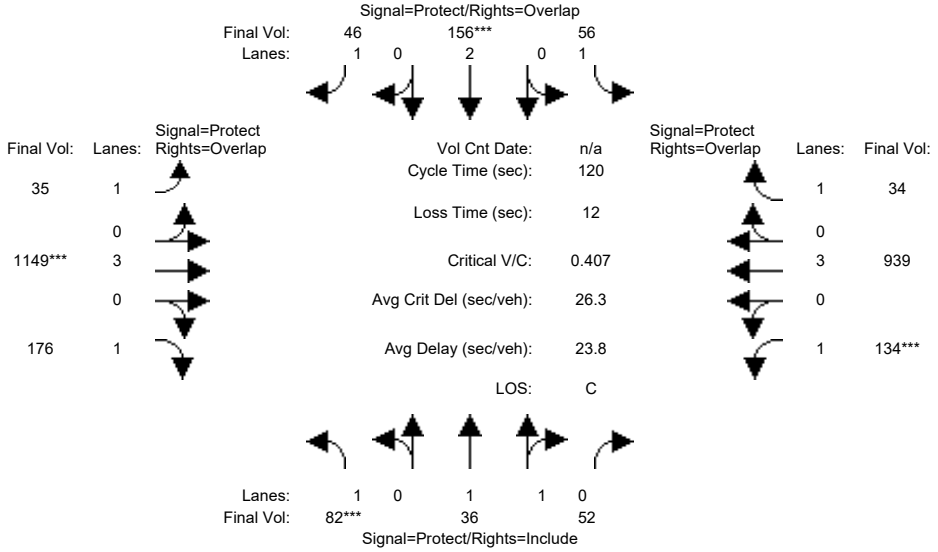
Intersection #11: El Camino Real/Lincoln St (CMP)



Street Name:	Lincoln St						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	82	36	52	56	156	46	35	1149	176	134	939	34
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	82	36	52	56	156	46	35	1149	176	134	939	34
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	82	36	52	56	156	46	35	1149	176	134	939	34
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	82	36	52	56	156	46	35	1149	176	134	939	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	36	52	56	156	46	35	1149	176	134	939	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	82	36	52	56	156	46	35	1149	176	134	939	34
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	1900	1750	1750	3800	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.02	0.03	0.03	0.04	0.03	0.02	0.20	0.10	0.08	0.16	0.02
Crit Moves:	****				****			****		****		
Green Time:	13.8	15.3	15.3	10.7	12.1	33.6	21.5	59.5	73.3	22.6	60.6	71.3
Volume/Cap:	0.41	0.15	0.23	0.36	0.41	0.09	0.11	0.41	0.16	0.41	0.33	0.03
Delay/Veh:	50.6	46.7	47.4	52.9	51.3	32.0	41.4	19.2	10.2	43.6	17.7	10.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.6	46.7	47.4	52.9	51.3	32.0	41.4	19.2	10.2	43.6	17.7	10.1
LOS by Move:	D	D	D	D-	D-	C-	D	B-	B+	D	B	B+
HCM2k95thQ:	7	3	4	5	6	3	2	16	6	9	12	1

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

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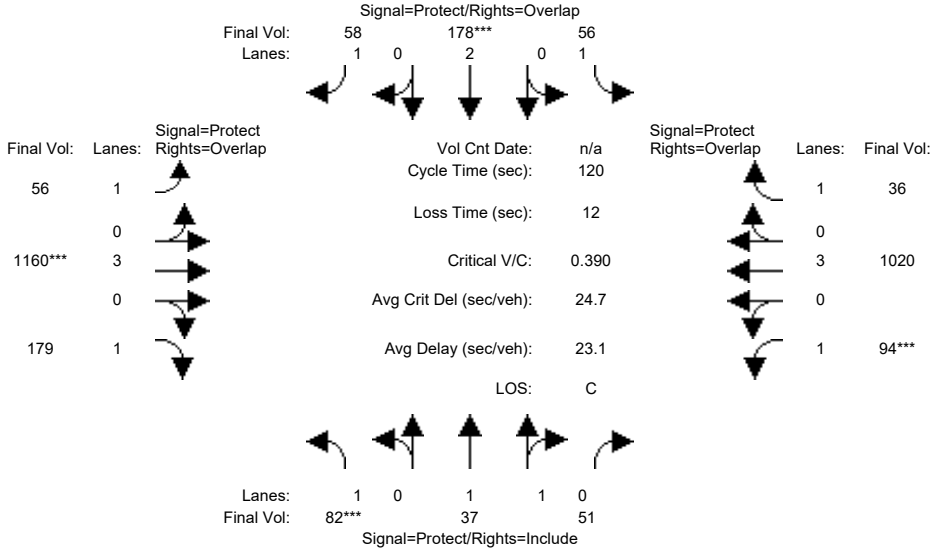
Intersection #11: El Camino Real/Lincoln St (CMP)



Street Name:	Lincoln St						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	82	37	51	56	178	58	56	1160	179	94	1020	36
Growth Adj:	1.00	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	37	51	56	178	58	56	1160	179	94	1020	36
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	82	37	51	56	178	58	56	1160	179	94	1020	36
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	82	37	51	56	178	58	56	1160	179	94	1020	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	37	51	56	178	58	56	1160	179	94	1020	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	82	37	51	56	178	58	56	1160	179	94	1020	36
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	1900	1750	1750	3800	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.02	0.03	0.03	0.05	0.03	0.03	0.20	0.10	0.05	0.18	0.02
Crit Moves:	****				****			****		****		
Green Time:	14.4	17.0	17.0	11.9	14.4	33.9	19.5	62.6	77.1	16.5	59.7	71.6
Volume/Cap:	0.39	0.14	0.21	0.32	0.39	0.12	0.20	0.39	0.16	0.39	0.36	0.03
Delay/Veh:	49.9	45.2	45.8	51.4	49.3	32.1	43.9	17.3	8.6	48.2	18.5	10.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.9	45.2	45.8	51.4	49.3	32.1	43.9	17.3	8.6	48.2	18.5	10.0
LOS by Move:	D	D	D	D-	D	C-	D	B	A	D	B-	A
HCM2k95thQ:	7	3	4	5	7	3	4	15	5	7	14	1

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

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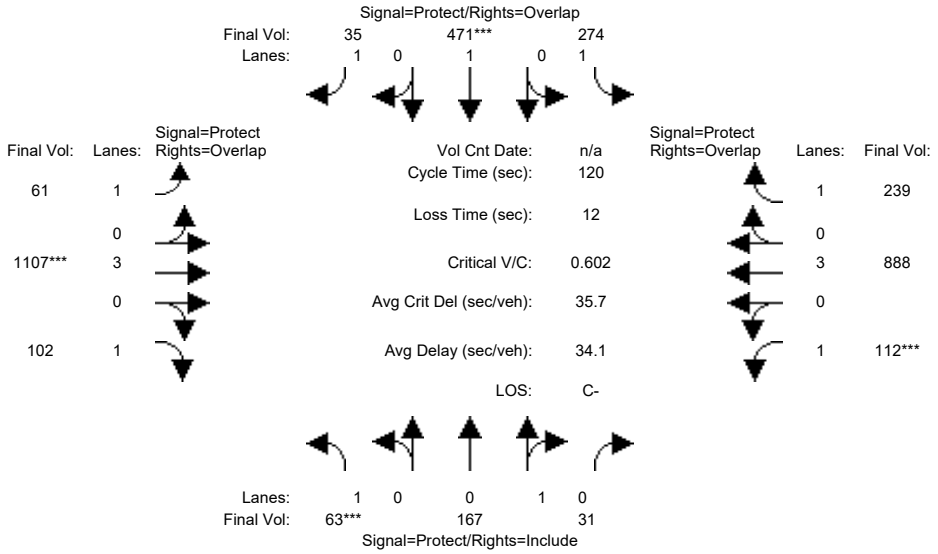
Intersection #12: El Camino Real/Monroe St (CMP)



Street Name:	Monroe St						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	63	167	31	274	471	35	61	1107	102	112	888	239
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	63	167	31	274	471	35	61	1107	102	112	888	239
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	63	167	31	274	471	35	61	1107	102	112	888	239
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	63	167	31	274	471	35	61	1107	102	112	888	239
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	167	31	274	471	35	61	1107	102	112	888	239
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	63	167	31	274	471	35	61	1107	102	112	888	239
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.84	0.16	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	1518	282	1750	1900	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.11	0.11	0.16	0.25	0.02	0.03	0.19	0.06	0.06	0.16	0.14
Crit Moves:	****				****			****		****		
Green Time:	7.2	23.3	23.3	33.2	49.4	63.4	14.0	38.7	45.9	12.8	37.4	70.6
Volume/Cap:	0.60	0.57	0.57	0.57	0.60	0.04	0.30	0.60	0.15	0.60	0.50	0.23
Delay/Veh:	64.5	45.9	45.9	38.8	29.0	13.6	49.3	34.8	24.4	56.7	33.9	11.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.5	45.9	45.9	38.8	29.0	13.6	49.3	34.8	24.4	56.7	33.9	11.9
LOS by Move:	E	D	D	D+	C	B	D	C-	C	E+	C-	B+
HCM2k95thQ:	7	14	14	17	23	1	4	20	5	8	16	8

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

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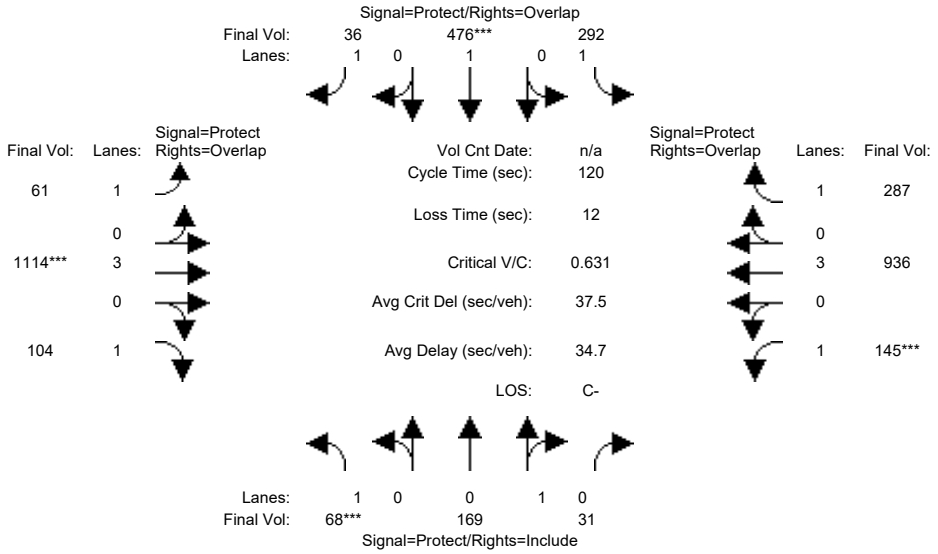
Intersection #12: El Camino Real/Monroe St (CMP)



Street Name:	Monroe St						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	68	169	31	292	476	36	61	1114	104	145	936	287
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	68	169	31	292	476	36	61	1114	104	145	936	287
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	68	169	31	292	476	36	61	1114	104	145	936	287
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	68	169	31	292	476	36	61	1114	104	145	936	287
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	169	31	292	476	36	61	1114	104	145	936	287
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	68	169	31	292	476	36	61	1114	104	145	936	287
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.84	0.16	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	1521	279	1750	1900	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.11	0.11	0.17	0.25	0.02	0.03	0.20	0.06	0.08	0.16	0.16
Crit Moves:	****				****			****		****		
Green Time:	7.4	22.0	22.0	33.0	47.7	61.5	13.9	37.2	44.6	15.8	39.1	72.1
Volume/Cap:	0.63	0.61	0.61	0.61	0.63	0.04	0.30	0.63	0.16	0.63	0.50	0.27
Delay/Veh:	66.4	48.2	48.2	40.0	30.8	14.6	49.5	36.3	25.3	54.9	32.9	11.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	66.4	48.2	48.2	40.0	30.8	14.6	49.5	36.3	25.3	54.9	32.9	11.6
LOS by Move:	E	D	D	D	C	B	D	D+	C	D-	C-	B+
HCM2k95thQ:	7	15	15	18	24	1	4	21	5	10	16	10

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

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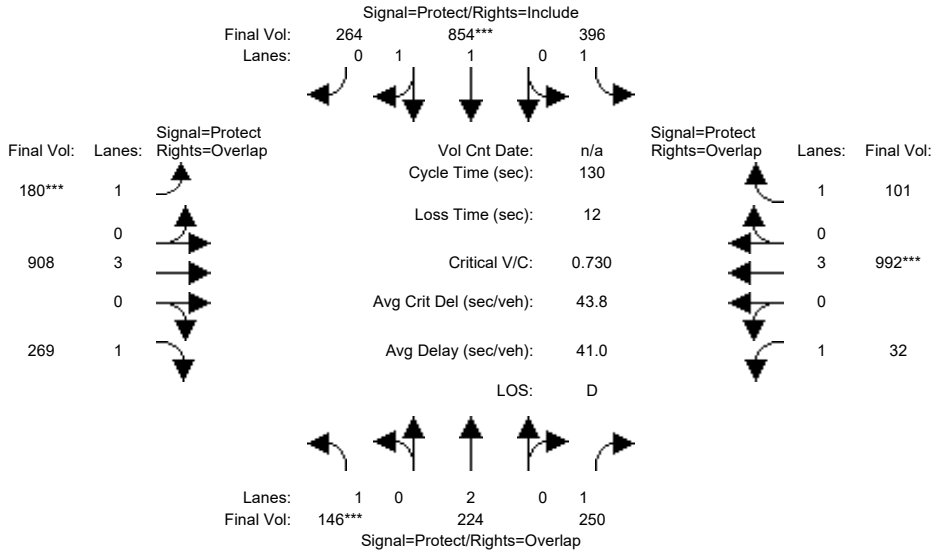
Intersection #13: El Camino Real/Lafayette St (CMP)



Street Name:	Lafayette St						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	146	224	250	396	854	264	180	908	269	32	992	101
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	146	224	250	396	854	264	180	908	269	32	992	101
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	146	224	250	396	854	264	180	908	269	32	992	101
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	146	224	250	396	854	264	180	908	269	32	992	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	146	224	250	396	854	264	180	908	269	32	992	101
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	146	224	250	396	854	264	180	908	269	32	992	101
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.51	0.49	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	2826	874	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.06	0.14	0.23	0.30	0.30	0.10	0.16	0.15	0.02	0.17	0.06
Crit Moves:	****				****		****				****	
Green Time:	14.9	24.4	36.8	44.3	53.8	53.8	18.3	36.9	51.7	12.5	31.0	75.3
Volume/Cap:	0.73	0.31	0.50	0.66	0.73	0.73	0.73	0.56	0.39	0.19	0.73	0.10
Delay/Veh:	68.4	45.8	39.8	39.3	33.8	33.8	64.0	40.1	28.2	54.7	47.7	12.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	68.4	45.8	39.8	39.3	33.8	33.8	64.0	40.1	28.2	54.7	47.7	12.3
LOS by Move:	E	D	D	D	C-	C-	E	D	C	D-	D	B
HCM2k95thQ:	14	8	17	27	34	34	14	18	15	3	22	4

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

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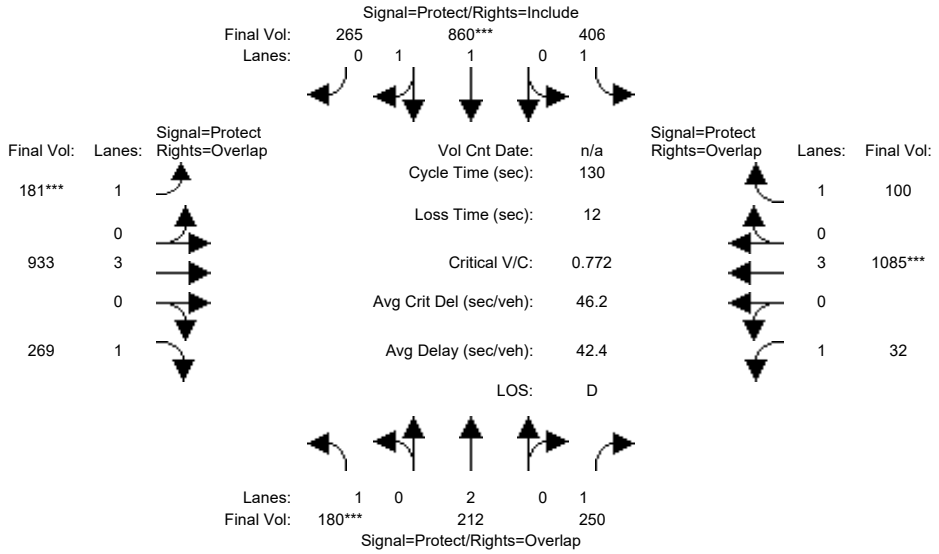
Background PP PM

Intersection #13: El Camino Real/Lafayette St (CMP)



Street Name:	Lafayette St						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	180	212	250	406	860	265	181	933	269	32	1085	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	212	250	406	860	265	181	933	269	32	1085	100
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	180	212	250	406	860	265	181	933	269	32	1085	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	180	212	250	406	860	265	181	933	269	32	1085	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	212	250	406	860	265	181	933	269	32	1085	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	180	212	250	406	860	265	181	933	269	32	1085	100
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.52	0.48	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	2828	871	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.06	0.14	0.23	0.30	0.30	0.10	0.16	0.15	0.02	0.19	0.06
Crit Moves:	****				****		****				****	
Green Time:	17.3	23.9	36.2	44.6	51.2	51.2	17.4	37.2	54.5	12.2	32.1	76.6
Volume/Cap:	0.77	0.30	0.51	0.68	0.77	0.77	0.77	0.57	0.37	0.19	0.77	0.10
Delay/Veh:	69.1	46.1	40.4	39.6	36.9	36.9	69.0	40.1	26.2	54.9	48.3	11.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	69.1	46.1	40.4	39.6	36.9	36.9	69.0	40.1	26.2	54.9	48.3	11.7
LOS by Move:	E	D	D	D	D+	D+	E	D	C	D-	D	B+
HCM2k95thQ:	17	7	17	27	36	36	15	19	14	3	24	4

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

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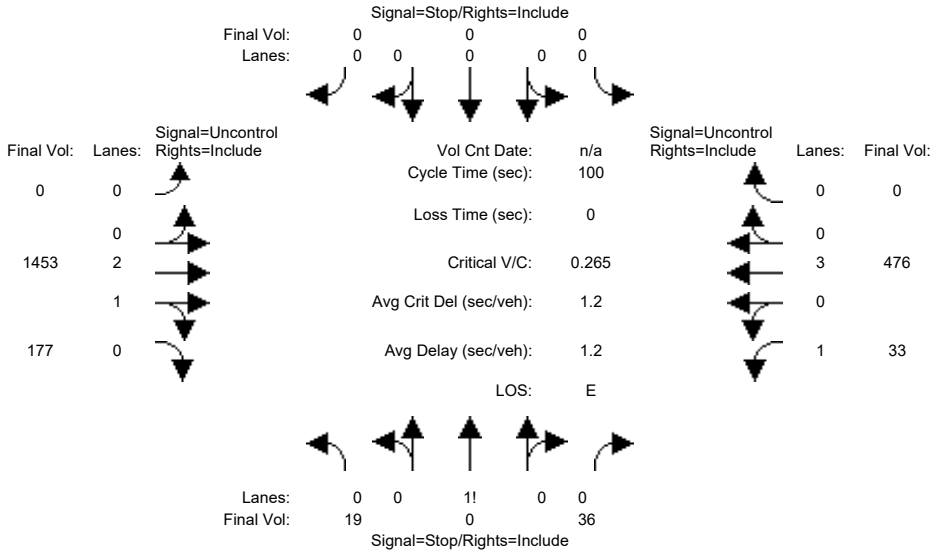
El Camino Real Specific Plan
SJ17-1774
Background PM Plus Project

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

Intersection #14: El Camino Real/Harrison St




```
Street Name:           Harrison St                      El Camino Real
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      19    0    36     0    0     0     0 1453   177    33  476     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   19    0    36     0    0     0     0 1453   177    33  476     0
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   19    0    36     0    0     0     0 1453   177    33  476     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:    19    0    36     0    0     0     0 1453   177    33  476     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   19    0    36     0    0     0     0 1453   177    33  476     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  6.8  6.5   6.9 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:  3.5  4.0   3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 1766 2084   573  xxxx xxxx xxxxx  xxxx xxxx xxxxx  1630 xxxx xxxxx
Potent Cap.:   77   54   468  xxxx xxxx xxxxx  xxxx xxxx xxxxx   404 xxxx xxxxx
Move Cap.:     72   49   468  xxxx xxxx xxxxx  xxxx xxxx xxxxx   404 xxxx xxxxx
Volume/Cap:  0.26 0.00  0.08  xxxx xxxx  xxxx  xxxx xxxx  xxxx  0.08 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.3 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx  14.7 xxxx xxxxx
LOS by Move:    *    *     *     *    *     *     *    *     *     B    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx  161 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx  1.4 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx 38.5 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    E     *     *    *     *     *    *     *     *    *     *
ApproachDel:      38.5           xxxxxx           xxxxxx           xxxxxx
ApproachLOS:         E                *                *                *
Note: Queue reported is the number of cars per lane.
                     Peak Hour Delay Signal Warrant Report
*******************************************************************************
Intersection #14 El Camino Real/Harrison St
*******************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
```

```
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0  0  1! 0  0    0  0  0  0  0    0  0  2  1  0    1  0  3  0  0
Initial Vol:   19    0    36     0    0     0     0 1453   177    33  476     0
ApproachDel:      38.5           xxxxxx           xxxxxx           xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.6]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=55]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=2194]
   SUCCEED - Total volume greater than or equal to 650 for intersection
             with less than four approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
                Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #14 El Camino Real/Harrison St
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0  0  1! 0  0    0  0  0  0  0    0  0  2  1  0    1  0  3  0  0
Initial Vol:   19    0    36     0    0     0     0 1453   177    33  476     0
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             2139
Minor Approach Volume:           55
Minor Approach Volume Threshold: 23 [less than minimum of 100]
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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

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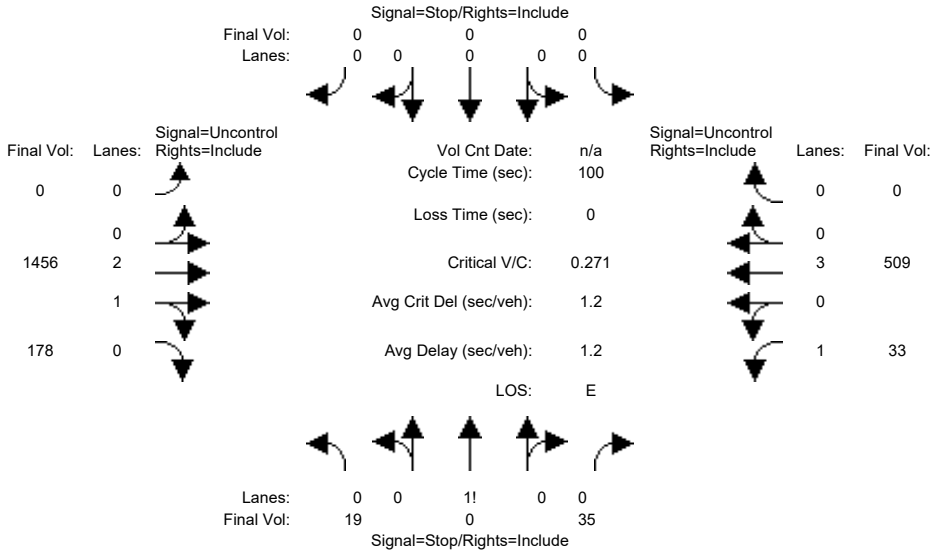
El Camino Real Specific Plan
SJ17-1774
Background PM Plus Project

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

Intersection #14: El Camino Real/Harrison St




```
Street Name:           Harrison St                      El Camino Real
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      19    0    35     0    0     0     0 1456   178    33  509     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   19    0    35     0    0     0     0 1456   178    33  509     0
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   19    0    35     0    0     0     0 1456   178    33  509     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:    19    0    35     0    0     0     0 1456   178    33  509     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   19    0    35     0    0     0     0 1456   178    33  509     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  6.8  6.5   6.9 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:  3.5  4.0   3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 1781 2120   574  xxxx xxxx xxxxx  xxxx xxxx xxxxx  1634 xxxx xxxxx
Potent Cap.:   75   51   467  xxxx xxxx xxxxx  xxxx xxxx xxxxx   402 xxxx xxxxx
Move Cap.:     70   47   467  xxxx xxxx xxxxx  xxxx xxxx xxxxx   402 xxxx xxxxx
Volume/Cap:  0.27 0.00  0.07  xxxx xxxx  xxxx  xxxx xxxx  xxxx  0.08 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.3 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx  14.7 xxxx xxxxx
LOS by Move:    *    *     *     *    *     *     *    *     *     B    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx  156 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx  1.4 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx 39.8 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    E     *     *    *     *     *    *     *     *    *     *
ApproachDel:      39.8           xxxxxx           xxxxxx           xxxxxx
ApproachLOS:         E                *                *                *
Note: Queue reported is the number of cars per lane.
                     Peak Hour Delay Signal Warrant Report
*******************************************************************************
Intersection #14 El Camino Real/Harrison St
*******************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
```

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```
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0  0  1! 0  0    0  0  0  0  0    0  0  2  1  0    1  0  3  0  0
Initial Vol:   19    0    35     0    0     0     0 1456   178    33  509     0
ApproachDel:      39.8           xxxxxx           xxxxxx           xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.6]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=54]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=2230]
   SUCCEED - Total volume greater than or equal to 650 for intersection
             with less than four approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
                Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #14 El Camino Real/Harrison St
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0  0  1! 0  0    0  0  0  0  0    0  0  2  1  0    1  0  3  0  0
Initial Vol:   19    0    35     0    0     0     0 1456   178    33  509     0
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             2176
Minor Approach Volume:           54
Minor Approach Volume Threshold: 17 [less than minimum of 100]
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
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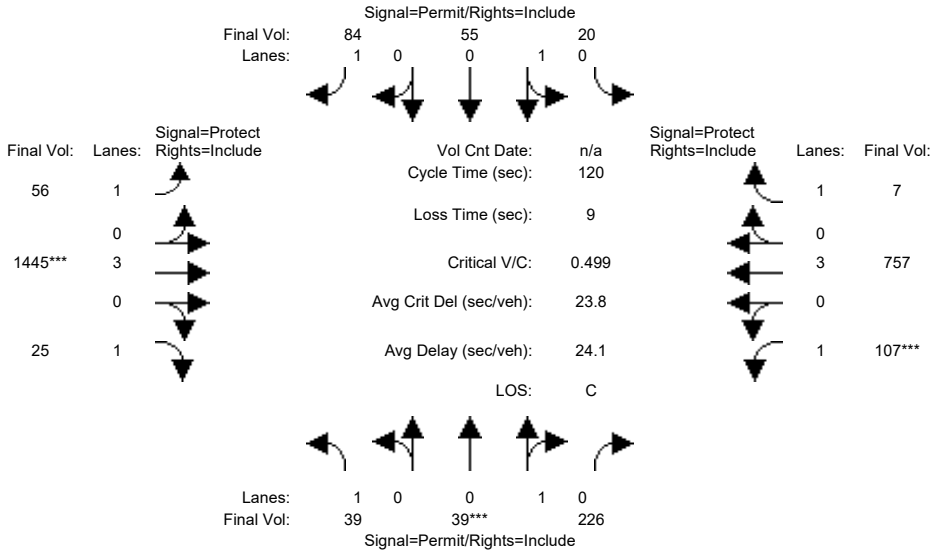
El Camino Real Specific Plan
SJ17-1774
Background PM Plus Project

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

Intersection #15: El Camino Real/Benton St



Street Name:	Benton St						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	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:												
Base Vol:	39	39	226	20	55	84	56	1445	25	107	757	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	39	39	226	20	55	84	56	1445	25	107	757	7
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	39	39	226	20	55	84	56	1445	25	107	757	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	39	39	226	20	55	84	56	1445	25	107	757	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	39	226	20	55	84	56	1445	25	107	757	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	39	39	226	20	55	84	56	1445	25	107	757	7
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.15	0.85	0.27	0.73	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	265	1535	480	1320	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.15	0.15	0.04	0.04	0.05	0.03	0.25	0.01	0.06	0.13	0.00
Crit Moves:		****						****		****		
Green Time:	35.4	35.4	35.4	35.4	35.4	35.4	23.1	60.9	60.9	14.7	52.5	52.5
Volume/Cap:	0.08	0.50	0.50	0.14	0.14	0.16	0.17	0.50	0.03	0.50	0.30	0.01
Delay/Veh:	30.6	35.7	35.7	31.3	31.3	31.5	40.7	19.6	14.8	51.0	21.9	19.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.6	35.7	35.7	31.3	31.3	31.5	40.7	19.6	14.8	51.0	21.9	19.0
LOS by Move:	C	D+	D+	C	C	C	D	B-	B	D-	C+	B-
HCM2k95thQ:	2	16	16	4	4	5	4	20	1	8	11	0

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

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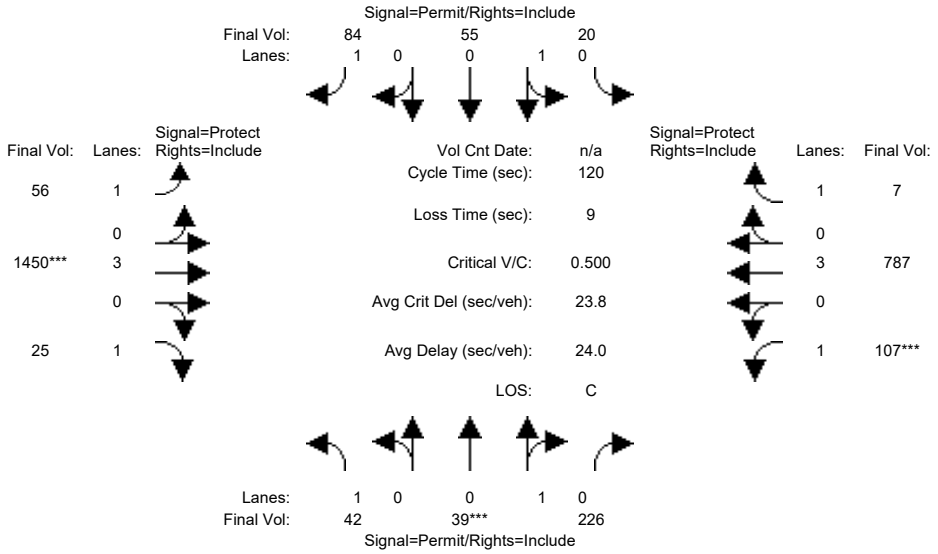
El Camino Real Specific Plan
SJ17-1774
Background PM Plus Project

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

Intersection #15: El Camino Real/Benton St



Street Name:	Benton St						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	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:												
Base Vol:	42	39	226	20	55	84	56	1450	25	107	787	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	42	39	226	20	55	84	56	1450	25	107	787	7
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	42	39	226	20	55	84	56	1450	25	107	787	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	42	39	226	20	55	84	56	1450	25	107	787	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	39	226	20	55	84	56	1450	25	107	787	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	42	39	226	20	55	84	56	1450	25	107	787	7
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.15	0.85	0.27	0.73	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	265	1535	480	1320	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.15	0.15	0.04	0.04	0.05	0.03	0.25	0.01	0.06	0.14	0.00
Crit Moves:		****						****		****		
Green Time:	35.3	35.3	35.3	35.3	35.3	35.3	22.5	61.0	61.0	14.7	53.2	53.2
Volume/Cap:	0.08	0.50	0.50	0.14	0.14	0.16	0.17	0.50	0.03	0.50	0.31	0.01
Delay/Veh:	30.7	35.8	35.8	31.3	31.3	31.5	41.2	19.6	14.7	51.1	21.6	18.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.7	35.8	35.8	31.3	31.3	31.5	41.2	19.6	14.7	51.1	21.6	18.7
LOS by Move:	C	D+	D+	C	C	C	D	B-	B	D-	C+	B-
HCM2k95thQ:	2	16	16	4	4	5	4	20	1	8	12	0

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

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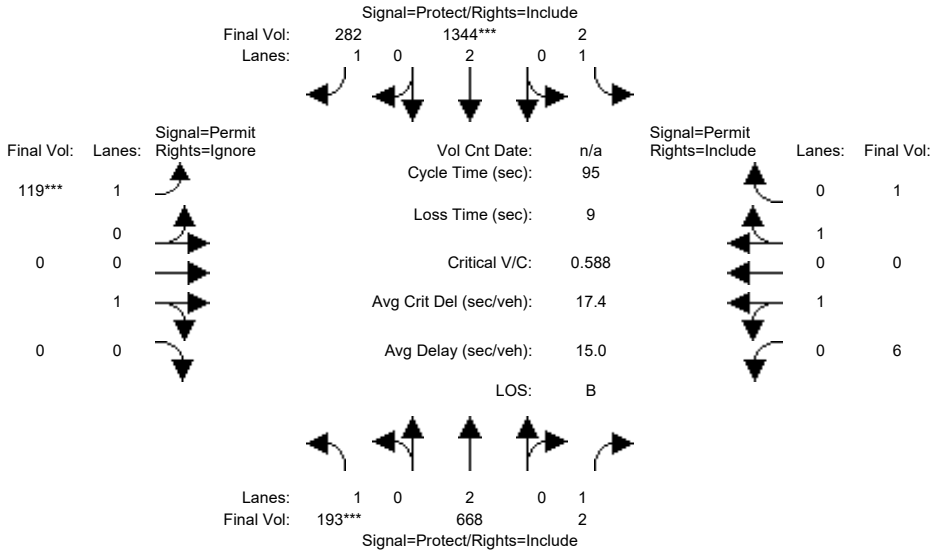
Intersection #16: El Camino Real/The Alameda (CMP)



Street Name:	El Camino Real						The Alameda					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	193	668	2	2	1344	282	119	0	218	6	0	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	193	668	2	2	1344	282	119	0	218	6	0	1
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	193	668	2	2	1344	282	119	0	218	6	0	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	193	668	2	2	1344	282	119	0	0	6	0	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	193	668	2	2	1344	282	119	0	0	6	0	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	193	668	2	2	1344	282	119	0	0	6	0	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.95	1.00	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	0	1800	0	1800
Capacity Analysis Module:												
Vol/Sat:	0.11	0.18	0.00	0.00	0.35	0.16	0.07	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	17.8	52.9	52.9	22.2	57.2	57.2	11.0	0.0	0.0	11.0	0.0	11.0
Volume/Cap:	0.59	0.32	0.00	0.00	0.59	0.27	0.59	0.00	0.00	0.03	0.00	0.00
Delay/Veh:	38.0	11.4	9.4	28.0	12.1	9.1	44.3	0.0	0.0	37.3	0.0	37.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.0	11.4	9.4	28.0	12.1	9.1	44.3	0.0	0.0	37.3	0.0	37.2
LOS by Move:	D+	B+	A	C	B	A	D	A	A	D+	A	D+
HCM2k95thQ:	11	10	0	0	22	8	9	0	0	0	0	0

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

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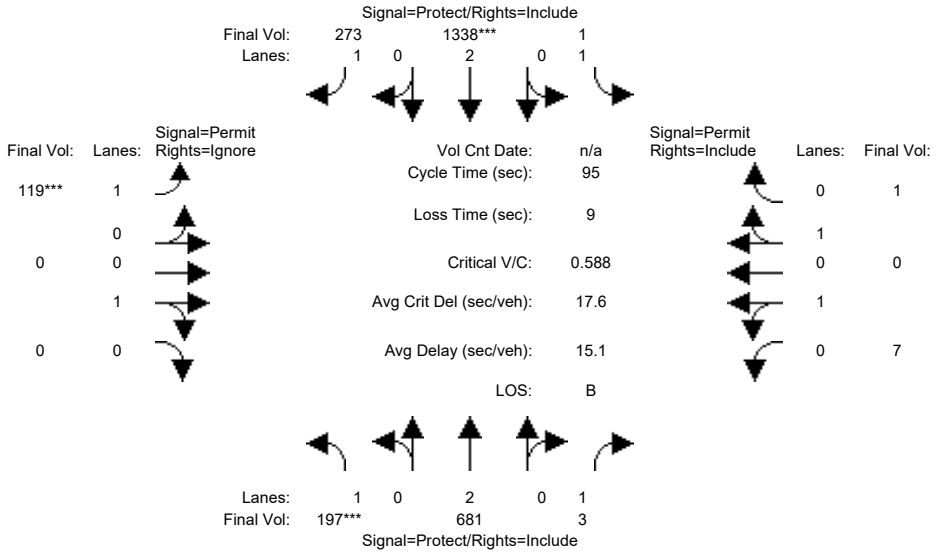
Intersection #16: El Camino Real/The Alameda (CMP)



Street Name:	El Camino Real						The Alameda					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	197	681	3	1	1338	273	119	0	215	7	0	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	197	681	3	1	1338	273	119	0	215	7	0	1
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	197	681	3	1	1338	273	119	0	215	7	0	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	197	681	3	1	1338	273	119	0	0	7	0	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	197	681	3	1	1338	273	119	0	0	7	0	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	197	681	3	1	1338	273	119	0	0	7	0	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.95	1.00	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	0	1800	0	1800
Capacity Analysis Module:												
Vol/Sat:	0.11	0.18	0.00	0.00	0.35	0.16	0.07	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	18.2	53.2	53.2	21.9	56.8	56.8	11.0	0.0	0.0	11.0	0.0	11.0
Volume/Cap:	0.59	0.32	0.00	0.00	0.59	0.26	0.59	0.00	0.00	0.03	0.00	0.00
Delay/Veh:	37.7	11.3	9.2	28.2	12.2	9.2	44.4	0.0	0.0	37.4	0.0	37.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.7	11.3	9.2	28.2	12.2	9.2	44.4	0.0	0.0	37.4	0.0	37.2
LOS by Move:	D+	B+	A	C	B	A	D	A	A	D+	A	D+
HCM2k95thQ:	11	10	0	0	22	8	9	0	0	0	0	0

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

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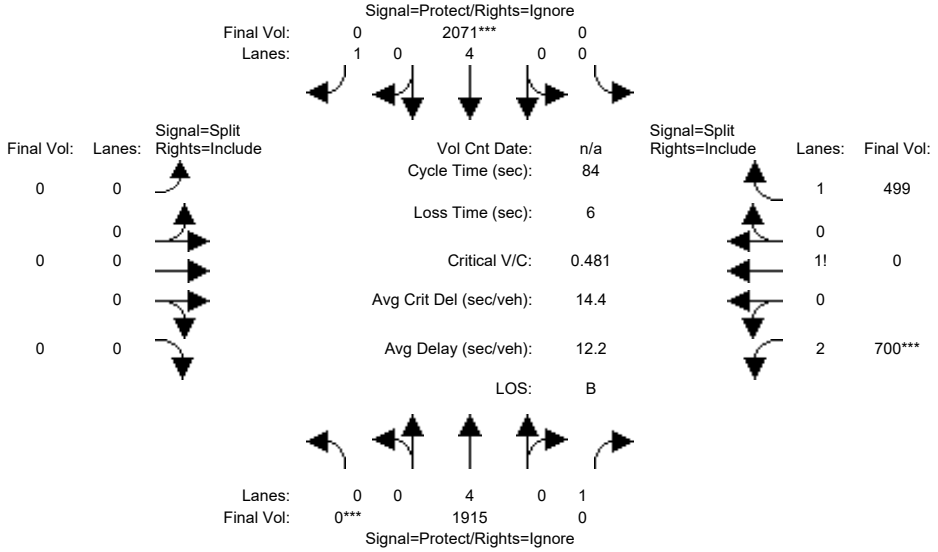
Intersection #17: Lawrence Expy/NB US 101



Street Name:	Lawrence Expy						NB US 101					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	52	0	0	52	0	0	0	0	22	22	22
Y+R:	0.0	6.2	0.0	0.0	6.2	0.0	0.0	0.0	0.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	0	1915	480	0	2071	286	0	0	0	700	0	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:	0	1915	480	0	2071	286	0	0	0	700	0	499
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1915	480	0	2071	286	0	0	0	700	0	499
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1915	0	0	2071	0	0	0	0	700	0	499
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1915	0	0	2071	0	0	0	0	700	0	499
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1915	0	0	2071	0	0	0	0	700	0	499
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.84	1.00	0.92
Lanes:	0.00	4.00	1.00	0.00	4.00	1.00	0.00	0.00	0.00	2.51	0.00	1.49
Final Sat.:	0	7600	1750	0	7600	1750	0	0	0	4009	0	2615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.00	0.00	0.27	0.00	0.00	0.00	0.00	0.17	0.00	0.19
Crit Moves:	****				****					****		
Green Time:	0.0	52.0	0.0	0.0	52.0	0.0	0.0	0.0	0.0	26.0	0.0	26.0
Volume/Cap:	0.00	0.41	0.00	0.00	0.44	0.00	0.00	0.00	0.00	0.56	0.00	0.62
Delay/Veh:	0.0	8.2	0.0	0.0	8.4	0.0	0.0	0.0	0.0	24.6	0.0	25.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	8.2	0.0	0.0	8.4	0.0	0.0	0.0	0.0	24.6	0.0	25.3
LOS by Move:	A	A	A	A	A	A	A	A	A	C	A	C
HCM2k95thQ:	0	12	0	0	14	0	0	0	0	15	0	16

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

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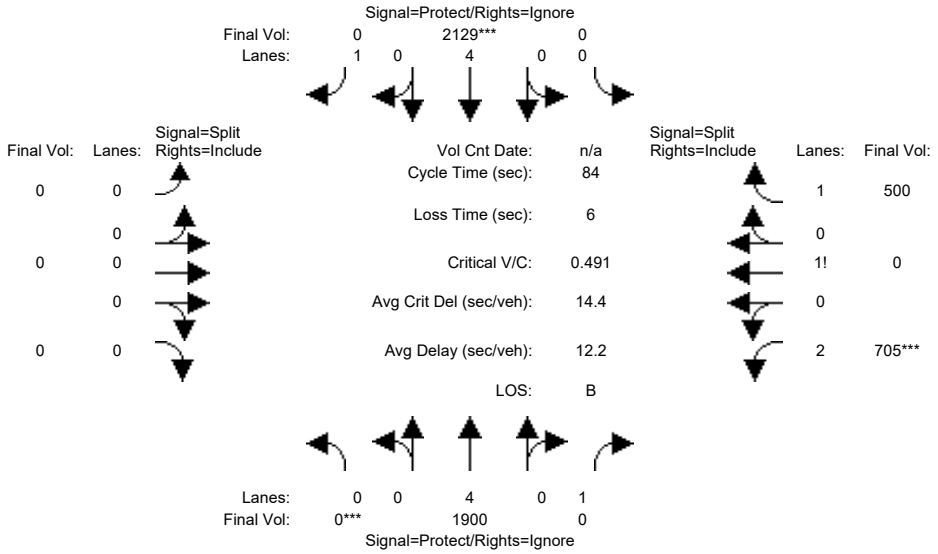
Intersection #17: Lawrence Expy/NB US 101



Street Name:	Lawrence Expy									NB US 101		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	52	0	0	52	0	0	0	0	22	22	22
Y+R:	0.0	6.2	0.0	0.0	6.2	0.0	0.0	0.0	0.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	0	1900	480	0	2129	285	0	0	0	705	0	500
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1900	480	0	2129	285	0	0	0	705	0	500
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1900	480	0	2129	285	0	0	0	705	0	500
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1900	0	0	2129	0	0	0	0	705	0	500
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1900	0	0	2129	0	0	0	0	705	0	500
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1900	0	0	2129	0	0	0	0	705	0	500
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.84	1.00	0.92
Lanes:	0.00	4.00	1.00	0.00	4.00	1.00	0.00	0.00	0.00	2.51	0.00	1.49
Final Sat.:	0	7600	1750	0	7600	1750	0	0	0	4012	0	2613
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.00	0.00	0.28	0.00	0.00	0.00	0.00	0.18	0.00	0.19
Crit Moves:	****				****					****		
Green Time:	0.0	52.0	0.0	0.0	52.0	0.0	0.0	0.0	0.0	26.0	0.0	26.0
Volume/Cap:	0.00	0.40	0.00	0.00	0.45	0.00	0.00	0.00	0.00	0.57	0.00	0.62
Delay/Veh:	0.0	8.2	0.0	0.0	8.5	0.0	0.0	0.0	0.0	24.7	0.0	25.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	8.2	0.0	0.0	8.5	0.0	0.0	0.0	0.0	24.7	0.0	25.4
LOS by Move:	A	A	A	A	A	A	A	A	A	C	A	C
HCM2k95thQ:	0	12	0	0	14	0	0	0	0	15	0	16

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

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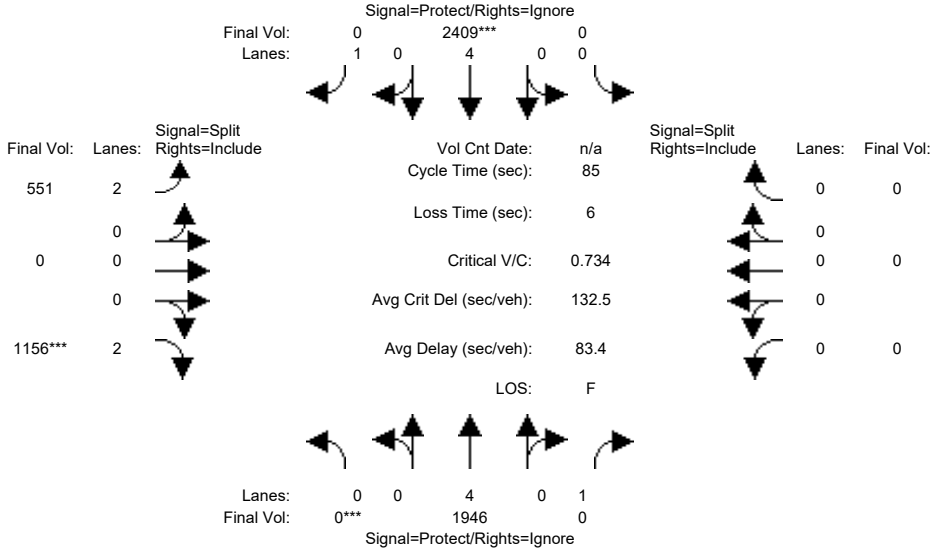
Intersection #18: Lawrence Expy/SB US 101



Street Name:	Lawrence Expy						SB US 101					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	64	0	0	64	0	18	18	18	0	0	0
Y+R:	0.0	6.2	0.0	0.0	6.2	0.0	5.5	5.5	5.5	0.0	0.0	0.0
Volume Module:												
Base Vol:	0	1946	306	0	2409	189	551	0	1156	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1946	306	0	2409	189	551	0	1156	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1946	306	0	2409	189	551	0	1156	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1946	0	0	2409	0	551	0	1156	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1946	0	0	2409	0	551	0	1156	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1946	0	0	2409	0	551	0	1156	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	4.00	1.00	0.00	4.00	1.00	2.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	7600	1750	0	7600	1750	3150	0	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.00	0.00	0.32	0.00	0.17	0.00	0.37	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green Time:	0.0	61.8	0.0	0.0	61.8	0.0	17.4	0.0	17.4	0.0	0.0	0.0
Volume/Cap:	0.00	0.35	0.00	0.00	0.44	0.00	0.86	0.00	1.79	0.00	0.00	0.00
Delay/Veh:	0.0	4.4	0.0	0.0	4.8	0.0	44.6	0.0	398.6	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	4.4	0.0	0.0	4.8	0.0	44.6	0.0	398.6	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	D	A	F	A	A	A
HCM2k95thQ:	0	9	0	0	12	0	21	0	88	0	0	0

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

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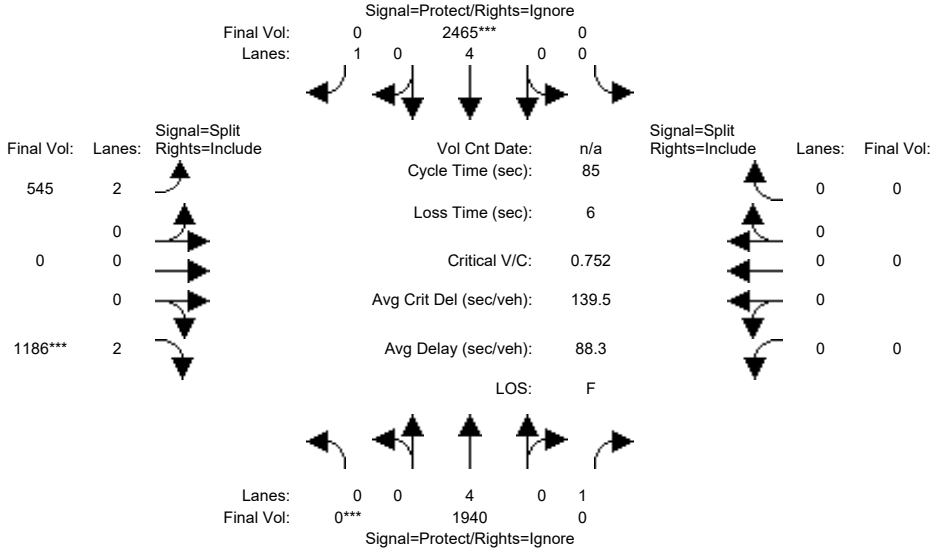
Intersection #18: Lawrence Expy/SB US 101



Street Name:	Lawrence Expy						SB US 101					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	64	0	0	64	0	18	18	18	0	0	0
Y+R:	0.0	6.2	0.0	0.0	6.2	0.0	5.5	5.5	5.5	0.0	0.0	0.0
Volume Module:												
Base Vol:	0	1940	309	0	2465	195	545	0	1186	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1940	309	0	2465	195	545	0	1186	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1940	309	0	2465	195	545	0	1186	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1940	0	0	2465	0	545	0	1186	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1940	0	0	2465	0	545	0	1186	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1940	0	0	2465	0	545	0	1186	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	4.00	1.00	0.00	4.00	1.00	2.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	7600	1750	0	7600	1750	3150	0	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.00	0.00	0.32	0.00	0.17	0.00	0.38	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green Time:	0.0	61.8	0.0	0.0	61.8	0.0	17.4	0.0	17.4	0.0	0.0	0.0
Volume/Cap:	0.00	0.35	0.00	0.00	0.45	0.00	0.85	0.00	1.84	0.00	0.00	0.00
Delay/Veh:	0.0	4.4	0.0	0.0	4.9	0.0	43.7	0.0	419.3	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	4.4	0.0	0.0	4.9	0.0	43.7	0.0	419.3	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	D	A	F	A	A	A
HCM2k95thQ:	0	9	0	0	13	0	21	0	92	0	0	0

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

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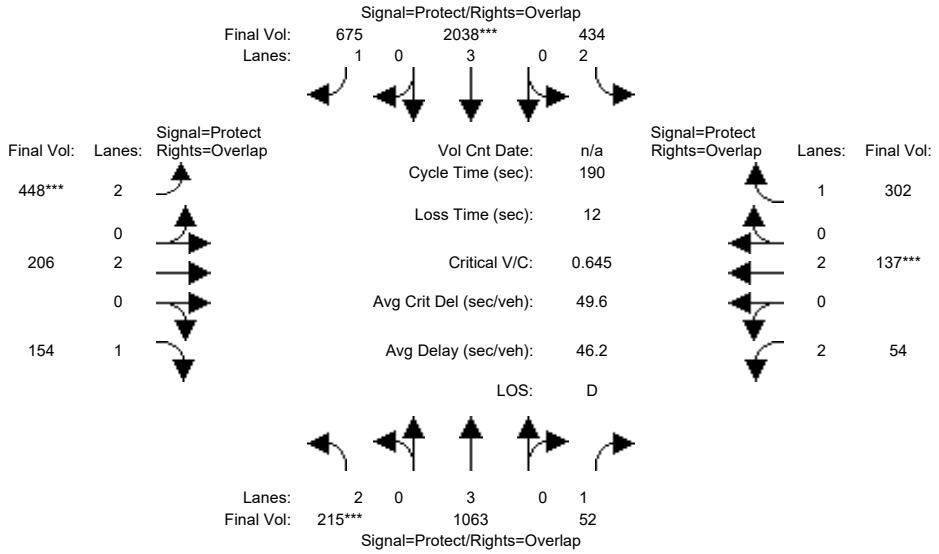
Intersection #19: Lawrence Expy/Oakmead Pkwy



Street Name:	Lawrence Expy						Oakmead Pkwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	19	71	71	31	83	83	37	54	54	10	27	27
Y+R:	6.4	6.2	6.2	6.3	6.2	6.2	5.6	5.5	5.5	5.6	5.6	5.6
Volume Module:												
Base Vol:	215	1587	52	434	2547	675	448	206	154	54	137	302
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	215	1587	52	434	2547	675	448	206	154	54	137	302
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	215	1587	52	434	2547	675	448	206	154	54	137	302
User Adj:	1.00	0.67	1.00	1.00	0.80	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	215	1063	52	434	2038	675	448	206	154	54	137	302
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	215	1063	52	434	2038	675	448	206	154	54	137	302
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	215	1063	52	434	2038	675	448	206	154	54	137	302
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.19	0.03	0.14	0.36	0.39	0.14	0.05	0.09	0.02	0.04	0.17
Crit Moves:	****				****		****				****	
Green Time:	19.0	79.0	89.0	34.5	94.4	132.0	37.6	54.5	73.5	10.1	27.0	61.5
Volume/Cap:	0.68	0.45	0.06	0.76	0.72	0.56	0.72	0.19	0.23	0.32	0.25	0.53
Delay/Veh:	88.6	40.0	27.7	79.7	38.3	15.0	75.3	51.2	39.3	87.8	72.8	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:	88.6	40.0	27.7	79.7	38.3	15.0	75.3	51.2	39.3	87.8	72.8	53.5
LOS by Move:	F	D	C	E-	D+	B	E-	D-	D	F	E	D-
HCM2k95thQ:	14	25	3	26	49	35	27	9	12	4	7	27

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

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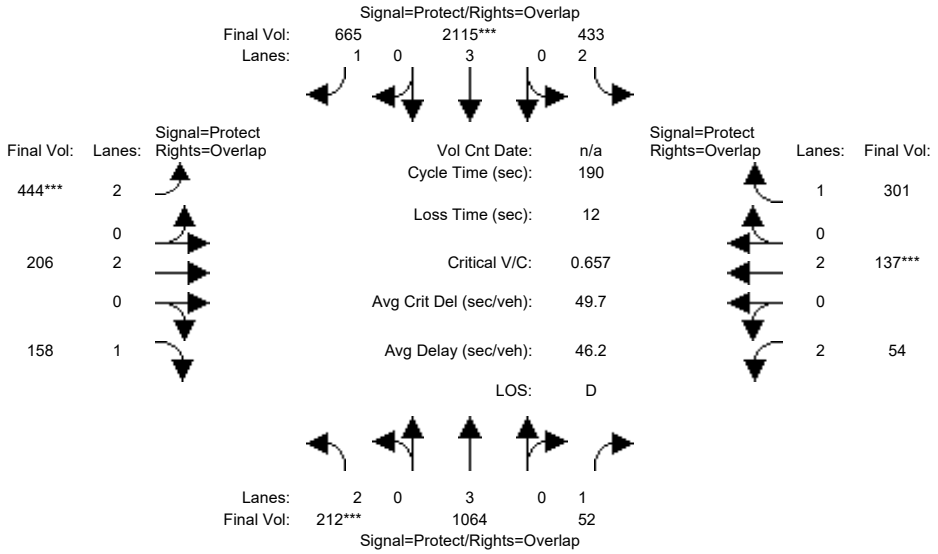
Intersection #19: Lawrence Expy/Oakmead Pkwy



Street Name:	Lawrence Expy						Oakmead Pkwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	19	71	71	31	83	83	37	54	54	10	27	27
Y+R:	6.4	6.2	6.2	6.3	6.2	6.2	5.6	5.5	5.5	5.6	5.6	5.6
Volume Module:												
Base Vol:	212	1588	52	433	2644	665	444	206	158	54	137	301
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	212	1588	52	433	2644	665	444	206	158	54	137	301
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	212	1588	52	433	2644	665	444	206	158	54	137	301
User Adj:	1.00	0.67	1.00	1.00	0.80	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	212	1064	52	433	2115	665	444	206	158	54	137	301
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	212	1064	52	433	2115	665	444	206	158	54	137	301
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	212	1064	52	433	2115	665	444	206	158	54	137	301
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.19	0.03	0.14	0.37	0.38	0.14	0.05	0.09	0.02	0.04	0.17
Crit Moves:	****				****		****				****	
Green Time:	19.0	79.4	89.4	34.6	95.0	132.0	37.0	54.0	73.0	10.0	27.0	61.6
Volume/Cap:	0.67	0.45	0.06	0.75	0.74	0.55	0.72	0.19	0.23	0.33	0.25	0.53
Delay/Veh:	88.1	39.7	27.5	79.3	38.8	14.8	76.0	51.5	39.8	87.9	72.8	53.3
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:	88.1	39.7	27.5	79.3	38.8	14.8	76.0	51.5	39.8	87.9	72.8	53.3
LOS by Move:	F	D	C	E-	D+	B	E-	D-	D	F	E	D-
HCM2k95thQ:	14	25	3	26	51	34	27	9	12	4	7	27

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

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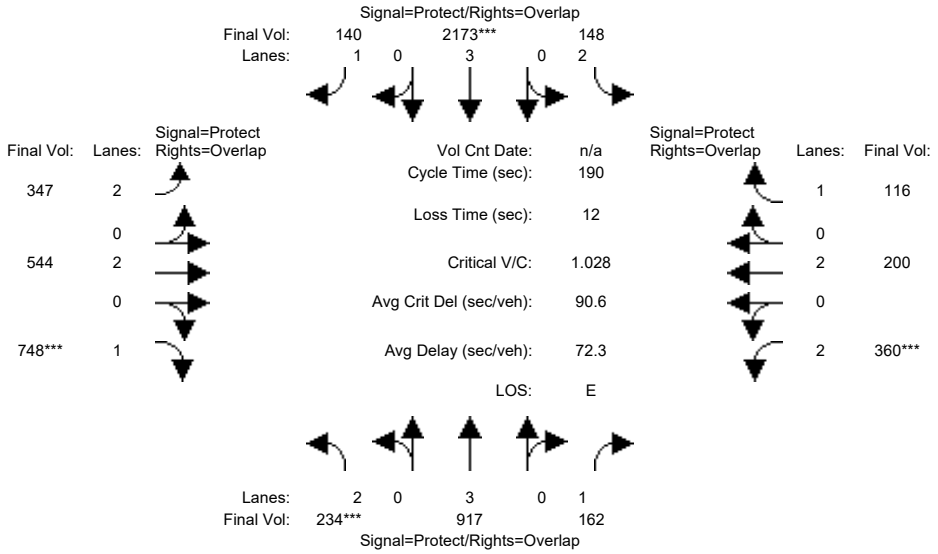
Intersection #20: Lawrence Expy/E Arques Ave (CMP)



Street Name:	Lawrence Expy						E Arques Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	22	86	86	15	79	79	24	41	41	24	41	41
Y+R:	6.3	6.2	6.2	6.1	6.2	6.2	5.9	5.7	5.7	5.9	5.7	5.7
Volume Module:												
Base Vol:	234	1368	162	148	2716	140	347	544	748	360	200	116
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	234	1368	162	148	2716	140	347	544	748	360	200	116
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	234	1368	162	148	2716	140	347	544	748	360	200	116
User Adj:	1.00	0.67	1.00	1.00	0.80	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	234	917	162	148	2173	140	347	544	748	360	200	116
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	234	917	162	148	2173	140	347	544	748	360	200	116
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	234	917	162	148	2173	140	347	544	748	360	200	116
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.84	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1601	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.16	0.09	0.05	0.38	0.08	0.11	0.14	0.47	0.11	0.05	0.07
Crit Moves:	****				****				****	****		
Green Time:	22.0	86.0	110.0	15.0	79.0	107.4	28.4	53.0	75.0	24.0	48.6	63.6
Volume/Cap:	0.64	0.36	0.16	0.60	0.92	0.14	0.74	0.51	1.18	0.90	0.21	0.20
Delay/Veh:	84.1	28.3	11.6	88.4	66.5	26.1	83.2	58.1	155.5	105.4	55.7	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:	84.1	28.3	11.6	88.4	66.5	26.1	83.2	58.1	155.5	105.4	55.7	45.2
LOS by Move:	F	C	B+	F	E	C	F	E+	F	F	E+	D
HCM2k95thQ:	16	16	5	10	64	10	23	23	96	24	8	10

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

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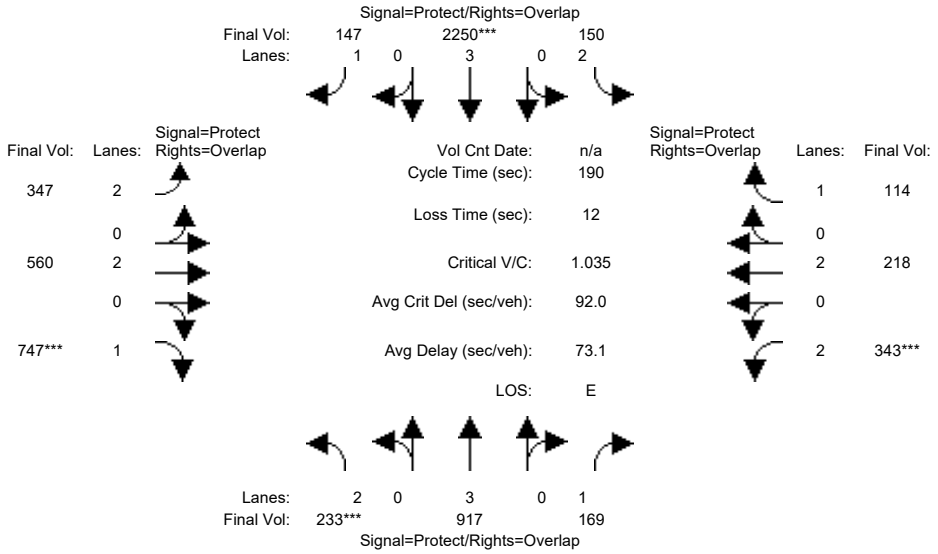
Intersection #20: Lawrence Expy/E Arques Ave (CMP)



Street Name:	Lawrence Expy						E Arques Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	22	86	86	15	79	79	24	41	41	24	41	41
Y+R:	6.3	6.2	6.2	6.1	6.2	6.2	5.9	5.7	5.7	5.9	5.7	5.7
Volume Module:												
Base Vol:	233	1369	169	150	2812	147	347	560	747	343	218	114
Growth Adj:	1.00	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	1369	169	150	2812	147	347	560	747	343	218	114
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	233	1369	169	150	2812	147	347	560	747	343	218	114
User Adj:	1.00	0.67	1.00	1.00	0.80	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	917	169	150	2250	147	347	560	747	343	218	114
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	233	917	169	150	2250	147	347	560	747	343	218	114
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	233	917	169	150	2250	147	347	560	747	343	218	114
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.84	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1601	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.16	0.10	0.05	0.39	0.08	0.11	0.15	0.47	0.11	0.06	0.07
Crit Moves:	****				****				****	****		
Green Time:	22.0	86.0	110.0	15.0	79.0	107.4	28.4	53.0	75.0	24.0	48.6	63.6
Volume/Cap:	0.64	0.36	0.17	0.60	0.95	0.15	0.74	0.53	1.18	0.86	0.22	0.19
Delay/Veh:	84.0	28.3	11.7	88.8	70.9	26.2	83.2	58.4	154.9	98.6	56.0	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:	84.0	28.3	11.7	88.8	70.9	26.2	83.2	58.4	154.9	98.6	56.0	45.2
LOS by Move:	F	C	B+	F	E	C	F	E+	F	F	E+	D
HCM2k95thQ:	16	16	6	10	68	11	23	24	96	22	9	9

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

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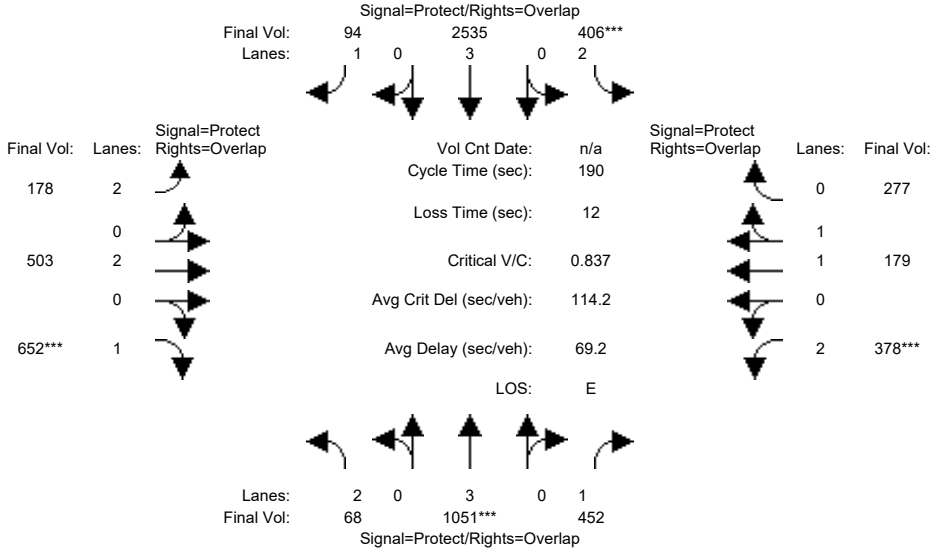
Intersection #21: Lawrence Expy/Kifer Rd



Street Name:	Lawrence Expy						Kifer Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	9	85	85	27	103	103	16	33	33	22	39	39
Y+R:	5.9	6.2	6.2	6.1	6.2	6.2	5.8	5.5	5.5	5.9	5.5	5.5
Volume Module:												
Base Vol:	68	1298	452	406	3521	94	178	503	652	378	179	277
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	68	1298	452	406	3521	94	178	503	652	378	179	277
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	68	1298	452	406	3521	94	178	503	652	378	179	277
User Adj:	1.00	0.81	1.00	1.00	0.72	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	68	1051	452	406	2535	94	178	503	652	378	179	277
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	1051	452	406	2535	94	178	503	652	378	179	277
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	68	1051	452	406	2535	94	178	503	652	378	179	277
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.18	0.26	0.13	0.44	0.05	0.06	0.13	0.37	0.12	0.09	0.16
Crit Moves:		****		****					****	****		
Green Time:	9.0	85.0	107.0	27.0	103	122.2	19.2	44.0	53.0	22.0	46.8	73.8
Volume/Cap:	0.46	0.41	0.46	0.91	0.82	0.08	0.56	0.57	1.34	1.04	0.38	0.41
Delay/Veh:	90.3	35.7	24.8	102.2	37.7	12.8	83.6	65.6	233.0	140.8	59.8	42.5
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:	90.3	35.7	24.8	102.2	37.7	12.8	83.6	65.6	233.0	140.8	59.8	42.5
LOS by Move:	F	D+	C	F	D+	B	F	E	F	F	E+	D
HCM2k95thQ:	5	24	28	29	64	4	13	23	96	28	16	22

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

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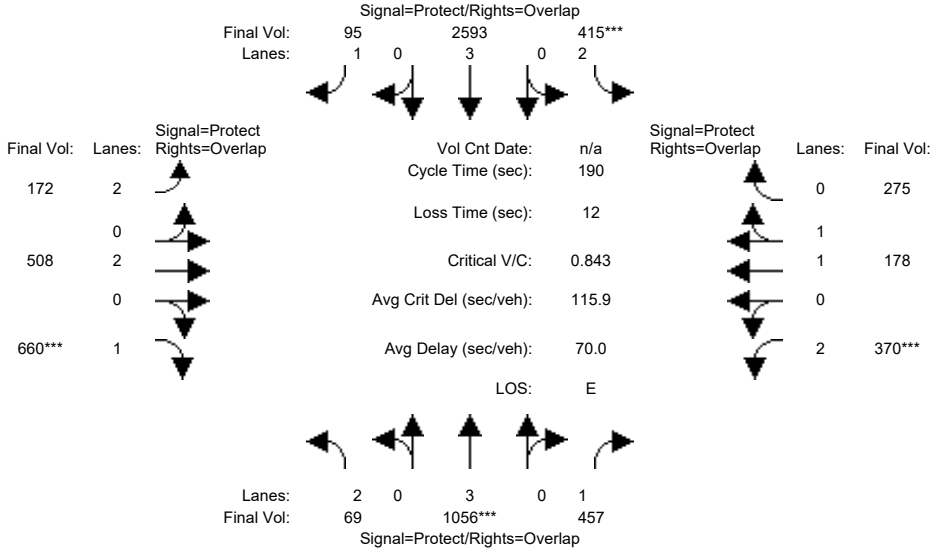
Intersection #21: Lawrence Expy/Kifer Rd



Street Name:	Lawrence Expy						Kifer Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	9	85	85	27	103	103	16	33	33	22	39	39
Y+R:	5.9	6.2	6.2	6.1	6.2	6.2	5.8	5.5	5.5	5.9	5.5	5.5
Volume Module:												
Base Vol:	69	1304	457	415	3601	95	172	508	660	370	178	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:	69	1304	457	415	3601	95	172	508	660	370	178	275
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	69	1304	457	415	3601	95	172	508	660	370	178	275
User Adj:	1.00	0.81	1.00	1.00	0.72	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	69	1056	457	415	2593	95	172	508	660	370	178	275
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	69	1056	457	415	2593	95	172	508	660	370	178	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:	69	1056	457	415	2593	95	172	508	660	370	178	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	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.19	0.26	0.13	0.45	0.05	0.05	0.13	0.38	0.12	0.09	0.16
Crit Moves:		****		****					****	****		
Green Time:	9.0	85.0	107.0	27.0	103	122.2	19.2	44.0	53.0	22.0	46.8	73.8
Volume/Cap:	0.46	0.41	0.46	0.93	0.84	0.08	0.54	0.58	1.35	1.01	0.38	0.40
Delay/Veh:	90.4	35.7	24.9	106.0	38.7	12.8	83.1	65.7	240.0	134.8	59.7	42.4
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:	90.4	35.7	24.9	106.0	38.7	12.8	83.1	65.7	240.0	134.8	59.7	42.4
LOS by Move:	F	D+	C	F	D+	B	F	E	F	F	E+	D
HCM2k95thQ:	5	24	28	30	66	4	12	24	98	27	15	22

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

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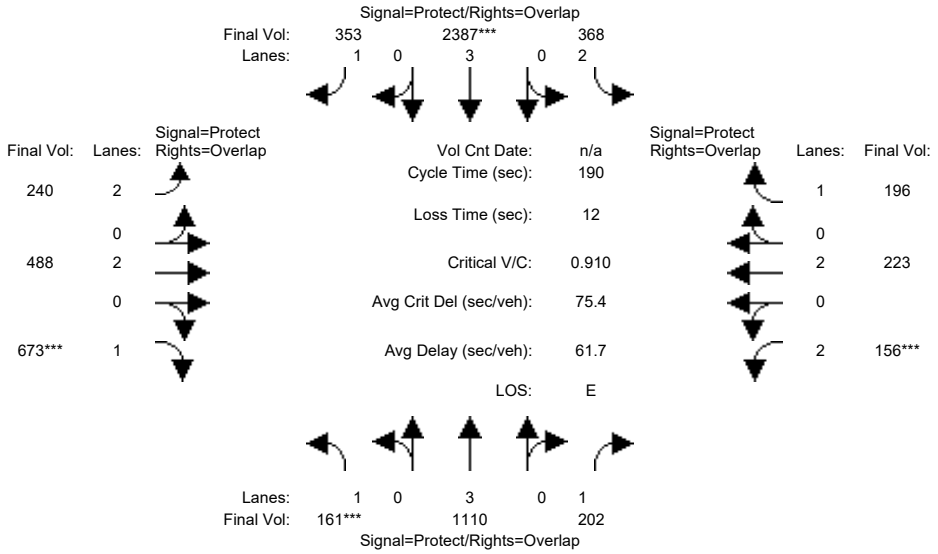
Intersection #22: Lawrence Expy/Monroe St (CMP)



Street Name:	Lawrence Expy						Monroe St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	17	90	90	27	100	100	15	35	35	14	34	34
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	161	1370	202	368	3315	353	240	488	673	156	223	196
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	161	1370	202	368	3315	353	240	488	673	156	223	196
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	161	1370	202	368	3315	353	240	488	673	156	223	196
User Adj:	1.00	0.81	1.00	1.00	0.72	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	161	1110	202	368	2387	353	240	488	673	156	223	196
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	161	1110	202	368	2387	353	240	488	673	156	223	196
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	161	1110	202	368	2387	353	240	488	673	156	223	196
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.19	0.12	0.12	0.42	0.20	0.08	0.13	0.38	0.05	0.06	0.11
Crit Moves:	****				****				****	****		
Green Time:	17.0	90.0	104.0	27.0	100	118.7	18.7	47.0	64.0	14.0	42.3	69.3
Volume/Cap:	1.03	0.41	0.21	0.82	0.80	0.32	0.78	0.52	1.14	0.67	0.26	0.31
Delay/Veh:	166.1	26.4	15.2	90.8	48.3	24.4	95.2	62.3	145.7	93.3	61.1	43.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	166.1	26.4	15.2	90.8	48.3	24.4	95.2	62.3	145.7	93.3	61.1	43.4
LOS by Move:	F	C	B	F	D	C	F	E	F	F	E	D
HCM2k95thQ:	22	19	8	22	62	25	18	22	85	10	10	16

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

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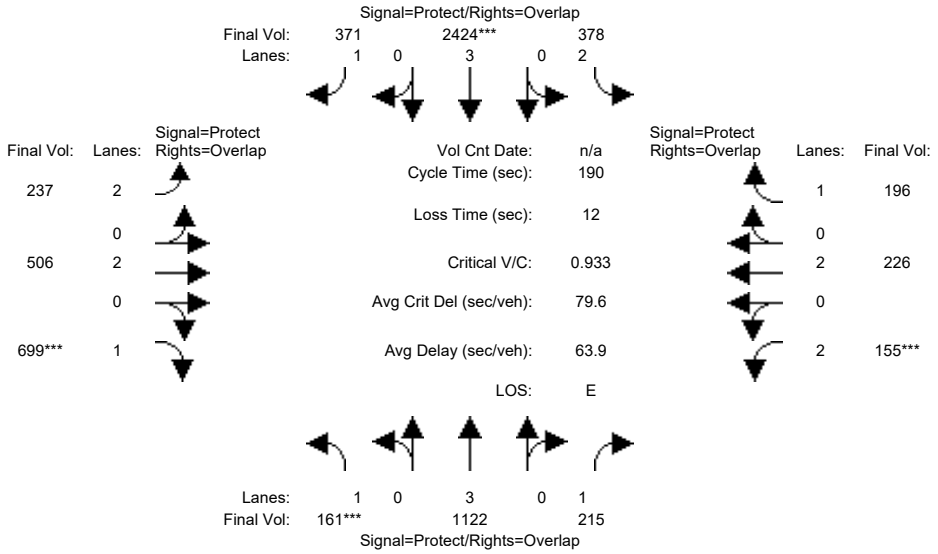
Intersection #22: Lawrence Expy/Monroe St (CMP)



Street Name:	Lawrence Expy						Monroe St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	17	90	90	27	100	100	15	35	35	14	34	34
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	161	1385	215	378	3366	371	237	506	699	155	226	196
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	161	1385	215	378	3366	371	237	506	699	155	226	196
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	161	1385	215	378	3366	371	237	506	699	155	226	196
User Adj:	1.00	0.81	1.00	1.00	0.72	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	161	1122	215	378	2424	371	237	506	699	155	226	196
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	161	1122	215	378	2424	371	237	506	699	155	226	196
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	161	1122	215	378	2424	371	237	506	699	155	226	196
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.20	0.12	0.12	0.43	0.21	0.08	0.13	0.40	0.05	0.06	0.11
Crit Moves:	****				****				****	****		
Green Time:	17.0	90.0	104.0	27.0	100	118.7	18.7	47.0	64.0	14.0	42.3	69.3
Volume/Cap:	1.03	0.42	0.22	0.84	0.81	0.34	0.77	0.54	1.19	0.67	0.27	0.31
Delay/Veh:	166.1	26.5	15.4	93.2	49.0	24.7	94.4	62.7	162.9	93.0	61.2	43.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	166.1	26.5	15.4	93.2	49.0	24.7	94.4	62.7	162.9	93.0	61.2	43.4
LOS by Move:	F	C	B	F	D	C	F	E	F	F	E	D
HCM2k95thQ:	22	19	8	23	63	26	18	23	91	10	10	16

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

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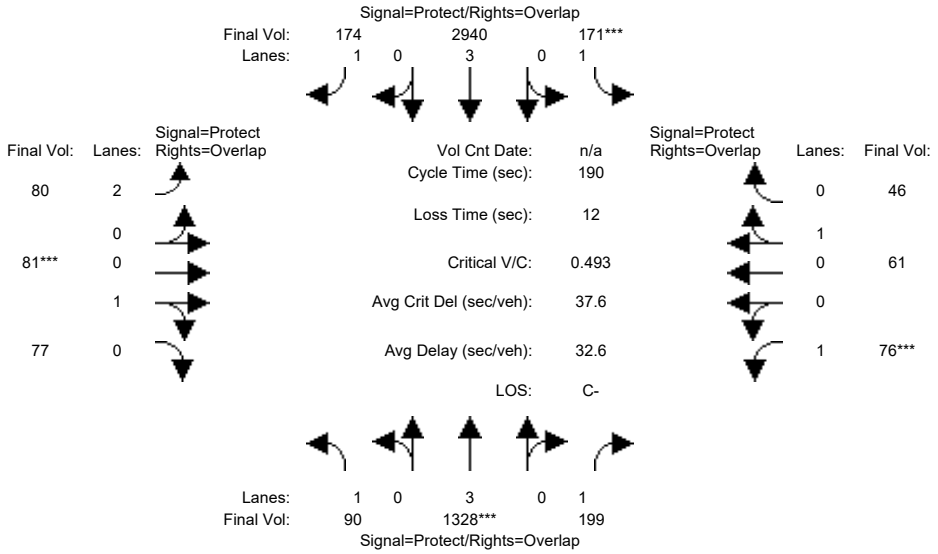
Intersection #23: Lawrence Expy/Cabrillo Ave



Street Name:	Lawrence Expy						Cabrillo Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	14	107	107	18	111	111	12	30	30	13	31	31
Y+R:	5.1	6.2	6.2	4.9	6.2	6.2	5.9	5.8	5.8	5.4	5.8	5.8
Volume Module:												
Base Vol:	90	1639	199	171	4083	174	80	81	77	76	61	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:	90	1639	199	171	4083	174	80	81	77	76	61	46
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	1639	199	171	4083	174	80	81	77	76	61	46
User Adj:	1.00	0.81	1.00	1.00	0.72	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	1328	199	171	2940	174	80	81	77	76	61	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	1328	199	171	2940	174	80	81	77	76	61	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:	90	1328	199	171	2940	174	80	81	77	76	61	46
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	0.51	0.49	1.00	0.57	0.43
Final Sat.:	1750	5700	1750	1750	5700	1750	3150	923	877	1750	1026	774
Capacity Analysis Module:												
Vol/Sat:	0.05	0.23	0.11	0.10	0.52	0.10	0.03	0.09	0.09	0.04	0.06	0.06
Crit Moves:		****		****				****		****		
Green Time:	15.1	107	120.0	28.0	120	131.9	12.0	30.0	45.1	13.0	31.0	59.0
Volume/Cap:	0.65	0.41	0.18	0.66	0.82	0.14	0.40	0.56	0.37	0.63	0.36	0.19
Delay/Veh:	94.9	23.7	14.6	82.9	28.3	9.9	86.9	76.3	61.1	96.9	71.5	48.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	94.9	23.7	14.6	82.9	28.3	9.9	86.9	76.3	61.1	96.9	71.5	48.2
LOS by Move:	F	C	B	F	C	A	F	E-	E	F	E	D
HCM2k95thQ:	10	25	10	18	65	7	6	17	15	9	11	9

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

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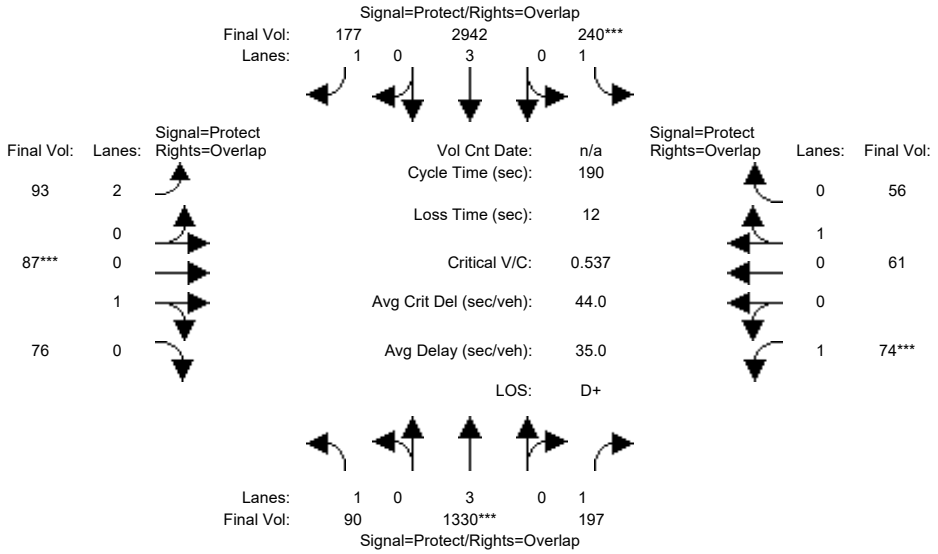
Background PP PM

Intersection #23: Lawrence Expy/Cabrillo Ave



Street Name:	Lawrence Expy						Cabrillo Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	14	107	107	18	111	111	12	30	30	13	31	31
Y+R:	5.1	6.2	6.2	4.9	6.2	6.2	5.9	5.8	5.8	5.4	5.8	5.8
Volume Module:												
Base Vol:	90	1642	197	240	4086	177	93	87	76	74	61	56
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	1642	197	240	4086	177	93	87	76	74	61	56
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	1642	197	240	4086	177	93	87	76	74	61	56
User Adj:	1.00	0.81	1.00	1.00	0.72	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	1330	197	240	2942	177	93	87	76	74	61	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	1330	197	240	2942	177	93	87	76	74	61	56
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	90	1330	197	240	2942	177	93	87	76	74	61	56
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	0.53	0.47	1.00	0.52	0.48
Final Sat.:	1750	5700	1750	1750	5700	1750	3150	961	839	1750	938	862
Capacity Analysis Module:												
Vol/Sat:	0.05	0.23	0.11	0.14	0.52	0.10	0.03	0.09	0.09	0.04	0.07	0.07
Crit Moves:		****		****				****		****		
Green Time:	15.1	107	120.0	28.0	120	131.9	12.0	30.0	45.1	13.0	31.0	59.0
Volume/Cap:	0.65	0.41	0.18	0.93	0.82	0.15	0.47	0.57	0.38	0.62	0.40	0.21
Delay/Veh:	94.9	23.7	14.6	117.7	28.3	9.9	87.7	76.9	61.3	95.5	72.0	48.5
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:	94.9	23.7	14.6	117.7	28.3	9.9	87.7	76.9	61.3	95.5	72.0	48.5
LOS by Move:	F	C	B	F	C	A	F	E-	E	F	E	D
HCM2k95thQ:	10	25	10	27	65	7	7	18	15	9	12	10

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

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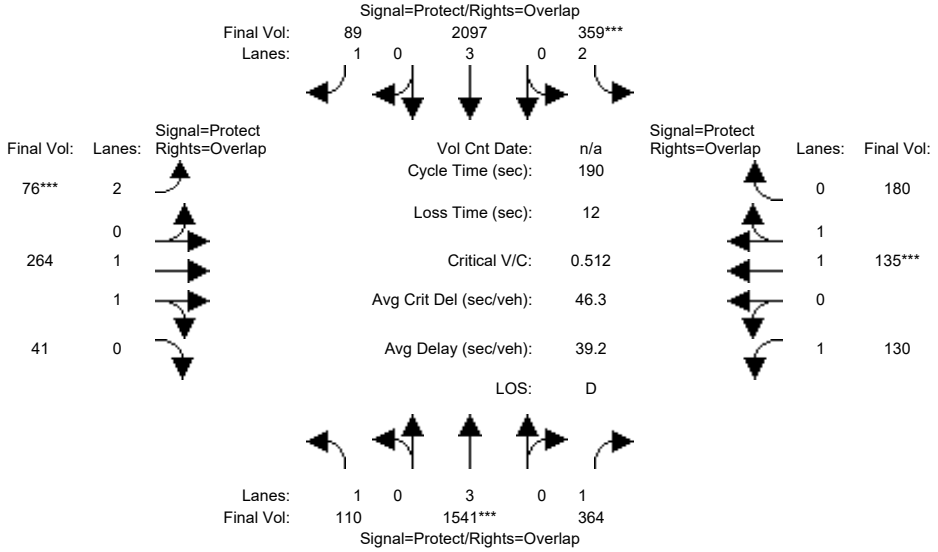
Intersection #24: Lawrence Expy/Benton St



Street Name:	Lawrence Expy						Benton St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	20	83	83	41	104	104	14	28	28	16	30	30
Y+R:	5.2	6.2	6.2	5.3	6.2	6.2	5.1	5.7	5.7	5.3	5.7	5.7
Volume Module:												
Base Vol:	110	2001	364	359	2688	89	76	264	41	130	135	180
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	2001	364	359	2688	89	76	264	41	130	135	180
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	2001	364	359	2688	89	76	264	41	130	135	180
User Adj:	1.00	0.77	1.00	1.00	0.78	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	1541	364	359	2097	89	76	264	41	130	135	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	1541	364	359	2097	89	76	264	41	130	135	180
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	110	1541	364	359	2097	89	76	264	41	130	135	180
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	2.00	1.72	0.28	1.00	1.00	1.00
Final Sat.:	1750	5700	1750	3150	5700	1750	3150	3202	497	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.27	0.21	0.11	0.37	0.05	0.02	0.08	0.08	0.07	0.07	0.10
Crit Moves:		****		****			****				****	
Green Time:	21.6	93.0	109.0	41.0	112	126.4	14.0	28.0	49.6	16.0	30.0	71.0
Volume/Cap:	0.55	0.55	0.36	0.53	0.62	0.08	0.33	0.56	0.32	0.88	0.45	0.28
Delay/Veh:	83.0	34.2	22.0	66.7	25.4	11.2	84.4	76.6	56.7	127.6	73.0	41.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	83.0	34.2	22.0	66.7	25.4	11.2	84.4	76.6	56.7	127.6	73.0	41.7
LOS by Move:	F	C-	C+	E	C	B+	F	E-	E+	F	E	D
HCM2k95thQ:	12	34	21	19	41	4	6	17	14	16	13	14

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

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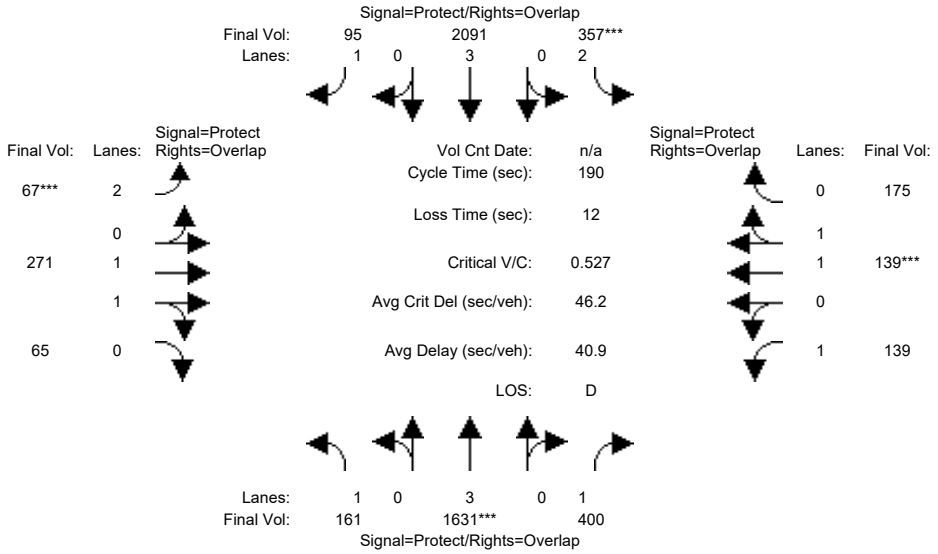
Intersection #24: Lawrence Expy/Benton St



Street Name:	Lawrence Expy						Benton St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	20	83	83	41	104	104	14	28	28	16	30	30
Y+R:	5.2	6.2	6.2	5.3	6.2	6.2	5.1	5.7	5.7	5.3	5.7	5.7
Volume Module:												
Base Vol:	161	2118	400	357	2681	95	67	271	65	139	139	175
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	161	2118	400	357	2681	95	67	271	65	139	139	175
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	161	2118	400	357	2681	95	67	271	65	139	139	175
User Adj:	1.00	0.77	1.00	1.00	0.78	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	161	1631	400	357	2091	95	67	271	65	139	139	175
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	161	1631	400	357	2091	95	67	271	65	139	139	175
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	161	1631	400	357	2091	95	67	271	65	139	139	175
Saturation 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	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	2.00	1.60	0.40	1.00	1.00	1.00
Final Sat.:	1750	5700	1750	3150	5700	1750	3150	2984	716	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.29	0.23	0.11	0.37	0.05	0.02	0.09	0.09	0.08	0.07	0.10
Crit Moves:		****		****			****				****	
Green Time:	21.6	93.0	109.0	41.0	112	126.4	14.0	28.0	49.6	16.0	30.0	71.0
Volume/Cap:	0.81	0.58	0.40	0.53	0.62	0.08	0.29	0.62	0.35	0.94	0.46	0.27
Delay/Veh:	103.5	35.0	22.6	66.7	25.4	11.3	84.0	78.1	57.3	143.6	73.2	41.5
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:	103.5	35.0	22.6	66.7	25.4	11.3	84.0	78.1	57.3	143.6	73.2	41.5
LOS by Move:	F	D+	C+	E	C	B+	F	E-	E+	F	E	D
HCM2k95thQ:	19	36	24	19	41	4	5	18	15	18	13	14

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

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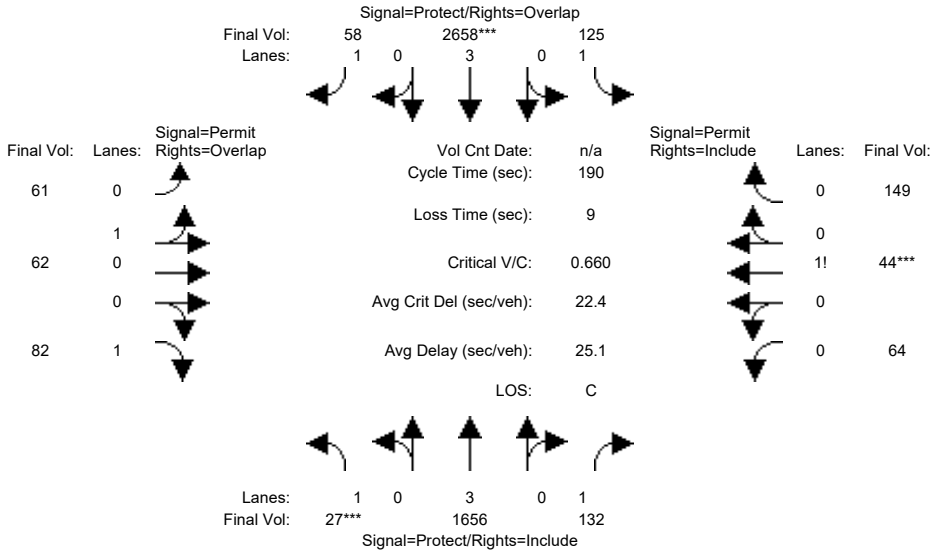
Intersection #25: Lawrence Expy/Lochinvar Ave



Street Name:	Lawrence Expy						Lochinvar Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	27	2151	132	125	3408	58	61	62	82	64	44	149
Growth Adj:	1.00	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	2151	132	125	3408	58	61	62	82	64	44	149
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	27	2151	132	125	3408	58	61	62	82	64	44	149
User Adj:	1.00	0.77	1.00	1.00	0.78	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1656	132	125	2658	58	61	62	82	64	44	149
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	1656	132	125	2658	58	61	62	82	64	44	149
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	27	1656	132	125	2658	58	61	62	82	64	44	149
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	0.50	0.50	1.00	0.25	0.17	0.58
Final Sat.:	1750	5700	1750	1750	5700	1750	893	907	1750	436	300	1015
Capacity Analysis Module:												
Vol/Sat:	0.02	0.29	0.08	0.07	0.47	0.03	0.07	0.07	0.05	0.15	0.15	0.15
Crit Moves:	****				****						****	
Green Time:	7.0	112	111.8	27.5	132	132.3	41.7	41.7	48.7	41.7	41.7	41.7
Volume/Cap:	0.42	0.49	0.13	0.49	0.67	0.05	0.31	0.31	0.18	0.67	0.67	0.67
Delay/Veh:	93.9	22.8	17.4	76.4	16.9	9.1	62.6	62.6	55.3	72.4	72.4	72.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	93.9	22.8	17.4	76.4	16.9	9.1	62.6	62.6	55.3	72.4	72.4	72.4
LOS by Move:	F	C+	B	E-	B	A	E	E	E+	E	E	E
HCM2k95thQ:	3	31	7	13	46	2	12	12	8	27	27	27

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

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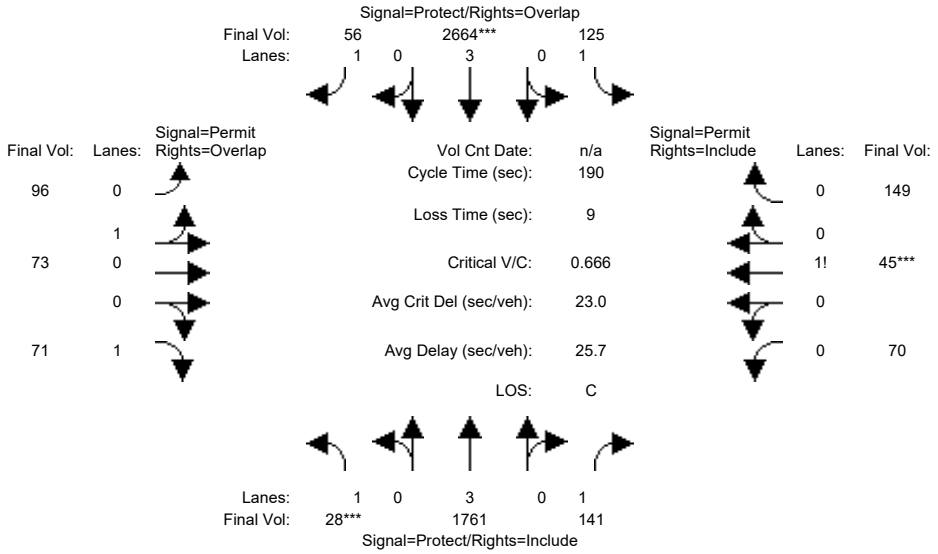
Intersection #25: Lawrence Expy/Lochinvar Ave



Street Name:	Lawrence Expy						Lochinvar Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	28	2287	141	125	3415	56	96	73	71	70	45	149
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	2287	141	125	3415	56	96	73	71	70	45	149
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	28	2287	141	125	3415	56	96	73	71	70	45	149
User Adj:	1.00	0.77	1.00	1.00	0.78	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	28	1761	141	125	2664	56	96	73	71	70	45	149
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	1761	141	125	2664	56	96	73	71	70	45	149
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	28	1761	141	125	2664	56	96	73	71	70	45	149
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	0.57	0.43	1.00	0.27	0.17	0.56
Final Sat.:	1750	5700	1750	1750	5700	1750	1022	778	1750	464	298	988
Capacity Analysis Module:												
Vol/Sat:	0.02	0.31	0.08	0.07	0.47	0.03	0.09	0.09	0.04	0.15	0.15	0.15
Crit Moves:	****				****						****	
Green Time:	7.0	113	112.5	26.0	132	131.5	42.5	42.5	49.5	42.5	42.5	42.5
Volume/Cap:	0.43	0.52	0.14	0.52	0.68	0.05	0.42	0.42	0.16	0.68	0.68	0.68
Delay/Veh:	94.2	23.0	17.2	78.3	17.4	9.3	63.9	63.9	54.3	72.1	72.1	72.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	94.2	23.0	17.2	78.3	17.4	9.3	63.9	63.9	54.3	72.1	72.1	72.1
LOS by Move:	F	C	B	E-	B	A	E	E	D-	E	E	E
HCM2k95thQ:	3	33	7	13	47	2	16	16	7	27	27	27

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

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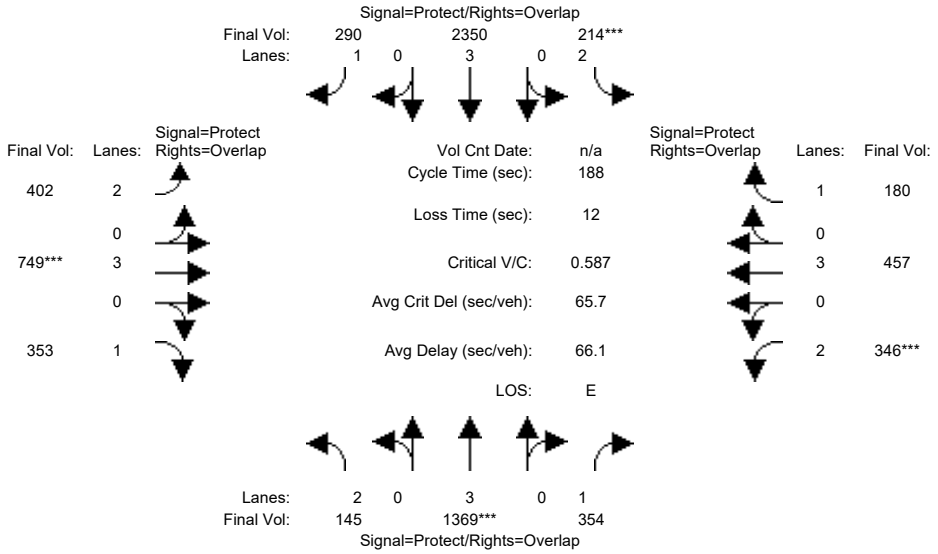
Intersection #26: Lawrence Expy/Homestead Rd (CMP)



Street Name:	Lawrence Expy						Homestead Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	14	85	85	20	91	91	22	42	42	17	37	37
Y+R:	6.4	6.2	6.2	5.9	6.2	6.2	6.1	6.0	6.0	5.8	5.9	5.9
Volume Module:												
Base Vol:	145	1778	354	214	3013	290	402	749	353	346	457	180
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	145	1778	354	214	3013	290	402	749	353	346	457	180
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	145	1778	354	214	3013	290	402	749	353	346	457	180
User Adj:	1.00	0.77	1.00	1.00	0.78	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1369	354	214	2350	290	402	749	353	346	457	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	145	1369	354	214	2350	290	402	749	353	346	457	180
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	145	1369	354	214	2350	290	402	749	353	346	457	180
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.24	0.20	0.07	0.41	0.17	0.13	0.13	0.20	0.11	0.08	0.10
Crit Moves:		****		****				****		****		
Green Time:	14.0	85.0	114.0	20.0	91.0	118.9	27.9	42.0	56.0	29.0	43.1	63.1
Volume/Cap:	0.62	0.53	0.33	0.64	0.85	0.26	0.86	0.59	0.68	0.71	0.35	0.31
Delay/Veh:	93.9	57.8	37.2	91.0	72.0	32.8	92.8	66.0	61.6	80.4	60.9	46.6
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:	93.9	57.8	37.2	91.0	72.0	32.8	92.8	66.0	61.6	80.4	60.9	46.6
LOS by Move:	F	E+	D+	F	E	C-	F	E	E	F	E	D
HCM2k95thQ:	10	38	30	14	67	25	28	23	33	20	13	15

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

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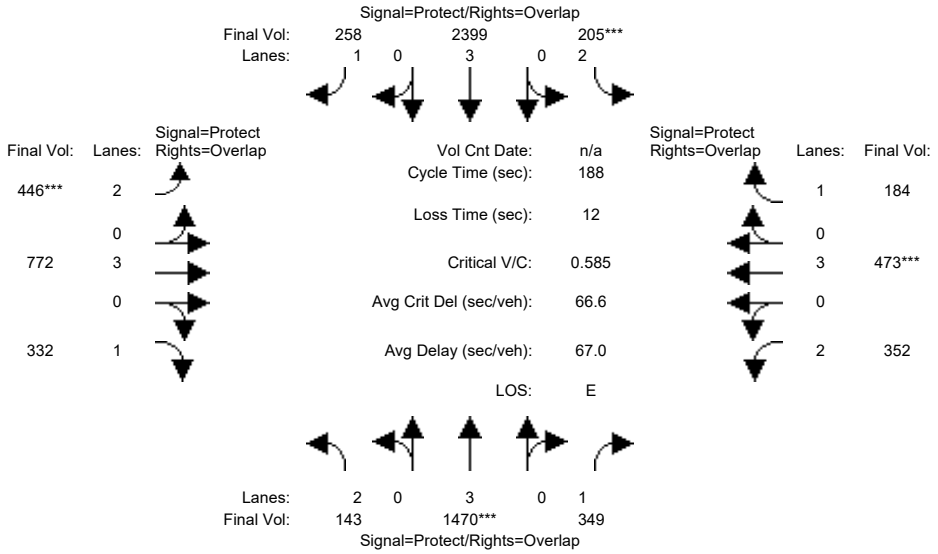
Intersection #26: Lawrence Expy/Homestead Rd (CMP)



Street Name:	Lawrence Expy						Homestead Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	14	85	85	20	91	91	22	42	42	17	37	37
Y+R:	6.4	6.2	6.2	5.9	6.2	6.2	6.1	6.0	6.0	5.8	5.9	5.9
Volume Module:												
Base Vol:	143	1909	349	205	3076	258	446	772	332	352	473	184
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	143	1909	349	205	3076	258	446	772	332	352	473	184
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	143	1909	349	205	3076	258	446	772	332	352	473	184
User Adj:	1.00	0.77	1.00	1.00	0.78	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	143	1470	349	205	2399	258	446	772	332	352	473	184
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	143	1470	349	205	2399	258	446	772	332	352	473	184
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	143	1470	349	205	2399	258	446	772	332	352	473	184
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.26	0.20	0.07	0.42	0.15	0.14	0.14	0.19	0.11	0.08	0.11
Crit Moves:		****		****			****				****	
Green Time:	14.0	85.0	108.7	20.0	91.0	125.0	34.0	47.3	61.3	23.7	37.0	57.0
Volume/Cap:	0.61	0.57	0.35	0.61	0.87	0.22	0.78	0.54	0.58	0.89	0.42	0.35
Delay/Veh:	93.5	59.2	40.2	90.0	73.5	28.9	80.5	61.3	54.2	101.6	66.4	51.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	93.5	59.2	40.2	90.0	73.5	28.9	80.5	61.3	54.2	101.6	66.4	51.4
LOS by Move:	F	E+	D	F	E	C	F	E	D-	F	E	D-
HCM2k95thQ:	9	41	30	13	69	22	28	23	29	22	14	16

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

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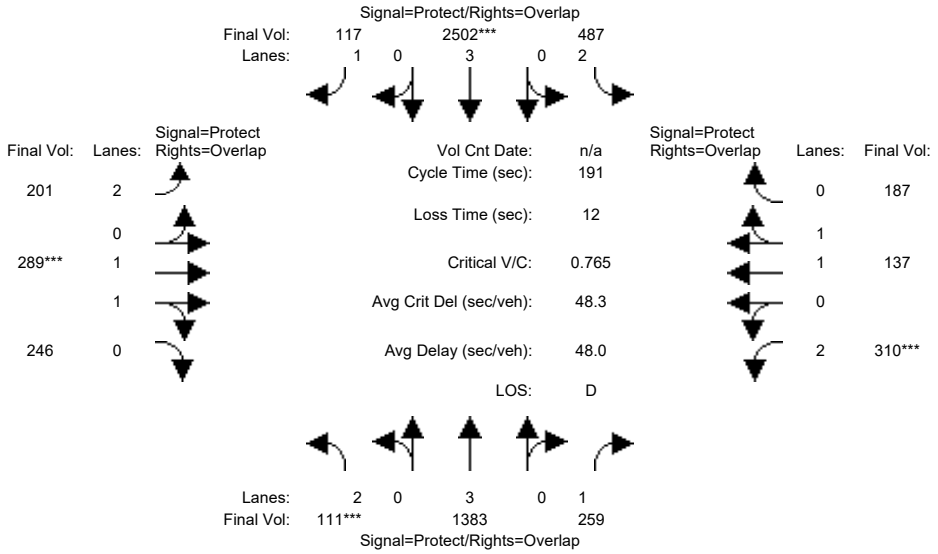
Intersection #27: Lawrence Expy/Pruneridge Ave



Street Name:	Lawrence Expy						Pruneridge Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	13	82	82	37	106	106	15	30	30	18	33	33
Y+R:	6.1	6.2	6.2	6.1	6.2	6.2	5.7	5.9	5.9	5.8	5.9	5.9
Volume Module:												
Base Vol:	111	1796	259	487	3208	117	201	289	246	310	137	187
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	111	1796	259	487	3208	117	201	289	246	310	137	187
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	111	1796	259	487	3208	117	201	289	246	310	137	187
User Adj:	1.00	0.77	1.00	1.00	0.78	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	111	1383	259	487	2502	117	201	289	246	310	137	187
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	111	1383	259	487	2502	117	201	289	246	310	137	187
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	111	1383	259	487	2502	117	201	289	246	310	137	187
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.95	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	1.06	0.94	2.00	1.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	1997	1700	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.24	0.15	0.15	0.44	0.07	0.06	0.14	0.14	0.10	0.07	0.11
Crit Moves:	****				****			****		****		
Green Time:	13.0	82.6	106.5	37.3	107	125.3	18.5	35.2	48.2	24.0	40.7	77.9
Volume/Cap:	0.52	0.56	0.27	0.79	0.78	0.10	0.66	0.78	0.57	0.78	0.34	0.26
Delay/Veh:	88.2	40.9	22.1	80.2	34.4	12.1	88.5	80.3	63.3	91.0	64.0	37.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	88.2	40.9	22.1	80.2	34.4	12.1	88.5	80.3	63.3	91.0	64.0	37.6
LOS by Move:	F	D	C+	F	C-	B	F	F	E	F	E	D+
HCM2k95thQ:	7	33	15	27	57	5	15	29	25	20	12	14

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

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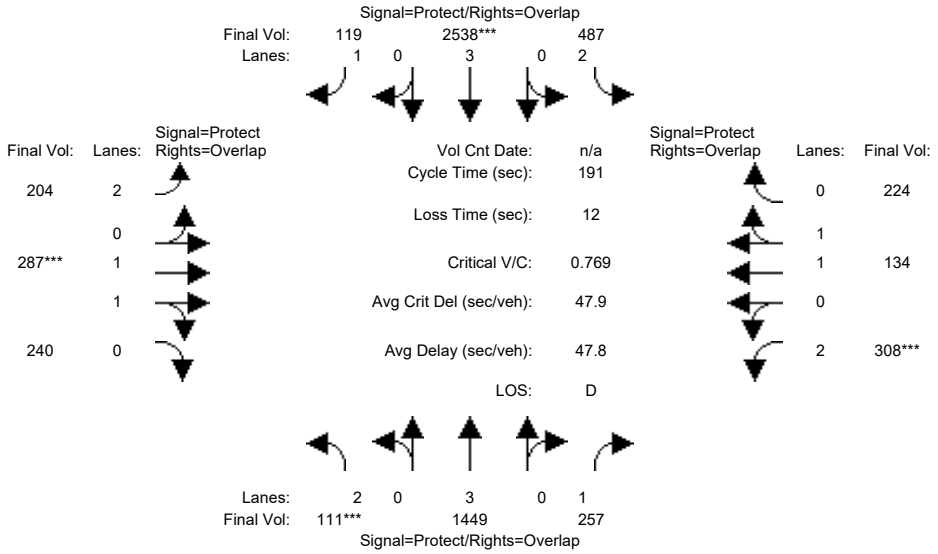
Intersection #27: Lawrence Expy/Pruneridge Ave



Street Name:	Lawrence Expy						Pruneridge Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	13	82	82	37	106	106	15	30	30	18	33	33
Y+R:	6.1	6.2	6.2	6.1	6.2	6.2	5.7	5.9	5.9	5.8	5.9	5.9
Volume Module:												
Base Vol:	111	1882	257	487	3254	119	204	287	240	308	134	224
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	111	1882	257	487	3254	119	204	287	240	308	134	224
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	111	1882	257	487	3254	119	204	287	240	308	134	224
User Adj:	1.00	0.77	1.00	1.00	0.78	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	111	1449	257	487	2538	119	204	287	240	308	134	224
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	111	1449	257	487	2538	119	204	287	240	308	134	224
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	111	1449	257	487	2538	119	204	287	240	308	134	224
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.95	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	1.06	0.94	2.00	1.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	2014	1684	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.25	0.15	0.15	0.45	0.07	0.06	0.14	0.14	0.10	0.07	0.13
Crit Moves:	****				****			****		****		
Green Time:	13.0	83.3	106.9	37.6	108	126.0	18.2	34.5	47.5	23.7	40.0	77.6
Volume/Cap:	0.52	0.58	0.26	0.79	0.79	0.10	0.68	0.79	0.57	0.79	0.34	0.32
Delay/Veh:	88.2	41.1	21.8	79.5	34.0	11.9	89.8	81.0	63.7	91.6	64.4	38.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	88.2	41.1	21.8	79.5	34.0	11.9	89.8	81.0	63.7	91.6	64.4	38.8
LOS by Move:	F	D	C+	E-	C-	B+	F	F	E	F	E	D+
HCM2k95thQ:	7	35	15	27	58	5	15	29	25	20	12	17

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

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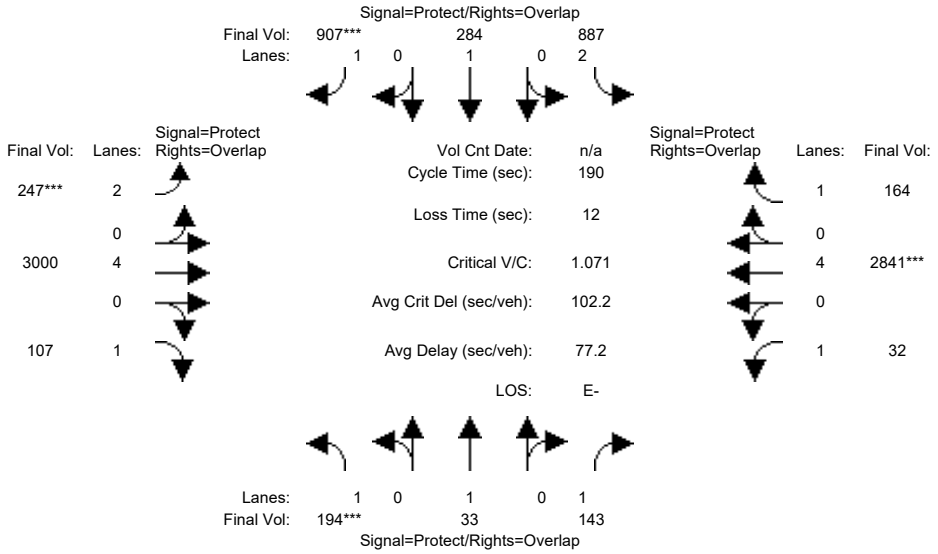
Intersection #28: Montague Expy/Mission College Blvd (CMP)



Street Name:	Mission College Blvd						Montague Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	26	26	26	39	39	39	24	95	95	9	80	80
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	194	33	143	887	284	907	247	3000	107	32	2841	164
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	194	33	143	887	284	907	247	3000	107	32	2841	164
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	194	33	143	887	284	907	247	3000	107	32	2841	164
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	194	33	143	887	284	907	247	3000	107	32	2841	164
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	194	33	143	887	284	907	247	3000	107	32	2841	164
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	194	33	143	887	284	907	247	3000	107	32	2841	164
Saturation 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:	1.00	1.00	1.00	2.00	1.00	1.00	2.00	4.00	1.00	1.00	4.00	1.00
Final Sat.:	1750	1900	1750	3150	1900	1750	3150	7600	1750	1750	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.02	0.08	0.28	0.15	0.52	0.08	0.39	0.06	0.02	0.37	0.09
Crit Moves:	****					****	****				****	
Green Time:	26.0	26.0	35.0	48.0	48.0	72.0	24.0	95.0	121.0	9.0	80.0	128.0
Volume/Cap:	0.81	0.13	0.44	1.11	0.59	1.37	0.62	0.79	0.10	0.39	0.89	0.14
Delay/Veh:	98.0	72.3	69.8	139.2	64.4	234.0	81.7	31.3	6.4	90.8	62.2	17.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	98.0	72.3	69.8	139.2	64.4	234.0	81.7	31.3	6.4	90.8	62.2	17.6
LOS by Move:	F	E	E	F	E	F	F	C	A	F	E	B
HCM2k95thQ:	24	3	15	63	26	133	16	50	2	5	64	11

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

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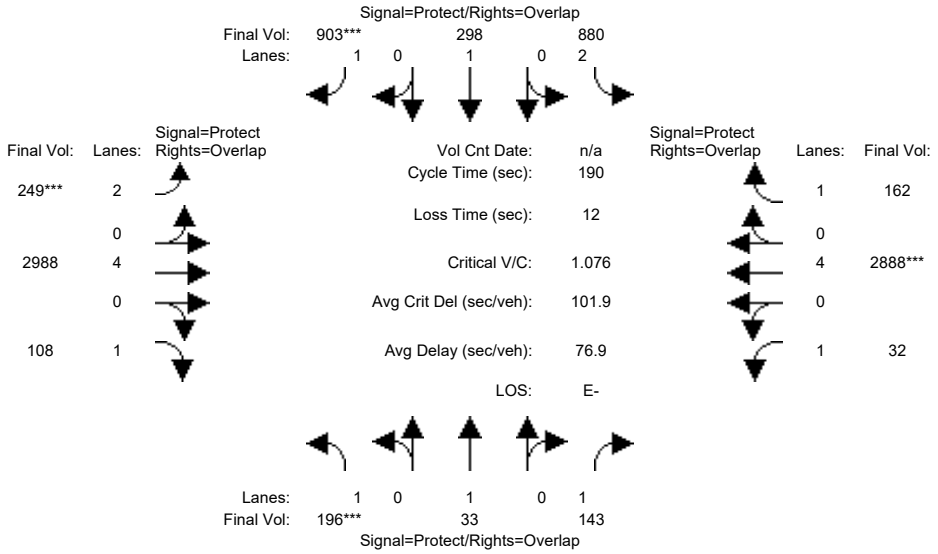
Intersection #28: Montague Expy/Mission College Blvd (CMP)



Street Name:	Mission College Blvd						Montague Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	26	26	26	39	39	39	24	95	95	9	80	80
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	196	33	143	880	298	903	249	2988	108	32	2888	162
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	196	33	143	880	298	903	249	2988	108	32	2888	162
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	196	33	143	880	298	903	249	2988	108	32	2888	162
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	196	33	143	880	298	903	249	2988	108	32	2888	162
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	196	33	143	880	298	903	249	2988	108	32	2888	162
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	196	33	143	880	298	903	249	2988	108	32	2888	162
Saturation 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:	1.00	1.00	1.00	2.00	1.00	1.00	2.00	4.00	1.00	1.00	4.00	1.00
Final Sat.:	1750	1900	1750	3150	1900	1750	3150	7600	1750	1750	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.02	0.08	0.28	0.16	0.52	0.08	0.39	0.06	0.02	0.38	0.09
Crit Moves:	****					****	****				****	
Green Time:	26.0	26.0	35.0	48.0	48.0	72.0	24.0	95.0	121.0	9.0	80.0	128.0
Volume/Cap:	0.82	0.13	0.44	1.11	0.62	1.36	0.63	0.79	0.10	0.39	0.90	0.14
Delay/Veh:	99.1	72.3	69.8	135.9	65.4	231.4	81.9	31.1	6.4	90.8	63.4	17.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	99.1	72.3	69.8	135.9	65.4	231.4	81.9	31.1	6.4	90.8	63.4	17.6
LOS by Move:	F	E	E	F	E	F	F	C	A	F	E	B
HCM2k95thQ:	25	3	15	63	27	132	17	50	2	5	66	11

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

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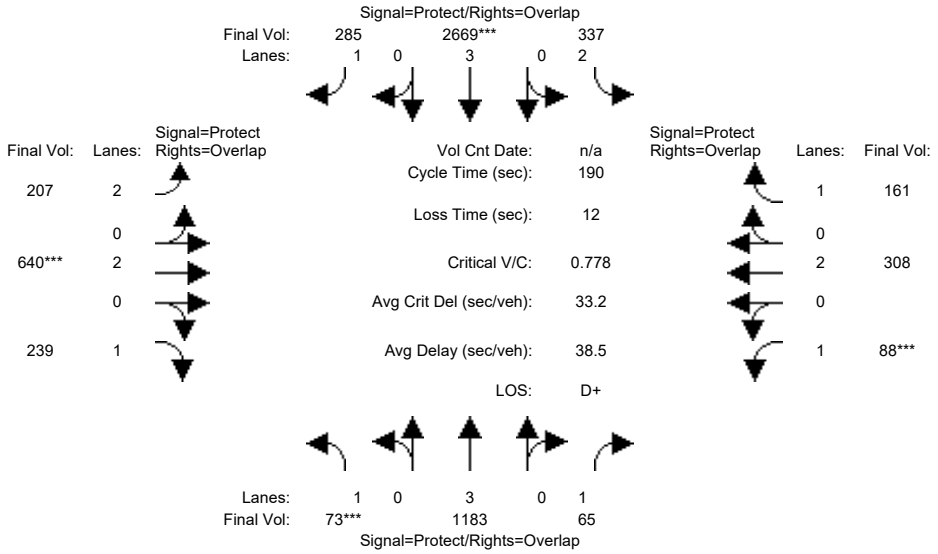
Intersection #29: San Tomas Expy/Monroe St (CMP)



Street Name:	San Tomas Expy						Monroe St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	11	78	78	34	102	102	14	42	42	12	40	40
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	73	1643	65	337	3656	285	207	640	239	88	308	161
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	73	1643	65	337	3656	285	207	640	239	88	308	161
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	73	1643	65	337	3656	285	207	640	239	88	308	161
User Adj:	1.00	0.72	1.00	1.00	0.73	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	73	1183	65	337	2669	285	207	640	239	88	308	161
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	1183	65	337	2669	285	207	640	239	88	308	161
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	73	1183	65	337	2669	285	207	640	239	88	308	161
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	5700	1750	3150	5700	1750	3150	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.21	0.04	0.11	0.47	0.16	0.07	0.17	0.14	0.05	0.08	0.09
Crit Moves:	****				****			****		****		
Green Time:	11.0	86.3	98.4	37.6	113	126.9	14.0	42.0	53.0	12.1	40.1	77.7
Volume/Cap:	0.72	0.46	0.07	0.54	0.79	0.24	0.89	0.76	0.49	0.79	0.38	0.22
Delay/Veh:	110.1	29.8	17.0	69.4	18.6	4.9	118.7	73.5	58.0	117.9	64.7	36.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	110.1	29.8	17.0	69.4	18.6	4.9	118.7	73.5	58.0	117.9	64.7	36.7
LOS by Move:	F	C	B	E	B-	A	F	E	E+	F	E	D+
HCM2k95thQ:	9	22	3	17	44	5	14	29	21	11	14	12

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

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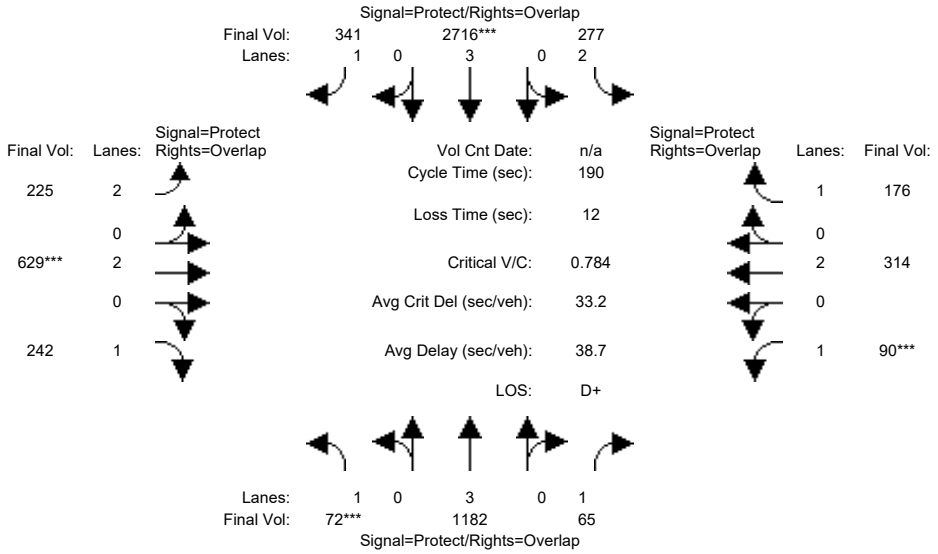
Intersection #29: San Tomas Expy/Monroe St (CMP)



Street Name:	San Tomas Expy						Monroe St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	11	78	78	34	102	102	14	42	42	12	40	40
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	72	1641	65	277	3721	341	225	629	242	90	314	176
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	72	1641	65	277	3721	341	225	629	242	90	314	176
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	72	1641	65	277	3721	341	225	629	242	90	314	176
User Adj:	1.00	0.72	1.00	1.00	0.73	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	72	1182	65	277	2716	341	225	629	242	90	314	176
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	72	1182	65	277	2716	341	225	629	242	90	314	176
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	72	1182	65	277	2716	341	225	629	242	90	314	176
Saturation 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:	1.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	5700	1750	3150	5700	1750	3150	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.21	0.04	0.09	0.48	0.19	0.07	0.17	0.14	0.05	0.08	0.10
Crit Moves:	****				****			****		****		
Green Time:	11.0	86.2	98.4	37.6	113	126.9	14.0	42.0	53.0	12.2	40.1	77.7
Volume/Cap:	0.71	0.46	0.07	0.44	0.80	0.29	0.97	0.75	0.50	0.80	0.39	0.25
Delay/Veh:	108.8	29.8	17.0	67.5	19.1	5.1	137.0	72.8	58.1	120.4	64.7	37.1
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:	108.8	29.8	17.0	67.5	19.1	5.1	137.0	72.8	58.1	120.4	64.7	37.1
LOS by Move:	F	C	B	E	B-	A	F	E	E+	F	E	D+
HCM2k95thQ:	9	22	3	14	46	6	16	28	22	11	14	13

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

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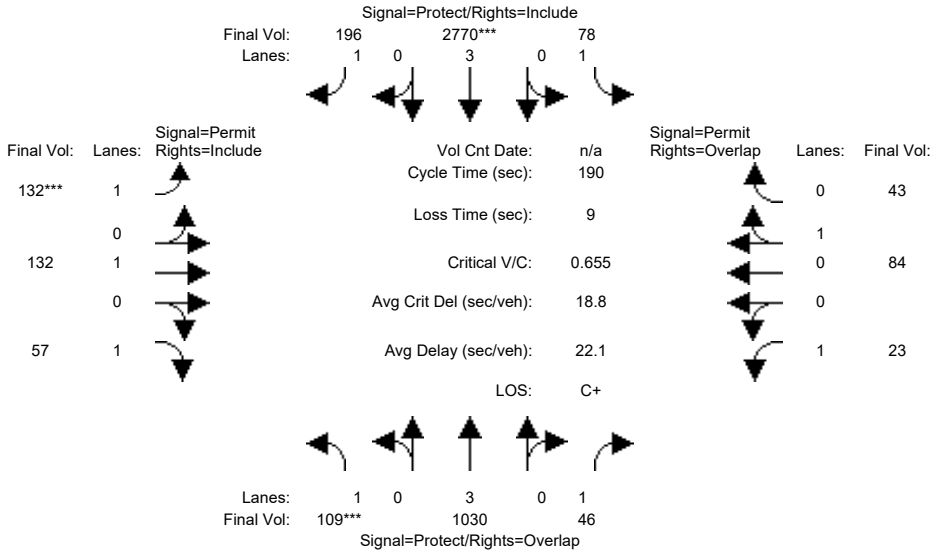
Intersection #30: San Tomas Expy/Cabrillo Ave



Street Name:	San Tomas Expy						Cabrillo Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	109	1430	46	78	3795	196	132	132	57	23	84	43
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	109	1430	46	78	3795	196	132	132	57	23	84	43
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	109	1430	46	78	3795	196	132	132	57	23	84	43
User Adj:	1.00	0.72	1.00	1.00	0.73	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	109	1030	46	78	2770	196	132	132	57	23	84	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	109	1030	46	78	2770	196	132	132	57	23	84	43
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	109	1030	46	78	2770	196	132	132	57	23	84	43
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	0.66	0.34
Final Sat.:	1750	5700	1750	1750	5700	1750	1750	1900	1750	1750	1191	609
Capacity Analysis Module:												
Vol/Sat:	0.06	0.18	0.03	0.04	0.49	0.11	0.08	0.07	0.03	0.01	0.07	0.07
Crit Moves:	****				****		****					
Green Time:	18.1	128	127.6	31.5	141	141.0	21.9	21.9	21.9	21.9	21.9	53.4
Volume/Cap:	0.65	0.27	0.04	0.27	0.65	0.15	0.65	0.60	0.28	0.11	0.61	0.25
Delay/Veh:	92.0	12.5	10.5	69.7	12.7	7.2	88.0	84.6	77.6	75.6	85.3	53.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	92.0	12.5	10.5	69.7	12.7	7.2	88.0	84.6	77.6	75.6	85.3	53.1
LOS by Move:	F	B	B+	E	B	A	F	F	E-	E-	F	D-
HCM2k95thQ:	13	14	2	8	42	7	15	14	6	3	15	11

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

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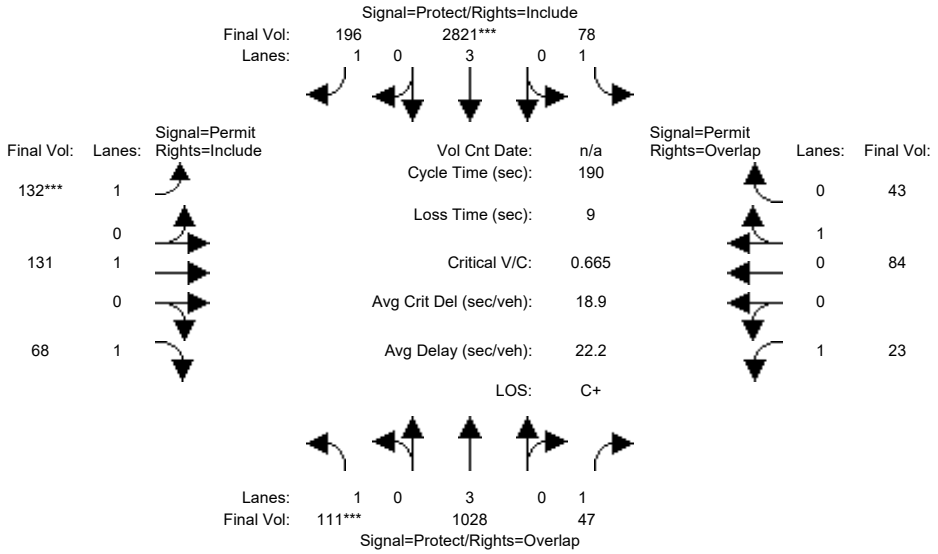
Intersection #30: San Tomas Expy/Cabrillo Ave



Street Name:	San Tomas Expy						Cabrillo Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	111	1428	47	78	3865	196	132	131	68	23	84	43
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	111	1428	47	78	3865	196	132	131	68	23	84	43
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	111	1428	47	78	3865	196	132	131	68	23	84	43
User Adj:	1.00	0.72	1.00	1.00	0.73	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	111	1028	47	78	2821	196	132	131	68	23	84	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	111	1028	47	78	2821	196	132	131	68	23	84	43
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	111	1028	47	78	2821	196	132	131	68	23	84	43
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	0.66	0.34
Final Sat.:	1750	5700	1750	1750	5700	1750	1750	1900	1750	1750	1191	609
Capacity Analysis Module:												
Vol/Sat:	0.06	0.18	0.03	0.04	0.49	0.11	0.08	0.07	0.04	0.01	0.07	0.07
Crit Moves:	****				****		****					
Green Time:	18.1	128	127.9	31.6	141	141.3	21.5	21.5	21.5	21.5	21.5	53.1
Volume/Cap:	0.67	0.27	0.04	0.27	0.67	0.15	0.67	0.61	0.34	0.12	0.62	0.25
Delay/Veh:	92.8	12.4	10.5	69.6	12.7	7.1	89.1	85.2	78.7	75.9	86.2	53.3
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:	92.8	12.4	10.5	69.6	12.7	7.1	89.1	85.2	78.7	75.9	86.2	53.3
LOS by Move:	F	B	B+	E	B	A	F	F	E-	E-	F	D-
HCM2k95thQ:	13	14	2	8	43	7	15	14	8	3	15	11

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

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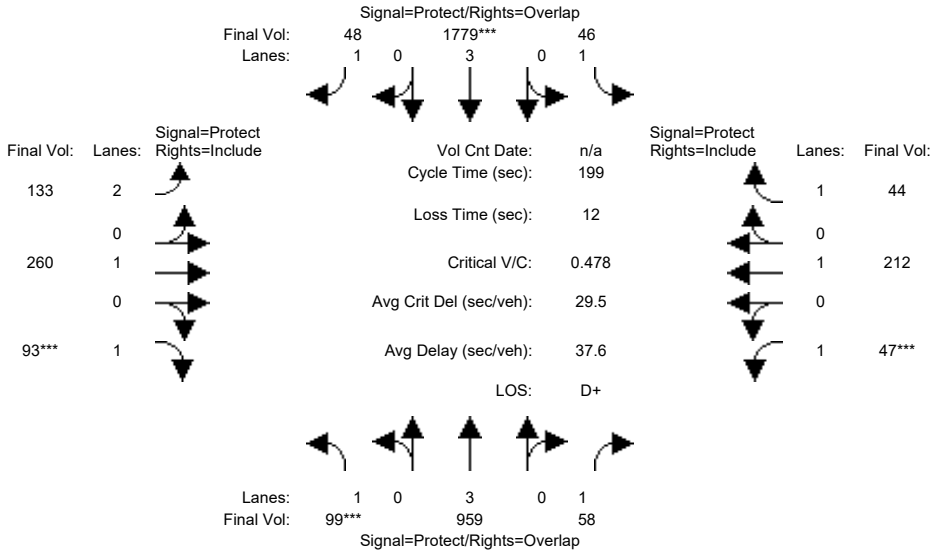
Intersection #31: San Tomas Expy/Benton St



Street Name:	San Tomas Expy						Benton St					
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	115	115	16	121	121	17	33	33	11	27	27
Y+R:	5.1	5.8	5.8	5.2	5.8	5.8	5.1	5.6	5.6	5.2	5.6	5.6
Volume Module:												
Base Vol:	99	1246	58	46	2311	48	133	260	93	47	212	44
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	99	1246	58	46	2311	48	133	260	93	47	212	44
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	99	1246	58	46	2311	48	133	260	93	47	212	44
User Adj:	1.00	0.77	1.00	1.00	0.77	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	99	959	58	46	1779	48	133	260	93	47	212	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	99	959	58	46	1779	48	133	260	93	47	212	44
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	99	959	58	46	1779	48	133	260	93	47	212	44
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	3150	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.17	0.03	0.03	0.31	0.03	0.04	0.14	0.05	0.03	0.11	0.03
Crit Moves:	****				****				****	****		
Green Time:	21.9	126	136.5	17.5	121	138.1	17.0	33.0	33.0	11.0	27.0	27.0
Volume/Cap:	0.51	0.27	0.05	0.30	0.51	0.04	0.49	0.83	0.32	0.49	0.82	0.19
Delay/Veh:	85.8	16.3	10.2	86.1	22.3	9.6	88.3	96.3	73.8	95.1	102	76.6
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:	85.8	16.3	10.2	86.1	22.3	9.6	88.3	96.3	73.8	95.1	102	76.6
LOS by Move:	F	B	B+	F	C+	A	F	F	E	F	F	E-
HCM2k95thQ:	12	16	2	5	32	2	9	27	10	6	23	5

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

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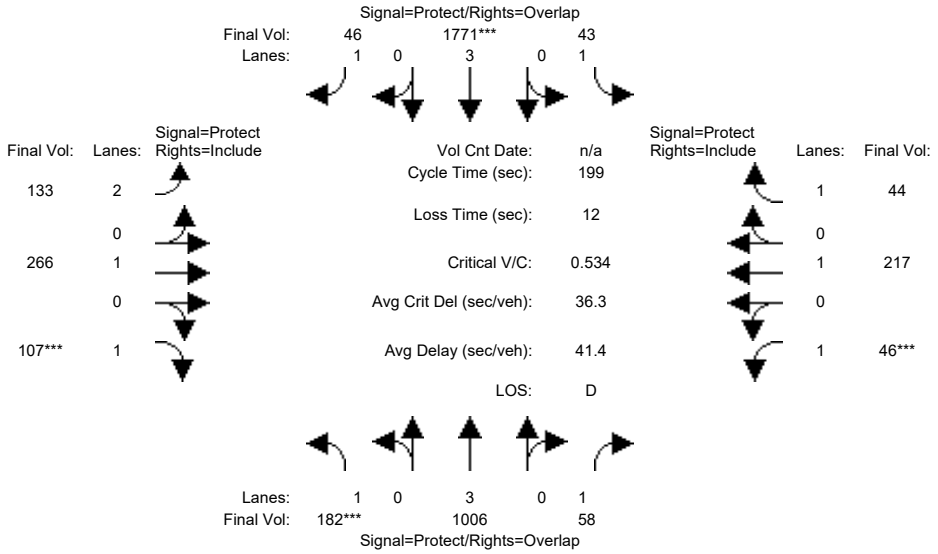
Intersection #31: San Tomas Expy/Benton St



Street Name:	San Tomas Expy						Benton St					
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	115	115	16	121	121	17	33	33	11	27	27
Y+R:	5.1	5.8	5.8	5.2	5.8	5.8	5.1	5.6	5.6	5.2	5.6	5.6
Volume Module:												
Base Vol:	182	1307	58	43	2300	46	133	266	107	46	217	44
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	182	1307	58	43	2300	46	133	266	107	46	217	44
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	182	1307	58	43	2300	46	133	266	107	46	217	44
User Adj:	1.00	0.77	1.00	1.00	0.77	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	182	1006	58	43	1771	46	133	266	107	46	217	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	182	1006	58	43	1771	46	133	266	107	46	217	44
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	182	1006	58	43	1771	46	133	266	107	46	217	44
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	3150	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.18	0.03	0.02	0.31	0.03	0.04	0.14	0.06	0.03	0.11	0.03
Crit Moves:	****				****				****	****		
Green Time:	22.0	126	136.5	17.5	121	138.0	17.0	33.0	33.0	11.0	27.0	27.0
Volume/Cap:	0.94	0.28	0.05	0.28	0.51	0.04	0.49	0.84	0.37	0.48	0.84	0.19
Delay/Veh:	135.7	16.5	10.2	85.9	22.3	9.6	88.3	98.9	74.5	94.9	105	76.6
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:	135.7	16.5	10.2	85.9	22.3	9.6	88.3	98.9	74.5	94.9	105	76.6
LOS by Move:	F	B	B+	F	C+	A	F	F	E	F	F	E-
HCM2k95thQ:	24	16	2	5	32	2	9	28	11	6	24	5

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

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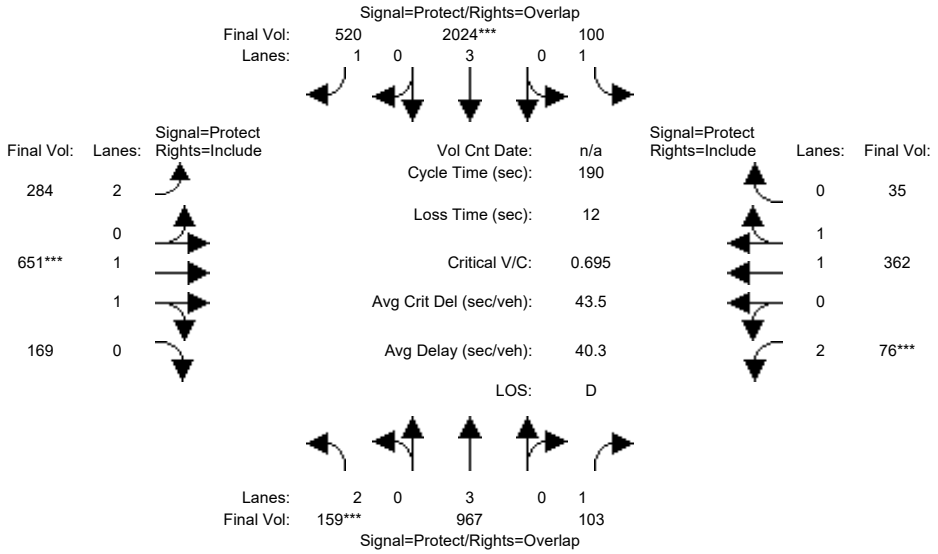
Intersection #32: San Tomas Expy/Homestead Rd (CMP)



Street Name:	San Tomas Expy						Homestead Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	17	98	98	15	96	96	21	42	42	13	34	34
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	159	1256	103	100	2629	520	284	651	169	76	362	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	159	1256	103	100	2629	520	284	651	169	76	362	35
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	159	1256	103	100	2629	520	284	651	169	76	362	35
User Adj:	1.00	0.77	1.00	1.00	0.77	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	159	967	103	100	2024	520	284	651	169	76	362	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	159	967	103	100	2024	520	284	651	169	76	362	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	159	967	103	100	2024	520	284	651	169	76	362	35
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.83	0.98	0.95	0.83	0.98	0.95
Lanes:	2.00	3.00	1.00	1.00	3.00	1.00	2.00	1.58	0.42	2.00	1.82	0.18
Final Sat.:	3150	5700	1750	1750	5700	1750	3150	2937	762	3150	3374	326
Capacity Analysis Module:												
Vol/Sat:	0.05	0.17	0.06	0.06	0.36	0.30	0.09	0.22	0.22	0.02	0.11	0.11
Crit Moves:	****				****			****		****		
Green Time:	17.0	98.0	111.0	15.0	96.0	120.8	24.8	52.0	52.0	13.0	40.2	40.2
Volume/Cap:	0.56	0.33	0.10	0.72	0.70	0.47	0.69	0.81	0.81	0.35	0.51	0.51
Delay/Veh:	85.6	20.0	10.7	102.7	28.2	8.9	83.9	69.4	69.4	85.5	66.7	66.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	85.6	20.0	10.7	102.7	28.2	8.9	83.9	69.4	69.4	85.5	66.7	66.7
LOS by Move:	F	B-	B+	F	C	A	F	E	E	F	E	E
HCM2k95thQ:	10	14	3	12	40	16	17	37	37	5	18	18

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

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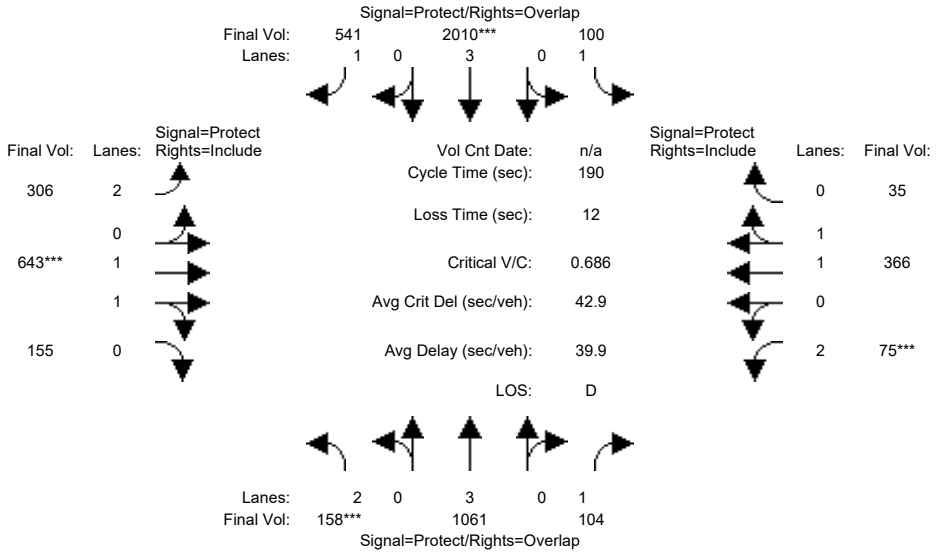
Intersection #32: San Tomas Expy/Homestead Rd (CMP)



Street Name:	San Tomas Expy						Homestead Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	17	98	98	15	96	96	21	42	42	13	34	34
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	158	1378	104	100	2610	541	306	643	155	75	366	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	158	1378	104	100	2610	541	306	643	155	75	366	35
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	158	1378	104	100	2610	541	306	643	155	75	366	35
User Adj:	1.00	0.77	1.00	1.00	0.77	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	158	1061	104	100	2010	541	306	643	155	75	366	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	158	1061	104	100	2010	541	306	643	155	75	366	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	158	1061	104	100	2010	541	306	643	155	75	366	35
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.83	0.98	0.95	0.83	0.98	0.95
Lanes:	2.00	3.00	1.00	1.00	3.00	1.00	2.00	1.60	0.40	2.00	1.82	0.18
Final Sat.:	3150	5700	1750	1750	5700	1750	3150	2981	719	3150	3377	323
Capacity Analysis Module:												
Vol/Sat:	0.05	0.19	0.06	0.06	0.35	0.31	0.10	0.22	0.22	0.02	0.11	0.11
Crit Moves:	****				****			****		****		
Green Time:	17.0	98.0	111.0	15.0	96.0	120.8	24.8	52.0	52.0	13.0	40.2	40.2
Volume/Cap:	0.56	0.36	0.10	0.72	0.70	0.49	0.74	0.79	0.79	0.35	0.51	0.51
Delay/Veh:	85.5	20.4	10.7	102.7	28.0	9.1	86.7	68.1	68.1	85.4	66.8	66.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	85.5	20.4	10.7	102.7	28.0	9.1	86.7	68.1	68.1	85.4	66.8	66.8
LOS by Move:	F	C+	B+	F	C	A	F	E	E	F	E	E
HCM2k95thQ:	10	16	3	12	39	17	18	36	36	5	19	19

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

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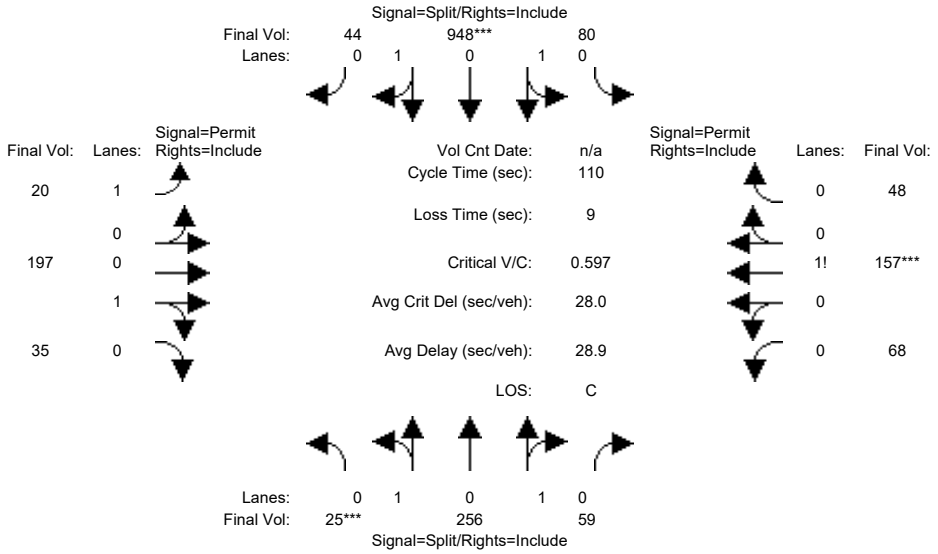
Intersection #33: Bowers Ave/Cabrillo Ave



Street Name:	Bowers Ave						Cabrillo Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	25	256	59	80	948	44	20	197	35	68	157	48
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	256	59	80	948	44	20	197	35	68	157	48
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	256	59	80	948	44	20	197	35	68	157	48
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	256	59	80	948	44	20	197	35	68	157	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	256	59	80	948	44	20	197	35	68	157	48
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	25	256	59	80	948	44	20	197	35	68	157	48
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.92
Lanes:	0.15	1.50	0.35	0.15	1.77	0.08	1.00	0.85	0.15	0.25	0.57	0.18
Final Sat.:	265	2711	625	269	3184	148	1750	1528	272	436	1006	308
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.30	0.30	0.30	0.01	0.13	0.13	0.16	0.16	0.16
Crit Moves:	****				****						****	
Green Time:	17.4	17.4	17.4	54.9	54.9	54.9	28.7	28.7	28.7	28.7	28.7	28.7
Volume/Cap:	0.60	0.60	0.60	0.60	0.60	0.60	0.04	0.49	0.49	0.60	0.60	0.60
Delay/Veh:	44.8	44.8	44.8	20.2	20.2	20.2	30.4	35.3	35.3	37.7	37.7	37.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.8	44.8	44.8	20.2	20.2	20.2	30.4	35.3	35.3	37.7	37.7	37.7
LOS by Move:	D	D	D	C+	C+	C+	C	D+	D+	D+	D+	D+
HCM2k95thQ:	11	11	11	23	23	23	1	13	13	16	16	16

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

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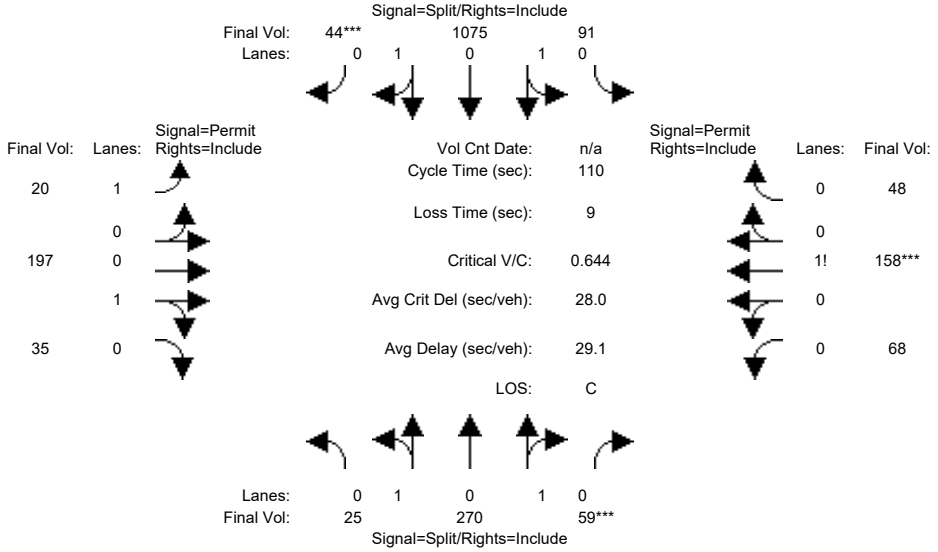
Intersection #33: Bowers Ave/Cabrillo Ave



Street Name:	Bowers Ave						Cabrillo Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	25	270	59	91	1075	44	20	197	35	68	158	48
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	270	59	91	1075	44	20	197	35	68	158	48
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	270	59	91	1075	44	20	197	35	68	158	48
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	270	59	91	1075	44	20	197	35	68	158	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	270	59	91	1075	44	20	197	35	68	158	48
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	25	270	59	91	1075	44	20	197	35	68	158	48
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.92
Lanes:	0.14	1.53	0.33	0.15	1.78	0.07	1.00	0.85	0.15	0.25	0.58	0.17
Final Sat.:	254	2746	600	271	3198	131	1750	1528	272	434	1009	307
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.10	0.34	0.34	0.34	0.01	0.13	0.13	0.16	0.16	0.16
Crit Moves:			****			****					****	
Green Time:	16.8	16.8	16.8	57.4	57.4	57.4	26.8	26.8	26.8	26.8	26.8	26.8
Volume/Cap:	0.64	0.64	0.64	0.64	0.64	0.64	0.05	0.53	0.53	0.64	0.64	0.64
Delay/Veh:	46.4	46.4	46.4	19.7	19.7	19.7	31.9	37.4	37.4	40.7	40.7	40.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.4	46.4	46.4	19.7	19.7	19.7	31.9	37.4	37.4	40.7	40.7	40.7
LOS by Move:	D	D	D	B-	B-	B-	C	D+	D+	D	D	D
HCM2k95thQ:	12	12	12	26	26	26	1	13	13	16	16	16

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

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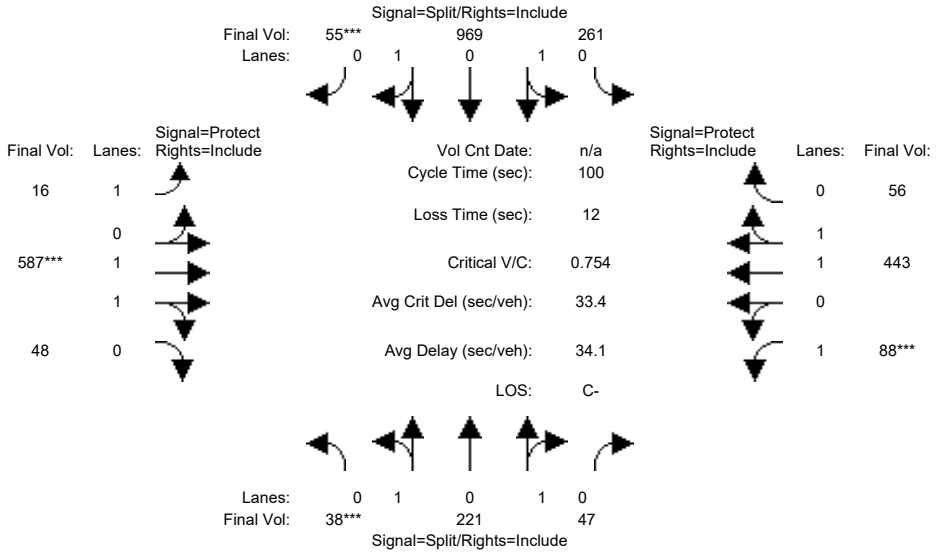
Intersection #34: Bowers Ave/Monroe St



Street Name:	Bowers Ave						Monroe St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	4.5	4.5	4.5	5.5	5.5	5.5	4.5	5.5	5.5	4.5	5.5	5.5
Volume Module:												
Base Vol:	38	221	47	261	969	55	16	587	48	88	443	56
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	38	221	47	261	969	55	16	587	48	88	443	56
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	38	221	47	261	969	55	16	587	48	88	443	56
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	38	221	47	261	969	55	16	587	48	88	443	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	221	47	261	969	55	16	587	48	88	443	56
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	38	221	47	261	969	55	16	587	48	88	443	56
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.25	1.44	0.31	0.41	1.51	0.08	1.00	1.84	0.16	1.00	1.77	0.23
Final Sat.:	447	2600	553	731	2715	154	1750	3420	280	1750	3284	415
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.36	0.36	0.36	0.01	0.17	0.17	0.05	0.13	0.13
Crit Moves:	****					****		****		****		
Green Time:	11.3	11.3	11.3	47.3	47.3	47.3	8.0	22.8	22.8	6.7	21.5	21.5
Volume/Cap:	0.75	0.75	0.75	0.75	0.75	0.75	0.11	0.75	0.75	0.75	0.63	0.63
Delay/Veh:	50.9	50.9	50.9	23.5	23.5	23.5	43.1	39.9	39.9	69.9	37.3	37.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.9	50.9	50.9	23.5	23.5	23.5	43.1	39.9	39.9	69.9	37.3	37.3
LOS by Move:	D	D	D	C	C	C	D	D	D	E	D+	D+
HCM2k95thQ:	10	10	10	29	29	29	1	18	18	6	14	14

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

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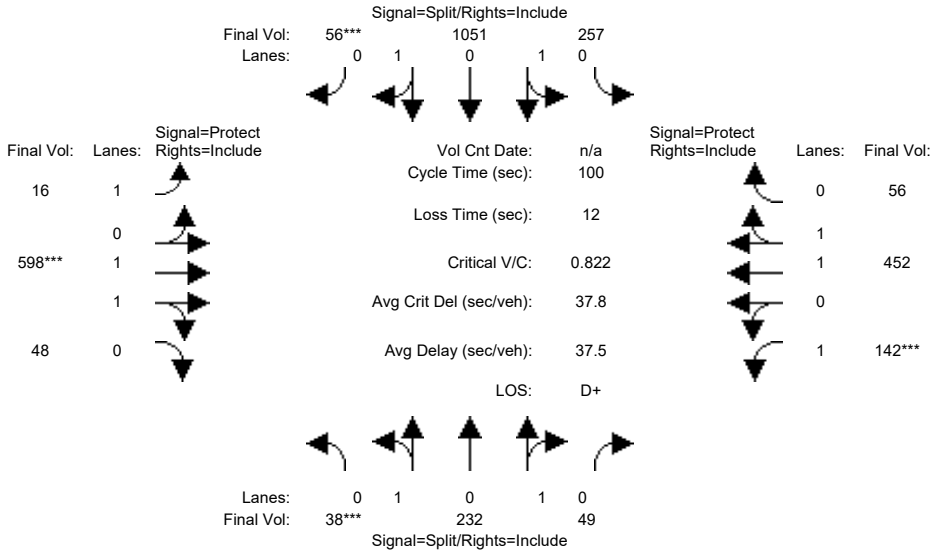
Background PP PM

Intersection #34: Bowers Ave/Monroe St



Street Name:	Bowers Ave						Monroe St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	4.5	4.5	4.5	5.5	5.5	5.5	4.5	5.5	5.5	4.5	5.5	5.5
Volume Module:												
Base Vol:	38	232	49	257	1051	56	16	598	48	142	452	56
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	38	232	49	257	1051	56	16	598	48	142	452	56
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	38	232	49	257	1051	56	16	598	48	142	452	56
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	38	232	49	257	1051	56	16	598	48	142	452	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	232	49	257	1051	56	16	598	48	142	452	56
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	38	232	49	257	1051	56	16	598	48	142	452	56
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.24	1.45	0.31	0.38	1.54	0.08	1.00	1.85	0.15	1.00	1.77	0.23
Final Sat.:	429	2618	553	678	2774	148	1750	3425	275	1750	3292	408
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.38	0.38	0.38	0.01	0.17	0.17	0.08	0.14	0.14
Crit Moves:	****					****		****		****		
Green Time:	10.8	10.8	10.8	46.1	46.1	46.1	8.3	21.2	21.2	9.9	22.8	22.8
Volume/Cap:	0.82	0.82	0.82	0.82	0.82	0.82	0.11	0.82	0.82	0.82	0.60	0.60
Delay/Veh:	56.8	56.8	56.8	26.8	26.8	26.8	42.8	44.5	44.5	70.2	35.8	35.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.8	56.8	56.8	26.8	26.8	26.8	42.8	44.5	44.5	70.2	35.8	35.8
LOS by Move:	E+	E+	E+	C	C	C	D	D	D	E	D+	D+
HCM2k95thQ:	10	10	10	32	32	32	1	19	19	10	14	14

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

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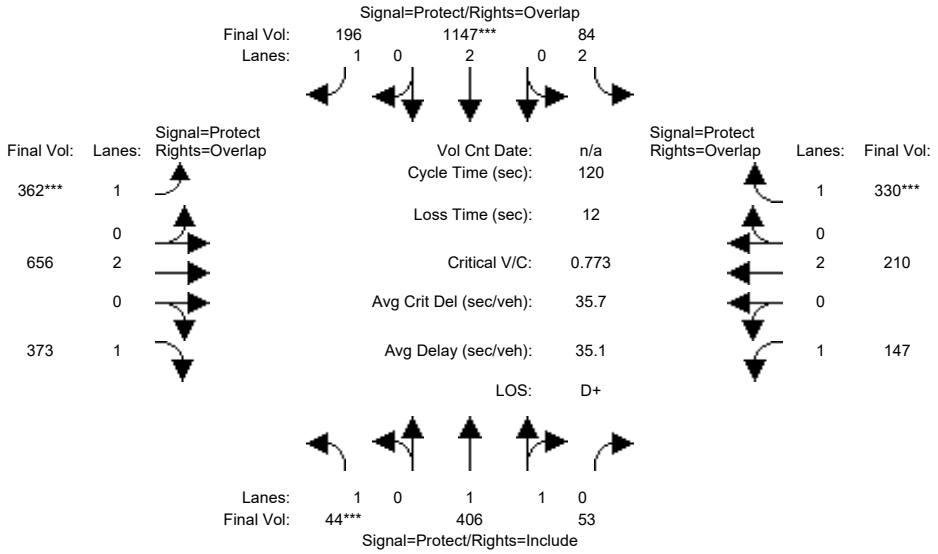
Intersection #35: Bowers Ave/Kifer Rd



Street Name:	Bowers Ave						Kifer Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	5	10	10	8	10	10	5	5	5	5	5	5
Y+R:	4.1	5.0	5.0	4.0	5.0	5.0	4.1	4.6	4.6	4.0	5.0	5.0
Volume Module:												
Base Vol:	44	406	53	84	1147	196	362	656	373	147	210	330
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	44	406	53	84	1147	196	362	656	373	147	210	330
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	406	53	84	1147	196	362	656	373	147	210	330
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	44	406	53	84	1147	196	362	656	373	147	210	330
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	406	53	84	1147	196	362	656	373	147	210	330
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	44	406	53	84	1147	196	362	656	373	147	210	330
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	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.76	0.24	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3272	427	3150	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.12	0.12	0.03	0.30	0.11	0.21	0.17	0.21	0.08	0.06	0.19
Crit Moves:	****				****		****					****
Green Time:	5.0	35.3	35.3	19.0	49.3	83.1	33.8	37.1	42.1	16.6	19.9	38.9
Volume/Cap:	0.60	0.42	0.42	0.17	0.73	0.16	0.73	0.56	0.61	0.61	0.33	0.58
Delay/Veh:	70.0	34.4	34.4	43.8	31.7	6.5	44.7	35.2	33.9	53.1	44.5	35.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	70.0	34.4	34.4	43.8	31.7	6.5	44.7	35.2	33.9	53.1	44.5	35.3
LOS by Move:	E	C-	C-	D	C	A	D	D+	C-	D-	D	D+
HCM2k95thQ:	4	13	13	3	30	5	23	18	22	11	7	20

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

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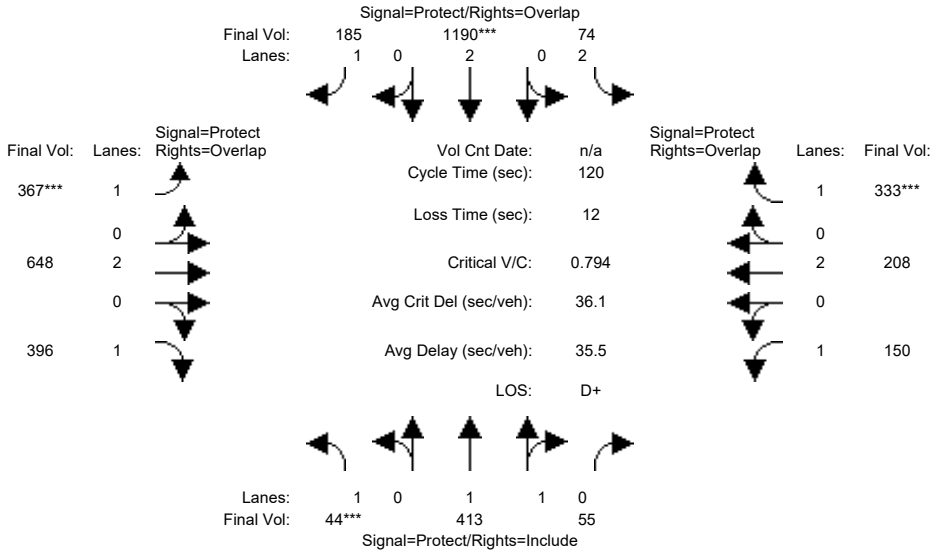
Intersection #35: Bowers Ave/Kifer Rd



Street Name:	Bowers Ave						Kifer Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	5	10	10	8	10	10	5	5	5	5	5	5
Y+R:	4.1	5.0	5.0	4.0	5.0	5.0	4.1	4.6	4.6	4.0	5.0	5.0
Volume Module:												
Base Vol:	44	413	55	74	1190	185	367	648	396	150	208	333
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	44	413	55	74	1190	185	367	648	396	150	208	333
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	413	55	74	1190	185	367	648	396	150	208	333
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	44	413	55	74	1190	185	367	648	396	150	208	333
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	413	55	74	1190	185	367	648	396	150	208	333
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	44	413	55	74	1190	185	367	648	396	150	208	333
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	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.76	0.24	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3265	435	3150	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.13	0.13	0.02	0.31	0.11	0.21	0.17	0.23	0.09	0.05	0.19
Crit Moves:	****				****		****					****
Green Time:	5.0	35.9	35.9	18.9	49.9	83.3	33.4	37.2	42.2	15.9	19.7	38.6
Volume/Cap:	0.60	0.42	0.42	0.15	0.75	0.15	0.75	0.55	0.64	0.65	0.33	0.59
Delay/Veh:	70.0	34.0	34.0	43.7	31.9	6.3	46.1	35.0	34.9	55.7	44.7	35.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	70.0	34.0	34.0	43.7	31.9	6.3	46.1	35.0	34.9	55.7	44.7	35.7
LOS by Move:	E	C-	C-	D	C	A	D	C-	C-	E+	D	D+
HCM2k95thQ:	3	13	13	3	31	5	24	18	23	11	7	20

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

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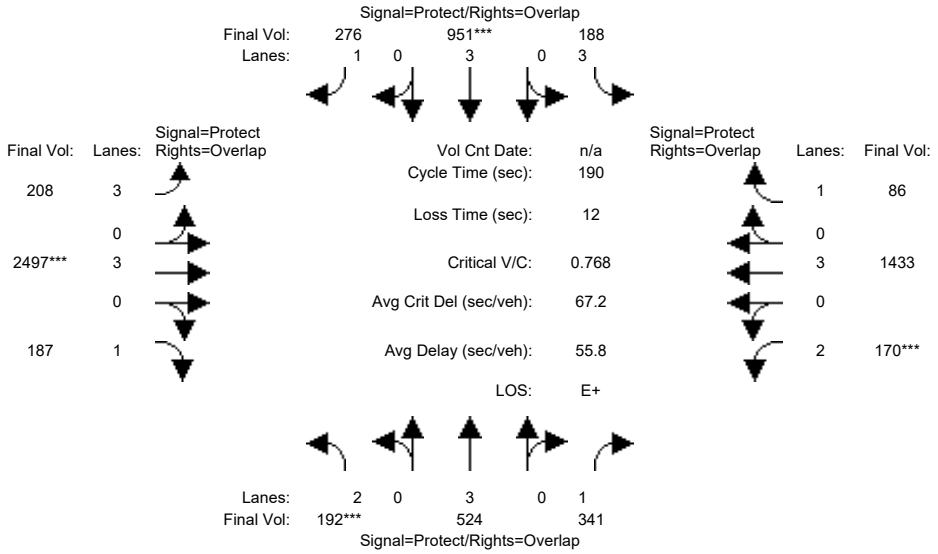
Intersection #36: Bowers Ave/Central Expy (CMP)



Street Name:	Bowers Ave						Central Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	15	39	39	16	40	40	16	96	96	14	95	95
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	192	524	341	188	951	276	208	2497	187	170	1433	86
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	192	524	341	188	951	276	208	2497	187	170	1433	86
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	192	524	341	188	951	276	208	2497	187	170	1433	86
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	192	524	341	188	951	276	208	2497	187	170	1433	86
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	192	524	341	188	951	276	208	2497	187	170	1433	86
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	192	524	341	188	951	276	208	2497	187	170	1433	86
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.80	1.00	0.92	0.80	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	3.00	3.00	1.00	3.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	4551	5700	1750	4551	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.09	0.19	0.04	0.17	0.16	0.05	0.44	0.11	0.05	0.25	0.05
Crit Moves:	****				****			****		****		
Green Time:	15.0	39.8	53.8	16.3	41.1	58.7	17.6	108	122.9	14.0	104	120.6
Volume/Cap:	0.77	0.44	0.69	0.48	0.77	0.51	0.49	0.77	0.17	0.73	0.46	0.08
Delay/Veh:	99.6	65.7	64.7	83.7	73.1	54.7	88.5	60.4	29.5	97.5	17.7	6.5
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:	99.6	65.7	64.7	83.7	73.1	54.7	88.5	60.4	29.5	97.5	17.7	6.5
LOS by Move:	F	E	E	F	E	D-	F	E	C	F	B	A
HCM2k95thQ:	13	16	32	8	30	24	11	69	17	12	20	2

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

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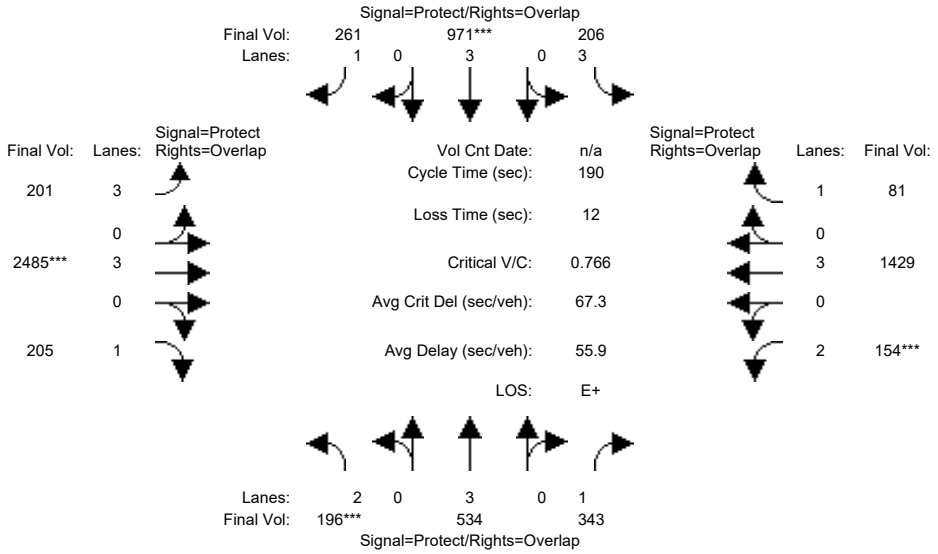
El Camino Real Specific Plan
SJ17-1774
Background PM Plus Project

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

Intersection #36: Bowers Ave/Central Expy (CMP)



Street Name:	Bowers Ave						Central Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	15	39	39	16	40	40	16	96	96	14	95	95
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	196	534	343	206	971	261	201	2485	205	154	1429	81
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	196	534	343	206	971	261	201	2485	205	154	1429	81
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	196	534	343	206	971	261	201	2485	205	154	1429	81
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	196	534	343	206	971	261	201	2485	205	154	1429	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	196	534	343	206	971	261	201	2485	205	154	1429	81
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	196	534	343	206	971	261	201	2485	205	154	1429	81
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.80	1.00	0.92	0.80	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	3.00	3.00	1.00	3.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	4551	5700	1750	4551	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.09	0.20	0.05	0.17	0.15	0.04	0.44	0.12	0.05	0.25	0.05
Crit Moves:	****				****			****		****		
Green Time:	15.3	40.5	54.5	16.6	41.8	59.2	17.4	107	122.2	14.0	104	120.1
Volume/Cap:	0.77	0.44	0.68	0.52	0.77	0.48	0.48	0.77	0.18	0.66	0.46	0.07
Delay/Veh:	99.5	65.2	64.0	84.1	72.8	53.6	88.4	61.0	30.2	92.7	18.3	6.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	99.5	65.2	64.0	84.1	72.8	53.6	88.4	61.0	30.2	92.7	18.3	6.6
LOS by Move:	F	E	E	F	E	D-	F	E	C	F	B-	A
HCM2k95thQ:	13	16	32	9	30	23	10	69	18	10	20	2

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

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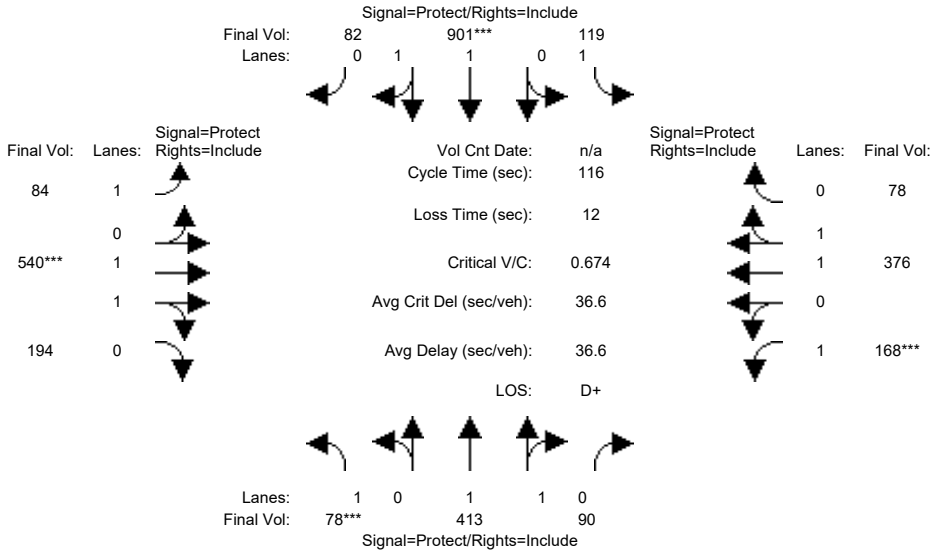
Background PM

Intersection #37: Kiely Blvd/Benton St



Street Name:	Kiely Blvd						Benton St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	4	4	4	4	4	4	11	11	11	12	12	12
Y+R:	4.0	5.1	5.1	4.0	5.1	5.1	4.0	5.0	5.0	4.0	5.0	5.0
Volume Module:												
Base Vol:	78	413	90	119	901	82	84	540	194	168	376	78
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	78	413	90	119	901	82	84	540	194	168	376	78
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	78	413	90	119	901	82	84	540	194	168	376	78
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	78	413	90	119	901	82	84	540	194	168	376	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	413	90	119	901	82	84	540	194	168	376	78
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	78	413	90	119	901	82	84	540	194	168	376	78
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.63	0.37	1.00	1.83	0.17	1.00	1.46	0.54	1.00	1.65	0.35
Final Sat.:	1750	3037	662	1750	3391	309	1750	2721	978	1750	3064	636
Capacity Analysis Module:												
Vol/Sat:	0.04	0.14	0.14	0.07	0.27	0.27	0.05	0.20	0.20	0.10	0.12	0.12
Crit Moves:	****				****			****		****		
Green Time:	7.7	35.6	35.6	17.8	45.7	45.7	22.1	34.1	34.1	16.5	28.6	28.6
Volume/Cap:	0.67	0.44	0.44	0.44	0.67	0.67	0.25	0.67	0.67	0.67	0.50	0.50
Delay/Veh:	67.6	32.5	32.5	45.8	30.3	30.3	40.3	37.7	37.7	54.3	38.0	38.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	67.6	32.5	32.5	45.8	30.3	30.3	40.3	37.7	37.7	54.3	38.0	38.0
LOS by Move:	E	C-	C-	D	C	C	D	D+	D+	D-	D+	D+
HCM2k95thQ:	6	13	13	8	25	25	5	21	21	11	13	13

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

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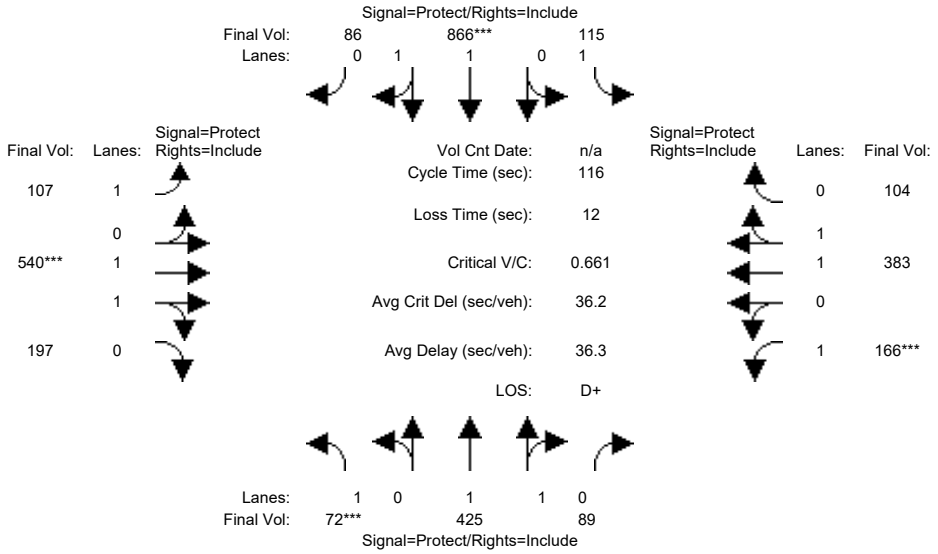
Intersection #37: Kiely Blvd/Benton St



Street Name:	Kiely Blvd						Benton St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	4	4	4	4	4	4	11	11	11	12	12	12
Y+R:	4.0	5.1	5.1	4.0	5.1	5.1	4.0	5.0	5.0	4.0	5.0	5.0
Volume Module:												
Base Vol:	72	425	89	115	866	86	107	540	197	166	383	104
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	72	425	89	115	866	86	107	540	197	166	383	104
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	72	425	89	115	866	86	107	540	197	166	383	104
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	72	425	89	115	866	86	107	540	197	166	383	104
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	72	425	89	115	866	86	107	540	197	166	383	104
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	72	425	89	115	866	86	107	540	197	166	383	104
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.64	0.36	1.00	1.81	0.19	1.00	1.45	0.55	1.00	1.56	0.44
Final Sat.:	1750	3059	641	1750	3366	334	1750	2710	989	1750	2909	790
Capacity Analysis Module:												
Vol/Sat:	0.04	0.14	0.14	0.07	0.26	0.26	0.06	0.20	0.20	0.09	0.13	0.13
Crit Moves:	****				****			****		****		
Green Time:	7.2	35.6	35.6	16.8	45.2	45.2	21.6	35.0	35.0	16.6	30.0	30.0
Volume/Cap:	0.66	0.45	0.45	0.45	0.66	0.66	0.33	0.66	0.66	0.66	0.51	0.51
Delay/Veh:	67.3	32.7	32.7	46.7	30.3	30.3	41.5	36.8	36.8	53.4	37.2	37.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	67.3	32.7	32.7	46.7	30.3	30.3	41.5	36.8	36.8	53.4	37.2	37.2
LOS by Move:	E	C-	C-	D	C	C	D	D+	D+	D-	D+	D+
HCM2k95thQ:	6	14	14	8	24	24	7	21	21	11	14	14

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

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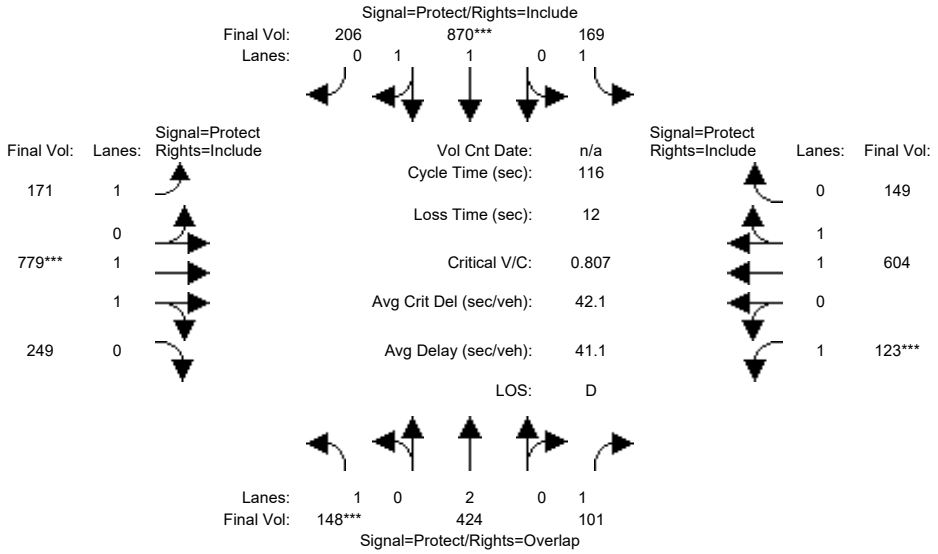
Intersection #38: Kiely Blvd/Homestead Rd



Street Name:	Kiely Blvd						Homestead Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	4	6	6	12	12	12	4	4	4	4	6	6
Y+R:	4.0	5.1	5.1	4.0	5.1	5.1	4.0	5.0	5.0	4.0	5.0	5.0
Volume Module:												
Base Vol:	148	424	101	169	870	206	171	779	249	123	604	149
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	148	424	101	169	870	206	171	779	249	123	604	149
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	148	424	101	169	870	206	171	779	249	123	604	149
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	424	101	169	870	206	171	779	249	123	604	149
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	148	424	101	169	870	206	171	779	249	123	604	149
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	148	424	101	169	870	206	171	779	249	123	604	149
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	2.00	1.00	1.00	1.61	0.39	1.00	1.50	0.50	1.00	1.59	0.41
Final Sat.:	1750	3800	1750	1750	2991	708	1750	2803	896	1750	2967	732
Capacity Analysis Module:												
Vol/Sat:	0.08	0.11	0.06	0.10	0.29	0.29	0.10	0.28	0.28	0.07	0.20	0.20
Crit Moves:	****				****			****		****		
Green Time:	12.2	28.0	38.1	26.0	41.8	41.8	16.2	39.9	39.9	10.1	33.8	33.8
Volume/Cap:	0.81	0.46	0.18	0.43	0.81	0.81	0.70	0.81	0.81	0.81	0.70	0.70
Delay/Veh:	73.3	37.9	27.9	39.4	37.2	37.2	56.2	38.4	38.4	78.2	38.6	38.6
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:	73.3	37.9	27.9	39.4	37.2	37.2	56.2	38.4	38.4	78.2	38.6	38.6
LOS by Move:	E	D+	C	D	D+	D+	E+	D+	D+	E-	D+	D+
HCM2k95thQ:	12	12	5	10	31	31	12	30	30	10	22	22

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

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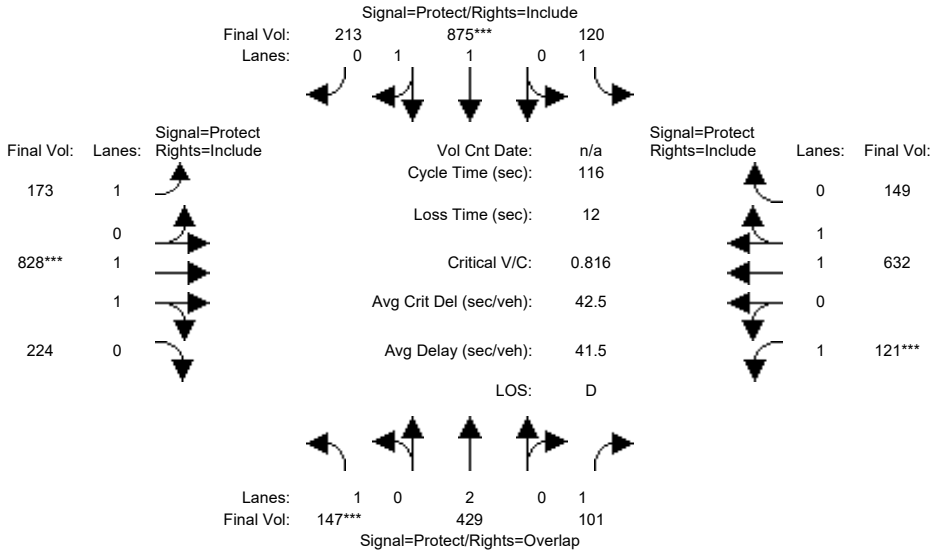
Intersection #38: Kiely Blvd/Homestead Rd



Street Name:	Kiely Blvd						Homestead Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	4	6	6	12	12	12	4	4	4	4	6	6
Y+R:	4.0	5.1	5.1	4.0	5.1	5.1	4.0	5.0	5.0	4.0	5.0	5.0
Volume Module:												
Base Vol:	147	429	101	120	875	213	173	828	224	121	632	149
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	147	429	101	120	875	213	173	828	224	121	632	149
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	147	429	101	120	875	213	173	828	224	121	632	149
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	147	429	101	120	875	213	173	828	224	121	632	149
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	147	429	101	120	875	213	173	828	224	121	632	149
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	147	429	101	120	875	213	173	828	224	121	632	149
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	2.00	1.00	1.00	1.60	0.40	1.00	1.56	0.44	1.00	1.61	0.39
Final Sat.:	1750	3800	1750	1750	2975	724	1750	2912	788	1750	2994	706
Capacity Analysis Module:												
Vol/Sat:	0.08	0.11	0.06	0.07	0.29	0.29	0.10	0.28	0.28	0.07	0.21	0.21
Crit Moves:	****				****			****		****		
Green Time:	11.9	28.0	37.9	25.7	41.8	41.8	16.0	40.4	40.4	9.8	34.2	34.2
Volume/Cap:	0.82	0.47	0.18	0.31	0.82	0.82	0.72	0.82	0.82	0.82	0.72	0.72
Delay/Veh:	75.2	38.0	28.1	38.2	37.6	37.6	57.6	38.6	38.6	80.5	38.8	38.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	75.2	38.0	28.1	38.2	37.6	37.6	57.6	38.6	38.6	80.5	38.8	38.8
LOS by Move:	E-	D+	C	D+	D+	D+	E+	D+	D+	F	D+	D+
HCM2k95thQ:	12	12	5	7	31	31	12	31	31	10	23	23

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

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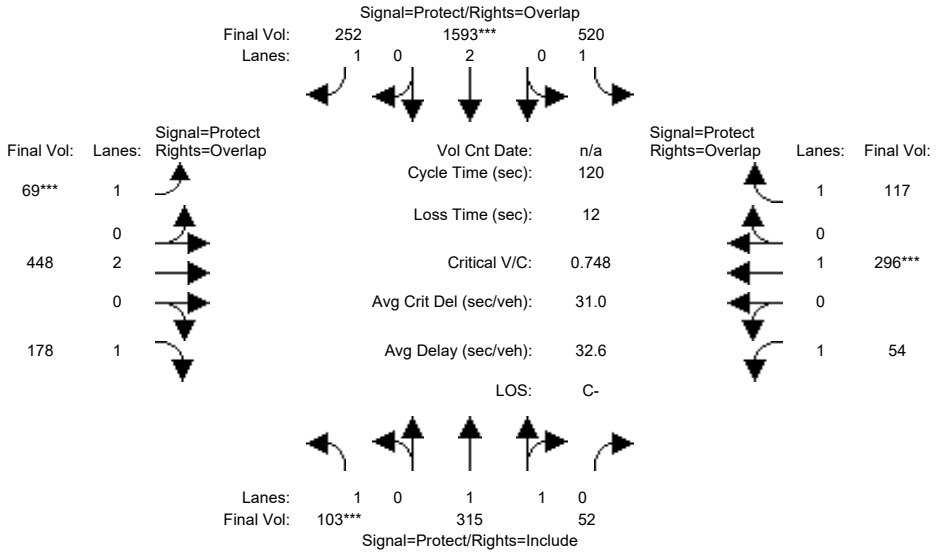
Intersection #39: Monroe St/Scott Blvd



Street Name:	Scott Blvd						Monroe St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	8	10	10	8	10	10	8	10	10	8	10	10
Y+R:	4.1	5.1	5.1	4.1	5.1	5.1	4.1	5.1	5.1	4.1	5.0	5.0
Volume Module:												
Base Vol:	103	315	52	520	1593	252	69	448	178	54	296	117
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	103	315	52	520	1593	252	69	448	178	54	296	117
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	103	315	52	520	1593	252	69	448	178	54	296	117
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	103	315	52	520	1593	252	69	448	178	54	296	117
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	103	315	52	520	1593	252	69	448	178	54	296	117
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	103	315	52	520	1593	252	69	448	178	54	296	117
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.71	0.29	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3175	524	1750	3800	1750	1750	3800	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.10	0.10	0.30	0.42	0.14	0.04	0.12	0.10	0.03	0.16	0.07
Crit Moves:	****				****		****				****	
Green Time:	9.3	18.9	18.9	56.5	66.1	74.1	8.0	20.8	30.1	11.8	24.6	81.1
Volume/Cap:	0.76	0.63	0.63	0.63	0.76	0.23	0.59	0.68	0.41	0.31	0.76	0.10
Delay/Veh:	76.2	49.5	49.5	25.5	22.5	10.4	62.3	49.4	38.1	51.4	53.5	6.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	76.2	49.5	49.5	25.5	22.5	10.4	62.3	49.4	38.1	51.4	53.5	6.8
LOS by Move:	E-	D	D	C	C+	B+	E	D	D+	D-	D-	A
HCM2k95thQ:	11	14	14	26	37	8	5	14	11	5	22	3

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

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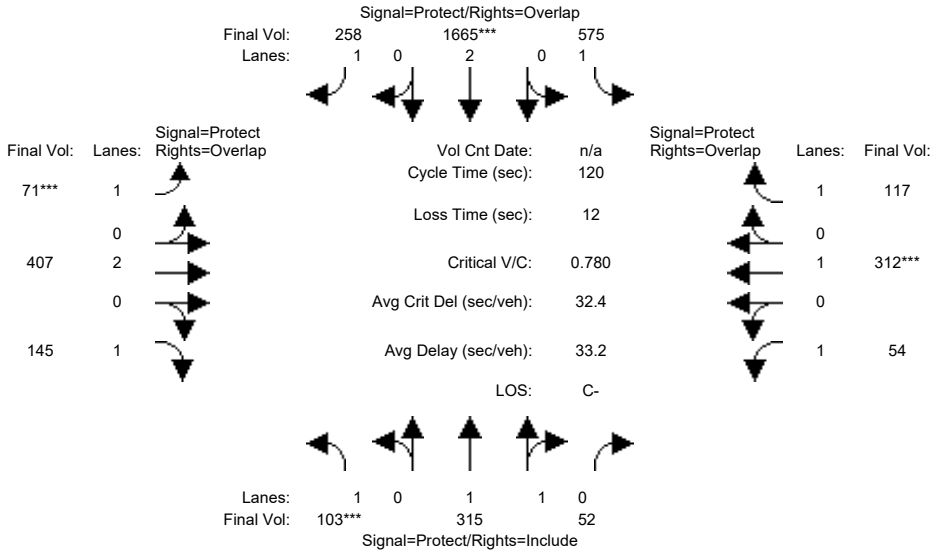
Intersection #39: Monroe St/Scott Blvd



Street Name:	Scott Blvd						Monroe St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	8	10	10	8	10	10	8	10	10	8	10	10
Y+R:	4.1	5.1	5.1	4.1	5.1	5.1	4.1	5.1	5.1	4.1	5.0	5.0
Volume Module:												
Base Vol:	103	315	52	575	1665	258	71	407	145	54	312	117
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	103	315	52	575	1665	258	71	407	145	54	312	117
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	103	315	52	575	1665	258	71	407	145	54	312	117
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	103	315	52	575	1665	258	71	407	145	54	312	117
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	103	315	52	575	1665	258	71	407	145	54	312	117
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	103	315	52	575	1665	258	71	407	145	54	312	117
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.71	0.29	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3175	524	1750	3800	1750	1750	3800	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.10	0.10	0.33	0.44	0.15	0.04	0.11	0.08	0.03	0.16	0.07
Crit Moves:	****				****		****				****	
Green Time:	8.9	17.4	17.4	57.7	66.3	74.3	8.0	20.2	29.1	12.6	24.8	82.6
Volume/Cap:	0.79	0.68	0.68	0.68	0.79	0.24	0.61	0.64	0.34	0.29	0.79	0.10
Delay/Veh:	82.2	52.3	52.3	26.4	23.6	10.3	63.5	48.5	38.0	50.5	55.7	6.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	82.2	52.3	52.3	26.4	23.6	10.3	63.5	48.5	38.0	50.5	55.7	6.3
LOS by Move:	F	D-	D-	C	C	B+	E	D	D+	D	E+	A
HCM2k95thQ:	12	15	15	29	39	8	5	13	9	4	23	3

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

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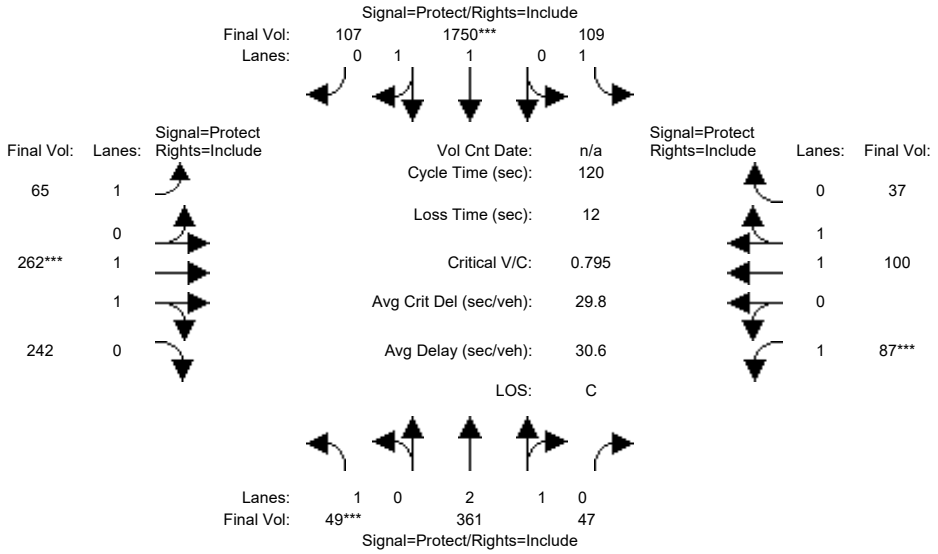
Intersection #40: Walsh Ave/Scott Blvd



Street Name:	Scott Blvd						Walsh Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	4	5	5	6	8	8	4	5	5	4	8	8
Y+R:	4.0	5.4	5.4	4.5	5.4	5.4	4.0	5.1	5.1	4.0	5.1	5.1
Volume Module:												
Base Vol:	49	361	47	109	1750	107	65	262	242	87	100	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:	49	361	47	109	1750	107	65	262	242	87	100	37
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	49	361	47	109	1750	107	65	262	242	87	100	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:	49	361	47	109	1750	107	65	262	242	87	100	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	361	47	109	1750	107	65	262	242	87	100	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:	49	361	47	109	1750	107	65	262	242	87	100	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	0.98	0.95	0.92	1.00	0.95	0.92	0.98	0.95
Lanes:	1.00	2.64	0.36	1.00	1.88	0.12	1.00	1.01	0.99	1.00	1.45	0.55
Final Sat.:	1750	4954	645	1750	3487	213	1750	1922	1775	1750	2700	999
Capacity Analysis Module:												
Vol/Sat:	0.03	0.07	0.07	0.06	0.50	0.50	0.04	0.14	0.14	0.05	0.04	0.04
Crit Moves:	****				****			****		****		
Green Time:	4.2	43.1	43.1	36.8	75.7	75.7	10.0	20.6	20.6	7.5	18.0	18.0
Volume/Cap:	0.80	0.20	0.20	0.20	0.80	0.80	0.44	0.80	0.80	0.80	0.25	0.25
Delay/Veh:	107.2	26.6	26.6	30.9	18.4	18.4	54.5	54.6	54.6	87.5	45.2	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:	107.2	26.6	26.6	30.9	18.4	18.4	54.5	54.6	54.6	87.5	45.2	45.2
LOS by Move:	F	C	C	C	B-	B-	D-	D-	D-	F	D	D
HCM2k95thQ:	4	7	7	6	40	40	5	17	17	10	5	5

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

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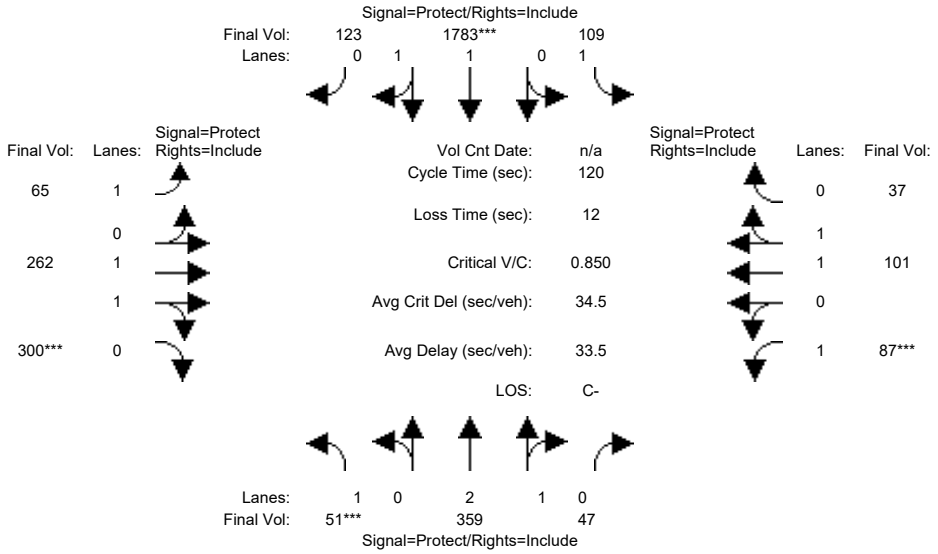
Background PP PM

Intersection #40: Walsh Ave/Scott Blvd



Street Name:	Scott Blvd						Walsh Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	4	5	5	6	8	8	4	5	5	4	8	8
Y+R:	4.0	5.4	5.4	4.5	5.4	5.4	4.0	5.1	5.1	4.0	5.1	5.1
Volume Module:												
Base Vol:	51	359	47	109	1783	123	65	262	300	87	101	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:	51	359	47	109	1783	123	65	262	300	87	101	37
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	51	359	47	109	1783	123	65	262	300	87	101	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:	51	359	47	109	1783	123	65	262	300	87	101	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	359	47	109	1783	123	65	262	300	87	101	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:	51	359	47	109	1783	123	65	262	300	87	101	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	0.98	0.95	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	2.64	0.36	1.00	1.87	0.13	1.00	1.00	1.00	1.00	1.45	0.55
Final Sat.:	1750	4951	648	1750	3461	239	1750	1900	1750	1750	2707	992
Capacity Analysis Module:												
Vol/Sat:	0.03	0.07	0.07	0.06	0.52	0.52	0.04	0.14	0.17	0.05	0.04	0.04
Crit Moves:	****				****				****	****		
Green Time:	4.1	41.3	41.3	35.5	72.7	72.7	11.2	24.2	24.2	7.0	20.0	20.0
Volume/Cap:	0.85	0.21	0.21	0.21	0.85	0.85	0.40	0.68	0.85	0.85	0.22	0.22
Delay/Veh:	123.4	27.9	27.9	31.9	22.6	22.6	52.9	46.8	56.4	101.4	43.4	43.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	123.4	27.9	27.9	31.9	22.6	22.6	52.9	46.8	56.4	101.4	43.4	43.4
LOS by Move:	F	C	C	C	C+	C+	D-	D	E+	F	D	D
HCM2k95thQ:	5	7	7	6	44	44	5	16	22	11	5	5

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

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2000 HCM Operations (Future Volume Alternative)
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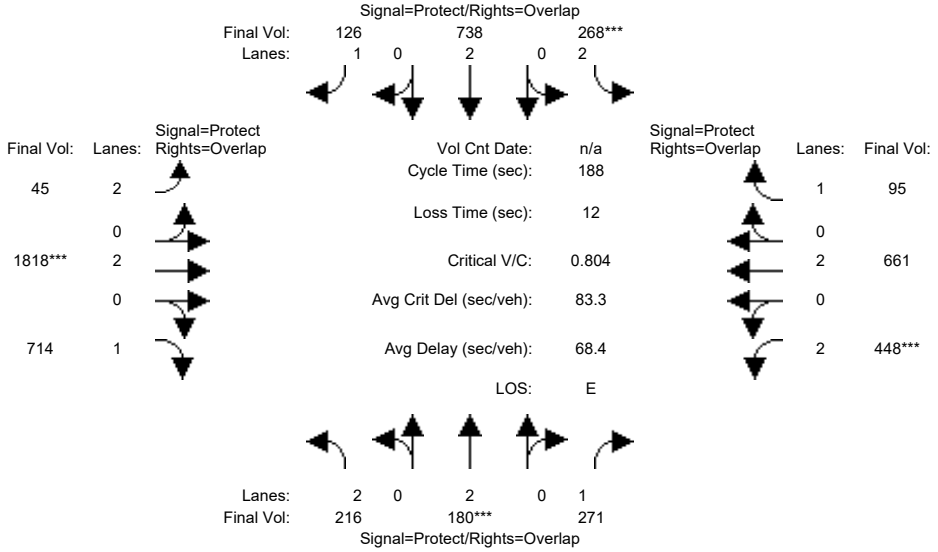
Intersection #41: Central Expy/Scott Blvd (CMP)



Street Name:	Scott Blvd						Central Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	18	39	39	14	35	35	12	92	92	20	100	100
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	216	180	271	268	738	126	45	2331	714	448	718	95
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	216	180	271	268	738	126	45	2331	714	448	718	95
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	216	180	271	268	738	126	45	2331	714	448	718	95
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.78	1.00	1.00	0.92	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	216	180	271	268	738	126	45	1818	714	448	661	95
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	216	180	271	268	738	126	45	1818	714	448	661	95
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	216	180	271	268	738	126	45	1818	714	448	661	95
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.05	0.15	0.09	0.19	0.07	0.01	0.48	0.41	0.14	0.17	0.05
Crit Moves:		****		****				****		****		
Green Time:	18.3	39.0	66.6	16.5	37.2	50.1	12.9	92.9	111.2	27.6	108	124.1
Volume/Cap:	0.70	0.23	0.44	0.97	0.98	0.27	0.21	0.97	0.69	0.97	0.30	0.08
Delay/Veh:	89.4	62.1	46.9	130.8	103	54.8	83.2	70.9	38.5	113.4	13.3	4.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	89.4	62.1	46.9	130.8	103	54.8	83.2	70.9	38.5	113.4	13.3	4.7
LOS by Move:	F	E	D	F	F	D-	F	E	D+	F	B	A
HCM2k95thQ:	14	8	22	23	42	12	3	81	56	33	11	2

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

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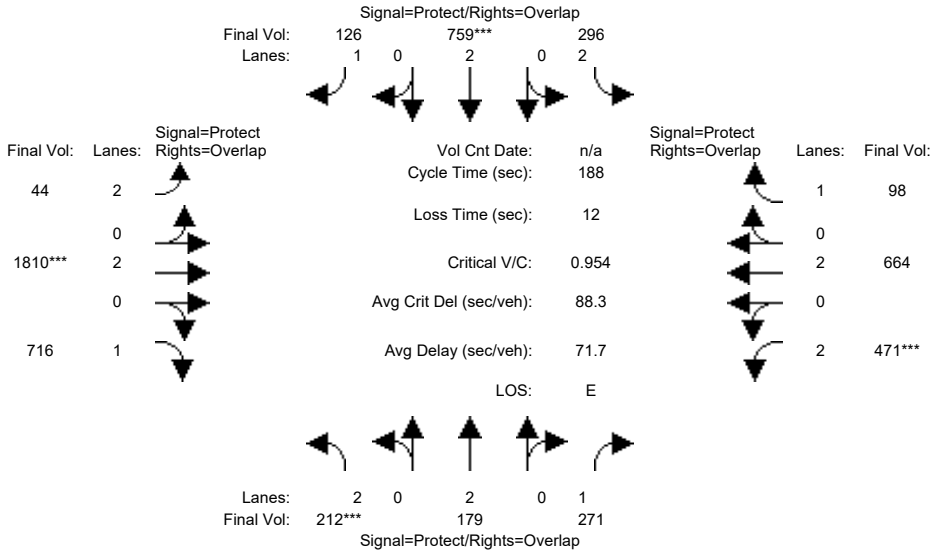
Intersection #41: Central Expy/Scott Blvd (CMP)



Street Name:	Scott Blvd						Central Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	18	39	39	14	35	35	12	92	92	20	100	100
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	212	179	271	296	759	126	44	2321	716	471	722	98
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	212	179	271	296	759	126	44	2321	716	471	722	98
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	212	179	271	296	759	126	44	2321	716	471	722	98
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.78	1.00	1.00	0.92	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	212	179	271	296	759	126	44	1810	716	471	664	98
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	212	179	271	296	759	126	44	1810	716	471	664	98
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	212	179	271	296	759	126	44	1810	716	471	664	98
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.05	0.15	0.09	0.20	0.07	0.01	0.48	0.41	0.15	0.17	0.06
Crit Moves:	****				****			****		****		
Green Time:	18.0	39.0	67.3	16.7	37.7	50.6	12.9	92.0	110.0	28.3	107	124.1
Volume/Cap:	0.70	0.23	0.43	1.06	0.99	0.27	0.20	0.97	0.70	0.99	0.31	0.08
Delay/Veh:	89.7	62.1	46.4	154.6	106	54.4	83.2	72.5	39.6	119.7	13.5	4.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	89.7	62.1	46.4	154.6	106	54.4	83.2	72.5	39.6	119.7	13.5	4.7
LOS by Move:	F	E	D	F	F	D-	F	E	D	F	B	A
HCM2k95thQ:	14	8	22	26	43	12	3	81	56	35	11	2

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

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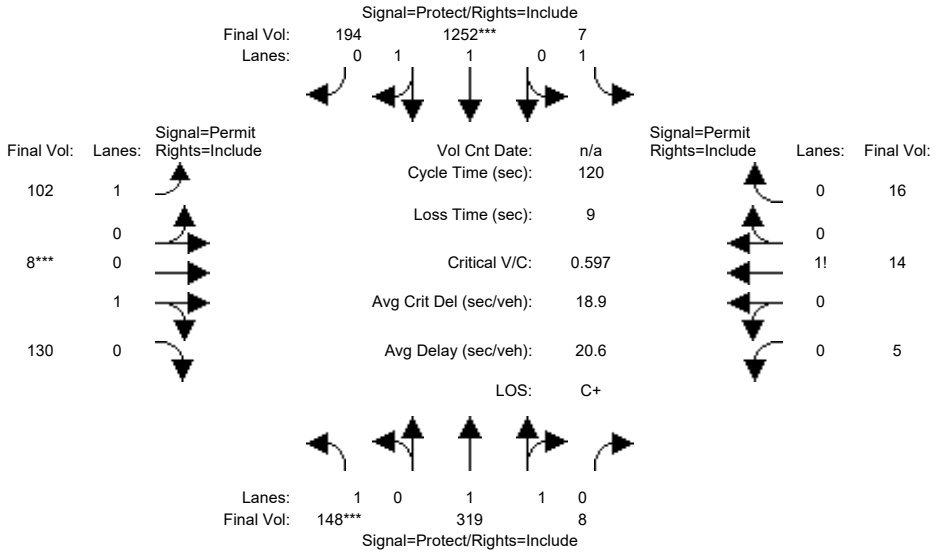
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM

Intersection #42: Clay St/Scott Blvd



Street Name:	Scott Blvd						Clay St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	148	319	8	7	1252	194	102	8	130	5	14	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	148	319	8	7	1252	194	102	8	130	5	14	16
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	148	319	8	7	1252	194	102	8	130	5	14	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	148	319	8	7	1252	194	102	8	130	5	14	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	148	319	8	7	1252	194	102	8	130	5	14	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	148	319	8	7	1252	194	102	8	130	5	14	16
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	0.92	0.92
Lanes:	1.00	1.95	0.05	1.00	1.72	0.28	1.00	0.06	0.94	0.14	0.40	0.46
Final Sat.:	1750	3609	91	1750	3203	496	1750	104	1696	250	700	800
Capacity Analysis Module:												
Vol/Sat:	0.08	0.09	0.09	0.00	0.39	0.39	0.06	0.08	0.08	0.02	0.02	0.02
Crit Moves:	****				****			****				
Green Time:	17.0	57.6	57.6	38.0	78.6	78.6	15.4	15.4	15.4	15.4	15.4	15.4
Volume/Cap:	0.60	0.18	0.18	0.01	0.60	0.60	0.45	0.60	0.60	0.16	0.16	0.16
Delay/Veh:	52.2	17.9	17.9	28.1	12.1	12.1	49.9	53.6	53.6	46.8	46.8	46.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.2	17.9	17.9	28.1	12.1	12.1	49.9	53.6	53.6	46.8	46.8	46.8
LOS by Move:	D-	B	B	C	B	B	D	D-	D-	D	D	D
HCM2k95thQ:	11	7	7	0	26	26	8	11	11	3	3	3

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

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El Camino Real Specific Plan
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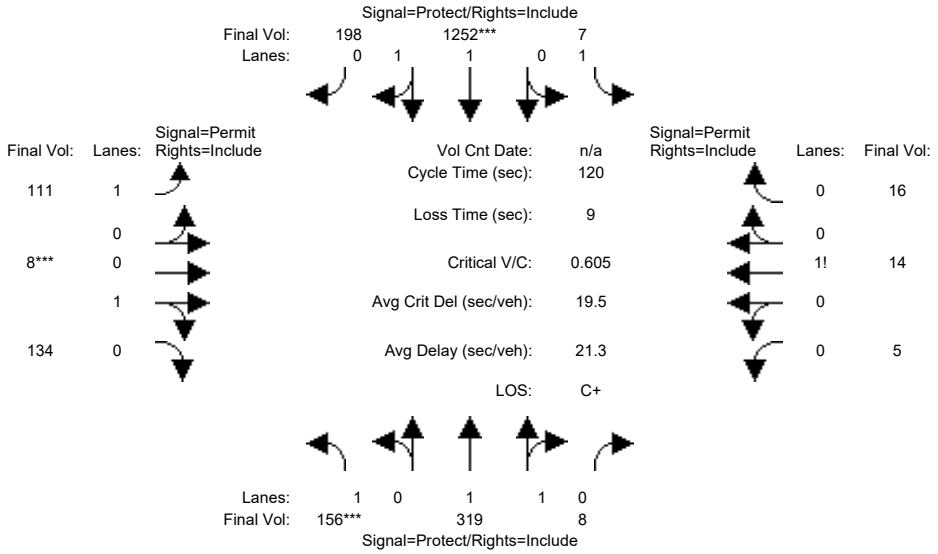
Background PM Plus Project

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

Intersection #42: Clay St/Scott Blvd



Street Name:	Scott Blvd						Clay St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	156	319	8	7	1252	198	111	8	134	5	14	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	156	319	8	7	1252	198	111	8	134	5	14	16
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	156	319	8	7	1252	198	111	8	134	5	14	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	156	319	8	7	1252	198	111	8	134	5	14	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	156	319	8	7	1252	198	111	8	134	5	14	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	156	319	8	7	1252	198	111	8	134	5	14	16
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	0.92	0.92
Lanes:	1.00	1.95	0.05	1.00	1.72	0.28	1.00	0.06	0.94	0.14	0.40	0.46
Final Sat.:	1750	3609	91	1750	3194	505	1750	101	1699	250	700	800
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.00	0.39	0.39	0.06	0.08	0.08	0.02	0.02	0.02
Crit Moves:	****				****			****				
Green Time:	17.7	57.4	57.4	37.9	77.7	77.7	15.6	15.6	15.6	15.6	15.6	15.6
Volume/Cap:	0.61	0.18	0.18	0.01	0.61	0.61	0.49	0.61	0.61	0.15	0.15	0.15
Delay/Veh:	52.0	17.9	17.9	28.2	12.7	12.7	50.1	53.7	53.7	46.6	46.6	46.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.0	17.9	17.9	28.2	12.7	12.7	50.1	53.7	53.7	46.6	46.6	46.6
LOS by Move:	D-	B	B	C	B	B	D	D-	D-	D	D	D
HCM2k95thQ:	11	7	7	0	27	27	9	12	12	3	3	3

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

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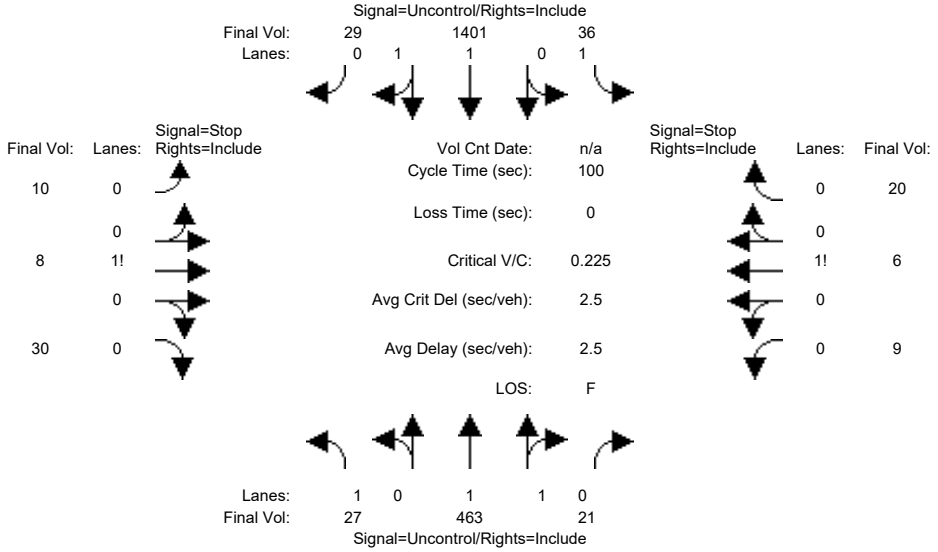
El Camino Real Specific Plan
SJ17-1774
Background PM Plus Project

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

Intersection #43: Harrison St/Scott Blvd




```
Street Name:            Scott Blvd                          Harrison St
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      27  463    21    36 1401    29    10    8    30     9    6    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:   27  463    21    36 1401    29    10    8    30     9    6    20
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   27  463    21    36 1401    29    10    8    30     9    6    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:    27  463    21    36 1401    29    10    8    30     9    6    20
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   27  463    21    36 1401    29    10    8    30     9    6    20
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx   4.1 xxxx xxxxx   7.5  6.5   6.9   7.5  6.5   6.9
FollowUpTim:  2.2 xxxx xxxxx   2.2 xxxx xxxxx   3.5  4.0   3.3   3.5  4.0   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 1430 xxxx xxxxx   484 xxxx xxxxx  1776 2026   715  1304 2030   242
Potent Cap.:  482 xxxx xxxxx  1089 xxxx xxxxx    53   58   378   120   58   765
Move Cap.:    482 xxxx xxxxx  1089 xxxx xxxxx    44   53   378    91   53   765
Volume/Cap:  0.06 xxxx  xxxx  0.03 xxxx  xxxx  0.23 0.15  0.08  0.10 0.11  0.03
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.2 xxxx xxxxx   0.1 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del: 12.9 xxxx xxxxx   8.4 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    B    *     *     A    *     *     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx  106 xxxxx  xxxx  147 xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx  2.0 xxxxx xxxxx  0.9 xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 64.8 xxxxx xxxxx 36.9 xxxxx
Shared LOS:     *    *     *     *    *     *     *    F     *     *    E     *
ApproachDel:    xxxxxx           xxxxxx             64.8             36.9
ApproachLOS:         *                *                F                E
Note: Queue reported is the number of cars per lane.
                     Peak Hour Delay Signal Warrant Report
*******************************************************************************
Intersection #43 Harrison St/Scott Blvd
*******************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
```

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```
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        1  0  1  1  0    1  0  1  1  0    0  0  1! 0  0    0  0  1! 0  0
Initial Vol:   27  463    21    36 1401    29    10    8    30     9    6    20
ApproachDel:    xxxxxx           xxxxxx              64.8             36.9
------------|---------------||---------------||---------------||---------------|
Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.9]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=48]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=2060]
   SUCCEED - Total volume greater than or equal to 800 for intersection
             with four or more approaches.
--------------------------------------------------------------------------------
Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.4]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=35]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=2060]
   SUCCEED - Total volume greater than or equal to 800 for intersection
             with four or more approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
               Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #43 Harrison St/Scott Blvd
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        1  0  1  1  0    1  0  1  1  0    0  0  1! 0  0    0  0  1! 0  0
Initial Vol:   27  463    21    36 1401    29    10    8    30     9    6    20
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             1977
Minor Approach Volume:           48
Minor Approach Volume Threshold: 50 [less than minimum of 100]
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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

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Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
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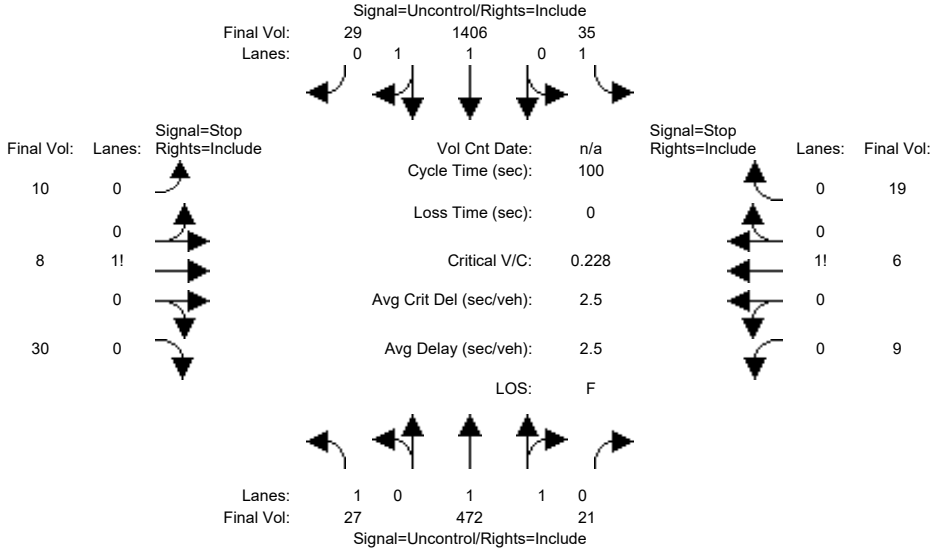
Intersection #43: Harrison St/Scott Blvd




```
Street Name:            Scott Blvd                          Harrison St
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      27  472    21    35 1406    29    10    8    30     9    6    19
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   27  472    21    35 1406    29    10    8    30     9    6    19
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   27  472    21    35 1406    29    10    8    30     9    6    19
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    27  472    21    35 1406    29    10    8    30     9    6    19
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   27  472    21    35 1406    29    10    8    30     9    6    19
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx   4.1 xxxx xxxxx   7.5  6.5   6.9   7.5  6.5   6.9
FollowUpTim:  2.2 xxxx xxxxx   2.2 xxxx xxxxx   3.5  4.0   3.3   3.5  4.0   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 1435 xxxx xxxxx   493 xxxx xxxxx  1784 2038   718  1314 2042   247
Potent Cap.:  479 xxxx xxxxx  1081 xxxx xxxxx    53   57   376   118   57   760
Move Cap.:    479 xxxx xxxxx  1081 xxxx xxxxx    44   52   376    90   52   760
Volume/Cap:  0.06 xxxx  xxxx  0.03 xxxx  xxxx  0.23 0.15  0.08  0.10 0.12  0.03
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.2 xxxx xxxxx   0.1 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del: 13.0 xxxx xxxxx   8.4 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    B    *     *     A    *     *     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx  104 xxxxx  xxxx  141 xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx  2.0 xxxxx xxxxx  0.9 xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 66.1 xxxxx xxxxx 38.3 xxxxx
Shared LOS:     *    *     *     *    *     *     *    F     *     *    E     *
ApproachDel:    xxxxxx           xxxxxx             66.1             38.3
ApproachLOS:         *                *                F                E
Note: Queue reported is the number of cars per lane.
                     Peak Hour Delay Signal Warrant Report
*******************************************************************************
Intersection #43 Harrison St/Scott Blvd
*******************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
```

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```
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        1  0  1  1  0    1  0  1  1  0    0  0  1! 0  0    0  0  1! 0  0
Initial Vol:   27  472    21    35 1406    29    10    8    30     9    6    19
ApproachDel:    xxxxxx           xxxxxx              66.1             38.3
------------|---------------||---------------||---------------||---------------|
Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.9]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=48]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=2072]
   SUCCEED - Total volume greater than or equal to 800 for intersection
             with four or more approaches.
--------------------------------------------------------------------------------
Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.4]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=34]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=2072]
   SUCCEED - Total volume greater than or equal to 800 for intersection
             with four or more approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
               Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #43 Harrison St/Scott Blvd
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        1  0  1  1  0    1  0  1  1  0    0  0  1! 0  0    0  0  1! 0  0
Initial Vol:   27  472    21    35 1406    29    10    8    30     9    6    19
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             1990
Minor Approach Volume:           48
Minor Approach Volume Threshold: 48 [less than minimum of 100]
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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

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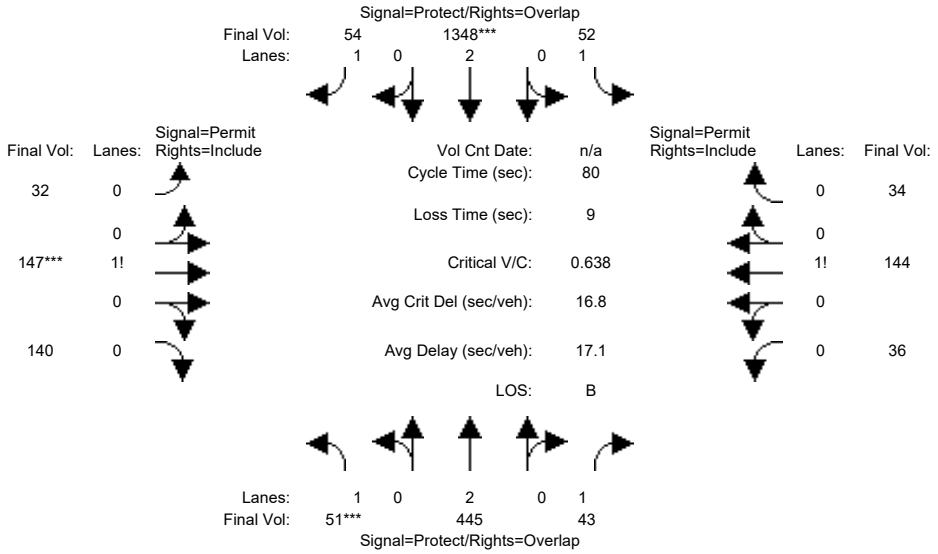
Intersection #44: Benton St/Scott Blvd



Street Name:	Scott Blvd						Benton St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	4	10	10	4	10	10	5	5	5	5	5	5
Y+R:	5.0	5.5	5.5	5.0	5.5	5.5	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	51	445	43	52	1348	54	32	147	140	36	144	34
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	51	445	43	52	1348	54	32	147	140	36	144	34
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	51	445	43	52	1348	54	32	147	140	36	144	34
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	51	445	43	52	1348	54	32	147	140	36	144	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	445	43	52	1348	54	32	147	140	36	144	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	51	445	43	52	1348	54	32	147	140	36	144	34
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.10	0.46	0.44	0.17	0.67	0.16
Final Sat.:	1750	3800	1750	1750	3800	1750	176	806	768	294	1178	278
Capacity Analysis Module:												
Vol/Sat:	0.03	0.12	0.02	0.03	0.35	0.03	0.18	0.18	0.18	0.12	0.12	0.12
Crit Moves:	****				****			****				
Green Time:	4.0	34.5	34.5	13.8	44.3	44.3	22.7	22.7	22.7	22.7	22.7	22.7
Volume/Cap:	0.58	0.27	0.06	0.17	0.64	0.06	0.64	0.64	0.64	0.43	0.43	0.43
Delay/Veh:	46.8	14.8	13.3	28.5	13.1	8.3	27.9	27.9	27.9	23.9	23.9	23.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.8	14.8	13.3	28.5	13.1	8.3	27.9	27.9	27.9	23.9	23.9	23.9
LOS by Move:	D	B	B	C	B	A	C	C	C	C	C	C
HCM2k95thQ:	3	7	1	2	21	1	14	14	14	10	10	10

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

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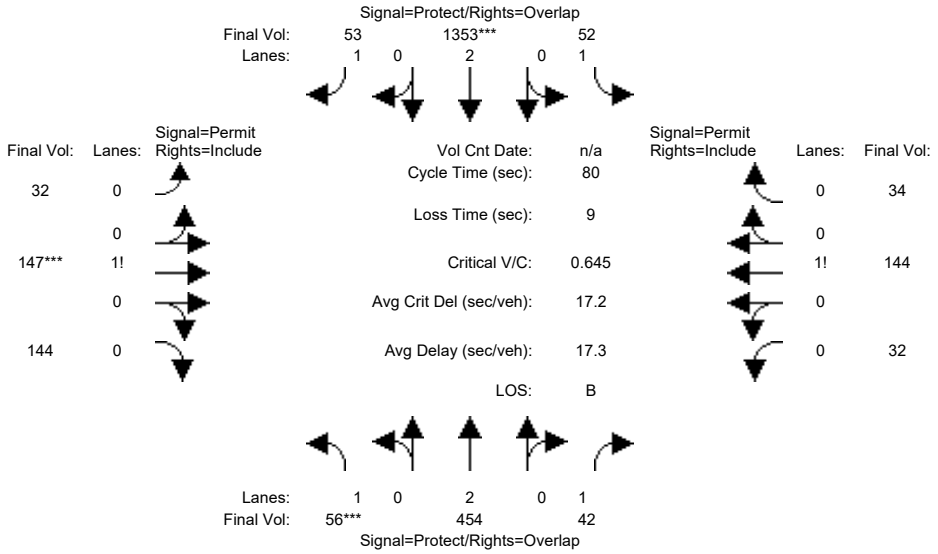
Background PP PM

Intersection #44: Benton St/Scott Blvd



Street Name:	Scott Blvd						Benton St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	4	10	10	4	10	10	5	5	5	5	5	5
Y+R:	5.0	5.5	5.5	5.0	5.5	5.5	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	56	454	42	52	1353	53	32	147	144	32	144	34
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	56	454	42	52	1353	53	32	147	144	32	144	34
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	56	454	42	52	1353	53	32	147	144	32	144	34
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	56	454	42	52	1353	53	32	147	144	32	144	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	454	42	52	1353	53	32	147	144	32	144	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	56	454	42	52	1353	53	32	147	144	32	144	34
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.10	0.45	0.45	0.15	0.69	0.16
Final Sat.:	1750	3800	1750	1750	3800	1750	173	796	780	267	1200	283
Capacity Analysis Module:												
Vol/Sat:	0.03	0.12	0.02	0.03	0.36	0.03	0.18	0.18	0.18	0.12	0.12	0.12
Crit Moves:	****				****			****				
Green Time:	4.0	34.4	34.4	13.8	44.1	44.1	22.9	22.9	22.9	22.9	22.9	22.9
Volume/Cap:	0.64	0.28	0.06	0.17	0.65	0.05	0.65	0.65	0.65	0.42	0.42	0.42
Delay/Veh:	52.2	14.9	13.4	28.5	13.2	8.3	27.9	27.9	27.9	23.7	23.7	23.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.2	14.9	13.4	28.5	13.2	8.3	27.9	27.9	27.9	23.7	23.7	23.7
LOS by Move:	D-	B	B	C	B	A	C	C	C	C	C	C
HCM2k95thQ:	3	7	1	2	21	1	14	14	14	9	9	9

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

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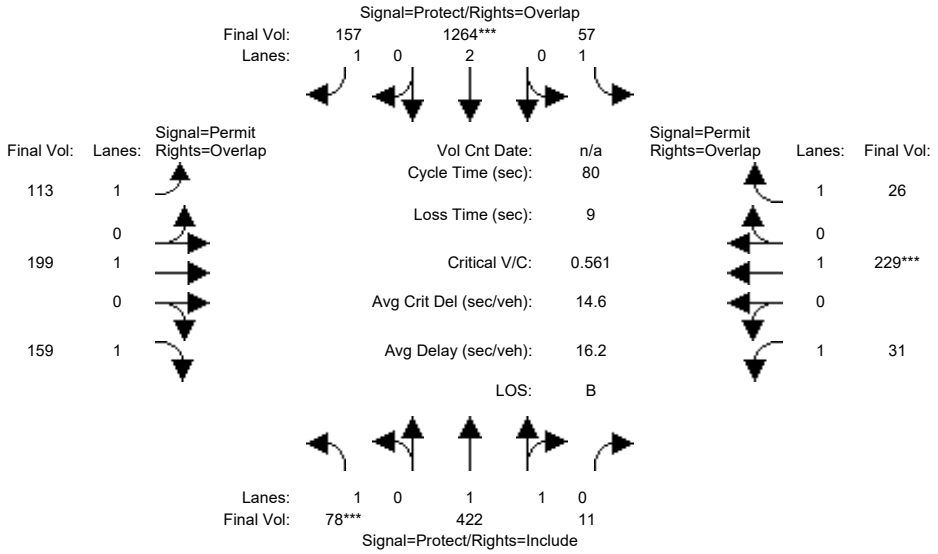
Background PM

Intersection #45: Homestead Rd/Scott Blvd



Street Name:	Scott Blvd						Homestead Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	4	5	5	4	5	5	5	5	5	5	5	5
Y+R:	4.0	5.0	5.0	4.0	5.5	5.5	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	78	422	11	57	1264	157	113	199	159	31	229	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	78	422	11	57	1264	157	113	199	159	31	229	26
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	78	422	11	57	1264	157	113	199	159	31	229	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	78	422	11	57	1264	157	113	199	159	31	229	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	422	11	57	1264	157	113	199	159	31	229	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	78	422	11	57	1264	157	113	199	159	31	229	26
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.95	0.05	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3606	94	1750	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.12	0.12	0.03	0.33	0.09	0.06	0.10	0.09	0.02	0.12	0.01
Crit Moves:	****				****						****	
Green Time:	6.4	37.7	37.7	16.1	47.4	47.4	17.2	17.2	23.6	17.2	17.2	33.3
Volume/Cap:	0.56	0.25	0.25	0.16	0.56	0.15	0.30	0.49	0.31	0.08	0.56	0.04
Delay/Veh:	40.6	12.7	12.7	26.6	10.2	7.3	26.8	28.5	22.2	25.2	29.8	13.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.6	12.7	12.7	26.6	10.2	7.3	26.8	28.5	22.2	25.2	29.8	13.9
LOS by Move:	D	B	B	C	B+	A	C	C	C+	C	C	B
HCM2k95thQ:	6	7	7	2	17	4	5	8	6	1	11	1

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

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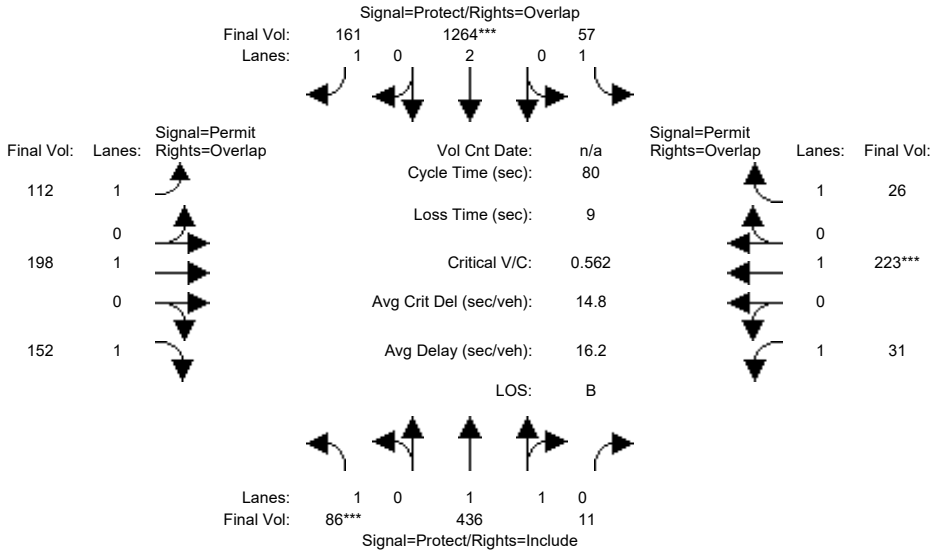
Intersection #45: Homestead Rd/Scott Blvd



Street Name:	Scott Blvd						Homestead Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	4	5	5	4	5	5	5	5	5	5	5	5
Y+R:	4.0	5.0	5.0	4.0	5.5	5.5	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	86	436	11	57	1264	161	112	198	152	31	223	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	86	436	11	57	1264	161	112	198	152	31	223	26
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	86	436	11	57	1264	161	112	198	152	31	223	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	86	436	11	57	1264	161	112	198	152	31	223	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	86	436	11	57	1264	161	112	198	152	31	223	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	86	436	11	57	1264	161	112	198	152	31	223	26
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.95	0.05	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3609	91	1750	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.12	0.12	0.03	0.33	0.09	0.06	0.10	0.09	0.02	0.12	0.01
Crit Moves:	****				****						****	
Green Time:	7.0	38.4	38.4	15.9	47.3	47.3	16.7	16.7	23.7	16.7	16.7	32.6
Volume/Cap:	0.56	0.25	0.25	0.16	0.56	0.16	0.31	0.50	0.29	0.08	0.56	0.04
Delay/Veh:	39.8	12.4	12.4	26.8	10.3	7.4	27.2	29.0	22.0	25.6	30.2	14.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.8	12.4	12.4	26.8	10.3	7.4	27.2	29.0	22.0	25.6	30.2	14.3
LOS by Move:	D	B	B	C	B+	A	C	C	C+	C	C	B
HCM2k95thQ:	6	7	7	2	17	4	5	8	6	1	11	1

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

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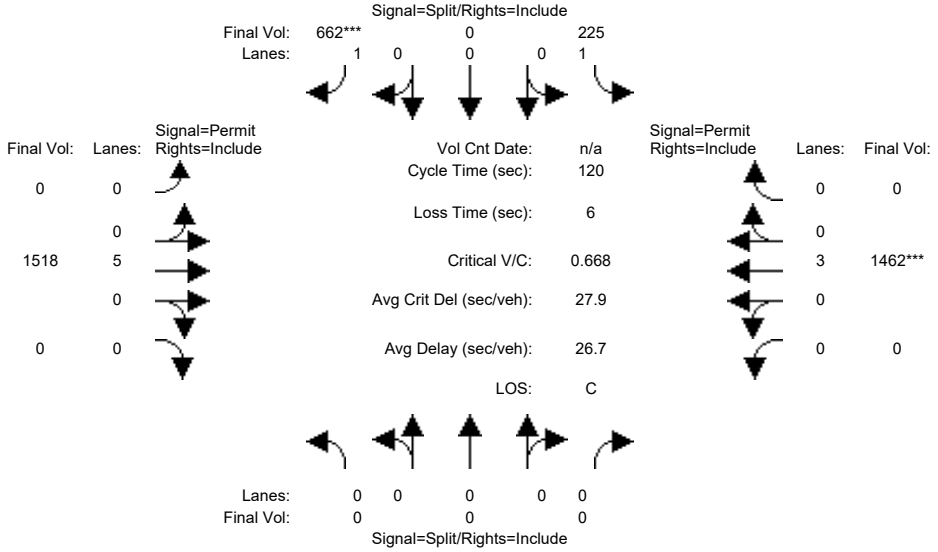
2000 HCM Operations (Future Volume Alternative)
Background PM

Intersection #46: Lawrence Expy SB/Stevens Creek Blvd (CMP)



Street Name:	Lawrence Expy SB						Stevens Creek Blvd					
Approach:	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:												
Base Vol:	0	0	0	225	0	662	0	1518	0	0	1462	0
Growth Adj:	1.00	1.00	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	225	0	662	0	1518	0	0	1462	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	225	0	662	0	1518	0	0	1462	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	225	0	662	0	1518	0	0	1462	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	225	0	662	0	1518	0	0	1462	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	225	0	662	0	1518	0	0	1462	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	5.00	0.00	0.00	3.00	0.00
Final Sat.:	0	0	0	1750	0	1750	0	9500	0	0	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.13	0.00	0.38	0.00	0.16	0.00	0.00	0.26	0.00
Crit Moves:						****					****	
Green Time:	0.0	0.0	0.0	67.9	0.0	67.9	0.0	46.1	0.0	0.0	46.1	0.0
Volume/Cap:	0.00	0.00	0.00	0.23	0.00	0.67	0.00	0.42	0.00	0.00	0.67	0.00
Delay/Veh:	0.0	0.0	0.0	13.1	0.0	19.9	0.0	27.2	0.0	0.0	31.4	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	13.1	0.0	19.9	0.0	27.2	0.0	0.0	31.4	0.0
LOS by Move:	A	A	A	B	A	B-	A	C	A	A	C	A
HCM2k95thQ:	0	0	0	8	0	32	0	15	0	0	26	0

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

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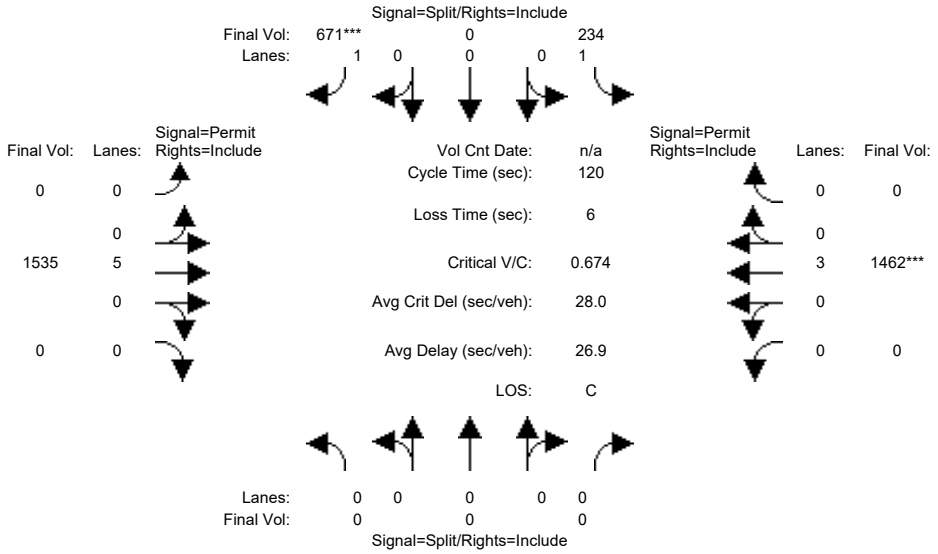
Intersection #46: Lawrence Expy SB/Stevens Creek Blvd (CMP)



Street Name:	Lawrence Expy SB						Stevens Creek Blvd					
Approach:	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:												
Base Vol:	0	0	0	234	0	671	0	1535	0	0	1462	0
Growth Adj:	1.00	1.00	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	234	0	671	0	1535	0	0	1462	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	234	0	671	0	1535	0	0	1462	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	234	0	671	0	1535	0	0	1462	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	234	0	671	0	1535	0	0	1462	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	234	0	671	0	1535	0	0	1462	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	5.00	0.00	0.00	3.00	0.00
Final Sat.:	0	0	0	1750	0	1750	0	9500	0	0	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.13	0.00	0.38	0.00	0.16	0.00	0.00	0.26	0.00
Crit Moves:						****					****	
Green Time:	0.0	0.0	0.0	68.3	0.0	68.3	0.0	45.7	0.0	0.0	45.7	0.0
Volume/Cap:	0.00	0.00	0.00	0.23	0.00	0.67	0.00	0.42	0.00	0.00	0.67	0.00
Delay/Veh:	0.0	0.0	0.0	13.0	0.0	19.9	0.0	27.5	0.0	0.0	31.8	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	13.0	0.0	19.9	0.0	27.5	0.0	0.0	31.8	0.0
LOS by Move:	A	A	A	B	A	B-	A	C	A	A	C	A
HCM2k95thQ:	0	0	0	9	0	32	0	15	0	0	26	0

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

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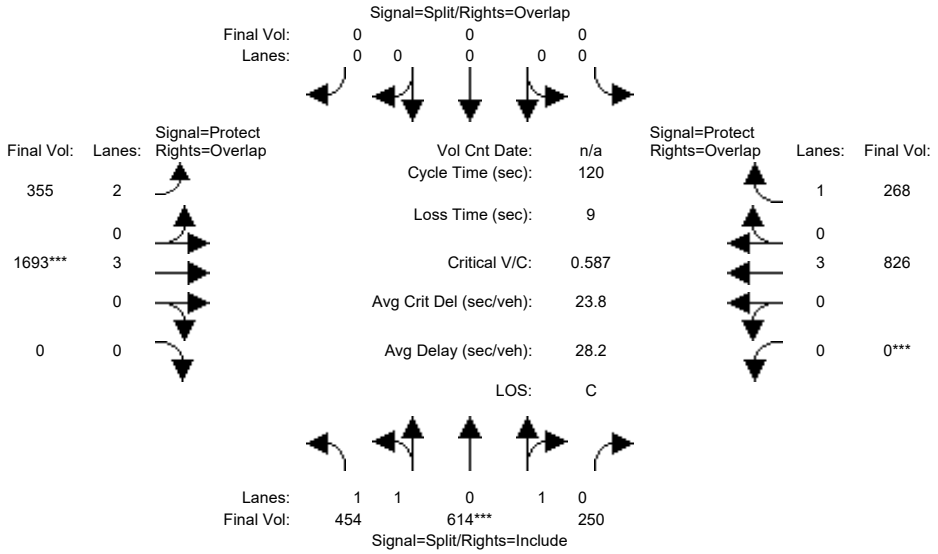
Intersection #47: Lawrence Expy NB/Stevens Creek Blvd (CMP)



Street Name:	Lawrence Expy NB						Stevens Creek Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	454	614	250	0	0	0	355	1693	0	0	826	268
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	454	614	250	0	0	0	355	1693	0	0	826	268
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	454	614	250	0	0	0	355	1693	0	0	826	268
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	454	614	250	0	0	0	355	1693	0	0	826	268
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	454	614	250	0	0	0	355	1693	0	0	826	268
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	454	614	250	0	0	0	355	1693	0	0	826	268
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.05	1.39	0.56	0.00	0.00	0.00	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	1843	2492	1015	0	0	0	3150	5700	0	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.25	0.25	0.25	0.00	0.00	0.00	0.11	0.30	0.00	0.00	0.14	0.15
Crit Moves:		****						****		****		
Green Time:	50.3	50.3	50.3	0.0	0.0	0.0	25.7	60.7	0.0	0.0	35.0	35.0
Volume/Cap:	0.59	0.59	0.59	0.00	0.00	0.00	0.53	0.59	0.00	0.00	0.50	0.53
Delay/Veh:	27.2	27.2	27.2	0.0	0.0	0.0	42.5	21.2	0.0	0.0	35.5	36.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.2	27.2	27.2	0.0	0.0	0.0	42.5	21.2	0.0	0.0	35.5	36.6
LOS by Move:	C	C	C	A	A	A	D	C+	A	A	D+	D+
HCM2k95thQ:	23	23	23	0	0	0	13	25	0	0	16	17

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

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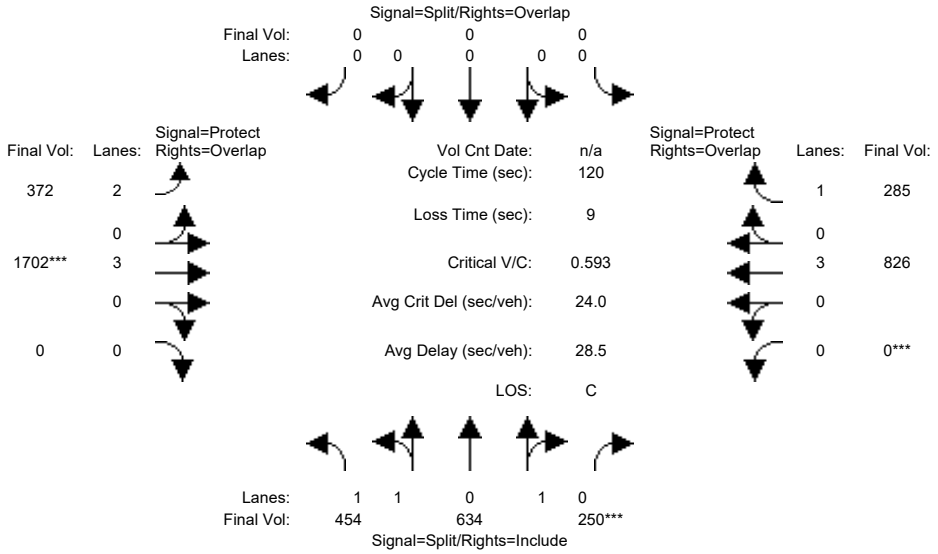
Intersection #47: Lawrence Expy NB/Stevens Creek Blvd (CMP)



Street Name:	Lawrence Expy NB						Stevens Creek Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	454	634	250	0	0	0	372	1702	0	0	826	285
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	454	634	250	0	0	0	372	1702	0	0	826	285
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	454	634	250	0	0	0	372	1702	0	0	826	285
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	454	634	250	0	0	0	372	1702	0	0	826	285
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	454	634	250	0	0	0	372	1702	0	0	826	285
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	454	634	250	0	0	0	372	1702	0	0	826	285
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.04	1.41	0.55	0.00	0.00	0.00	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	1815	2535	999	0	0	0	3150	5700	0	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.25	0.25	0.25	0.00	0.00	0.00	0.12	0.30	0.00	0.00	0.14	0.16
Crit Moves:			****					****		****		
Green Time:	50.6	50.6	50.6	0.0	0.0	0.0	25.4	60.4	0.0	0.0	35.0	35.0
Volume/Cap:	0.59	0.59	0.59	0.00	0.00	0.00	0.56	0.59	0.00	0.00	0.50	0.56
Delay/Veh:	27.2	27.2	27.2	0.0	0.0	0.0	43.4	21.4	0.0	0.0	35.4	37.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.2	27.2	27.2	0.0	0.0	0.0	43.4	21.4	0.0	0.0	35.4	37.3
LOS by Move:	C	C	C	A	A	A	D	C+	A	A	D+	D+
HCM2k95thQ:	24	24	24	0	0	0	14	26	0	0	16	18

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

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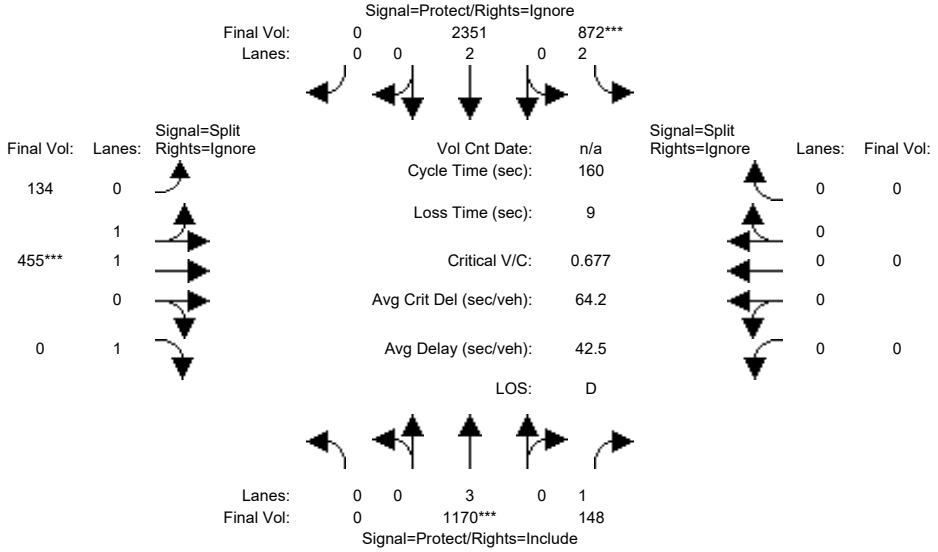
Intersection #48: Lawrence Expy/Calvert Dr (CMP)



Street Name:	Lawrence Expy						Calvert Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	67	67	44	110	0	49	49	49	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1170	148	872	2351	0	134	455	956	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1170	148	872	2351	0	134	455	956	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1170	148	872	2351	0	134	455	956	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	1170	148	872	2351	0	134	455	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1170	148	872	2351	0	134	455	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	1170	148	872	2351	0	134	455	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.95	0.98	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	2.00	2.00	0.00	0.47	1.53	1.00	0.00	0.00	0.00
Final Sat.:	0	5700	1750	3150	3800	0	842	2858	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.21	0.08	0.28	0.62	0.00	0.16	0.16	0.00	0.00	0.00	0.00
Crit Moves:		****		****				****				
Green Time:	0.0	63.4	63.4	41.7	105	0.0	46.4	46.4	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.52	0.21	1.06	0.94	0.00	0.55	0.55	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	35.0	30.4	112.1	19.0	0.0	51.3	51.3	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	35.0	30.4	112.1	19.0	0.0	51.3	51.3	0.0	0.0	0.0	0.0
LOS by Move:	A	D+	C	F	B-	A	D-	D-	A	A	A	A
HCM2k95thQ:	0	23	8	53	75	0	23	23	0	0	0	0

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

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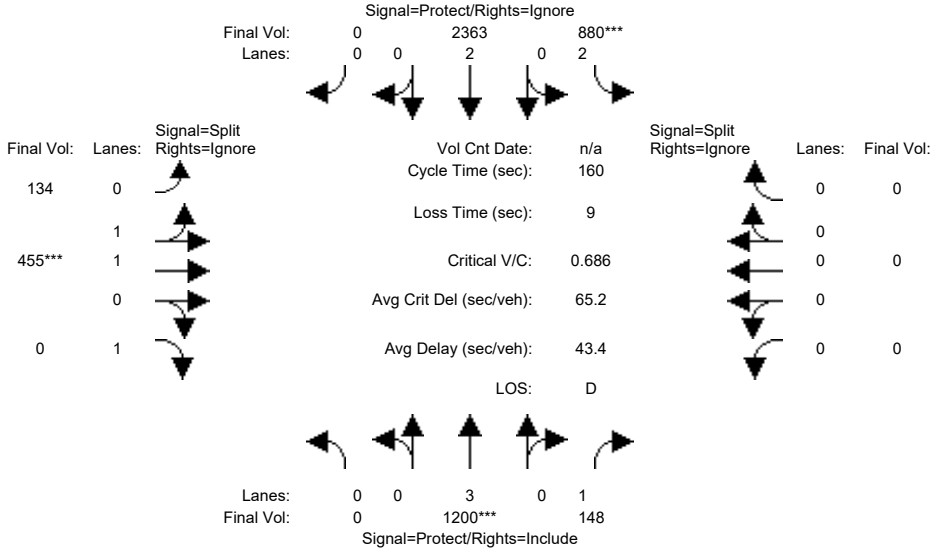
Intersection #48: Lawrence Expy/Calvert Dr (CMP)



Street Name:	Lawrence Expy						Calvert Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	67	67	44	110	0	49	49	49	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1200	148	880	2363	0	134	455	956	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1200	148	880	2363	0	134	455	956	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1200	148	880	2363	0	134	455	956	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	1200	148	880	2363	0	134	455	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1200	148	880	2363	0	134	455	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	1200	148	880	2363	0	134	455	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.95	0.98	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	2.00	2.00	0.00	0.47	1.53	1.00	0.00	0.00	0.00
Final Sat.:	0	5700	1750	3150	3800	0	842	2858	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.21	0.08	0.28	0.62	0.00	0.16	0.16	0.00	0.00	0.00	0.00
Crit Moves:		****		****				****				
Green Time:	0.0	63.4	63.4	41.7	105	0.0	46.4	46.4	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.53	0.21	1.07	0.95	0.00	0.55	0.55	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	35.3	30.4	115.4	19.6	0.0	51.3	51.3	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	35.3	30.4	115.4	19.6	0.0	51.3	51.3	0.0	0.0	0.0	0.0
LOS by Move:	A	D+	C	F	B-	A	D-	D-	A	A	A	A
HCM2k95thQ:	0	24	8	54	77	0	23	23	0	0	0	0

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

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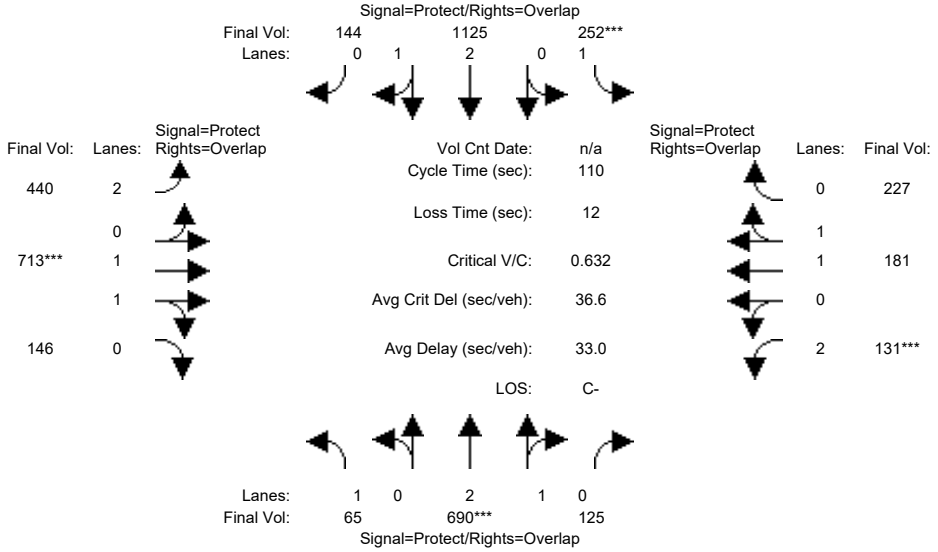
Background PM

Intersection #49: Bowers Ave/Scott Blvd (CMP)



Street Name:	Bowers Ave						Scott Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	65	690	125	252	1125	144	440	713	146	131	181	227
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	65	690	125	252	1125	144	440	713	146	131	181	227
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	65	690	125	252	1125	144	440	713	146	131	181	227
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	65	690	125	252	1125	144	440	713	146	131	181	227
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	690	125	252	1125	144	440	713	146	131	181	227
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	65	690	125	252	1125	144	440	713	146	131	181	227
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.99	0.95	0.83	0.98	0.95	0.83	1.00	0.92
Lanes:	1.00	2.52	0.48	1.00	2.65	0.35	2.00	1.65	0.35	2.00	1.00	1.00
Final Sat.:	1750	4740	859	1750	4964	635	3150	3071	629	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.15	0.15	0.14	0.23	0.23	0.14	0.23	0.23	0.04	0.10	0.13
Crit Moves:		****		****				****		****		
Green Time:	11.0	25.3	32.6	25.0	39.3	67.6	28.3	40.4	51.4	7.2	19.3	44.4
Volume/Cap:	0.37	0.63	0.49	0.63	0.63	0.37	0.54	0.63	0.50	0.63	0.54	0.32
Delay/Veh:	47.5	39.2	32.1	41.6	30.0	10.6	36.0	29.7	20.5	56.3	42.1	22.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.5	39.2	32.1	41.6	30.0	10.6	36.0	29.7	20.5	56.3	42.1	22.7
LOS by Move:	D	D	C-	D	C	B+	D+	C	C+	E+	D	C+
HCM2k95thQ:	4	16	14	17	23	14	14	22	18	5	11	11

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

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El Camino Real Specific Plan
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Background PM Plus Project

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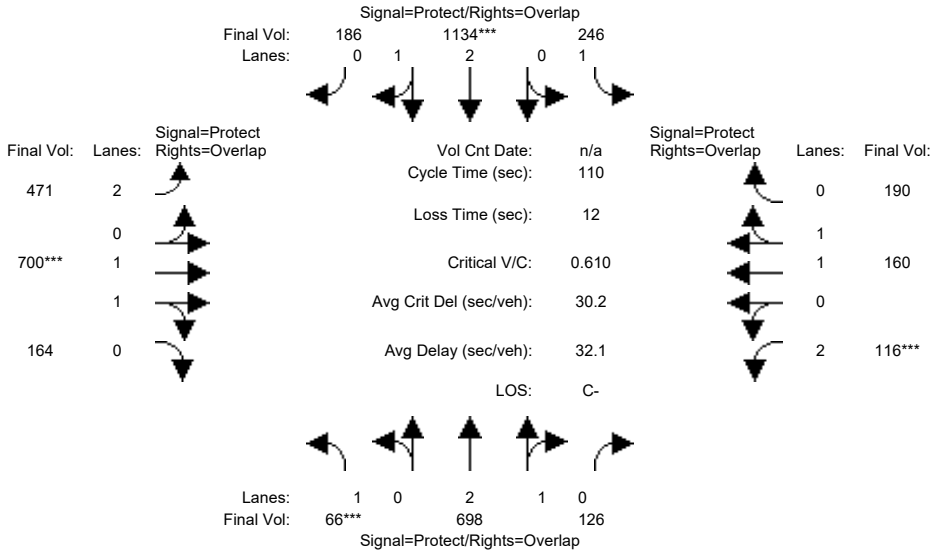
2000 HCM Operations (Future Volume Alternative)
Background PP PM

Intersection #49: Bowers Ave/Scott Blvd (CMP)



Street Name:	Bowers Ave						Scott Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	66	698	126	246	1134	186	471	700	164	116	160	190
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	66	698	126	246	1134	186	471	700	164	116	160	190
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	66	698	126	246	1134	186	471	700	164	116	160	190
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	66	698	126	246	1134	186	471	700	164	116	160	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	66	698	126	246	1134	186	471	700	164	116	160	190
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	66	698	126	246	1134	186	471	700	164	116	160	190
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.99	0.95	0.83	0.98	0.95	0.83	1.00	0.92
Lanes:	1.00	2.52	0.48	1.00	2.56	0.44	2.00	1.61	0.39	2.00	1.00	1.00
Final Sat.:	1750	4743	856	1750	4810	789	3150	2997	702	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.15	0.15	0.14	0.24	0.24	0.15	0.23	0.23	0.04	0.08	0.11
Crit Moves:	****				****			****		****		
Green Time:	7.0	25.2	32.2	24.0	42.2	72.5	30.3	41.8	48.8	7.0	18.5	42.5
Volume/Cap:	0.59	0.64	0.50	0.64	0.61	0.36	0.54	0.61	0.53	0.58	0.50	0.28
Delay/Veh:	58.4	39.5	32.5	42.8	27.9	8.4	34.6	28.4	22.5	54.2	42.2	23.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.4	39.5	32.5	42.8	27.9	8.4	34.6	28.4	22.5	54.2	42.2	23.4
LOS by Move:	E+	D	C-	D	C	A	C-	C	C+	D-	D	C
HCM2k95thQ:	5	16	14	17	23	13	15	21	19	5	9	9

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

El Camino Real Specific Plan
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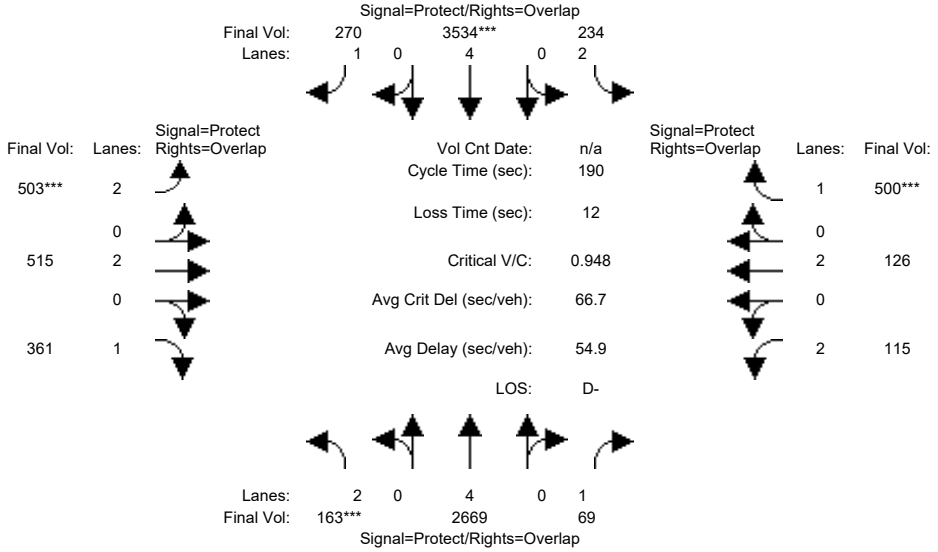
2000 HCM Operations (Future Volume Alternative)
Background PM

Intersection #50: San Tomas Expy/Scott Blvd (CMP)



Street Name:	San Tomas Expy						Scott Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	12	89	89	21	98	98	29	45	45	11	27	27
Y+R:	5.7	5.8	5.8	6.0	5.8	5.8	5.7	5.6	5.6	5.6	5.7	5.7
Volume Module:												
Base Vol:	163	2669	69	234	3534	270	503	515	361	115	126	500
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	163	2669	69	234	3534	270	503	515	361	115	126	500
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	163	2669	69	234	3534	270	503	515	361	115	126	500
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	163	2669	69	234	3534	270	503	515	361	115	126	500
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	163	2669	69	234	3534	270	503	515	361	115	126	500
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	163	2669	69	234	3534	270	503	515	361	115	126	500
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	7600	1750	3150	7600	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.35	0.04	0.07	0.47	0.15	0.16	0.14	0.21	0.04	0.03	0.29
Crit Moves:	****				****		****					****
Green Time:	12.0	89.0	102.4	21.0	98.0	130.4	32.4	54.6	66.6	13.4	35.6	56.6
Volume/Cap:	0.82	0.75	0.07	0.67	0.90	0.22	0.94	0.47	0.59	0.52	0.18	0.96
Delay/Veh:	110.7	34.5	14.8	86.3	55.8	17.9	101.7	56.1	52.0	87.4	65.0	94.9
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:	110.7	34.5	14.8	86.3	55.8	17.9	101.7	56.1	52.0	87.4	65.0	94.9
LOS by Move:	F	C-	B	F	E+	B	F	E+	D-	F	E	F
HCM2k95thQ:	12	45	3	15	76	18	32	21	31	8	6	54

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

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El Camino Real Specific Plan
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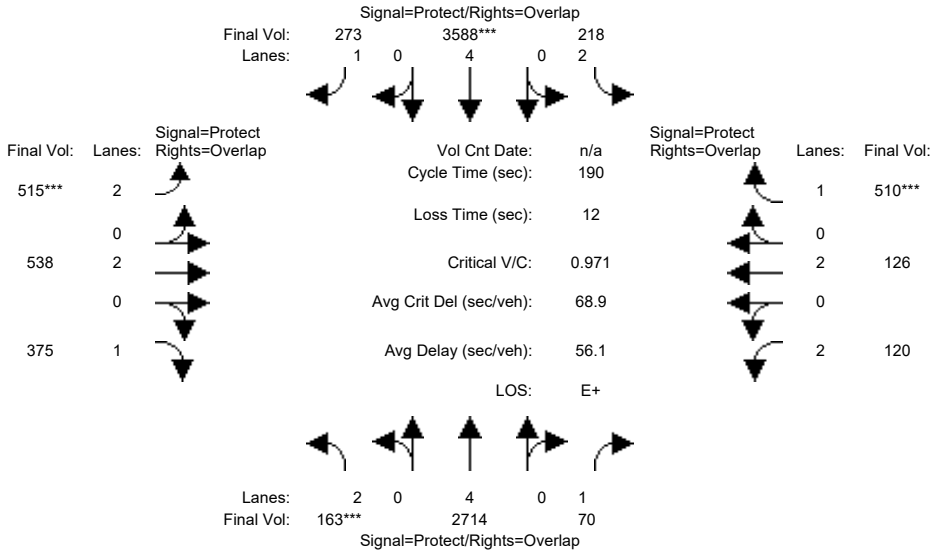
Background PM Plus Project

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

Intersection #50: San Tomas Expy/Scott Blvd (CMP)



Street Name:	San Tomas Expy						Scott Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	12	89	89	21	98	98	29	45	45	11	27	27
Y+R:	5.7	5.8	5.8	6.0	5.8	5.8	5.7	5.6	5.6	5.6	5.7	5.7
Volume Module:												
Base Vol:	163	2714	70	218	3588	273	515	538	375	120	126	510
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	163	2714	70	218	3588	273	515	538	375	120	126	510
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	163	2714	70	218	3588	273	515	538	375	120	126	510
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	163	2714	70	218	3588	273	515	538	375	120	126	510
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	163	2714	70	218	3588	273	515	538	375	120	126	510
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	163	2714	70	218	3588	273	515	538	375	120	126	510
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	7600	1750	3150	7600	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.36	0.04	0.07	0.47	0.16	0.16	0.14	0.21	0.04	0.03	0.29
Crit Moves:	****				****		****					****
Green Time:	12.0	89.0	102.4	21.0	98.0	130.3	32.3	54.6	66.6	13.4	35.7	56.7
Volume/Cap:	0.82	0.76	0.07	0.63	0.92	0.23	0.96	0.49	0.61	0.54	0.18	0.98
Delay/Veh:	110.7	34.9	14.8	84.3	57.1	18.0	107.7	56.5	52.8	88.1	64.9	99.2
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:	110.7	34.9	14.8	84.3	57.1	18.0	107.7	56.5	52.8	88.1	64.9	99.2
LOS by Move:	F	C-	B	F	E+	B	F	E+	D-	F	E	F
HCM2k95thQ:	12	46	3	14	78	18	33	22	32	8	6	56

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

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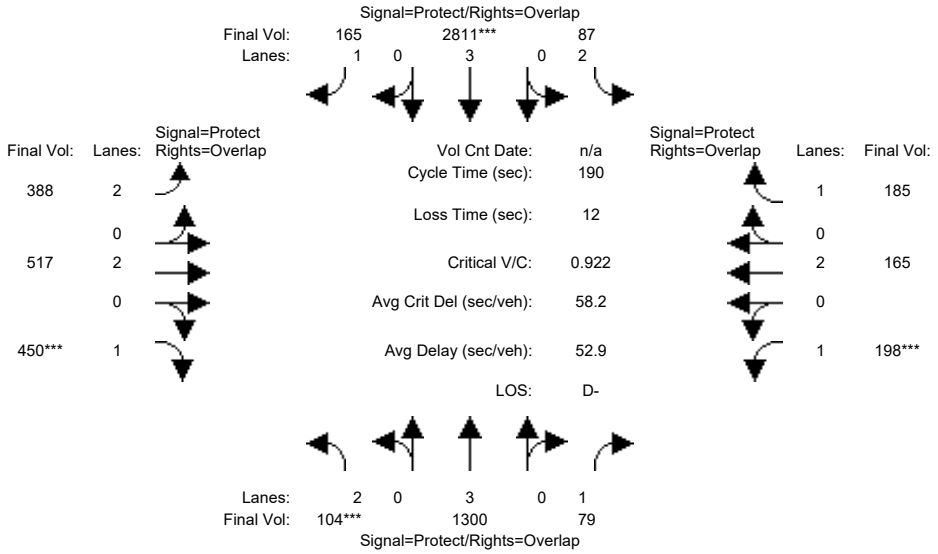
El Camino Real Specific Plan
SJ17-1774
Background PM Plus Project

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

Intersection #51: San Tomas Expy/Walsh Ave



Street Name:	San Tomas Expy						Walsh Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
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:	5.5	5.8	5.8	5.6	5.8	5.8	5.6	5.8	5.8	5.1	5.7	5.7
Volume Module:												
Base Vol:	104	1806	79	87	3851	165	388	517	450	198	165	185
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	104	1806	79	87	3851	165	388	517	450	198	165	185
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	104	1806	79	87	3851	165	388	517	450	198	165	185
User Adj:	1.00	0.72	1.00	1.00	0.73	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	104	1300	79	87	2811	165	388	517	450	198	165	185
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	104	1300	79	87	2811	165	388	517	450	198	165	185
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	104	1300	79	87	2811	165	388	517	450	198	165	185
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.23	0.05	0.03	0.49	0.09	0.12	0.14	0.26	0.11	0.04	0.11
Crit Moves:	****				****				****	****		
Green Time:	7.0	93.9	117.3	15.2	102	144.2	42.2	45.6	52.6	23.4	26.8	41.9
Volume/Cap:	0.90	0.46	0.07	0.35	0.92	0.12	0.55	0.57	0.93	0.92	0.31	0.48
Delay/Veh:	143.7	31.6	14.6	83.6	45.3	6.1	66.5	64.4	91.4	121.8	73.6	65.5
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:	143.7	31.6	14.6	83.6	45.3	6.1	66.5	64.4	91.4	121.8	73.6	65.5
LOS by Move:	F	C	B	F	D	A	E	E	F	F	E	E
HCM2k95thQ:	8	28	4	5	74	5	21	23	47	24	8	18

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

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El Camino Real Specific Plan
SJ17-1774
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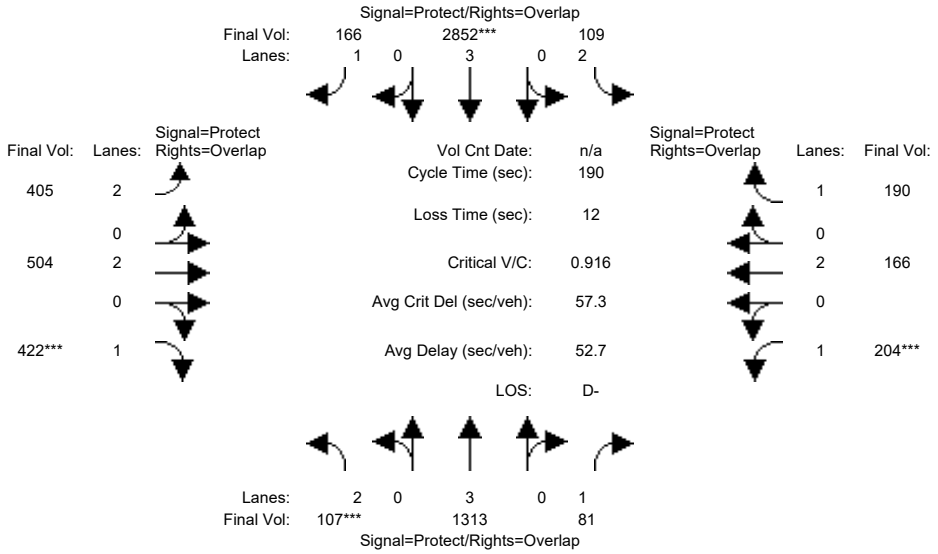
2000 HCM Operations (Future Volume Alternative)
Background PP PM

Intersection #51: San Tomas Expy/Walsh Ave



Street Name:	San Tomas Expy						Walsh Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
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:	5.5	5.8	5.8	5.6	5.8	5.8	5.6	5.8	5.8	5.1	5.7	5.7
Volume Module:												
Base Vol:	107	1823	81	109	3907	166	405	504	422	204	166	190
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	107	1823	81	109	3907	166	405	504	422	204	166	190
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	107	1823	81	109	3907	166	405	504	422	204	166	190
User Adj:	1.00	0.72	1.00	1.00	0.73	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	107	1313	81	109	2852	166	405	504	422	204	166	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	1313	81	109	2852	166	405	504	422	204	166	190
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	107	1313	81	109	2852	166	405	504	422	204	166	190
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.23	0.05	0.03	0.50	0.09	0.13	0.13	0.24	0.12	0.04	0.11
Crit Moves:	****				****				****	****		
Green Time:	7.0	95.6	119.7	15.3	104	146.0	42.3	42.4	49.4	24.2	24.3	39.6
Volume/Cap:	0.92	0.46	0.07	0.43	0.92	0.12	0.58	0.59	0.93	0.92	0.34	0.52
Delay/Veh:	148.8	30.6	13.7	84.4	44.0	5.7	67.1	67.3	93.7	119.9	76.0	68.1
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:	148.8	30.6	13.7	84.4	44.0	5.7	67.1	67.3	93.7	119.9	76.0	68.1
LOS by Move:	F	C	B	F	D	A	E	E	F	F	E-	E
HCM2k95thQ:	9	27	4	7	74	5	22	23	45	25	8	19

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

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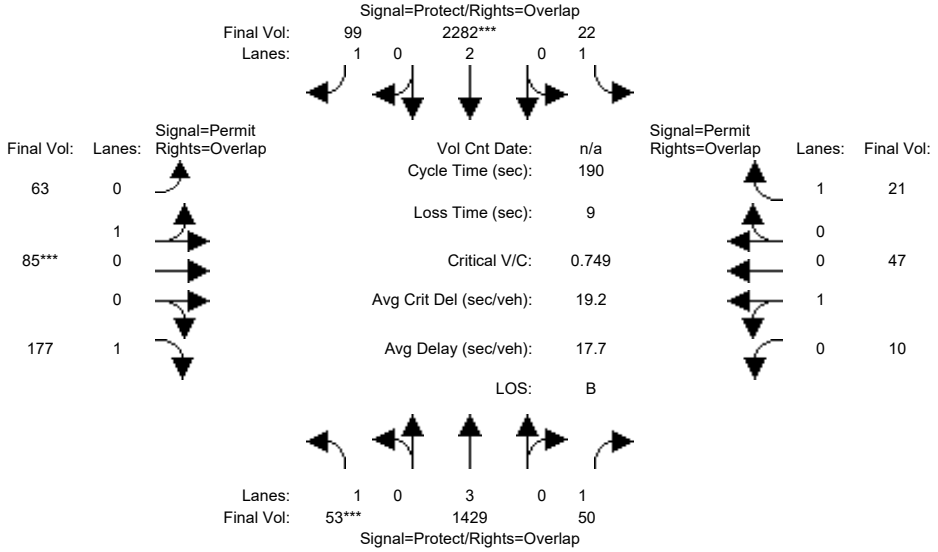
Intersection #52: San Tomas Expy/Forbes Ave



Street Name:	San Tomas Expy						Forbes Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	9	143	143	5	139	139	24	24	24	24	24	24
Y+R:	4.6	5.8	5.8	4.6	5.8	5.8	5.6	5.6	5.6	5.6	5.6	5.6
Volume Module:												
Base Vol:	53	1429	50	22	2783	99	63	85	177	10	47	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	53	1429	50	22	2783	99	63	85	177	10	47	21
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	53	1429	50	22	2783	99	63	85	177	10	47	21
User Adj:	1.00	1.00	1.00	1.00	0.82	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	53	1429	50	22	2282	99	63	85	177	10	47	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	1429	50	22	2282	99	63	85	177	10	47	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	53	1429	50	22	2282	99	63	85	177	10	47	21
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	0.43	0.57	1.00	0.18	0.82	1.00
Final Sat.:	1750	5700	1750	1750	3800	1750	766	1034	1750	316	1484	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.25	0.03	0.01	0.60	0.06	0.08	0.08	0.10	0.03	0.03	0.01
Crit Moves:	****				****			****				
Green Time:	9.0	152	151.7	5.3	148	148.0	24.0	24.0	33.0	24.0	24.0	29.3
Volume/Cap:	0.64	0.31	0.04	0.45	0.77	0.07	0.65	0.65	0.58	0.25	0.25	0.08
Delay/Veh:	104.5	5.2	4.0	97.4	12.9	4.9	85.6	85.6	75.0	75.5	75.5	68.9
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:	104.5	5.2	4.0	97.4	12.9	4.9	85.6	85.6	75.0	75.5	75.5	68.9
LOS by Move:	F	A	A	F	B	A	F	F	E-	E-	E-	E
HCM2k95thQ:	7	14	1	3	57	3	18	18	19	6	6	2

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

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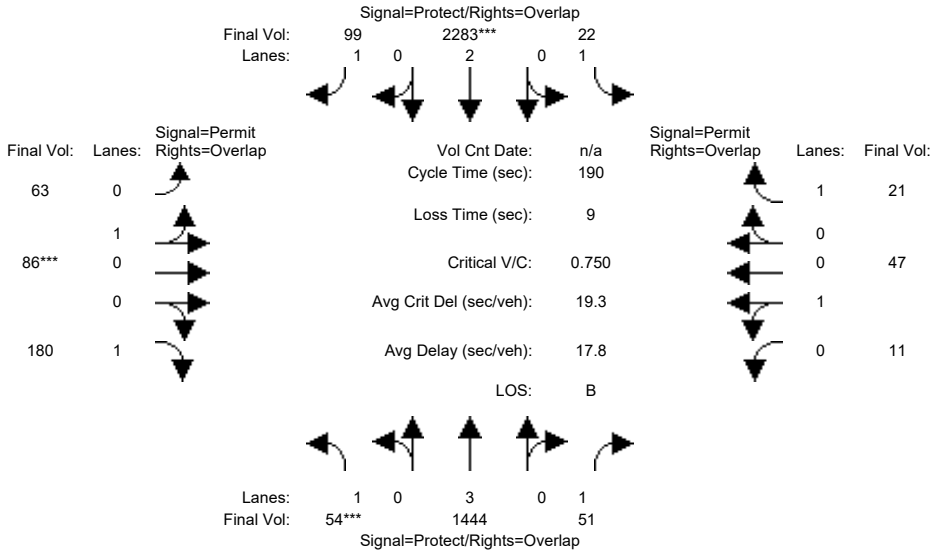
Intersection #52: San Tomas Expy/Forbes Ave



Street Name:	San Tomas Expy						Forbes Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	9	143	143	5	139	139	24	24	24	24	24	24
Y+R:	4.6	5.8	5.8	4.6	5.8	5.8	5.6	5.6	5.6	5.6	5.6	5.6
Volume Module:												
Base Vol:	54	1444	51	22	2784	99	63	86	180	11	47	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	54	1444	51	22	2784	99	63	86	180	11	47	21
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	54	1444	51	22	2784	99	63	86	180	11	47	21
User Adj:	1.00	1.00	1.00	1.00	0.82	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	54	1444	51	22	2283	99	63	86	180	11	47	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	1444	51	22	2283	99	63	86	180	11	47	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	54	1444	51	22	2283	99	63	86	180	11	47	21
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	0.42	0.58	1.00	0.19	0.81	1.00
Final Sat.:	1750	5700	1750	1750	3800	1750	761	1039	1750	341	1459	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.25	0.03	0.01	0.60	0.06	0.08	0.08	0.10	0.03	0.03	0.01
Crit Moves:	****				****			****				
Green Time:	9.0	152	151.7	5.3	148	148.0	24.0	24.0	33.0	24.0	24.0	29.3
Volume/Cap:	0.65	0.32	0.04	0.45	0.77	0.07	0.66	0.66	0.59	0.26	0.26	0.08
Delay/Veh:	105.9	5.2	4.0	97.4	12.9	4.9	85.8	85.8	75.4	75.5	75.5	68.9
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:	105.9	5.2	4.0	97.4	12.9	4.9	85.8	85.8	75.4	75.5	75.5	68.9
LOS by Move:	F	A	A	F	B	A	F	F	E-	E-	E-	E
HCM2k95thQ:	7	14	1	3	57	3	18	18	20	7	7	2

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

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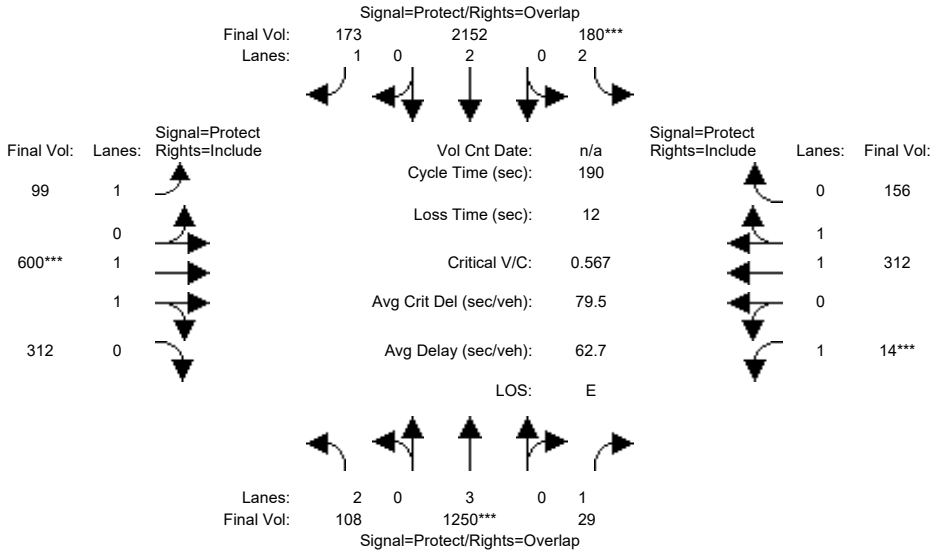
2000 HCM Operations (Future Volume Alternative)
Background PM

Intersection #53: San Tomas Expy/Pruneridge Ave



Street Name:	San Tomas Expy						Pruneridge Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	12	116	116	10	114	114	11	28	28	10	27	27
Y+R:	5.2	5.8	5.8	5.2	5.8	5.8	5.3	5.6	5.6	5.1	5.5	5.5
Volume Module:												
Base Vol:	108	1250	29	180	2624	173	99	600	312	14	312	156
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	108	1250	29	180	2624	173	99	600	312	14	312	156
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	108	1250	29	180	2624	173	99	600	312	14	312	156
User Adj:	1.00	1.00	1.00	1.00	0.82	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	108	1250	29	180	2152	173	99	600	312	14	312	156
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	108	1250	29	180	2152	173	99	600	312	14	312	156
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	108	1250	29	180	2152	173	99	600	312	14	312	156
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	0.99	0.95	0.92	0.99	0.95
Lanes:	2.00	3.00	1.00	2.00	2.00	1.00	1.00	1.30	0.70	1.00	1.32	0.68
Final Sat.:	3150	5700	1750	3150	3800	1750	1750	2433	1265	1750	2466	1233
Capacity Analysis Module:												
Vol/Sat:	0.03	0.22	0.02	0.06	0.57	0.10	0.06	0.25	0.25	0.01	0.13	0.13
Crit Moves:		****		****				****		****		
Green Time:	12.0	116	126.0	10.0	114	129.1	15.1	42.0	42.0	10.0	36.9	36.9
Volume/Cap:	0.54	0.36	0.02	1.09	0.94	0.15	0.71	1.12	1.12	0.15	0.65	0.65
Delay/Veh:	89.4	18.5	11.0	184.6	44.0	10.9	101.5	142	142.2	86.7	72.7	72.7
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:	89.4	18.5	11.0	184.6	44.0	10.9	101.5	142	142.2	86.7	72.7	72.7
LOS by Move:	F	B-	B+	F	D	B+	F	F	F	F	E	E
HCM2k95thQ:	9	21	1	15	89	7	12	55	55	2	24	24

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

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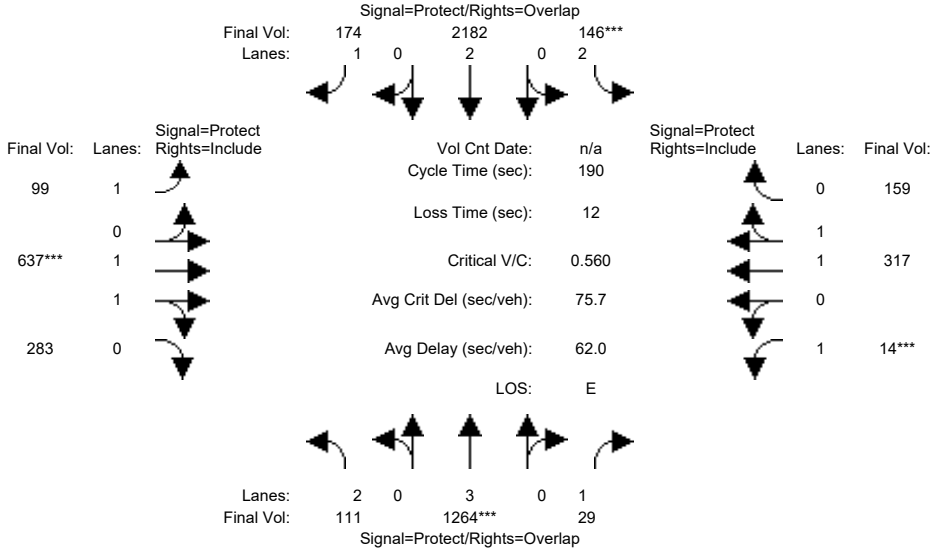
Intersection #53: San Tomas Expy/Pruneridge Ave



Street Name:	San Tomas Expy						Pruneridge Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	12	116	116	10	114	114	11	28	28	10	27	27
Y+R:	5.2	5.8	5.8	5.2	5.8	5.8	5.3	5.6	5.6	5.1	5.5	5.5
Volume Module:												
Base Vol:	111	1264	29	146	2661	174	99	637	283	14	317	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:	111	1264	29	146	2661	174	99	637	283	14	317	159
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	111	1264	29	146	2661	174	99	637	283	14	317	159
User Adj:	1.00	1.00	1.00	1.00	0.82	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	111	1264	29	146	2182	174	99	637	283	14	317	159
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	111	1264	29	146	2182	174	99	637	283	14	317	159
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	111	1264	29	146	2182	174	99	637	283	14	317	159
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	0.99	0.95	0.92	0.99	0.95
Lanes:	2.00	3.00	1.00	2.00	2.00	1.00	1.00	1.37	0.63	1.00	1.31	0.69
Final Sat.:	3150	5700	1750	3150	3800	1750	1750	2561	1138	1750	2463	1235
Capacity Analysis Module:												
Vol/Sat:	0.04	0.22	0.02	0.05	0.57	0.10	0.06	0.25	0.25	0.01	0.13	0.13
Crit Moves:		****		****				****		****		
Green Time:	12.0	116	126.0	10.0	114	129.1	15.1	42.0	42.0	10.0	36.9	36.9
Volume/Cap:	0.56	0.36	0.02	0.88	0.96	0.15	0.71	1.13	1.13	0.15	0.66	0.66
Delay/Veh:	89.9	18.6	11.0	127.4	46.3	10.9	101.5	146	145.9	86.7	73.1	73.1
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:	89.9	18.6	11.0	127.4	46.3	10.9	101.5	146	145.9	86.7	73.1	73.1
LOS by Move:	F	B-	B+	F	D	B+	F	F	F	F	E	E
HCM2k95thQ:	9	21	1	10	93	7	12	56	56	2	24	24

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

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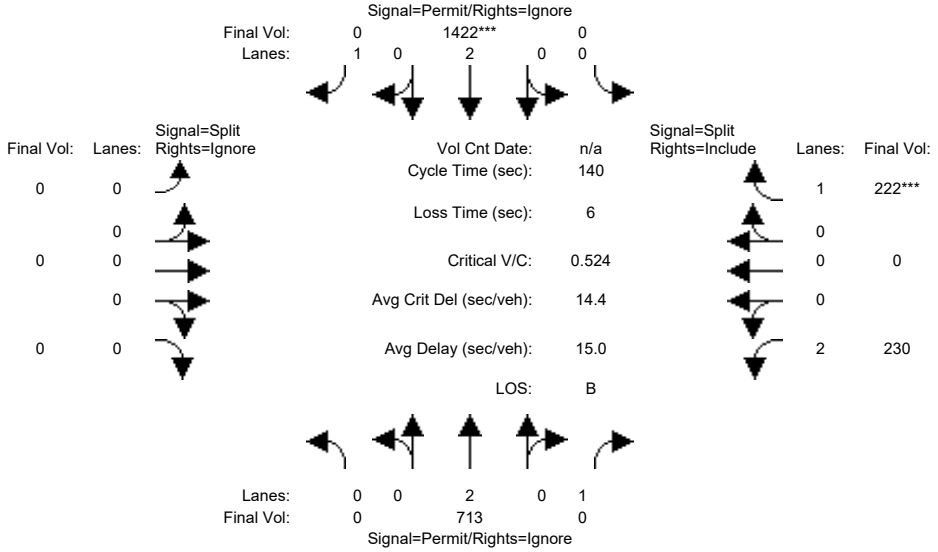
Intersection #54: The Alameda/I-880 SB (CMP)



Street Name:	The Alameda						I-880 SB					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	0	10	10	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	713	356	0	1422	217	0	0	0	230	0	222
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	713	356	0	1422	217	0	0	0	230	0	222
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	713	356	0	1422	217	0	0	0	230	0	222
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	713	0	0	1422	0	0	0	0	230	0	222
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	713	0	0	1422	0	0	0	0	230	0	222
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	713	0	0	1422	0	0	0	0	230	0	222
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	2.00	1.00	0.00	2.00	1.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3800	1750	0	3800	1750	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.00	0.00	0.37	0.00	0.00	0.00	0.00	0.07	0.00	0.13
Crit Moves:					****							****
Green Time:	0.0	100	0.0	0.0	100	0.0	0.0	0.0	0.0	33.9	0.0	33.9
Volume/Cap:	0.00	0.26	0.00	0.00	0.52	0.00	0.00	0.00	0.00	0.30	0.00	0.52
Delay/Veh:	0.0	7.1	0.0	0.0	9.3	0.0	0.0	0.0	0.0	43.6	0.0	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:	0.0	7.1	0.0	0.0	9.3	0.0	0.0	0.0	0.0	43.6	0.0	47.2
LOS by Move:	A	A	A	A	A	A	A	A	A	D	A	D
HCM2k95thQ:	0	10	0	0	24	0	0	0	0	9	0	16

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

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El Camino Real Specific Plan
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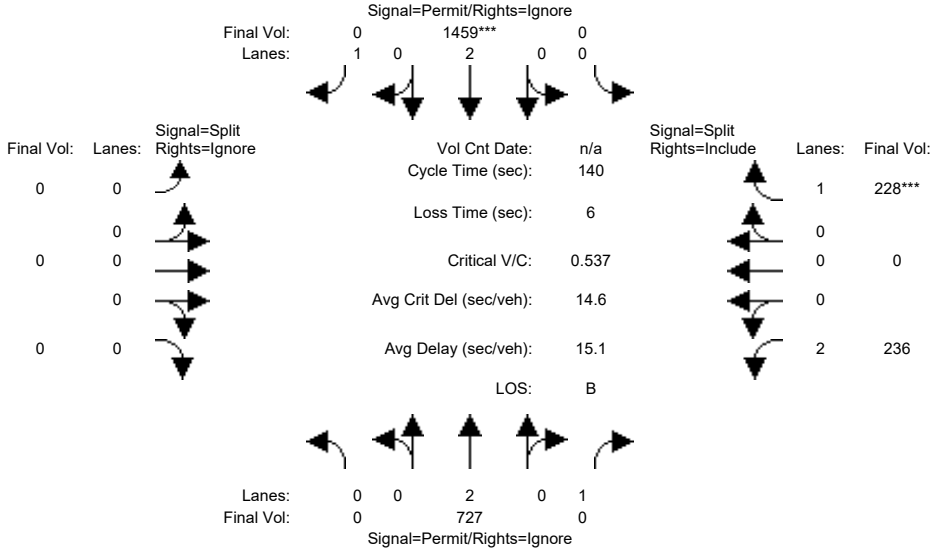
Background PP PM

Intersection #54: The Alameda/I-880 SB (CMP)



Street Name:	The Alameda						I-880 SB					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	0	10	10	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	727	354	0	1459	220	0	0	0	236	0	228
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	727	354	0	1459	220	0	0	0	236	0	228
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	727	354	0	1459	220	0	0	0	236	0	228
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	727	0	0	1459	0	0	0	0	236	0	228
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	727	0	0	1459	0	0	0	0	236	0	228
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	727	0	0	1459	0	0	0	0	236	0	228
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	2.00	1.00	0.00	2.00	1.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3800	1750	0	3800	1750	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.00	0.00	0.38	0.00	0.00	0.00	0.00	0.07	0.00	0.13
Crit Moves:					****							****
Green Time:	0.0	100	0.0	0.0	100	0.0	0.0	0.0	0.0	34.0	0.0	34.0
Volume/Cap:	0.00	0.27	0.00	0.00	0.54	0.00	0.00	0.00	0.00	0.31	0.00	0.54
Delay/Veh:	0.0	7.1	0.0	0.0	9.5	0.0	0.0	0.0	0.0	43.7	0.0	47.6
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	7.1	0.0	0.0	9.5	0.0	0.0	0.0	0.0	43.7	0.0	47.6
LOS by Move:	A	A	A	A	A	A	A	A	A	D	A	D
HCM2k95thQ:	0	10	0	0	25	0	0	0	0	9	0	17

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

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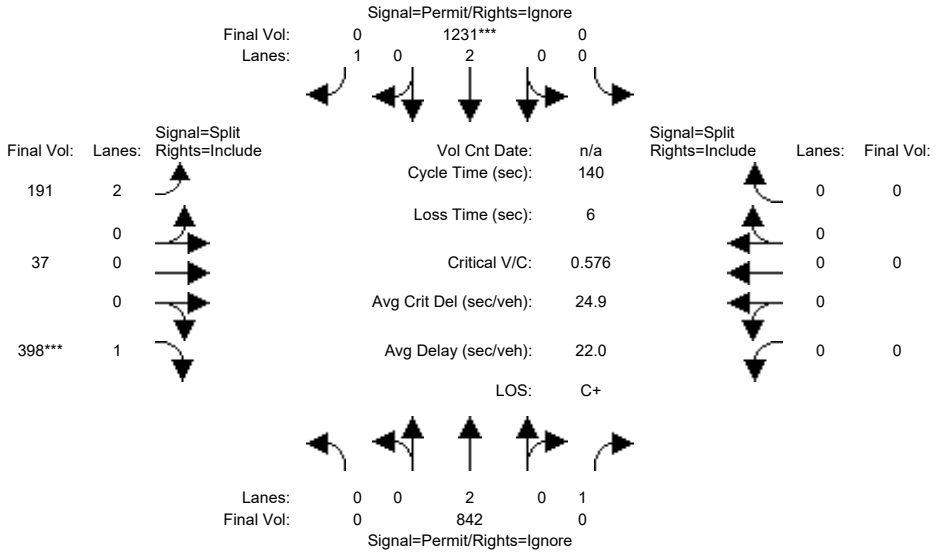
Intersection #55: The Alameda/I-880 NB (CMP)



Street Name:	The Alameda						I-880 NB					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	842	238	0	1231	389	191	37	398	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	842	238	0	1231	389	191	37	398	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	842	238	0	1231	389	191	37	398	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	842	0	0	1231	0	191	37	398	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	842	0	0	1231	0	191	37	398	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	842	0	0	1231	0	191	37	398	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	0.00	2.00	1.00	1.70	0.30	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	1750	0	3800	1750	2970	575	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.22	0.00	0.00	0.32	0.00	0.06	0.06	0.23	0.00	0.00	0.00
Crit Moves:					****				****			
Green Time:	0.0	78.7	0.0	0.0	78.7	0.0	55.3	55.3	55.3	0.0	0.0	0.0
Volume/Cap:	0.00	0.39	0.00	0.00	0.58	0.00	0.16	0.16	0.58	0.00	0.00	0.00
Delay/Veh:	0.0	17.3	0.0	0.0	20.2	0.0	27.4	27.4	34.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	17.3	0.0	0.0	20.2	0.0	27.4	27.4	34.0	0.0	0.0	0.0
LOS by Move:	A	B	A	A	C+	A	C	C	C-	A	A	A
HCM2k95thQ:	0	18	0	0	29	0	6	6	25	0	0	0

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

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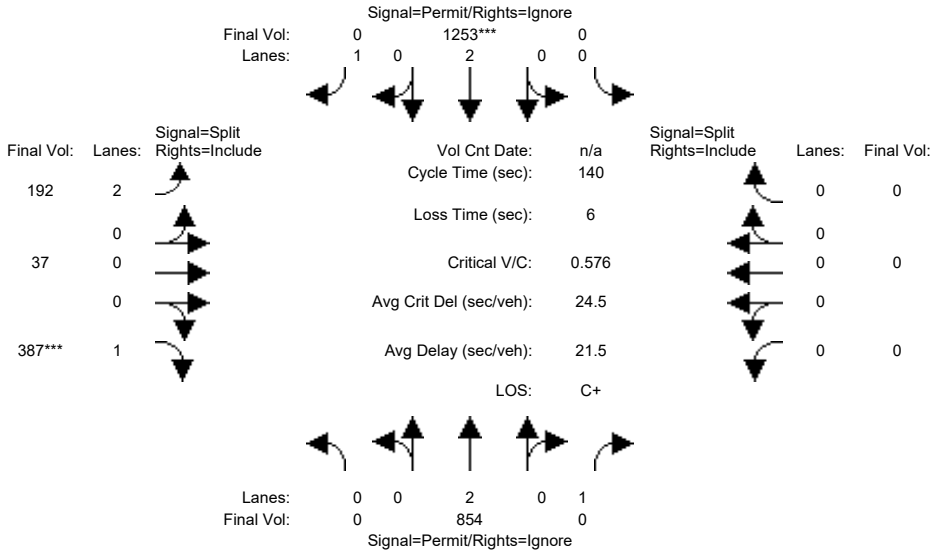
El Camino Real Specific Plan
SJ17-1774
Background PM Plus Project

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

Intersection #55: The Alameda/I-880 NB (CMP)



Street Name:	The Alameda						I-880 NB					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	854	243	0	1253	404	192	37	387	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	854	243	0	1253	404	192	37	387	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	854	243	0	1253	404	192	37	387	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	854	0	0	1253	0	192	37	387	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	854	0	0	1253	0	192	37	387	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	854	0	0	1253	0	192	37	387	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	0.00	2.00	1.00	1.70	0.30	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	1750	0	3800	1750	2972	573	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.22	0.00	0.00	0.33	0.00	0.06	0.06	0.22	0.00	0.00	0.00
Crit Moves:					****				****			
Green Time:	0.0	80.2	0.0	0.0	80.2	0.0	53.8	53.8	53.8	0.0	0.0	0.0
Volume/Cap:	0.00	0.39	0.00	0.00	0.58	0.00	0.17	0.17	0.58	0.00	0.00	0.00
Delay/Veh:	0.0	16.6	0.0	0.0	19.4	0.0	28.4	28.4	34.9	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	16.6	0.0	0.0	19.4	0.0	28.4	28.4	34.9	0.0	0.0	0.0
LOS by Move:	A	B	A	A	B-	A	C	C	C-	A	A	A
HCM2k95thQ:	0	18	0	0	29	0	7	7	25	0	0	0

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

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El Camino Real Specific Plan TIA
SJ17-1774
Cumulative Plus Project AM

Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

Intersection		Cumulative AM				Cumulative PP AM					
		LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change
#1	El Camino Real/S Wolfe Rd (CMP)	D	42.1	0.644	40.2	D	42.1	0.645	+ 0.001	40.3	+ 0.0
#2	El Camino Real/Halford Ave	B-	18.3	0.380	11.3	B-	18.3	0.380	+ 0.000	11.3	+ 0.0
#3	El Camino Real/Lawrence Expy (CMP)	C	26.2	0.560	27.8	C	26.4	0.567	+ 0.006	28.1	+ 0.3
#4	El Camino Real/Flora Vista Ave	B-	19.3	0.400	14.8	B-	19.3	0.398	- 0.002	14.8	+ 0.0
#5	El Camino Real/Calabazas Blvd	C	29.6	0.548	31.5	C	29.6	0.546	- 0.002	31.5	- 0.0
#6	El Camino Real/Bowers Ave - Kiely Blvd (CMP)	C	30.7	0.743	33.6	C	30.7	0.737	- 0.006	33.4	- 0.2
#7	El Camino Real/Bowe Ave	B	16.6	0.453	14.9	B	16.8	0.450	- 0.002	15.1	+ 0.1
#8	El Camino Real/San Tomas Expy (CMP)	E	69.9	0.989	78.8	E	69.2	0.987	- 0.002	77.7	- 1.1
#9	El Camino Real/McCormick Dr	B-	19.6	0.314	19.6	B-	19.6	0.315	+ 0.001	19.6	+ 0.0
#10	El Camino Real/Scott Blvd (CMP)	D+	35.3	0.604	37.1	D+	35.1	0.608	+ 0.003	37.1	+ 0.0
#11	El Camino Real/Lincoln St (CMP)	C-	33.5	0.498	32.7	C-	33.0	0.480	- 0.018	32.0	- 0.7
#12	El Camino Real/Monroe St (CMP)	D+	36.2	0.659	36.9	D+	36.4	0.666	+ 0.007	37.2	+ 0.3
#13	El Camino Real/Lafayette St (CMP)	D	39.2	0.881	48.6	D	39.1	0.878	- 0.003	48.2	- 0.4
#14	El Camino Real/Harrison St	C	1.5	0.314	1.5	C	1.5	0.310	- 0.003	1.5	- 0.0
#15	El Camino Real/Benton St	B	15.8	0.475	12.8	B	15.8	0.475	+ 0.000	12.8	- 0.0
#16	El Camino Real/The Alameda (CMP)	B	12.9	0.690	11.8	B	13.3	0.693	+ 0.004	12.2	+ 0.4
#17	Lawrence Expy/NB US 101	B	14.9	0.736	18.4	B	14.9	0.735	- 0.001	18.4	- 0.0
#18	Lawrence Expy/SB US 101	B+	10.4	0.663	12.2	B+	10.4	0.664	+ 0.001	12.2	+ 0.0
#19	Lawrence Expy/Oakmead Pkwy	E+	57.1	0.864	72.4	E+	56.8	0.861	- 0.003	71.9	- 0.4
#20	Lawrence Expy/E Arques Ave (CMP)	D	47.2	0.594	55.8	D	47.1	0.592	- 0.002	55.9	+ 0.1
#21	Lawrence Expy/Kifer Rd	D	49.1	0.916	57.9	D	49.1	0.915	- 0.001	57.8	- 0.1
#22	Lawrence Expy/Monroe St (CMP)	F	88.5	0.926	154.1	F	89.2	0.929	+ 0.004	156.2	+ 2.1
#23	Lawrence Expy/Cabrillo Ave	D+	38.3	0.824	42.7	D+	38.2	0.821	- 0.003	42.5	- 0.2
#24	Lawrence Expy/Benton St	F	93.3	1.035	147.7	F	91.1	1.027	- 0.008	143.8	- 3.8
#25	Lawrence Expy/Lochinvar Ave	D+	37.2	0.759	36.4	D+	37.0	0.755	- 0.003	36.1	- 0.3
#26	Lawrence Expy/Homestead Rd (CMP)	E	64.2	0.543	66.9	E	64.1	0.540	- 0.003	66.7	- 0.2

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El Camino Real Specific Plan TIA
SJ17-1774
Cumulative Plus Project AM

Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

Intersection		Cumulative AM				Cumulative PP AM					
		LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change
#27	Lawrence Expy/Pruneridge Ave	D-	54.4	0.944	64.8	D-	53.9	0.942	- 0.002	64.7	- 0.1
#28	Montague Expy/Mission College Blvd (CMP)	E-	77.0	1.052	128.5	E	74.6	1.045	- 0.007	123.3	- 5.3
#29	San Tomas Expy/Monroe St (CMP)	D	45.4	0.935	40.8	D	45.3	0.936	+ 0.001	40.3	- 0.5
#30	San Tomas Expy/Cabrillo Ave	C	27.7	0.704	25.2	C	26.8	0.707	+ 0.003	25.1	- 0.1
#31	San Tomas Expy/Benton St	E	64.0	0.693	99.0	E	67.0	0.696	+ 0.003	98.7	- 0.2
#32	San Tomas Expy/Homestead Rd (CMP)	F	99.8	1.088	125.8	F	99.8	1.088	+ 0.000	125.8	- 0.0
#33	Bowers Ave/Cabrillo Ave	C	24.8	0.657	24.4	C	24.2	0.643	- 0.014	23.6	- 0.8
#34	Bowers Ave/Monroe St	C	29.9	0.731	29.4	C	29.8	0.723	- 0.008	29.2	- 0.2
#35	Bowers Ave/Kifer Rd	D+	36.7	0.742	37.6	D+	36.6	0.738	- 0.004	37.6	- 0.0
#36	Bowers Ave/Central Expy (CMP)	E+	55.3	0.924	59.5	E+	55.5	0.924	+ 0.000	59.7	+ 0.2
#37	Kiely Blvd/Benton St	D	41.6	0.814	42.8	D	42.0	0.828	+ 0.014	43.5	+ 0.7
#38	Kiely Blvd/Homestead Rd	D+	38.0	0.730	40.5	D+	37.5	0.717	- 0.013	38.3	- 2.3
#39	Monroe St/Scott Blvd	D	44.8	0.936	49.0	D	45.5	0.942	+ 0.006	50.5	+ 1.6
#40	Walsh Ave/Scott Blvd	C+	22.6	0.590	18.9	C+	22.6	0.589	- 0.001	18.9	+ 0.0
#41	Central Expy/Scott Blvd (CMP)	E+	55.2	0.727	75.4	E+	55.0	0.726	- 0.001	75.0	- 0.4
#42	Clay St/Scott Blvd	B+	11.5	0.319	6.3	B+	11.8	0.319	+ 0.001	6.4	+ 0.0
#43	Harrison St/Scott Blvd	D	2.0	0.166	2.0	D	2.0	0.167	+ 0.001	2.0	+ 0.0
#44	Benton St/Scott Blvd	B-	19.8	0.511	17.8	B-	19.8	0.512	+ 0.001	17.8	- 0.0
#45	Homestead Rd/Scott Blvd	B	16.6	0.449	12.2	B	16.6	0.451	+ 0.001	12.3	+ 0.1
#46	Lawrence Expy SB/Stevens Creek Blvd (CMP)	C	31.3	0.897	36.0	C	31.3	0.897	+ 0.000	36.0	+ 0.0
#47	Lawrence Expy NB/Stevens Creek Blvd (CMP)	C-	34.7	0.758	39.6	C-	34.5	0.753	- 0.005	39.4	- 0.2
#48	Lawrence Expy/Calvert Dr (CMP)	D	39.5	0.939	50.7	D+	39.0	0.936	- 0.003	50.0	- 0.7
#49	Bowers Ave/Scott Blvd (CMP)	D-	54.0	0.947	60.9	D-	54.0	0.941	- 0.006	60.8	- 0.1
#50	San Tomas Expy/Scott Blvd (CMP)	D	50.9	0.866	62.9	D-	51.6	0.867	+ 0.001	63.1	+ 0.2
#51	San Tomas Expy/Walsh Ave	D	48.5	0.855	48.6	D	48.6	0.853	- 0.002	48.3	- 0.4
#52	San Tomas Expy/Forbes Ave	C	29.7	0.382	40.3	C	29.7	0.382	+ 0.001	39.7	- 0.6

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El Camino Real Specific Plan TIA
SJ17-1774
Cumulative Plus Project AM

Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

Intersection		Cumulative AM				Cumulative PP AM					
		LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change
#53	San Tomas Expy/Pruneridge Ave	F	80.5	1.044	94.7	F	81.5	1.048	+ 0.004	96.0	+ 1.3
#54	The Alameda/I-880 SB (CMP)	C	28.2	0.799	31.9	C	28.6	0.803	+ 0.004	32.3	+ 0.4
#55	The Alameda/I-880 NB (CMP)	C	24.3	0.663	25.7	C	24.3	0.663	+ 0.000	25.7	- 0.0

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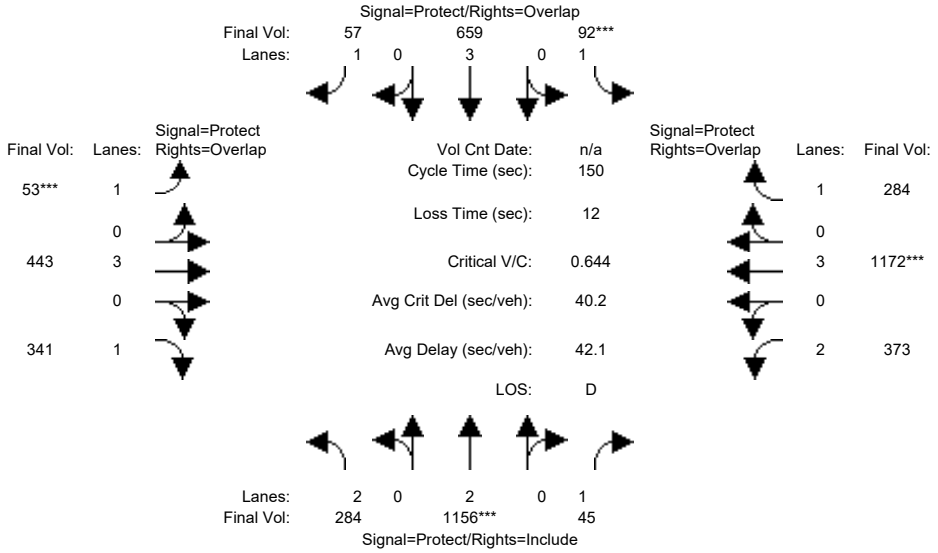
El Camino Real Specific Plan TIA
SJ17-1774
Cumulative Plus Project AM

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

Intersection #1: El Camino Real/S Wolfe Rd (CMP)



Street Name:	S Wolfe Rd						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	284	1156	45	92	659	57	53	443	341	373	1172	284
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	284	1156	45	92	659	57	53	443	341	373	1172	284
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	284	1156	45	92	659	57	53	443	341	373	1172	284
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	284	1156	45	92	659	57	53	443	341	373	1172	284
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	284	1156	45	92	659	57	53	443	341	373	1172	284
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	284	1156	45	92	659	57	53	443	341	373	1172	284
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	1750	5700	1750	1750	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.30	0.03	0.05	0.12	0.03	0.03	0.08	0.19	0.12	0.21	0.16
Crit Moves:		****		****			****				****	
Green Time:	36.4	70.8	70.8	12.2	46.7	53.7	7.1	25.8	62.2	29.2	47.9	60.1
Volume/Cap:	0.37	0.64	0.05	0.64	0.37	0.09	0.64	0.45	0.47	0.61	0.64	0.40
Delay/Veh:	47.6	30.8	21.5	76.5	40.4	32.0	86.5	56.1	32.4	57.0	44.6	32.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.6	30.8	21.5	76.5	40.4	32.0	86.5	56.1	32.4	57.0	44.6	32.5
LOS by Move:	D	C	C+	E-	D	C	F	E+	C-	E+	D	C-
HCM2k95thQ:	13	34	2	11	15	4	7	12	22	17	27	18

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

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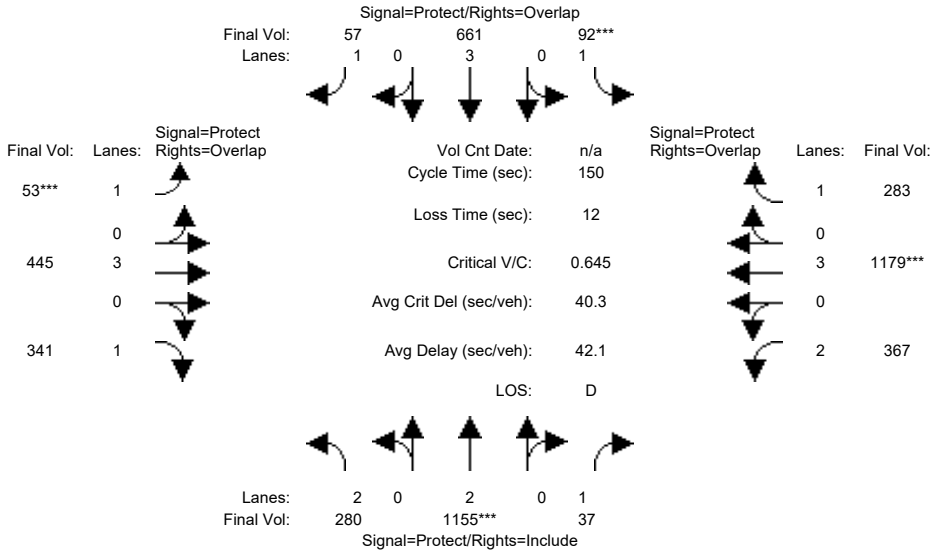
El Camino Real Specific Plan TIA
SJ17-1774
Cumulative Plus Project AM

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

Intersection #1: El Camino Real/S Wolfe Rd (CMP)



Street Name:	S Wolfe Rd						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	280	1155	37	92	661	57	53	445	341	367	1179	283
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	280	1155	37	92	661	57	53	445	341	367	1179	283
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	280	1155	37	92	661	57	53	445	341	367	1179	283
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	280	1155	37	92	661	57	53	445	341	367	1179	283
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	280	1155	37	92	661	57	53	445	341	367	1179	283
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	280	1155	37	92	661	57	53	445	341	367	1179	283
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	1750	5700	1750	1750	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.30	0.02	0.05	0.12	0.03	0.03	0.08	0.19	0.12	0.21	0.16
Crit Moves:		****		****			****				****	
Green Time:	36.0	70.7	70.7	12.2	46.9	54.0	7.0	26.3	62.2	28.9	48.1	60.3
Volume/Cap:	0.37	0.65	0.04	0.65	0.37	0.09	0.65	0.45	0.47	0.61	0.65	0.40
Delay/Veh:	47.9	31.0	21.5	76.6	40.2	31.8	86.6	55.7	32.4	57.1	44.5	32.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.9	31.0	21.5	76.6	40.2	31.8	86.6	55.7	32.4	57.1	44.5	32.4
LOS by Move:	D	C	C+	E-	D	C	F	E+	C-	E+	D	C-
HCM2k95thQ:	12	34	2	11	15	4	7	12	22	17	27	18

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

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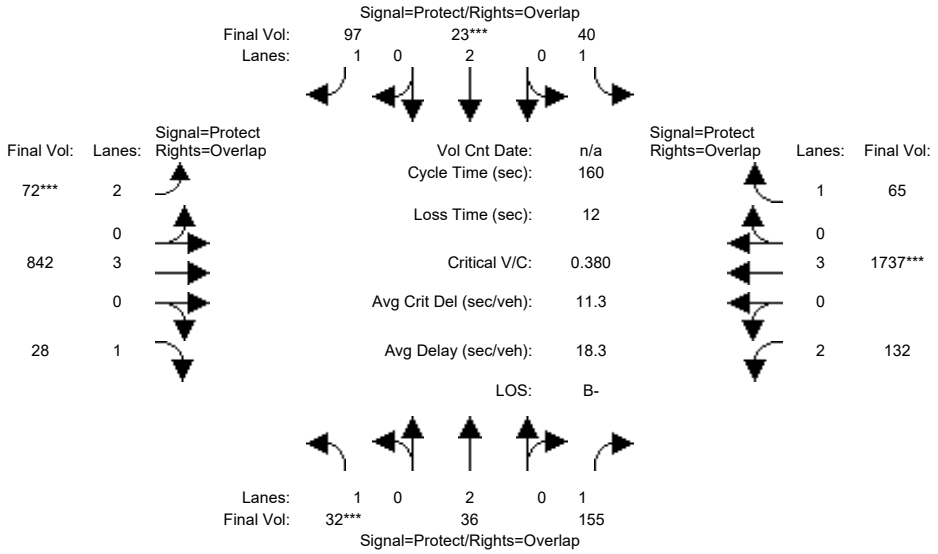
El Camino Real Specific Plan TIA
SJ17-1774
Cumulative Plus Project AM

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

Intersection #2: El Camino Real/Halford Ave



Street Name:	Halford Ave						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	32	36	155	40	23	97	72	842	28	132	1737	65
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	32	36	155	40	23	97	72	842	28	132	1737	65
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	32	36	155	40	23	97	72	842	28	132	1737	65
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	32	36	155	40	23	97	72	842	28	132	1737	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	36	155	40	23	97	72	842	28	132	1737	65
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	32	36	155	40	23	97	72	842	28	132	1737	65
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.01	0.09	0.02	0.01	0.06	0.02	0.15	0.02	0.04	0.30	0.04
Crit Moves:	****				****		****				****	
Green Time:	7.3	10.2	40.0	7.1	10.0	19.1	9.1	101	108.1	29.9	122	128.7
Volume/Cap:	0.40	0.15	0.35	0.51	0.10	0.46	0.40	0.23	0.02	0.22	0.40	0.05
Delay/Veh:	77.5	71.1	49.8	80.5	70.9	67.3	74.3	12.9	8.6	55.4	6.7	3.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	77.5	71.1	49.8	80.5	70.9	67.3	74.3	12.9	8.6	55.4	6.7	3.2
LOS by Move:	E-	E	D	F	E	E	E	B	A	E+	A	A
HCM2k95thQ:	4	2	13	6	1	10	4	11	1	6	18	1

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

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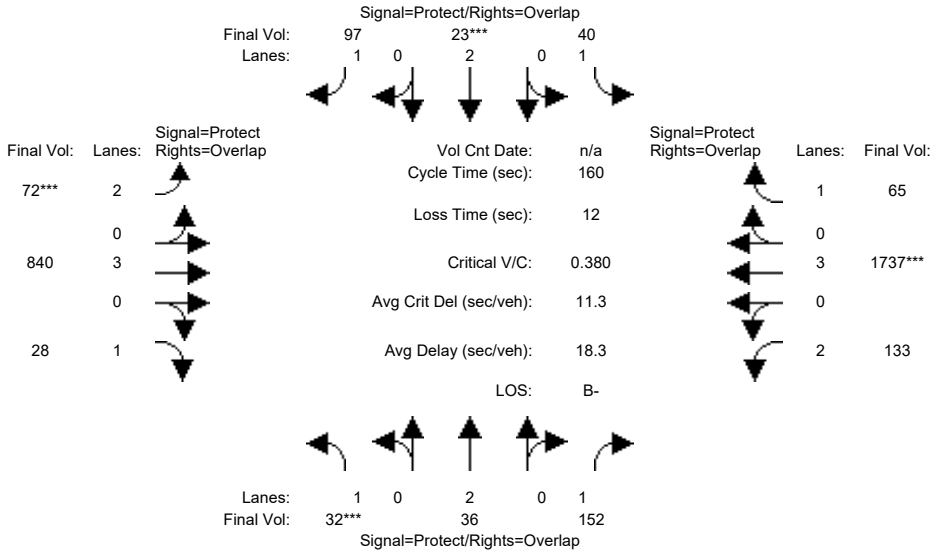
El Camino Real Specific Plan TIA
SJ17-1774
Cumulative Plus Project AM

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

Intersection #2: El Camino Real/Halford Ave



Street Name:	Halford Ave						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	32	36	152	40	23	97	72	840	28	133	1737	65
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	32	36	152	40	23	97	72	840	28	133	1737	65
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	32	36	152	40	23	97	72	840	28	133	1737	65
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	32	36	152	40	23	97	72	840	28	133	1737	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	36	152	40	23	97	72	840	28	133	1737	65
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	32	36	152	40	23	97	72	840	28	133	1737	65
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.01	0.09	0.02	0.01	0.06	0.02	0.15	0.02	0.04	0.30	0.04
Crit Moves:	****				****		****				****	
Green Time:	7.3	10.2	40.1	7.1	10.0	19.1	9.1	101	108.1	29.9	122	128.7
Volume/Cap:	0.40	0.15	0.35	0.51	0.10	0.46	0.40	0.23	0.02	0.23	0.40	0.05
Delay/Veh:	77.5	71.1	49.7	80.5	70.9	67.3	74.3	12.9	8.6	55.4	6.7	3.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	77.5	71.1	49.7	80.5	70.9	67.3	74.3	12.9	8.6	55.4	6.7	3.2
LOS by Move:	E-	E	D	F	E	E	E	B	A	E+	A	A
HCM2k95thQ:	4	2	13	6	1	10	4	11	1	6	18	1

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

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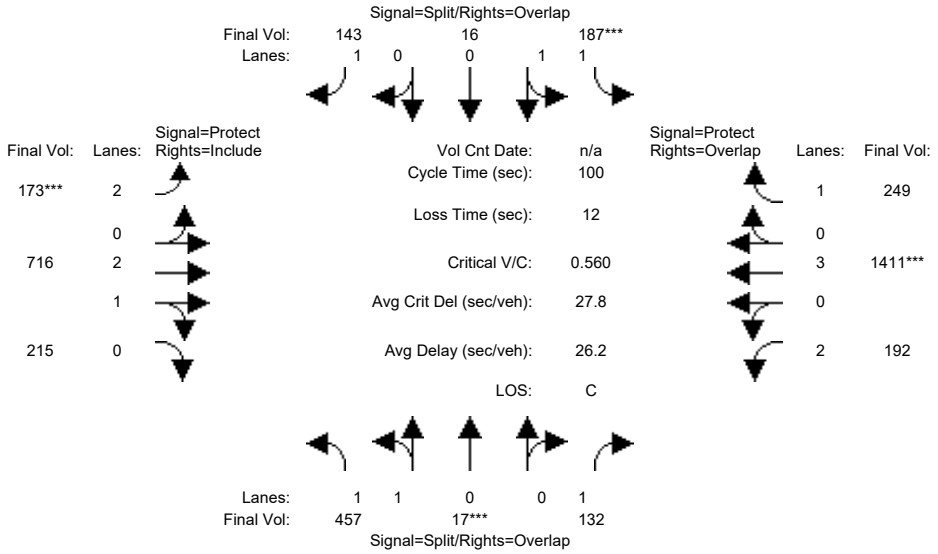
El Camino Real Specific Plan TIA
SJ17-1774
Cumulative Plus Project AM

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

Intersection #3: El Camino Real/Lawrence Expy (CMP)



Street Name:	Lawrence Expy						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	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:												
Base Vol:	457	17	132	187	16	143	173	716	215	192	1411	249
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	457	17	132	187	16	143	173	716	215	192	1411	249
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	457	17	132	187	16	143	173	716	215	192	1411	249
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	457	17	132	187	16	143	173	716	215	192	1411	249
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	457	17	132	187	16	143	173	716	215	192	1411	249
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	457	17	132	187	16	143	173	716	215	192	1411	249
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.93	0.95	0.92	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	1.93	0.07	1.00	1.84	0.16	1.00	2.00	2.28	0.72	2.00	3.00	1.00
Final Sat.:	3423	127	1750	3270	280	1750	3150	4305	1293	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.08	0.06	0.06	0.08	0.05	0.17	0.17	0.06	0.25	0.14
Crit Moves:		****		****			****				****	
Green Time:	23.8	23.8	39.8	10.2	10.2	20.0	9.8	38.0	38.0	16.0	44.2	54.4
Volume/Cap:	0.56	0.56	0.19	0.56	0.56	0.41	0.56	0.44	0.44	0.38	0.56	0.26
Delay/Veh:	34.3	34.3	19.7	44.7	44.7	35.6	45.4	23.2	23.2	38.1	21.0	12.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.3	34.3	19.7	44.7	44.7	35.6	45.4	23.2	23.2	38.1	21.0	12.3
LOS by Move:	C-	C-	B-	D	D	D+	D	C	C	D+	C+	B
HCM2k95thQ:	12	12	5	6	6	8	6	13	13	6	19	8

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

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El Camino Real Specific Plan TIA
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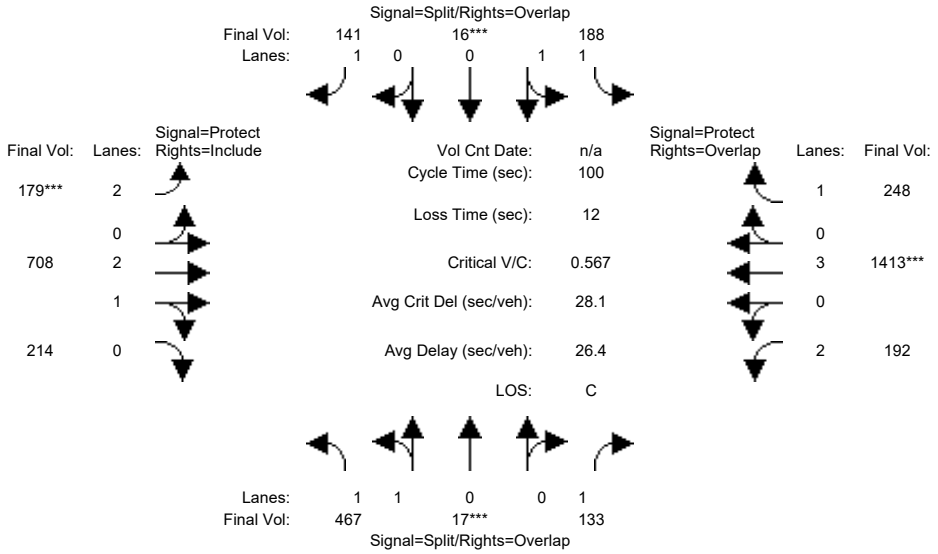
Cumulative PP AM

Intersection #3: El Camino Real/Lawrence Expy (CMP)



Street Name:	Lawrence Expy						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	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:												
Base Vol:	467	17	133	188	16	141	179	708	214	192	1413	248
Growth Adj:	1.00	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	17	133	188	16	141	179	708	214	192	1413	248
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	467	17	133	188	16	141	179	708	214	192	1413	248
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	17	133	188	16	141	179	708	214	192	1413	248
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	467	17	133	188	16	141	179	708	214	192	1413	248
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	467	17	133	188	16	141	179	708	214	192	1413	248
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.93	0.95	0.92	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	1.93	0.07	1.00	1.85	0.15	1.00	2.00	2.28	0.72	2.00	3.00	1.00
Final Sat.:	3425	125	1750	3272	278	1750	3150	4299	1299	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.08	0.06	0.06	0.08	0.06	0.16	0.16	0.06	0.25	0.14
Crit Moves:		****			****		****				****	
Green Time:	24.1	24.1	40.1	10.1	10.1	20.2	10.0	37.7	37.7	16.0	43.8	53.9
Volume/Cap:	0.57	0.57	0.19	0.57	0.57	0.40	0.57	0.44	0.44	0.38	0.57	0.26
Delay/Veh:	34.3	34.3	19.5	44.9	44.9	35.4	45.3	23.3	23.3	38.0	21.3	12.5
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:	34.3	34.3	19.5	44.9	44.9	35.4	45.3	23.3	23.3	38.0	21.3	12.5
LOS by Move:	C-	C-	B-	D	D	D+	D	C	C	D+	C+	B
HCM2k95thQ:	12	12	5	6	6	8	6	13	13	6	19	8

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

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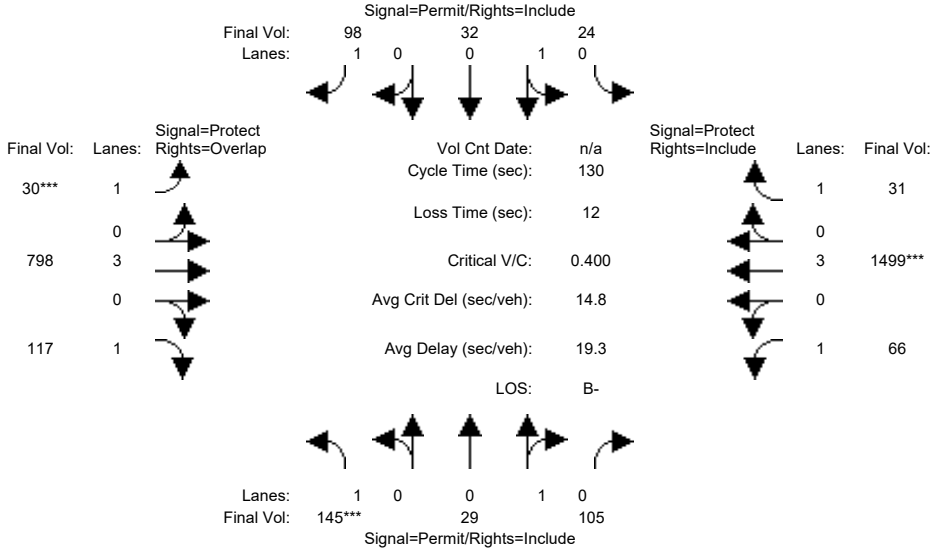
Intersection #4: El Camino Real/Flora Vista Ave



Street Name:	Flora Vista Ave						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	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:												
Base Vol:	145	29	105	24	32	98	30	798	117	66	1499	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	145	29	105	24	32	98	30	798	117	66	1499	31
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	145	29	105	24	32	98	30	798	117	66	1499	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	145	29	105	24	32	98	30	798	117	66	1499	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	145	29	105	24	32	98	30	798	117	66	1499	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	145	29	105	24	32	98	30	798	117	66	1499	31
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.22	0.78	0.43	0.57	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	390	1410	771	1029	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.07	0.07	0.03	0.03	0.06	0.02	0.14	0.07	0.04	0.26	0.02
Crit Moves:	****						****				****	
Green Time:	26.6	26.6	26.6	26.6	26.6	26.6	7.0	66.0	66.0	25.4	84.4	84.4
Volume/Cap:	0.41	0.36	0.36	0.15	0.15	0.27	0.32	0.28	0.13	0.19	0.41	0.03
Delay/Veh:	45.6	45.0	45.0	42.6	42.6	44.0	61.2	18.4	16.9	44.0	10.9	8.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.6	45.0	45.0	42.6	42.6	44.0	61.2	18.4	16.9	44.0	10.9	8.1
LOS by Move:	D	D	D	D	D	D	E	B-	B	D	B+	A
HCM2k95thQ:	11	10	10	4	4	7	3	11	5	5	17	1

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

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2000 HCM Operations (Future Volume Alternative)
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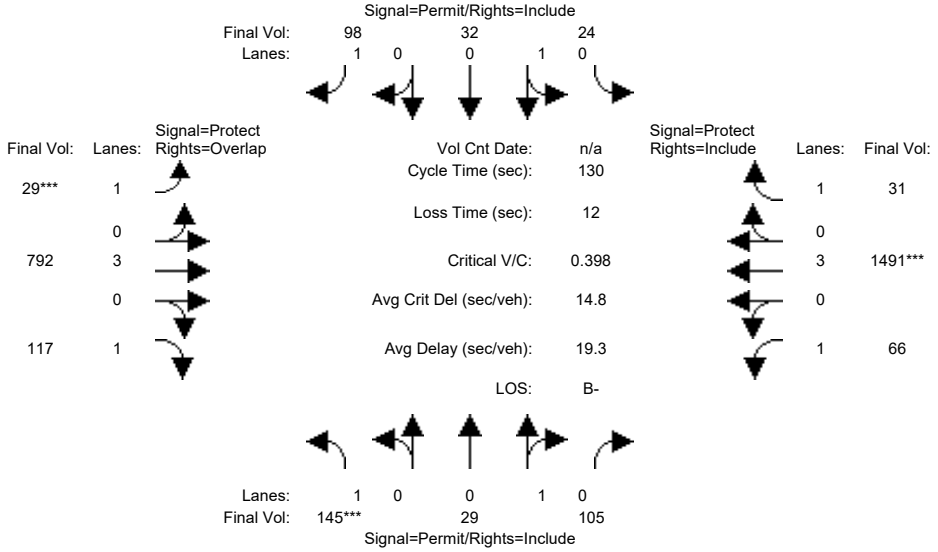
Intersection #4: El Camino Real/Flora Vista Ave



Street Name:	Flora Vista Ave						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	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:												
Base Vol:	145	29	105	24	32	98	29	792	117	66	1491	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	145	29	105	24	32	98	29	792	117	66	1491	31
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	145	29	105	24	32	98	29	792	117	66	1491	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	145	29	105	24	32	98	29	792	117	66	1491	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	145	29	105	24	32	98	29	792	117	66	1491	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	145	29	105	24	32	98	29	792	117	66	1491	31
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.22	0.78	0.43	0.57	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	390	1410	771	1029	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.07	0.07	0.03	0.03	0.06	0.02	0.14	0.07	0.04	0.26	0.02
Crit Moves:	****						****				****	
Green Time:	26.7	26.7	26.7	26.7	26.7	26.7	7.0	65.8	65.8	25.5	84.3	84.3
Volume/Cap:	0.40	0.36	0.36	0.15	0.15	0.27	0.31	0.27	0.13	0.19	0.40	0.03
Delay/Veh:	45.5	44.9	44.9	42.5	42.5	43.9	61.0	18.5	17.1	43.9	11.0	8.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.5	44.9	44.9	42.5	42.5	43.9	61.0	18.5	17.1	43.9	11.0	8.2
LOS by Move:	D	D	D	D	D	D	E	B-	B	D	B+	A
HCM2k95thQ:	11	10	10	4	4	7	2	11	5	5	17	1

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

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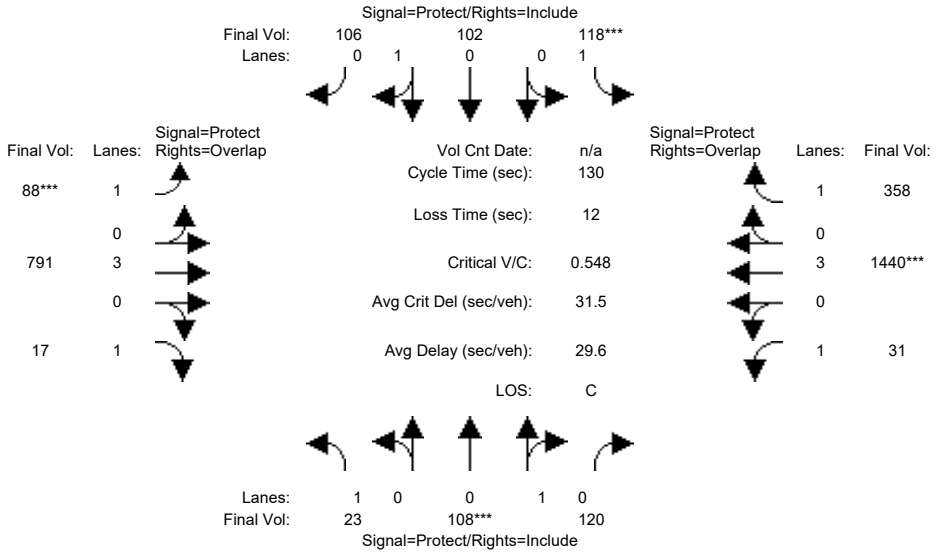
Intersection #5: El Camino Real/Calabazas Blvd



Street Name:	Calabazas Blvd						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	23	108	120	118	102	106	88	791	17	31	1440	358
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	108	120	118	102	106	88	791	17	31	1440	358
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	23	108	120	118	102	106	88	791	17	31	1440	358
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	108	120	118	102	106	88	791	17	31	1440	358
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	108	120	118	102	106	88	791	17	31	1440	358
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	23	108	120	118	102	106	88	791	17	31	1440	358
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.47	0.53	1.00	0.49	0.51	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	853	947	1750	883	917	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.13	0.13	0.07	0.12	0.12	0.05	0.14	0.01	0.02	0.25	0.20
Crit Moves:		****		****			****				****	
Green Time:	14.6	30.1	30.1	16.0	31.4	31.4	11.9	51.8	66.5	20.1	60.0	76.0
Volume/Cap:	0.12	0.55	0.55	0.55	0.48	0.48	0.55	0.35	0.02	0.11	0.55	0.35
Delay/Veh:	52.1	45.5	45.5	56.5	43.1	43.1	60.4	27.4	15.7	47.5	25.5	14.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.1	45.5	45.5	56.5	43.1	43.1	60.4	27.4	15.7	47.5	25.5	14.3
LOS by Move:	D-	D	D	E+	D	D	E	C	B	D	C	B
HCM2k95thQ:	2	16	16	11	15	15	7	13	1	2	23	14

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

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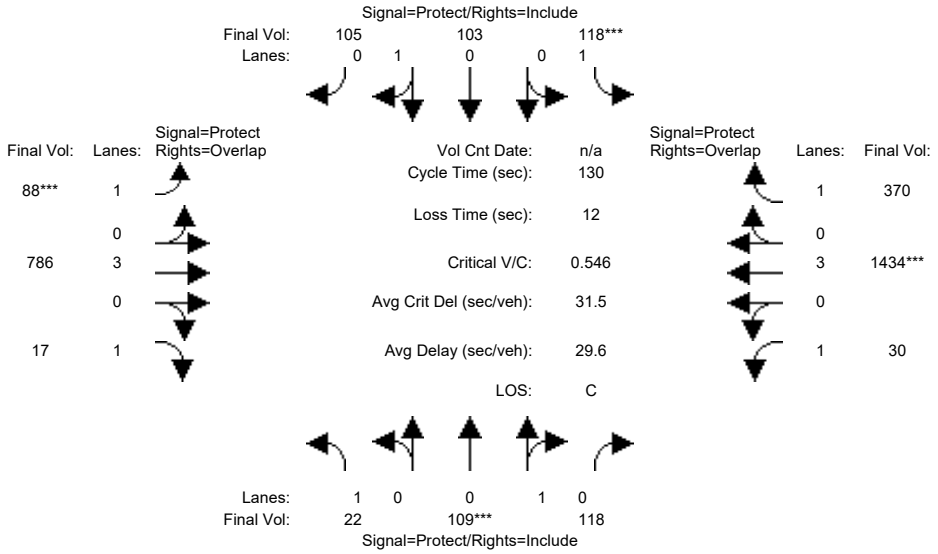
Intersection #5: El Camino Real/Calabazas Blvd



Street Name:	Calabazas Blvd						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	22	109	118	118	103	105	88	786	17	30	1434	370
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	109	118	118	103	105	88	786	17	30	1434	370
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	109	118	118	103	105	88	786	17	30	1434	370
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	22	109	118	118	103	105	88	786	17	30	1434	370
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	109	118	118	103	105	88	786	17	30	1434	370
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	22	109	118	118	103	105	88	786	17	30	1434	370
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.48	0.52	1.00	0.50	0.50	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	864	936	1750	891	909	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.13	0.13	0.07	0.12	0.12	0.05	0.14	0.01	0.02	0.25	0.21
Crit Moves:		****		****			****				****	
Green Time:	14.7	30.0	30.0	16.1	31.4	31.4	12.0	51.7	66.4	20.2	59.9	76.0
Volume/Cap:	0.11	0.55	0.55	0.55	0.48	0.48	0.55	0.35	0.02	0.11	0.55	0.36
Delay/Veh:	52.1	45.5	45.5	56.4	43.1	43.1	60.3	27.4	15.7	47.4	25.5	14.4
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:	52.1	45.5	45.5	56.4	43.1	43.1	60.3	27.4	15.7	47.4	25.5	14.4
LOS by Move:	D-	D	D	E+	D	D	E	C	B	D	C	B
HCM2k95thQ:	2	16	16	11	15	15	7	13	1	2	23	15

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

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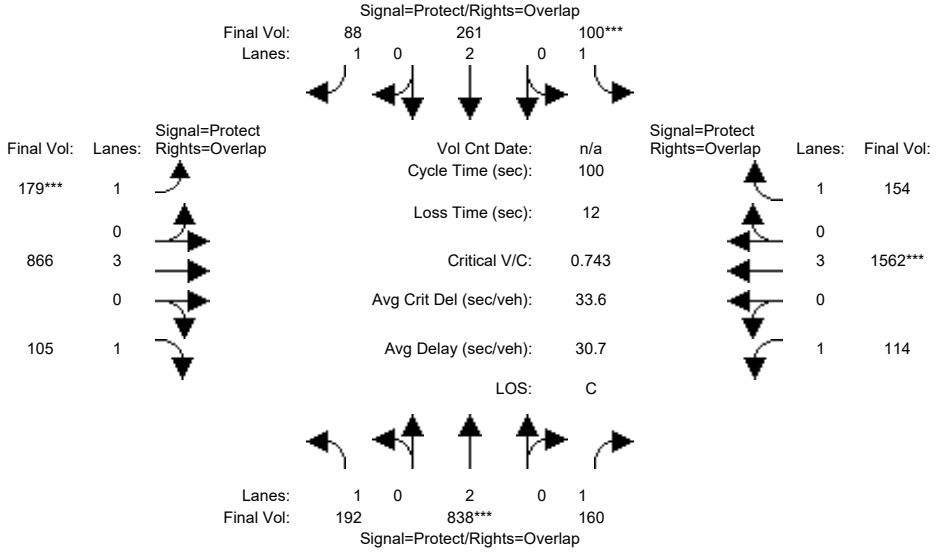
El Camino Real Specific Plan TIA
SJ17-1774
Cumulative Plus Project AM

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

Intersection #6: El Camino Real/Bowers Ave - Kiely Blvd (CMP)



Street Name:	Bowers Ave - Kiely Blvd						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	4	4	4	4	4	4	4	15	15	4	15	15
Y+R:	3.0	4.5	4.5	3.0	4.5	4.5	3.0	4.5	4.5	3.0	4.5	4.5
Volume Module:												
Base Vol:	192	838	160	100	261	88	179	866	105	114	1562	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:	192	838	160	100	261	88	179	866	105	114	1562	154
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	192	838	160	100	261	88	179	866	105	114	1562	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:	192	838	160	100	261	88	179	866	105	114	1562	154
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	192	838	160	100	261	88	179	866	105	114	1562	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:	192	838	160	100	261	88	179	866	105	114	1562	154
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.22	0.09	0.06	0.07	0.05	0.10	0.15	0.06	0.07	0.27	0.09
Crit Moves:		****		****			****				****	
Green Time:	23.0	29.7	44.9	7.7	14.4	28.1	13.8	35.4	58.4	15.2	36.9	44.6
Volume/Cap:	0.48	0.74	0.20	0.74	0.48	0.18	0.74	0.43	0.10	0.43	0.74	0.20
Delay/Veh:	34.2	34.4	16.9	65.0	40.0	27.4	53.2	24.7	9.2	39.6	28.9	17.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.2	34.4	16.9	65.0	40.0	27.4	53.2	24.7	9.2	39.6	28.9	17.0
LOS by Move:	C-	C-	B	E	D	C	D-	C	A	D	C	B
HCM2k95thQ:	10	20	6	7	7	4	12	12	3	7	25	6

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

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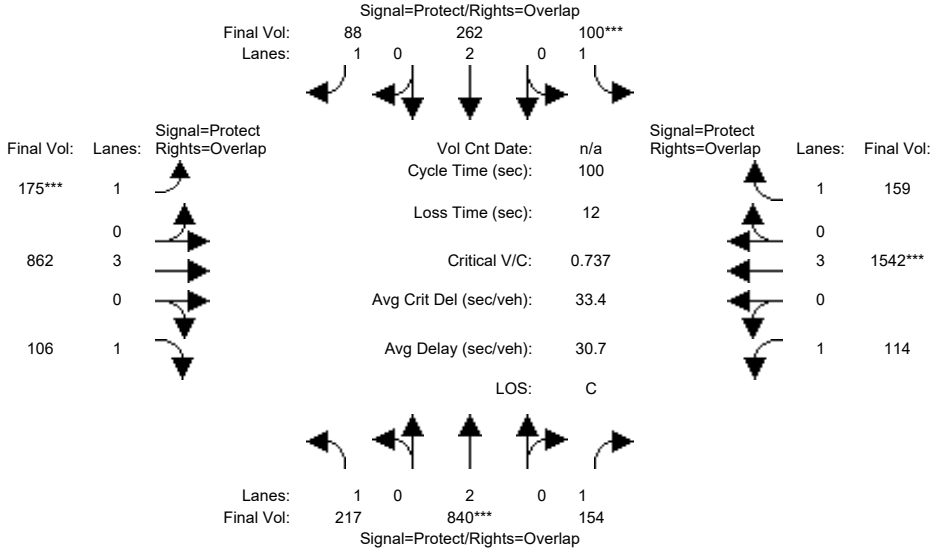
El Camino Real Specific Plan TIA
SJ17-1774
Cumulative Plus Project AM

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

Intersection #6: El Camino Real/Bowers Ave - Kiely Blvd (CMP)



Street Name:	Bowers Ave - Kiely Blvd						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	4	4	4	4	4	4	4	15	15	4	15	15
Y+R:	3.0	4.5	4.5	3.0	4.5	4.5	3.0	4.5	4.5	3.0	4.5	4.5
Volume Module:												
Base Vol:	217	840	154	100	262	88	175	862	106	114	1542	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:	217	840	154	100	262	88	175	862	106	114	1542	159
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	217	840	154	100	262	88	175	862	106	114	1542	159
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	217	840	154	100	262	88	175	862	106	114	1542	159
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	217	840	154	100	262	88	175	862	106	114	1542	159
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	217	840	154	100	262	88	175	862	106	114	1542	159
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.22	0.09	0.06	0.07	0.05	0.10	0.15	0.06	0.07	0.27	0.09
Crit Moves:		****		****			****				****	
Green Time:	24.3	30.0	45.1	7.8	13.5	27.1	13.6	35.1	59.4	15.1	36.7	44.4
Volume/Cap:	0.51	0.74	0.20	0.74	0.51	0.19	0.74	0.43	0.10	0.43	0.74	0.20
Delay/Veh:	33.8	34.0	16.6	64.1	41.1	28.2	53.0	24.9	8.8	39.6	28.9	17.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.8	34.0	16.6	64.1	41.1	28.2	53.0	24.9	8.8	39.6	28.9	17.1
LOS by Move:	C-	C-	B	E	D	C	D-	C	A	D	C	B
HCM2k95thQ:	11	20	6	7	7	4	11	12	3	7	25	6

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

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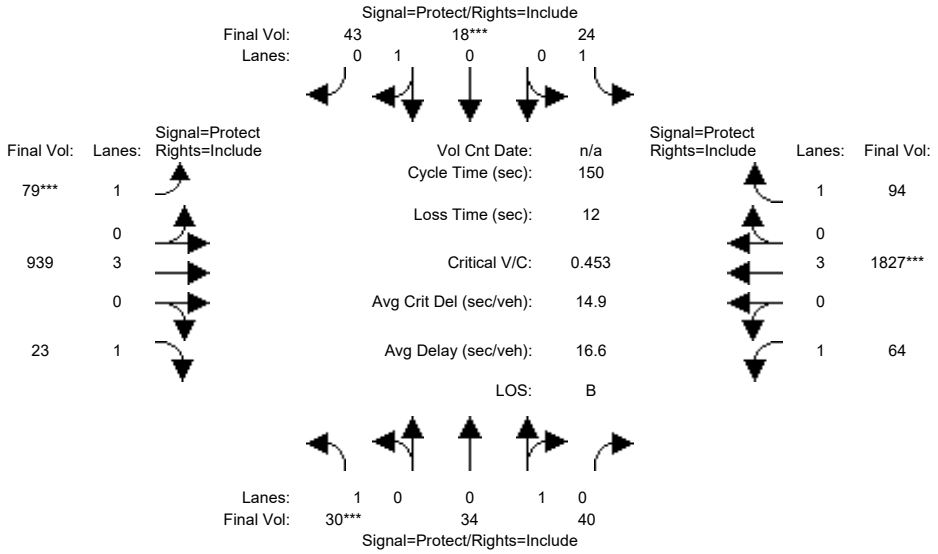
El Camino Real Specific Plan TIA
SJ17-1774
Cumulative Plus Project AM

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

Intersection #7: El Camino Real/Bowe Ave



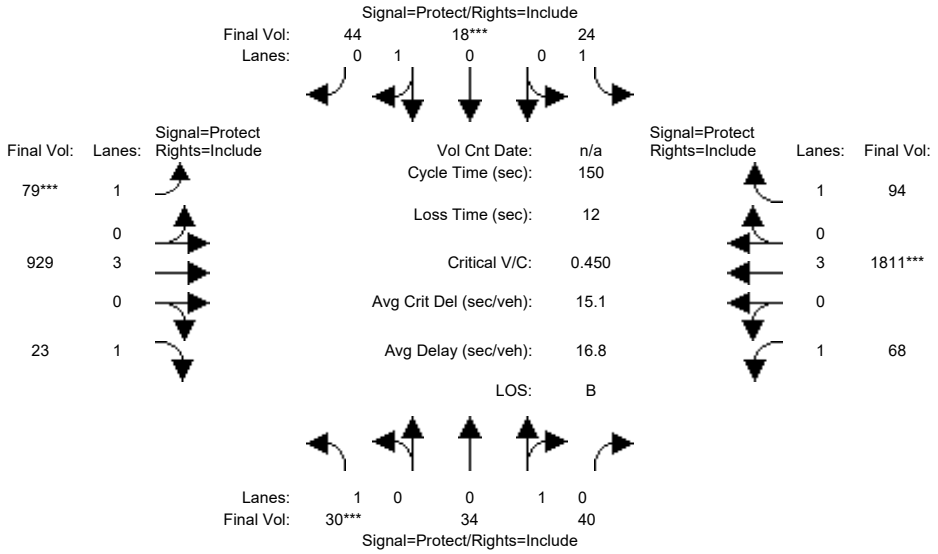
Street Name:	Bowe Ave						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	30	34	40	24	18	43	79	939	23	64	1827	94
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	34	40	24	18	43	79	939	23	64	1827	94
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	34	40	24	18	43	79	939	23	64	1827	94
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	34	40	24	18	43	79	939	23	64	1827	94
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	34	40	24	18	43	79	939	23	64	1827	94
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	34	40	24	18	43	79	939	23	64	1827	94
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.46	0.54	1.00	0.30	0.70	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	827	973	1750	531	1269	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.04	0.04	0.01	0.03	0.03	0.05	0.16	0.01	0.04	0.32	0.05
Crit Moves:	****				****		****				****	
Green Time:	7.0	10.7	10.7	7.5	11.1	11.1	14.8	93.4	93.4	26.5	105	105.1
Volume/Cap:	0.37	0.58	0.58	0.28	0.46	0.46	0.46	0.26	0.02	0.21	0.46	0.08
Delay/Veh:	72.1	74.0	74.0	70.4	69.0	69.0	65.7	12.8	10.8	53.1	10.0	7.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	72.1	74.0	74.0	70.4	69.0	69.0	65.7	12.8	10.8	53.1	10.0	7.1
LOS by Move:	E	E	E	E	E	E	E	B	B+	D-	A	A
HCM2k95thQ:	4	9	9	3	7	7	7	12	1	5	21	3

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

El Camino Real Specific Plan TIA
SJ17-1774
Cumulative Plus Project AM

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

Intersection #7: El Camino Real/Bowe Ave



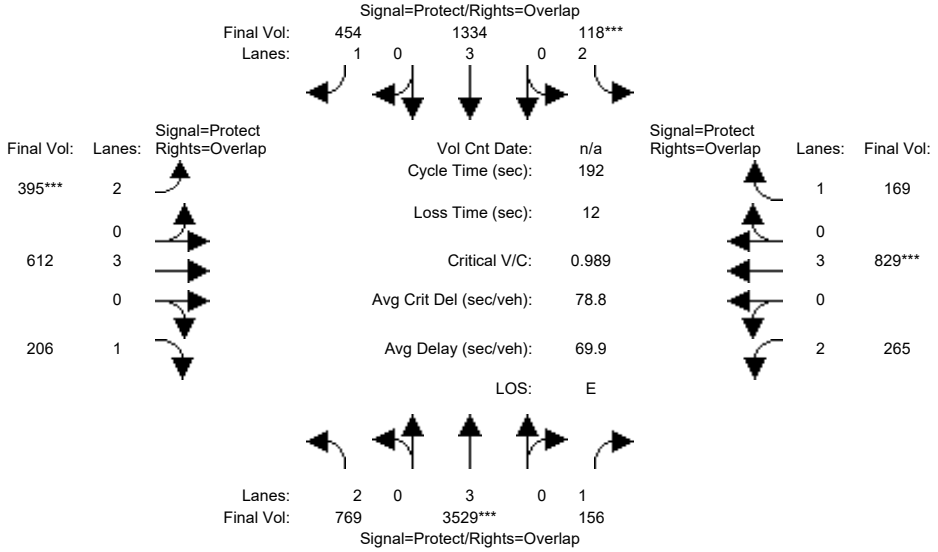
Street Name:	Bowe Ave						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	30	34	40	24	18	44	79	929	23	68	1811	94
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	34	40	24	18	44	79	929	23	68	1811	94
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	34	40	24	18	44	79	929	23	68	1811	94
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	34	40	24	18	44	79	929	23	68	1811	94
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	34	40	24	18	44	79	929	23	68	1811	94
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	34	40	24	18	44	79	929	23	68	1811	94
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.46	0.54	1.00	0.29	0.71	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	827	973	1750	523	1277	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.04	0.04	0.01	0.03	0.03	0.05	0.16	0.01	0.04	0.32	0.05
Crit Moves:	****				****		****				****	
Green Time:	7.0	10.8	10.8	7.6	11.4	11.4	14.9	93.0	93.0	26.6	105	104.8
Volume/Cap:	0.37	0.57	0.57	0.27	0.45	0.45	0.45	0.26	0.02	0.22	0.45	0.08
Delay/Veh:	72.1	73.3	73.3	70.2	68.8	68.8	65.6	13.0	11.0	53.1	10.1	7.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	72.1	73.3	73.3	70.2	68.8	68.8	65.6	13.0	11.0	53.1	10.1	7.2
LOS by Move:	E	E	E	E	E	E	E	B	B+	D-	B+	A
HCM2k95thQ:	4	8	8	3	7	7	7	12	1	5	20	3

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

El Camino Real Specific Plan TIA
SJ17-1774
Cumulative Plus Project AM

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

Intersection #8: El Camino Real/San Tomas Expy (CMP)



Street Name:	San Tomas Expy						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	14	10	10	14	10	10	14	10	10	14	10	10
Y+R:	5.7	5.8	5.8	5.7	5.8	5.8	5.9	5.6	5.6	6.0	5.6	5.6
Volume Module:												
Base Vol:	769	4304	156	118	1588	454	395	612	206	265	829	169
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	769	4304	156	118	1588	454	395	612	206	265	829	169
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	769	4304	156	118	1588	454	395	612	206	265	829	169
User Adj:	1.00	0.82	1.00	1.00	0.84	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	769	3529	156	118	1334	454	395	612	206	265	829	169
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	769	3529	156	118	1334	454	395	612	206	265	829	169
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	769	3529	156	118	1334	454	395	612	206	265	829	169
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	0.83	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	4731	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.24	0.62	0.09	0.04	0.28	0.26	0.13	0.11	0.12	0.08	0.15	0.10
Crit Moves:		****		****			****				****	
Green Time:	60.1	115	137.7	14.0	69.4	92.8	23.4	28.3	88.4	22.2	27.1	41.1
Volume/Cap:	0.78	1.03	0.12	0.51	0.78	0.54	1.03	0.73	0.26	0.73	1.03	0.45
Delay/Veh:	64.0	61.8	8.5	87.7	56.9	35.3	138.0	81.4	31.8	89.2	122	66.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.0	61.8	8.5	87.7	56.9	35.3	138.0	81.4	31.8	89.2	122	66.5
LOS by Move:	E	E	A	F	E+	D+	F	F	C	F	F	E
HCM2k95thQ:	38	107	6	8	39	33	29	21	14	17	33	17

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

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El Camino Real Specific Plan TIA
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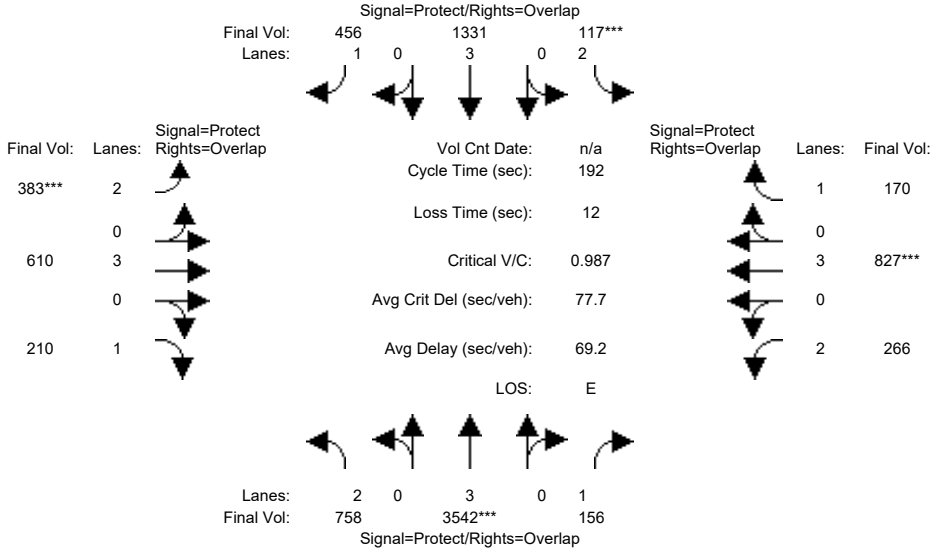
2000 HCM Operations (Future Volume Alternative)
Cumulative PP AM

Intersection #8: El Camino Real/San Tomas Expy (CMP)



Street Name:	San Tomas Expy						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	14	10	10	14	10	10	14	10	10	14	10	10
Y+R:	5.7	5.8	5.8	5.7	5.8	5.8	5.9	5.6	5.6	6.0	5.6	5.6
Volume Module:												
Base Vol:	758	4319	156	117	1585	456	383	610	210	266	827	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	758	4319	156	117	1585	456	383	610	210	266	827	170
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	758	4319	156	117	1585	456	383	610	210	266	827	170
User Adj:	1.00	0.82	1.00	1.00	0.84	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	758	3542	156	117	1331	456	383	610	210	266	827	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	758	3542	156	117	1331	456	383	610	210	266	827	170
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	758	3542	156	117	1331	456	383	610	210	266	827	170
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	0.83	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	4731	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.24	0.62	0.09	0.04	0.28	0.26	0.12	0.11	0.12	0.08	0.15	0.10
Crit Moves:		****		****			****				****	
Green Time:	60.0	116	138.1	14.0	70.2	92.9	22.7	27.9	87.9	22.0	27.1	41.1
Volume/Cap:	0.77	1.03	0.12	0.51	0.77	0.54	1.03	0.74	0.26	0.74	1.03	0.45
Delay/Veh:	63.5	60.7	8.3	87.6	56.0	35.3	138.4	82.1	32.3	90.0	121	66.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	63.5	60.7	8.3	87.6	56.0	35.3	138.4	82.1	32.3	90.0	121	66.5
LOS by Move:	E	E	A	F	E+	D+	F	F	C-	F	F	E
HCM2k95thQ:	37	106	6	8	38	33	28	21	15	17	33	17

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

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El Camino Real Specific Plan TIA
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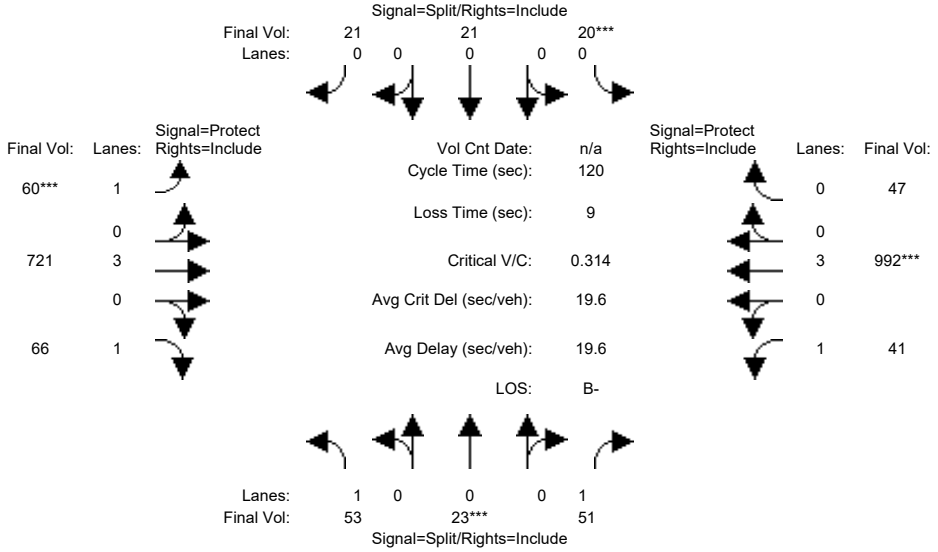
Cumulative AM

Intersection #9: El Camino Real/McCormick Dr



Street Name:	McCormick Dr						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	7	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	53	23	51	20	21	21	60	721	66	41	992	47
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	53	23	51	20	21	21	60	721	66	41	992	47
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	53	23	51	20	21	21	60	721	66	41	992	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	53	23	51	20	21	21	60	721	66	41	992	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	23	51	20	21	21	60	721	66	41	992	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	53	23	51	20	21	21	60	721	66	41	992	47
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	0.84	0.36	0.80	0.32	0.34	0.34	1.00	3.00	1.00	1.00	2.86	0.14
Final Sat.:	1502	652	1446	565	593	593	1750	5700	1750	1750	5346	253
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.04	0.04	0.04	0.03	0.13	0.04	0.02	0.19	0.19
Crit Moves:		****		****			****				****	
Green Time:	13.5	13.5	13.5	13.5	13.5	13.5	13.1	57.5	57.5	26.5	70.9	70.9
Volume/Cap:	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.26	0.08	0.11	0.31	0.31
Delay/Veh:	49.5	49.5	49.5	49.9	49.9	49.9	50.3	18.7	17.0	37.4	12.4	12.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.5	49.5	49.5	49.9	49.9	49.9	50.3	18.7	17.0	37.4	12.4	12.4
LOS by Move:	D	D	D	D	D	D	D	B-	B	D+	B	B
HCM2k95thQ:	5	5	5	5	5	5	4	10	3	3	12	12

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

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El Camino Real Specific Plan TIA
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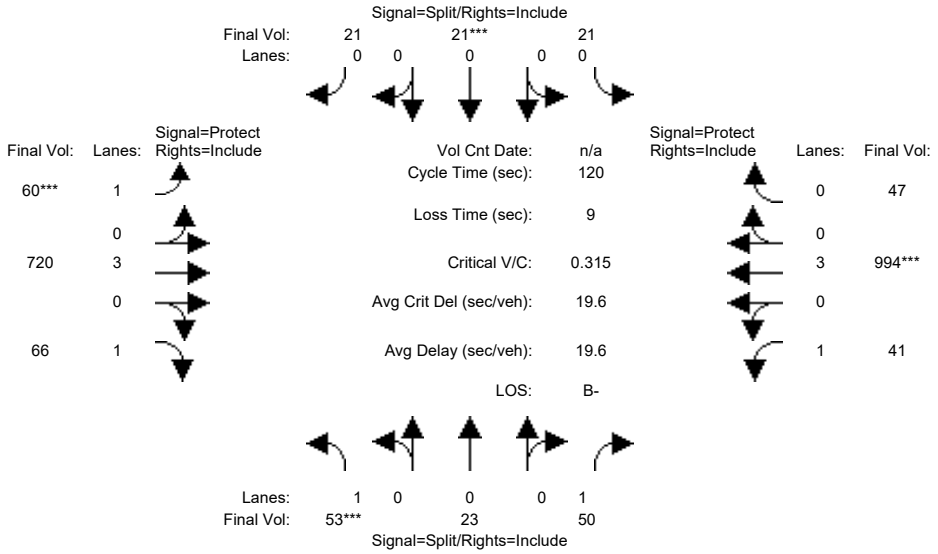
Cumulative Plus Project AM

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

Intersection #9: El Camino Real/McCormick Dr



Street Name:	McCormick Dr						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	7	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	53	23	50	21	21	21	60	720	66	41	994	47
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	53	23	50	21	21	21	60	720	66	41	994	47
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	53	23	50	21	21	21	60	720	66	41	994	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	53	23	50	21	21	21	60	720	66	41	994	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	23	50	21	21	21	60	720	66	41	994	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	53	23	50	21	21	21	60	720	66	41	994	47
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	0.84	0.37	0.79	0.34	0.33	0.33	1.00	3.00	1.00	1.00	2.86	0.14
Final Sat.:	1514	657	1429	583	583	583	1750	5700	1750	1750	5347	253
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.04	0.04	0.04	0.03	0.13	0.04	0.02	0.19	0.19
Crit Moves:	****				****		****				****	
Green Time:	13.3	13.3	13.3	13.7	13.7	13.7	13.1	57.4	57.4	26.5	70.9	70.9
Volume/Cap:	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.26	0.08	0.11	0.31	0.31
Delay/Veh:	49.6	49.6	49.6	49.7	49.7	49.7	50.3	18.7	17.0	37.4	12.4	12.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.6	49.6	49.6	49.7	49.7	49.7	50.3	18.7	17.0	37.4	12.4	12.4
LOS by Move:	D	D	D	D	D	D	D	B-	B	D+	B	B
HCM2k95thQ:	5	5	5	5	5	5	4	10	3	3	12	12

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

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El Camino Real Specific Plan TIA
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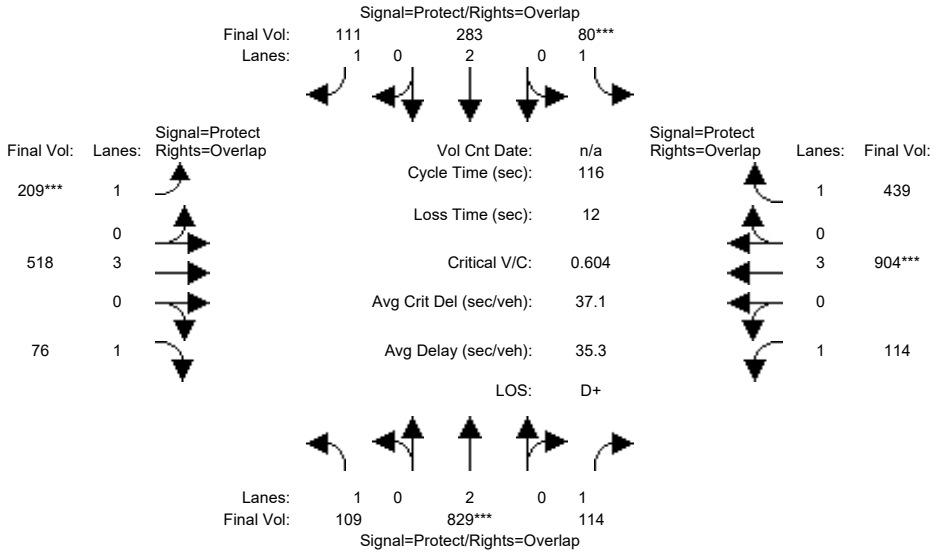
2000 HCM Operations (Future Volume Alternative)
Cumulative AM

Intersection #10: El Camino Real/Scott Blvd (CMP)



Street Name:	Scott Blvd						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	6	8	8	10	5	5	6	8	8	4	5	5
Y+R:	5.0	5.1	5.1	5.0	5.0	5.0	5.0	5.4	5.4	5.0	5.4	5.4
Volume Module:												
Base Vol:	109	829	114	80	283	111	209	518	76	114	904	439
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	109	829	114	80	283	111	209	518	76	114	904	439
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	109	829	114	80	283	111	209	518	76	114	904	439
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	109	829	114	80	283	111	209	518	76	114	904	439
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	109	829	114	80	283	111	209	518	76	114	904	439
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	109	829	114	80	283	111	209	518	76	114	904	439
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.22	0.07	0.05	0.07	0.06	0.12	0.09	0.04	0.07	0.16	0.25
Crit Moves:		****		****			****				****	
Green Time:	23.4	41.3	63.3	10.0	28.0	50.6	22.6	30.7	54.1	22.0	30.0	40.0
Volume/Cap:	0.31	0.61	0.12	0.53	0.31	0.15	0.61	0.34	0.09	0.34	0.61	0.73
Delay/Veh:	39.9	31.6	12.9	54.3	36.3	19.8	45.9	34.7	17.3	41.4	38.6	37.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.9	31.6	12.9	54.3	36.3	19.8	45.9	34.7	17.3	41.4	38.6	37.6
LOS by Move:	D	C	B	D-	D+	B-	D	C-	B	D	D+	D+
HCM2k95thQ:	7	22	4	7	8	5	14	9	3	7	17	26

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

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El Camino Real Specific Plan TIA
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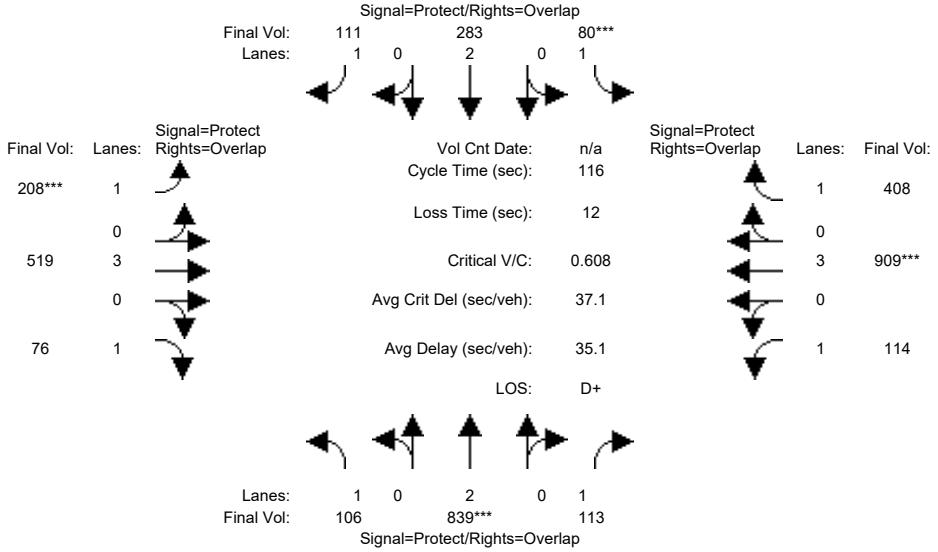
2000 HCM Operations (Future Volume Alternative)
Cumulative PP AM

Intersection #10: El Camino Real/Scott Blvd (CMP)



Street Name:	Scott Blvd						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	6	8	8	10	5	5	6	8	8	4	5	5
Y+R:	5.0	5.1	5.1	5.0	5.0	5.0	5.0	5.4	5.4	5.0	5.4	5.4
Volume Module:												
Base Vol:	106	839	113	80	283	111	208	519	76	114	909	408
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	106	839	113	80	283	111	208	519	76	114	909	408
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	106	839	113	80	283	111	208	519	76	114	909	408
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	106	839	113	80	283	111	208	519	76	114	909	408
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	106	839	113	80	283	111	208	519	76	114	909	408
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	106	839	113	80	283	111	208	519	76	114	909	408
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.22	0.06	0.05	0.07	0.06	0.12	0.09	0.04	0.07	0.16	0.23
Crit Moves:		****		****			****				****	
Green Time:	23.1	41.6	63.4	10.0	28.4	50.8	22.4	30.6	53.7	21.9	30.0	40.0
Volume/Cap:	0.30	0.62	0.12	0.53	0.30	0.14	0.62	0.35	0.09	0.35	0.62	0.68
Delay/Veh:	40.1	31.5	12.8	54.3	35.9	19.6	46.3	34.8	17.5	41.5	38.7	35.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.1	31.5	12.8	54.3	35.9	19.6	46.3	34.8	17.5	41.5	38.7	35.5
LOS by Move:	D	C	B	D-	D+	B-	D	C-	B	D	D+	D+
HCM2k95thQ:	7	22	4	7	8	5	14	9	3	7	17	24

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

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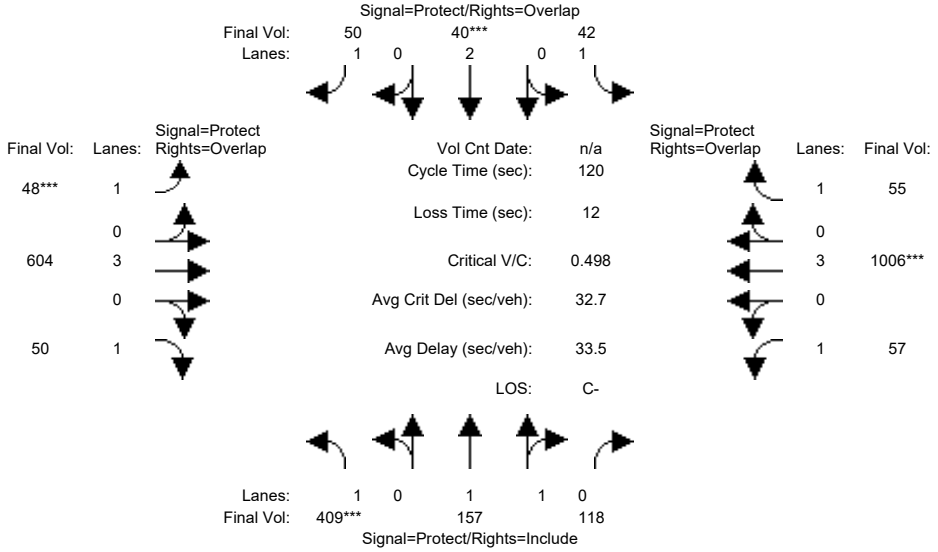
El Camino Real Specific Plan TIA
SJ17-1774
Cumulative Plus Project AM

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

Intersection #11: El Camino Real/Lincoln St (CMP)



Street Name:	Lincoln St						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	409	157	118	42	40	50	48	604	50	57	1006	55
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	409	157	118	42	40	50	48	604	50	57	1006	55
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	409	157	118	42	40	50	48	604	50	57	1006	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	409	157	118	42	40	50	48	604	50	57	1006	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	409	157	118	42	40	50	48	604	50	57	1006	55
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	409	157	118	42	40	50	48	604	50	57	1006	55
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.12	0.88	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	2111	1587	1750	3800	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.23	0.07	0.07	0.02	0.01	0.03	0.03	0.11	0.03	0.03	0.18	0.03
Crit Moves:	****				****		****				****	
Green Time:	51.8	36.4	36.4	25.5	10.0	17.0	7.0	29.8	81.6	16.4	39.2	64.6
Volume/Cap:	0.54	0.25	0.25	0.11	0.13	0.20	0.47	0.43	0.04	0.24	0.54	0.06
Delay/Veh:	26.1	31.6	31.6	38.3	51.1	45.9	58.1	38.2	6.3	46.8	33.4	13.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.1	31.6	31.6	38.3	51.1	45.9	58.1	38.2	6.3	46.8	33.4	13.2
LOS by Move:	C	C	C	D+	D-	D	E+	D+	A	D	C-	B
HCM2k95thQ:	22	8	8	3	2	4	4	12	1	4	18	2

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

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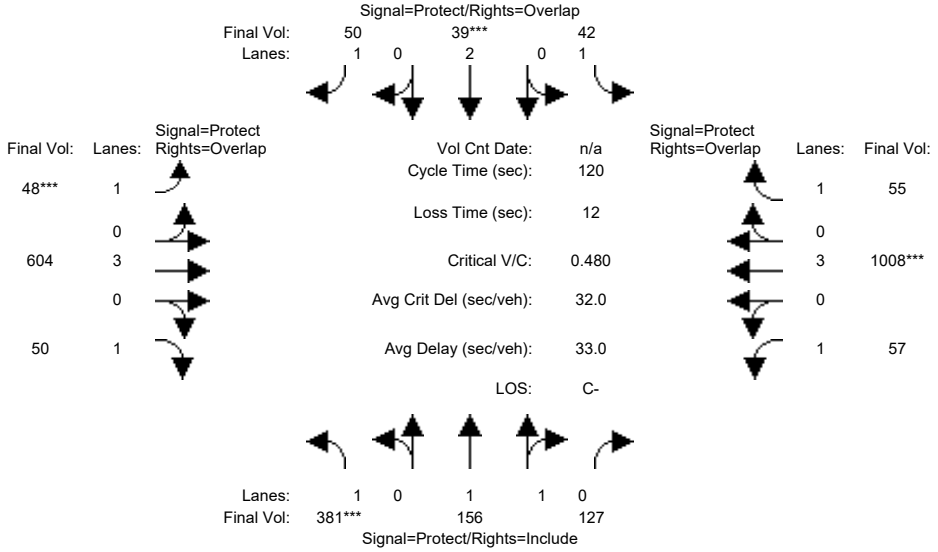
El Camino Real Specific Plan TIA
SJ17-1774
Cumulative Plus Project AM

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

Intersection #11: El Camino Real/Lincoln St (CMP)



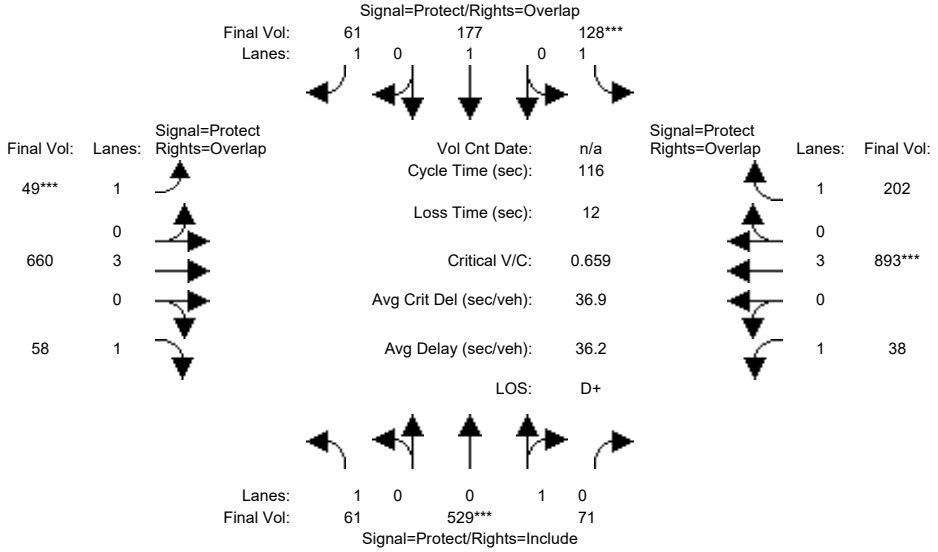
Street Name:	Lincoln St						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	381	156	127	42	39	50	48	604	50	57	1008	55
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	381	156	127	42	39	50	48	604	50	57	1008	55
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	381	156	127	42	39	50	48	604	50	57	1008	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	381	156	127	42	39	50	48	604	50	57	1008	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	381	156	127	42	39	50	48	604	50	57	1008	55
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	381	156	127	42	39	50	48	604	50	57	1008	55
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	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.08	0.92	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	2038	1659	1750	3800	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.22	0.08	0.08	0.02	0.01	0.03	0.03	0.11	0.03	0.03	0.18	0.03
Crit Moves:	****				****		****				****	
Green Time:	50.2	35.4	35.4	24.8	10.0	17.0	7.0	30.8	81.0	17.0	40.8	65.6
Volume/Cap:	0.52	0.26	0.26	0.12	0.12	0.20	0.47	0.41	0.04	0.23	0.52	0.06
Delay/Veh:	26.6	32.4	32.4	38.8	51.1	45.9	58.1	37.3	6.5	46.2	32.0	12.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.6	32.4	32.4	38.8	51.1	45.9	58.1	37.3	6.5	46.2	32.0	12.8
LOS by Move:	C	C-	C-	D+	D-	D	E+	D+	A	D	C-	B
HCM2k95thQ:	21	8	8	3	2	4	4	11	1	4	18	2

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

El Camino Real Specific Plan TIA
SJ17-1774
Cumulative Plus Project AM

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

Intersection #12: El Camino Real/Monroe St (CMP)



Street Name:	Monroe St						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	5	10	10	5	10	10
Y+R:	4.0	5.2	5.2	4.5	5.2	5.2	4.5	6.4	6.4	4.0	6.4	6.4
Volume Module:												
Base Vol:	61	529	71	128	177	61	49	660	58	38	893	202
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	61	529	71	128	177	61	49	660	58	38	893	202
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	61	529	71	128	177	61	49	660	58	38	893	202
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	61	529	71	128	177	61	49	660	58	38	893	202
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	61	529	71	128	177	61	49	660	58	38	893	202
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	61	529	71	128	177	61	49	660	58	38	893	202
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.88	0.12	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	1587	213	1750	1900	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.33	0.33	0.07	0.09	0.03	0.03	0.12	0.03	0.02	0.16	0.12
Crit Moves:		****		****			****				****	
Green Time:	28.1	58.6	58.6	12.9	43.4	48.4	5.0	23.7	51.8	8.8	27.5	40.4
Volume/Cap:	0.14	0.66	0.66	0.66	0.25	0.08	0.65	0.57	0.07	0.29	0.66	0.33
Delay/Veh:	34.7	23.1	23.1	57.6	25.3	20.5	72.9	42.2	18.4	51.8	41.2	28.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.7	23.1	23.1	57.6	25.3	20.5	72.9	42.2	18.4	51.8	41.2	28.2
LOS by Move:	C-	C	C	E+	C	C+	E	D	B-	D-	D	C
HCM2k95thQ:	4	29	29	10	8	3	4	13	3	3	18	11

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

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El Camino Real Specific Plan TIA
SJ17-1774
Cumulative Plus Project AM

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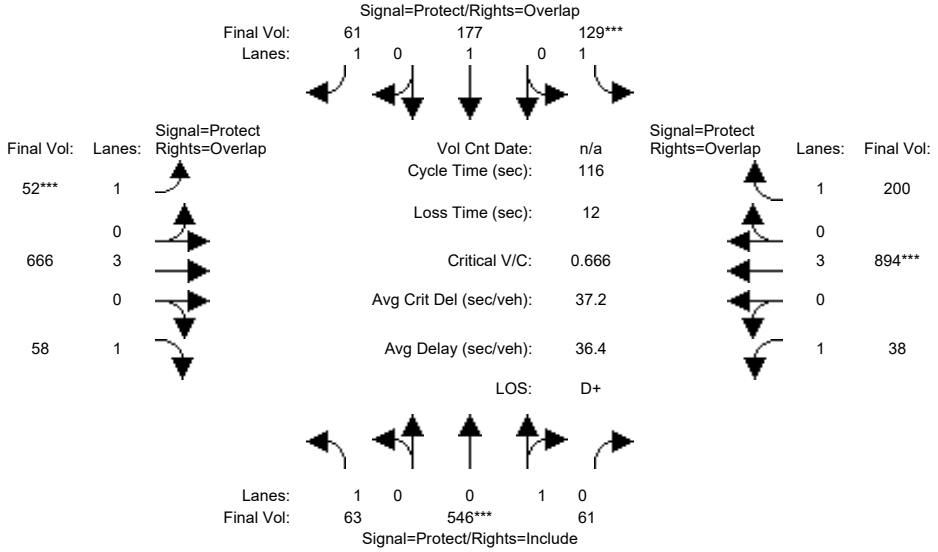
2000 HCM Operations (Future Volume Alternative)
Cumulative PP AM

Intersection #12: El Camino Real/Monroe St (CMP)



Street Name:	Monroe St						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	5	10	10	5	10	10
Y+R:	4.0	5.2	5.2	4.5	5.2	5.2	4.5	6.4	6.4	4.0	6.4	6.4
Volume Module:												
Base Vol:	63	546	61	129	177	61	52	666	58	38	894	200
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	63	546	61	129	177	61	52	666	58	38	894	200
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	63	546	61	129	177	61	52	666	58	38	894	200
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	63	546	61	129	177	61	52	666	58	38	894	200
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	546	61	129	177	61	52	666	58	38	894	200
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	63	546	61	129	177	61	52	666	58	38	894	200
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.90	0.10	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	1619	181	1750	1900	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.34	0.34	0.07	0.09	0.03	0.03	0.12	0.03	0.02	0.16	0.11
Crit Moves:		****		****			****				****	
Green Time:	28.1	58.7	58.7	12.8	43.4	48.6	5.2	23.7	51.8	8.8	27.3	40.1
Volume/Cap:	0.15	0.67	0.67	0.67	0.25	0.08	0.67	0.57	0.07	0.29	0.67	0.33
Delay/Veh:	34.7	23.3	23.3	58.1	25.2	20.3	74.4	42.2	18.4	51.9	41.5	28.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.7	23.3	23.3	58.1	25.2	20.3	74.4	42.2	18.4	51.9	41.5	28.3
LOS by Move:	C-	C	C	E+	C	C+	E	D	B-	D-	D	C
HCM2k95thQ:	4	30	30	10	8	3	4	13	3	3	18	11

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

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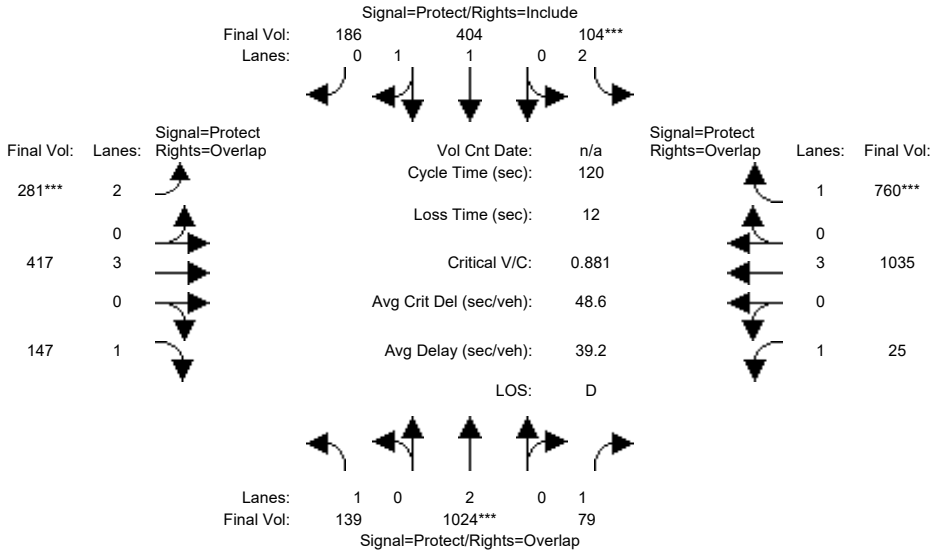
El Camino Real Specific Plan TIA
SJ17-1774
Cumulative Plus Project AM

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

Intersection #13: El Camino Real/Lafayette St (CMP)



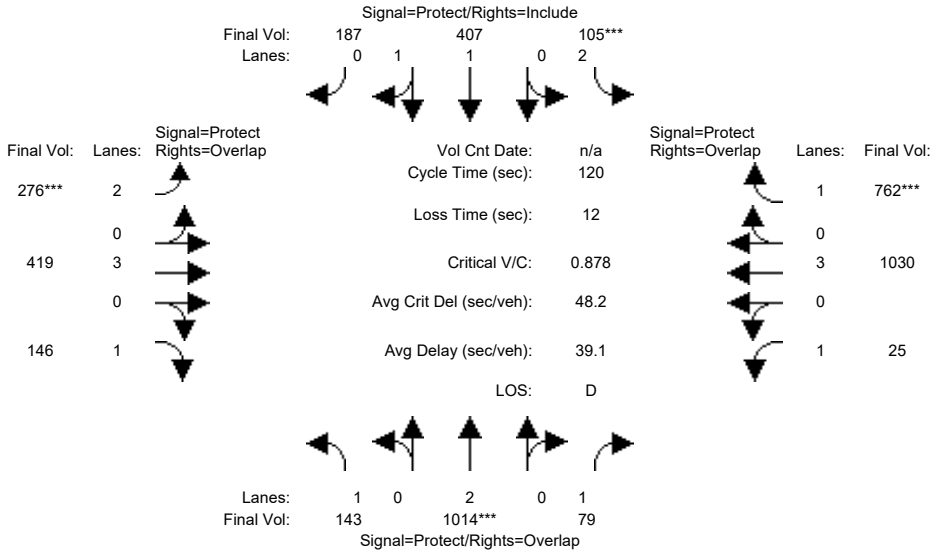
Street Name:	Lafayette St						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	6	8	8	6	12	12	4	12	12	8	10	10
Y+R:	4.0	5.0	5.0	4.0	5.0	5.0	44.0	5.4	5.4	4.0	5.4	5.4
Volume Module:												
Base Vol:	139	1024	79	104	404	186	281	417	147	25	1035	760
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	139	1024	79	104	404	186	281	417	147	25	1035	760
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	139	1024	79	104	404	186	281	417	147	25	1035	760
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	139	1024	79	104	404	186	281	417	147	25	1035	760
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	139	1024	79	104	404	186	281	417	147	25	1035	760
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	139	1024	79	104	404	186	281	417	147	25	1035	760
Saturation 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	0.99	0.95	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	1.35	0.65	2.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	3150	2533	1166	3150	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.27	0.05	0.03	0.16	0.16	0.09	0.07	0.08	0.01	0.18	0.43
Crit Moves:		****		****			****					****
Green Time:	14.3	37.0	63.0	6.0	28.7	28.7	12.2	39.0	53.3	26.0	52.8	58.8
Volume/Cap:	0.67	0.87	0.09	0.66	0.67	0.67	0.87	0.23	0.19	0.07	0.41	0.89
Delay/Veh:	58.6	46.8	14.2	65.9	43.3	43.3	75.4	29.6	20.4	37.4	23.1	38.7
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:	58.6	46.8	14.2	65.9	43.3	43.3	75.4	29.6	20.4	37.4	23.1	38.7
LOS by Move:	E+	D	B	E	D	D	E-	C	C+	D+	C	D+
HCM2k95thQ:	12	35	3	7	20	20	13	7	7	2	16	47

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

El Camino Real Specific Plan TIA
SJ17-1774
Cumulative Plus Project AM

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

Intersection #13: El Camino Real/Lafayette St (CMP)



Street Name:	Lafayette St						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	6	8	8	6	12	12	4	12	12	8	10	10
Y+R:	4.0	5.0	5.0	4.0	5.0	5.0	44.0	5.4	5.4	4.0	5.4	5.4
Volume Module:												
Base Vol:	143	1014	79	105	407	187	276	419	146	25	1030	762
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	143	1014	79	105	407	187	276	419	146	25	1030	762
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	143	1014	79	105	407	187	276	419	146	25	1030	762
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	143	1014	79	105	407	187	276	419	146	25	1030	762
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	143	1014	79	105	407	187	276	419	146	25	1030	762
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	143	1014	79	105	407	187	276	419	146	25	1030	762
Saturation 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	0.99	0.95	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	1.35	0.65	2.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	3150	2534	1164	3150	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.27	0.05	0.03	0.16	0.16	0.09	0.07	0.08	0.01	0.18	0.44
Crit Moves:		****		****			****					****
Green Time:	14.4	36.8	62.9	6.0	28.4	28.4	12.1	39.1	53.6	26.1	53.1	59.1
Volume/Cap:	0.68	0.87	0.09	0.67	0.68	0.68	0.87	0.23	0.19	0.07	0.41	0.88
Delay/Veh:	59.3	46.7	14.3	66.4	43.9	43.9	75.2	29.5	20.2	37.4	22.8	38.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.3	46.7	14.3	66.4	43.9	43.9	75.2	29.5	20.2	37.4	22.8	38.0
LOS by Move:	E+	D	B	E	D	D	E-	C	C+	D+	C+	D+
HCM2k95thQ:	13	35	3	7	20	20	13	7	7	2	15	47

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

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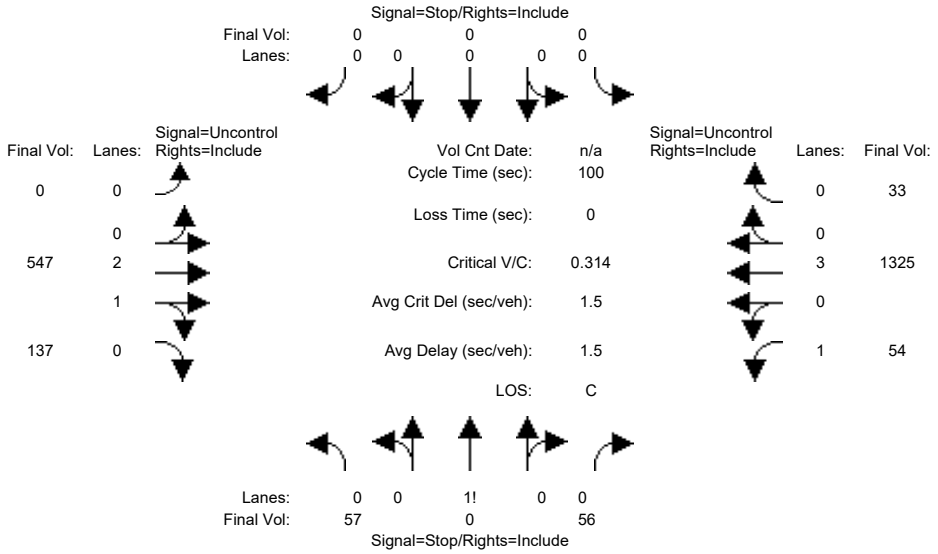
El Camino Real Specific Plan TIA
SJ17-1774
Cumulative Plus Project AM

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

Intersection #14: El Camino Real/Harrison St




```
Street Name:           Harrison St                      El Camino Real
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      57    0    56     0    0     0     0  547   137    54 1325    33
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   57    0    56     0    0     0     0  547   137    54 1325    33
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   57    0    56     0    0     0     0  547   137    54 1325    33
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    57    0    56     0    0     0     0  547   137    54 1325    33
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   57    0    56     0    0     0     0  547   137    54 1325    33
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  6.8  6.5   6.9 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:  3.5  4.0   3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 1165 2082   251  xxxx xxxx xxxxx  xxxx xxxx xxxxx   684 xxxx xxxxx
Potent Cap.:  190   54   755  xxxx xxxx xxxxx  xxxx xxxx xxxxx   919 xxxx xxxxx
Move Cap.:    182   51   755  xxxx xxxx xxxxx  xxxx xxxx xxxxx   919 xxxx xxxxx
Volume/Cap:  0.31 0.00  0.07  xxxx xxxx  xxxx  xxxx xxxx  xxxx  0.06 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.2 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx   9.2 xxxx xxxxx
LOS by Move:    *    *     *     *    *     *     *    *     *     A    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx  291 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx  1.8 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx 25.0 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    C     *     *    *     *     *    *     *     *    *     *
ApproachDel:      25.0           xxxxxx           xxxxxx           xxxxxx
ApproachLOS:         C                *                *                *
Note: Queue reported is the number of cars per lane.
                     Peak Hour Delay Signal Warrant Report
*******************************************************************************
Intersection #14 El Camino Real/Harrison St
*******************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
```

```
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0  0  1! 0  0    0  0  0  0  0    0  0  2  1  0    1  0  2  1  0
Initial Vol:   57    0    56     0    0     0     0  547   137    54 1325    33
ApproachDel:      25.0           xxxxxx           xxxxxx           xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.8]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=113]
   SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=2209]
   SUCCEED - Total volume greater than or equal to 650 for intersection
             with less than four approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
                Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #14 El Camino Real/Harrison St
********************************************************************************
Future Volume Alternative: Peak Hour Warrant Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0  0  1! 0  0    0  0  0  0  0    0  0  2  1  0    1  0  2  1  0
Initial Vol:   57    0    56     0    0     0     0  547   137    54 1325    33
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             2096
Minor Approach Volume:           113
Minor Approach Volume Threshold: 30 [less than minimum of 100]
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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

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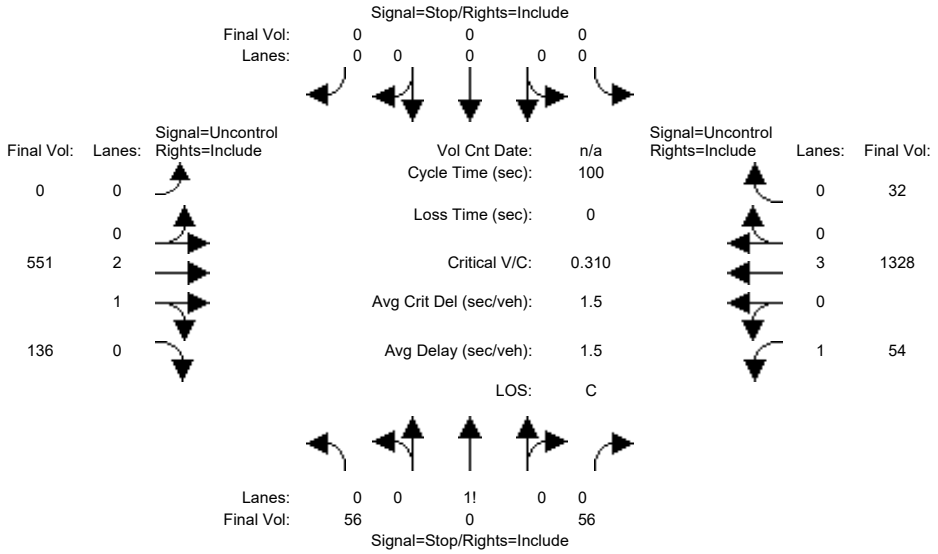
El Camino Real Specific Plan TIA
SJ17-1774
Cumulative Plus Project AM

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

Intersection #14: El Camino Real/Harrison St




```
Street Name:            Harrison St                     El Camino Real
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:      L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       56    0    56     0    0     0     0  551   136    54 1328    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:    56    0    56     0    0     0     0  551   136    54 1328    32
Added Vol:       0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:     0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    56    0    56     0    0     0     0  551   136    54 1328    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:     56    0    56     0    0     0     0  551   136    54 1328    32
Reduct Vol:      0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    56    0    56     0    0     0     0  551   136    54 1328    32
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:   6.8  6.5   6.9 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:   3.5  4.0   3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 1170 2087   252  xxxx xxxx xxxxx  xxxx xxxx xxxxx   687 xxxx xxxxx
Potent Cap.:  189   53   754  xxxx xxxx xxxxx  xxxx xxxx xxxxx   916 xxxx xxxxx
Move Cap.:    181   50   754  xxxx xxxx xxxxx  xxxx xxxx xxxxx   916 xxxx xxxxx
Volume/Cap:  0.31 0.00  0.07  xxxx xxxx  xxxx  xxxx xxxx  xxxx  0.06 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.2 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx   9.2 xxxx xxxxx
LOS by Move:    *    *     *     *    *     *     *    *     *     A    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx  291 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx  1.7 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx 24.9 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    C     *     *    *     *     *    *     *     *    *     *
ApproachDel:      24.9           xxxxxx           xxxxxx           xxxxxx
ApproachLOS:         C                *                *                *
Note: Queue reported is the number of cars per lane.
                     Peak Hour Delay Signal Warrant Report
*******************************************************************************
Intersection #14 El Camino Real/Harrison St
*******************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
```

```
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0  0  1! 0  0    0  0  0  0  0    0  0  2  1  0    1  0  2  1  0
Initial Vol:   56    0    56     0    0     0     0  551   136    54 1328    32
ApproachDel:      24.9           xxxxxx           xxxxxx           xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.8]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=112]
   SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=2213]
   SUCCEED - Total volume greater than or equal to 650 for intersection
             with less than four approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
                Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #14 El Camino Real/Harrison St
********************************************************************************
Future Volume Alternative: Peak Hour Warrant Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0  0  1! 0  0    0  0  0  0  0    0  0  2  1  0    1  0  2  1  0
Initial Vol:   56    0    56     0    0     0     0  551   136    54 1328    32
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             2101
Minor Approach Volume:           112
Minor Approach Volume Threshold: 29 [less than minimum of 100]
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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

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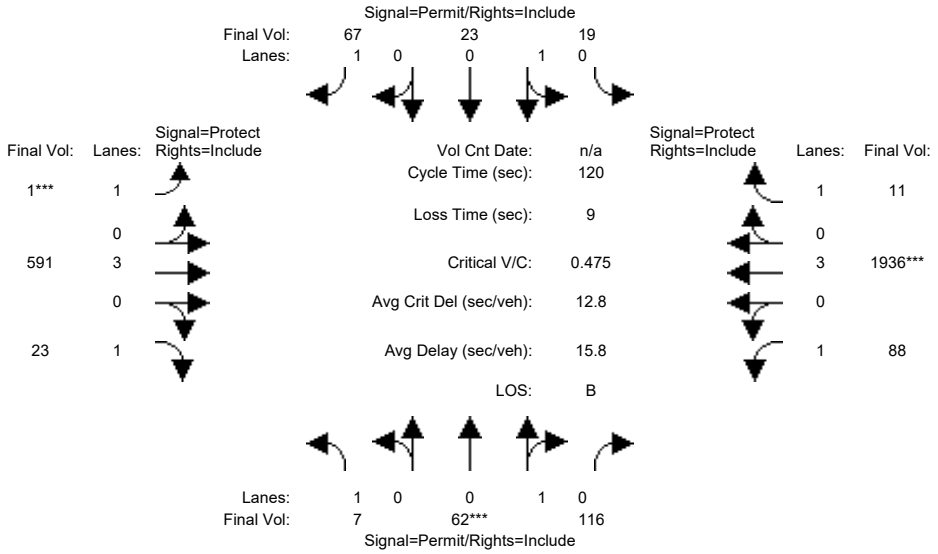
El Camino Real Specific Plan TIA
SJ17-1774
Cumulative Plus Project AM

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

Intersection #15: El Camino Real/Benton St



Street Name:	Benton St						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	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:												
Base Vol:	7	62	116	19	23	67	1	591	23	88	1936	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	62	116	19	23	67	1	591	23	88	1936	11
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	62	116	19	23	67	1	591	23	88	1936	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	62	116	19	23	67	1	591	23	88	1936	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	62	116	19	23	67	1	591	23	88	1936	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	7	62	116	19	23	67	1	591	23	88	1936	11
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.35	0.65	0.45	0.55	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	627	1173	814	986	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.10	0.10	0.02	0.02	0.04	0.00	0.10	0.01	0.05	0.34	0.01
Crit Moves:		****					****				****	
Green Time:	23.5	23.5	23.5	23.5	23.5	23.5	7.0	56.0	56.0	31.5	80.5	80.5
Volume/Cap:	0.02	0.51	0.51	0.12	0.12	0.20	0.01	0.22	0.03	0.19	0.51	0.01
Delay/Veh:	39.0	44.3	44.3	39.9	39.9	40.7	53.3	19.1	17.3	34.5	9.9	6.5
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:	39.0	44.3	44.3	39.9	39.9	40.7	53.3	19.1	17.3	34.5	9.9	6.5
LOS by Move:	D	D	D	D	D	D	D-	B-	B	C-	A	A
HCM2k95thQ:	0	13	13	3	3	5	0	8	1	5	21	0

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

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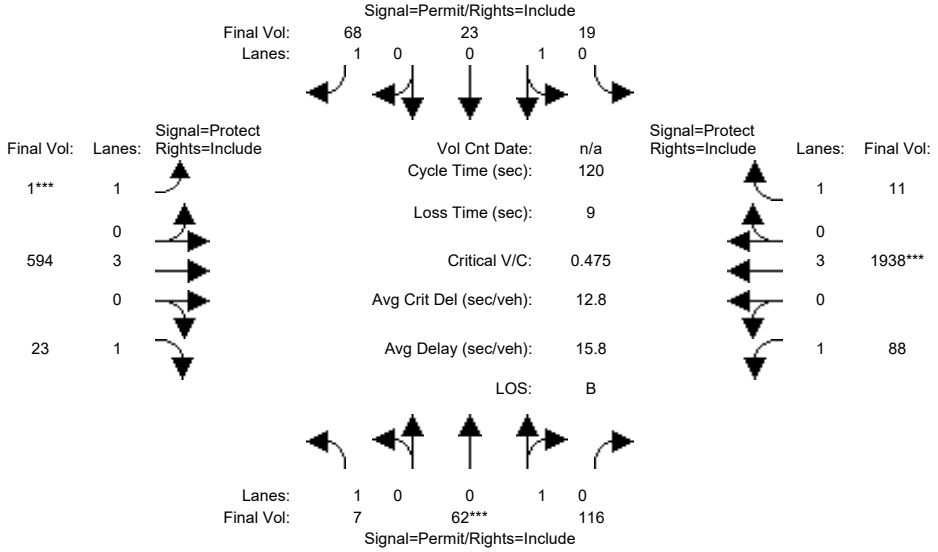
El Camino Real Specific Plan TIA
SJ17-1774
Cumulative Plus Project AM

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

Intersection #15: El Camino Real/Benton St



Street Name:	Benton St						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	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:												
Base Vol:	7	62	116	19	23	68	1	594	23	88	1938	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	62	116	19	23	68	1	594	23	88	1938	11
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	62	116	19	23	68	1	594	23	88	1938	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	62	116	19	23	68	1	594	23	88	1938	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	62	116	19	23	68	1	594	23	88	1938	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	7	62	116	19	23	68	1	594	23	88	1938	11
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.35	0.65	0.45	0.55	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	627	1173	814	986	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.10	0.10	0.02	0.02	0.04	0.00	0.10	0.01	0.05	0.34	0.01
Crit Moves:		****					****				****	
Green Time:	23.4	23.4	23.4	23.4	23.4	23.4	7.0	56.1	56.1	31.4	80.6	80.6
Volume/Cap:	0.02	0.51	0.51	0.12	0.12	0.20	0.01	0.22	0.03	0.19	0.51	0.01
Delay/Veh:	39.0	44.3	44.3	39.9	39.9	40.7	53.3	19.0	17.2	34.6	9.9	6.5
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:	39.0	44.3	44.3	39.9	39.9	40.7	53.3	19.0	17.2	34.6	9.9	6.5
LOS by Move:	D	D	D	D	D	D	D-	B-	B	C-	A	A
HCM2k95thQ:	0	13	13	3	3	5	0	8	1	5	21	0

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

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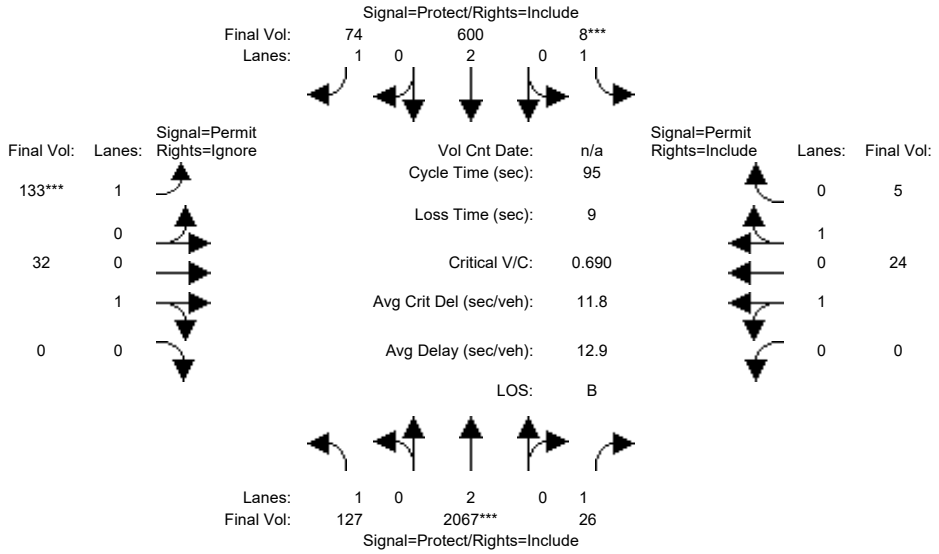
El Camino Real Specific Plan TIA
SJ17-1774
Cumulative Plus Project AM

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

Intersection #16: El Camino Real/The Alameda (CMP)



Street Name:	El Camino Real						The Alameda					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	127	2067	26	8	600	74	133	32	110	0	24	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	127	2067	26	8	600	74	133	32	110	0	24	5
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	127	2067	26	8	600	74	133	32	110	0	24	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	127	2067	26	8	600	74	133	32	0	0	24	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	127	2067	26	8	600	74	133	32	0	0	24	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	127	2067	26	8	600	74	133	32	0	0	24	5
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.92	0.92	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	0.00	0.00	1.66	0.34
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1800	0	0	2979	621
Capacity Analysis Module:												
Vol/Sat:	0.07	0.54	0.01	0.00	0.16	0.04	0.08	0.02	0.00	0.00	0.01	0.01
Crit Moves:		****		****			****					
Green Time:	24.2	69.0	69.0	7.0	51.8	51.8	10.0	10.0	0.0	0.0	10.0	10.0
Volume/Cap:	0.29	0.75	0.02	0.06	0.29	0.08	0.72	0.17	0.00	0.00	0.08	0.08
Delay/Veh:	28.8	9.0	3.6	41.1	11.7	10.3	54.3	39.1	0.0	0.0	38.4	38.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.8	9.0	3.6	41.1	11.7	10.3	54.3	39.1	0.0	0.0	38.4	38.4
LOS by Move:	C	A	A	D	B+	B+	D-	D	A	A	D+	D+
HCM2k95thQ:	6	30	0	1	9	2	11	2	0	0	1	1

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

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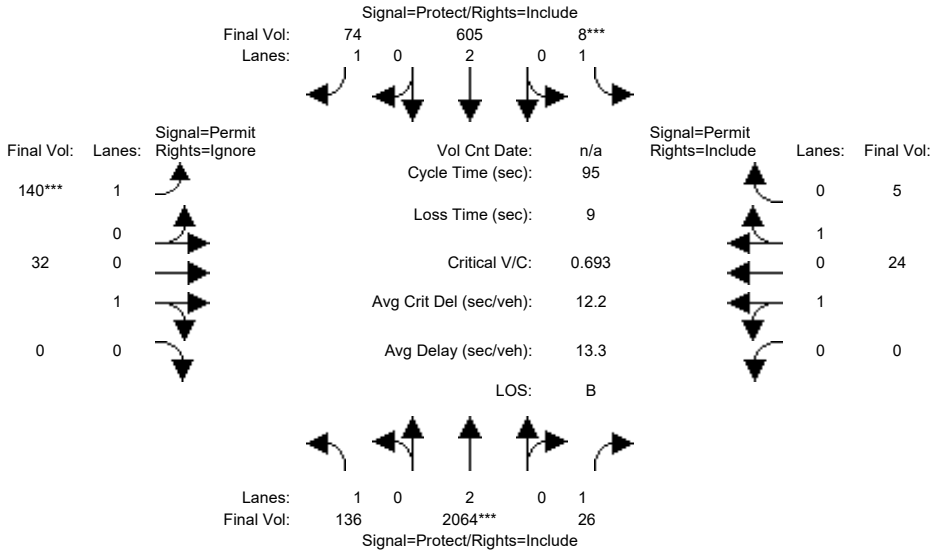
El Camino Real Specific Plan TIA
SJ17-1774
Cumulative Plus Project AM

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

Intersection #16: El Camino Real/The Alameda (CMP)



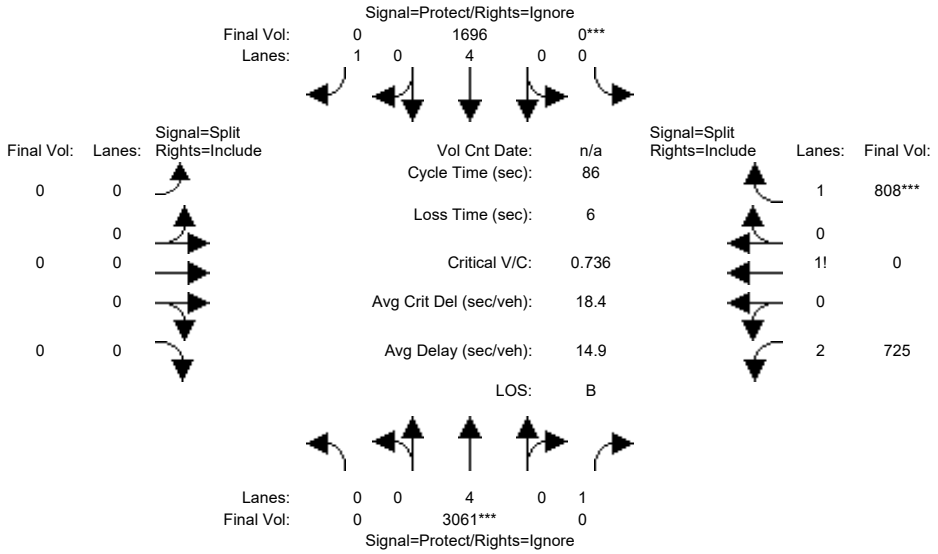
Street Name:	El Camino Real						The Alameda					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	136	2064	26	8	605	74	140	32	106	0	24	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	136	2064	26	8	605	74	140	32	106	0	24	5
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	136	2064	26	8	605	74	140	32	106	0	24	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	136	2064	26	8	605	74	140	32	0	0	24	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	136	2064	26	8	605	74	140	32	0	0	24	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	136	2064	26	8	605	74	140	32	0	0	24	5
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.92	0.92	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	0.00	0.00	1.66	0.34
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1800	0	0	2979	621
Capacity Analysis Module:												
Vol/Sat:	0.08	0.54	0.01	0.00	0.16	0.04	0.08	0.02	0.00	0.00	0.01	0.01
Crit Moves:		****		****			****					
Green Time:	24.9	68.9	68.9	7.0	51.0	51.0	10.1	10.1	0.0	0.0	10.1	10.1
Volume/Cap:	0.30	0.75	0.02	0.06	0.30	0.08	0.75	0.17	0.00	0.00	0.08	0.08
Delay/Veh:	28.4	9.1	3.7	41.1	12.2	10.7	56.6	39.0	0.0	0.0	38.3	38.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.4	9.1	3.7	41.1	12.2	10.7	56.6	39.0	0.0	0.0	38.3	38.3
LOS by Move:	C	A	A	D	B	B+	E+	D+	A	A	D+	D+
HCM2k95thQ:	6	30	0	1	9	2	12	2	0	0	1	1

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

El Camino Real Specific Plan TIA
SJ17-1774
Cumulative Plus Project AM

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

Intersection #17: Lawrence Expy/NB US 101



Street Name:	Lawrence Expy						NB US 101					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	52	0	0	52	0	0	0	0	23	23	23
Y+R:	0.0	6.2	0.0	0.0	6.2	0.0	0.0	0.0	0.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	0	3061	827	0	1696	475	0	0	0	725	0	808
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	3061	827	0	1696	475	0	0	0	725	0	808
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	3061	827	0	1696	475	0	0	0	725	0	808
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	3061	0	0	1696	0	0	0	0	725	0	808
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	3061	0	0	1696	0	0	0	0	725	0	808
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	3061	0	0	1696	0	0	0	0	725	0	808
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.95
Lanes:	0.00	4.00	1.00	0.00	4.00	1.00	0.00	0.00	0.00	2.41	0.00	1.59
Final Sat.:	0	7600	1750	0	7600	1750	0	0	0	3790	0	2869
Capacity Analysis Module:												
Vol/Sat:	0.00	0.40	0.00	0.00	0.22	0.00	0.00	0.00	0.00	0.19	0.00	0.28
Crit Moves:		****		****								****
Green Time:	0.0	52.0	0.0	0.0	52.0	0.0	0.0	0.0	0.0	28.0	0.0	28.0
Volume/Cap:	0.00	0.67	0.00	0.00	0.37	0.00	0.00	0.00	0.00	0.59	0.00	0.86
Delay/Veh:	0.0	11.6	0.0	0.0	8.7	0.0	0.0	0.0	0.0	24.5	0.0	32.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	11.6	0.0	0.0	8.7	0.0	0.0	0.0	0.0	24.5	0.0	32.0
LOS by Move:	A	B+	A	A	A	A	A	A	A	C	A	C
HCM2k95thQ:	0	23	0	0	11	0	0	0	0	16	0	29

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

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El Camino Real Specific Plan TIA
SJ17-1774
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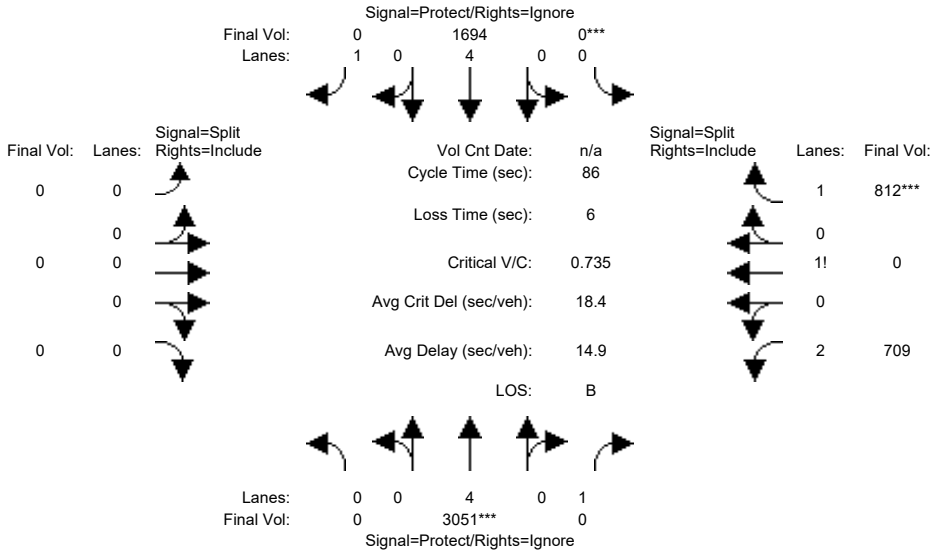
2000 HCM Operations (Future Volume Alternative)
Cumulative PP AM

Intersection #17: Lawrence Expy/NB US 101



Street Name:	Lawrence Expy						NB US 101					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	52	0	0	52	0	0	0	0	23	23	23
Y+R:	0.0	6.2	0.0	0.0	6.2	0.0	0.0	0.0	0.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	0	3051	836	0	1694	477	0	0	0	709	0	812
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	3051	836	0	1694	477	0	0	0	709	0	812
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	3051	836	0	1694	477	0	0	0	709	0	812
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	3051	0	0	1694	0	0	0	0	709	0	812
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	3051	0	0	1694	0	0	0	0	709	0	812
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	3051	0	0	1694	0	0	0	0	709	0	812
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.95
Lanes:	0.00	4.00	1.00	0.00	4.00	1.00	0.00	0.00	0.00	2.40	0.00	1.60
Final Sat.:	0	7600	1750	0	7600	1750	0	0	0	3779	0	2881
Capacity Analysis Module:												
Vol/Sat:	0.00	0.40	0.00	0.00	0.22	0.00	0.00	0.00	0.00	0.19	0.00	0.28
Crit Moves:		****		****								****
Green Time:	0.0	52.0	0.0	0.0	52.0	0.0	0.0	0.0	0.0	28.0	0.0	28.0
Volume/Cap:	0.00	0.66	0.00	0.00	0.37	0.00	0.00	0.00	0.00	0.58	0.00	0.87
Delay/Veh:	0.0	11.6	0.0	0.0	8.7	0.0	0.0	0.0	0.0	24.4	0.0	32.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	11.6	0.0	0.0	8.7	0.0	0.0	0.0	0.0	24.4	0.0	32.0
LOS by Move:	A	B+	A	A	A	A	A	A	A	C	A	C-
HCM2k95thQ:	0	23	0	0	11	0	0	0	0	16	0	29

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

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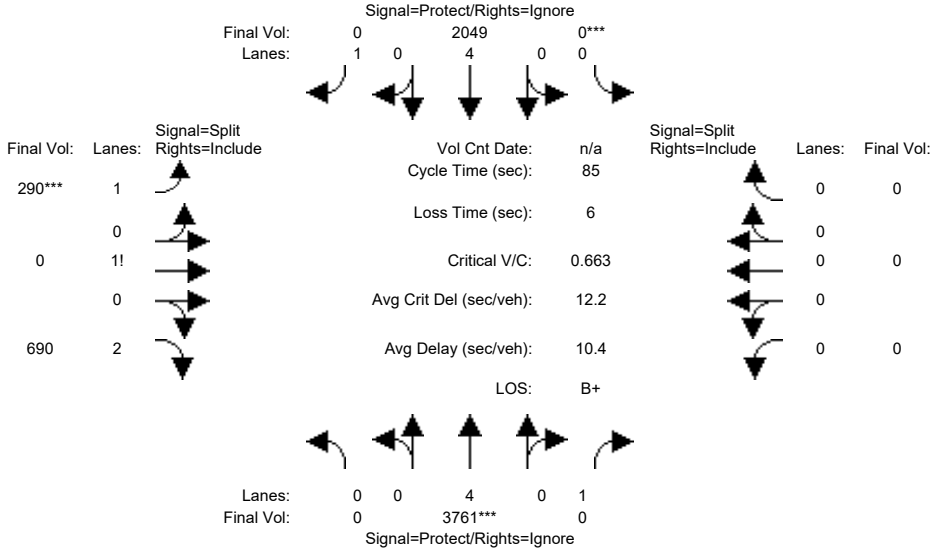
El Camino Real Specific Plan TIA
SJ17-1774
Cumulative Plus Project AM

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

Intersection #18: Lawrence Expy/SB US 101



Street Name:	Lawrence Expy						SB US 101					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	60	0	0	60	0	14	14	14	0	0	0
Y+R:	0.0	6.2	0.0	0.0	6.2	0.0	5.5	5.5	5.5	0.0	0.0	0.0
Volume Module:												
Base Vol:	0	3761	717	0	2049	354	290	0	690	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	3761	717	0	2049	354	290	0	690	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	3761	717	0	2049	354	290	0	690	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	3761	0	0	2049	0	290	0	690	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	3761	0	0	2049	0	290	0	690	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	3761	0	0	2049	0	290	0	690	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.86	0.92	1.00	0.92
Lanes:	0.00	4.00	1.00	0.00	4.00	1.00	1.37	0.00	2.63	0.00	0.00	0.00
Final Sat.:	0	7600	1750	0	7600	1750	2396	0	4277	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.49	0.00	0.00	0.27	0.00	0.12	0.00	0.16	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green Time:	0.0	60.0	0.0	0.0	60.0	0.0	19.0	0.0	19.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.70	0.00	0.00	0.38	0.00	0.54	0.00	0.72	0.00	0.00	0.00
Delay/Veh:	0.0	7.7	0.0	0.0	5.1	0.0	29.5	0.0	32.5	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	7.7	0.0	0.0	5.1	0.0	29.5	0.0	32.5	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	C	A	C-	A	A	A
HCM2k95thQ:	0	23	0	0	10	0	11	0	17	0	0	0

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

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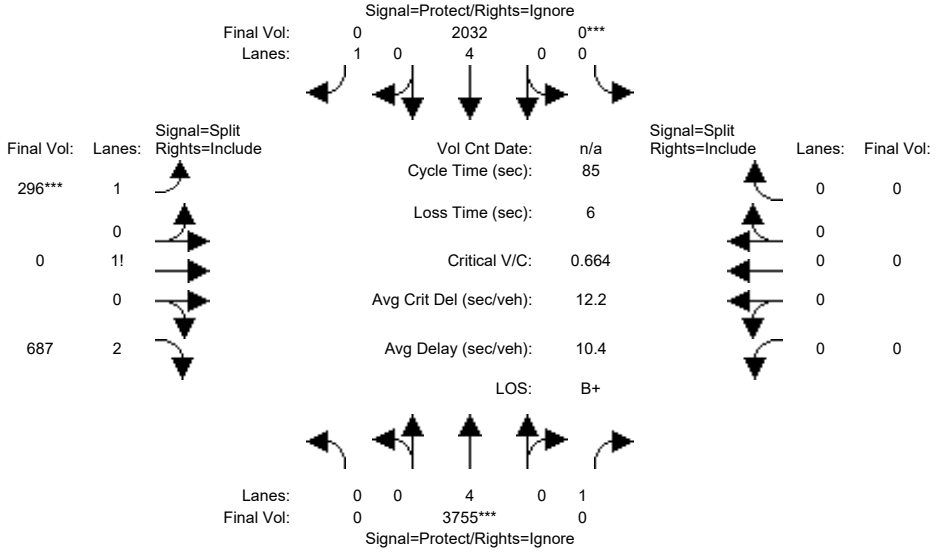
2000 HCM Operations (Future Volume Alternative)
Cumulative PP AM

Intersection #18: Lawrence Expy/SB US 101



Street Name:	Lawrence Expy						SB US 101					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	60	0	0	60	0	14	14	14	0	0	0
Y+R:	0.0	6.2	0.0	0.0	6.2	0.0	5.5	5.5	5.5	0.0	0.0	0.0
Volume Module:												
Base Vol:	0	3755	715	0	2032	355	296	0	687	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	3755	715	0	2032	355	296	0	687	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	3755	715	0	2032	355	296	0	687	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	3755	0	0	2032	0	296	0	687	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	3755	0	0	2032	0	296	0	687	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	3755	0	0	2032	0	296	0	687	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.86	0.92	1.00	0.92
Lanes:	0.00	4.00	1.00	0.00	4.00	1.00	1.38	0.00	2.62	0.00	0.00	0.00
Final Sat.:	0	7600	1750	0	7600	1750	2406	0	4265	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.49	0.00	0.00	0.27	0.00	0.12	0.00	0.16	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green Time:	0.0	60.0	0.0	0.0	60.0	0.0	19.0	0.0	19.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.70	0.00	0.00	0.38	0.00	0.55	0.00	0.72	0.00	0.00	0.00
Delay/Veh:	0.0	7.7	0.0	0.0	5.1	0.0	29.6	0.0	32.5	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	7.7	0.0	0.0	5.1	0.0	29.6	0.0	32.5	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	C	A	C-	A	A	A
HCM2k95thQ:	0	23	0	0	10	0	12	0	17	0	0	0

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

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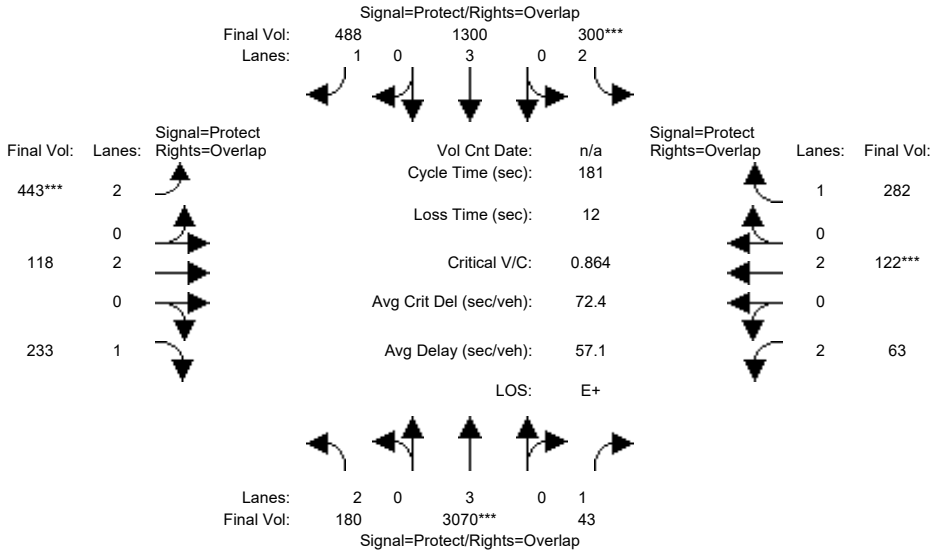
Intersection #19: Lawrence Expy/Oakmead Pkwy



Street Name:	Lawrence Expy						Oakmead Pkwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	18	85	85	21	88	88	24	38	38	13	27	27
Y+R:	6.4	6.2	6.2	6.3	6.2	6.2	5.6	5.5	5.5	5.6	5.6	5.6
Volume Module:												
Base Vol:	180	3837	43	300	1940	488	443	118	233	63	122	282
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	3837	43	300	1940	488	443	118	233	63	122	282
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	180	3837	43	300	1940	488	443	118	233	63	122	282
User Adj:	1.00	0.80	1.00	1.00	0.67	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	180	3070	43	300	1300	488	443	118	233	63	122	282
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	3070	43	300	1300	488	443	118	233	63	122	282
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	180	3070	43	300	1300	488	443	118	233	63	122	282
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.54	0.02	0.10	0.23	0.28	0.14	0.03	0.13	0.02	0.03	0.16
Crit Moves:		****		****			****				****	
Green Time:	19.9	95.9	109.2	21.0	97.1	122.1	25.1	38.8	58.6	13.3	27.0	48.0
Volume/Cap:	0.52	1.02	0.04	0.82	0.43	0.41	1.02	0.14	0.41	0.27	0.22	0.61
Delay/Veh:	77.5	63.0	14.6	91.9	25.3	13.5	125.1	57.7	48.2	79.9	67.9	60.6
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:	77.5	63.0	14.6	91.9	25.3	13.5	125.1	57.7	48.2	79.9	67.9	60.6
LOS by Move:	E-	E	B	F	C	B	F	E+	D	E-	E	E
HCM2k95thQ:	10	90	2	19	25	23	33	5	19	4	6	26

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

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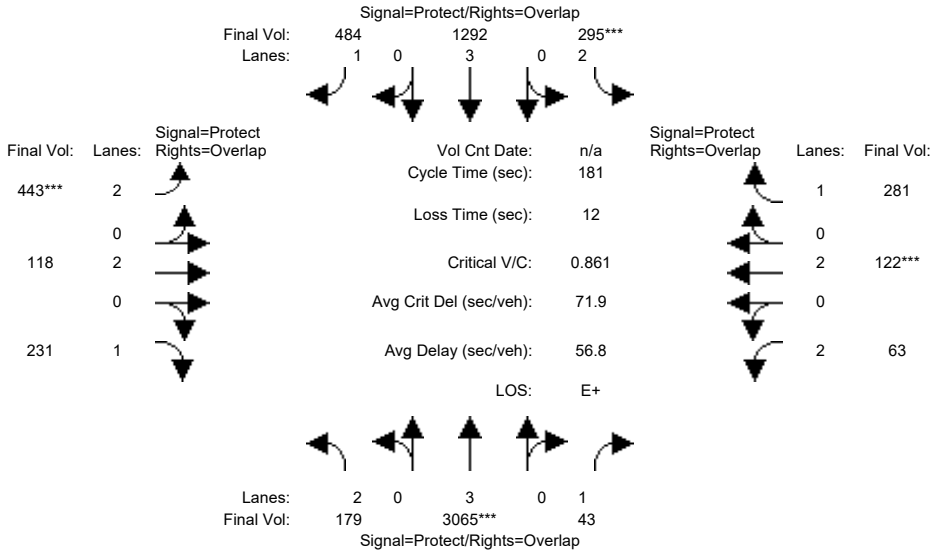
2000 HCM Operations (Future Volume Alternative)
Cumulative PP AM

Intersection #19: Lawrence Expy/Oakmead Pkwy



Street Name:	Lawrence Expy						Oakmead Pkwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	18	85	85	21	88	88	24	38	38	13	27	27
Y+R:	6.4	6.2	6.2	6.3	6.2	6.2	5.6	5.5	5.5	5.6	5.6	5.6
Volume Module:												
Base Vol:	179	3831	43	295	1929	484	443	118	231	63	122	281
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	179	3831	43	295	1929	484	443	118	231	63	122	281
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	179	3831	43	295	1929	484	443	118	231	63	122	281
User Adj:	1.00	0.80	1.00	1.00	0.67	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	179	3065	43	295	1292	484	443	118	231	63	122	281
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	179	3065	43	295	1292	484	443	118	231	63	122	281
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	179	3065	43	295	1292	484	443	118	231	63	122	281
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.54	0.02	0.09	0.23	0.28	0.14	0.03	0.13	0.02	0.03	0.16
Crit Moves:		****		****			****				****	
Green Time:	19.9	95.9	109.2	21.0	97.1	122.1	25.1	38.8	58.7	13.3	27.0	48.0
Volume/Cap:	0.52	1.01	0.04	0.81	0.42	0.41	1.01	0.14	0.41	0.27	0.22	0.61
Delay/Veh:	77.4	62.7	14.6	90.5	25.3	13.5	124.8	57.7	48.1	79.9	67.9	60.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	77.4	62.7	14.6	90.5	25.3	13.5	124.8	57.7	48.1	79.9	67.9	60.5
LOS by Move:	E-	E	B	F	C	B	F	E+	D	E-	E	E
HCM2k95thQ:	10	89	2	19	24	23	33	5	19	4	6	26

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

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El Camino Real Specific Plan TIA
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2000 HCM Operations (Future Volume Alternative)
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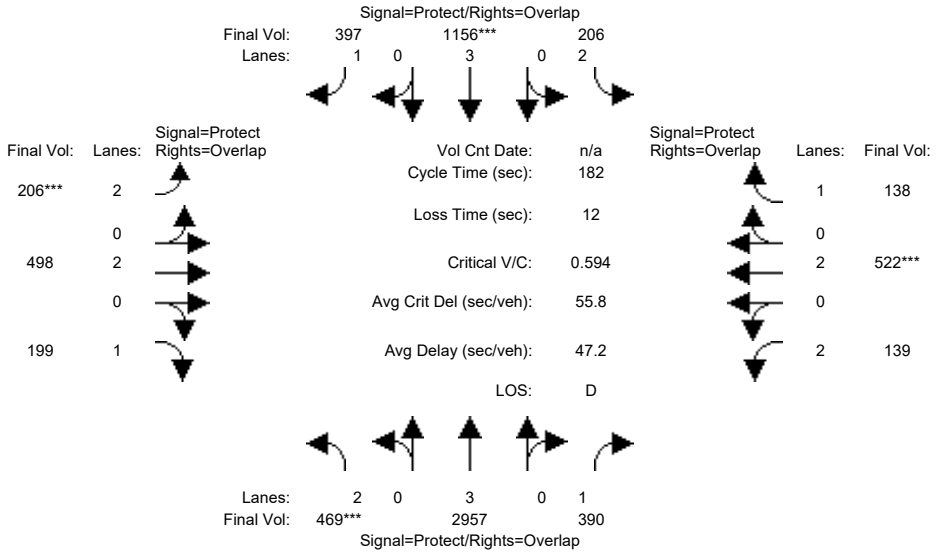
Intersection #20: Lawrence Expy/E Arques Ave (CMP)



Street Name:	Lawrence Expy						E Arques Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	23	94	94	17	88	88	16	32	32	15	31	31
Y+R:	6.3	6.2	6.2	6.1	6.2	6.2	5.9	5.7	5.7	5.9	5.7	5.7
Volume Module:												
Base Vol:	469	3696	390	206	1726	397	206	498	199	139	522	138
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	469	3696	390	206	1726	397	206	498	199	139	522	138
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	469	3696	390	206	1726	397	206	498	199	139	522	138
User Adj:	1.00	0.80	1.00	1.00	0.67	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	469	2957	390	206	1156	397	206	498	199	139	522	138
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	469	2957	390	206	1156	397	206	498	199	139	522	138
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	469	2957	390	206	1156	397	206	498	199	139	522	138
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.84	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1601	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.15	0.52	0.22	0.07	0.20	0.23	0.07	0.13	0.12	0.04	0.14	0.08
Crit Moves:	****				****		****				****	
Green Time:	34.3	104	118.9	18.7	88.0	104.0	16.0	32.5	66.8	15.2	31.7	50.3
Volume/Cap:	0.79	0.91	0.34	0.64	0.42	0.40	0.74	0.73	0.34	0.53	0.79	0.29
Delay/Veh:	77.4	39.4	14.3	82.6	30.6	21.9	91.4	74.9	42.0	82.0	78.3	52.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	77.4	39.4	14.3	82.6	30.6	21.9	91.4	74.9	42.0	82.0	78.3	52.0
LOS by Move:	E-	D	B	F	C	C+	F	E	D	F	E-	D-
HCM2k95thQ:	29	79	19	13	24	23	15	25	16	8	23	12

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

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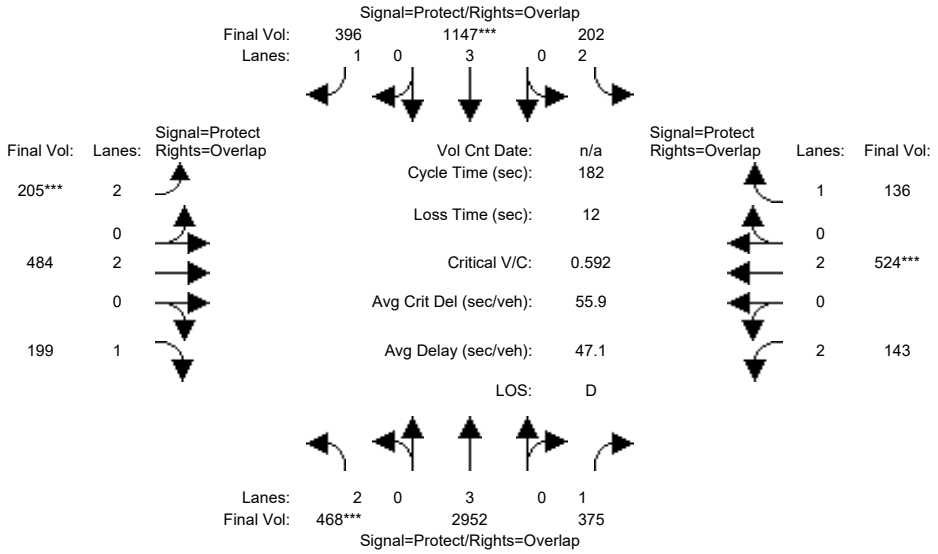
Intersection #20: Lawrence Expy/E Arques Ave (CMP)



Street Name:	Lawrence Expy						E Arques Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	23	94	94	17	88	88	16	32	32	15	31	31
Y+R:	6.3	6.2	6.2	6.1	6.2	6.2	5.9	5.7	5.7	5.9	5.7	5.7
Volume Module:												
Base Vol:	468	3690	375	202	1712	396	205	484	199	143	524	136
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	468	3690	375	202	1712	396	205	484	199	143	524	136
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	468	3690	375	202	1712	396	205	484	199	143	524	136
User Adj:	1.00	0.80	1.00	1.00	0.67	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	468	2952	375	202	1147	396	205	484	199	143	524	136
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	468	2952	375	202	1147	396	205	484	199	143	524	136
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	468	2952	375	202	1147	396	205	484	199	143	524	136
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.84	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1601	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.15	0.52	0.21	0.06	0.20	0.23	0.07	0.13	0.12	0.05	0.14	0.08
Crit Moves:	****				****		****				****	
Green Time:	34.2	104	118.8	18.7	88.0	104.0	16.0	32.5	66.8	15.2	31.8	50.4
Volume/Cap:	0.79	0.91	0.33	0.62	0.42	0.40	0.74	0.71	0.34	0.54	0.79	0.28
Delay/Veh:	77.5	39.4	14.1	82.1	30.5	21.9	91.1	73.9	42.0	82.3	78.3	51.9
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:	77.5	39.4	14.1	82.1	30.5	21.9	91.1	73.9	42.0	82.3	78.3	51.9
LOS by Move:	E-	D	B	F	C	C+	F	E	D	F	E-	D-
HCM2k95thQ:	29	78	18	12	24	23	15	24	16	8	23	11

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

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El Camino Real Specific Plan TIA
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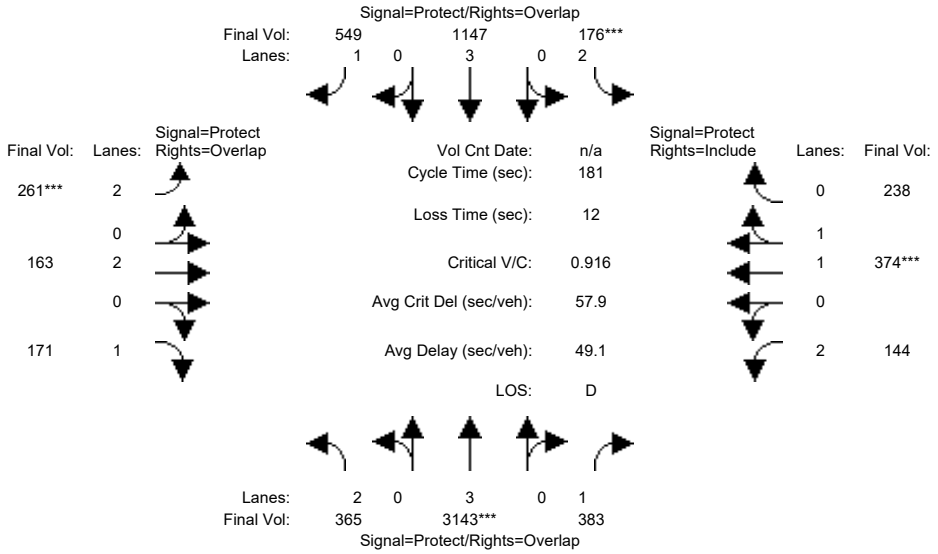
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative AM

Intersection #21: Lawrence Expy/Kifer Rd



Street Name:	Lawrence Expy						Kifer Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	25	101	101	17	93	93	13	29	29	11	27	27
Y+R:	5.9	6.2	6.2	6.1	6.2	6.2	5.8	5.5	5.5	5.9	5.5	5.5
Volume Module:												
Base Vol:	365	4365	383	176	1416	549	261	163	171	144	374	238
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	365	4365	383	176	1416	549	261	163	171	144	374	238
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	365	4365	383	176	1416	549	261	163	171	144	374	238
User Adj:	1.00	0.72	1.00	1.00	0.81	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	365	3143	383	176	1147	549	261	163	171	144	374	238
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	365	3143	383	176	1147	549	261	163	171	144	374	238
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	365	3143	383	176	1147	549	261	163	171	144	374	238
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.99	0.95
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.20	0.80
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	2260	1438
Capacity Analysis Module:												
Vol/Sat:	0.12	0.55	0.22	0.06	0.20	0.31	0.08	0.04	0.10	0.05	0.17	0.17
Crit Moves:		****		****			****				****	
Green Time:	25.8	105	117.8	17.0	96.0	111.7	15.7	34.2	60.0	13.0	31.5	31.5
Volume/Cap:	0.81	0.95	0.34	0.59	0.38	0.51	0.95	0.23	0.29	0.64	0.95	0.95
Delay/Veh:	86.1	43.2	14.3	82.0	25.1	19.7	123.6	62.3	45.1	87.7	98.3	98.3
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:	86.1	43.2	14.3	82.0	25.1	19.7	123.6	62.3	45.1	87.7	98.3	98.3
LOS by Move:	F	D	B	F	C	B-	F	E	D	F	F	F
HCM2k95thQ:	20	80	18	12	22	31	21	7	14	9	31	31

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

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El Camino Real Specific Plan TIA
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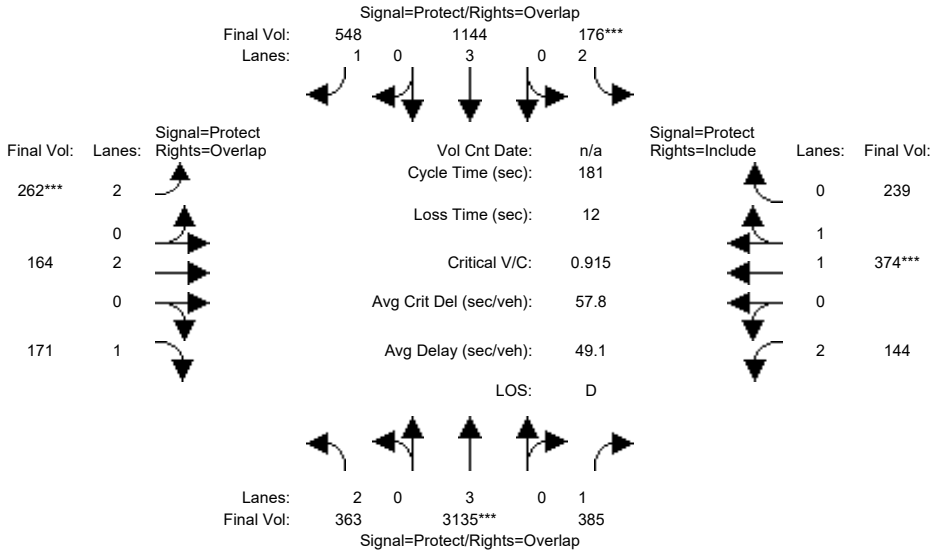
Cumulative Plus Project AM

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

Intersection #21: Lawrence Expy/Kifer Rd



Street Name:	Lawrence Expy						Kifer Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	25	101	101	17	93	93	13	29	29	11	27	27
Y+R:	5.9	6.2	6.2	6.1	6.2	6.2	5.8	5.5	5.5	5.9	5.5	5.5
Volume Module:												
Base Vol:	363	4354	385	176	1412	548	262	164	171	144	374	239
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	363	4354	385	176	1412	548	262	164	171	144	374	239
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	363	4354	385	176	1412	548	262	164	171	144	374	239
User Adj:	1.00	0.72	1.00	1.00	0.81	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	363	3135	385	176	1144	548	262	164	171	144	374	239
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	363	3135	385	176	1144	548	262	164	171	144	374	239
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	363	3135	385	176	1144	548	262	164	171	144	374	239
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.99	0.95
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.20	0.80
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	2256	1442
Capacity Analysis Module:												
Vol/Sat:	0.12	0.55	0.22	0.06	0.20	0.31	0.08	0.04	0.10	0.05	0.17	0.17
Crit Moves:		****		****			****				****	
Green Time:	25.8	105	117.7	17.0	95.9	111.7	15.8	34.3	60.1	13.0	31.5	31.5
Volume/Cap:	0.81	0.95	0.34	0.59	0.38	0.51	0.95	0.23	0.29	0.64	0.95	0.95
Delay/Veh:	85.8	43.2	14.4	82.0	25.1	19.7	123.2	62.3	45.0	87.5	98.0	98.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	85.8	43.2	14.4	82.0	25.1	19.7	123.2	62.3	45.0	87.5	98.0	98.0
LOS by Move:	F	D	B	F	C	B-	F	E	D	F	F	F
HCM2k95thQ:	20	80	18	12	22	31	21	8	14	9	31	31

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

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El Camino Real Specific Plan TIA
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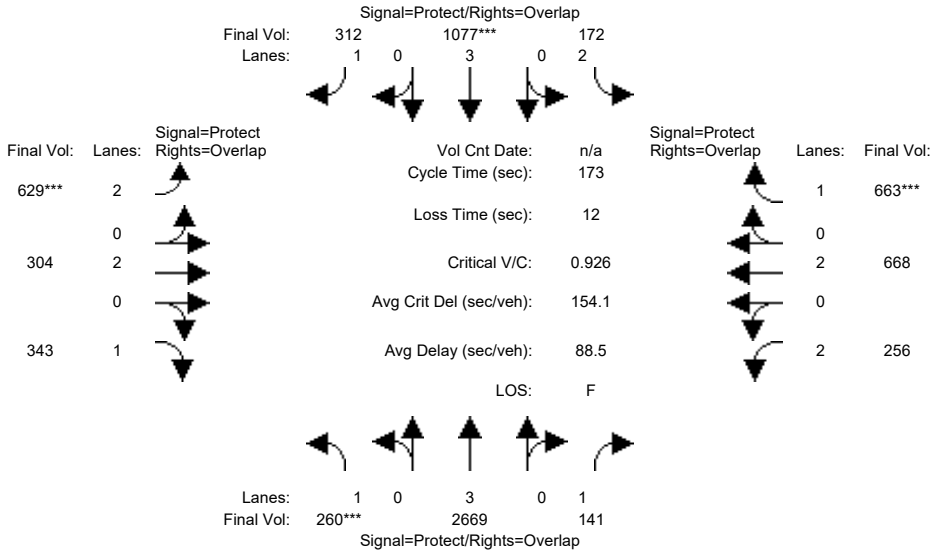
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative AM

Intersection #22: Lawrence Expy/Monroe St (CMP)



Street Name:	Lawrence Expy						Monroe St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	14	81	81	13	80	80	23	39	39	17	33	33
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	260	3707	141	172	1330	312	629	304	343	256	668	663
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	260	3707	141	172	1330	312	629	304	343	256	668	663
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	260	3707	141	172	1330	312	629	304	343	256	668	663
User Adj:	1.00	0.72	1.00	1.00	0.81	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	260	2669	141	172	1077	312	629	304	343	256	668	663
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	260	2669	141	172	1077	312	629	304	343	256	668	663
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	260	2669	141	172	1077	312	629	304	343	256	668	663
Saturation 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	0.83	1.00	0.92
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.15	0.47	0.08	0.05	0.19	0.18	0.20	0.08	0.20	0.08	0.18	0.38
Crit Moves:	****				****		****					****
Green Time:	18.5	84.8	103.8	13.6	80.0	104.8	24.8	43.6	62.0	19.0	37.7	51.3
Volume/Cap:	1.39	0.95	0.13	0.69	0.41	0.29	1.39	0.32	0.55	0.74	0.81	1.28
Delay/Veh:	283.2	51.0	15.1	85.9	30.9	16.5	263.9	52.8	45.3	82.9	70.0	199.6
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:	283.2	51.0	15.1	85.9	30.9	16.5	263.9	52.8	45.3	82.9	70.0	199.6
LOS by Move:	F	D-	B	F	C	B	F	D-	D	F	E	F
HCM2k95thQ:	40	71	7	11	22	15	55	12	27	15	29	85

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

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El Camino Real Specific Plan TIA
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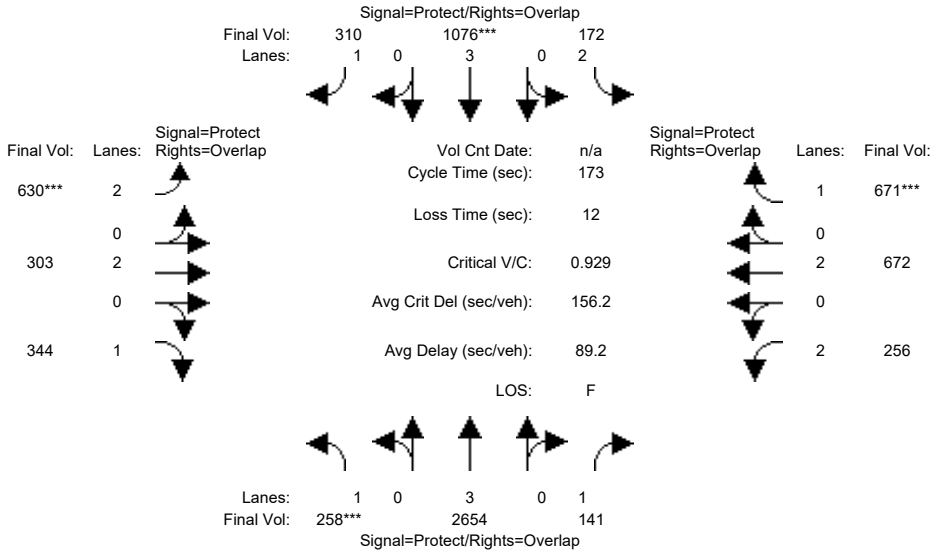
Cumulative Plus Project AM

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

Intersection #22: Lawrence Expy/Monroe St (CMP)



Street Name:	Lawrence Expy						Monroe St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	14	81	81	13	80	80	23	39	39	17	33	33
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	258	3686	141	172	1328	310	630	303	344	256	672	671
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	258	3686	141	172	1328	310	630	303	344	256	672	671
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	258	3686	141	172	1328	310	630	303	344	256	672	671
User Adj:	1.00	0.72	1.00	1.00	0.81	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	258	2654	141	172	1076	310	630	303	344	256	672	671
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	258	2654	141	172	1076	310	630	303	344	256	672	671
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	258	2654	141	172	1076	310	630	303	344	256	672	671
Saturation 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	0.83	1.00	0.92
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.15	0.47	0.08	0.05	0.19	0.18	0.20	0.08	0.20	0.08	0.18	0.38
Crit Moves:	****				****		****					****
Green Time:	18.2	84.6	103.7	13.6	80.0	104.7	24.7	43.7	61.9	19.1	38.1	51.7
Volume/Cap:	1.40	0.95	0.13	0.70	0.41	0.29	1.40	0.32	0.55	0.74	0.80	1.28
Delay/Veh:	287.0	50.7	15.2	86.0	30.9	16.5	267.4	52.7	45.4	82.6	69.6	202.5
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:	287.0	50.7	15.2	86.0	30.9	16.5	267.4	52.7	45.4	82.6	69.6	202.5
LOS by Move:	F	D	B	F	C	B	F	D-	D	F	E	F
HCM2k95thQ:	40	70	7	11	22	15	55	12	27	15	29	87

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

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El Camino Real Specific Plan TIA
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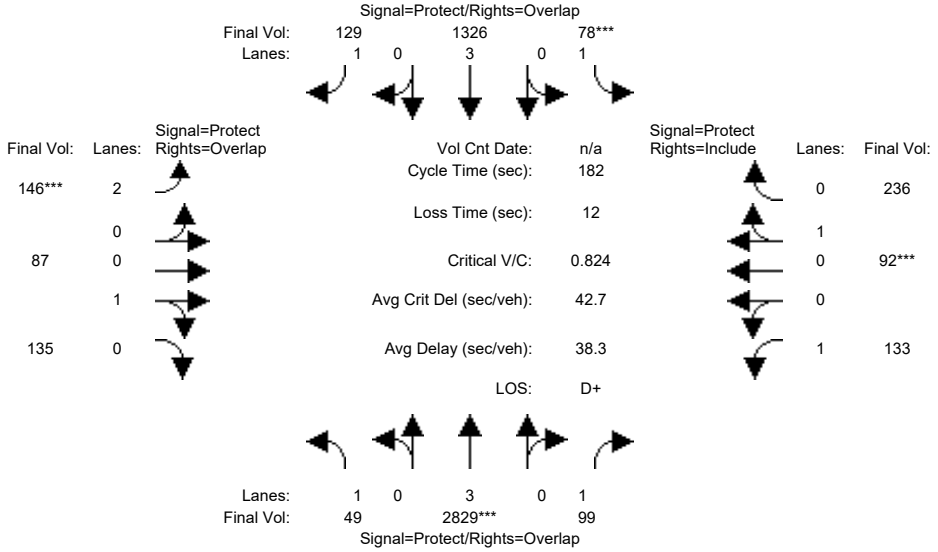
Cumulative Plus Project AM

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

Intersection #23: Lawrence Expy/Cabrillo Ave



Street Name:	Lawrence Expy						Cabrillo Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	11	107	107	11	107	107	15	25	25	15	25	25
Y+R:	5.1	6.2	6.2	4.9	6.2	6.2	5.9	5.8	5.8	5.4	5.8	5.8
Volume Module:												
Base Vol:	49	3929	99	78	1637	129	146	87	135	133	92	236
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	49	3929	99	78	1637	129	146	87	135	133	92	236
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	49	3929	99	78	1637	129	146	87	135	133	92	236
User Adj:	1.00	0.72	1.00	1.00	0.81	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	49	2829	99	78	1326	129	146	87	135	133	92	236
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	2829	99	78	1326	129	146	87	135	133	92	236
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	49	2829	99	78	1326	129	146	87	135	133	92	236
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	0.39	0.61	1.00	0.28	0.72
Final Sat.:	1750	5700	1750	1750	5700	1750	3150	705	1095	1750	505	1295
Capacity Analysis Module:												
Vol/Sat:	0.03	0.50	0.06	0.04	0.23	0.07	0.05	0.12	0.12	0.08	0.18	0.18
Crit Moves:		****		****			****				****	
Green Time:	11.0	107	126.5	11.0	107	122.0	15.0	32.5	43.5	19.5	37.0	37.0
Volume/Cap:	0.46	0.84	0.08	0.74	0.40	0.11	0.56	0.69	0.52	0.71	0.90	0.90
Delay/Veh:	85.8	32.8	9.0	107.7	20.2	10.7	83.2	76.3	61.2	90.4	94.2	94.2
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:	85.8	32.8	9.0	107.7	20.2	10.7	83.2	76.3	61.2	90.4	94.2	94.2
LOS by Move:	F	C-	A	F	C+	B+	F	E-	E	F	F	F
HCM2k95thQ:	6	67	4	9	23	5	11	23	21	15	33	33

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

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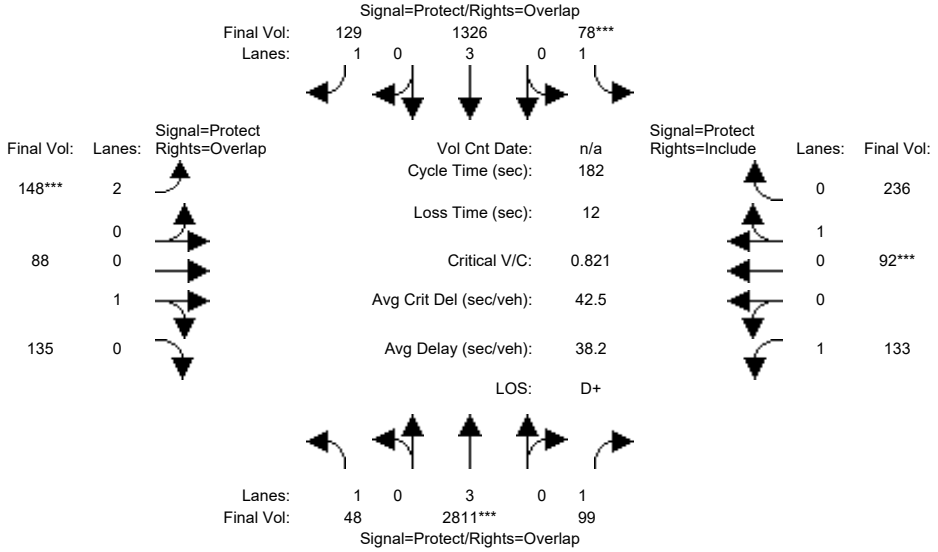
2000 HCM Operations (Future Volume Alternative)
Cumulative PP AM

Intersection #23: Lawrence Expy/Cabrillo Ave



Street Name:	Lawrence Expy						Cabrillo Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	11	107	107	11	107	107	15	25	25	15	25	25
Y+R:	5.1	6.2	6.2	4.9	6.2	6.2	5.9	5.8	5.8	5.4	5.8	5.8
Volume Module:												
Base Vol:	48	3904	99	78	1637	129	148	88	135	133	92	236
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	48	3904	99	78	1637	129	148	88	135	133	92	236
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	48	3904	99	78	1637	129	148	88	135	133	92	236
User Adj:	1.00	0.72	1.00	1.00	0.81	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	48	2811	99	78	1326	129	148	88	135	133	92	236
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	2811	99	78	1326	129	148	88	135	133	92	236
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	48	2811	99	78	1326	129	148	88	135	133	92	236
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	0.39	0.61	1.00	0.28	0.72
Final Sat.:	1750	5700	1750	1750	5700	1750	3150	710	1090	1750	505	1295
Capacity Analysis Module:												
Vol/Sat:	0.03	0.49	0.06	0.04	0.23	0.07	0.05	0.12	0.12	0.08	0.18	0.18
Crit Moves:		****		****			****				****	
Green Time:	11.0	107	126.5	11.0	107	122.0	15.0	32.5	43.5	19.5	37.0	37.0
Volume/Cap:	0.45	0.84	0.08	0.74	0.40	0.11	0.57	0.69	0.52	0.71	0.90	0.90
Delay/Veh:	85.7	32.5	9.0	107.7	20.2	10.7	83.4	76.5	61.3	90.4	94.2	94.2
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:	85.7	32.5	9.0	107.7	20.2	10.7	83.4	76.5	61.3	90.4	94.2	94.2
LOS by Move:	F	C-	A	F	C+	B+	F	E-	E	F	F	F
HCM2k95thQ:	6	66	4	9	23	5	11	23	21	15	33	33

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

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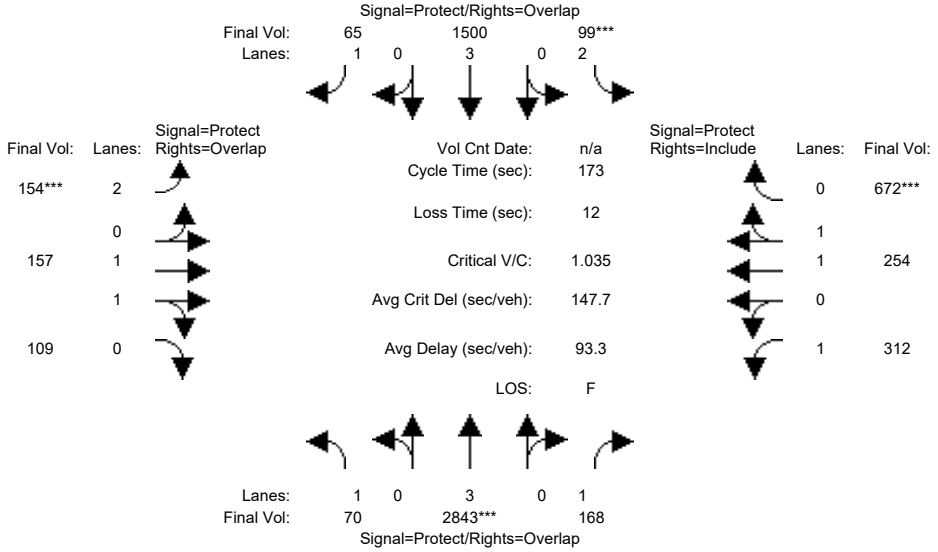
Cumulative AM

Intersection #24: Lawrence Expy/Benton St



Street Name:	Lawrence Expy						Benton St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	16	86	86	19	89	89	19	21	21	25	27	27
Y+R:	5.2	6.2	6.2	5.3	6.2	6.2	5.1	5.7	5.7	5.3	5.7	5.7
Volume Module:												
Base Vol:	70	3645	168	99	1948	65	154	157	109	312	254	672
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	3645	168	99	1948	65	154	157	109	312	254	672
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	3645	168	99	1948	65	154	157	109	312	254	672
User Adj:	1.00	0.78	1.00	1.00	0.77	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	2843	168	99	1500	65	154	157	109	312	254	672
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	2843	168	99	1500	65	154	157	109	312	254	672
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70	2843	168	99	1500	65	154	157	109	312	254	672
Saturation 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	0.99	0.95	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	2.00	1.16	0.84	1.00	1.00	1.00
Final Sat.:	1750	5700	1750	3150	5700	1750	3150	2183	1515	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.50	0.10	0.03	0.26	0.04	0.05	0.07	0.07	0.18	0.13	0.38
Crit Moves:		****		****			****					****
Green Time:	16.0	86.0	119.3	19.0	89.0	108.0	19.0	22.7	38.7	33.3	37.0	37.0
Volume/Cap:	0.43	1.00	0.14	0.29	0.51	0.06	0.45	0.55	0.32	0.93	0.63	1.80
Delay/Veh:	76.1	61.2	9.3	71.2	27.8	12.7	73.0	71.7	56.4	99.3	62.6	433.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	76.1	61.2	9.3	71.2	27.8	12.7	73.0	71.7	56.4	99.3	62.6	433.7
LOS by Move:	E-	E	A	E	C	B	E	E	E+	F	E	F
HCM2k95thQ:	7	82	6	6	29	3	10	14	12	31	21	115

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

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2000 HCM Operations (Future Volume Alternative)
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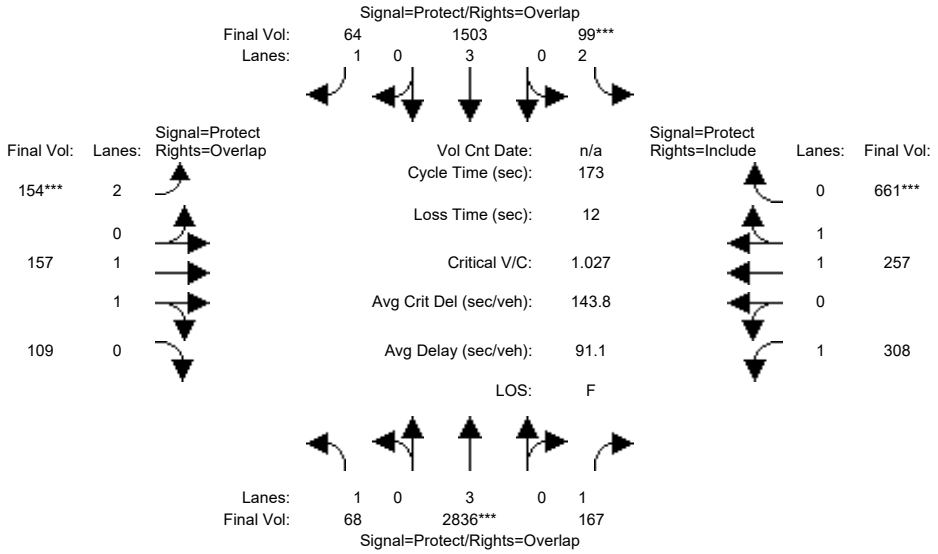
Intersection #24: Lawrence Expy/Benton St



Street Name:	Lawrence Expy						Benton St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	16	86	86	19	89	89	19	21	21	25	27	27
Y+R:	5.2	6.2	6.2	5.3	6.2	6.2	5.1	5.7	5.7	5.3	5.7	5.7
Volume Module:												
Base Vol:	68	3636	167	99	1952	64	154	157	109	308	257	661
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	68	3636	167	99	1952	64	154	157	109	308	257	661
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	68	3636	167	99	1952	64	154	157	109	308	257	661
User Adj:	1.00	0.78	1.00	1.00	0.77	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	68	2836	167	99	1503	64	154	157	109	308	257	661
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	2836	167	99	1503	64	154	157	109	308	257	661
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	68	2836	167	99	1503	64	154	157	109	308	257	661
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	0.99	0.95	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	2.00	1.16	0.84	1.00	1.00	1.00
Final Sat.:	1750	5700	1750	3150	5700	1750	3150	2183	1515	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.50	0.10	0.03	0.26	0.04	0.05	0.07	0.07	0.18	0.14	0.38
Crit Moves:		****		****			****					****
Green Time:	16.0	86.0	119.1	19.0	89.0	108.0	19.0	22.9	38.9	33.1	37.0	37.0
Volume/Cap:	0.42	1.00	0.14	0.29	0.51	0.06	0.45	0.54	0.32	0.92	0.63	1.77
Delay/Veh:	75.9	60.6	9.3	71.2	27.9	12.7	73.0	71.5	56.3	97.9	62.7	420.5
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:	75.9	60.6	9.3	71.2	27.9	12.7	73.0	71.5	56.3	97.9	62.7	420.5
LOS by Move:	E-	E	A	E	C	B	E	E	E+	F	E	F
HCM2k95thQ:	7	82	6	6	29	3	10	14	11	30	21	112

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

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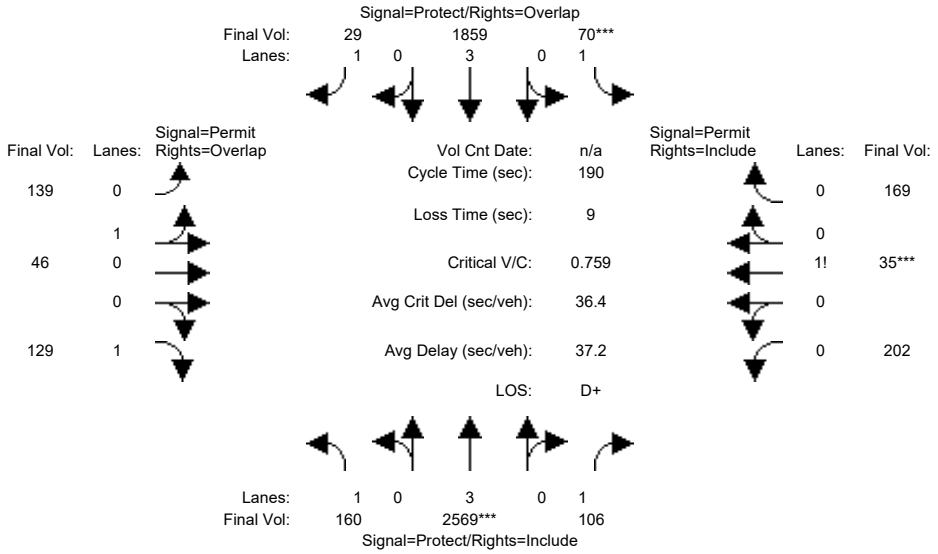
Intersection #25: Lawrence Expy/Lochinvar Ave



Street Name:	Lawrence Expy						Lochinvar Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	160	3294	106	70	2414	29	139	46	129	202	35	169
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	160	3294	106	70	2414	29	139	46	129	202	35	169
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	160	3294	106	70	2414	29	139	46	129	202	35	169
User Adj:	1.00	0.78	1.00	1.00	0.77	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	160	2569	106	70	1859	29	139	46	129	202	35	169
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	2569	106	70	1859	29	139	46	129	202	35	169
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	160	2569	106	70	1859	29	139	46	129	202	35	169
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	0.75	0.25	1.00	0.50	0.08	0.42
Final Sat.:	1750	5700	1750	1750	5700	1750	1352	448	1750	871	151	728
Capacity Analysis Module:												
Vol/Sat:	0.09	0.45	0.06	0.04	0.33	0.02	0.10	0.10	0.07	0.23	0.23	0.23
Crit Moves:		****		****							****	
Green Time:	26.9	113	112.9	10.0	96.0	96.0	58.1	58.1	85.0	58.1	58.1	58.1
Volume/Cap:	0.65	0.76	0.10	0.76	0.65	0.03	0.34	0.34	0.16	0.76	0.76	0.76
Delay/Veh:	82.8	29.5	16.7	118.7	35.0	23.7	51.4	51.4	31.4	65.8	65.8	65.8
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:	82.8	29.5	16.7	118.7	35.0	23.7	51.4	51.4	31.4	65.8	65.8	65.8
LOS by Move:	F	C	B	F	D+	C	D-	D-	C	E	E	E
HCM2k95thQ:	17	56	5	9	42	2	16	16	9	39	39	39

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

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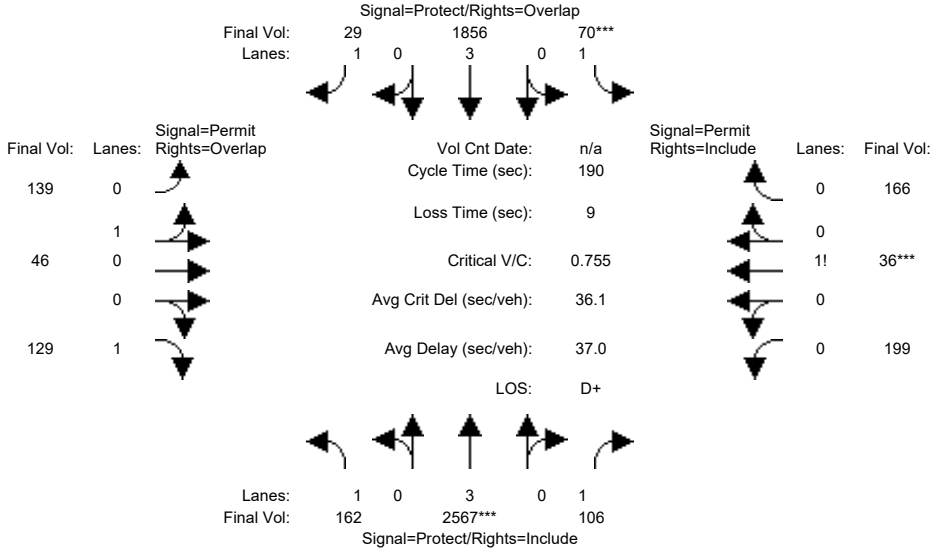
Intersection #25: Lawrence Expy/Lochinvar Ave



Street Name:	Lawrence Expy						Lochinvar Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	162	3291	106	70	2410	29	139	46	129	199	36	166
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	162	3291	106	70	2410	29	139	46	129	199	36	166
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	162	3291	106	70	2410	29	139	46	129	199	36	166
User Adj:	1.00	0.78	1.00	1.00	0.77	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	162	2567	106	70	1856	29	139	46	129	199	36	166
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	162	2567	106	70	1856	29	139	46	129	199	36	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:	162	2567	106	70	1856	29	139	46	129	199	36	166
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	0.75	0.25	1.00	0.50	0.09	0.41
Final Sat.:	1750	5700	1750	1750	5700	1750	1352	448	1750	868	157	724
Capacity Analysis Module:												
Vol/Sat:	0.09	0.45	0.06	0.04	0.33	0.02	0.10	0.10	0.07	0.23	0.23	0.23
Crit Moves:		****		****							****	
Green Time:	27.3	113	113.3	10.1	96.0	96.0	57.6	57.6	85.0	57.6	57.6	57.6
Volume/Cap:	0.64	0.76	0.10	0.76	0.64	0.03	0.34	0.34	0.16	0.76	0.76	0.76
Delay/Veh:	82.4	29.2	16.5	118.0	35.0	23.6	51.8	51.8	31.4	65.9	65.9	65.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	82.4	29.2	16.5	118.0	35.0	23.6	51.8	51.8	31.4	65.9	65.9	65.9
LOS by Move:	F	C	B	F	C-	C	D-	D-	C	E	E	E
HCM2k95thQ:	17	55	5	9	42	2	16	16	9	39	39	39

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

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El Camino Real Specific Plan TIA
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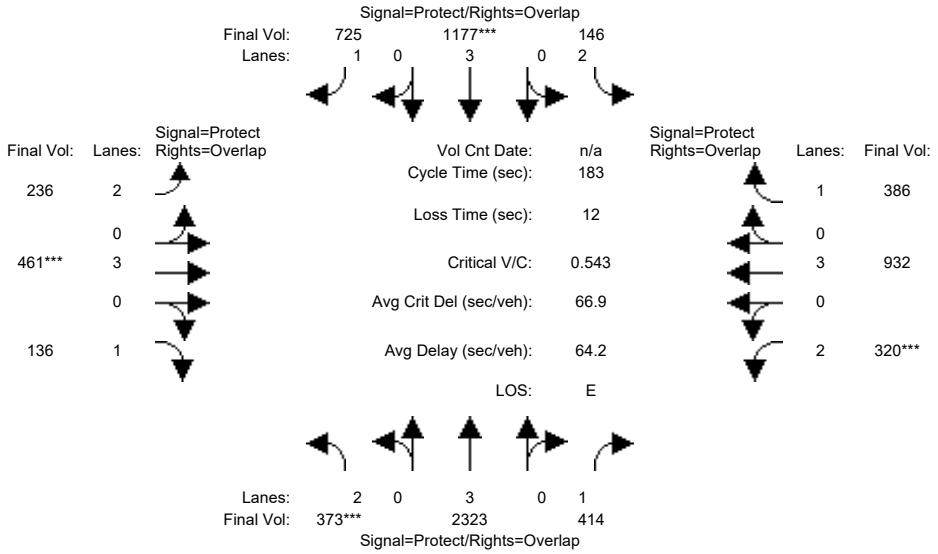
Intersection #26: Lawrence Expy/Homestead Rd (CMP)



Street Name:	Lawrence Expy						Homestead Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	18	85	85	13	80	80	15	40	40	21	46	46
Y+R:	6.4	6.2	6.2	5.9	6.2	6.2	6.1	6.0	6.0	5.8	5.9	5.9
Volume Module:												
Base Vol:	373	2978	414	146	1529	725	236	461	136	320	932	386
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	373	2978	414	146	1529	725	236	461	136	320	932	386
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	373	2978	414	146	1529	725	236	461	136	320	932	386
User Adj:	1.00	0.78	1.00	1.00	0.77	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	373	2323	414	146	1177	725	236	461	136	320	932	386
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	373	2323	414	146	1177	725	236	461	136	320	932	386
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	373	2323	414	146	1177	725	236	461	136	320	932	386
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.41	0.24	0.05	0.21	0.41	0.07	0.08	0.08	0.10	0.16	0.22
Crit Moves:	****				****			****		****		
Green Time:	27.5	93.2	116.7	14.3	80.0	95.6	15.6	40.0	67.5	23.5	47.9	62.2
Volume/Cap:	0.79	0.80	0.37	0.60	0.47	0.79	0.88	0.37	0.21	0.79	0.62	0.65
Delay/Veh:	92.5	64.6	34.4	90.1	55.6	66.4	108.9	61.0	39.7	87.3	60.4	53.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	92.5	64.6	34.4	90.1	55.6	66.4	108.9	61.0	39.7	87.3	60.4	53.7
LOS by Move:	F	E	C-	F	E+	E	F	E	D	F	E	D-
HCM2k95thQ:	21	60	33	9	32	64	19	14	11	19	26	32

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

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El Camino Real Specific Plan TIA
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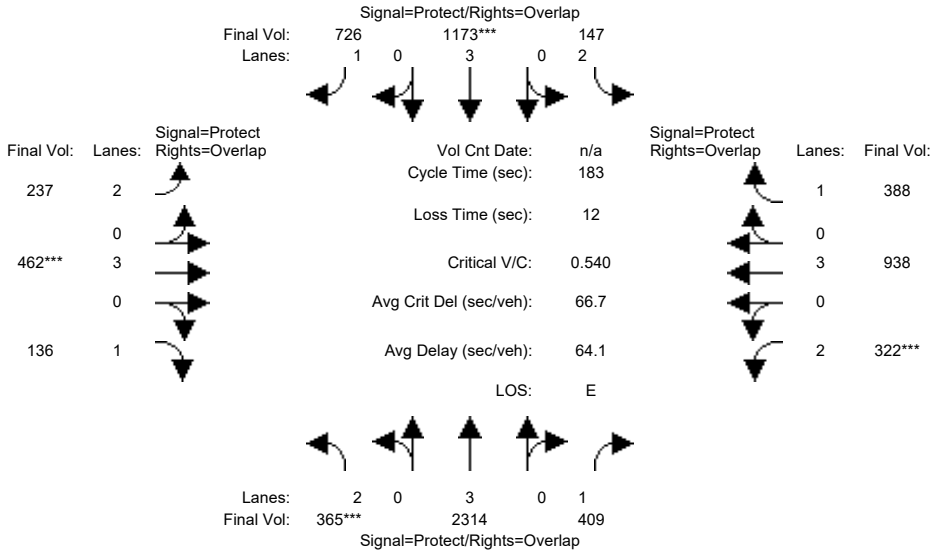
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP AM

Intersection #26: Lawrence Expy/Homestead Rd (CMP)



Street Name:	Lawrence Expy						Homestead Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	18	85	85	13	80	80	15	40	40	21	46	46
Y+R:	6.4	6.2	6.2	5.9	6.2	6.2	6.1	6.0	6.0	5.8	5.9	5.9
Volume Module:												
Base Vol:	365	2967	409	147	1524	726	237	462	136	322	938	388
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	365	2967	409	147	1524	726	237	462	136	322	938	388
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	365	2967	409	147	1524	726	237	462	136	322	938	388
User Adj:	1.00	0.78	1.00	1.00	0.77	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	365	2314	409	147	1173	726	237	462	136	322	938	388
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	365	2314	409	147	1173	726	237	462	136	322	938	388
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	365	2314	409	147	1173	726	237	462	136	322	938	388
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.41	0.23	0.05	0.21	0.41	0.08	0.08	0.08	0.10	0.16	0.22
Crit Moves:	****				****			****		****		
Green Time:	27.1	92.9	116.8	14.2	80.0	95.7	15.7	40.0	67.1	23.9	48.2	62.4
Volume/Cap:	0.78	0.80	0.37	0.60	0.47	0.79	0.88	0.37	0.21	0.78	0.62	0.65
Delay/Veh:	92.2	64.7	34.2	90.4	55.5	66.4	108.5	61.0	40.0	86.4	60.3	53.6
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:	92.2	64.7	34.2	90.4	55.5	66.4	108.5	61.0	40.0	86.4	60.3	53.6
LOS by Move:	F	E	C-	F	E+	E	F	E	D	F	E	D-
HCM2k95thQ:	21	60	33	9	32	64	19	14	11	19	26	33

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

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2000 HCM Operations (Future Volume Alternative)
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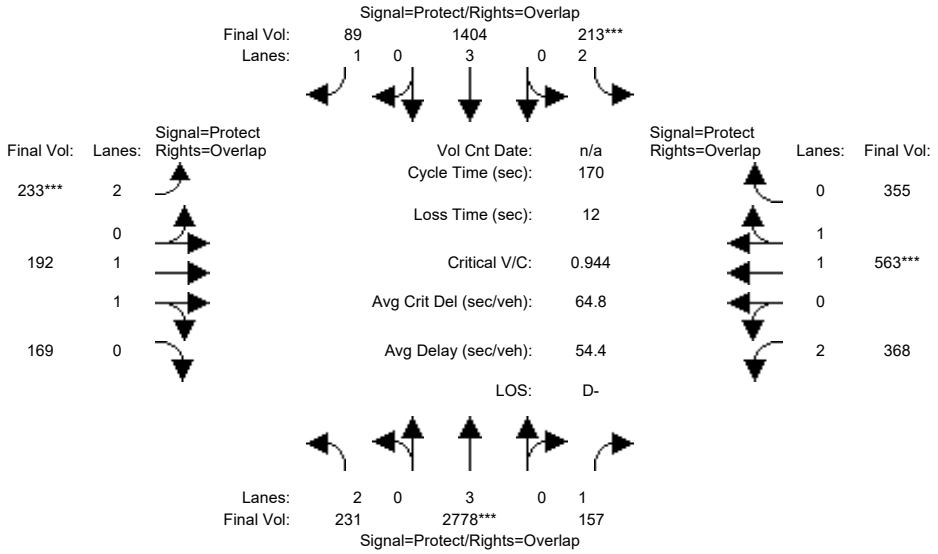
Intersection #27: Lawrence Expy/Pruneridge Ave



Street Name:	Lawrence Expy						Pruneridge Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	14	81	81	16	83	83	13	24	24	26	37	37
Y+R:	6.1	6.2	6.2	6.1	6.2	6.2	5.7	5.9	5.9	5.8	5.9	5.9
Volume Module:												
Base Vol:	231	3561	157	213	1823	89	233	192	169	368	563	355
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	231	3561	157	213	1823	89	233	192	169	368	563	355
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	231	3561	157	213	1823	89	233	192	169	368	563	355
User Adj:	1.00	0.78	1.00	1.00	0.77	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	231	2778	157	213	1404	89	233	192	169	368	563	355
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	231	2778	157	213	1404	89	233	192	169	368	563	355
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	231	2778	157	213	1404	89	233	192	169	368	563	355
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.95	0.83	0.99	0.95
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	1.04	0.96	2.00	1.21	0.79
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	1967	1731	3150	2268	1430
Capacity Analysis Module:												
Vol/Sat:	0.07	0.49	0.09	0.07	0.25	0.05	0.07	0.10	0.10	0.12	0.25	0.25
Crit Moves:		****		****			****				****	
Green Time:	14.6	85.5	114.9	16.0	86.8	99.8	13.0	27.1	41.8	29.4	43.5	59.5
Volume/Cap:	0.85	0.97	0.13	0.72	0.48	0.09	0.97	0.61	0.40	0.68	0.97	0.71
Delay/Veh:	98.4	51.6	9.9	83.0	27.1	15.3	126.9	68.4	53.9	69.2	84.6	49.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	98.4	51.6	9.9	83.0	27.1	15.3	126.9	68.4	53.9	69.2	84.6	49.6
LOS by Move:	F	D-	A	F	C	B	F	E	D-	E	F	D
HCM2k95thQ:	15	79	6	13	27	4	19	18	15	20	45	35

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

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El Camino Real Specific Plan TIA
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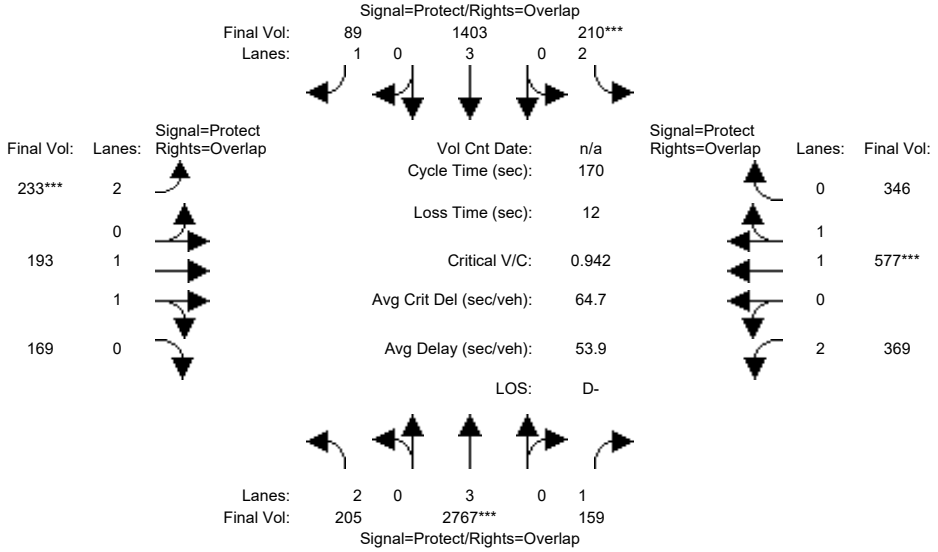
2000 HCM Operations (Future Volume Alternative)
Cumulative PP AM

Intersection #27: Lawrence Expy/Pruneridge Ave



Street Name:	Lawrence Expy						Pruneridge Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	14	81	81	16	83	83	13	24	24	26	37	37
Y+R:	6.1	6.2	6.2	6.1	6.2	6.2	5.7	5.9	5.9	5.8	5.9	5.9
Volume Module:												
Base Vol:	205	3547	159	210	1822	89	233	193	169	369	577	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:	205	3547	159	210	1822	89	233	193	169	369	577	346
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	205	3547	159	210	1822	89	233	193	169	369	577	346
User Adj:	1.00	0.78	1.00	1.00	0.77	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	205	2767	159	210	1403	89	233	193	169	369	577	346
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	205	2767	159	210	1403	89	233	193	169	369	577	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:	205	2767	159	210	1403	89	233	193	169	369	577	346
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.95	0.83	0.99	0.95
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	1.04	0.96	2.00	1.23	0.77
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	1971	1726	3150	2312	1386
Capacity Analysis Module:												
Vol/Sat:	0.07	0.49	0.09	0.07	0.25	0.05	0.07	0.10	0.10	0.12	0.25	0.25
Crit Moves:		****		****			****				****	
Green Time:	14.6	85.2	114.7	16.0	86.6	99.6	13.0	27.3	41.9	29.5	43.8	59.8
Volume/Cap:	0.76	0.97	0.13	0.71	0.48	0.09	0.97	0.61	0.40	0.67	0.97	0.71
Delay/Veh:	87.6	51.7	9.9	82.4	27.3	15.4	126.9	68.3	53.8	69.0	84.2	49.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	87.6	51.7	9.9	82.4	27.3	15.4	126.9	68.3	53.8	69.0	84.2	49.4
LOS by Move:	F	D-	A	F	C	B	F	E	D-	E	F	D
HCM2k95thQ:	13	79	6	12	27	4	19	18	15	20	45	36

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

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El Camino Real Specific Plan TIA
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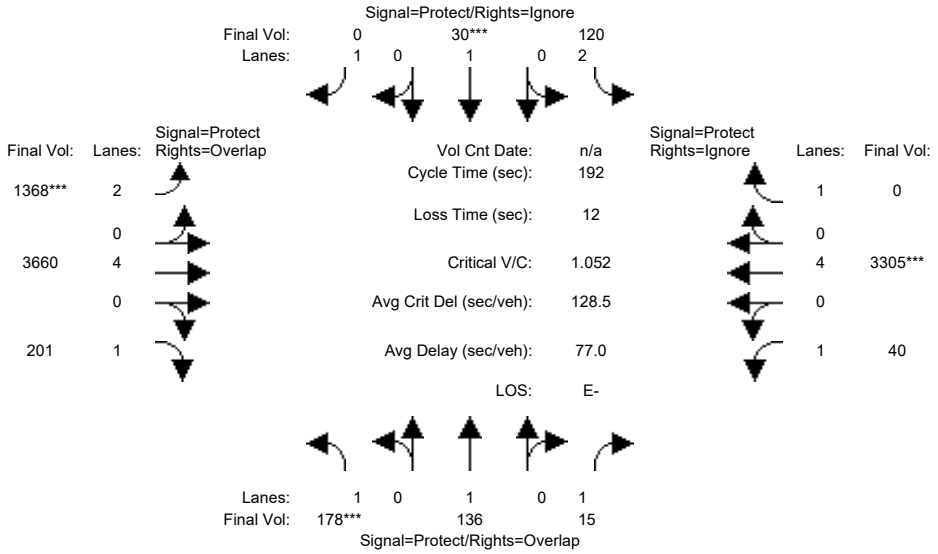
2000 HCM Operations (Future Volume Alternative)
Cumulative AM

Intersection #28: Montague Expy/Mission College Blvd (CMP)



Street Name:	Mission College Blvd						Montague Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	14	10	10	14	10	10	14	100	10	14	100	10
Y+R:	5.0	5.4	5.4	5.3	5.5	5.5	5.4	5.8	5.8	5.0	5.8	5.8
Volume Module:												
Base Vol:	178	136	15	120	30	319	1368	3660	201	40	3305	831
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	178	136	15	120	30	319	1368	3660	201	40	3305	831
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	178	136	15	120	30	319	1368	3660	201	40	3305	831
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	178	136	15	120	30	0	1368	3660	201	40	3305	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	178	136	15	120	30	0	1368	3660	201	40	3305	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	178	136	15	120	30	0	1368	3660	201	40	3305	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	2.00	1.00	1.00	2.00	4.00	1.00	1.00	4.00	1.00
Final Sat.:	1750	1900	1750	3150	1900	1750	3150	7600	1750	1750	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.07	0.01	0.04	0.02	0.00	0.43	0.48	0.11	0.02	0.43	0.00
Crit Moves:	****				****		****				****	
Green Time:	14.0	10.0	29.2	14.0	10.0	0.0	56.0	137	150.8	19.2	100	0.0
Volume/Cap:	1.39	1.37	0.06	0.52	0.30	0.00	1.49	0.68	0.15	0.23	0.83	0.00
Delay/Veh:	307.3	311	69.7	88.0	89.4	0.0	293.3	3.4	0.0	80.3	51.1	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:	307.3	311	69.7	88.0	89.4	0.0	293.3	3.4	0.0	80.3	51.1	0.0
LOS by Move:	F	F	E	F	F	A	F	A	A	F	D-	A
HCM2k95thQ:	34	25	2	9	4	0	122	16	0	5	69	0

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

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2000 HCM Operations (Future Volume Alternative)
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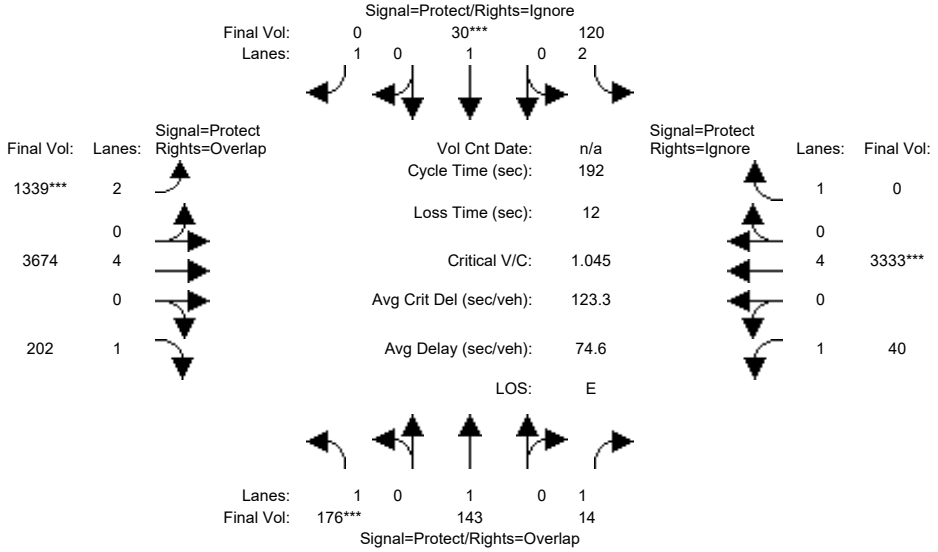
Intersection #28: Montague Expy/Mission College Blvd (CMP)



Street Name:	Mission College Blvd						Montague Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	14	10	10	14	10	10	14	100	10	14	100	10
Y+R:	5.0	5.4	5.4	5.3	5.5	5.5	5.4	5.8	5.8	5.0	5.8	5.8
Volume Module:												
Base Vol:	176	143	14	120	30	319	1339	3674	202	40	3333	849
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	176	143	14	120	30	319	1339	3674	202	40	3333	849
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	176	143	14	120	30	319	1339	3674	202	40	3333	849
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	176	143	14	120	30	0	1339	3674	202	40	3333	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	176	143	14	120	30	0	1339	3674	202	40	3333	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	176	143	14	120	30	0	1339	3674	202	40	3333	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	2.00	1.00	1.00	2.00	4.00	1.00	1.00	4.00	1.00
Final Sat.:	1750	1900	1750	3150	1900	1750	3150	7600	1750	1750	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.08	0.01	0.04	0.02	0.00	0.43	0.48	0.12	0.02	0.44	0.00
Crit Moves:	****				****		****				****	
Green Time:	14.0	10.0	29.2	14.0	10.0	0.0	56.0	137	150.8	19.2	100	0.0
Volume/Cap:	1.38	1.45	0.05	0.52	0.30	0.00	1.46	0.68	0.15	0.23	0.84	0.00
Delay/Veh:	301.0	339	69.7	88.0	89.4	0.0	279.4	3.4	0.0	80.3	51.5	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:	301.0	339	69.7	88.0	89.4	0.0	279.4	3.4	0.0	80.3	51.5	0.0
LOS by Move:	F	F	E	F	F	A	F	A	A	F	D-	A
HCM2k95thQ:	33	27	2	9	4	0	117	17	0	5	70	0

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

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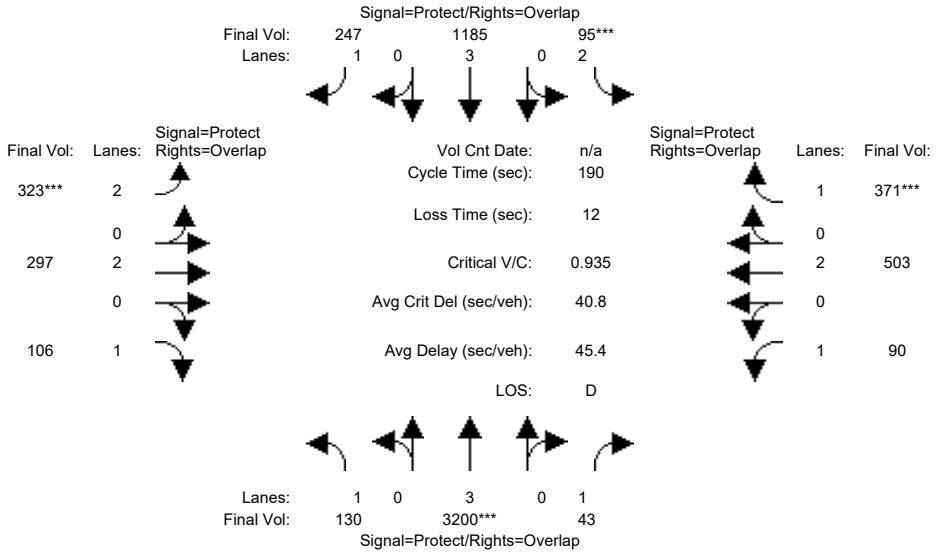
El Camino Real Specific Plan TIA
SJ17-1774
Cumulative Plus Project AM

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

Intersection #29: San Tomas Expy/Monroe St (CMP)



Street Name:	San Tomas Expy						Monroe St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	14	100	10	14	80	10	14	10	10	14	10	10
Y+R:	5.3	5.8	5.8	5.6	5.8	5.8	6.0	5.6	5.6	6.0	5.6	5.6
Volume Module:												
Base Vol:	130	4384	43	95	1646	247	323	297	106	90	503	371
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	130	4384	43	95	1646	247	323	297	106	90	503	371
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	130	4384	43	95	1646	247	323	297	106	90	503	371
User Adj:	1.00	0.73	1.00	1.00	0.72	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	130	3200	43	95	1185	247	323	297	106	90	503	371
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	3200	43	95	1185	247	323	297	106	90	503	371
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	130	3200	43	95	1185	247	323	297	106	90	503	371
Saturation 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:	1.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	5700	1750	3150	5700	1750	3150	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.56	0.02	0.03	0.21	0.14	0.10	0.08	0.06	0.05	0.13	0.21
Crit Moves:		****		****			****					****
Green Time:	19.3	115	138.7	14.0	109	130.4	21.0	25.3	44.7	23.9	28.3	42.3
Volume/Cap:	0.73	0.93	0.03	0.41	0.36	0.21	0.93	0.59	0.26	0.41	0.89	0.95
Delay/Veh:	97.2	24.4	0.8	85.2	29.2	17.6	114.6	79.2	59.5	77.8	95.3	106.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	97.2	24.4	0.8	85.2	29.2	17.6	114.6	79.2	59.5	77.8	95.3	106.4
LOS by Move:	F	C	A	F	C	B	F	E-	E+	E-	F	F
HCM2k95thQ:	15	76	0	6	27	16	22	15	10	10	26	40

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

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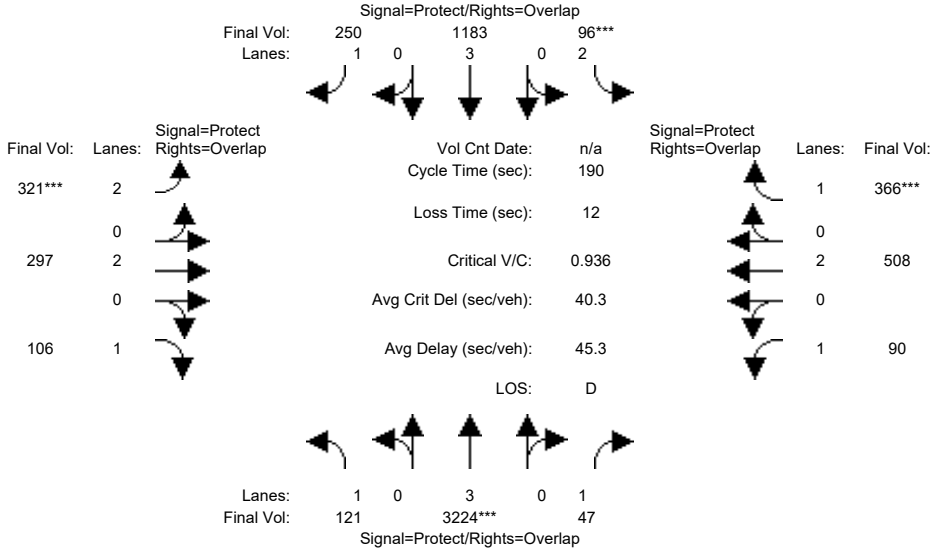
El Camino Real Specific Plan TIA
SJ17-1774
Cumulative Plus Project AM

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

Intersection #29: San Tomas Expy/Monroe St (CMP)



Street Name:	San Tomas Expy						Monroe St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	14	100	10	14	80	10	14	10	10	14	10	10
Y+R:	5.3	5.8	5.8	5.6	5.8	5.8	6.0	5.6	5.6	6.0	5.6	5.6
Volume Module:												
Base Vol:	121	4416	47	96	1643	250	321	297	106	90	508	366
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	121	4416	47	96	1643	250	321	297	106	90	508	366
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	121	4416	47	96	1643	250	321	297	106	90	508	366
User Adj:	1.00	0.73	1.00	1.00	0.72	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	121	3224	47	96	1183	250	321	297	106	90	508	366
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	121	3224	47	96	1183	250	321	297	106	90	508	366
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	121	3224	47	96	1183	250	321	297	106	90	508	366
Saturation 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:	1.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	5700	1750	3150	5700	1750	3150	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.57	0.03	0.03	0.21	0.14	0.10	0.08	0.06	0.05	0.13	0.21
Crit Moves:		****		****			****					****
Green Time:	19.3	116	139.0	14.0	110	131.0	20.8	25.0	44.2	23.5	27.7	41.7
Volume/Cap:	0.68	0.93	0.04	0.41	0.36	0.21	0.93	0.60	0.26	0.42	0.92	0.95
Delay/Veh:	92.7	23.9	0.7	85.3	28.8	17.4	114.9	79.7	59.9	78.2	100	107.2
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:	92.7	23.9	0.7	85.3	28.8	17.4	114.9	79.7	59.9	78.2	100	107.2
LOS by Move:	F	C	A	F	C	B	F	E-	E+	E-	F	F
HCM2k95thQ:	14	76	0	6	27	16	22	15	10	10	27	40

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

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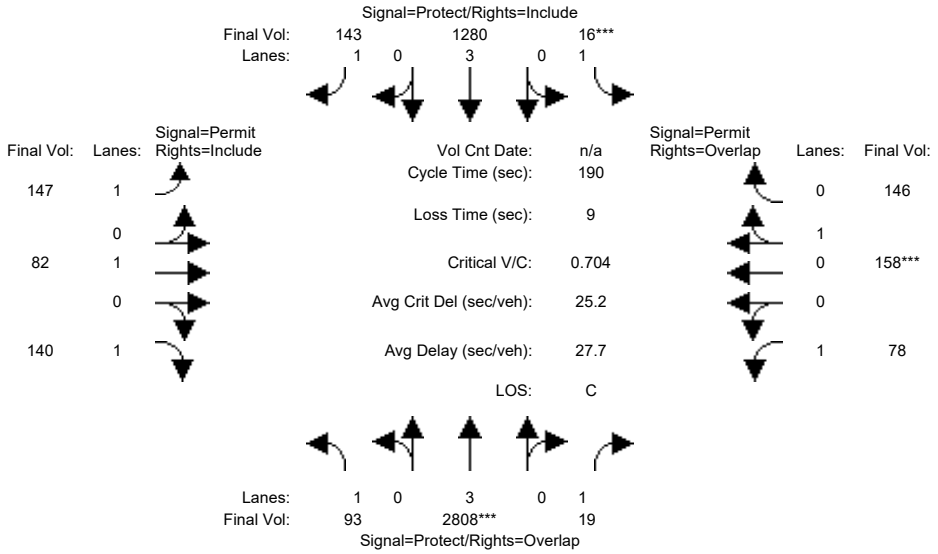
El Camino Real Specific Plan TIA
SJ17-1774
Cumulative Plus Project AM

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

Intersection #30: San Tomas Expy/Cabrillo Ave



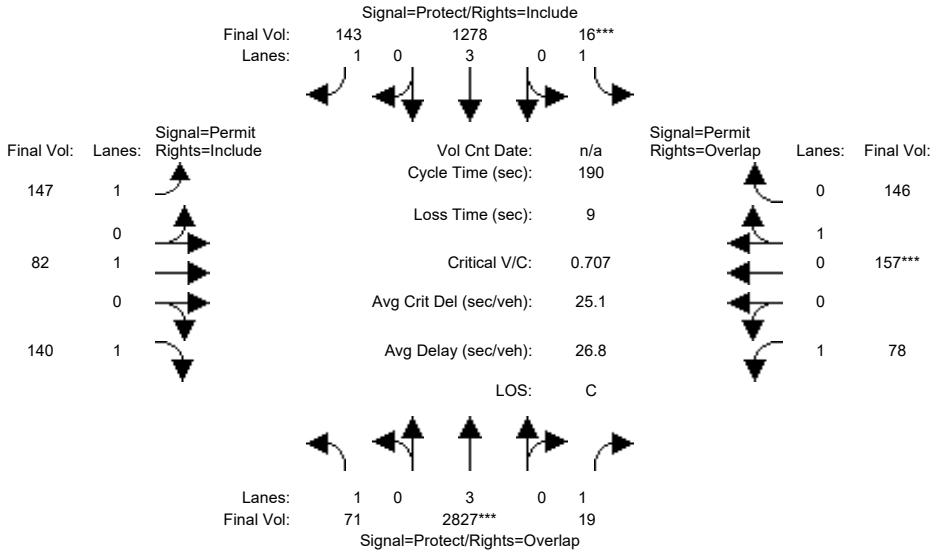
Street Name:	San Tomas Expy						Cabrillo Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	93	3846	19	16	1778	143	147	82	140	78	158	146
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	93	3846	19	16	1778	143	147	82	140	78	158	146
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	93	3846	19	16	1778	143	147	82	140	78	158	146
User Adj:	1.00	0.73	1.00	1.00	0.72	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	93	2808	19	16	1280	143	147	82	140	78	158	146
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	93	2808	19	16	1280	143	147	82	140	78	158	146
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	93	2808	19	16	1280	143	147	82	140	78	158	146
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	0.52	0.48
Final Sat.:	1750	5700	1750	1750	5700	1750	1750	1900	1750	1750	936	864
Capacity Analysis Module:												
Vol/Sat:	0.05	0.49	0.01	0.01	0.22	0.08	0.08	0.04	0.08	0.04	0.17	0.17
Crit Moves:		****		****							****	
Green Time:	26.1	130	129.6	7.0	110	110.4	44.4	44.4	44.4	44.4	44.4	51.4
Volume/Cap:	0.39	0.72	0.02	0.25	0.39	0.14	0.36	0.18	0.34	0.19	0.72	0.62
Delay/Veh:	75.7	19.6	9.7	91.0	21.6	18.2	61.4	58.5	61.1	58.6	73.2	63.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	75.7	19.6	9.7	91.0	21.6	18.2	61.4	58.5	61.1	58.6	73.2	63.3
LOS by Move:	E-	B-	A	F	C+	B-	E	E+	E	E+	E	E
HCM2k95thQ:	10	50	1	2	23	8	14	7	13	8	31	29

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

El Camino Real Specific Plan TIA
SJ17-1774
Cumulative Plus Project AM

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

Intersection #30: San Tomas Expy/Cabrillo Ave



Street Name:	San Tomas Expy						Cabrillo Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	71	3872	19	16	1775	143	147	82	140	78	157	146
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	71	3872	19	16	1775	143	147	82	140	78	157	146
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	71	3872	19	16	1775	143	147	82	140	78	157	146
User Adj:	1.00	0.73	1.00	1.00	0.72	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	71	2827	19	16	1278	143	147	82	140	78	157	146
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	2827	19	16	1278	143	147	82	140	78	157	146
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	71	2827	19	16	1278	143	147	82	140	78	157	146
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	0.52	0.48
Final Sat.:	1750	5700	1750	1750	5700	1750	1750	1900	1750	1750	933	867
Capacity Analysis Module:												
Vol/Sat:	0.04	0.50	0.01	0.01	0.22	0.08	0.08	0.04	0.08	0.04	0.17	0.17
Crit Moves:		****		****							****	
Green Time:	21.0	130	129.9	7.0	116	115.9	44.1	44.1	44.1	44.1	44.1	51.1
Volume/Cap:	0.37	0.73	0.02	0.25	0.37	0.13	0.36	0.19	0.34	0.19	0.73	0.63
Delay/Veh:	79.5	19.6	9.6	91.0	18.7	15.8	61.7	58.8	61.4	58.9	73.6	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:	79.5	19.6	9.6	91.0	18.7	15.8	61.7	58.8	61.4	58.9	73.6	63.6
LOS by Move:	E-	B-	A	F	B-	B	E	E+	E	E+	E	E
HCM2k95thQ:	8	51	1	2	22	7	14	7	13	8	31	29

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

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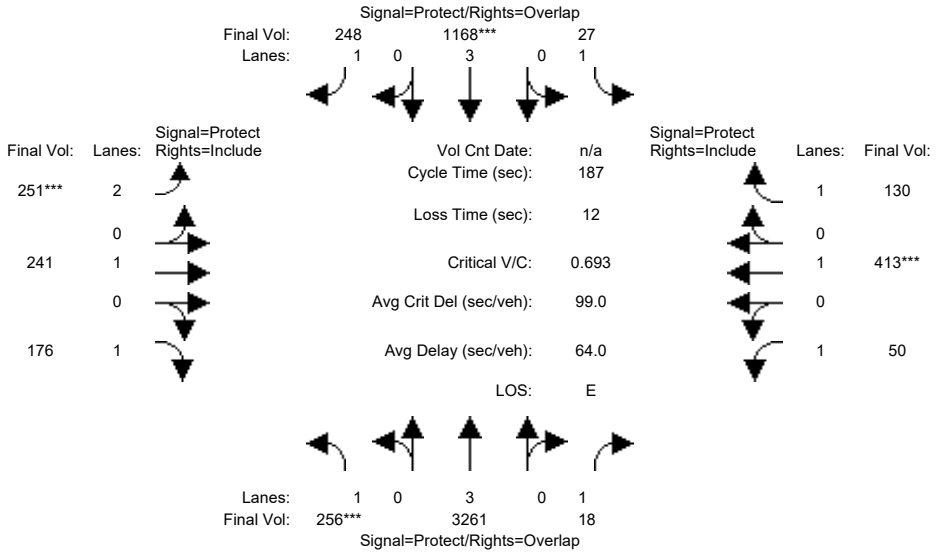
El Camino Real Specific Plan TIA
SJ17-1774
Cumulative Plus Project AM

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

Intersection #31: San Tomas Expy/Benton St



Street Name:	San Tomas Expy						Benton St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	14	104	104	10	100	100	22	39	39	10	27	27
Y+R:	5.1	5.8	5.8	5.2	5.8	5.8	5.1	5.6	5.6	5.2	5.6	5.6
Volume Module:												
Base Vol:	256	4235	18	27	1517	248	251	241	176	50	413	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:	256	4235	18	27	1517	248	251	241	176	50	413	130
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	256	4235	18	27	1517	248	251	241	176	50	413	130
User Adj:	1.00	0.77	1.00	1.00	0.77	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	256	3261	18	27	1168	248	251	241	176	50	413	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	256	3261	18	27	1168	248	251	241	176	50	413	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:	256	3261	18	27	1168	248	251	241	176	50	413	130
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	3150	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.15	0.57	0.01	0.02	0.20	0.14	0.08	0.13	0.10	0.03	0.22	0.07
Crit Moves:	****				****		****				****	
Green Time:	21.3	111	121.9	10.4	100	122.0	22.0	42.7	42.7	11.0	31.7	31.7
Volume/Cap:	1.28	0.96	0.02	0.28	0.38	0.22	0.68	0.56	0.44	0.49	1.28	0.44
Delay/Veh:	242.8	44.9	11.5	86.3	25.5	13.3	84.1	65.3	62.7	88.9	227	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:	242.8	44.9	11.5	86.3	25.5	13.3	84.1	65.3	62.7	88.9	227	70.7
LOS by Move:	F	D	B+	F	C	B	F	E	E	F	F	E
HCM2k95thQ:	37	85	1	3	22	11	16	21	17	6	55	13

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

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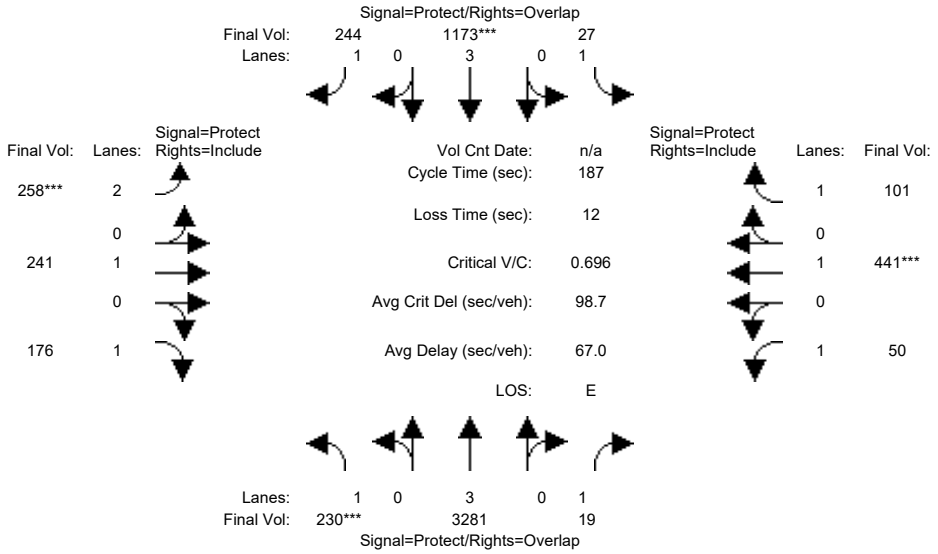
El Camino Real Specific Plan TIA
SJ17-1774
Cumulative Plus Project AM

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

Intersection #31: San Tomas Expy/Benton St



Street Name:	San Tomas Expy						Benton St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	14	104	104	10	100	100	22	39	39	10	27	27
Y+R:	5.1	5.8	5.8	5.2	5.8	5.8	5.1	5.6	5.6	5.2	5.6	5.6
Volume Module:												
Base Vol:	230	4261	19	27	1523	244	258	241	176	50	441	101
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	230	4261	19	27	1523	244	258	241	176	50	441	101
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	230	4261	19	27	1523	244	258	241	176	50	441	101
User Adj:	1.00	0.77	1.00	1.00	0.77	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	230	3281	19	27	1173	244	258	241	176	50	441	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	230	3281	19	27	1173	244	258	241	176	50	441	101
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	230	3281	19	27	1173	244	258	241	176	50	441	101
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	3150	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.58	0.01	0.02	0.21	0.14	0.08	0.13	0.10	0.03	0.23	0.06
Crit Moves:	****				****		****				****	
Green Time:	19.2	109	120.4	10.1	100	122.0	22.0	44.4	44.4	11.4	33.8	33.8
Volume/Cap:	1.28	0.99	0.02	0.28	0.38	0.21	0.70	0.53	0.42	0.47	1.28	0.32
Delay/Veh:	246.7	51.0	12.0	86.6	25.6	13.2	85.0	63.5	61.1	88.1	224	67.1
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:	246.7	51.0	12.0	86.6	25.6	13.2	85.0	63.5	61.1	88.1	224	67.1
LOS by Move:	F	D-	B+	F	C	B	F	E	E	F	F	E
HCM2k95thQ:	34	90	1	3	22	11	16	21	16	6	59	10

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

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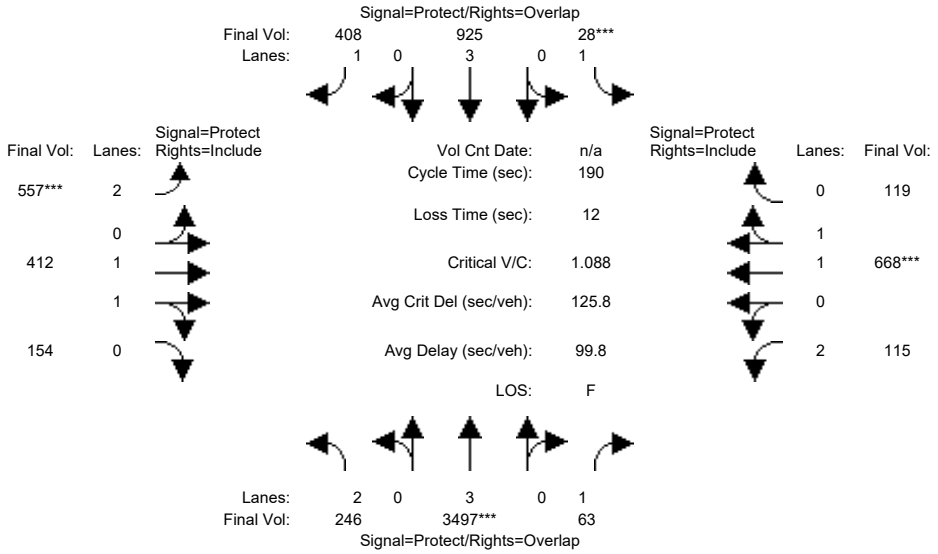
El Camino Real Specific Plan TIA
SJ17-1774
Cumulative Plus Project AM

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

Intersection #32: San Tomas Expy/Homestead Rd (CMP)



Street Name:	San Tomas Expy						Homestead Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	14	10	10	14	10	10	14	10	10	14	10	10
Y+R:	5.1	5.8	5.8	5.2	5.8	5.8	5.1	5.6	5.6	5.2	5.6	5.6
Volume Module:												
Base Vol:	246	4541	63	28	1201	408	557	412	154	115	668	119
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	246	4541	63	28	1201	408	557	412	154	115	668	119
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	246	4541	63	28	1201	408	557	412	154	115	668	119
User Adj:	1.00	0.77	1.00	1.00	0.77	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	246	3497	63	28	925	408	557	412	154	115	668	119
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	246	3497	63	28	925	408	557	412	154	115	668	119
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	246	3497	63	28	925	408	557	412	154	115	668	119
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.83	0.98	0.95	0.83	0.98	0.95
Lanes:	2.00	3.00	1.00	1.00	3.00	1.00	2.00	1.44	0.56	2.00	1.69	0.31
Final Sat.:	3150	5700	1750	1750	5700	1750	3150	2693	1006	3150	3140	559
Capacity Analysis Module:												
Vol/Sat:	0.08	0.61	0.04	0.02	0.16	0.23	0.18	0.15	0.15	0.04	0.21	0.21
Crit Moves:		****		****			****				****	
Green Time:	37.1	100	121.0	14.0	77.2	106.1	28.9	43.0	43.0	20.7	34.8	34.8
Volume/Cap:	0.40	1.16	0.06	0.22	0.40	0.42	1.16	0.68	0.68	0.34	1.16	1.16
Delay/Veh:	67.1	109	6.2	83.7	35.6	16.4	174.4	69.4	69.4	78.9	166	166.2
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:	67.1	109	6.2	83.7	35.6	16.4	174.4	69.4	69.4	78.9	166	166.2
LOS by Move:	E	F	A	F	D+	B	F	E	E	E-	F	F
HCM2k95thQ:	13	126	1	3	19	17	42	26	26	7	50	50

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

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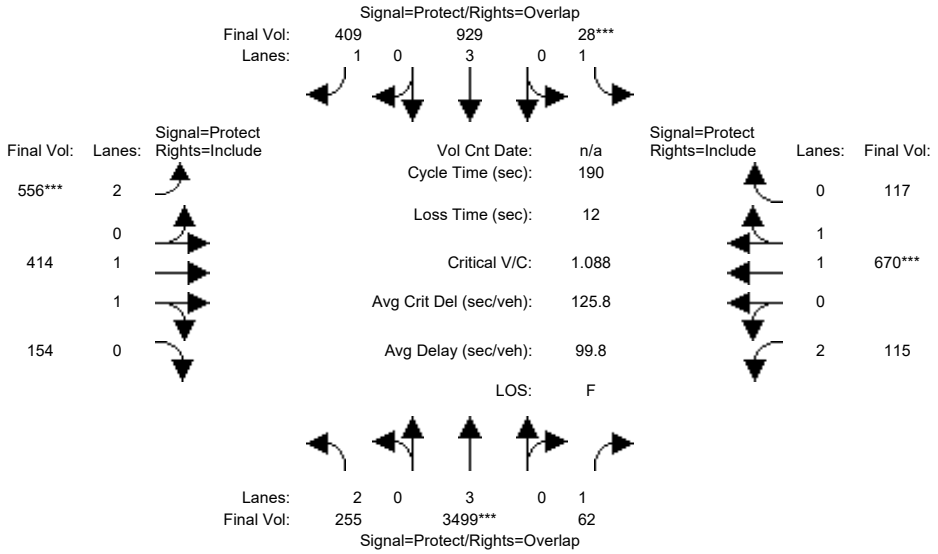
El Camino Real Specific Plan TIA
SJ17-1774
Cumulative Plus Project AM

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

Intersection #32: San Tomas Expy/Homestead Rd (CMP)



Street Name:	San Tomas Expy						Homestead Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	14	10	10	14	10	10	14	10	10	14	10	10
Y+R:	5.1	5.8	5.8	5.2	5.8	5.8	5.1	5.6	5.6	5.2	5.6	5.6
Volume Module:												
Base Vol:	255	4544	62	28	1207	409	556	414	154	115	670	117
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	255	4544	62	28	1207	409	556	414	154	115	670	117
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	255	4544	62	28	1207	409	556	414	154	115	670	117
User Adj:	1.00	0.77	1.00	1.00	0.77	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	255	3499	62	28	929	409	556	414	154	115	670	117
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	255	3499	62	28	929	409	556	414	154	115	670	117
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	255	3499	62	28	929	409	556	414	154	115	670	117
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.83	0.98	0.95	0.83	0.98	0.95
Lanes:	2.00	3.00	1.00	1.00	3.00	1.00	2.00	1.44	0.56	2.00	1.69	0.31
Final Sat.:	3150	5700	1750	1750	5700	1750	3150	2696	1003	3150	3150	550
Capacity Analysis Module:												
Vol/Sat:	0.08	0.61	0.04	0.02	0.16	0.23	0.18	0.15	0.15	0.04	0.21	0.21
Crit Moves:		****		****			****				****	
Green Time:	37.9	100	121.0	14.0	76.4	105.3	28.9	43.0	43.0	20.6	34.8	34.8
Volume/Cap:	0.41	1.16	0.06	0.22	0.41	0.42	1.16	0.68	0.68	0.34	1.16	1.16
Delay/Veh:	66.6	109	6.2	83.7	36.3	16.9	174.5	69.4	69.4	78.9	166	166.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	66.6	109	6.2	83.7	36.3	16.9	174.5	69.4	69.4	78.9	166	166.2
LOS by Move:	E	F	A	F	D+	B	F	E	E	E-	F	F
HCM2k95thQ:	13	126	1	3	19	18	42	26	26	7	50	50

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

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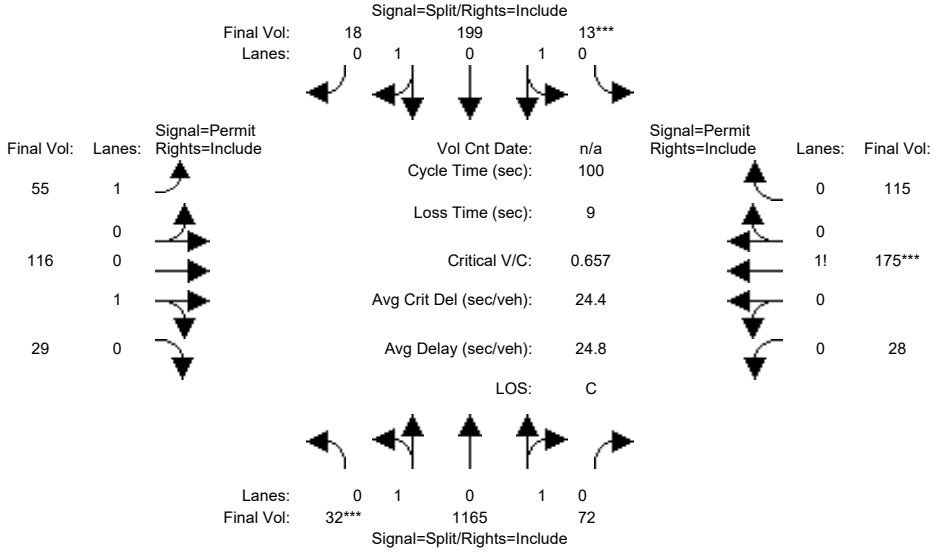
El Camino Real Specific Plan TIA
SJ17-1774
Cumulative Plus Project AM

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

Intersection #33: Bowers Ave/Cabrillo Ave



Street Name:	Bowers Ave						Cabrillo Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	32	1165	72	13	199	18	55	116	29	28	175	115
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	32	1165	72	13	199	18	55	116	29	28	175	115
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	32	1165	72	13	199	18	55	116	29	28	175	115
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	32	1165	72	13	199	18	55	116	29	28	175	115
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	1165	72	13	199	18	55	116	29	28	175	115
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	32	1165	72	13	199	18	55	116	29	28	175	115
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.92
Lanes:	0.05	1.84	0.11	0.11	1.73	0.16	1.00	0.80	0.20	0.09	0.55	0.36
Final Sat.:	91	3305	204	203	3115	282	1750	1440	360	154	963	633
Capacity Analysis Module:												
Vol/Sat:	0.35	0.35	0.35	0.06	0.06	0.06	0.03	0.08	0.08	0.18	0.18	0.18
Crit Moves:	****			****							****	
Green Time:	53.4	53.4	53.4	10.0	10.0	10.0	27.6	27.6	27.6	27.6	27.6	27.6
Volume/Cap:	0.66	0.66	0.66	0.64	0.64	0.64	0.11	0.29	0.29	0.66	0.66	0.66
Delay/Veh:	17.6	17.6	17.6	47.1	47.1	47.1	27.2	28.9	28.9	35.4	35.4	35.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.6	17.6	17.6	47.1	47.1	47.1	27.2	28.9	28.9	35.4	35.4	35.4
LOS by Move:	B	B	B	D	D	D	C	C	C	D+	D+	D+
HCM2k95thQ:	25	25	25	7	7	7	3	7	7	17	17	17

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

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El Camino Real Specific Plan TIA
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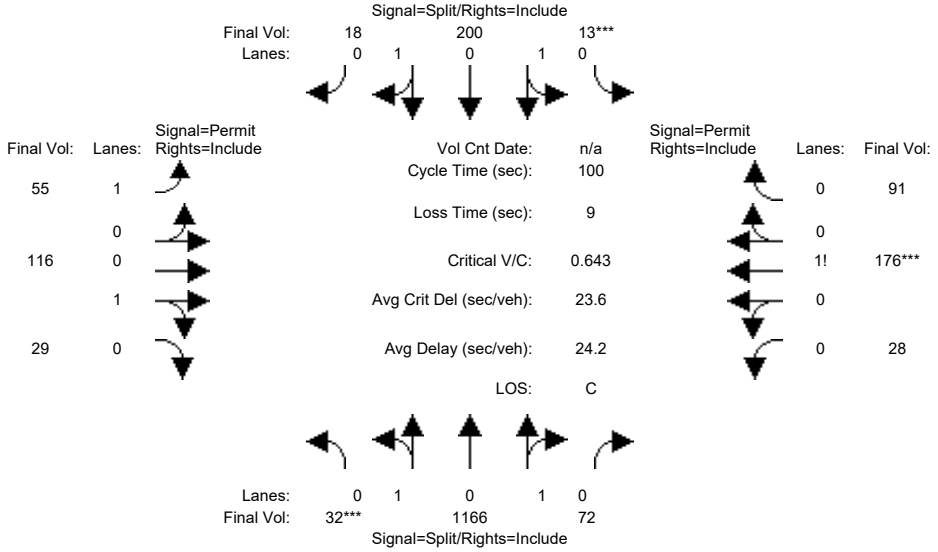
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP AM

Intersection #33: Bowers Ave/Cabrillo Ave



Street Name:	Bowers Ave						Cabrillo Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	32	1166	72	13	200	18	55	116	29	28	176	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:	32	1166	72	13	200	18	55	116	29	28	176	91
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	32	1166	72	13	200	18	55	116	29	28	176	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:	32	1166	72	13	200	18	55	116	29	28	176	91
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	1166	72	13	200	18	55	116	29	28	176	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:	32	1166	72	13	200	18	55	116	29	28	176	91
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.92
Lanes:	0.05	1.84	0.11	0.11	1.73	0.16	1.00	0.80	0.20	0.09	0.60	0.31
Final Sat.:	91	3305	204	203	3117	281	1750	1440	360	166	1044	540
Capacity Analysis Module:												
Vol/Sat:	0.35	0.35	0.35	0.06	0.06	0.06	0.03	0.08	0.08	0.17	0.17	0.17
Crit Moves:	****			****							****	
Green Time:	54.8	54.8	54.8	10.0	10.0	10.0	26.2	26.2	26.2	26.2	26.2	26.2
Volume/Cap:	0.64	0.64	0.64	0.64	0.64	0.64	0.12	0.31	0.31	0.64	0.64	0.64
Delay/Veh:	16.5	16.5	16.5	47.2	47.2	47.2	28.2	30.0	30.0	35.9	35.9	35.9
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:	16.5	16.5	16.5	47.2	47.2	47.2	28.2	30.0	30.0	35.9	35.9	35.9
LOS by Move:	B	B	B	D	D	D	C	C	C	D+	D+	D+
HCM2k95thQ:	25	25	25	7	7	7	3	7	7	16	16	16

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

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El Camino Real Specific Plan TIA
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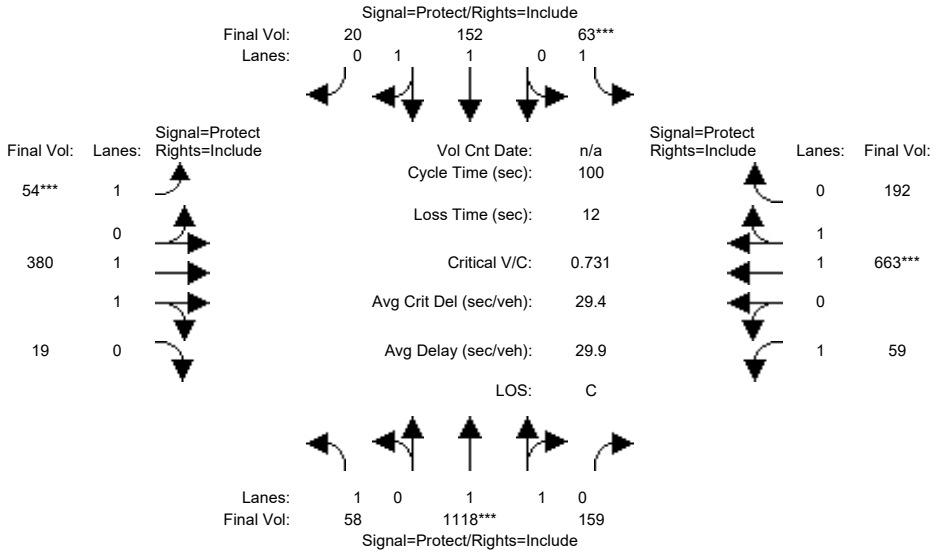
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative AM

Intersection #34: Bowers Ave/Monroe St



Street Name:	Bowers Ave						Monroe St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	4.5	4.5	4.5	5.5	5.5	5.5	4.5	5.5	5.5	4.5	5.5	5.5
Volume Module:												
Base Vol:	58	1118	159	63	152	20	54	380	19	59	663	192
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	58	1118	159	63	152	20	54	380	19	59	663	192
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	58	1118	159	63	152	20	54	380	19	59	663	192
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	58	1118	159	63	152	20	54	380	19	59	663	192
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	1118	159	63	152	20	54	380	19	59	663	192
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	58	1118	159	63	152	20	54	380	19	59	663	192
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.97	0.95	0.92	0.98	0.95
Lanes:	1.00	1.74	0.26	1.00	1.76	0.24	1.00	1.90	0.10	1.00	1.54	0.46
Final Sat.:	1750	3239	461	1750	3269	430	1750	3524	176	1750	2869	831
Capacity Analysis Module:												
Vol/Sat:	0.03	0.35	0.35	0.04	0.05	0.05	0.03	0.11	0.11	0.03	0.23	0.23
Crit Moves:		****		****			****				****	
Green Time:	25.9	46.7	46.7	5.0	25.9	25.9	5.0	24.8	24.8	11.5	31.3	31.3
Volume/Cap:	0.13	0.74	0.74	0.72	0.18	0.18	0.62	0.44	0.44	0.29	0.74	0.74
Delay/Veh:	28.6	23.4	23.4	71.9	28.9	28.9	59.2	32.0	32.0	41.3	33.3	33.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.6	23.4	23.4	71.9	28.9	28.9	59.2	32.0	32.0	41.3	33.3	33.3
LOS by Move:	C	C	C	E	C	C	E+	C-	C-	D	C-	C-
HCM2k95thQ:	3	28	28	5	4	4	4	10	10	3	21	21

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

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El Camino Real Specific Plan TIA
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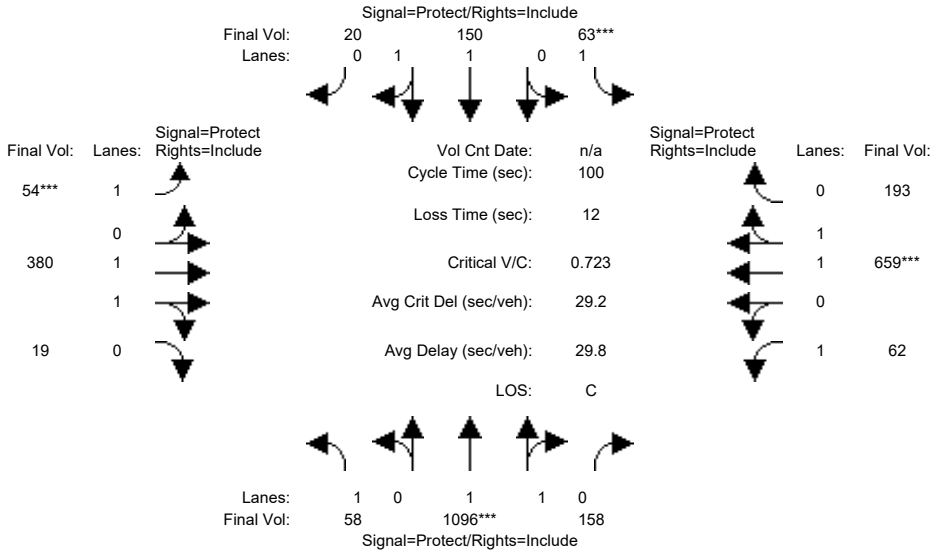
Cumulative Plus Project AM

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

Intersection #34: Bowers Ave/Monroe St



Street Name:	Bowers Ave						Monroe St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	4.5	4.5	4.5	5.5	5.5	5.5	4.5	5.5	5.5	4.5	5.5	5.5
Volume Module:												
Base Vol:	58	1096	158	63	150	20	54	380	19	62	659	193
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	58	1096	158	63	150	20	54	380	19	62	659	193
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	58	1096	158	63	150	20	54	380	19	62	659	193
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	58	1096	158	63	150	20	54	380	19	62	659	193
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	1096	158	63	150	20	54	380	19	62	659	193
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	58	1096	158	63	150	20	54	380	19	62	659	193
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.97	0.95	0.92	0.98	0.95
Lanes:	1.00	1.74	0.26	1.00	1.76	0.24	1.00	1.90	0.10	1.00	1.53	0.47
Final Sat.:	1750	3233	466	1750	3264	435	1750	3524	176	1750	2861	838
Capacity Analysis Module:												
Vol/Sat:	0.03	0.34	0.34	0.04	0.05	0.05	0.03	0.11	0.11	0.04	0.23	0.23
Crit Moves:		****		****			****				****	
Green Time:	25.7	46.4	46.4	5.0	25.7	25.7	5.0	25.0	25.0	11.6	31.6	31.6
Volume/Cap:	0.13	0.73	0.73	0.72	0.18	0.18	0.62	0.43	0.43	0.31	0.73	0.73
Delay/Veh:	28.7	23.3	23.3	71.9	29.0	29.0	59.2	31.9	31.9	41.4	32.8	32.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.7	23.3	23.3	71.9	29.0	29.0	59.2	31.9	31.9	41.4	32.8	32.8
LOS by Move:	C	C	C	E	C	C	E+	C	C	D	C-	C-
HCM2k95thQ:	3	28	28	5	4	4	4	10	10	4	20	20

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

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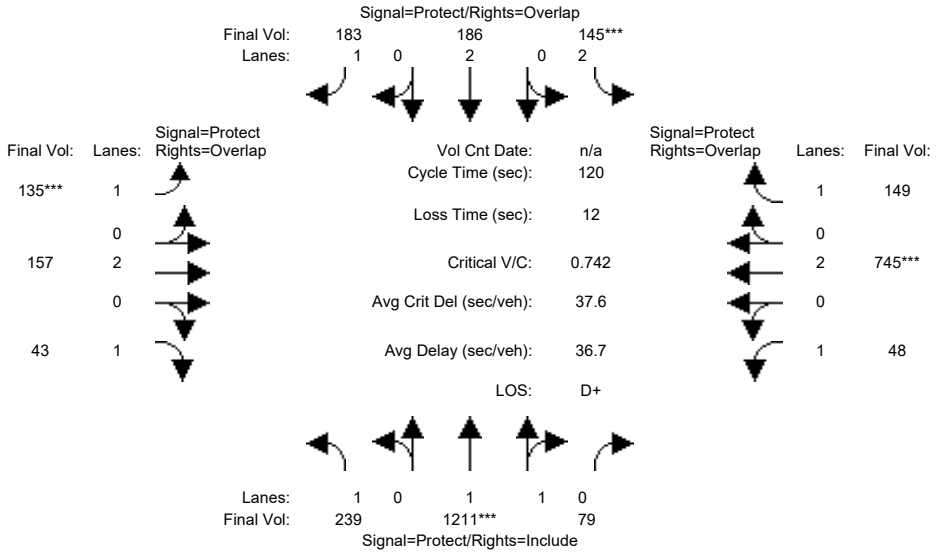
El Camino Real Specific Plan TIA
SJ17-1774
Cumulative Plus Project AM

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

Intersection #35: Bowers Ave/Kifer Rd



Street Name:	Bowers Ave						Kifer Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	5	10	10	8	10	10	5	5	5	5	5	5
Y+R:	4.1	5.0	5.0	4.0	5.0	5.0	4.1	4.6	4.6	4.0	5.0	5.0
Volume Module:												
Base Vol:	239	1211	79	145	186	183	135	157	43	48	745	149
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	239	1211	79	145	186	183	135	157	43	48	745	149
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	239	1211	79	145	186	183	135	157	43	48	745	149
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	239	1211	79	145	186	183	135	157	43	48	745	149
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	239	1211	79	145	186	183	135	157	43	48	745	149
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	239	1211	79	145	186	183	135	157	43	48	745	149
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	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.87	0.13	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3473	227	3150	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.14	0.35	0.35	0.05	0.05	0.10	0.08	0.04	0.02	0.03	0.20	0.09
Crit Moves:		****		****			****				****	
Green Time:	39.8	56.1	56.1	8.0	24.3	36.7	12.4	22.0	61.8	22.0	31.5	39.5
Volume/Cap:	0.41	0.75	0.75	0.69	0.24	0.34	0.75	0.23	0.05	0.15	0.75	0.26
Delay/Veh:	31.5	28.0	28.0	64.2	40.3	32.7	67.8	41.9	14.5	41.4	43.7	29.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.5	28.0	28.0	64.2	40.3	32.7	67.8	41.9	14.5	41.4	43.7	29.7
LOS by Move:	C	C	C	E	D	C-	E	D	B	D	D	C
HCM2k95thQ:	13	33	33	7	6	11	11	5	2	3	22	8

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

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El Camino Real Specific Plan TIA
SJ17-1774
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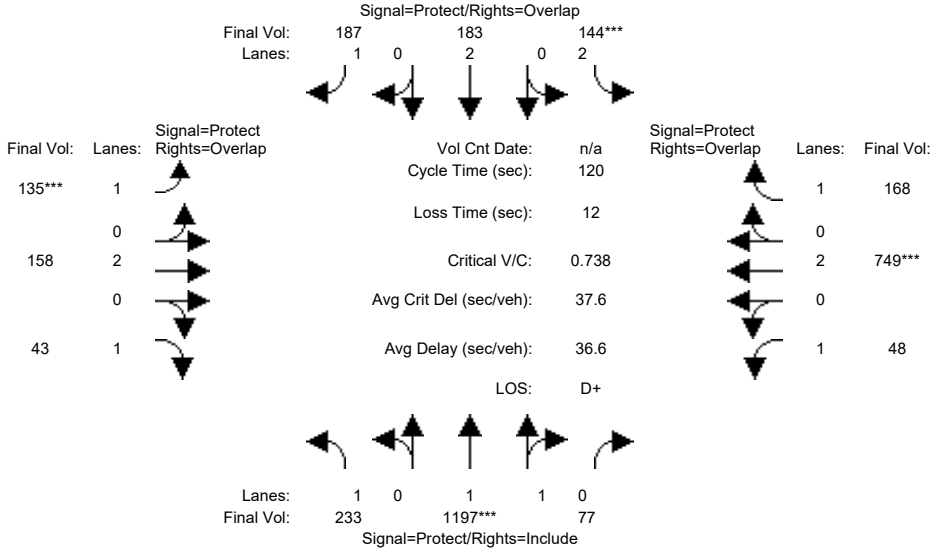
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP AM

Intersection #35: Bowers Ave/Kifer Rd



Street Name:	Bowers Ave						Kifer Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	5	10	10	8	10	10	5	5	5	5	5	5
Y+R:	4.1	5.0	5.0	4.0	5.0	5.0	4.1	4.6	4.6	4.0	5.0	5.0
Volume Module:												
Base Vol:	233	1197	77	144	183	187	135	158	43	48	749	168
Growth Adj:	1.00	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	1197	77	144	183	187	135	158	43	48	749	168
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	233	1197	77	144	183	187	135	158	43	48	749	168
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1197	77	144	183	187	135	158	43	48	749	168
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	233	1197	77	144	183	187	135	158	43	48	749	168
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	233	1197	77	144	183	187	135	158	43	48	749	168
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	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.88	0.12	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3476	224	3150	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.34	0.34	0.05	0.05	0.11	0.08	0.04	0.02	0.03	0.20	0.10
Crit Moves:		****		****			****				****	
Green Time:	39.2	55.7	55.7	8.0	24.5	37.0	12.5	22.2	61.3	22.2	31.9	39.9
Volume/Cap:	0.41	0.74	0.74	0.69	0.24	0.35	0.74	0.23	0.05	0.15	0.74	0.29
Delay/Veh:	31.9	28.1	28.1	63.9	40.1	32.5	67.3	41.8	14.7	41.2	43.3	29.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.9	28.1	28.1	63.9	40.1	32.5	67.3	41.8	14.7	41.2	43.3	29.9
LOS by Move:	C	C	C	E	D	C-	E	D	B	D	D	C
HCM2k95thQ:	13	33	33	7	5	11	11	5	2	3	22	9

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

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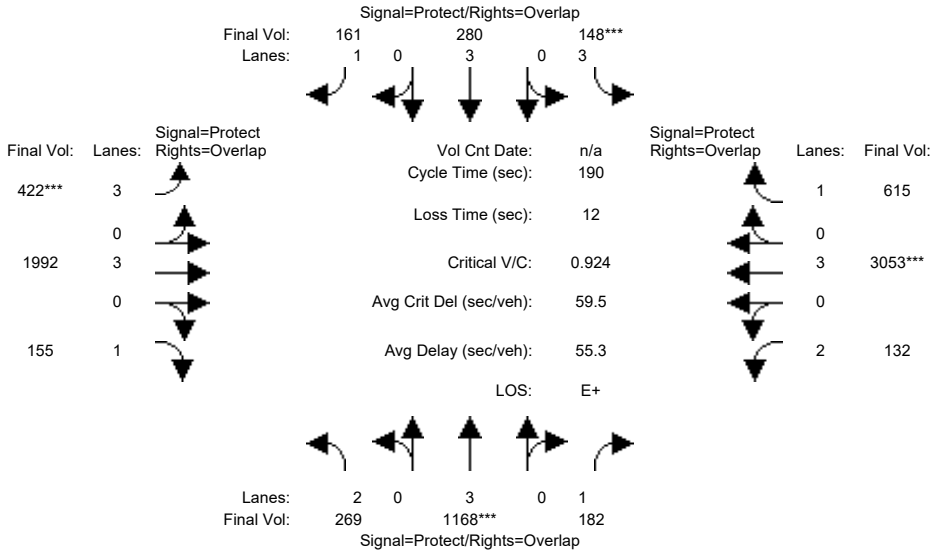
El Camino Real Specific Plan TIA
SJ17-1774
Cumulative Plus Project AM

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

Intersection #36: Bowers Ave/Central Expy (CMP)



Street Name:	Bowers Ave						Central Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	14	10	10	14	10	10	14	78	78	14	85	85
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	269	1168	182	148	280	161	422	1992	155	132	3053	615
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	269	1168	182	148	280	161	422	1992	155	132	3053	615
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	269	1168	182	148	280	161	422	1992	155	132	3053	615
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	269	1168	182	148	280	161	422	1992	155	132	3053	615
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	269	1168	182	148	280	161	422	1992	155	132	3053	615
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	269	1168	182	148	280	161	422	1992	155	132	3053	615
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.80	1.00	0.92	0.80	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	3.00	3.00	1.00	3.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	4551	5700	1750	4551	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.20	0.10	0.03	0.05	0.09	0.09	0.35	0.09	0.04	0.54	0.35
Crit Moves:		****		****			****				****	
Green Time:	33.6	40.3	59.1	14.0	20.7	39.0	18.3	105	138.5	18.8	105	119.4
Volume/Cap:	0.48	0.97	0.33	0.44	0.45	0.45	0.97	0.63	0.12	0.42	0.97	0.56
Delay/Veh:	71.0	92.3	50.7	85.2	79.8	67.0	125.7	53.8	21.4	81.4	36.6	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:	71.0	92.3	50.7	85.2	79.8	67.0	125.7	53.8	21.4	81.4	36.6	10.8
LOS by Move:	E	F	D	F	E-	E	F	D-	C+	F	D+	B+
HCM2k95thQ:	15	40	15	7	10	16	24	54	13	8	85	21

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

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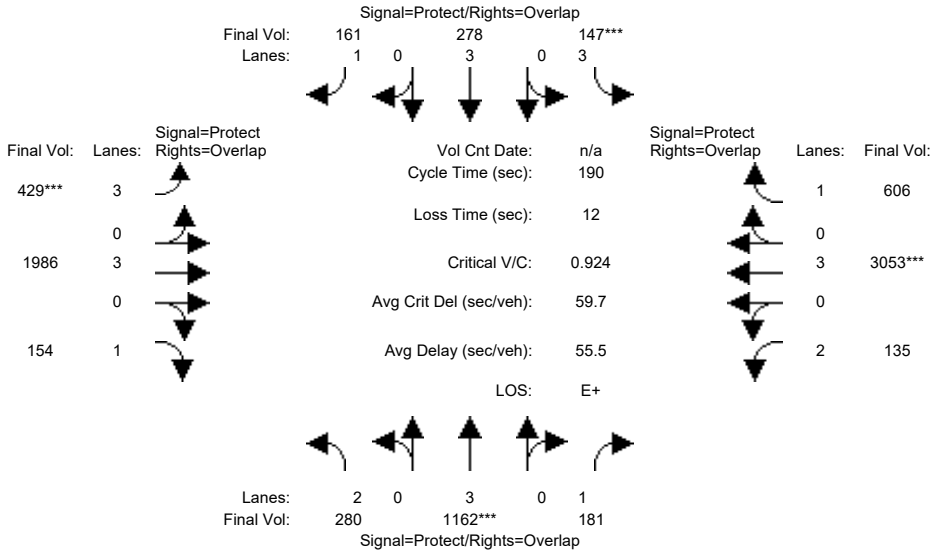
El Camino Real Specific Plan TIA
SJ17-1774
Cumulative Plus Project AM

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

Intersection #36: Bowers Ave/Central Expy (CMP)



Street Name:	Bowers Ave						Central Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	14	10	10	14	10	10	14	78	78	14	85	85
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	280	1162	181	147	278	161	429	1986	154	135	3053	606
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	280	1162	181	147	278	161	429	1986	154	135	3053	606
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	280	1162	181	147	278	161	429	1986	154	135	3053	606
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	280	1162	181	147	278	161	429	1986	154	135	3053	606
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	280	1162	181	147	278	161	429	1986	154	135	3053	606
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	280	1162	181	147	278	161	429	1986	154	135	3053	606
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.80	1.00	0.92	0.80	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	3.00	3.00	1.00	3.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	4551	5700	1750	4551	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.20	0.10	0.03	0.05	0.09	0.09	0.35	0.09	0.04	0.54	0.35
Crit Moves:		****		****			****				****	
Green Time:	34.0	40.1	59.0	14.0	20.1	38.7	18.5	105	139.0	18.9	105	119.4
Volume/Cap:	0.50	0.97	0.33	0.44	0.46	0.45	0.97	0.63	0.12	0.43	0.97	0.55
Delay/Veh:	71.0	92.6	50.8	85.2	80.4	67.3	125.4	53.6	21.2	81.5	36.8	10.7
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:	71.0	92.6	50.8	85.2	80.4	67.3	125.4	53.6	21.2	81.5	36.8	10.7
LOS by Move:	E	F	D	F	F	E	F	D-	C+	F	D+	B+
HCM2k95thQ:	16	39	15	7	10	16	25	54	13	8	85	20

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

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El Camino Real Specific Plan TIA
SJ17-1774
Cumulative Plus Project AM

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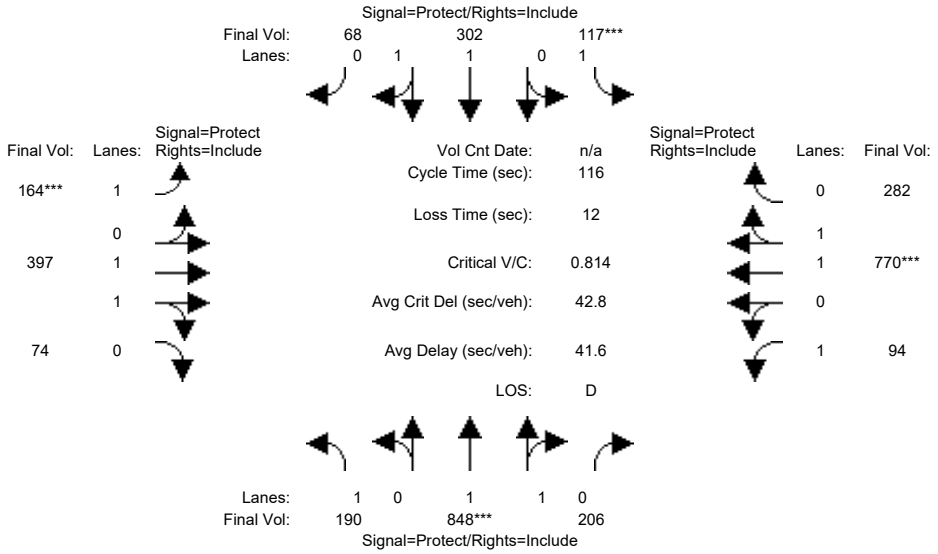
2000 HCM Operations (Future Volume Alternative)
Cumulative AM

Intersection #37: Kiely Blvd/Benton St



Street Name:	Kiely Blvd						Benton St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	4	4	4	4	4	4	11	11	11	12	12	12
Y+R:	4.0	5.1	5.1	4.0	5.1	5.1	4.0	5.0	5.0	4.0	5.0	5.0
Volume Module:												
Base Vol:	190	848	206	117	302	68	164	397	74	94	770	282
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	190	848	206	117	302	68	164	397	74	94	770	282
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	190	848	206	117	302	68	164	397	74	94	770	282
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	190	848	206	117	302	68	164	397	74	94	770	282
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	848	206	117	302	68	164	397	74	94	770	282
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	190	848	206	117	302	68	164	397	74	94	770	282
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.60	0.40	1.00	1.62	0.38	1.00	1.68	0.32	1.00	1.45	0.55
Final Sat.:	1750	2976	723	1750	3019	680	1750	3118	581	1750	2707	992
Capacity Analysis Module:												
Vol/Sat:	0.11	0.28	0.28	0.07	0.10	0.10	0.09	0.13	0.13	0.05	0.28	0.28
Crit Moves:		****		****			****				****	
Green Time:	26.1	40.6	40.6	9.5	24.0	24.0	13.4	29.7	29.7	24.2	40.5	40.5
Volume/Cap:	0.48	0.81	0.81	0.81	0.48	0.48	0.81	0.50	0.50	0.26	0.81	0.81
Delay/Veh:	40.0	38.4	38.4	81.1	41.0	41.0	71.9	37.2	37.2	38.8	38.4	38.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.0	38.4	38.4	81.1	41.0	41.0	71.9	37.2	37.2	38.8	38.4	38.4
LOS by Move:	D	D+	D+	F	D	D	E	D+	D+	D+	D+	D+
HCM2k95thQ:	12	30	30	9	11	11	13	13	13	6	28	28

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

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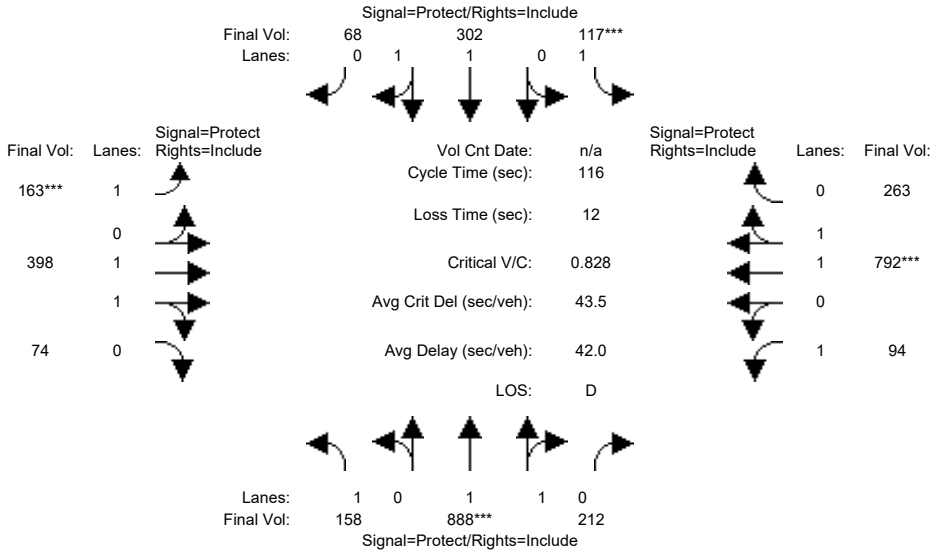
El Camino Real Specific Plan TIA
SJ17-1774
Cumulative Plus Project AM

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

Intersection #37: Kiely Blvd/Benton St



Street Name:	Kiely Blvd						Benton St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	4	4	4	4	4	4	11	11	11	12	12	12
Y+R:	4.0	5.1	5.1	4.0	5.1	5.1	4.0	5.0	5.0	4.0	5.0	5.0
Volume Module:												
Base Vol:	158	888	212	117	302	68	163	398	74	94	792	263
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	158	888	212	117	302	68	163	398	74	94	792	263
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	158	888	212	117	302	68	163	398	74	94	792	263
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	158	888	212	117	302	68	163	398	74	94	792	263
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	158	888	212	117	302	68	163	398	74	94	792	263
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	158	888	212	117	302	68	163	398	74	94	792	263
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.60	0.40	1.00	1.62	0.38	1.00	1.68	0.32	1.00	1.49	0.51
Final Sat.:	1750	2986	713	1750	3019	680	1750	3119	580	1750	2777	922
Capacity Analysis Module:												
Vol/Sat:	0.09	0.30	0.30	0.07	0.10	0.10	0.09	0.13	0.13	0.05	0.29	0.29
Crit Moves:		****		****			****				****	
Green Time:	24.2	41.6	41.6	9.4	26.8	26.8	13.0	29.3	29.3	23.7	39.9	39.9
Volume/Cap:	0.43	0.83	0.83	0.83	0.43	0.43	0.83	0.51	0.51	0.26	0.83	0.83
Delay/Veh:	40.8	38.4	38.4	84.1	38.5	38.5	74.7	37.6	37.6	39.2	39.5	39.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.8	38.4	38.4	84.1	38.5	38.5	74.7	37.6	37.6	39.2	39.5	39.5
LOS by Move:	D	D+	D+	F	D+	D+	E	D+	D+	D	D	D
HCM2k95thQ:	10	31	31	10	11	11	13	14	14	6	28	28

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

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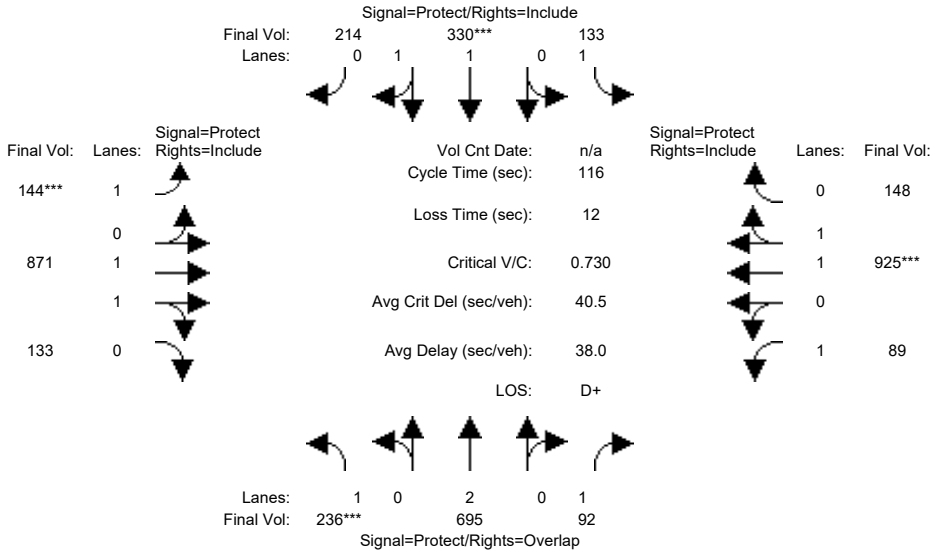
El Camino Real Specific Plan TIA
SJ17-1774
Cumulative Plus Project AM

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

Intersection #38: Kiely Blvd/Homestead Rd



Street Name:	Kiely Blvd						Homestead Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	4	6	6	12	12	12	4	4	4	4	6	6
Y+R:	4.0	5.1	5.1	4.0	5.1	5.1	4.0	5.0	5.0	4.0	5.0	5.0
Volume Module:												
Base Vol:	236	695	92	133	330	214	144	871	133	89	925	148
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	236	695	92	133	330	214	144	871	133	89	925	148
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	236	695	92	133	330	214	144	871	133	89	925	148
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	236	695	92	133	330	214	144	871	133	89	925	148
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	236	695	92	133	330	214	144	871	133	89	925	148
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	236	695	92	133	330	214	144	871	133	89	925	148
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.99	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	2.00	1.00	1.00	1.19	0.81	1.00	1.73	0.27	1.00	1.72	0.28
Final Sat.:	1750	3800	1750	1750	2243	1455	1750	3209	490	1750	3189	510
Capacity Analysis Module:												
Vol/Sat:	0.13	0.18	0.05	0.08	0.15	0.15	0.08	0.27	0.27	0.05	0.29	0.29
Crit Moves:	****				****		****				****	
Green Time:	21.4	28.6	38.0	16.2	23.4	23.4	13.1	49.8	49.8	9.3	46.1	46.1
Volume/Cap:	0.73	0.74	0.16	0.54	0.73	0.73	0.73	0.63	0.63	0.63	0.73	0.73
Delay/Veh:	52.7	43.5	27.8	49.0	47.0	47.0	62.7	26.7	26.7	60.6	31.6	31.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.7	43.5	27.8	49.0	47.0	47.0	62.7	26.7	26.7	60.6	31.6	31.6
LOS by Move:	D-	D	C	D	D	D	E	C	C	E	C	C
HCM2k95thQ:	17	21	5	9	17	17	11	25	25	6	27	27

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

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El Camino Real Specific Plan TIA
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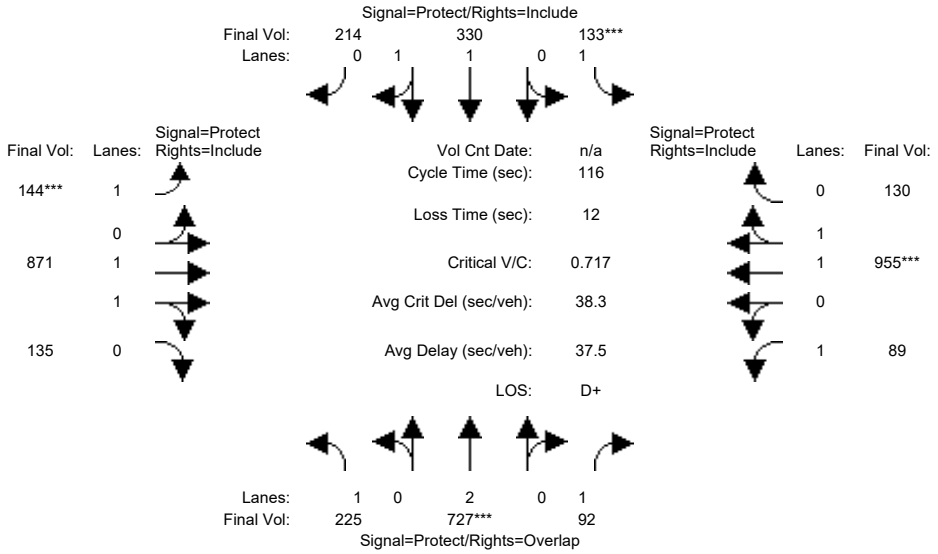
2000 HCM Operations (Future Volume Alternative)
Cumulative PP AM

Intersection #38: Kiely Blvd/Homestead Rd



Street Name:	Kiely Blvd						Homestead Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	4	6	6	12	12	12	4	4	4	4	6	6
Y+R:	4.0	5.1	5.1	4.0	5.1	5.1	4.0	5.0	5.0	4.0	5.0	5.0
Volume Module:												
Base Vol:	225	727	92	133	330	214	144	871	135	89	955	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:	225	727	92	133	330	214	144	871	135	89	955	130
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	225	727	92	133	330	214	144	871	135	89	955	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:	225	727	92	133	330	214	144	871	135	89	955	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	225	727	92	133	330	214	144	871	135	89	955	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:	225	727	92	133	330	214	144	871	135	89	955	130
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.99	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	2.00	1.00	1.00	1.19	0.81	1.00	1.72	0.28	1.00	1.75	0.25
Final Sat.:	1750	3800	1750	1750	2243	1455	1750	3203	496	1750	3256	443
Capacity Analysis Module:												
Vol/Sat:	0.13	0.19	0.05	0.08	0.15	0.15	0.08	0.27	0.27	0.05	0.29	0.29
Crit Moves:		****		****			****				****	
Green Time:	20.2	30.9	40.5	12.3	23.1	23.1	13.3	51.2	51.2	9.6	47.4	47.4
Volume/Cap:	0.74	0.72	0.15	0.72	0.74	0.74	0.72	0.62	0.62	0.62	0.72	0.72
Delay/Veh:	54.7	41.0	26.0	62.8	47.6	47.6	61.3	25.6	25.6	59.2	30.3	30.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.7	41.0	26.0	62.8	47.6	47.6	61.3	25.6	25.6	59.2	30.3	30.3
LOS by Move:	D-	D	C	E	D	D	E	C	C	E+	C	C
HCM2k95thQ:	16	22	5	10	18	18	11	25	25	6	27	27

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

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El Camino Real Specific Plan TIA
SJ17-1774
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
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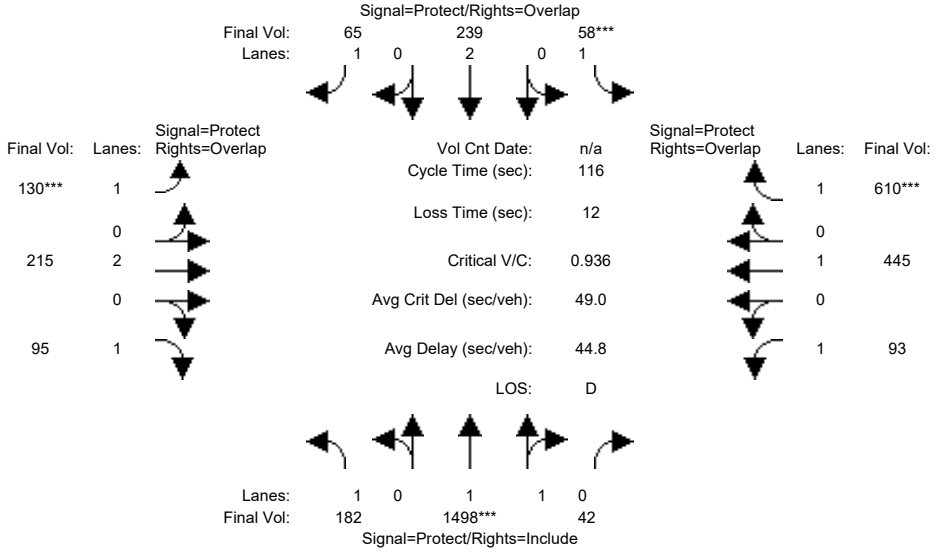
Intersection #39: Monroe St/Scott Blvd



Street Name:	Scott Blvd						Monroe St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	8	10	10	8	10	10	8	10	10	8	10	10
Y+R:	4.1	5.1	5.1	4.1	5.1	5.1	4.1	5.1	5.1	4.1	5.0	5.0
Volume Module:												
Base Vol:	182	1498	42	58	239	65	130	215	95	93	445	610
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	182	1498	42	58	239	65	130	215	95	93	445	610
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	182	1498	42	58	239	65	130	215	95	93	445	610
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	182	1498	42	58	239	65	130	215	95	93	445	610
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	182	1498	42	58	239	65	130	215	95	93	445	610
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	182	1498	42	58	239	65	130	215	95	93	445	610
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.94	0.06	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3599	101	1750	3800	1750	1750	3800	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.42	0.42	0.03	0.06	0.04	0.07	0.06	0.05	0.05	0.23	0.35
Crit Moves:		****		****			****					****
Green Time:	32.7	51.9	51.9	8.0	27.1	36.4	9.3	24.5	57.3	19.6	34.9	42.9
Volume/Cap:	0.37	0.93	0.93	0.48	0.27	0.12	0.93	0.27	0.11	0.31	0.78	0.94
Delay/Veh:	33.8	40.2	40.2	55.0	36.5	28.5	108.4	38.4	15.8	42.9	43.9	57.9
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:	33.8	40.2	40.2	55.0	36.5	28.5	108.4	38.4	15.8	42.9	43.9	57.9
LOS by Move:	C-	D	D	D-	D+	C	F	D+	B	D	D	E+
HCM2k95thQ:	11	50	50	4	7	3	11	6	4	7	28	45

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

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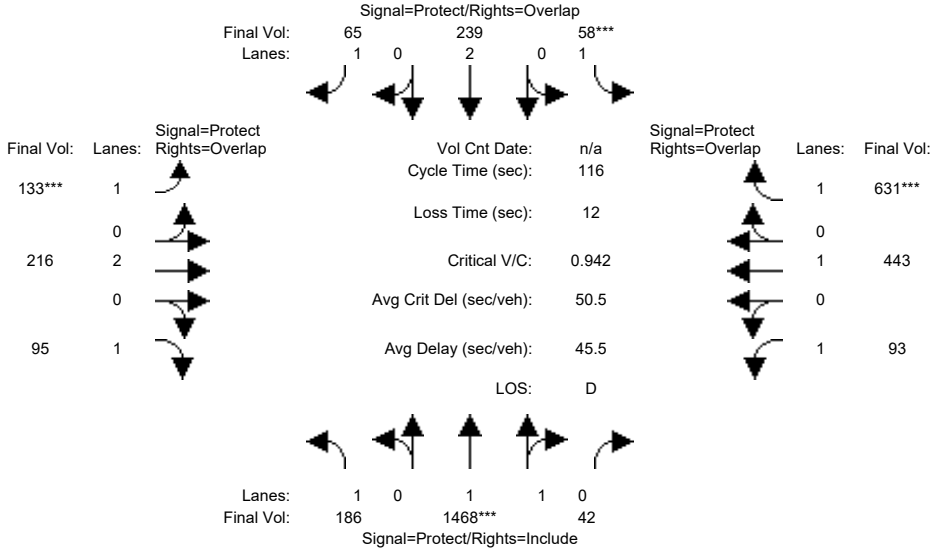
El Camino Real Specific Plan TIA
SJ17-1774
Cumulative Plus Project AM

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

Intersection #39: Monroe St/Scott Blvd



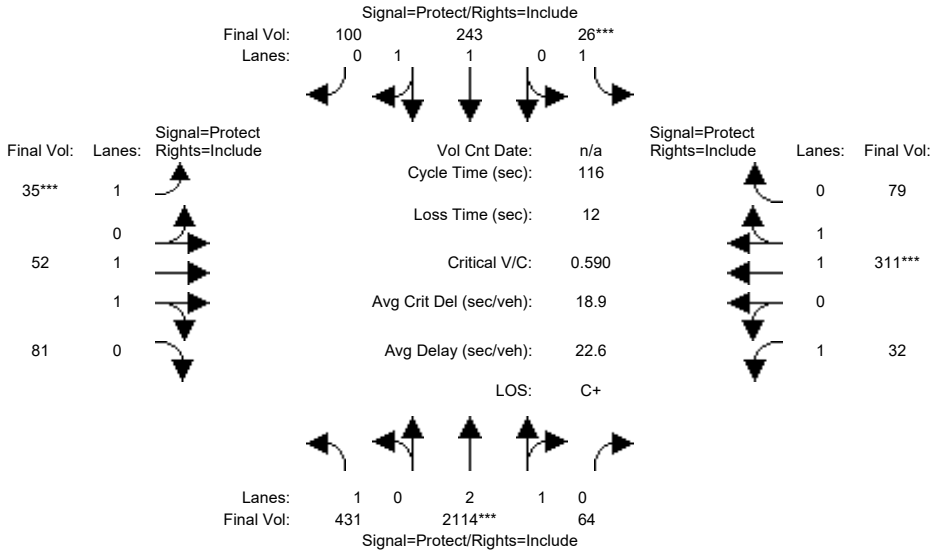
Street Name:	Scott Blvd						Monroe St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	8	10	10	8	10	10	8	10	10	8	10	10
Y+R:	4.1	5.1	5.1	4.1	5.1	5.1	4.1	5.1	5.1	4.1	5.0	5.0
Volume Module:												
Base Vol:	186	1468	42	58	239	65	133	216	95	93	443	631
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	186	1468	42	58	239	65	133	216	95	93	443	631
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	186	1468	42	58	239	65	133	216	95	93	443	631
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	186	1468	42	58	239	65	133	216	95	93	443	631
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	186	1468	42	58	239	65	133	216	95	93	443	631
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	186	1468	42	58	239	65	133	216	95	93	443	631
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.94	0.06	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3597	103	1750	3800	1750	1750	3800	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.41	0.41	0.03	0.06	0.04	0.08	0.06	0.05	0.05	0.23	0.36
Crit Moves:		****		****			****					****
Green Time:	32.3	50.5	50.5	8.0	26.2	35.6	9.4	25.3	57.6	20.2	36.1	44.1
Volume/Cap:	0.38	0.94	0.94	0.48	0.28	0.12	0.94	0.26	0.11	0.30	0.75	0.95
Delay/Veh:	34.3	42.1	42.1	55.0	37.3	29.0	109.7	37.8	15.6	42.3	41.2	57.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.3	42.1	42.1	55.0	37.3	29.0	109.7	37.8	15.6	42.3	41.2	57.9
LOS by Move:	C-	D	D	D-	D+	C	F	D+	B	D	D	E+
HCM2k95thQ:	11	50	50	4	7	3	12	6	4	7	27	46

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

El Camino Real Specific Plan TIA
SJ17-1774
Cumulative Plus Project AM

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

Intersection #40: Walsh Ave/Scott Blvd



Street Name:	Scott Blvd						Walsh Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	4	5	5	6	8	8	4	5	5	4	8	8
Y+R:	4.0	5.4	5.4	4.5	5.4	5.4	4.0	5.1	5.1	4.0	5.1	5.1
Volume Module:												
Base Vol:	431	2114	64	26	243	100	35	52	81	32	311	79
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	431	2114	64	26	243	100	35	52	81	32	311	79
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	431	2114	64	26	243	100	35	52	81	32	311	79
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	431	2114	64	26	243	100	35	52	81	32	311	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	431	2114	64	26	243	100	35	52	81	32	311	79
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	431	2114	64	26	243	100	35	52	81	32	311	79
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	2.91	0.09	1.00	1.40	0.60	1.00	1.00	1.00	1.00	1.58	0.42
Final Sat.:	1750	5435	165	1750	2620	1078	1750	1900	1750	1750	2950	749
Capacity Analysis Module:												
Vol/Sat:	0.25	0.39	0.39	0.01	0.09	0.09	0.02	0.03	0.05	0.02	0.11	0.11
Crit Moves:		****		****			****				****	
Green Time:	58.1	74.0	74.0	6.0	21.9	21.9	4.0	13.8	13.8	10.3	20.0	20.0
Volume/Cap:	0.49	0.61	0.61	0.29	0.49	0.49	0.58	0.23	0.39	0.21	0.61	0.61
Delay/Veh:	19.6	12.8	12.8	54.7	42.6	42.6	68.6	46.5	48.0	49.8	46.1	46.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.6	12.8	12.8	54.7	42.6	42.6	68.6	46.5	48.0	49.8	46.1	46.1
LOS by Move:	B-	B	B	D-	D	D	E	D	D	D	D	D
HCM2k95thQ:	19	26	26	2	10	10	3	3	6	3	14	14

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

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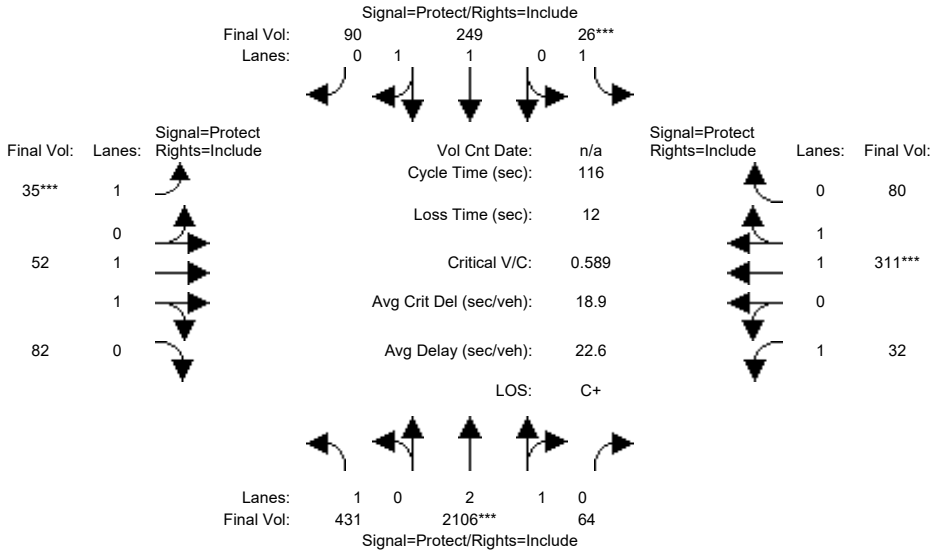
El Camino Real Specific Plan TIA
SJ17-1774
Cumulative Plus Project AM

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

Intersection #40: Walsh Ave/Scott Blvd



Street Name:	Scott Blvd						Walsh Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	4	5	5	6	8	8	4	5	5	4	8	8
Y+R:	4.0	5.4	5.4	4.5	5.4	5.4	4.0	5.1	5.1	4.0	5.1	5.1
Volume Module:												
Base Vol:	431	2106	64	26	249	90	35	52	82	32	311	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	431	2106	64	26	249	90	35	52	82	32	311	80
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	431	2106	64	26	249	90	35	52	82	32	311	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	431	2106	64	26	249	90	35	52	82	32	311	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	431	2106	64	26	249	90	35	52	82	32	311	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	431	2106	64	26	249	90	35	52	82	32	311	80
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	2.91	0.09	1.00	1.45	0.55	1.00	1.00	1.00	1.00	1.58	0.42
Final Sat.:	1750	5435	165	1750	2717	982	1750	1900	1750	1750	2942	757
Capacity Analysis Module:												
Vol/Sat:	0.25	0.39	0.39	0.01	0.09	0.09	0.02	0.03	0.05	0.02	0.11	0.11
Crit Moves:		****		****			****				****	
Green Time:	58.2	73.9	73.9	6.0	21.7	21.7	4.0	13.9	13.9	10.2	20.1	20.1
Volume/Cap:	0.49	0.61	0.61	0.29	0.49	0.49	0.58	0.23	0.39	0.21	0.61	0.61
Delay/Veh:	19.5	12.8	12.8	54.7	42.8	42.8	68.6	46.4	47.9	49.8	46.0	46.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.5	12.8	12.8	54.7	42.8	42.8	68.6	46.4	47.9	49.8	46.0	46.0
LOS by Move:	B-	B	B	D-	D	D	E	D	D	D	D	D
HCM2k95thQ:	19	25	25	2	10	10	3	3	6	3	14	14

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

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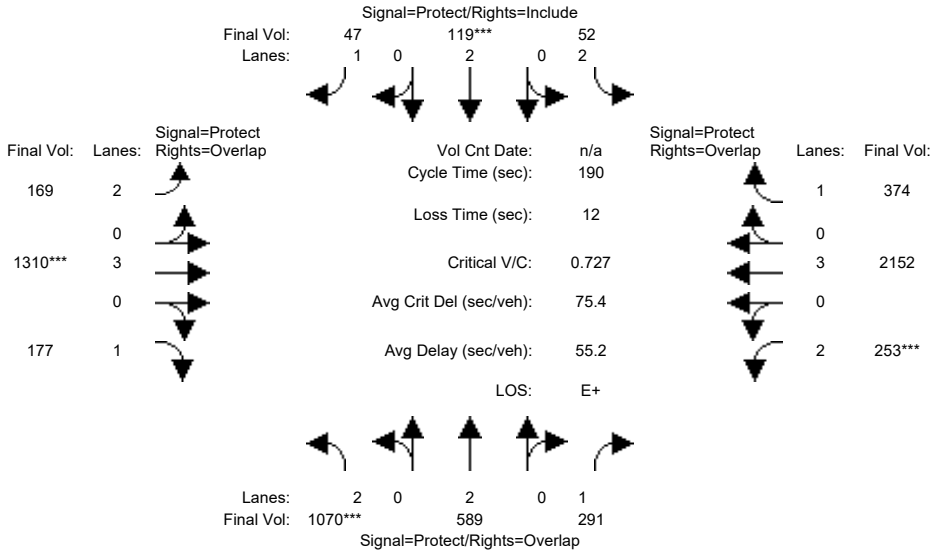
El Camino Real Specific Plan TIA
SJ17-1774
Cumulative Plus Project AM

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

Intersection #41: Central Expy/Scott Blvd (CMP)



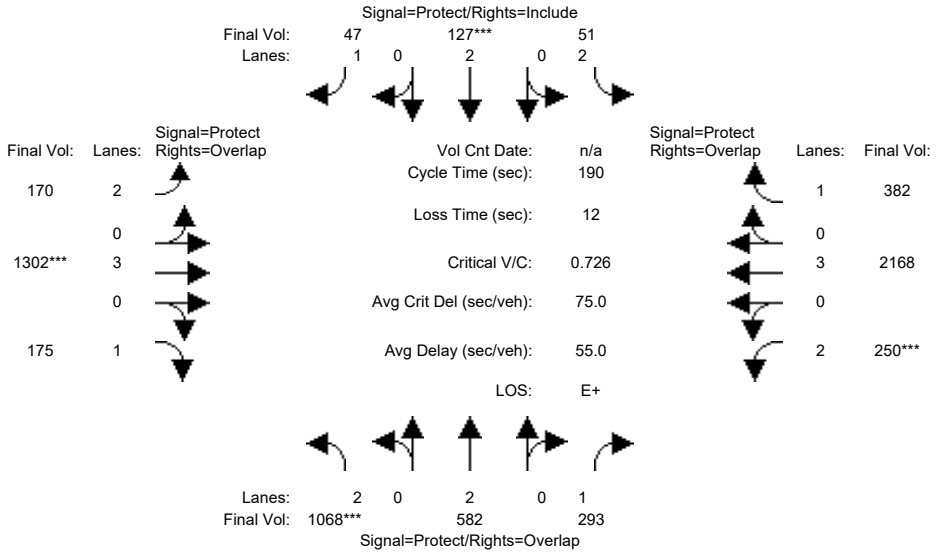
Street Name:	Scott Blvd						Central Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	14	10	10	14	10	10	14	90	10	14	90	10
Y+R:	5.6	5.4	5.4	5.7	5.4	5.4	5.7	6.2	6.2	5.8	6.2	6.2
Volume Module:												
Base Vol:	1070	589	291	52	119	47	169	1310	177	253	2152	374
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1070	589	291	52	119	47	169	1310	177	253	2152	374
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1070	589	291	52	119	47	169	1310	177	253	2152	374
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1070	589	291	52	119	47	169	1310	177	253	2152	374
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1070	589	291	52	119	47	169	1310	177	253	2152	374
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1070	589	291	52	119	47	169	1310	177	253	2152	374
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.34	0.16	0.17	0.02	0.03	0.03	0.05	0.23	0.10	0.08	0.38	0.21
Crit Moves:	****				****			****		****		
Green Time:	63.1	49.5	64.5	23.5	10.0	10.0	14.1	90.0	153.1	14.9	90.8	114.3
Volume/Cap:	1.02	0.59	0.49	0.13	0.60	0.51	0.72	0.49	0.13	1.02	0.79	0.36
Delay/Veh:	97.3	62.4	50.4	74.3	92.8	92.3	96.5	41.4	8.9	150.9	34.9	11.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	97.3	62.4	50.4	74.3	92.8	92.3	96.5	41.4	8.9	150.9	34.9	11.1
LOS by Move:	F	E	D	E	F	F	F	D	A	F	C-	B+
HCM2k95thQ:	66	25	25	3	8	7	11	33	10	23	50	12

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

El Camino Real Specific Plan TIA
SJ17-1774
Cumulative Plus Project AM

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

Intersection #41: Central Expy/Scott Blvd (CMP)



Street Name:	Scott Blvd						Central Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	14	10	10	14	10	10	14	90	10	14	90	10
Y+R:	5.6	5.4	5.4	5.7	5.4	5.4	5.7	6.2	6.2	5.8	6.2	6.2
Volume Module:												
Base Vol:	1068	582	293	51	127	47	170	1302	175	250	2168	382
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1068	582	293	51	127	47	170	1302	175	250	2168	382
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1068	582	293	51	127	47	170	1302	175	250	2168	382
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1068	582	293	51	127	47	170	1302	175	250	2168	382
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1068	582	293	51	127	47	170	1302	175	250	2168	382
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1068	582	293	51	127	47	170	1302	175	250	2168	382
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.34	0.15	0.17	0.02	0.03	0.03	0.05	0.23	0.10	0.08	0.38	0.22
Crit Moves:	****				****			****		****		
Green Time:	63.2	49.4	64.2	23.8	10.0	10.0	14.1	90.0	153.2	14.8	90.7	114.5
Volume/Cap:	1.02	0.59	0.50	0.13	0.64	0.51	0.73	0.48	0.12	1.02	0.80	0.36
Delay/Veh:	96.1	62.3	50.7	74.1	94.8	92.3	96.9	41.4	8.8	150.1	35.2	11.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	96.1	62.3	50.7	74.1	94.8	92.3	96.9	41.4	8.8	150.1	35.2	11.1
LOS by Move:	F	E	D	E	F	F	F	D	A	F	D+	B+
HCM2k95thQ:	65	25	25	3	9	7	11	33	10	22	51	13

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

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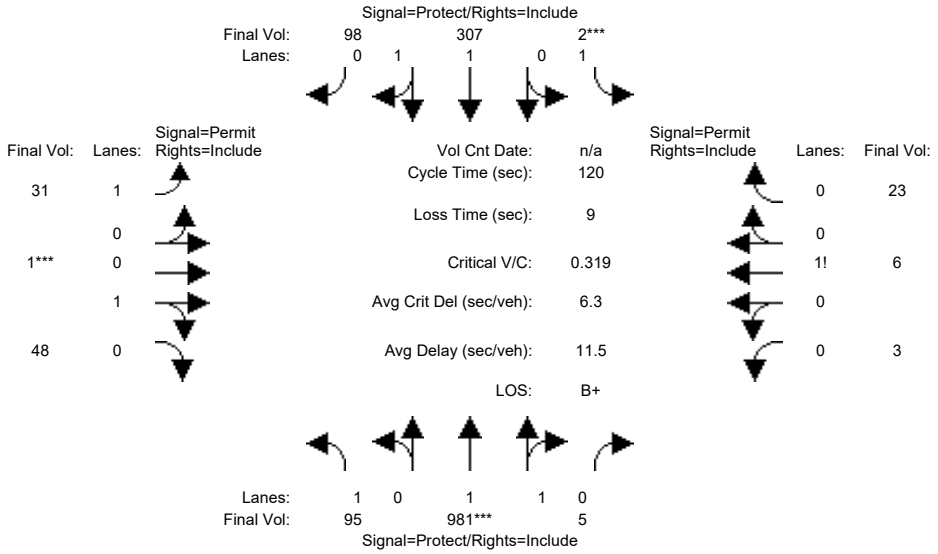
El Camino Real Specific Plan TIA
SJ17-1774
Cumulative Plus Project AM

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

Intersection #42: Clay St/Scott Blvd



Street Name:	Scott Blvd						Clay St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	95	981	5	2	307	98	31	1	48	3	6	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	95	981	5	2	307	98	31	1	48	3	6	23
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	95	981	5	2	307	98	31	1	48	3	6	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	95	981	5	2	307	98	31	1	48	3	6	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	981	5	2	307	98	31	1	48	3	6	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	95	981	5	2	307	98	31	1	48	3	6	23
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	0.92	0.92
Lanes:	1.00	1.99	0.01	1.00	1.50	0.50	1.00	0.02	0.98	0.09	0.19	0.72
Final Sat.:	1750	3681	19	1750	2804	895	1750	37	1763	164	328	1258
Capacity Analysis Module:												
Vol/Sat:	0.05	0.27	0.27	0.00	0.11	0.11	0.02	0.03	0.03	0.02	0.02	0.02
Crit Moves:		****		****				****				
Green Time:	35.1	94.0	94.0	7.0	65.9	65.9	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.19	0.34	0.34	0.02	0.20	0.20	0.21	0.33	0.33	0.22	0.22	0.22
Delay/Veh:	31.9	3.9	3.9	53.3	13.7	13.7	52.1	53.1	53.1	52.1	52.1	52.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.9	3.9	3.9	53.3	13.7	13.7	52.1	53.1	53.1	52.1	52.1	52.1
LOS by Move:	C	A	A	D-	B	B	D-	D-	D-	D-	D-	D-
HCM2k95thQ:	5	11	11	0	7	7	3	4	4	3	3	3

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

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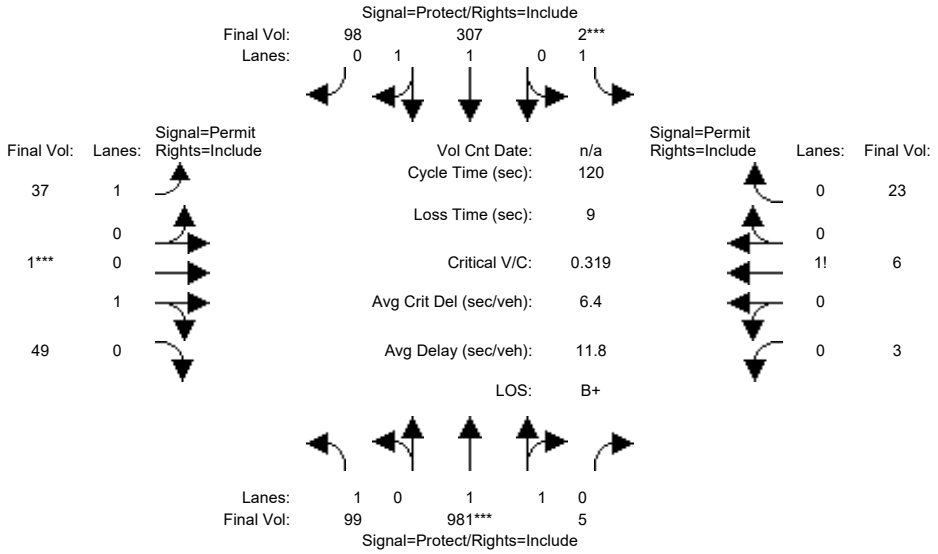
El Camino Real Specific Plan TIA
SJ17-1774
Cumulative Plus Project AM

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

Intersection #42: Clay St/Scott Blvd



Street Name:	Scott Blvd						Clay St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	99	981	5	2	307	98	37	1	49	3	6	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	99	981	5	2	307	98	37	1	49	3	6	23
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	99	981	5	2	307	98	37	1	49	3	6	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	99	981	5	2	307	98	37	1	49	3	6	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	99	981	5	2	307	98	37	1	49	3	6	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	99	981	5	2	307	98	37	1	49	3	6	23
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	0.92	0.92
Lanes:	1.00	1.99	0.01	1.00	1.50	0.50	1.00	0.02	0.98	0.09	0.19	0.72
Final Sat.:	1750	3681	19	1750	2804	895	1750	36	1764	164	328	1258
Capacity Analysis Module:												
Vol/Sat:	0.06	0.27	0.27	0.00	0.11	0.11	0.02	0.03	0.03	0.02	0.02	0.02
Crit Moves:		****		****				****				
Green Time:	35.1	94.0	94.0	7.0	65.9	65.9	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.19	0.34	0.34	0.02	0.20	0.20	0.25	0.33	0.33	0.22	0.22	0.22
Delay/Veh:	32.0	3.9	3.9	53.3	13.7	13.7	52.4	53.2	53.2	52.1	52.1	52.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.0	3.9	3.9	53.3	13.7	13.7	52.4	53.2	53.2	52.1	52.1	52.1
LOS by Move:	C-	A	A	D-	B	B	D-	D-	D-	D-	D-	D-
HCM2k95thQ:	6	11	11	0	7	7	3	4	4	3	3	3

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

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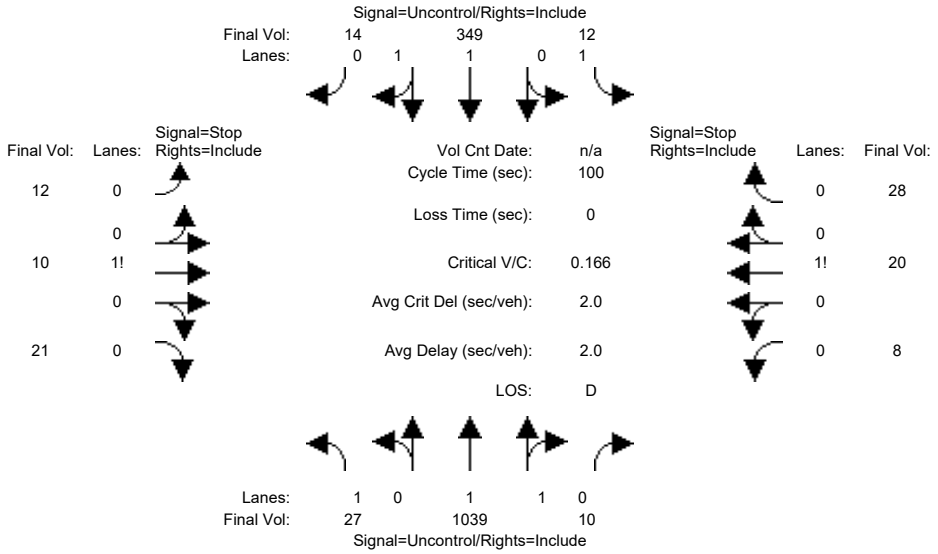
El Camino Real Specific Plan TIA
SJ17-1774
Cumulative Plus Project AM

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

Intersection #43: Harrison St/Scott Blvd




```
Street Name:            Scott Blvd                        Harrison St
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      27 1039    10    12  349    14    12   10    21     8   20    28
Growth Adj:  1.00 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 1039    10    12  349    14    12   10    21     8   20    28
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   27 1039    10    12  349    14    12   10    21     8   20    28
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 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 1039    10    12  349    14    12   10    21     8   20    28
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   27 1039    10    12  349    14    12   10    21     8   20    28
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx   4.1 xxxx xxxxx   7.5  6.5   6.9   7.5  6.5   6.9
FollowUpTim:  2.2 xxxx xxxxx   2.2 xxxx xxxxx   3.5  4.0   3.3   3.5  4.0   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  363 xxxx xxxxx  1049 xxxx xxxxx   964 1483   182  1302 1485   525
Potent Cap.: 1207 xxxx xxxxx   671 xxxx xxxxx   213  126   836   120  126   503
Move Cap.:   1207 xxxx xxxxx   671 xxxx xxxxx   170  121   836   107  121   503
Volume/Cap:  0.02 xxxx  xxxx  0.02 xxxx  xxxx  0.07 0.08  0.03  0.07 0.17  0.06
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.1 xxxx xxxxx   0.1 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:  8.1 xxxx xxxxx  10.5 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    A    *     *     B    *     *     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx  241 xxxxx  xxxx  189 xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx  0.6 xxxxx xxxxx  1.2 xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 23.1 xxxxx xxxxx 31.9 xxxxx
Shared LOS:     *    *     *     *    *     *     *    C     *     *    D     *
ApproachDel:    xxxxxx           xxxxxx             23.1             31.9
ApproachLOS:         *                *                C                D
Note: Queue reported is the number of cars per lane.
                     Peak Hour Delay Signal Warrant Report
*******************************************************************************
Intersection #43 Harrison St/Scott Blvd
*******************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
```

```
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        1  0  1  1  0    1  0  1  1  0    0  0  1! 0  0    0  0  1! 0  0
Initial Vol:   27 1039    10    12  349    14    12   10    21     8   20    28
ApproachDel:    xxxxxx           xxxxxx              23.1             31.9
------------|---------------||---------------||---------------||---------------|
Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.3]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=43]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1550]
   SUCCEED - Total volume greater than or equal to 800 for intersection
             with four or more approaches.
--------------------------------------------------------------------------------
Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.5]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=56]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1550]
   SUCCEED - Total volume greater than or equal to 800 for intersection
             with four or more approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
               Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #43 Harrison St/Scott Blvd
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        1  0  1  1  0    1  0  1  1  0    0  0  1! 0  0    0  0  1! 0  0
Initial Vol:   27 1039    10    12  349    14    12   10    21     8   20    28
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             1451
Minor Approach Volume:           56
Minor Approach Volume Threshold: 157
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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

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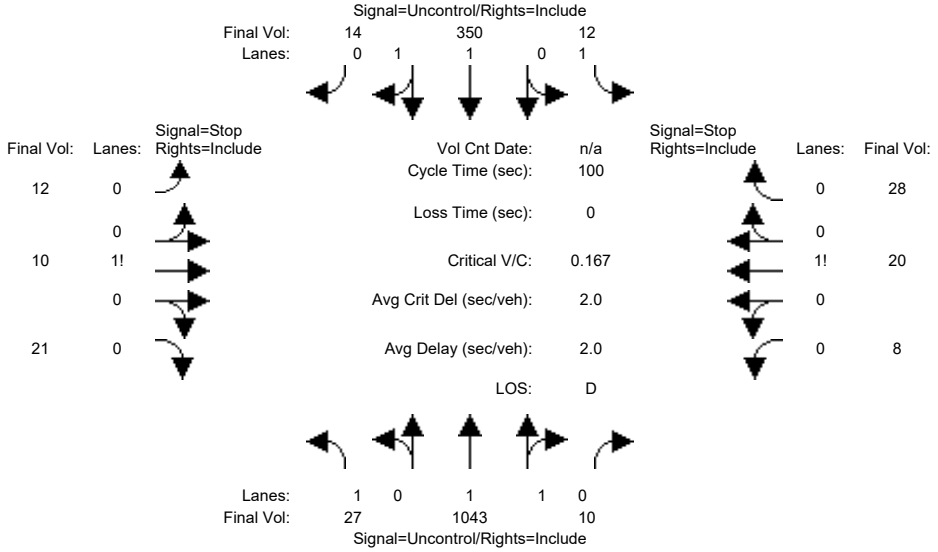
El Camino Real Specific Plan TIA
SJ17-1774
Cumulative Plus Project AM

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

Intersection #43: Harrison St/Scott Blvd




```
Street Name:            Scott Blvd                        Harrison St
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      27 1043    10    12  350    14    12   10    21     8   20    28
Growth Adj:  1.00 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 1043    10    12  350    14    12   10    21     8   20    28
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   27 1043    10    12  350    14    12   10    21     8   20    28
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 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 1043    10    12  350    14    12   10    21     8   20    28
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   27 1043    10    12  350    14    12   10    21     8   20    28
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx   4.1 xxxx xxxxx   7.5  6.5   6.9   7.5  6.5   6.9
FollowUpTim:  2.2 xxxx xxxxx   2.2 xxxx xxxxx   3.5  4.0   3.3   3.5  4.0   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  364 xxxx xxxxx  1053 xxxx xxxxx   967 1488   182  1306 1490   527
Potent Cap.: 1206 xxxx xxxxx   669 xxxx xxxxx   212  125   836   120  125   501
Move Cap.:   1206 xxxx xxxxx   669 xxxx xxxxx   169  120   836   106  120   501
Volume/Cap:  0.02 xxxx  xxxx  0.02 xxxx  xxxx  0.07 0.08  0.03  0.08 0.17  0.06
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.1 xxxx xxxxx   0.1 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:  8.1 xxxx xxxxx  10.5 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    A    *     *     B    *     *     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx  240 xxxxx  xxxx  188 xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx  0.6 xxxxx xxxxx  1.2 xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 23.2 xxxxx xxxxx 32.1 xxxxx
Shared LOS:     *    *     *     *    *     *     *    C     *     *    D     *
ApproachDel:    xxxxxx           xxxxxx             23.2             32.1
ApproachLOS:         *                *                C                D
Note: Queue reported is the number of cars per lane.
                     Peak Hour Delay Signal Warrant Report
*******************************************************************************
Intersection #43 Harrison St/Scott Blvd
*******************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
```

```
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        1  0  1  1  0    1  0  1  1  0    0  0  1! 0  0    0  0  1! 0  0
Initial Vol:   27 1043    10    12  350    14    12   10    21     8   20    28
ApproachDel:    xxxxxx           xxxxxx              23.2             32.1
------------|---------------||---------------||---------------||---------------|
Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.3]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=43]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1555]
   SUCCEED - Total volume greater than or equal to 800 for intersection
             with four or more approaches.
--------------------------------------------------------------------------------
Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.5]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=56]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1555]
   SUCCEED - Total volume greater than or equal to 800 for intersection
             with four or more approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
               Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #43 Harrison St/Scott Blvd
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        1  0  1  1  0    1  0  1  1  0    0  0  1! 0  0    0  0  1! 0  0
Initial Vol:   27 1043    10    12  350    14    12   10    21     8   20    28
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             1456
Minor Approach Volume:           56
Minor Approach Volume Threshold: 155
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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

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El Camino Real Specific Plan TIA
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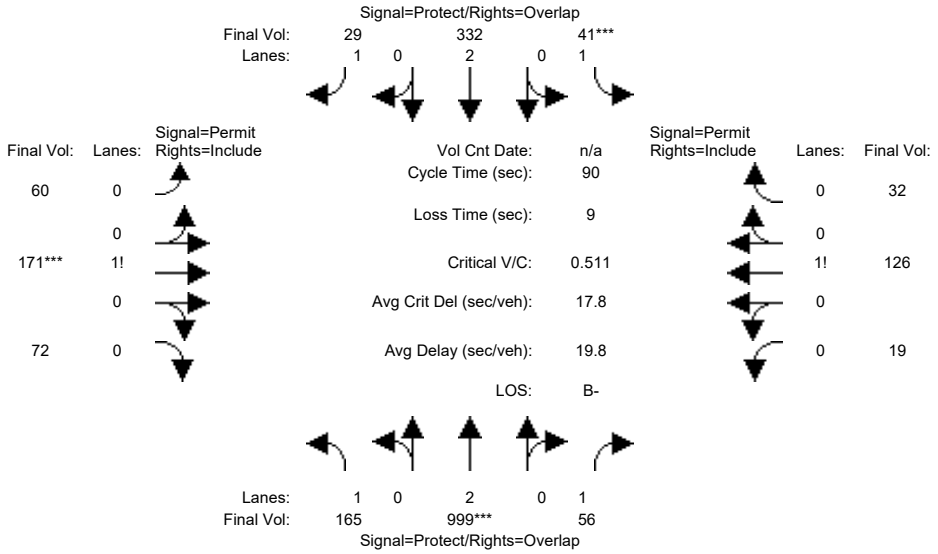
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative AM

Intersection #44: Benton St/Scott Blvd



Street Name:	Scott Blvd						Benton St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	4	10	10	4	10	10	5	5	5	5	5	5
Y+R:	5.0	5.5	5.5	5.0	5.5	5.5	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	165	999	56	41	332	29	60	171	72	19	126	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:	165	999	56	41	332	29	60	171	72	19	126	32
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	165	999	56	41	332	29	60	171	72	19	126	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:	165	999	56	41	332	29	60	171	72	19	126	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	165	999	56	41	332	29	60	171	72	19	126	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:	165	999	56	41	332	29	60	171	72	19	126	32
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.20	0.56	0.24	0.11	0.71	0.18
Final Sat.:	1750	3800	1750	1750	3800	1750	347	988	416	188	1246	316
Capacity Analysis Module:												
Vol/Sat:	0.09	0.26	0.03	0.02	0.09	0.02	0.17	0.17	0.17	0.10	0.10	0.10
Crit Moves:		****		****				****				
Green Time:	23.2	46.3	46.3	4.1	27.3	27.3	30.5	30.5	30.5	30.5	30.5	30.5
Volume/Cap:	0.37	0.51	0.06	0.51	0.29	0.05	0.51	0.51	0.51	0.30	0.30	0.30
Delay/Veh:	27.9	14.6	11.0	47.4	24.1	22.2	24.5	24.5	24.5	22.1	22.1	22.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.9	14.6	11.0	47.4	24.1	22.2	24.5	24.5	24.5	22.1	22.1	22.1
LOS by Move:	C	B	B+	D	C	C+	C	C	C	C+	C+	C+
HCM2k95thQ:	8	17	2	3	7	1	13	13	13	8	8	8

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

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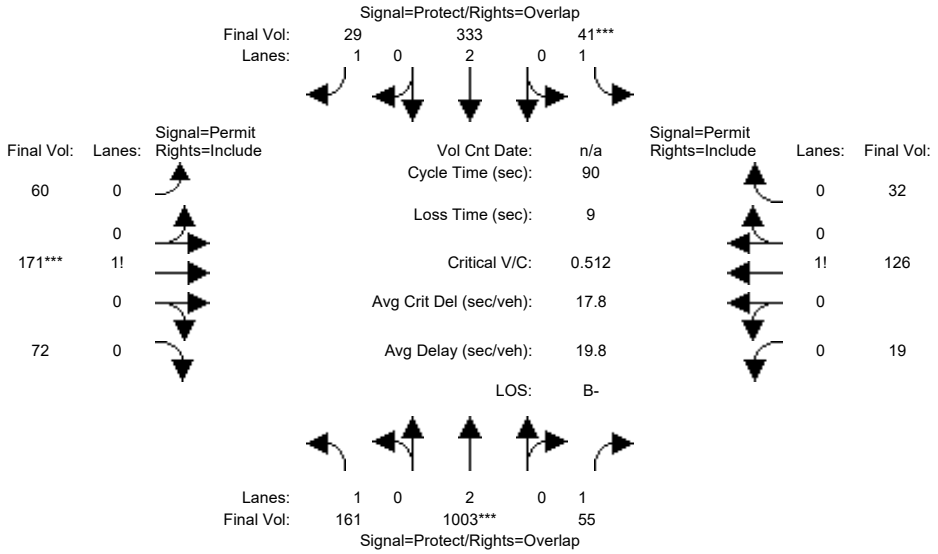
El Camino Real Specific Plan TIA
SJ17-1774
Cumulative Plus Project AM

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

Intersection #44: Benton St/Scott Blvd



Street Name:	Scott Blvd						Benton St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	4	10	10	4	10	10	5	5	5	5	5	5
Y+R:	5.0	5.5	5.5	5.0	5.5	5.5	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	161	1003	55	41	333	29	60	171	72	19	126	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:	161	1003	55	41	333	29	60	171	72	19	126	32
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	161	1003	55	41	333	29	60	171	72	19	126	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:	161	1003	55	41	333	29	60	171	72	19	126	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	161	1003	55	41	333	29	60	171	72	19	126	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:	161	1003	55	41	333	29	60	171	72	19	126	32
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.20	0.56	0.24	0.11	0.71	0.18
Final Sat.:	1750	3800	1750	1750	3800	1750	347	988	416	188	1246	316
Capacity Analysis Module:												
Vol/Sat:	0.09	0.26	0.03	0.02	0.09	0.02	0.17	0.17	0.17	0.10	0.10	0.10
Crit Moves:		****		****				****				
Green Time:	22.9	46.4	46.4	4.1	27.7	27.7	30.5	30.5	30.5	30.5	30.5	30.5
Volume/Cap:	0.36	0.51	0.06	0.51	0.29	0.05	0.51	0.51	0.51	0.30	0.30	0.30
Delay/Veh:	28.1	14.6	10.9	47.4	23.8	22.0	24.6	24.6	24.6	22.2	22.2	22.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.1	14.6	10.9	47.4	23.8	22.0	24.6	24.6	24.6	22.2	22.2	22.2
LOS by Move:	C	B	B+	D	C	C+	C	C	C	C+	C+	C+
HCM2k95thQ:	8	17	2	3	7	1	13	13	13	8	8	8

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

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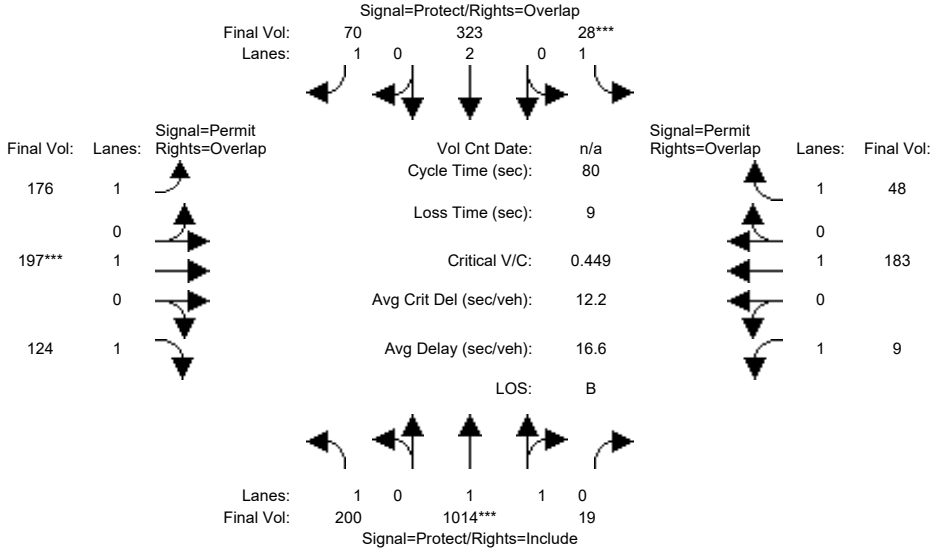
El Camino Real Specific Plan TIA
SJ17-1774
Cumulative Plus Project AM

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

Intersection #45: Homestead Rd/Scott Blvd



Street Name:	Scott Blvd						Homestead Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	4	5	5	4	5	5	5	5	5	5	5	5
Y+R:	4.0	5.0	5.0	4.0	5.5	5.5	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	200	1014	19	28	323	70	176	197	124	9	183	48
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	200	1014	19	28	323	70	176	197	124	9	183	48
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	200	1014	19	28	323	70	176	197	124	9	183	48
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	200	1014	19	28	323	70	176	197	124	9	183	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	200	1014	19	28	323	70	176	197	124	9	183	48
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	200	1014	19	28	323	70	176	197	124	9	183	48
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.96	0.04	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3632	68	1750	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.28	0.28	0.02	0.09	0.04	0.10	0.10	0.07	0.01	0.10	0.03
Crit Moves:		****		****				****				
Green Time:	30.3	48.9	48.9	4.0	22.5	22.5	18.1	18.1	48.5	18.1	18.1	22.1
Volume/Cap:	0.30	0.46	0.46	0.32	0.30	0.14	0.44	0.46	0.12	0.02	0.42	0.10
Delay/Veh:	17.7	8.6	8.6	38.8	22.7	21.6	27.4	27.5	6.7	24.1	27.1	21.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.7	8.6	8.6	38.8	22.7	21.6	27.4	27.5	6.7	24.1	27.1	21.6
LOS by Move:	B	A	A	D+	C+	C+	C	C	A	C	C	C+
HCM2k95thQ:	8	14	14	2	6	3	8	8	3	0	8	2

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

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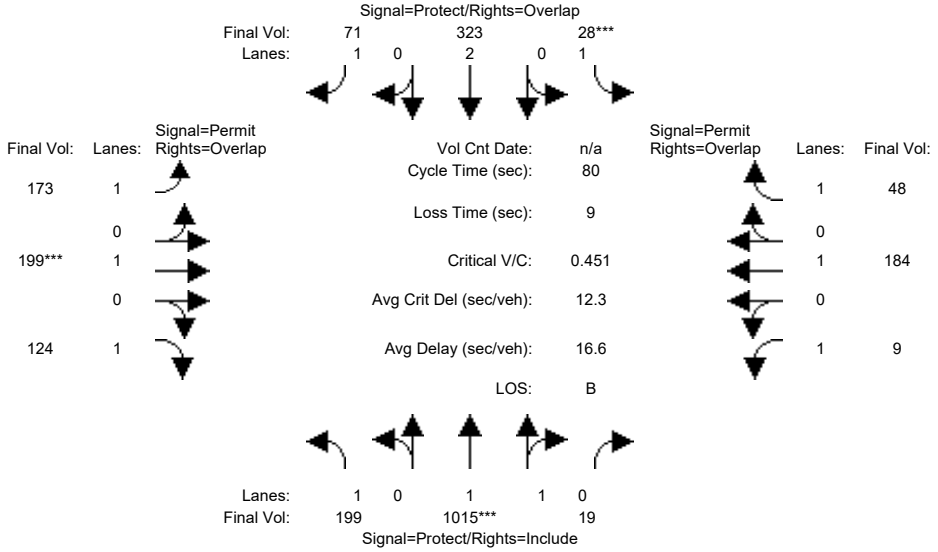
El Camino Real Specific Plan TIA
SJ17-1774
Cumulative Plus Project AM

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

Intersection #45: Homestead Rd/Scott Blvd



Street Name:	Scott Blvd						Homestead Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	4	5	5	4	5	5	5	5	5	5	5	5
Y+R:	4.0	5.0	5.0	4.0	5.5	5.5	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	199	1015	19	28	323	71	173	199	124	9	184	48
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	199	1015	19	28	323	71	173	199	124	9	184	48
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	199	1015	19	28	323	71	173	199	124	9	184	48
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	199	1015	19	28	323	71	173	199	124	9	184	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	199	1015	19	28	323	71	173	199	124	9	184	48
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	199	1015	19	28	323	71	173	199	124	9	184	48
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.96	0.04	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3632	68	1750	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.28	0.28	0.02	0.09	0.04	0.10	0.10	0.07	0.01	0.10	0.03
Crit Moves:		****		****				****				
Green Time:	30.2	48.7	48.7	4.0	22.6	22.6	18.3	18.3	48.4	18.3	18.3	22.3
Volume/Cap:	0.30	0.46	0.46	0.32	0.30	0.14	0.43	0.46	0.12	0.02	0.42	0.10
Delay/Veh:	17.8	8.6	8.6	38.8	22.7	21.6	27.2	27.4	6.7	24.0	27.0	21.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.8	8.6	8.6	38.8	22.7	21.6	27.2	27.4	6.7	24.0	27.0	21.5
LOS by Move:	B	A	A	D+	C+	C+	C	C	A	C	C	C+
HCM2k95thQ:	8	14	14	2	6	3	7	8	3	0	8	2

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

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El Camino Real Specific Plan TIA
SJ17-1774
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
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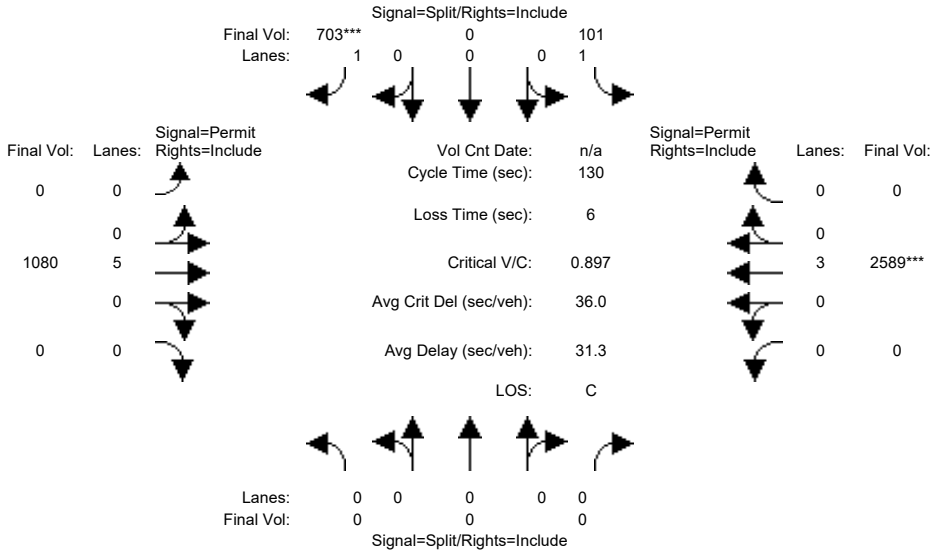
Intersection #46: Lawrence Expy SB/Stevens Creek Blvd (CMP)



Street Name:	Lawrence Expy SB						Stevens Creek Blvd					
Approach:	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	15	0	15	0	10	0	0	10	0
Y+R:	4.0	4.0	4.0	5.4	4.0	5.4	4.0	5.9	4.0	4.0	5.6	4.0
Volume Module:												
Base Vol:	0	0	0	101	0	703	0	1080	0	0	2589	0
Growth Adj:	1.00	1.00	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	101	0	703	0	1080	0	0	2589	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	101	0	703	0	1080	0	0	2589	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	101	0	703	0	1080	0	0	2589	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	101	0	703	0	1080	0	0	2589	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	101	0	703	0	1080	0	0	2589	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	5.00	0.00	0.00	3.00	0.00
Final Sat.:	0	0	0	1750	0	1750	0	9500	0	0	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.40	0.00	0.11	0.00	0.00	0.45	0.00
Crit Moves:						****					****	
Green Time:	0.0	0.0	0.0	58.2	0.0	58.2	0.0	65.8	0.0	0.0	65.8	0.0
Volume/Cap:	0.00	0.00	0.00	0.13	0.00	0.90	0.00	0.22	0.00	0.00	0.90	0.00
Delay/Veh:	0.0	0.0	0.0	21.1	0.0	46.2	0.0	17.9	0.0	0.0	33.2	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	21.1	0.0	46.2	0.0	17.9	0.0	0.0	33.2	0.0
LOS by Move:	A	A	A	C+	A	D	A	B	A	A	C-	A
HCM2k95thQ:	0	0	0	5	0	49	0	9	0	0	51	0

Note: Queue reported is the number of cars per lane.

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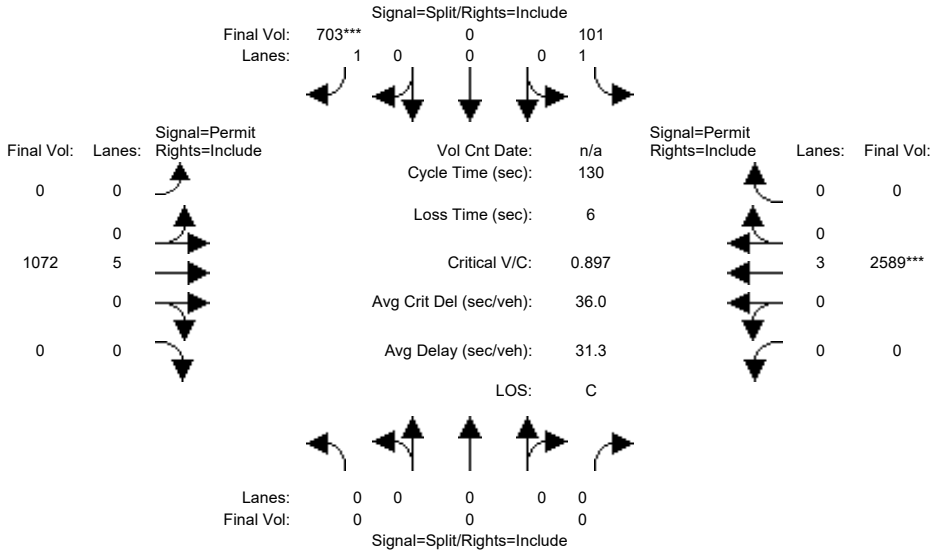
El Camino Real Specific Plan TIA
SJ17-1774
Cumulative Plus Project AM

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP AM

Intersection #46: Lawrence Expy SB/Stevens Creek Blvd (CMP)



Street Name:	Lawrence Expy SB						Stevens Creek Blvd					
Approach:	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	15	0	15	0	10	0	0	10	0
Y+R:	4.0	4.0	4.0	5.4	4.0	5.4	4.0	5.9	4.0	4.0	5.6	4.0
Volume Module:												
Base Vol:	0	0	0	101	0	703	0	1072	0	0	2589	0
Growth Adj:	1.00	1.00	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	101	0	703	0	1072	0	0	2589	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	101	0	703	0	1072	0	0	2589	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	101	0	703	0	1072	0	0	2589	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	101	0	703	0	1072	0	0	2589	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	101	0	703	0	1072	0	0	2589	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	5.00	0.00	0.00	3.00	0.00
Final Sat.:	0	0	0	1750	0	1750	0	9500	0	0	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.40	0.00	0.11	0.00	0.00	0.45	0.00
Crit Moves:						****					****	
Green Time:	0.0	0.0	0.0	58.2	0.0	58.2	0.0	65.8	0.0	0.0	65.8	0.0
Volume/Cap:	0.00	0.00	0.00	0.13	0.00	0.90	0.00	0.22	0.00	0.00	0.90	0.00
Delay/Veh:	0.0	0.0	0.0	21.1	0.0	46.2	0.0	17.9	0.0	0.0	33.2	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	21.1	0.0	46.2	0.0	17.9	0.0	0.0	33.2	0.0
LOS by Move:	A	A	A	C+	A	D	A	B	A	A	C-	A
HCM2k95thQ:	0	0	0	5	0	49	0	9	0	0	51	0

Note: Queue reported is the number of cars per lane.

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El Camino Real Specific Plan TIA
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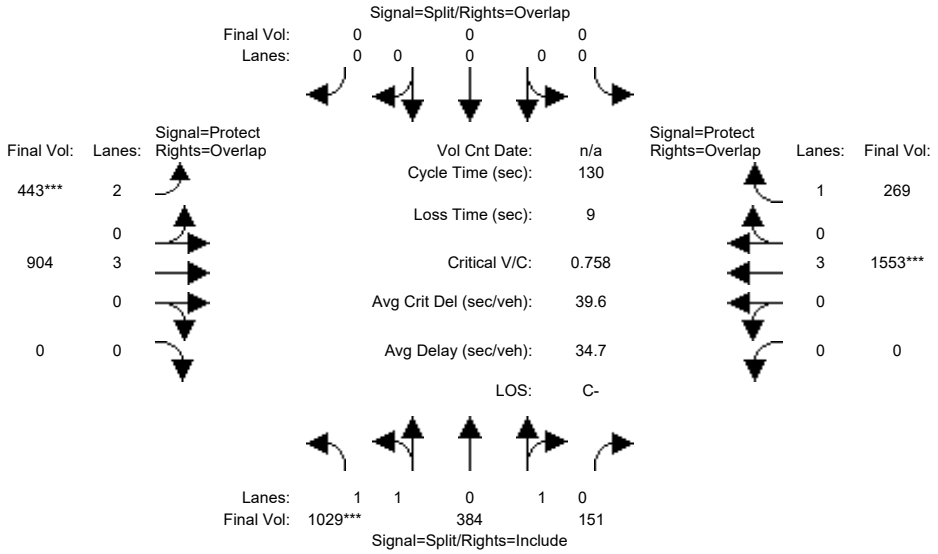
2000 HCM Operations (Future Volume Alternative)
Cumulative AM

Intersection #47: Lawrence Expy NB/Stevens Creek Blvd (CMP)



Street Name:	Lawrence Expy NB						Stevens Creek Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	10	10	0	10	10	0
Y+R:	6.0	6.0	6.0	4.0	4.0	4.0	5.4	6.0	4.0	5.9	5.6	4.0
Volume Module:												
Base Vol:	1029	384	151	0	0	0	443	904	0	0	1553	269
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1029	384	151	0	0	0	443	904	0	0	1553	269
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1029	384	151	0	0	0	443	904	0	0	1553	269
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1029	384	151	0	0	0	443	904	0	0	1553	269
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1029	384	151	0	0	0	443	904	0	0	1553	269
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1029	384	151	0	0	0	443	904	0	0	1553	269
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.95	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.98	0.73	0.29	0.00	0.00	0.00	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	3520	1313	517	0	0	0	3150	5700	0	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.29	0.29	0.29	0.00	0.00	0.00	0.14	0.16	0.00	0.00	0.27	0.15
Crit Moves:	****						****				****	
Green Time:	50.1	50.1	50.1	0.0	0.0	0.0	24.1	70.9	0.0	0.0	46.7	46.7
Volume/Cap:	0.76	0.76	0.76	0.00	0.00	0.00	0.76	0.29	0.00	0.00	0.76	0.43
Delay/Veh:	36.3	36.3	36.3	0.0	0.0	0.0	55.9	16.0	0.0	0.0	38.3	32.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.3	36.3	36.3	0.0	0.0	0.0	55.9	16.0	0.0	0.0	38.3	32.0
LOS by Move:	D+	D+	D+	A	A	A	E+	B	A	A	D+	C
HCM2k95thQ:	33	33	33	0	0	0	19	12	0	0	33	16

Note: Queue reported is the number of cars per lane.

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El Camino Real Specific Plan TIA
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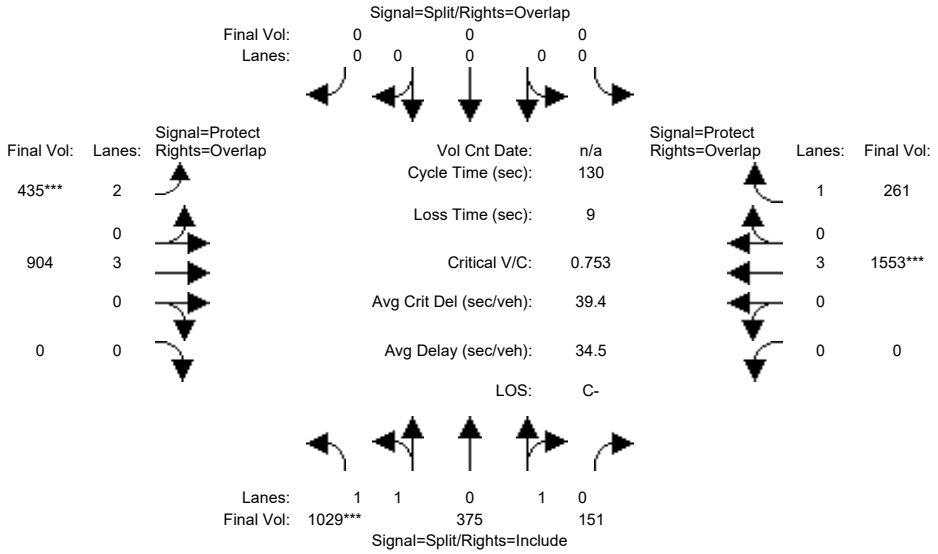
Cumulative Plus Project AM

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP AM

Intersection #47: Lawrence Expy NB/Stevens Creek Blvd (CMP)



Street Name:	Lawrence Expy NB						Stevens Creek Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	10	10	0	10	10	0
Y+R:	6.0	6.0	6.0	4.0	4.0	4.0	5.4	6.0	4.0	5.9	5.6	4.0
Volume Module:												
Base Vol:	1029	375	151	0	0	0	435	904	0	0	1553	261
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1029	375	151	0	0	0	435	904	0	0	1553	261
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1029	375	151	0	0	0	435	904	0	0	1553	261
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1029	375	151	0	0	0	435	904	0	0	1553	261
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1029	375	151	0	0	0	435	904	0	0	1553	261
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1029	375	151	0	0	0	435	904	0	0	1553	261
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.95	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.99	0.72	0.29	0.00	0.00	0.00	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	3540	1290	519	0	0	0	3150	5700	0	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.29	0.29	0.29	0.00	0.00	0.00	0.14	0.16	0.00	0.00	0.27	0.15
Crit Moves:	****						****				****	
Green Time:	50.2	50.2	50.2	0.0	0.0	0.0	23.8	70.8	0.0	0.0	47.0	47.0
Volume/Cap:	0.75	0.75	0.75	0.00	0.00	0.00	0.75	0.29	0.00	0.00	0.75	0.41
Delay/Veh:	36.2	36.2	36.2	0.0	0.0	0.0	55.9	16.0	0.0	0.0	38.0	31.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.2	36.2	36.2	0.0	0.0	0.0	55.9	16.0	0.0	0.0	38.0	31.6
LOS by Move:	D+	D+	D+	A	A	A	E+	B	A	A	D+	C
HCM2k95thQ:	33	33	33	0	0	0	19	12	0	0	33	16

Note: Queue reported is the number of cars per lane.

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El Camino Real Specific Plan TIA
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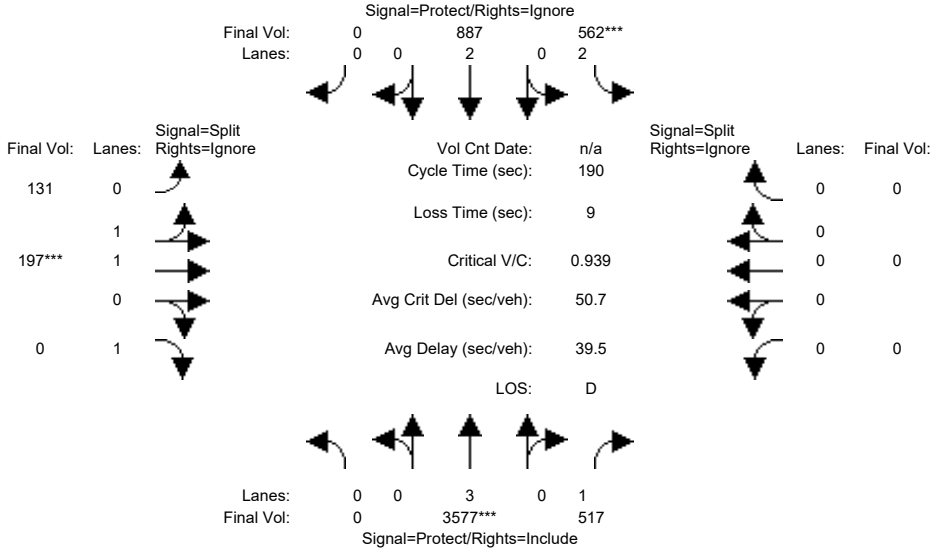
Cumulative Plus Project AM

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative AM

Intersection #48: Lawrence Expy/Calvert Dr (CMP)



Street Name:	Lawrence Expy						Calvert Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	116	116	32	152	0	30	30	30	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	3577	517	562	887	0	131	197	258	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	3577	517	562	887	0	131	197	258	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	3577	517	562	887	0	131	197	258	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	3577	517	562	887	0	131	197	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	3577	517	562	887	0	131	197	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	3577	517	562	887	0	131	197	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.95	0.99	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	2.00	2.00	0.00	0.82	1.18	1.00	0.00	0.00	0.00
Final Sat.:	0	5700	1750	3150	3800	0	1477	2221	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.63	0.30	0.18	0.23	0.00	0.09	0.09	0.00	0.00	0.00	0.00
Crit Moves:		****		****				****				
Green Time:	0.0	118	117.7	33.5	151	0.0	29.8	29.8	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	1.01	0.48	1.01	0.29	0.00	0.56	0.56	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	37.5	10.6	120.1	0.1	0.0	75.8	75.8	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	37.5	10.6	120.1	0.1	0.0	75.8	75.8	0.0	0.0	0.0	0.0
LOS by Move:	A	D+	B+	F	A	A	E-	E-	A	A	A	A
HCM2k95thQ:	0	115	18	39	1	0	17	17	0	0	0	0

Note: Queue reported is the number of cars per lane.

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El Camino Real Specific Plan TIA
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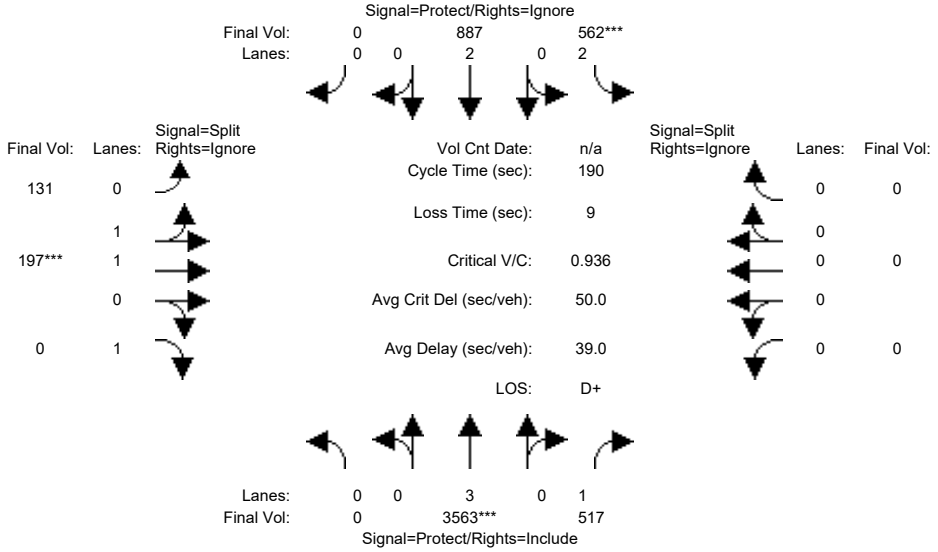
2000 HCM Operations (Future Volume Alternative)
Cumulative PP AM

Intersection #48: Lawrence Expy/Calvert Dr (CMP)



Street Name:	Lawrence Expy						Calvert Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	116	116	32	152	0	30	30	30	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	3563	517	562	887	0	131	197	258	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	3563	517	562	887	0	131	197	258	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	3563	517	562	887	0	131	197	258	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	3563	517	562	887	0	131	197	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	3563	517	562	887	0	131	197	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	3563	517	562	887	0	131	197	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.95	0.99	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	2.00	2.00	0.00	0.82	1.18	1.00	0.00	0.00	0.00
Final Sat.:	0	5700	1750	3150	3800	0	1477	2221	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.63	0.30	0.18	0.23	0.00	0.09	0.09	0.00	0.00	0.00	0.00
Crit Moves:		****		****				****				
Green Time:	0.0	118	117.6	33.6	151	0.0	29.8	29.8	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	1.01	0.48	1.01	0.29	0.00	0.56	0.56	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	36.7	10.7	119.2	0.1	0.0	75.8	75.8	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	36.7	10.7	119.2	0.1	0.0	75.8	75.8	0.0	0.0	0.0	0.0
LOS by Move:	A	D+	B+	F	A	A	E-	E-	A	A	A	A
HCM2k95thQ:	0	115	18	38	1	0	17	17	0	0	0	0

Note: Queue reported is the number of cars per lane.

El Camino Real Specific Plan TIA
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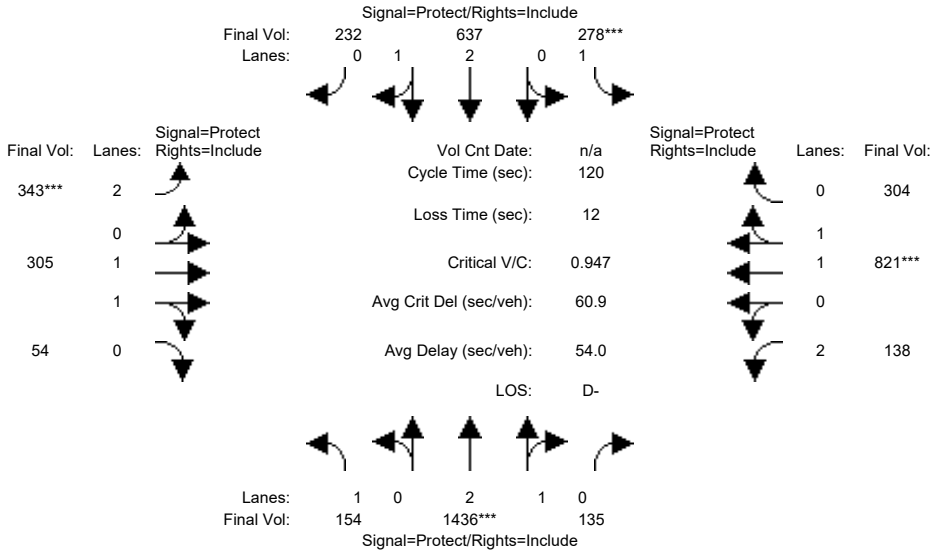
Cumulative Plus Project AM

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative AM

Intersection #49: Bowers Ave/Scott Blvd (CMP)



Street Name:	Bowers Ave						Scott Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	20	30	30	20	30	30	15	20	20	15	20	20
Y+R:	5.0	5.5	5.5	5.0	5.5	5.5	5.0	5.5	5.5	5.0	4.5	1.5
Volume Module:												
Base Vol:	154	1436	135	278	637	232	343	305	54	138	821	304
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	154	1436	135	278	637	232	343	305	54	138	821	304
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	154	1436	135	278	637	232	343	305	54	138	821	304
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	154	1436	135	278	637	232	343	305	54	138	821	304
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	154	1436	135	278	637	232	343	305	54	138	821	304
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	154	1436	135	278	637	232	343	305	54	138	821	304
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	0.98	0.95	0.83	0.98	0.95
Lanes:	1.00	2.73	0.27	1.00	2.17	0.83	2.00	1.69	0.31	2.00	1.44	0.56
Final Sat.:	1750	5118	481	1750	4103	1494	3150	3143	556	3150	2699	1000
Capacity Analysis Module:												
Vol/Sat:	0.09	0.28	0.28	0.16	0.16	0.16	0.11	0.10	0.10	0.04	0.30	0.30
Crit Moves:		****		****			****				****	
Green Time:	22.0	35.0	35.0	20.0	33.0	33.0	15.0	30.3	30.3	22.7	38.0	38.0
Volume/Cap:	0.48	0.96	0.96	0.95	0.56	0.56	0.87	0.38	0.38	0.23	0.96	0.96
Delay/Veh:	45.0	55.9	55.9	89.6	37.8	37.8	70.1	37.4	37.4	41.5	58.0	58.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.0	55.9	55.9	89.6	37.8	37.8	70.1	37.4	37.4	41.5	58.0	58.0
LOS by Move:	D	E+	E+	F	D+	D+	E	D+	D+	D	E+	E+
HCM2k95thQ:	10	33	33	27	18	18	15	10	10	5	37	37

Note: Queue reported is the number of cars per lane.

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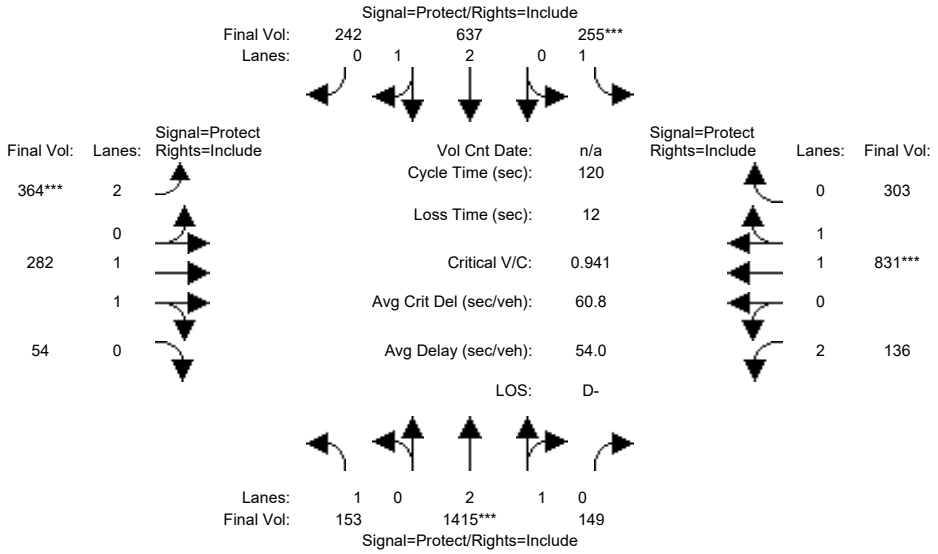
El Camino Real Specific Plan TIA
SJ17-1774
Cumulative Plus Project AM

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP AM

Intersection #49: Bowers Ave/Scott Blvd (CMP)



Street Name:	Bowers Ave						Scott Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	20	30	30	20	30	30	15	20	20	15	20	20
Y+R:	5.0	5.5	5.5	5.0	5.5	5.5	5.0	5.5	5.5	5.0	4.5	1.5
Volume Module:												
Base Vol:	153	1415	149	255	637	242	364	282	54	136	831	303
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	153	1415	149	255	637	242	364	282	54	136	831	303
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	153	1415	149	255	637	242	364	282	54	136	831	303
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	153	1415	149	255	637	242	364	282	54	136	831	303
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	153	1415	149	255	637	242	364	282	54	136	831	303
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	153	1415	149	255	637	242	364	282	54	136	831	303
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	0.98	0.95	0.83	0.98	0.95
Lanes:	1.00	2.70	0.30	1.00	2.14	0.86	2.00	1.67	0.33	2.00	1.45	0.55
Final Sat.:	1750	5066	533	1750	4056	1541	3150	3105	595	3150	2711	988
Capacity Analysis Module:												
Vol/Sat:	0.09	0.28	0.28	0.15	0.16	0.16	0.12	0.09	0.09	0.04	0.31	0.31
Crit Moves:		****		****			****				****	
Green Time:	21.9	34.8	34.8	20.0	32.9	32.9	15.0	30.4	30.4	22.8	38.2	38.2
Volume/Cap:	0.48	0.96	0.96	0.87	0.57	0.57	0.92	0.36	0.36	0.23	0.96	0.96
Delay/Veh:	45.1	56.5	56.5	72.8	38.0	38.0	79.2	37.0	37.0	41.3	58.2	58.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.1	56.5	56.5	72.8	38.0	38.0	79.2	37.0	37.0	41.3	58.2	58.2
LOS by Move:	D	E+	E+	E	D+	D+	E-	D+	D+	D	E+	E+
HCM2k95thQ:	10	32	32	23	18	18	16	10	10	5	37	37

Note: Queue reported is the number of cars per lane.

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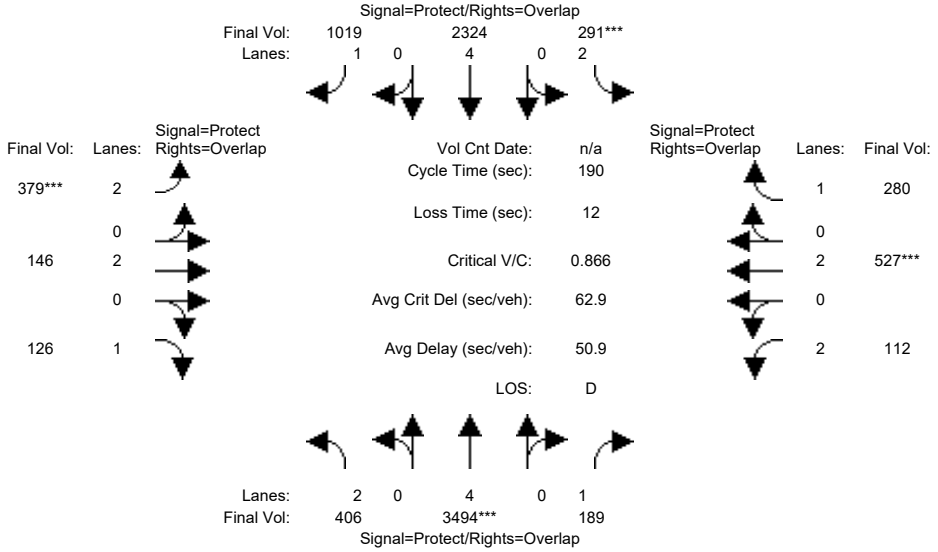
El Camino Real Specific Plan TIA
SJ17-1774
Cumulative Plus Project AM

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative AM

Intersection #50: San Tomas Expy/Scott Blvd (CMP)



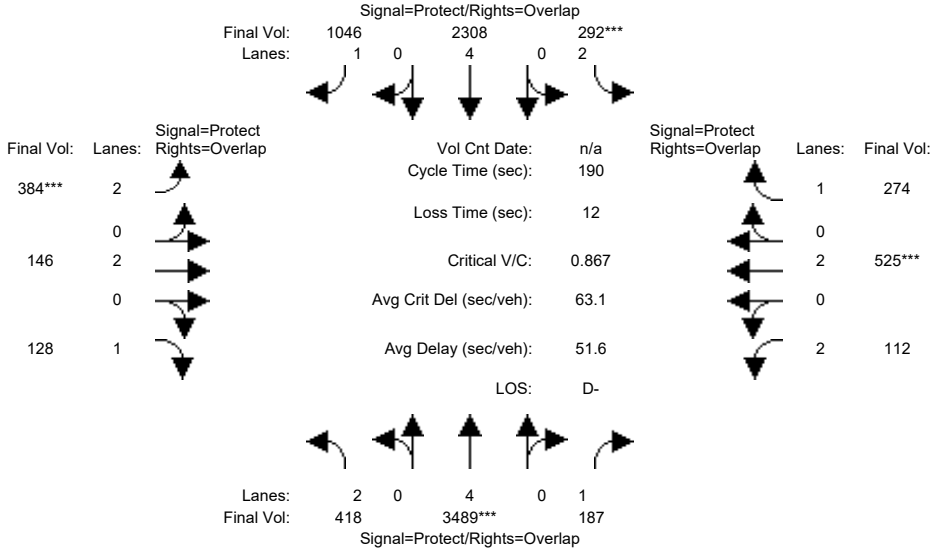
Street Name:	San Tomas Expy						Scott Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	14	100	10	14	90	10	14	10	10	14	10	10
Y+R:	5.7	5.8	5.8	6.0	5.8	5.8	5.7	5.6	5.6	5.6	5.7	5.7
Volume Module:												
Base Vol:	406	3494	189	291	2324	1019	379	146	126	112	527	280
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	406	3494	189	291	2324	1019	379	146	126	112	527	280
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	406	3494	189	291	2324	1019	379	146	126	112	527	280
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	406	3494	189	291	2324	1019	379	146	126	112	527	280
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	406	3494	189	291	2324	1019	379	146	126	112	527	280
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	406	3494	189	291	2324	1019	379	146	126	112	527	280
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	7600	1750	3150	7600	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.46	0.11	0.09	0.31	0.58	0.12	0.04	0.07	0.04	0.14	0.16
Crit Moves:		****		****			****				****	
Green Time:	25.9	101	134.0	20.3	95.2	121.6	26.4	23.7	49.6	33.2	30.4	50.7
Volume/Cap:	0.94	0.87	0.15	0.87	0.61	0.91	0.87	0.31	0.28	0.20	0.87	0.60
Delay/Veh:	111.1	51.7	15.5	103.8	26.3	24.7	96.5	76.1	56.2	67.3	90.2	62.9
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:	111.1	51.7	15.5	103.8	26.3	24.7	96.5	76.1	56.2	67.3	90.2	62.9
LOS by Move:	F	D-	B	F	C	C	F	E-	E+	E	F	E
HCM2k95thQ:	26	70	12	20	32	71	25	7	12	6	26	26

Note: Queue reported is the number of cars per lane.

El Camino Real Specific Plan TIA
SJ17-1774
Cumulative Plus Project AM

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP AM

Intersection #50: San Tomas Expy/Scott Blvd (CMP)



Street Name:	San Tomas Expy						Scott Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	14	100	10	14	90	10	14	10	10	14	10	10
Y+R:	5.7	5.8	5.8	6.0	5.8	5.8	5.7	5.6	5.6	5.6	5.7	5.7
Volume Module:												
Base Vol:	418	3489	187	292	2308	1046	384	146	128	112	525	274
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	418	3489	187	292	2308	1046	384	146	128	112	525	274
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	418	3489	187	292	2308	1046	384	146	128	112	525	274
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	418	3489	187	292	2308	1046	384	146	128	112	525	274
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	418	3489	187	292	2308	1046	384	146	128	112	525	274
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	418	3489	187	292	2308	1046	384	146	128	112	525	274
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	7600	1750	3150	7600	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.46	0.11	0.09	0.30	0.60	0.12	0.04	0.07	0.04	0.14	0.16
Crit Moves:		****		****			****				****	
Green Time:	26.4	101	133.9	20.3	94.6	121.3	26.7	23.8	50.1	33.3	30.3	50.6
Volume/Cap:	0.96	0.87	0.15	0.87	0.61	0.94	0.87	0.31	0.28	0.20	0.87	0.59
Delay/Veh:	113.0	51.9	15.5	103.9	26.8	28.8	96.2	76.0	55.9	67.2	90.4	62.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	113.0	51.9	15.5	103.9	26.8	28.8	96.2	76.0	55.9	67.2	90.4	62.6
LOS by Move:	F	D-	B	F	C	C	F	E-	E+	E	F	E
HCM2k95thQ:	27	70	12	20	32	81	25	7	12	6	26	25

Note: Queue reported is the number of cars per lane.

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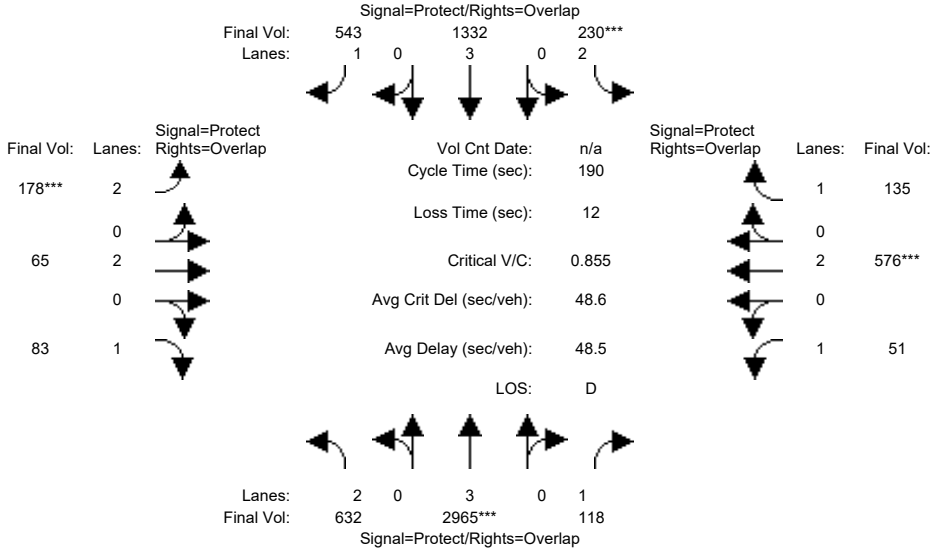
El Camino Real Specific Plan TIA
SJ17-1774
Cumulative Plus Project AM

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative AM

Intersection #51: San Tomas Expy/Walsh Ave



Street Name:	San Tomas Expy						Walsh Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
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:	5.5	5.8	5.8	5.6	5.8	5.8	5.6	5.8	5.8	5.1	5.7	5.7
Volume Module:												
Base Vol:	632	4061	118	230	1850	543	178	65	83	51	576	135
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	632	4061	118	230	1850	543	178	65	83	51	576	135
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	632	4061	118	230	1850	543	178	65	83	51	576	135
User Adj:	1.00	0.73	1.00	1.00	0.72	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	632	2965	118	230	1332	543	178	65	83	51	576	135
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	632	2965	118	230	1332	543	178	65	83	51	576	135
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	632	2965	118	230	1332	543	178	65	83	51	576	135
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.20	0.52	0.07	0.07	0.23	0.31	0.06	0.02	0.05	0.03	0.15	0.08
Crit Moves:		****		****			****				****	
Green Time:	58.2	116	134.6	16.2	73.6	86.1	12.6	27.2	85.4	19.0	33.7	49.9
Volume/Cap:	0.66	0.86	0.10	0.86	0.60	0.68	0.86	0.12	0.11	0.29	0.86	0.29
Delay/Veh:	58.8	32.7	8.7	108.3	47.0	43.6	115.4	71.1	30.3	80.2	86.2	56.3
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:	58.8	32.7	8.7	108.3	47.0	43.6	115.4	71.1	30.3	80.2	86.2	56.3
LOS by Move:	E+	C-	A	F	D	D	F	E	C	F	F	E+
HCM2k95thQ:	31	69	4	16	34	43	13	3	6	6	29	12

Note: Queue reported is the number of cars per lane.

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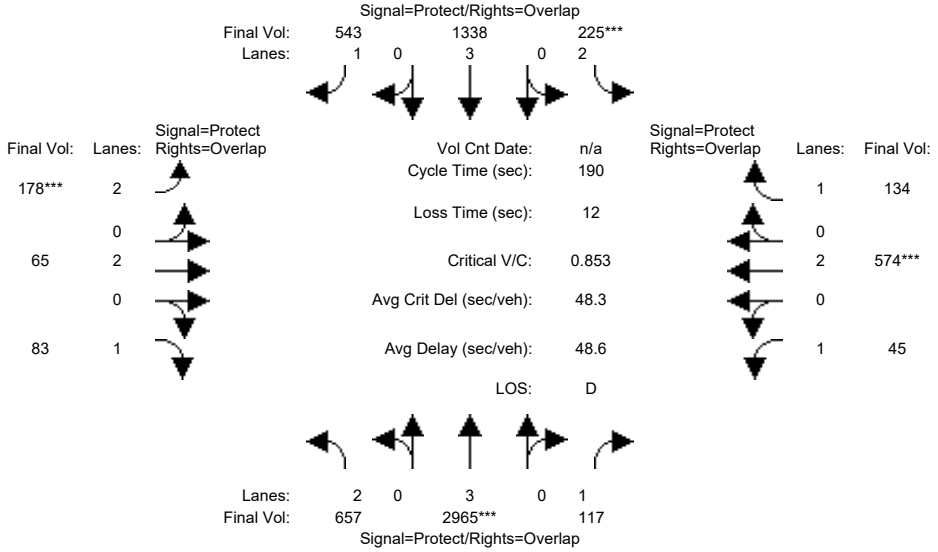
Intersection #51: San Tomas Expy/Walsh Ave



Street Name:	San Tomas Expy						Walsh Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
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:	5.5	5.8	5.8	5.6	5.8	5.8	5.6	5.8	5.8	5.1	5.7	5.7
Volume Module:												
Base Vol:	657	4062	117	225	1858	543	178	65	83	45	574	134
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	657	4062	117	225	1858	543	178	65	83	45	574	134
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	657	4062	117	225	1858	543	178	65	83	45	574	134
User Adj:	1.00	0.73	1.00	1.00	0.72	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	657	2965	117	225	1338	543	178	65	83	45	574	134
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	657	2965	117	225	1338	543	178	65	83	45	574	134
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	657	2965	117	225	1338	543	178	65	83	45	574	134
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.21	0.52	0.07	0.07	0.23	0.31	0.06	0.02	0.05	0.03	0.15	0.08
Crit Moves:		****		****			****				****	
Green Time:	59.4	116	134.9	15.9	72.3	84.9	12.6	27.2	86.6	19.0	33.6	49.6
Volume/Cap:	0.67	0.85	0.09	0.85	0.62	0.69	0.85	0.12	0.10	0.26	0.85	0.29
Delay/Veh:	58.4	32.4	8.6	108.5	48.2	44.9	115.0	71.1	29.6	79.7	86.1	56.6
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:	58.4	32.4	8.6	108.5	48.2	44.9	115.0	71.1	29.6	79.7	86.1	56.6
LOS by Move:	E+	C-	A	F	D	D	F	E	C	E-	F	E+
HCM2k95thQ:	32	68	4	15	34	43	13	3	6	5	29	12

Note: Queue reported is the number of cars per lane.

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El Camino Real Specific Plan TIA
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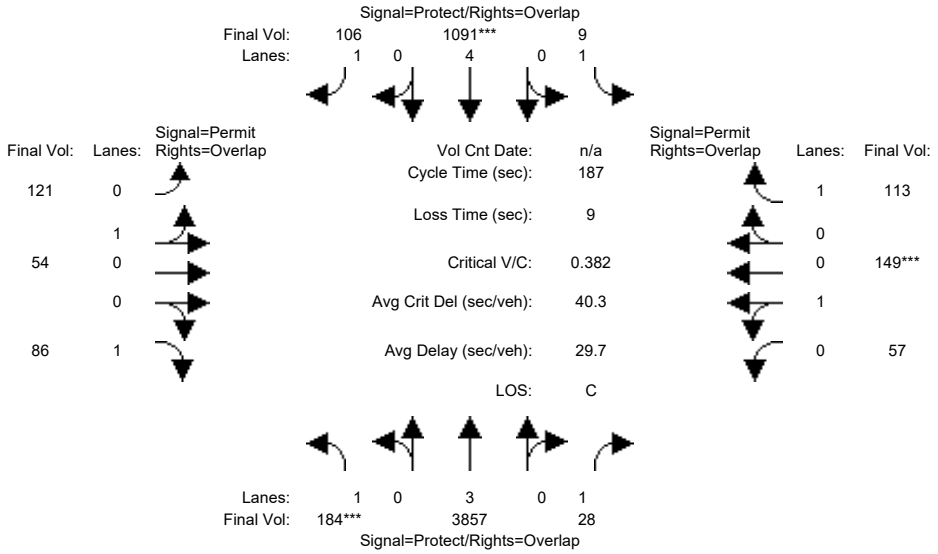
Intersection #52: San Tomas Expy/Forbes Ave



Street Name:	San Tomas Expy						Forbes Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	11	132	132	12	133	133	26	26	26	26	26	26
Y+R:	4.6	5.8	5.8	4.6	5.8	5.8	5.6	5.6	5.6	5.6	5.6	5.6
Volume Module:												
Base Vol:	184	4538	28	9	1091	106	121	54	86	57	149	113
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	184	4538	28	9	1091	106	121	54	86	57	149	113
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	184	4538	28	9	1091	106	121	54	86	57	149	113
User Adj:	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	184	3857	28	9	1091	106	121	54	86	57	149	113
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	184	3857	28	9	1091	106	121	54	86	57	149	113
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	184	3857	28	9	1091	106	121	54	86	57	149	113
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	3.00	1.00	1.00	4.00	1.00	0.69	0.31	1.00	0.28	0.72	1.00
Final Sat.:	1750	5700	1750	1750	7600	1750	1245	555	1750	498	1302	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.68	0.02	0.01	0.14	0.06	0.10	0.10	0.05	0.11	0.11	0.06
Crit Moves:	****				****						****	
Green Time:	19.0	139	139.3	12.7	133	133.0	26.0	26.0	45.0	26.0	26.0	38.7
Volume/Cap:	1.03	0.91	0.02	0.08	0.20	0.09	0.70	0.70	0.20	0.82	0.82	0.31
Delay/Veh:	160.9	22.1	6.2	82.0	9.1	8.3	85.3	85.3	56.9	97.6	97.6	63.4
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:	160.9	22.1	6.2	82.0	9.1	8.3	85.3	85.3	56.9	97.6	97.6	63.4
LOS by Move:	F	C+	A	F	A	A	F	F	E+	F	F	E
HCM2k95thQ:	21	82	1	1	10	4	20	20	8	25	25	11

Note: Queue reported is the number of cars per lane.

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El Camino Real Specific Plan TIA
SJ17-1774
Cumulative Plus Project AM

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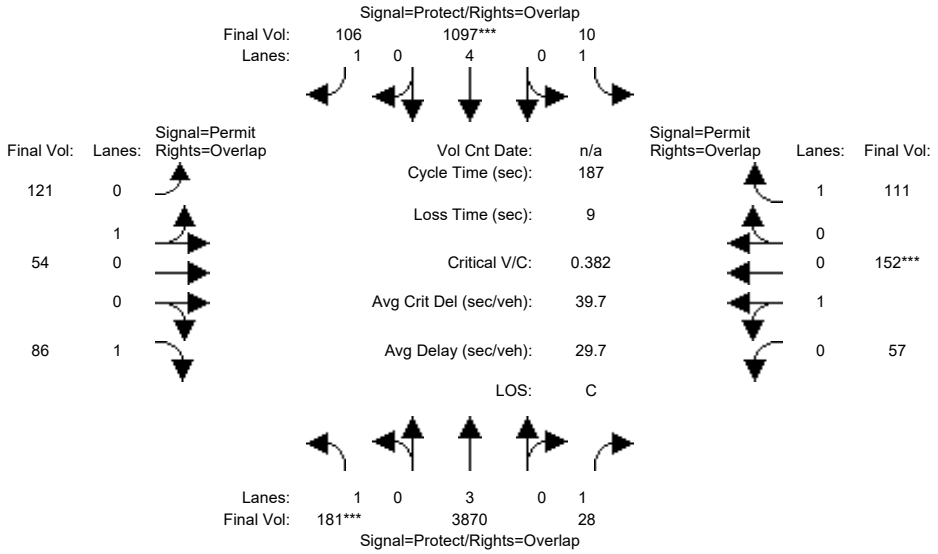
2000 HCM Operations (Future Volume Alternative)
Cumulative PP AM

Intersection #52: San Tomas Expy/Forbes Ave



Street Name:	San Tomas Expy						Forbes Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	11	132	132	12	133	133	26	26	26	26	26	26
Y+R:	4.6	5.8	5.8	4.6	5.8	5.8	5.6	5.6	5.6	5.6	5.6	5.6
Volume Module:												
Base Vol:	181	4553	28	10	1097	106	121	54	86	57	152	111
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	181	4553	28	10	1097	106	121	54	86	57	152	111
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	181	4553	28	10	1097	106	121	54	86	57	152	111
User Adj:	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	181	3870	28	10	1097	106	121	54	86	57	152	111
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	181	3870	28	10	1097	106	121	54	86	57	152	111
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	181	3870	28	10	1097	106	121	54	86	57	152	111
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	3.00	1.00	1.00	4.00	1.00	0.69	0.31	1.00	0.27	0.73	1.00
Final Sat.:	1750	5700	1750	1750	7600	1750	1245	555	1750	491	1309	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.68	0.02	0.01	0.14	0.06	0.10	0.10	0.05	0.12	0.12	0.06
Crit Moves:	****				****						****	
Green Time:	19.0	139	139.3	12.7	133	133.0	26.0	26.0	45.0	26.0	26.0	38.7
Volume/Cap:	1.02	0.91	0.02	0.08	0.20	0.09	0.70	0.70	0.20	0.84	0.84	0.31
Delay/Veh:	156.3	22.4	6.2	82.0	9.1	8.3	85.3	85.3	56.9	99.3	99.3	63.3
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:	156.3	22.4	6.2	82.0	9.1	8.3	85.3	85.3	56.9	99.3	99.3	63.3
LOS by Move:	F	C+	A	F	A	A	F	F	E+	F	F	E
HCM2k95thQ:	21	83	1	1	10	4	20	20	8	25	25	11

Note: Queue reported is the number of cars per lane.

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El Camino Real Specific Plan TIA
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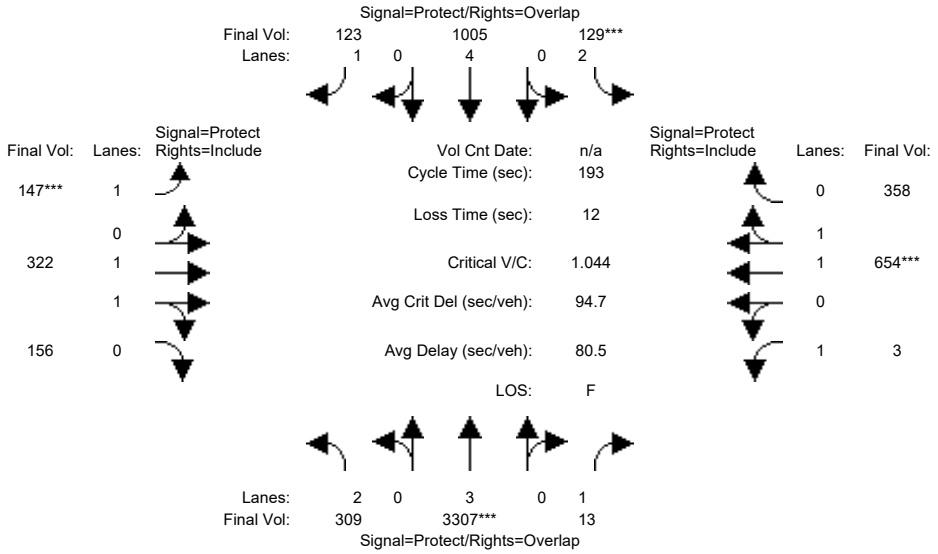
Cumulative Plus Project AM

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative AM

Intersection #53: San Tomas Expy/Pruneridge Ave



Street Name:	San Tomas Expy						Pruneridge Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	29	104	104	11	86	86	16	44	44	10	38	38
Y+R:	5.2	5.8	5.8	5.2	5.8	5.8	5.3	5.6	5.6	5.1	5.5	5.5
Volume Module:												
Base Vol:	309	3891	13	129	1005	123	147	322	156	3	654	358
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	309	3891	13	129	1005	123	147	322	156	3	654	358
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	309	3891	13	129	1005	123	147	322	156	3	654	358
User Adj:	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	309	3307	13	129	1005	123	147	322	156	3	654	358
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	309	3307	13	129	1005	123	147	322	156	3	654	358
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	309	3307	13	129	1005	123	147	322	156	3	654	358
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	0.99	0.95	0.92	0.99	0.95
Lanes:	2.00	3.00	1.00	2.00	4.00	1.00	1.00	1.33	0.67	1.00	1.27	0.73
Final Sat.:	3150	5700	1750	3150	7600	1750	1750	2492	1207	1750	2390	1308
Capacity Analysis Module:												
Vol/Sat:	0.10	0.58	0.01	0.04	0.13	0.07	0.08	0.13	0.13	0.00	0.27	0.27
Crit Moves:		****		****			****				****	
Green Time:	29.2	105	116.8	11.0	86.5	102.5	16.0	53.2	53.2	12.1	49.4	49.4
Volume/Cap:	0.65	1.07	0.01	0.72	0.30	0.13	1.01	0.47	0.47	0.03	1.07	1.07
Delay/Veh:	80.2	83.0	15.2	102.6	33.9	22.9	166.8	58.4	58.4	85.0	122	121.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	80.2	83.0	15.2	102.6	33.9	22.9	166.8	58.4	58.4	85.0	122	121.7
LOS by Move:	F	F	B	F	C-	C+	F	E+	E+	F	F	F
HCM2k95thQ:	20	115	1	9	17	8	21	21	21	0	60	60

Note: Queue reported is the number of cars per lane.

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El Camino Real Specific Plan TIA
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Cumulative Plus Project AM

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
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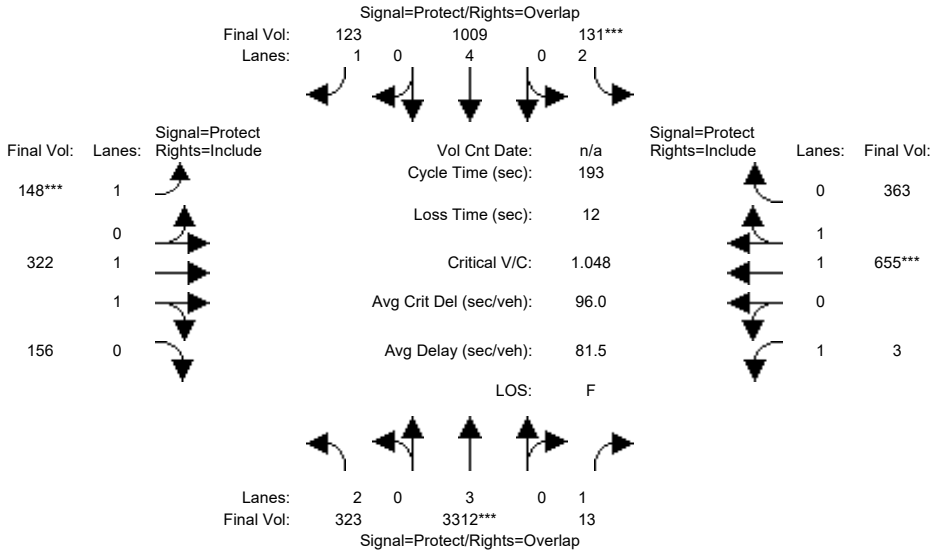
Intersection #53: San Tomas Expy/Pruneridge Ave



Street Name:	San Tomas Expy						Pruneridge Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	29	104	104	11	86	86	16	44	44	10	38	38
Y+R:	5.2	5.8	5.8	5.2	5.8	5.8	5.3	5.6	5.6	5.1	5.5	5.5
Volume Module:												
Base Vol:	323	3897	13	131	1009	123	148	322	156	3	655	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:	323	3897	13	131	1009	123	148	322	156	3	655	363
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	323	3897	13	131	1009	123	148	322	156	3	655	363
User Adj:	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	323	3312	13	131	1009	123	148	322	156	3	655	363
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	323	3312	13	131	1009	123	148	322	156	3	655	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:	323	3312	13	131	1009	123	148	322	156	3	655	363
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	0.99	0.95	0.92	0.99	0.95
Lanes:	2.00	3.00	1.00	2.00	4.00	1.00	1.00	1.33	0.67	1.00	1.27	0.73
Final Sat.:	3150	5700	1750	3150	7600	1750	1750	2492	1207	1750	2380	1319
Capacity Analysis Module:												
Vol/Sat:	0.10	0.58	0.01	0.04	0.13	0.07	0.08	0.13	0.13	0.00	0.28	0.28
Crit Moves:		****		****			****				****	
Green Time:	29.1	105	116.6	11.0	86.4	102.4	16.0	53.4	53.4	12.1	49.5	49.5
Volume/Cap:	0.68	1.07	0.01	0.73	0.30	0.13	1.02	0.47	0.47	0.03	1.07	1.07
Delay/Veh:	81.5	84.3	15.2	103.6	34.0	22.9	168.6	58.3	58.3	85.0	123	122.7
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:	81.5	84.3	15.2	103.6	34.0	22.9	168.6	58.3	58.3	85.0	123	122.7
LOS by Move:	F	F	B	F	C-	C+	F	E+	E+	F	F	F
HCM2k95thQ:	21	115	1	9	17	8	21	21	21	0	61	61

Note: Queue reported is the number of cars per lane.

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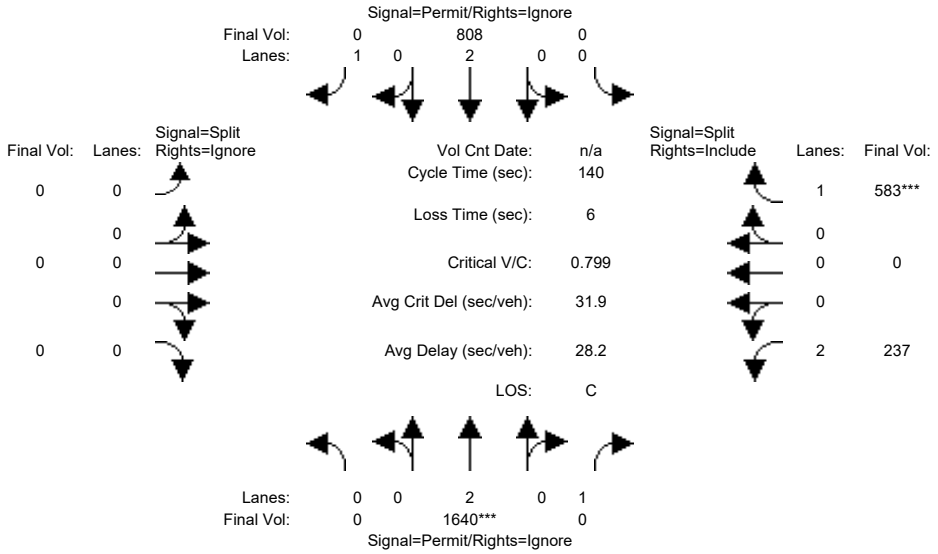
El Camino Real Specific Plan TIA
SJ17-1774
Cumulative Plus Project AM

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative AM

Intersection #54: The Alameda/I-880 SB (CMP)



Street Name:	The Alameda						I-880 SB					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	0	10	10	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1640	297	0	808	156	0	0	0	237	0	583
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1640	297	0	808	156	0	0	0	237	0	583
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1640	297	0	808	156	0	0	0	237	0	583
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	1640	0	0	808	0	0	0	0	237	0	583
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1640	0	0	808	0	0	0	0	237	0	583
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	1640	0	0	808	0	0	0	0	237	0	583
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	2.00	1.00	0.00	2.00	1.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3800	1750	0	3800	1750	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.43	0.00	0.00	0.21	0.00	0.00	0.00	0.00	0.08	0.00	0.33
Crit Moves:		****										****
Green Time:	0.0	75.6	0.0	0.0	75.6	0.0	0.0	0.0	0.0	58.4	0.0	58.4
Volume/Cap:	0.00	0.80	0.00	0.00	0.39	0.00	0.00	0.00	0.00	0.18	0.00	0.80
Delay/Veh:	0.0	28.3	0.0	0.0	18.9	0.0	0.0	0.0	0.0	25.8	0.0	41.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	28.3	0.0	0.0	18.9	0.0	0.0	0.0	0.0	25.8	0.0	41.9
LOS by Move:	A	C	A	A	B-	A	A	A	A	C	A	D
HCM2k95thQ:	0	46	0	0	18	0	0	0	0	7	0	40

Note: Queue reported is the number of cars per lane.

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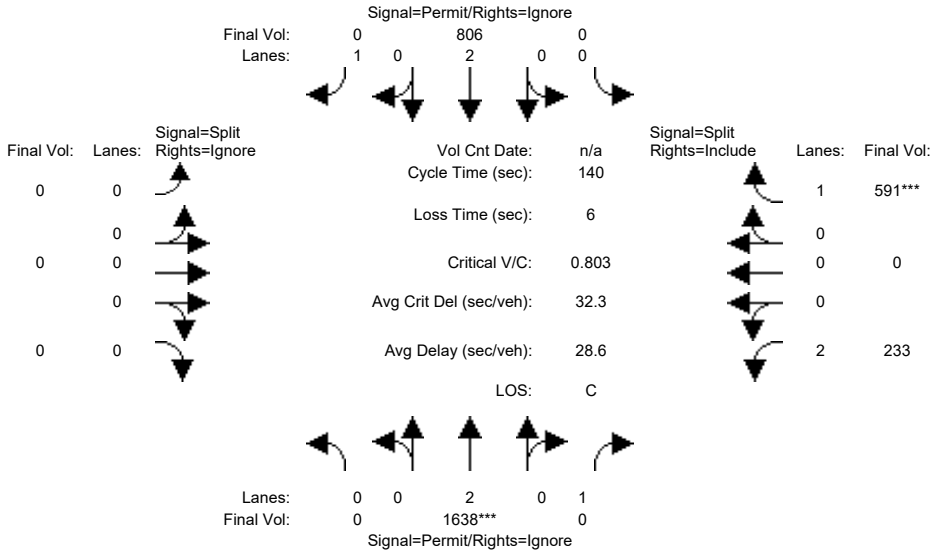
El Camino Real Specific Plan TIA
SJ17-1774
Cumulative Plus Project AM

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP AM

Intersection #54: The Alameda/I-880 SB (CMP)



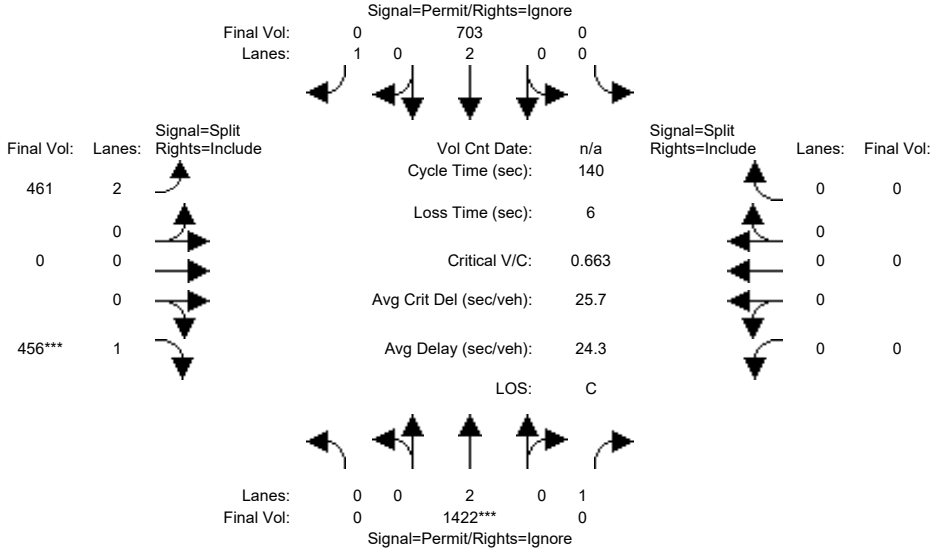
Street Name:	The Alameda						I-880 SB					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	0	10	10	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1638	303	0	806	156	0	0	0	233	0	591
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1638	303	0	806	156	0	0	0	233	0	591
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1638	303	0	806	156	0	0	0	233	0	591
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	1638	0	0	806	0	0	0	0	233	0	591
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1638	0	0	806	0	0	0	0	233	0	591
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	1638	0	0	806	0	0	0	0	233	0	591
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	2.00	1.00	0.00	2.00	1.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3800	1750	0	3800	1750	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.43	0.00	0.00	0.21	0.00	0.00	0.00	0.00	0.07	0.00	0.34
Crit Moves:		****										****
Green Time:	0.0	75.1	0.0	0.0	75.1	0.0	0.0	0.0	0.0	58.9	0.0	58.9
Volume/Cap:	0.00	0.80	0.00	0.00	0.40	0.00	0.00	0.00	0.00	0.18	0.00	0.80
Delay/Veh:	0.0	28.8	0.0	0.0	19.2	0.0	0.0	0.0	0.0	25.5	0.0	41.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	28.8	0.0	0.0	19.2	0.0	0.0	0.0	0.0	25.5	0.0	41.9
LOS by Move:	A	C	A	A	B-	A	A	A	A	C	A	D
HCM2k95thQ:	0	46	0	0	18	0	0	0	0	7	0	41

Note: Queue reported is the number of cars per lane.

El Camino Real Specific Plan TIA
SJ17-1774
Cumulative Plus Project AM

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative AM

Intersection #55: The Alameda/I-880 NB (CMP)



Street Name:	The Alameda						I-880 NB					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1422	271	0	703	308	461	0	456	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1422	271	0	703	308	461	0	456	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1422	271	0	703	308	461	0	456	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1422	0	0	703	0	461	0	456	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1422	0	0	703	0	461	0	456	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1422	0	0	703	0	461	0	456	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	0.00	2.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	1750	0	3800	1750	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.37	0.00	0.00	0.19	0.00	0.15	0.00	0.26	0.00	0.00	0.00
Crit Moves:		****							****			
Green Time:	0.0	79.0	0.0	0.0	79.0	0.0	55.0	0.0	55.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.66	0.00	0.00	0.33	0.00	0.37	0.00	0.66	0.00	0.00	0.00
Delay/Veh:	0.0	22.0	0.0	0.0	16.4	0.0	30.4	0.0	37.3	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	22.0	0.0	0.0	16.4	0.0	30.4	0.0	37.3	0.0	0.0	0.0
LOS by Move:	A	C+	A	A	B	A	C	A	D+	A	A	A
HCM2k95thQ:	0	36	0	0	15	0	15	0	30	0	0	0

Note: Queue reported is the number of cars per lane.

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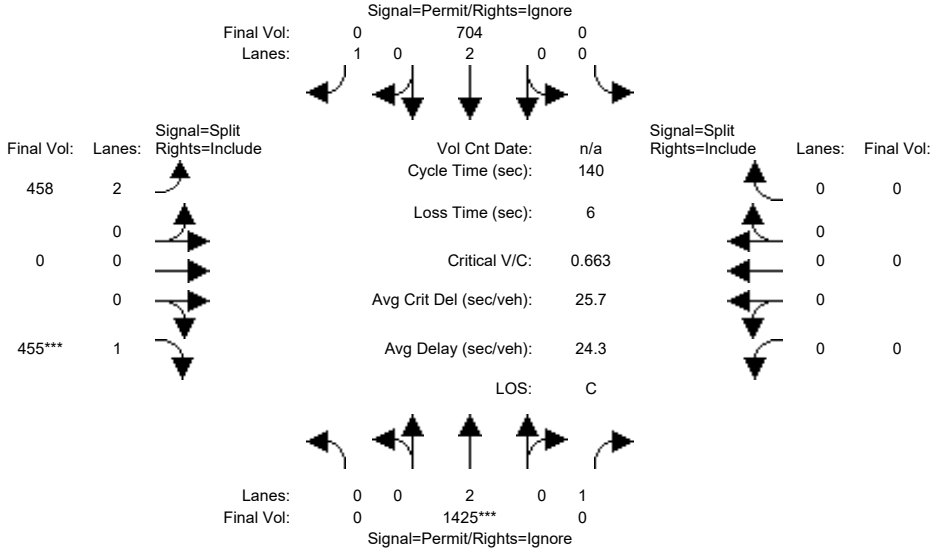
El Camino Real Specific Plan TIA
SJ17-1774
Cumulative Plus Project AM

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP AM

Intersection #55: The Alameda/I-880 NB (CMP)



Street Name:	The Alameda						I-880 NB					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1425	271	0	704	305	458	0	455	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1425	271	0	704	305	458	0	455	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1425	271	0	704	305	458	0	455	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1425	0	0	704	0	458	0	455	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1425	0	0	704	0	458	0	455	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1425	0	0	704	0	458	0	455	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	0.00	2.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	1750	0	3800	1750	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.38	0.00	0.00	0.19	0.00	0.15	0.00	0.26	0.00	0.00	0.00
Crit Moves:		****							****			
Green Time:	0.0	79.1	0.0	0.0	79.1	0.0	54.9	0.0	54.9	0.0	0.0	0.0
Volume/Cap:	0.00	0.66	0.00	0.00	0.33	0.00	0.37	0.00	0.66	0.00	0.00	0.00
Delay/Veh:	0.0	22.0	0.0	0.0	16.3	0.0	30.5	0.0	37.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	22.0	0.0	0.0	16.3	0.0	30.5	0.0	37.4	0.0	0.0	0.0
LOS by Move:	A	C+	A	A	B	A	C	A	D+	A	A	A
HCM2k95thQ:	0	36	0	0	15	0	15	0	30	0	0	0

Note: Queue reported is the number of cars per lane.

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El Camino Real Specific Plan TIA
SJ17-1774
Cumulative Plus Project PM

Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

Intersection		Cumulative PM				Cumulative PP PM					
		LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change
#1	El Camino Real/S Wolfe Rd (CMP)	D	47.5	0.756	52.0	D	47.6	0.757	+ 0.001	52.0	+ 0.0
#2	El Camino Real/Halford Ave	C+	21.1	0.456	18.9	C+	21.0	0.456	+ 0.000	18.9	- 0.1
#3	El Camino Real/Lawrence Expy (CMP)	C	30.1	0.773	32.9	C	29.8	0.762	- 0.011	32.4	- 0.5
#4	El Camino Real/Flora Vista Ave	C	27.0	0.478	28.1	C	27.4	0.485	+ 0.007	28.8	+ 0.8
#5	El Camino Real/Calabazas Blvd	D	41.2	0.602	45.2	D	42.0	0.611	+ 0.008	45.8	+ 0.7
#6	El Camino Real/Bowers Ave - Kiely Blvd (CMP)	C-	32.0	0.794	36.8	C	31.8	0.784	- 0.010	36.5	- 0.3
#7	El Camino Real/Bowe Ave	C	23.7	0.462	22.9	C	24.0	0.454	- 0.009	23.3	+ 0.4
#8	El Camino Real/San Tomas Expy (CMP)	F	150.2	1.089	229.3	F	150.4	1.086	- 0.003	230.0	+ 0.6
#9	El Camino Real/McCormick Dr	C	28.3	0.402	31.2	C	28.4	0.402	+ 0.000	31.2	- 0.0
#10	El Camino Real/Scott Blvd (CMP)	D	40.3	0.778	43.8	D	40.2	0.778	- 0.001	43.8	- 0.1
#11	El Camino Real/Lincoln St (CMP)	C	23.5	0.425	26.8	C	23.3	0.421	- 0.004	26.4	- 0.4
#12	El Camino Real/Monroe St (CMP)	D+	38.1	0.733	42.7	D+	38.3	0.746	+ 0.013	43.3	+ 0.6
#13	El Camino Real/Lafayette St (CMP)	D	40.2	0.715	41.8	D	40.2	0.712	- 0.003	41.8	- 0.0
#14	El Camino Real/Harrison St	F	6.1	0.833	6.1	F	5.7	0.799	- 0.034	5.7	- 0.4
#15	El Camino Real/Benton St	C	23.8	0.507	23.6	C	23.8	0.506	- 0.001	23.6	+ 0.0
#16	El Camino Real/The Alameda (CMP)	B	17.2	0.640	20.2	B	17.2	0.641	+ 0.001	20.2	+ 0.0
#17	Lawrence Expy/NB US 101	B	15.2	0.692	19.1	B	15.1	0.694	+ 0.002	19.0	- 0.1
#18	Lawrence Expy/SB US 101	F	80.1	0.832	131.4	F	80.5	0.835	+ 0.002	132.2	+ 0.8
#19	Lawrence Expy/Oakmead Pkwy	D-	54.5	0.806	64.6	D-	54.6	0.805	- 0.001	64.7	+ 0.0
#20	Lawrence Expy/E Arques Ave (CMP)	F	119.9	1.202	151.2	F	117.0	1.202	- 0.000	151.7	+ 0.4
#21	Lawrence Expy/Kifer Rd	F	136.3	1.093	262.0	F	136.2	1.089	- 0.004	262.2	+ 0.2
#22	Lawrence Expy/Monroe St (CMP)	F	83.2	1.003	110.3	F	84.5	1.005	+ 0.002	112.2	+ 1.8
#23	Lawrence Expy/Cabrillo Ave	D+	38.4	0.590	49.0	D+	38.4	0.592	+ 0.002	49.4	+ 0.3
#24	Lawrence Expy/Benton St	D-	52.8	0.813	74.1	D-	53.3	0.817	+ 0.004	75.1	+ 1.0
#25	Lawrence Expy/Lochinvar Ave	C	28.8	0.705	28.4	C	28.9	0.706	+ 0.001	28.4	+ 0.1
#26	Lawrence Expy/Homestead Rd (CMP)	E-	75.5	0.756	81.3	E	75.0	0.750	- 0.006	79.9	- 1.4

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El Camino Real Specific Plan TIA
SJ17-1774
Cumulative Plus Project PM

Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

Intersection		Cumulative PM				Cumulative PP PM					
		LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change
#27	Lawrence Expy/Pruneridge Ave	D-	54.0	0.893	59.2	D-	54.0	0.890	- 0.003	58.9	- 0.3
#28	Montague Expy/Mission College Blvd (CMP)	F	114.6	1.251	159.7	F	116.2	1.249	- 0.001	163.0	+ 3.3
#29	San Tomas Expy/Monroe St (CMP)	D	44.9	0.798	42.3	D	45.5	0.806	+ 0.007	43.6	+ 1.3
#30	San Tomas Expy/Cabrillo Ave	C+	21.5	0.699	18.7	C+	21.5	0.700	+ 0.002	18.8	+ 0.1
#31	San Tomas Expy/Benton St	D	47.0	0.821	53.1	D	47.6	0.814	- 0.007	52.8	- 0.3
#32	San Tomas Expy/Homestead Rd (CMP)	E+	56.7	0.917	66.3	E+	57.5	0.921	+ 0.004	67.6	+ 1.3
#33	Bowers Ave/Cabrillo Ave	C	30.9	0.681	29.9	C	30.8	0.682	+ 0.002	29.9	- 0.0
#34	Bowers Ave/Monroe St	C	30.2	0.683	28.7	C	30.4	0.688	+ 0.005	29.0	+ 0.3
#35	Bowers Ave/Kifer Rd	D+	38.0	0.889	41.5	D+	38.3	0.894	+ 0.005	42.2	+ 0.7
#36	Bowers Ave/Central Expy (CMP)	F	86.2	0.949	120.1	F	85.1	0.943	- 0.007	117.5	- 2.6
#37	Kiely Blvd/Benton St	E	63.1	0.994	74.0	E	64.8	0.985	- 0.009	71.4	- 2.6
#38	Kiely Blvd/Homestead Rd	E+	57.0	0.987	65.6	E+	57.5	0.989	+ 0.002	66.0	+ 0.4
#39	Monroe St/Scott Blvd	D+	35.7	0.868	36.6	D+	35.7	0.866	- 0.001	36.6	+ 0.0
#40	Walsh Ave/Scott Blvd	E+	55.2	1.013	64.7	E+	56.2	1.018	+ 0.004	66.0	+ 1.3
#41	Central Expy/Scott Blvd (CMP)	F	87.1	1.069	113.0	F	88.2	1.071	+ 0.001	113.4	+ 0.5
#42	Clay St/Scott Blvd	C	23.7	0.625	21.4	C	23.5	0.630	+ 0.005	22.1	+ 0.7
#43	Harrison St/Scott Blvd	F	2.6	0.233	2.6	F	2.5	0.229	- 0.004	2.5	- 0.0
#44	Benton St/Scott Blvd	B-	18.9	0.684	19.4	B-	18.9	0.682	- 0.002	19.4	- 0.0
#45	Homestead Rd/Scott Blvd	B	17.9	0.603	17.1	B	18.0	0.605	+ 0.001	17.2	+ 0.1
#46	Lawrence Expy SB/Stevens Creek Blvd (CMP)	C	26.6	0.751	29.1	C	26.6	0.750	- 0.001	29.0	- 0.0
#47	Lawrence Expy NB/Stevens Creek Blvd (CMP)	C	29.7	0.713	25.9	C	29.8	0.713	+ 0.000	25.9	+ 0.0
#48	Lawrence Expy/Calvert Dr (CMP)	D	48.5	0.747	63.1	D	48.4	0.747	+ 0.000	62.9	- 0.1
#49	Bowers Ave/Scott Blvd (CMP)	D	39.2	0.859	51.1	D	39.8	0.868	+ 0.008	51.8	+ 0.6
#50	San Tomas Expy/Scott Blvd (CMP)	E	73.4	1.114	100.4	E	74.3	1.123	+ 0.009	102.1	+ 1.7
#51	San Tomas Expy/Walsh Ave	E	64.0	0.985	75.0	E	62.4	0.967	- 0.018	71.3	- 3.7
#52	San Tomas Expy/Forbes Ave	C	25.0	0.846	30.0	C	24.6	0.845	- 0.002	29.3	- 0.7

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El Camino Real Specific Plan TIA
SJ17-1774
Cumulative Plus Project PM

Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

Intersection		Cumulative PM				Cumulative PP PM					
		LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change
#53	San Tomas Expy/Pruneridge Ave	E	71.7	0.585	96.6	E	70.8	0.579	- 0.006	92.6	- 4.0
#54	The Alameda/I-880 SB (CMP)	B	15.1	0.569	14.9	B	15.0	0.567	- 0.002	14.8	- 0.0
#55	The Alameda/I-880 NB (CMP)	C+	22.0	0.578	24.9	C+	22.4	0.595	+ 0.017	25.3	+ 0.5

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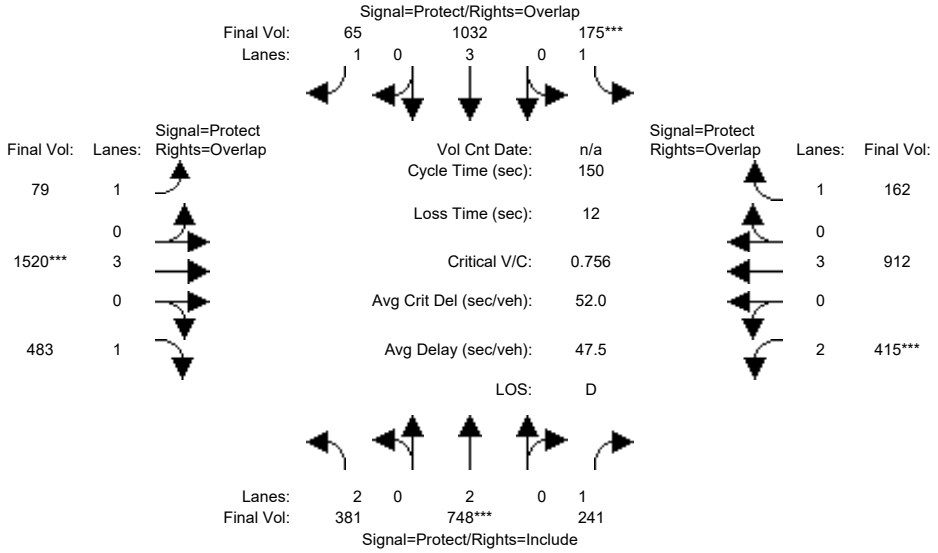
El Camino Real Specific Plan TIA
SJ17-1774
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #1: El Camino Real/S Wolfe Rd (CMP)



Street Name:	S Wolfe Rd						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	381	748	241	175	1032	65	79	1520	483	415	912	162
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	381	748	241	175	1032	65	79	1520	483	415	912	162
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	381	748	241	175	1032	65	79	1520	483	415	912	162
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	381	748	241	175	1032	65	79	1520	483	415	912	162
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	381	748	241	175	1032	65	79	1520	483	415	912	162
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	381	748	241	175	1032	65	79	1520	483	415	912	162
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	1750	5700	1750	1750	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.20	0.14	0.10	0.18	0.04	0.05	0.27	0.28	0.13	0.16	0.09
Crit Moves:		****		****				****		****		
Green Time:	23.6	39.1	39.1	19.8	35.3	53.2	17.9	52.9	76.5	26.2	61.2	81.1
Volume/Cap:	0.77	0.76	0.53	0.76	0.77	0.10	0.38	0.76	0.54	0.76	0.39	0.17
Delay/Veh:	67.8	54.4	48.7	76.0	56.3	32.5	62.1	44.5	25.5	64.8	31.4	17.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	67.8	54.4	48.7	76.0	56.3	32.5	62.1	44.5	25.5	64.8	31.4	17.5
LOS by Move:	E	D-	D	E-	E+	C-	E	D	C	E	C	B
HCM2k95thQ:	21	29	19	18	28	4	8	36	28	20	17	8

Note: Queue reported is the number of cars per lane.

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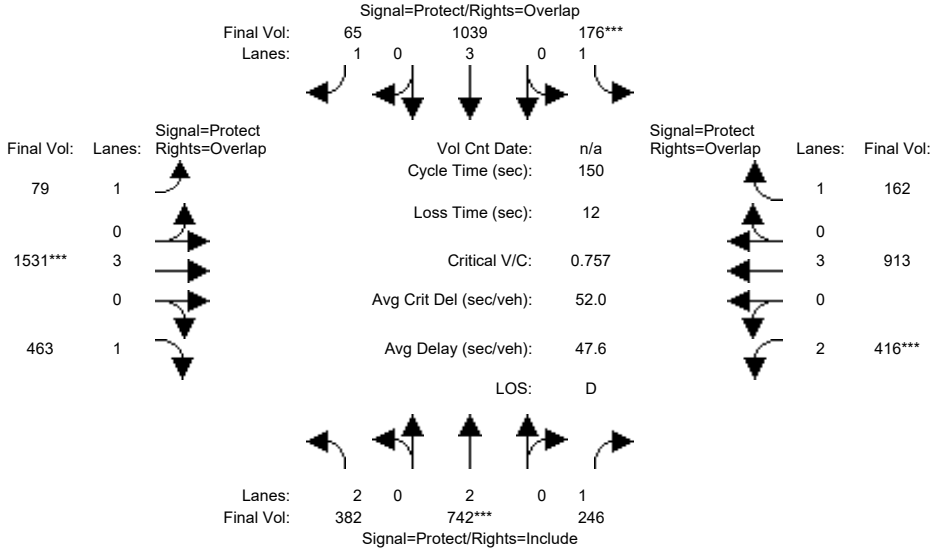
El Camino Real Specific Plan TIA
SJ17-1774
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP PM

Intersection #1: El Camino Real/S Wolfe Rd (CMP)



Street Name:	S Wolfe Rd						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	382	742	246	176	1039	65	79	1531	463	416	913	162
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	382	742	246	176	1039	65	79	1531	463	416	913	162
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	382	742	246	176	1039	65	79	1531	463	416	913	162
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	382	742	246	176	1039	65	79	1531	463	416	913	162
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	382	742	246	176	1039	65	79	1531	463	416	913	162
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	382	742	246	176	1039	65	79	1531	463	416	913	162
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	1750	5700	1750	1750	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.20	0.14	0.10	0.18	0.04	0.05	0.27	0.26	0.13	0.16	0.09
Crit Moves:		****		****				****		****		
Green Time:	23.4	38.7	38.7	19.9	35.2	53.1	17.9	53.2	76.6	26.2	61.5	81.4
Volume/Cap:	0.78	0.76	0.55	0.76	0.78	0.10	0.38	0.76	0.52	0.76	0.39	0.17
Delay/Veh:	68.4	54.8	49.4	76.0	56.7	32.6	62.1	44.4	24.9	64.9	31.2	17.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	68.4	54.8	49.4	76.0	56.7	32.6	62.1	44.4	24.9	64.9	31.2	17.4
LOS by Move:	E	D-	D	E-	E+	C-	E	D	C	E	C	B
HCM2k95thQ:	21	29	20	19	28	4	8	36	26	20	17	8

Note: Queue reported is the number of cars per lane.

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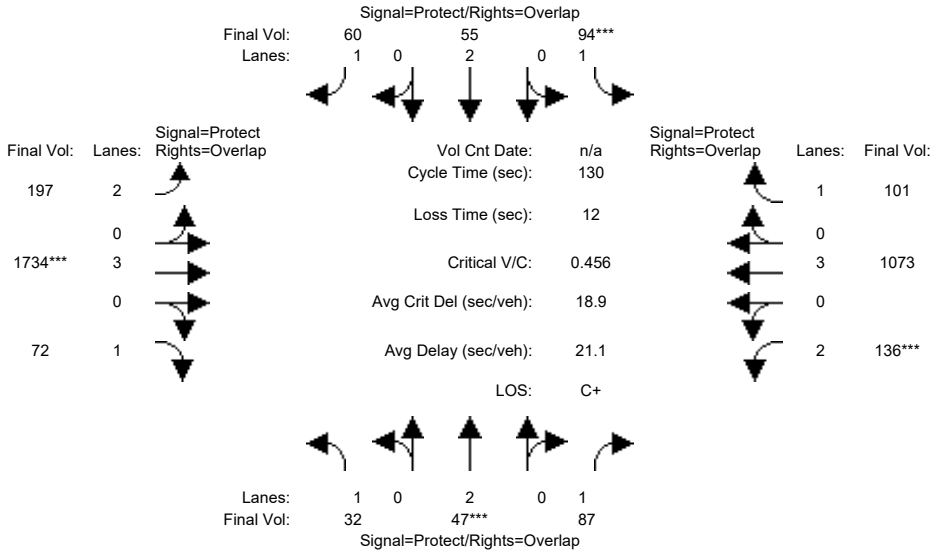
El Camino Real Specific Plan TIA
SJ17-1774
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #2: El Camino Real/Halford Ave



Street Name:	Halford Ave						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	32	47	87	94	55	60	197	1734	72	136	1073	101
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	32	47	87	94	55	60	197	1734	72	136	1073	101
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	32	47	87	94	55	60	197	1734	72	136	1073	101
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	32	47	87	94	55	60	197	1734	72	136	1073	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	47	87	94	55	60	197	1734	72	136	1073	101
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	32	47	87	94	55	60	197	1734	72	136	1073	101
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.01	0.05	0.05	0.01	0.03	0.06	0.30	0.04	0.04	0.19	0.06
Crit Moves:		****		****				****		****		
Green Time:	10.1	10.0	21.6	14.5	14.4	37.7	23.3	81.9	92.0	11.6	70.2	84.7
Volume/Cap:	0.24	0.16	0.30	0.48	0.13	0.12	0.35	0.48	0.06	0.48	0.35	0.09
Delay/Veh:	57.2	56.3	48.1	56.1	52.3	34.0	47.1	12.9	5.8	57.6	17.0	8.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.2	56.3	48.1	56.1	52.3	34.0	47.1	12.9	5.8	57.6	17.0	8.4
LOS by Move:	E+	E+	D	E+	D-	C-	D	B	A	E+	B	A
HCM2k95thQ:	3	2	7	9	2	4	8	21	2	6	15	3

Note: Queue reported is the number of cars per lane.

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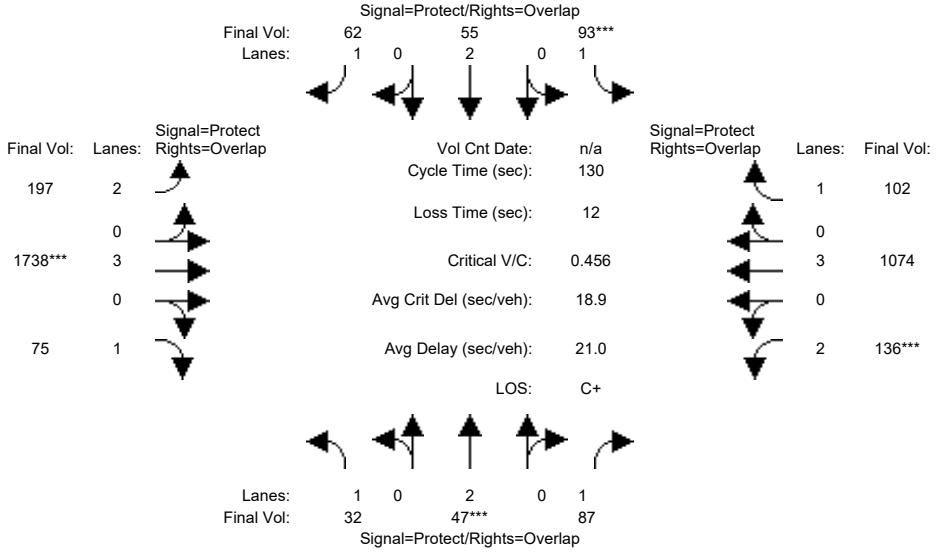
El Camino Real Specific Plan TIA
SJ17-1774
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP PM

Intersection #2: El Camino Real/Halford Ave



Street Name:	Halford Ave						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	32	47	87	93	55	62	197	1738	75	136	1074	102
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	32	47	87	93	55	62	197	1738	75	136	1074	102
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	32	47	87	93	55	62	197	1738	75	136	1074	102
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	32	47	87	93	55	62	197	1738	75	136	1074	102
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	47	87	93	55	62	197	1738	75	136	1074	102
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	32	47	87	93	55	62	197	1738	75	136	1074	102
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.01	0.05	0.05	0.01	0.04	0.06	0.30	0.04	0.04	0.19	0.06
Crit Moves:		****		****				****		****		
Green Time:	10.0	10.0	21.6	14.3	14.3	37.6	23.3	82.1	92.1	11.6	70.3	84.7
Volume/Cap:	0.24	0.16	0.30	0.48	0.13	0.12	0.35	0.48	0.06	0.48	0.35	0.09
Delay/Veh:	57.3	56.3	48.1	56.3	52.4	34.1	47.0	12.8	5.8	57.6	16.9	8.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.3	56.3	48.1	56.3	52.4	34.1	47.0	12.8	5.8	57.6	16.9	8.4
LOS by Move:	E+	E+	D	E+	D-	C-	D	B	A	E+	B	A
HCM2k95thQ:	3	2	7	8	2	4	8	21	2	6	15	3

Note: Queue reported is the number of cars per lane.

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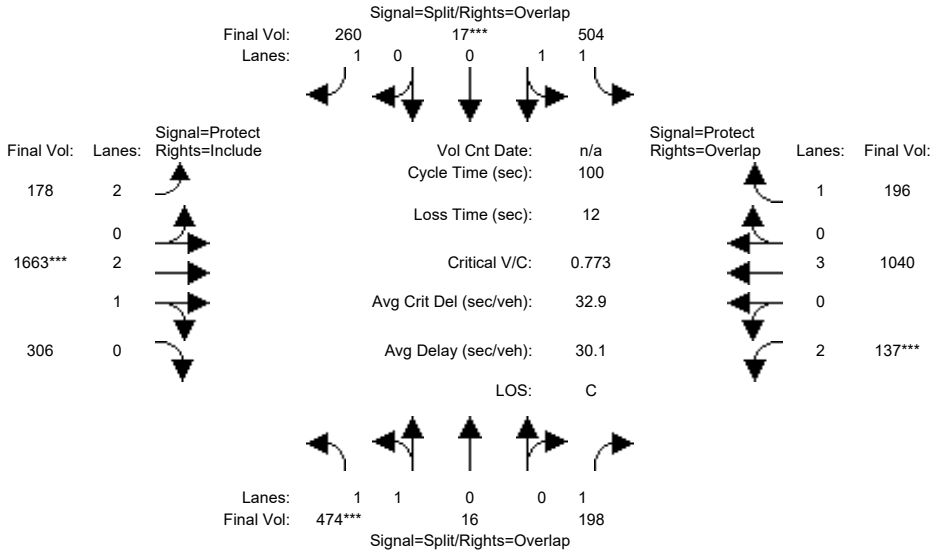
El Camino Real Specific Plan TIA
SJ17-1774
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #3: El Camino Real/Lawrence Expy (CMP)



Street Name:	Lawrence Expy						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	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:												
Base Vol:	474	16	198	504	17	260	178	1663	306	137	1040	196
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	474	16	198	504	17	260	178	1663	306	137	1040	196
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	474	16	198	504	17	260	178	1663	306	137	1040	196
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	474	16	198	504	17	260	178	1663	306	137	1040	196
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	474	16	198	504	17	260	178	1663	306	137	1040	196
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	474	16	198	504	17	260	178	1663	306	137	1040	196
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.93	0.95	0.92	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	1.94	0.06	1.00	1.94	0.06	1.00	2.00	2.52	0.48	2.00	3.00	1.00
Final Sat.:	3434	116	1750	3434	116	1750	3150	4729	870	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.11	0.15	0.15	0.15	0.06	0.35	0.35	0.04	0.18	0.11
Crit Moves:	****				****			****		****		
Green Time:	17.6	17.6	24.6	18.7	18.7	33.0	14.4	44.8	44.8	7.0	37.4	56.1
Volume/Cap:	0.79	0.79	0.46	0.79	0.79	0.45	0.39	0.79	0.79	0.62	0.49	0.20
Delay/Veh:	46.0	46.0	32.9	44.9	44.9	26.9	39.4	25.2	25.2	50.6	24.1	11.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.0	46.0	32.9	44.9	44.9	26.9	39.4	25.2	25.2	50.6	24.1	11.0
LOS by Move:	D	D	C-	D	D	C	D	C	C	D	C	B+
HCM2k95thQ:	15	15	10	15	15	12	6	31	31	5	15	6

Note: Queue reported is the number of cars per lane.

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El Camino Real Specific Plan TIA
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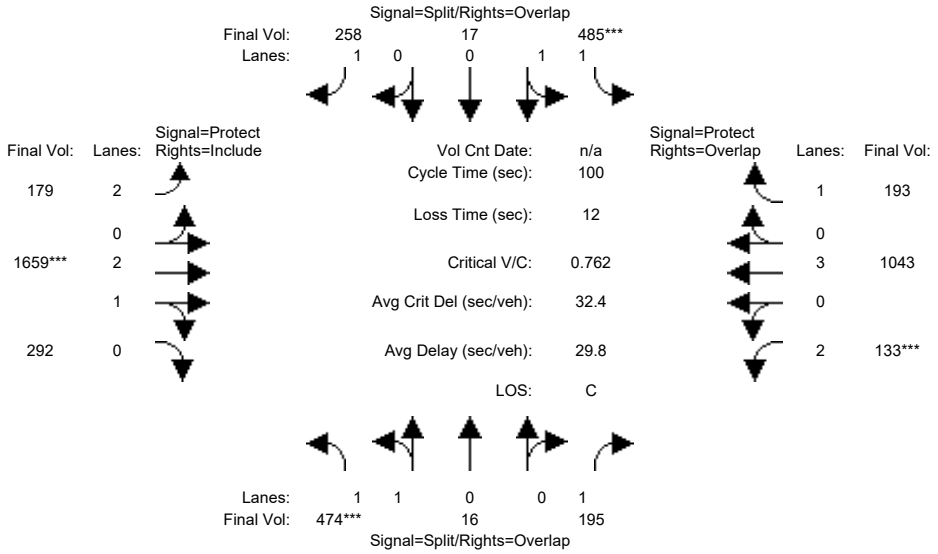
Cumulative PP PM

Intersection #3: El Camino Real/Lawrence Expy (CMP)



Street Name:	Lawrence Expy						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	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:												
Base Vol:	474	16	195	485	17	258	179	1659	292	133	1043	193
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	474	16	195	485	17	258	179	1659	292	133	1043	193
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	474	16	195	485	17	258	179	1659	292	133	1043	193
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	474	16	195	485	17	258	179	1659	292	133	1043	193
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	474	16	195	485	17	258	179	1659	292	133	1043	193
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	474	16	195	485	17	258	179	1659	292	133	1043	193
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.93	0.95	0.92	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	1.94	0.06	1.00	1.93	0.07	1.00	2.00	2.53	0.47	2.00	3.00	1.00
Final Sat.:	3434	116	1750	3430	120	1750	3150	4761	838	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.11	0.14	0.14	0.15	0.06	0.35	0.35	0.04	0.18	0.11
Crit Moves:	****			****				****		****		
Green Time:	17.8	17.8	24.8	18.2	18.2	32.6	14.4	45.0	45.0	7.0	37.6	55.8
Volume/Cap:	0.78	0.78	0.45	0.78	0.78	0.45	0.40	0.78	0.78	0.60	0.49	0.20
Delay/Veh:	45.2	45.2	32.6	44.8	44.8	27.2	39.4	24.8	24.8	49.8	24.0	11.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.2	45.2	32.6	44.8	44.8	27.2	39.4	24.8	24.8	49.8	24.0	11.1
LOS by Move:	D	D	C-	D	D	C	D	C	C	D	C	B+
HCM2k95thQ:	15	15	10	15	15	12	6	30	30	5	15	6

Note: Queue reported is the number of cars per lane.

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El Camino Real Specific Plan TIA
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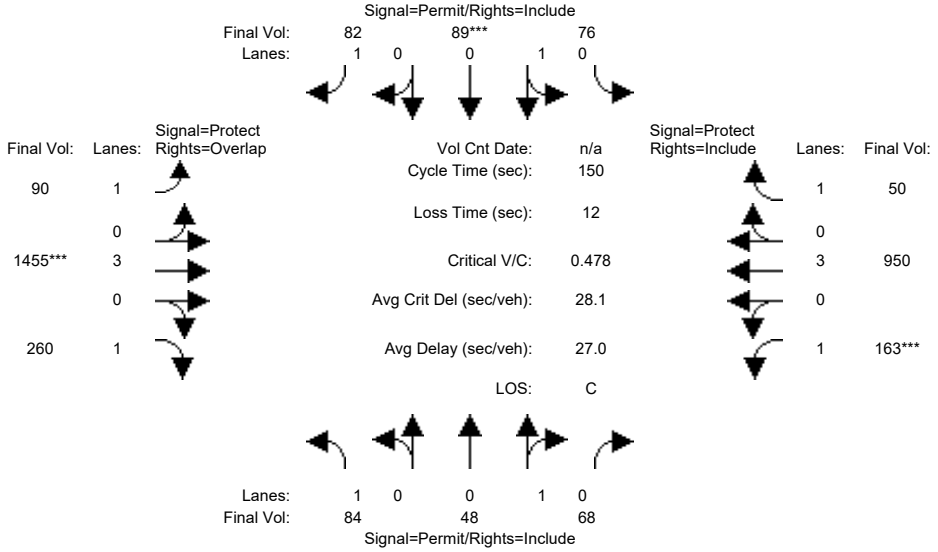
Intersection #4: El Camino Real/Flora Vista Ave



Street Name:	Flora Vista Ave						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	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:												
Base Vol:	84	48	68	76	89	82	90	1455	260	163	950	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	84	48	68	76	89	82	90	1455	260	163	950	50
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	84	48	68	76	89	82	90	1455	260	163	950	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	84	48	68	76	89	82	90	1455	260	163	950	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	48	68	76	89	82	90	1455	260	163	950	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	84	48	68	76	89	82	90	1455	260	163	950	50
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.41	0.59	0.46	0.54	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	745	1055	829	971	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.06	0.06	0.09	0.09	0.05	0.05	0.26	0.15	0.09	0.17	0.03
Crit Moves:					****			****		****		
Green Time:	28.7	28.7	28.7	28.7	28.7	28.7	25.8	80.0	80.0	29.2	83.5	83.5
Volume/Cap:	0.25	0.34	0.34	0.48	0.48	0.24	0.30	0.48	0.28	0.48	0.30	0.05
Delay/Veh:	51.9	53.0	53.0	55.0	55.0	51.8	54.8	22.0	19.3	54.7	17.7	15.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.9	53.0	53.0	55.0	55.0	51.8	54.8	22.0	19.3	54.7	17.7	15.2
LOS by Move:	D-	D-	D-	E+	E+	D-	D-	C+	B-	D-	B	B
HCM2k95thQ:	7	10	10	14	14	7	7	23	13	13	14	2

Note: Queue reported is the number of cars per lane.

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El Camino Real Specific Plan TIA
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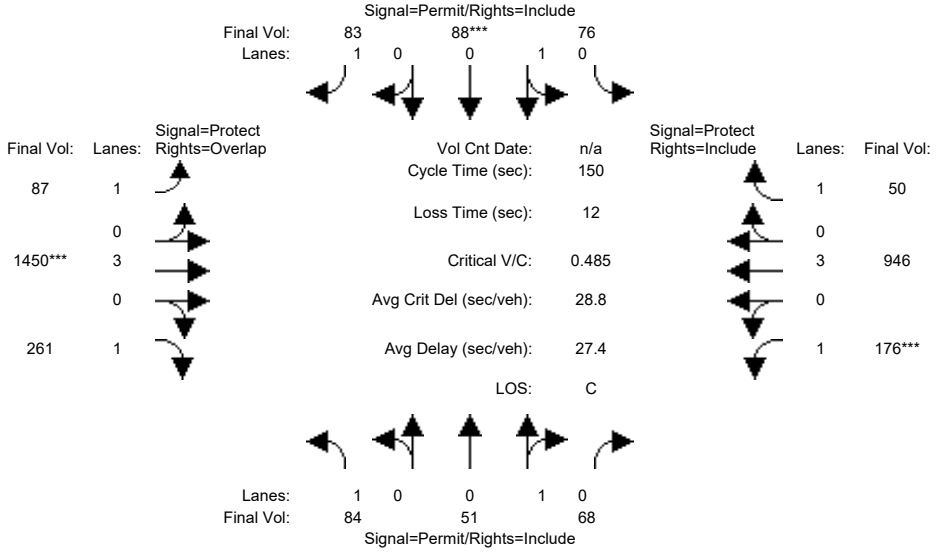
2000 HCM Operations (Future Volume Alternative)
Cumulative PP PM

Intersection #4: El Camino Real/Flora Vista Ave



Street Name:	Flora Vista Ave						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	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:												
Base Vol:	84	51	68	76	88	83	87	1450	261	176	946	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	84	51	68	76	88	83	87	1450	261	176	946	50
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	84	51	68	76	88	83	87	1450	261	176	946	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	84	51	68	76	88	83	87	1450	261	176	946	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	51	68	76	88	83	87	1450	261	176	946	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	84	51	68	76	88	83	87	1450	261	176	946	50
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.43	0.57	0.46	0.54	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	771	1029	834	966	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.07	0.07	0.09	0.09	0.05	0.05	0.25	0.15	0.10	0.17	0.03
Crit Moves:					****			****		****		
Green Time:	28.2	28.2	28.2	28.2	28.2	28.2	25.3	78.7	78.7	31.1	84.5	84.5
Volume/Cap:	0.26	0.35	0.35	0.48	0.48	0.25	0.29	0.48	0.28	0.48	0.29	0.05
Delay/Veh:	52.4	53.6	53.6	55.5	55.5	52.3	55.1	22.9	20.1	53.4	17.2	14.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.4	53.6	53.6	55.5	55.5	52.3	55.1	22.9	20.1	53.4	17.2	14.7
LOS by Move:	D-	D-	D-	E+	E+	D-	E+	C+	C+	D-	B	B
HCM2k95thQ:	7	10	10	14	14	7	7	24	13	14	14	2

Note: Queue reported is the number of cars per lane.

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El Camino Real Specific Plan TIA
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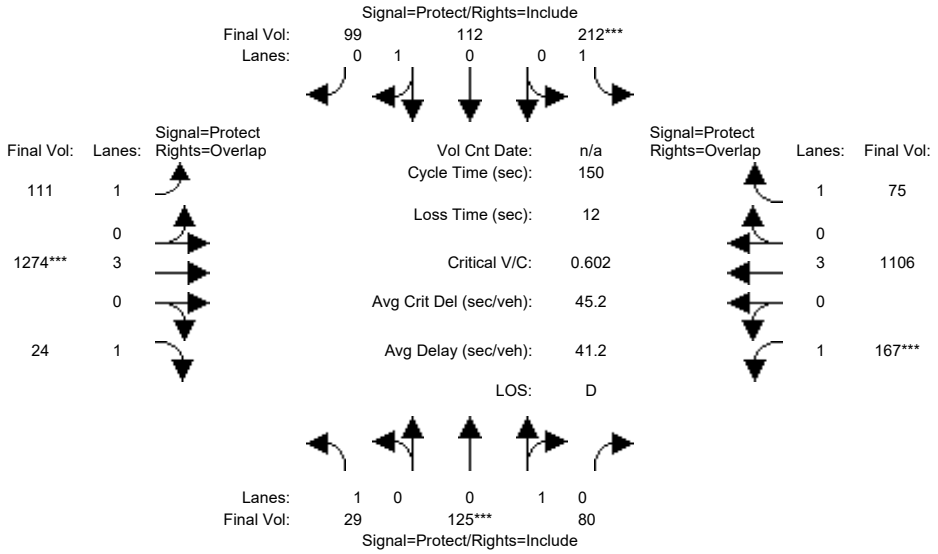
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #5: El Camino Real/Calabazas Blvd



Street Name:	Calabazas Blvd						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	29	125	80	212	112	99	111	1274	24	167	1106	75
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	29	125	80	212	112	99	111	1274	24	167	1106	75
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	29	125	80	212	112	99	111	1274	24	167	1106	75
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	29	125	80	212	112	99	111	1274	24	167	1106	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	125	80	212	112	99	111	1274	24	167	1106	75
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	29	125	80	212	112	99	111	1274	24	167	1106	75
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.61	0.39	1.00	0.53	0.47	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	1098	702	1750	955	845	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.11	0.11	0.12	0.12	0.12	0.06	0.22	0.01	0.10	0.19	0.04
Crit Moves:		****		****				****		****		
Green Time:	16.7	28.4	28.4	30.2	41.9	41.9	19.6	55.7	72.4	23.8	59.9	90.1
Volume/Cap:	0.15	0.60	0.60	0.60	0.42	0.42	0.49	0.60	0.03	0.60	0.49	0.07
Delay/Veh:	60.6	58.7	58.7	57.4	44.7	44.7	62.2	38.7	20.4	62.4	33.8	12.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.6	58.7	58.7	57.4	44.7	44.7	62.2	38.7	20.4	62.4	33.8	12.5
LOS by Move:	E	E+	E+	E+	D	D	E	D+	C+	E	C-	B
HCM2k95thQ:	3	18	18	19	16	16	10	27	1	14	22	3

Note: Queue reported is the number of cars per lane.

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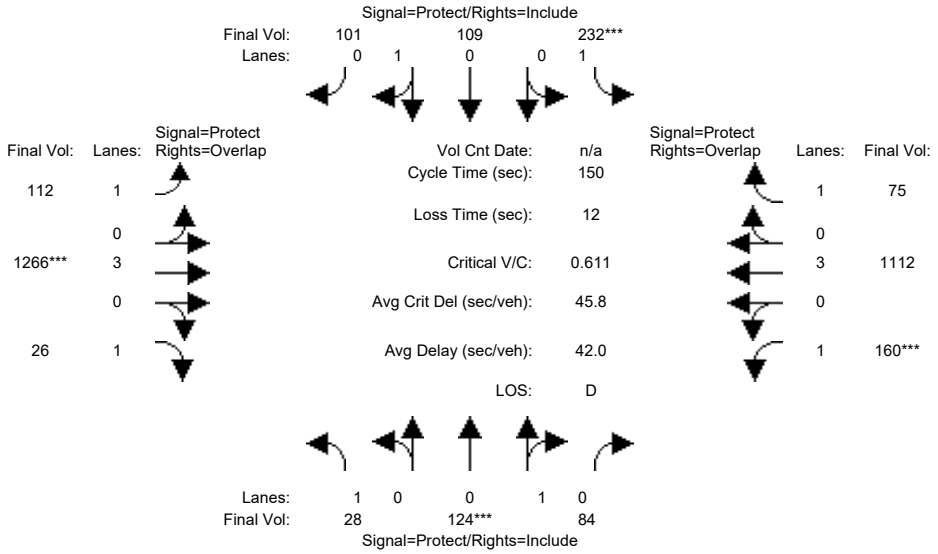
Intersection #5: El Camino Real/Calabazas Blvd



Street Name:	Calabazas Blvd						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	28	124	84	232	109	101	112	1266	26	160	1112	75
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	124	84	232	109	101	112	1266	26	160	1112	75
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	28	124	84	232	109	101	112	1266	26	160	1112	75
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	28	124	84	232	109	101	112	1266	26	160	1112	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	124	84	232	109	101	112	1266	26	160	1112	75
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	28	124	84	232	109	101	112	1266	26	160	1112	75
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.60	0.40	1.00	0.52	0.48	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	1073	727	1750	934	866	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.12	0.12	0.13	0.12	0.12	0.06	0.22	0.01	0.09	0.20	0.04
Crit Moves:		****		****				****		****		
Green Time:	17.4	28.4	28.4	32.6	43.5	43.5	19.0	54.6	72.0	22.5	58.0	90.6
Volume/Cap:	0.14	0.61	0.61	0.61	0.40	0.40	0.50	0.61	0.03	0.61	0.50	0.07
Delay/Veh:	59.9	59.0	59.0	55.9	43.3	43.3	62.9	39.6	20.6	63.8	35.2	12.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.9	59.0	59.0	55.9	43.3	43.3	62.9	39.6	20.6	63.8	35.2	12.3
LOS by Move:	E+	E+	E+	E+	D	D	E	D	C+	E	D+	B
HCM2k95thQ:	3	18	18	20	15	15	10	27	1	14	22	3

Note: Queue reported is the number of cars per lane.

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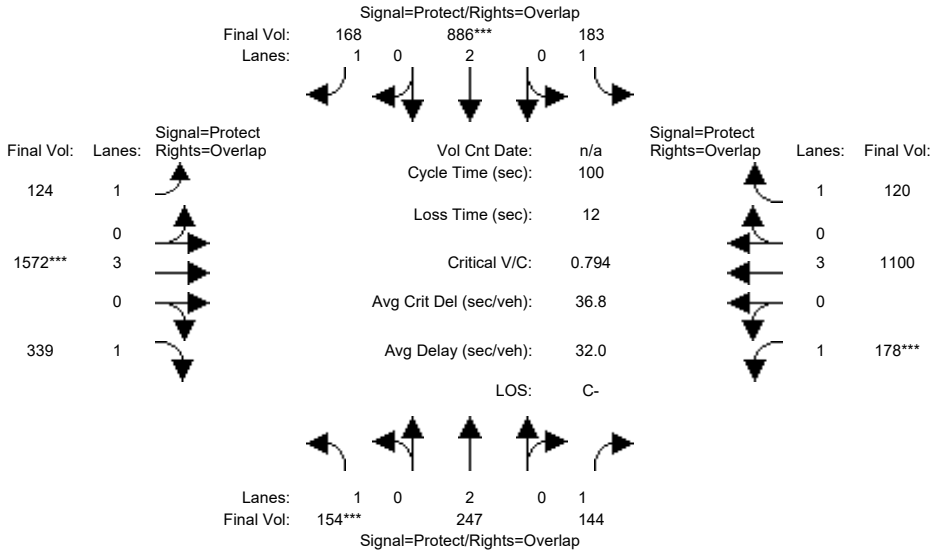
El Camino Real Specific Plan TIA
SJ17-1774
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #6: El Camino Real/Bowers Ave - Kiely Blvd (CMP)



Street Name:	Bowers Ave - Kiely Blvd						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	154	247	144	183	886	168	124	1572	339	178	1100	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:	154	247	144	183	886	168	124	1572	339	178	1100	120
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	154	247	144	183	886	168	124	1572	339	178	1100	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:	154	247	144	183	886	168	124	1572	339	178	1100	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	154	247	144	183	886	168	124	1572	339	178	1100	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:	154	247	144	183	886	168	124	1572	339	178	1100	120
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.07	0.08	0.10	0.23	0.10	0.07	0.28	0.19	0.10	0.19	0.07
Crit Moves:	****				****			****		****		
Green Time:	11.1	19.8	32.6	20.7	29.4	42.1	12.8	34.7	45.8	12.8	34.8	55.5
Volume/Cap:	0.79	0.33	0.25	0.51	0.79	0.23	0.55	0.79	0.42	0.79	0.55	0.12
Delay/Veh:	63.1	34.7	25.0	36.3	36.5	18.7	44.0	31.7	18.6	59.8	26.7	10.7
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:	63.1	34.7	25.0	36.3	36.5	18.7	44.0	31.7	18.6	59.8	26.7	10.7
LOS by Move:	E	C-	C	D+	D+	B-	D	C	B-	E+	C	B+
HCM2k95thQ:	9	6	6	10	23	7	8	26	14	12	17	4

Note: Queue reported is the number of cars per lane.

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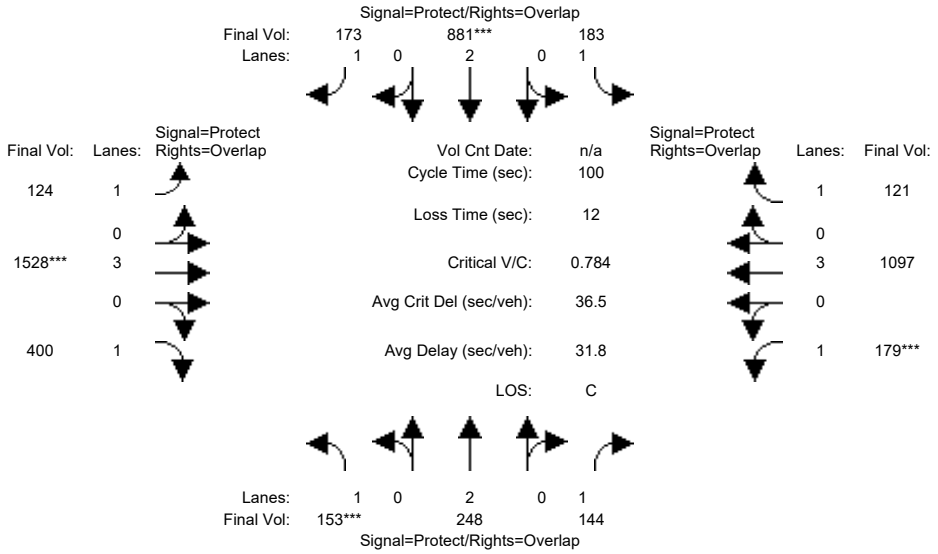
El Camino Real Specific Plan TIA
SJ17-1774
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP PM

Intersection #6: El Camino Real/Bowers Ave - Kiely Blvd (CMP)



Street Name:	Bowers Ave - Kiely Blvd						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	153	248	144	183	881	173	124	1528	400	179	1097	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:	153	248	144	183	881	173	124	1528	400	179	1097	121
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	153	248	144	183	881	173	124	1528	400	179	1097	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:	153	248	144	183	881	173	124	1528	400	179	1097	121
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	153	248	144	183	881	173	124	1528	400	179	1097	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:	153	248	144	183	881	173	124	1528	400	179	1097	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	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.07	0.08	0.10	0.23	0.10	0.07	0.27	0.23	0.10	0.19	0.07
Crit Moves:	****				****			****		****		
Green Time:	11.2	19.9	33.0	20.8	29.6	42.3	12.7	34.2	45.4	13.1	34.5	55.4
Volume/Cap:	0.78	0.33	0.25	0.50	0.78	0.23	0.56	0.78	0.50	0.78	0.56	0.12
Delay/Veh:	61.7	34.6	24.7	36.1	35.9	18.6	44.1	31.7	19.9	58.2	26.9	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:	61.7	34.6	24.7	36.1	35.9	18.6	44.1	31.7	19.9	58.2	26.9	10.8
LOS by Move:	E	C-	C	D+	D+	B-	D	C	B-	E+	C	B+
HCM2k95thQ:	9	6	6	10	22	7	8	25	17	12	17	4

Note: Queue reported is the number of cars per lane.

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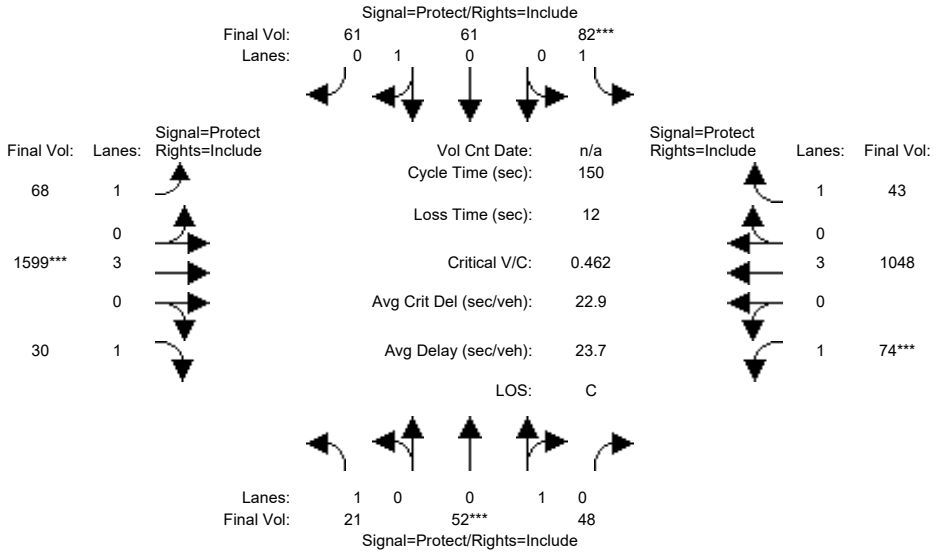
El Camino Real Specific Plan TIA
SJ17-1774
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #7: El Camino Real/Bowe Ave



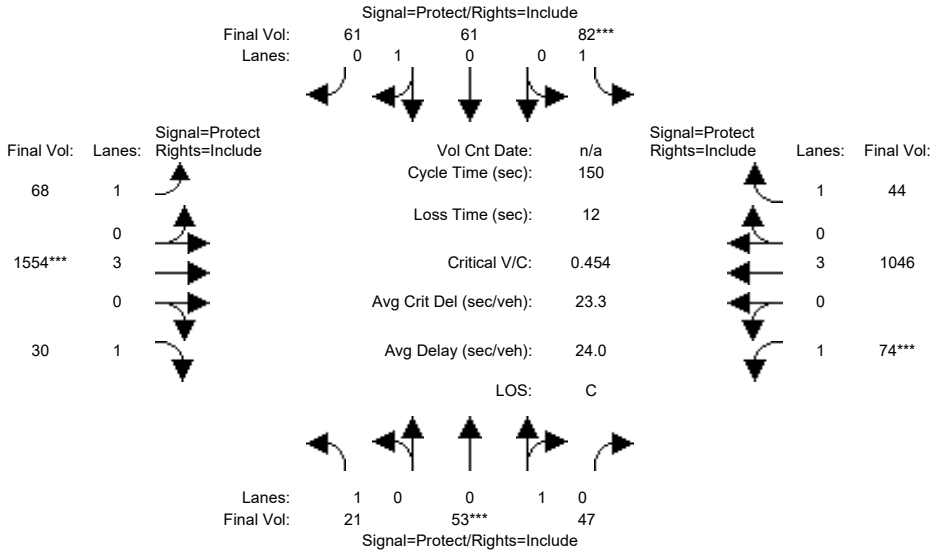
Street Name:	Bowe Ave						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	21	52	48	82	61	61	68	1599	30	74	1048	43
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	21	52	48	82	61	61	68	1599	30	74	1048	43
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21	52	48	82	61	61	68	1599	30	74	1048	43
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	21	52	48	82	61	61	68	1599	30	74	1048	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	52	48	82	61	61	68	1599	30	74	1048	43
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	21	52	48	82	61	61	68	1599	30	74	1048	43
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.52	0.48	1.00	0.50	0.50	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	936	864	1750	900	900	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.06	0.06	0.05	0.07	0.07	0.04	0.28	0.02	0.04	0.18	0.02
Crit Moves:		****		****				****		****		
Green Time:	13.6	18.0	18.0	15.2	19.7	19.7	21.2	91.0	91.0	13.7	83.6	83.6
Volume/Cap:	0.13	0.46	0.46	0.46	0.52	0.52	0.27	0.46	0.03	0.46	0.33	0.04
Delay/Veh:	63.2	63.0	63.0	65.4	62.7	62.7	58.1	16.2	11.8	66.7	18.1	15.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	63.2	63.0	63.0	65.4	62.7	62.7	58.1	16.2	11.8	66.7	18.1	15.1
LOS by Move:	E	E	E	E	E	E	E+	B	B+	E	B-	B
HCM2k95thQ:	2	10	10	8	12	12	6	23	1	7	15	2

Note: Queue reported is the number of cars per lane.

El Camino Real Specific Plan TIA
SJ17-1774
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP PM

Intersection #7: El Camino Real/Bowe Ave



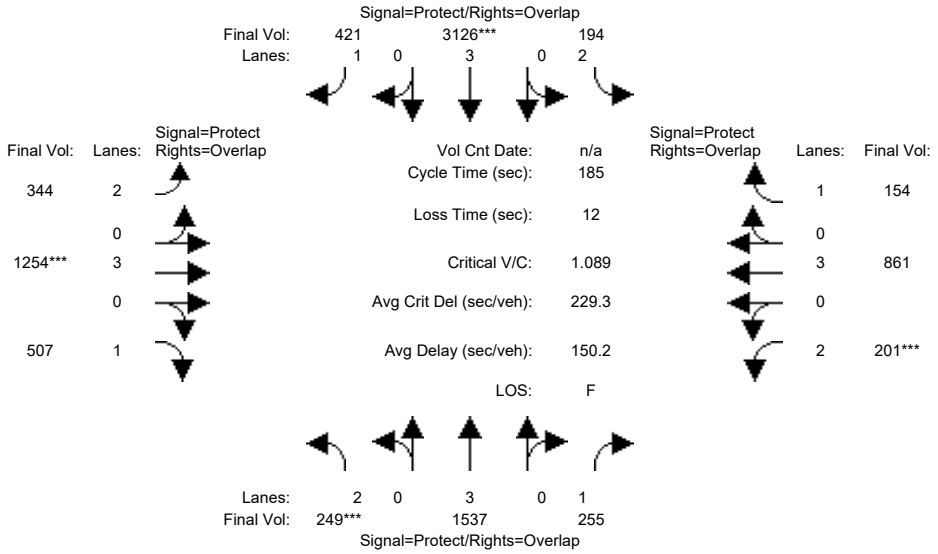
Street Name:	Bowe Ave						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	21	53	47	82	61	61	68	1554	30	74	1046	44
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	21	53	47	82	61	61	68	1554	30	74	1046	44
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21	53	47	82	61	61	68	1554	30	74	1046	44
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	21	53	47	82	61	61	68	1554	30	74	1046	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	53	47	82	61	61	68	1554	30	74	1046	44
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	21	53	47	82	61	61	68	1554	30	74	1046	44
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.53	0.47	1.00	0.50	0.50	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	954	846	1750	900	900	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.06	0.06	0.05	0.07	0.07	0.04	0.27	0.02	0.04	0.18	0.03
Crit Moves:		****		****				****		****		
Green Time:	13.8	18.4	18.4	15.5	20.1	20.1	21.1	90.2	90.2	14.0	83.0	83.0
Volume/Cap:	0.13	0.45	0.45	0.45	0.51	0.51	0.28	0.45	0.03	0.45	0.33	0.05
Delay/Veh:	62.9	62.6	62.6	65.1	62.1	62.1	58.2	16.5	12.2	66.4	18.4	15.4
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:	62.9	62.6	62.6	65.1	62.1	62.1	58.2	16.5	12.2	66.4	18.4	15.4
LOS by Move:	E	E	E	E	E	E	E+	B	B	E	B-	B
HCM2k95thQ:	2	10	10	8	11	11	6	22	1	7	16	2

Note: Queue reported is the number of cars per lane.

El Camino Real Specific Plan TIA
SJ17-1774
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #8: El Camino Real/San Tomas Expy (CMP)



Street Name:	San Tomas Expy						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	22	83	83	28	89	89	35	50	50	28	43	43
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	249	1830	255	194	3812	421	344	1254	507	201	861	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:	249	1830	255	194	3812	421	344	1254	507	201	861	154
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	249	1830	255	194	3812	421	344	1254	507	201	861	154
User Adj:	1.00	0.84	1.00	1.00	0.82	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1537	255	194	3126	421	344	1254	507	201	861	154
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	249	1537	255	194	3126	421	344	1254	507	201	861	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:	249	1537	255	194	3126	421	344	1254	507	201	861	154
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	0.83	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	4731	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.27	0.15	0.06	0.66	0.24	0.11	0.22	0.29	0.06	0.15	0.09
Crit Moves:	****				****			****		****		
Green Time:	20.2	76.4	102.2	25.8	81.9	114.1	32.2	46.0	66.3	25.8	39.6	65.3
Volume/Cap:	0.72	0.65	0.26	0.44	1.49	0.39	0.63	0.88	0.81	0.46	0.71	0.25
Delay/Veh:	93.9	55.1	31.1	88.6	310	40.5	79.3	79.7	66.0	80.3	75.1	46.3
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:	93.9	55.1	31.1	88.6	310	40.5	79.3	79.7	66.0	80.3	75.1	46.3
LOS by Move:	F	E+	C	F	F	D	E-	E-	E	F	E-	D
HCM2k95thQ:	17	44	20	13	154	38	21	42	49	13	28	13

Note: Queue reported is the number of cars per lane.

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El Camino Real Specific Plan TIA
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Cumulative Plus Project PM

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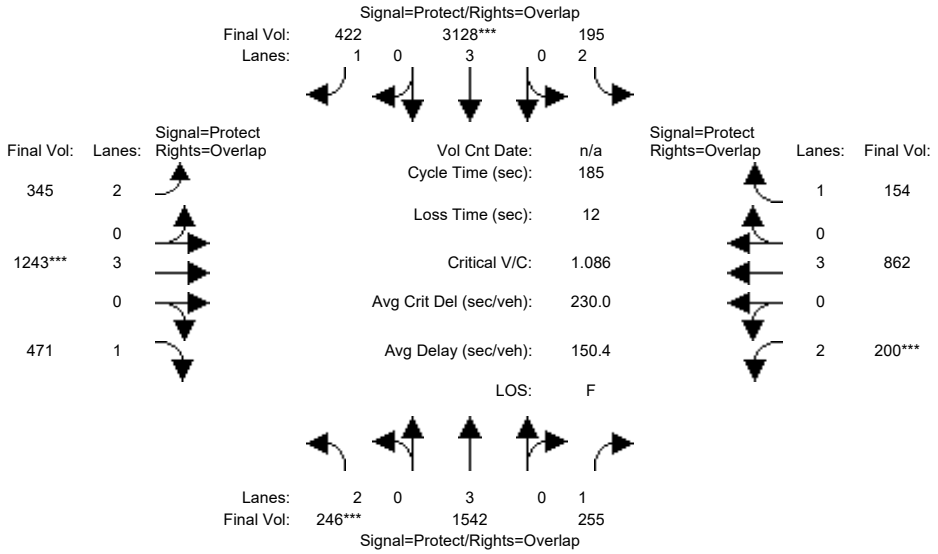
2000 HCM Operations (Future Volume Alternative)
Cumulative PP PM

Intersection #8: El Camino Real/San Tomas Expy (CMP)



Street Name:	San Tomas Expy						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	22	83	83	28	89	89	35	50	50	28	43	43
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	246	1836	255	195	3815	422	345	1243	471	200	862	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:	246	1836	255	195	3815	422	345	1243	471	200	862	154
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	246	1836	255	195	3815	422	345	1243	471	200	862	154
User Adj:	1.00	0.84	1.00	1.00	0.82	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	246	1542	255	195	3128	422	345	1243	471	200	862	154
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	246	1542	255	195	3128	422	345	1243	471	200	862	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:	246	1542	255	195	3128	422	345	1243	471	200	862	154
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	0.83	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	4731	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.27	0.15	0.06	0.66	0.24	0.11	0.22	0.27	0.06	0.15	0.09
Crit Moves:	****				****			****		****		
Green Time:	20.2	76.4	102.2	25.8	81.9	114.1	32.2	46.0	66.3	25.8	39.6	65.3
Volume/Cap:	0.71	0.66	0.26	0.44	1.49	0.39	0.63	0.88	0.75	0.46	0.71	0.25
Delay/Veh:	93.4	55.2	31.1	88.6	310	40.5	79.3	79.0	61.7	80.3	75.1	46.3
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:	93.4	55.2	31.1	88.6	310	40.5	79.3	79.0	61.7	80.3	75.1	46.3
LOS by Move:	F	E+	C	F	F	D	E-	E-	E	F	E-	D
HCM2k95thQ:	17	44	20	13	155	38	21	42	44	13	28	13

Note: Queue reported is the number of cars per lane.

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El Camino Real Specific Plan TIA
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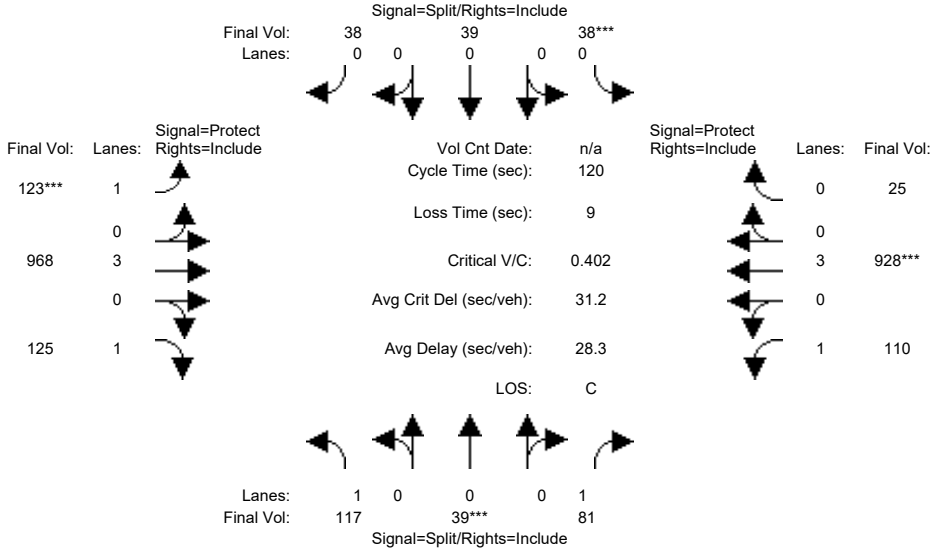
Intersection #9: El Camino Real/McCormick Dr



Street Name:	McCormick Dr						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	7	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	117	39	81	38	39	38	123	968	125	110	928	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	117	39	81	38	39	38	123	968	125	110	928	25
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	117	39	81	38	39	38	123	968	125	110	928	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	117	39	81	38	39	38	123	968	125	110	928	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	117	39	81	38	39	38	123	968	125	110	928	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	117	39	81	38	39	38	123	968	125	110	928	25
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	0.99	0.33	0.68	0.33	0.34	0.33	1.00	3.00	1.00	1.00	2.92	0.08
Final Sat.:	1777	592	1230	578	593	578	1750	5700	1750	1750	5453	147
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.07	0.07	0.07	0.07	0.07	0.17	0.07	0.06	0.17	0.17
Crit Moves:		****		****			****				****	
Green Time:	19.6	19.6	19.6	19.6	19.6	19.6	21.0	52.4	52.4	19.4	50.8	50.8
Volume/Cap:	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.39	0.16	0.39	0.40	0.40
Delay/Veh:	45.4	45.4	45.4	45.9	45.9	45.9	44.8	23.1	20.6	45.9	24.2	24.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.4	45.4	45.4	45.9	45.9	45.9	44.8	23.1	20.6	45.9	24.2	24.2
LOS by Move:	D	D	D	D	D	D	D	C	C+	D	C	C
HCM2k95thQ:	9	9	9	9	9	9	8	14	6	7	15	15

Note: Queue reported is the number of cars per lane.

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El Camino Real Specific Plan TIA
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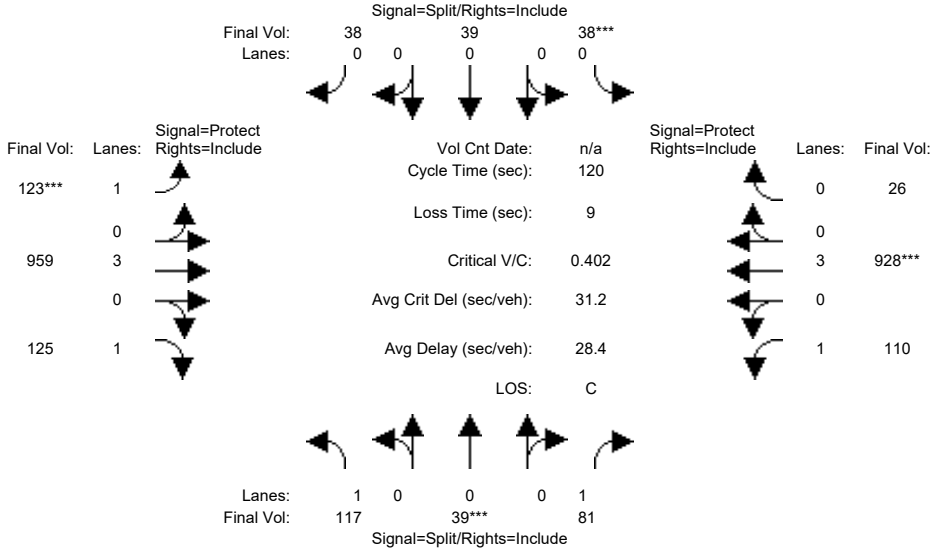
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP PM

Intersection #9: El Camino Real/McCormick Dr



Street Name:	McCormick Dr						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	7	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	117	39	81	38	39	38	123	959	125	110	928	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	117	39	81	38	39	38	123	959	125	110	928	26
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	117	39	81	38	39	38	123	959	125	110	928	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	117	39	81	38	39	38	123	959	125	110	928	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	117	39	81	38	39	38	123	959	125	110	928	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	117	39	81	38	39	38	123	959	125	110	928	26
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	0.99	0.33	0.68	0.33	0.34	0.33	1.00	3.00	1.00	1.00	2.92	0.08
Final Sat.:	1777	592	1230	578	593	578	1750	5700	1750	1750	5447	153
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.07	0.07	0.07	0.07	0.07	0.17	0.07	0.06	0.17	0.17
Crit Moves:		****		****			****				****	
Green Time:	19.6	19.6	19.6	19.6	19.6	19.6	21.0	52.2	52.2	19.5	50.8	50.8
Volume/Cap:	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.39	0.16	0.39	0.40	0.40
Delay/Veh:	45.4	45.4	45.4	45.9	45.9	45.9	44.8	23.1	20.7	45.8	24.2	24.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.4	45.4	45.4	45.9	45.9	45.9	44.8	23.1	20.7	45.8	24.2	24.2
LOS by Move:	D	D	D	D	D	D	D	C	C+	D	C	C
HCM2k95thQ:	9	9	9	9	9	9	8	14	6	7	15	15

Note: Queue reported is the number of cars per lane.

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El Camino Real Specific Plan TIA
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Cumulative Plus Project PM

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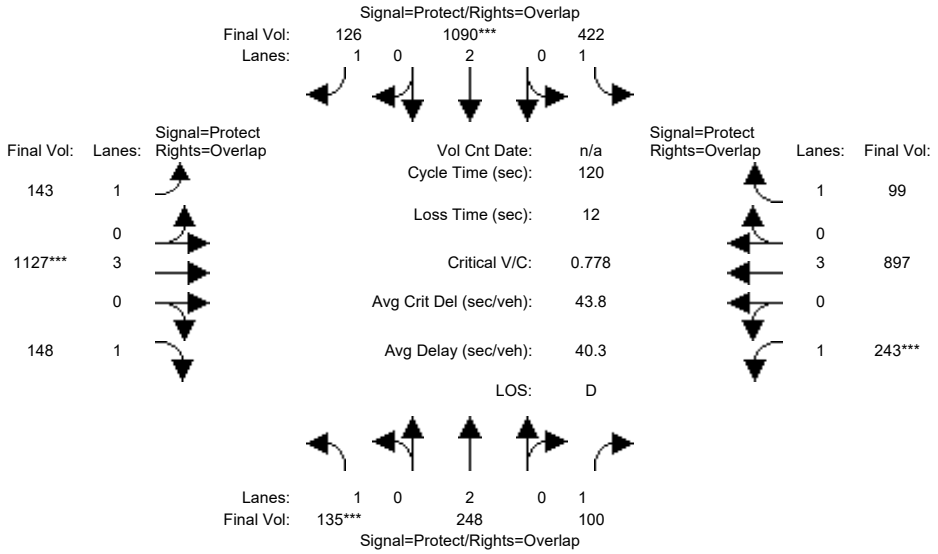
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #10: El Camino Real/Scott Blvd (CMP)



Street Name:	Scott Blvd						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	135	248	100	422	1090	126	143	1127	148	243	897	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:	135	248	100	422	1090	126	143	1127	148	243	897	99
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	135	248	100	422	1090	126	143	1127	148	243	897	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:	135	248	100	422	1090	126	143	1127	148	243	897	99
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	135	248	100	422	1090	126	143	1127	148	243	897	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:	135	248	100	422	1090	126	143	1127	148	243	897	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	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.07	0.06	0.24	0.29	0.07	0.08	0.20	0.08	0.14	0.16	0.06
Crit Moves:	****				****			****		****		
Green Time:	11.9	14.4	35.8	41.7	44.2	62.0	17.7	30.5	42.4	21.4	34.2	75.9
Volume/Cap:	0.78	0.54	0.19	0.69	0.78	0.14	0.55	0.78	0.24	0.78	0.55	0.09
Delay/Veh:	72.5	51.0	31.5	37.1	36.4	15.2	50.0	44.4	27.6	58.8	36.9	8.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	72.5	51.0	31.5	37.1	36.4	15.2	50.0	44.4	27.6	58.8	36.9	8.6
LOS by Move:	E	D-	C	D+	D+	B	D	D	C	E+	D+	A
HCM2k95thQ:	11	8	6	27	33	5	10	24	8	18	17	3

Note: Queue reported is the number of cars per lane.

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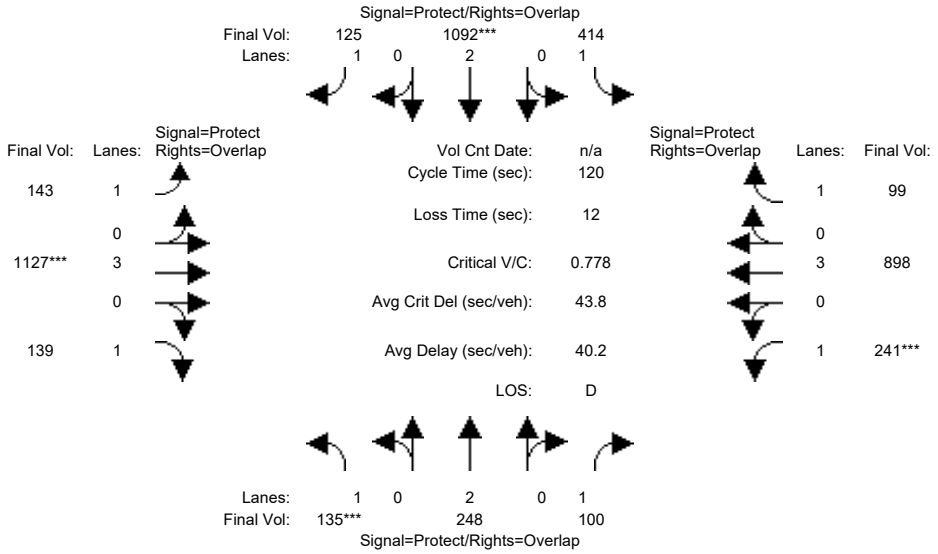
Cumulative PP PM

Intersection #10: El Camino Real/Scott Blvd (CMP)



Street Name:	Scott Blvd						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	135	248	100	414	1092	125	143	1127	139	241	898	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:	135	248	100	414	1092	125	143	1127	139	241	898	99
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	135	248	100	414	1092	125	143	1127	139	241	898	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:	135	248	100	414	1092	125	143	1127	139	241	898	99
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	135	248	100	414	1092	125	143	1127	139	241	898	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:	135	248	100	414	1092	125	143	1127	139	241	898	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	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.07	0.06	0.24	0.29	0.07	0.08	0.20	0.08	0.14	0.16	0.06
Crit Moves:	****				****			****		****		
Green Time:	11.9	14.7	35.9	41.6	44.3	62.0	17.7	30.5	42.4	21.2	34.1	75.7
Volume/Cap:	0.78	0.53	0.19	0.68	0.78	0.14	0.55	0.78	0.22	0.78	0.55	0.09
Delay/Veh:	72.4	50.7	31.4	36.7	36.3	15.2	50.1	44.3	27.4	58.9	36.9	8.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	72.4	50.7	31.4	36.7	36.3	15.2	50.1	44.3	27.4	58.9	36.9	8.7
LOS by Move:	E	D	C	D+	D+	B	D	D	C	E+	D+	A
HCM2k95thQ:	11	8	6	26	33	5	10	24	7	18	17	3

Note: Queue reported is the number of cars per lane.

El Camino Real Specific Plan TIA
SJ17-1774
Cumulative Plus Project PM

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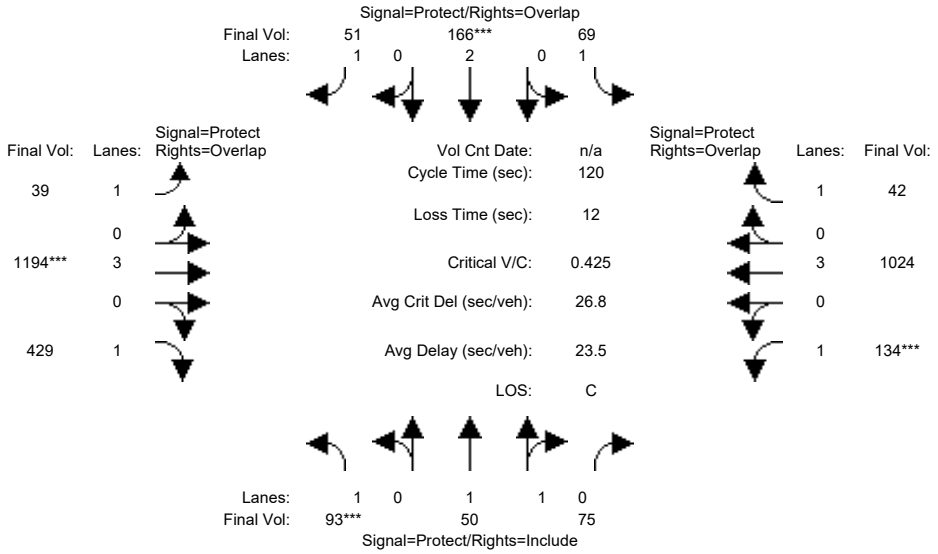
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #11: El Camino Real/Lincoln St (CMP)



Street Name:	Lincoln St						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	93	50	75	69	166	51	39	1194	429	134	1024	42
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	93	50	75	69	166	51	39	1194	429	134	1024	42
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	93	50	75	69	166	51	39	1194	429	134	1024	42
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	93	50	75	69	166	51	39	1194	429	134	1024	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	93	50	75	69	166	51	39	1194	429	134	1024	42
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	93	50	75	69	166	51	39	1194	429	134	1024	42
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	1900	1750	1750	3800	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.03	0.04	0.04	0.04	0.03	0.02	0.21	0.25	0.08	0.18	0.02
Crit Moves:	****				****			****		****		
Green Time:	15.0	16.1	16.1	11.2	12.3	32.1	19.8	59.1	74.1	21.6	60.9	72.2
Volume/Cap:	0.43	0.20	0.32	0.42	0.43	0.11	0.14	0.43	0.40	0.43	0.35	0.04
Delay/Veh:	49.9	46.4	47.5	53.0	51.3	33.3	43.0	19.7	11.9	44.6	17.8	9.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.9	46.4	47.5	53.0	51.3	33.3	43.0	19.7	11.9	44.6	17.8	9.8
LOS by Move:	D	D	D	D-	D-	C-	D	B-	B+	D	B	A
HCM2k95thQ:	8	4	6	6	7	3	3	16	15	9	14	1

Note: Queue reported is the number of cars per lane.

El Camino Real Specific Plan TIA
SJ17-1774
Cumulative Plus Project PM

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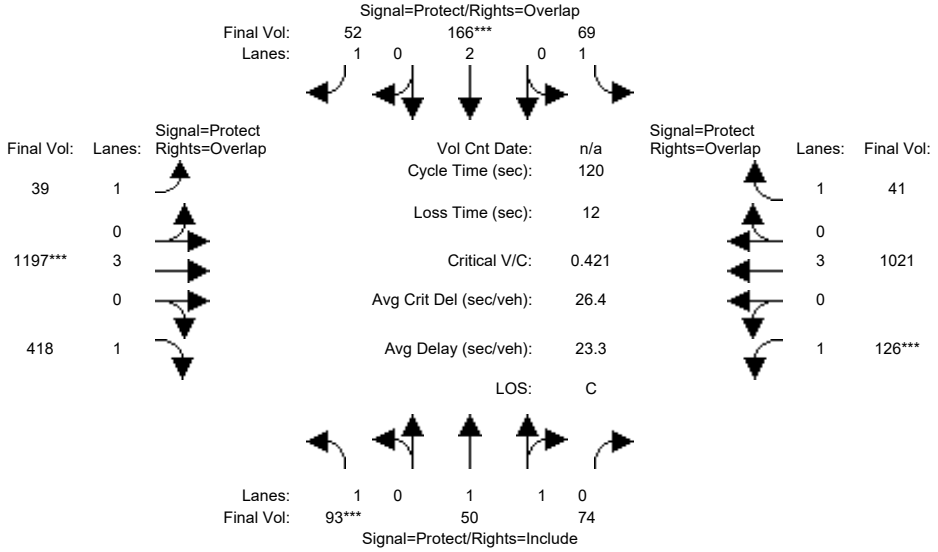
2000 HCM Operations (Future Volume Alternative)
Cumulative PP PM

Intersection #11: El Camino Real/Lincoln St (CMP)



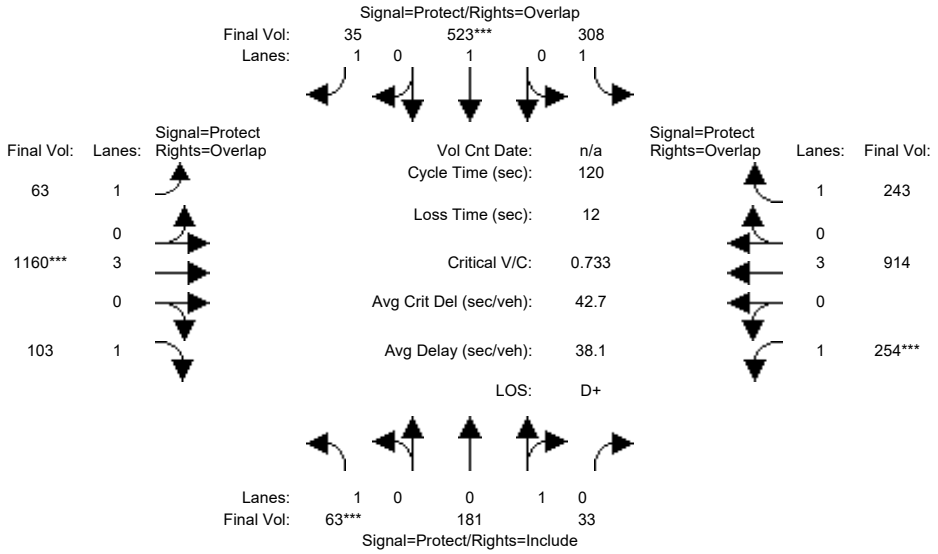
Street Name:	Lincoln St						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	93	50	74	69	166	52	39	1197	418	126	1021	41
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	93	50	74	69	166	52	39	1197	418	126	1021	41
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	93	50	74	69	166	52	39	1197	418	126	1021	41
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	93	50	74	69	166	52	39	1197	418	126	1021	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	93	50	74	69	166	52	39	1197	418	126	1021	41
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	93	50	74	69	166	52	39	1197	418	126	1021	41
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	1900	1750	1750	3800	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.03	0.04	0.04	0.04	0.03	0.02	0.21	0.24	0.07	0.18	0.02
Crit Moves:	****				****			****		****		
Green Time:	15.2	16.2	16.2	11.4	12.5	32.2	19.7	59.9	75.0	20.5	60.6	72.0
Volume/Cap:	0.42	0.19	0.31	0.42	0.42	0.11	0.14	0.42	0.38	0.42	0.35	0.04
Delay/Veh:	49.7	46.2	47.3	52.9	51.1	33.2	43.0	19.2	11.3	45.4	18.0	9.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.7	46.2	47.3	52.9	51.1	33.2	43.0	19.2	11.3	45.4	18.0	9.8
LOS by Move:	D	D	D	D-	D-	C-	D	B-	B+	D	B	A
HCM2k95thQ:	8	4	6	6	7	3	3	16	15	9	14	1

Note: Queue reported is the number of cars per lane.

El Camino Real Specific Plan TIA
SJ17-1774
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #12: El Camino Real/Monroe St (CMP)



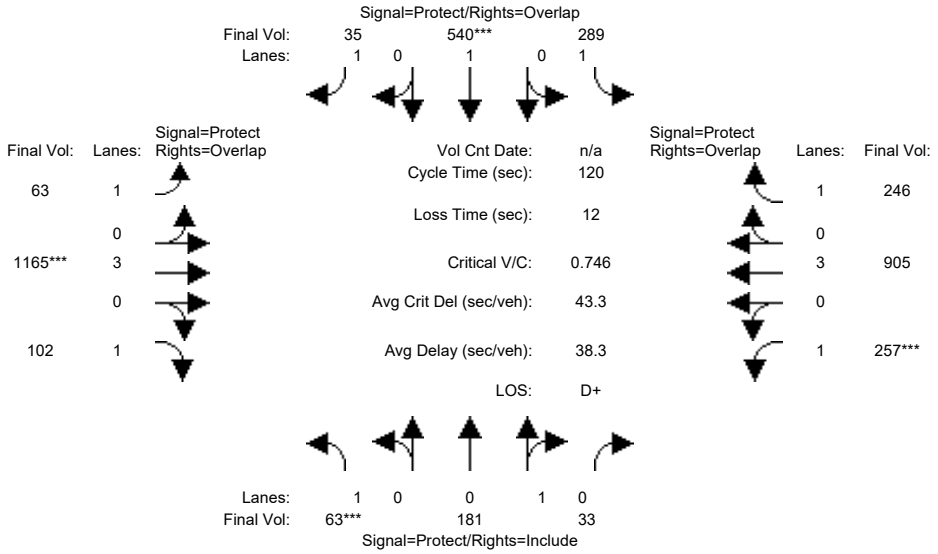
Street Name:	Monroe St						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	63	181	33	308	523	35	63	1160	103	254	914	243
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	63	181	33	308	523	35	63	1160	103	254	914	243
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	63	181	33	308	523	35	63	1160	103	254	914	243
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	63	181	33	308	523	35	63	1160	103	254	914	243
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	181	33	308	523	35	63	1160	103	254	914	243
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	63	181	33	308	523	35	63	1160	103	254	914	243
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.85	0.15	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	1522	278	1750	1900	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.12	0.12	0.18	0.28	0.02	0.04	0.20	0.06	0.15	0.16	0.14
Crit Moves:	****				****			****		****		
Green Time:	7.0	20.8	20.8	30.8	44.6	59.6	15.1	32.9	39.9	23.5	41.4	72.2
Volume/Cap:	0.62	0.69	0.69	0.69	0.74	0.04	0.29	0.74	0.18	0.74	0.46	0.23
Delay/Veh:	66.1	52.8	52.8	44.7	36.9	15.5	48.3	41.6	28.5	53.8	30.8	11.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	66.1	52.8	52.8	44.7	36.9	15.5	48.3	41.6	28.5	53.8	30.8	11.2
LOS by Move:	E	D-	D-	D	D+	B	D	D	C	D-	C	B+
HCM2k95thQ:	7	17	17	19	28	1	4	23	6	17	16	8

Note: Queue reported is the number of cars per lane.

El Camino Real Specific Plan TIA
SJ17-1774
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP PM

Intersection #12: El Camino Real/Monroe St (CMP)



Street Name:	Monroe St						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	63	181	33	289	540	35	63	1165	102	257	905	246
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	63	181	33	289	540	35	63	1165	102	257	905	246
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	63	181	33	289	540	35	63	1165	102	257	905	246
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	63	181	33	289	540	35	63	1165	102	257	905	246
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	181	33	289	540	35	63	1165	102	257	905	246
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	63	181	33	289	540	35	63	1165	102	257	905	246
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.85	0.15	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	1522	278	1750	1900	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.12	0.12	0.17	0.28	0.02	0.04	0.20	0.06	0.15	0.16	0.14
Crit Moves:	****				****			****		****		
Green Time:	7.0	21.8	21.8	30.3	45.2	60.2	15.0	32.5	39.5	23.3	40.8	71.2
Volume/Cap:	0.62	0.65	0.65	0.65	0.75	0.04	0.29	0.75	0.18	0.75	0.47	0.24
Delay/Veh:	66.1	50.2	50.2	43.6	37.2	15.2	48.4	42.3	28.8	54.9	31.2	11.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	66.1	50.2	50.2	43.6	37.2	15.2	48.4	42.3	28.8	54.9	31.2	11.7
LOS by Move:	E	D	D	D	D+	B	D	D	C	D-	C	B+
HCM2k95thQ:	7	16	16	18	29	1	4	24	6	18	15	9

Note: Queue reported is the number of cars per lane.

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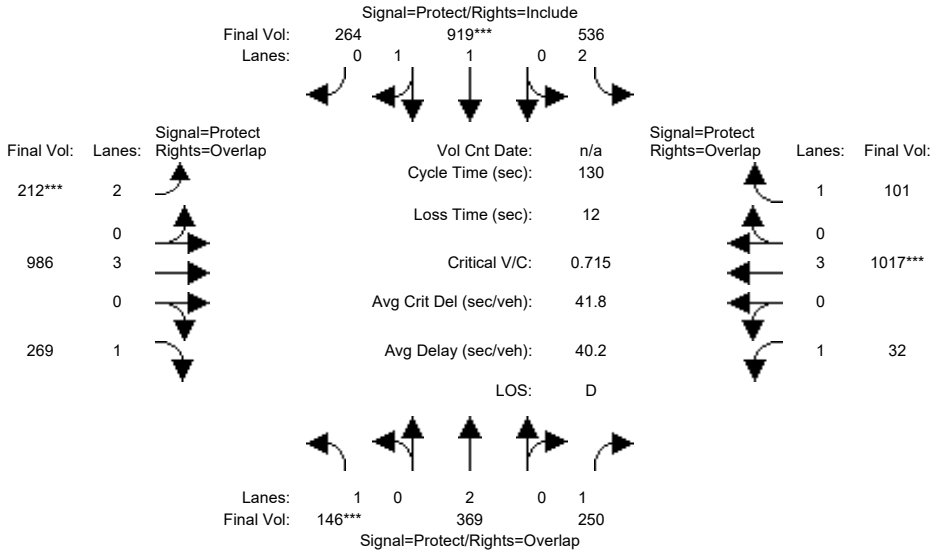
El Camino Real Specific Plan TIA
SJ17-1774
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #13: El Camino Real/Lafayette St (CMP)



Street Name:	Lafayette St						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	146	369	250	536	919	264	212	986	269	32	1017	101
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	146	369	250	536	919	264	212	986	269	32	1017	101
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	146	369	250	536	919	264	212	986	269	32	1017	101
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	146	369	250	536	919	264	212	986	269	32	1017	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	146	369	250	536	919	264	212	986	269	32	1017	101
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	146	369	250	536	919	264	212	986	269	32	1017	101
Saturation 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	0.98	0.95	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	1.54	0.46	2.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	3150	2874	826	3150	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.10	0.14	0.17	0.32	0.32	0.07	0.17	0.15	0.02	0.18	0.06
Crit Moves:	****				****		****				****	
Green Time:	15.2	31.0	41.6	42.3	58.1	58.1	12.2	34.1	49.2	10.6	32.4	74.8
Volume/Cap:	0.71	0.41	0.45	0.52	0.71	0.71	0.71	0.66	0.41	0.22	0.71	0.10
Delay/Veh:	66.7	42.1	35.6	36.1	30.7	30.7	65.2	43.9	30.0	56.6	46.3	12.5
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:	66.7	42.1	35.6	36.1	30.7	30.7	65.2	43.9	30.0	56.6	46.3	12.5
LOS by Move:	E	D	D+	D+	C	C	E	D	C	E+	D	B
HCM2k95thQ:	14	12	16	19	34	34	10	20	15	3	22	4

Note: Queue reported is the number of cars per lane.

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El Camino Real Specific Plan TIA
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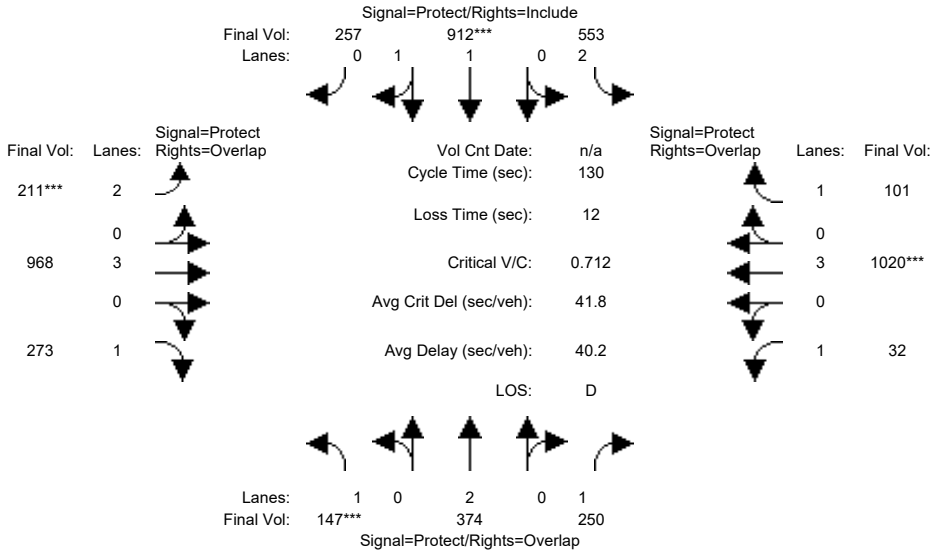
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP PM

Intersection #13: El Camino Real/Lafayette St (CMP)



Street Name:	Lafayette St						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	147	374	250	553	912	257	211	968	273	32	1020	101
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	147	374	250	553	912	257	211	968	273	32	1020	101
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	147	374	250	553	912	257	211	968	273	32	1020	101
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	147	374	250	553	912	257	211	968	273	32	1020	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	147	374	250	553	912	257	211	968	273	32	1020	101
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	147	374	250	553	912	257	211	968	273	32	1020	101
Saturation 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	0.98	0.95	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	1.55	0.45	2.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	3150	2886	813	3150	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.10	0.14	0.18	0.32	0.32	0.07	0.17	0.16	0.02	0.18	0.06
Crit Moves:	****				****		****				****	
Green Time:	15.3	30.3	41.1	42.7	57.7	57.7	12.2	34.1	49.5	10.8	32.7	75.4
Volume/Cap:	0.71	0.42	0.45	0.53	0.71	0.71	0.71	0.65	0.41	0.22	0.71	0.10
Delay/Veh:	66.2	42.7	36.0	36.1	30.9	30.9	65.0	43.6	30.0	56.4	46.1	12.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	66.2	42.7	36.0	36.1	30.9	30.9	65.0	43.6	30.0	56.4	46.1	12.2
LOS by Move:	E	D	D+	D+	C	C	E	D	C	E+	D	B
HCM2k95thQ:	14	12	16	20	34	34	10	20	15	3	22	4

Note: Queue reported is the number of cars per lane.

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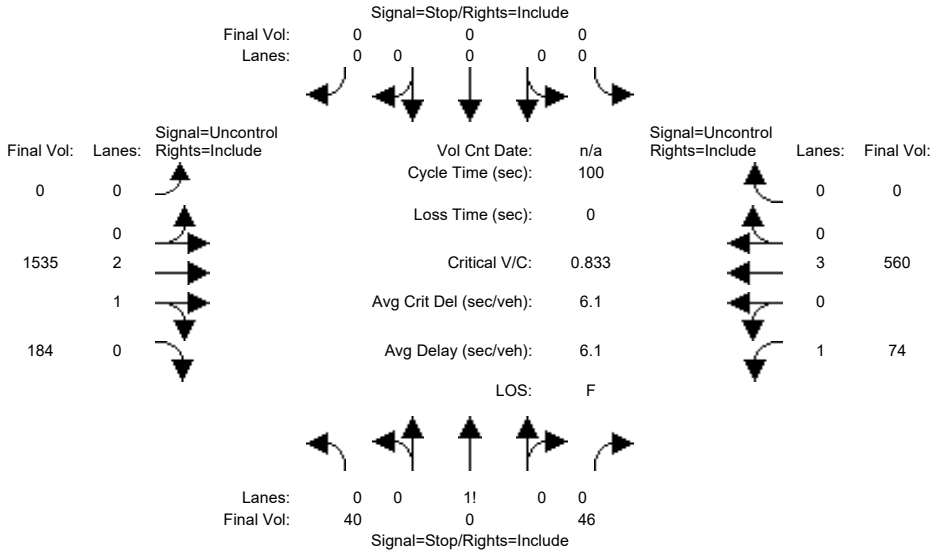
Cumulative PM

Intersection #14: El Camino Real/Harrison St




```
Street Name:           Harrison St                      El Camino Real
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      40    0    46     0    0     0     0 1535   184    74  560     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   40    0    46     0    0     0     0 1535   184    74  560     0
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   40    0    46     0    0     0     0 1535   184    74  560     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    40    0    46     0    0     0     0 1535   184    74  560     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   40    0    46     0    0     0     0 1535   184    74  560     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  6.8  6.5   6.9 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:  3.5  4.0   3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 1962 2335   604  xxxx xxxx xxxxx  xxxx xxxx xxxxx  1719 xxxx xxxxx
Potent Cap.:   57   37   447  xxxx xxxx xxxxx  xxxx xxxx xxxxx   373 xxxx xxxxx
Move Cap.:     48   30   447  xxxx xxxx xxxxx  xxxx xxxx xxxxx   373 xxxx xxxxx
Volume/Cap:  0.83 0.00  0.10  xxxx xxxx  xxxx  xxxx xxxx  xxxx  0.20 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.7 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx  17.0 xxxx xxxxx
LOS by Move:    *    *     *     *    *     *     *    *     *     C    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx   92 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx  5.3 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx  159 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    F     *     *    *     *     *    *     *     *    *     *
ApproachDel:     159.1           xxxxxx           xxxxxx           xxxxxx
ApproachLOS:         F                *                *                *
Note: Queue reported is the number of cars per lane.
                     Peak Hour Delay Signal Warrant Report
*******************************************************************************
Intersection #14 El Camino Real/Harrison St
*******************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
```

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```
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0  0  1! 0  0    0  0  0  0  0    0  0  2  1  0    1  0  3  0  0
Initial Vol:   40    0    46     0    0     0     0 1535   184    74  560     0
ApproachDel:     159.1           xxxxxx           xxxxxx           xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=3.8]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=86]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=2439]
   SUCCEED - Total volume greater than or equal to 650 for intersection
             with less than four approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
                Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #14 El Camino Real/Harrison St
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0  0  1! 0  0    0  0  0  0  0    0  0  2  1  0    1  0  3  0  0
Initial Vol:   40    0    46     0    0     0     0 1535   184    74  560     0
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             2353
Minor Approach Volume:           86
Minor Approach Volume Threshold: -10 [less than minimum of 100]
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
```


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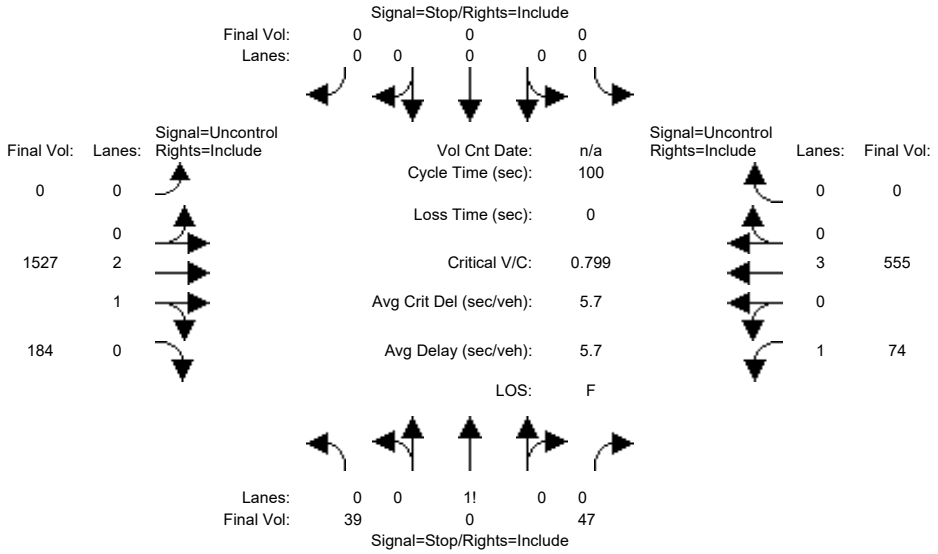
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumulative PP PM

Intersection #14: El Camino Real/Harrison St




```
Street Name:           Harrison St                      El Camino Real
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      39    0    47     0    0     0     0 1527   184    74  555     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   39    0    47     0    0     0     0 1527   184    74  555     0
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   39    0    47     0    0     0     0 1527   184    74  555     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    39    0    47     0    0     0     0 1527   184    74  555     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   39    0    47     0    0     0     0 1527   184    74  555     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  6.8  6.5   6.9 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:  3.5  4.0   3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 1952 2322   601  xxxx xxxx xxxxx  xxxx xxxx xxxxx  1711 xxxx xxxxx
Potent Cap.:   58   38   448  xxxx xxxx xxxxx  xxxx xxxx xxxxx   376 xxxx xxxxx
Move Cap.:     49   30   448  xxxx xxxx xxxxx  xxxx xxxx xxxxx   376 xxxx xxxxx
Volume/Cap:  0.80 0.00  0.10  xxxx xxxx  xxxx  xxxx xxxx  xxxx  0.20 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.7 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx  16.9 xxxx xxxxx
LOS by Move:    *    *     *     *    *     *     *    *     *     C    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx   95 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx  5.1 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx  147 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    F     *     *    *     *     *    *     *     *    *     *
ApproachDel:     147.2           xxxxxx           xxxxxx           xxxxxx
ApproachLOS:         F                *                *                *
Note: Queue reported is the number of cars per lane.
                     Peak Hour Delay Signal Warrant Report
*******************************************************************************
Intersection #14 El Camino Real/Harrison St
*******************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
```

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```
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0  0  1! 0  0    0  0  0  0  0    0  0  2  1  0    1  0  3  0  0
Initial Vol:   39    0    47     0    0     0     0 1527   184    74  555     0
ApproachDel:     147.2           xxxxxx           xxxxxx           xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=3.5]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=86]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=2426]
   SUCCEED - Total volume greater than or equal to 650 for intersection
             with less than four approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
                Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #14 El Camino Real/Harrison St
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0  0  1! 0  0    0  0  0  0  0    0  0  2  1  0    1  0  3  0  0
Initial Vol:   39    0    47     0    0     0     0 1527   184    74  555     0
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             2340
Minor Approach Volume:           86
Minor Approach Volume Threshold: -8 [less than minimum of 100]
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
```

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2000 HCM Operations (Future Volume Alternative)
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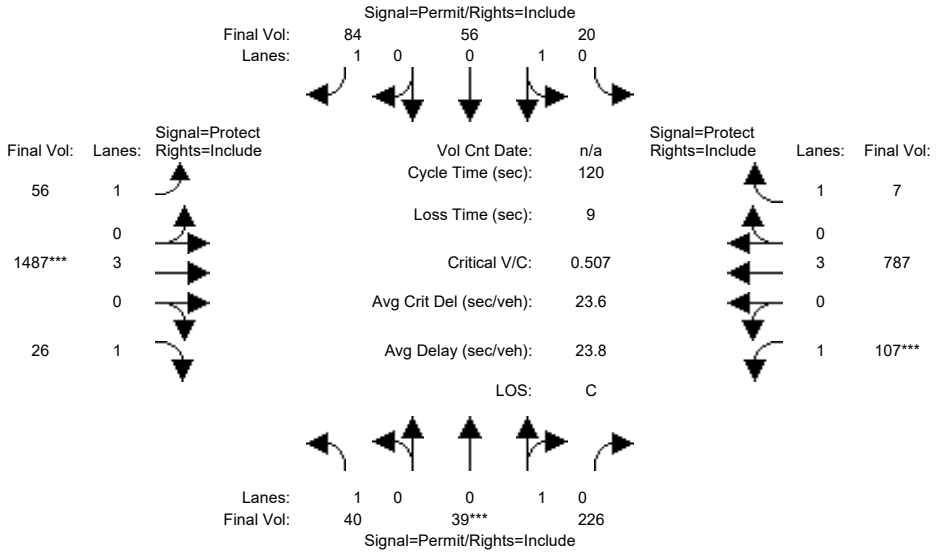
Intersection #15: El Camino Real/Benton St



Street Name:	Benton St						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	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:												
Base Vol:	40	39	226	20	56	84	56	1487	26	107	787	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	39	226	20	56	84	56	1487	26	107	787	7
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	39	226	20	56	84	56	1487	26	107	787	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	39	226	20	56	84	56	1487	26	107	787	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	39	226	20	56	84	56	1487	26	107	787	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	39	226	20	56	84	56	1487	26	107	787	7
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.15	0.85	0.26	0.74	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	265	1535	474	1326	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.15	0.15	0.04	0.04	0.05	0.03	0.26	0.01	0.06	0.14	0.00
Crit Moves:		****						****		****		
Green Time:	34.8	34.8	34.8	34.8	34.8	34.8	22.6	61.7	61.7	14.5	53.5	53.5
Volume/Cap:	0.08	0.51	0.51	0.15	0.15	0.17	0.17	0.51	0.03	0.51	0.31	0.01
Delay/Veh:	31.0	36.3	36.3	31.7	31.7	31.9	41.1	19.3	14.4	51.4	21.4	18.5
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:	31.0	36.3	36.3	31.7	31.7	31.9	41.1	19.3	14.4	51.4	21.4	18.5
LOS by Move:	C	D+	D+	C	C	C	D	B-	B	D-	C+	B-
HCM2k95thQ:	2	16	16	4	4	5	4	21	1	8	11	0

Note: Queue reported is the number of cars per lane.

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El Camino Real Specific Plan TIA
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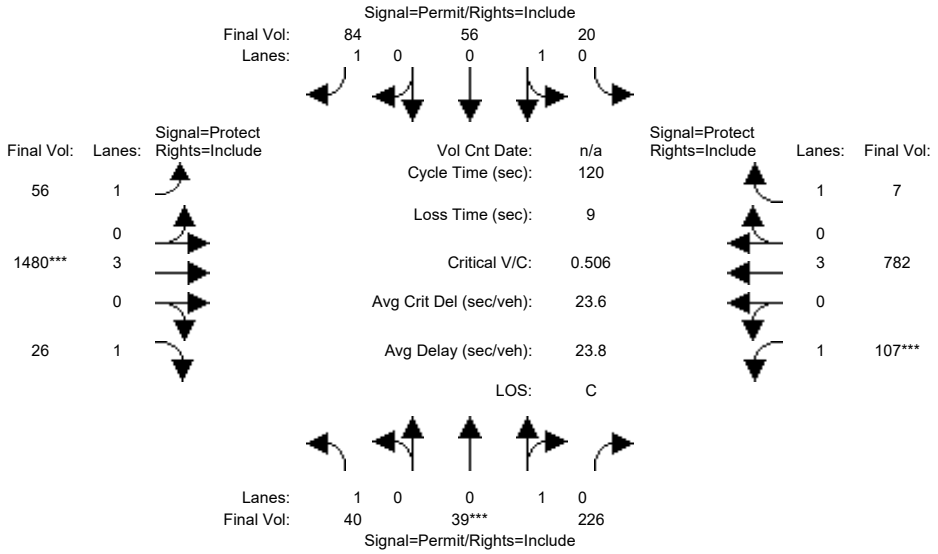
2000 HCM Operations (Future Volume Alternative)
Cumulative PP PM

Intersection #15: El Camino Real/Benton St



Street Name:	Benton St						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	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:												
Base Vol:	40	39	226	20	56	84	56	1480	26	107	782	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	39	226	20	56	84	56	1480	26	107	782	7
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	39	226	20	56	84	56	1480	26	107	782	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	39	226	20	56	84	56	1480	26	107	782	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	39	226	20	56	84	56	1480	26	107	782	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	39	226	20	56	84	56	1480	26	107	782	7
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.15	0.85	0.26	0.74	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	265	1535	474	1326	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.15	0.15	0.04	0.04	0.05	0.03	0.26	0.01	0.06	0.14	0.00
Crit Moves:		****						****		****		
Green Time:	34.9	34.9	34.9	34.9	34.9	34.9	22.7	61.6	61.6	14.5	53.4	53.4
Volume/Cap:	0.08	0.51	0.51	0.15	0.15	0.16	0.17	0.51	0.03	0.51	0.31	0.01
Delay/Veh:	30.9	36.2	36.2	31.6	31.6	31.8	41.0	19.4	14.4	51.4	21.5	18.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.9	36.2	36.2	31.6	31.6	31.8	41.0	19.4	14.4	51.4	21.5	18.6
LOS by Move:	C	D+	D+	C	C	C	D	B-	B	D-	C+	B-
HCM2k95thQ:	2	16	16	4	4	5	4	21	1	8	11	0

Note: Queue reported is the number of cars per lane.

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El Camino Real Specific Plan TIA
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Cumulative Plus Project PM

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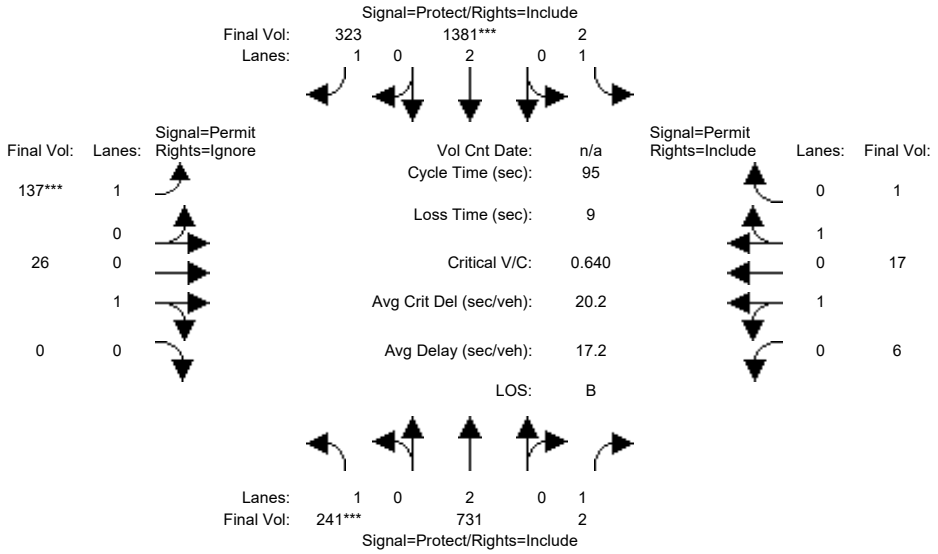
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #16: El Camino Real/The Alameda (CMP)



Street Name:	El Camino Real						The Alameda					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	241	731	2	2	1381	323	137	26	243	6	17	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	241	731	2	2	1381	323	137	26	243	6	17	1
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	241	731	2	2	1381	323	137	26	243	6	17	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	241	731	2	2	1381	323	137	26	0	6	17	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	241	731	2	2	1381	323	137	26	0	6	17	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	241	731	2	2	1381	323	137	26	0	6	17	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.92	0.95	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	0.00	0.50	1.42	0.08
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1800	0	900	2550	150
Capacity Analysis Module:												
Vol/Sat:	0.14	0.19	0.00	0.00	0.36	0.18	0.08	0.01	0.00	0.01	0.01	0.01
Crit Moves:	****				****		****					
Green Time:	20.4	53.8	53.8	20.6	53.9	53.9	11.6	11.6	0.0	11.6	11.6	11.6
Volume/Cap:	0.64	0.34	0.00	0.01	0.64	0.33	0.64	0.12	0.00	0.05	0.05	0.05
Delay/Veh:	37.6	11.2	9.0	29.2	14.6	11.1	46.1	37.4	0.0	36.9	36.9	36.9
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	11.2	9.0	29.2	14.6	11.1	46.1	37.4	0.0	36.9	36.9	36.9
LOS by Move:	D+	B+	A	C	B	B+	D	D+	A	D+	D+	D+
HCM2k95thQ:	13	11	0	0	25	10	10	2	0	1	1	1

Note: Queue reported is the number of cars per lane.

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El Camino Real Specific Plan TIA
SJ17-1774
Cumulative Plus Project PM

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2000 HCM Operations (Future Volume Alternative)
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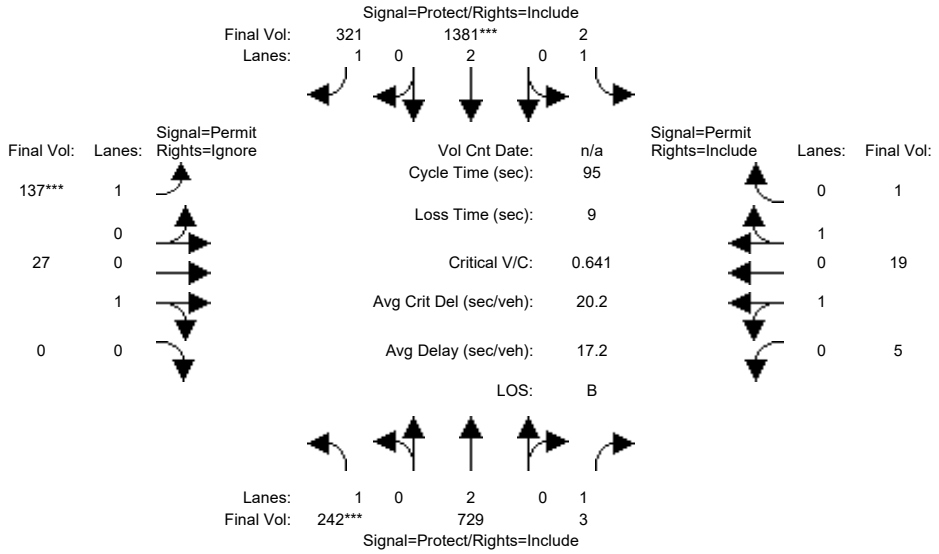
Intersection #16: El Camino Real/The Alameda (CMP)



Street Name:	El Camino Real						The Alameda					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	242	729	3	2	1381	321	137	27	248	5	19	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	242	729	3	2	1381	321	137	27	248	5	19	1
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	242	729	3	2	1381	321	137	27	248	5	19	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	242	729	3	2	1381	321	137	27	0	5	19	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	242	729	3	2	1381	321	137	27	0	5	19	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	242	729	3	2	1381	321	137	27	0	5	19	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.92	0.95	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	0.00	0.40	1.52	0.08
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1800	0	720	2736	144
Capacity Analysis Module:												
Vol/Sat:	0.14	0.19	0.00	0.00	0.36	0.18	0.08	0.02	0.00	0.01	0.01	0.01
Crit Moves:	****				****		****					
Green Time:	20.5	53.7	53.7	20.6	53.9	53.9	11.6	11.6	0.0	11.6	11.6	11.6
Volume/Cap:	0.64	0.34	0.00	0.01	0.64	0.32	0.64	0.12	0.00	0.06	0.06	0.06
Delay/Veh:	37.6	11.2	9.0	29.1	14.6	11.1	46.1	37.4	0.0	36.9	36.9	36.9
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	11.2	9.0	29.1	14.6	11.1	46.1	37.4	0.0	36.9	36.9	36.9
LOS by Move:	D+	B+	A	C	B	B+	D	D+	A	D+	D+	D+
HCM2k95thQ:	13	11	0	0	25	10	10	2	0	1	1	1

Note: Queue reported is the number of cars per lane.

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El Camino Real Specific Plan TIA
SJ17-1774
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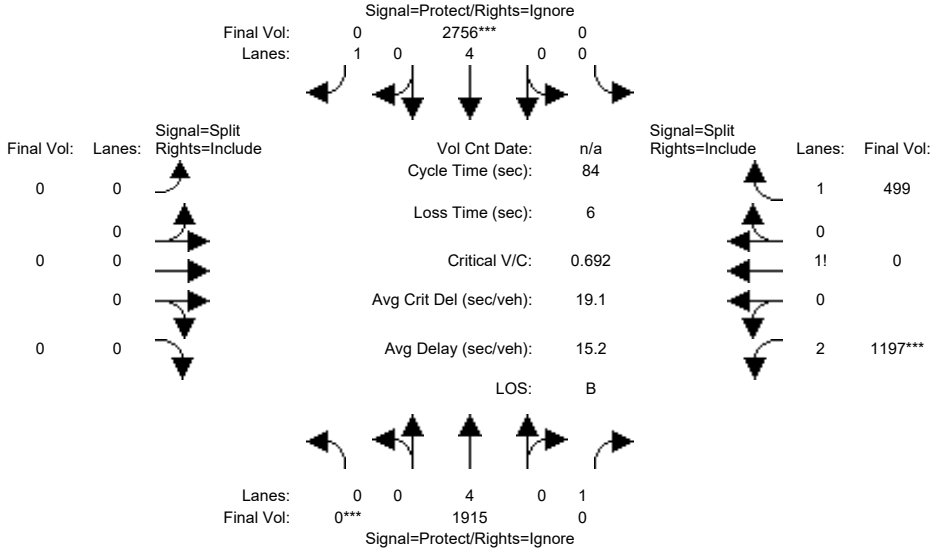
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #17: Lawrence Expy/NB US 101



Street Name:	Lawrence Expy						NB US 101					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	52	0	0	52	0	0	0	0	22	22	22
Y+R:	0.0	6.2	0.0	0.0	6.2	0.0	0.0	0.0	0.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	0	1915	480	0	2756	286	0	0	0	1197	0	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:	0	1915	480	0	2756	286	0	0	0	1197	0	499
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1915	480	0	2756	286	0	0	0	1197	0	499
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1915	0	0	2756	0	0	0	0	1197	0	499
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1915	0	0	2756	0	0	0	0	1197	0	499
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1915	0	0	2756	0	0	0	0	1197	0	499
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.86	1.00	0.92
Lanes:	0.00	4.00	1.00	0.00	4.00	1.00	0.00	0.00	0.00	2.63	0.00	1.37
Final Sat.:	0	7600	1750	0	7600	1750	0	0	0	4281	0	2393
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.00	0.00	0.36	0.00	0.00	0.00	0.00	0.28	0.00	0.21
Crit Moves:	****				****					****		
Green Time:	0.0	52.0	0.0	0.0	52.0	0.0	0.0	0.0	0.0	26.0	0.0	26.0
Volume/Cap:	0.00	0.41	0.00	0.00	0.59	0.00	0.00	0.00	0.00	0.90	0.00	0.67
Delay/Veh:	0.0	8.2	0.0	0.0	9.8	0.0	0.0	0.0	0.0	34.4	0.0	26.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	8.2	0.0	0.0	9.8	0.0	0.0	0.0	0.0	34.4	0.0	26.0
LOS by Move:	A	A	A	A	A	A	A	A	A	C-	A	C
HCM2k95thQ:	0	12	0	0	20	0	0	0	0	30	0	18

Note: Queue reported is the number of cars per lane.

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El Camino Real Specific Plan TIA
SJ17-1774
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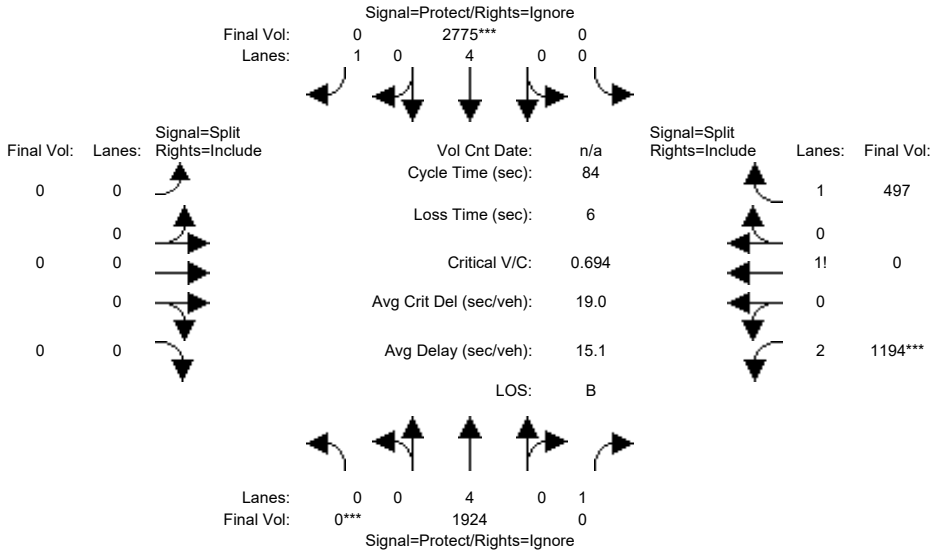
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP PM

Intersection #17: Lawrence Expy/NB US 101



Street Name:	Lawrence Expy						NB US 101					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	52	0	0	52	0	0	0	0	22	22	22
Y+R:	0.0	6.2	0.0	0.0	6.2	0.0	0.0	0.0	0.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	0	1924	480	0	2775	286	0	0	0	1194	0	497
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1924	480	0	2775	286	0	0	0	1194	0	497
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1924	480	0	2775	286	0	0	0	1194	0	497
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1924	0	0	2775	0	0	0	0	1194	0	497
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1924	0	0	2775	0	0	0	0	1194	0	497
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1924	0	0	2775	0	0	0	0	1194	0	497
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.86	1.00	0.92
Lanes:	0.00	4.00	1.00	0.00	4.00	1.00	0.00	0.00	0.00	2.63	0.00	1.37
Final Sat.:	0	7600	1750	0	7600	1750	0	0	0	4281	0	2393
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.00	0.00	0.37	0.00	0.00	0.00	0.00	0.28	0.00	0.21
Crit Moves:	****				****					****		
Green Time:	0.0	52.0	0.0	0.0	52.0	0.0	0.0	0.0	0.0	26.0	0.0	26.0
Volume/Cap:	0.00	0.41	0.00	0.00	0.59	0.00	0.00	0.00	0.00	0.90	0.00	0.67
Delay/Veh:	0.0	8.2	0.0	0.0	9.8	0.0	0.0	0.0	0.0	34.2	0.0	26.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	8.2	0.0	0.0	9.8	0.0	0.0	0.0	0.0	34.2	0.0	26.0
LOS by Move:	A	A	A	A	A	A	A	A	A	C-	A	C
HCM2k95thQ:	0	12	0	0	20	0	0	0	0	30	0	18

Note: Queue reported is the number of cars per lane.

El Camino Real Specific Plan TIA
SJ17-1774
Cumulative Plus Project PM

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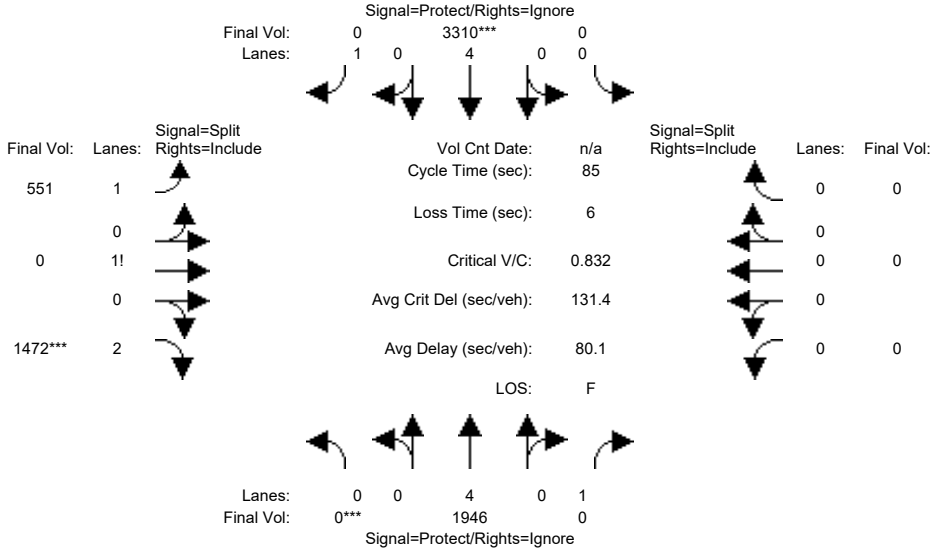
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #18: Lawrence Expy/SB US 101



Street Name:	Lawrence Expy						SB US 101					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	64	0	0	64	0	18	18	18	0	0	0
Y+R:	0.0	6.2	0.0	0.0	6.2	0.0	5.5	5.5	5.5	0.0	0.0	0.0
Volume Module:												
Base Vol:	0	1946	540	0	3310	469	551	0	1472	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1946	540	0	3310	469	551	0	1472	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1946	540	0	3310	469	551	0	1472	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1946	0	0	3310	0	551	0	1472	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1946	0	0	3310	0	551	0	1472	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1946	0	0	3310	0	551	0	1472	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.86	0.92	1.00	0.92
Lanes:	0.00	4.00	1.00	0.00	4.00	1.00	1.34	0.00	2.66	0.00	0.00	0.00
Final Sat.:	0	7600	1750	0	7600	1750	2351	0	4330	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.00	0.00	0.44	0.00	0.23	0.00	0.34	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green Time:	0.0	61.8	0.0	0.0	61.8	0.0	17.4	0.0	17.4	0.0	0.0	0.0
Volume/Cap:	0.00	0.35	0.00	0.00	0.60	0.00	1.15	0.00	1.66	0.00	0.00	0.00
Delay/Veh:	0.0	4.4	0.0	0.0	6.0	0.0	107.9	0.0	336.6	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	4.4	0.0	0.0	6.0	0.0	107.9	0.0	336.6	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	F	A	F	A	A	A
HCM2k95thQ:	0	9	0	0	20	0	38	0	77	0	0	0

Note: Queue reported is the number of cars per lane.

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El Camino Real Specific Plan TIA
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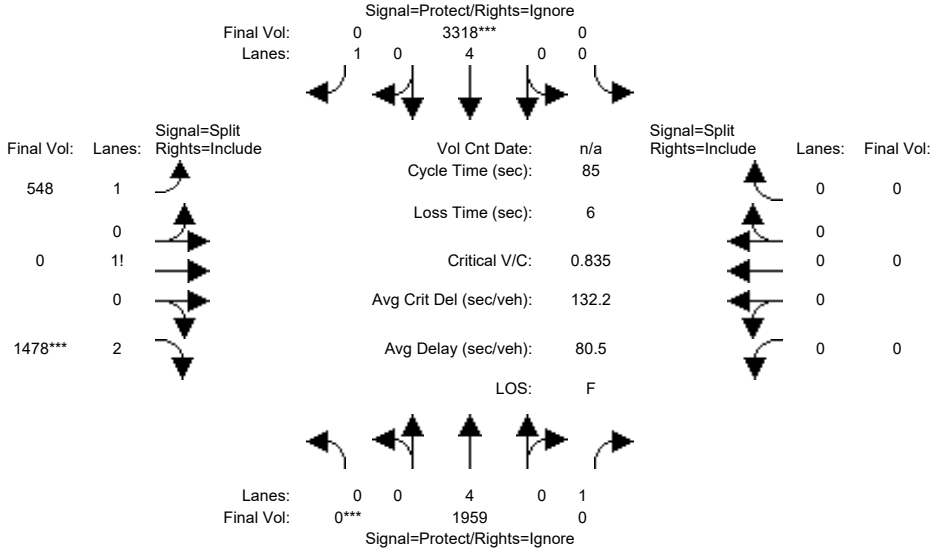
2000 HCM Operations (Future Volume Alternative)
Cumulative PP PM

Intersection #18: Lawrence Expy/SB US 101



Street Name:	Lawrence Expy						SB US 101					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	64	0	0	64	0	18	18	18	0	0	0
Y+R:	0.0	6.2	0.0	0.0	6.2	0.0	5.5	5.5	5.5	0.0	0.0	0.0
Volume Module:												
Base Vol:	0	1959	527	0	3318	477	548	0	1478	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1959	527	0	3318	477	548	0	1478	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1959	527	0	3318	477	548	0	1478	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1959	0	0	3318	0	548	0	1478	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1959	0	0	3318	0	548	0	1478	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1959	0	0	3318	0	548	0	1478	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.86	0.92	1.00	0.92
Lanes:	0.00	4.00	1.00	0.00	4.00	1.00	1.34	0.00	2.66	0.00	0.00	0.00
Final Sat.:	0	7600	1750	0	7600	1750	2347	0	4334	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.00	0.00	0.44	0.00	0.23	0.00	0.34	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green Time:	0.0	61.8	0.0	0.0	61.8	0.0	17.4	0.0	17.4	0.0	0.0	0.0
Volume/Cap:	0.00	0.35	0.00	0.00	0.60	0.00	1.14	0.00	1.67	0.00	0.00	0.00
Delay/Veh:	0.0	4.4	0.0	0.0	6.0	0.0	106.0	0.0	338.9	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	4.4	0.0	0.0	6.0	0.0	106.0	0.0	338.9	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	F	A	F	A	A	A
HCM2k95thQ:	0	9	0	0	20	0	38	0	78	0	0	0

Note: Queue reported is the number of cars per lane.

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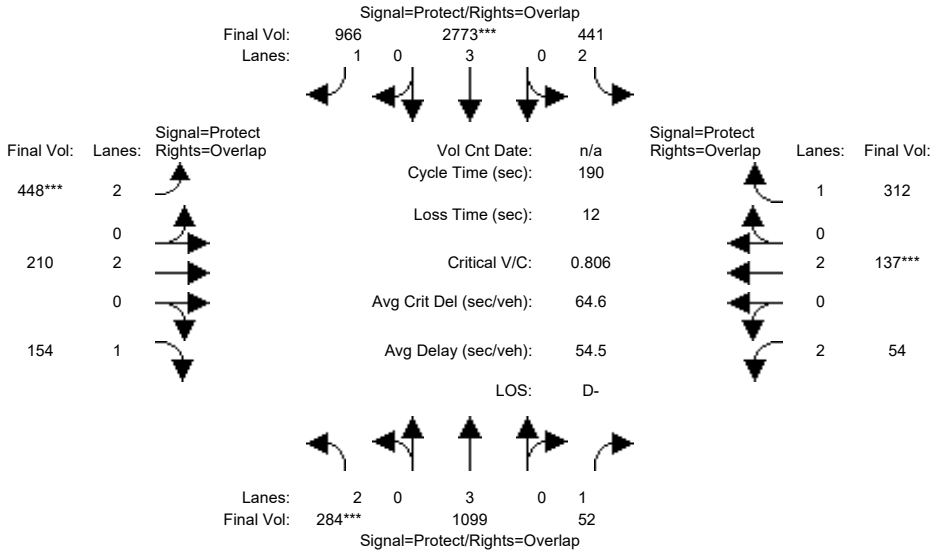
Intersection #19: Lawrence Expy/Oakmead Pkwy



Street Name:	Lawrence Expy						Oakmead Pkwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	19	71	71	31	83	83	37	54	54	10	27	27
Y+R:	6.4	6.2	6.2	6.3	6.2	6.2	5.6	5.5	5.5	5.6	5.6	5.6
Volume Module:												
Base Vol:	284	1640	52	441	3466	966	448	210	154	54	137	312
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	284	1640	52	441	3466	966	448	210	154	54	137	312
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	284	1640	52	441	3466	966	448	210	154	54	137	312
User Adj:	1.00	0.67	1.00	1.00	0.80	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	284	1099	52	441	2773	966	448	210	154	54	137	312
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	284	1099	52	441	2773	966	448	210	154	54	137	312
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	284	1099	52	441	2773	966	448	210	154	54	137	312
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.19	0.03	0.14	0.49	0.55	0.14	0.06	0.09	0.02	0.04	0.18
Crit Moves:	****				****		****				****	
Green Time:	19.0	79.4	89.4	34.6	95.0	132.0	37.0	54.0	73.0	10.0	27.0	61.6
Volume/Cap:	0.90	0.46	0.06	0.77	0.97	0.79	0.73	0.19	0.23	0.33	0.25	0.55
Delay/Veh:	111.9	40.1	27.5	80.1	57.5	23.5	76.3	51.6	39.7	87.9	72.8	53.9
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:	111.9	40.1	27.5	80.1	57.5	23.5	76.3	51.6	39.7	87.9	72.8	53.9
LOS by Move:	F	D	C	F	E+	C	E-	D-	D	F	E	D-
HCM2k95thQ:	20	26	3	26	85	64	27	9	12	4	7	28

Note: Queue reported is the number of cars per lane.

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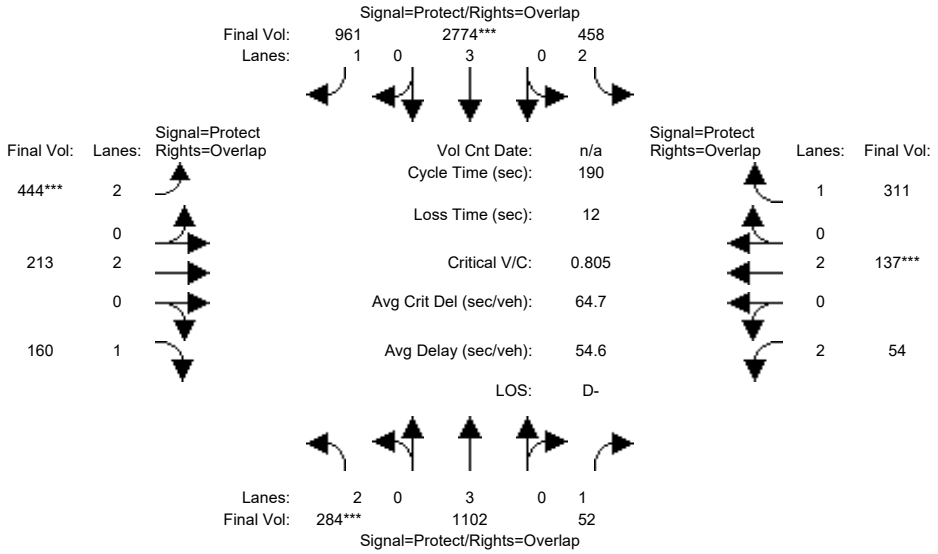
Cumulative PP PM

Intersection #19: Lawrence Expy/Oakmead Pkwy



Street Name:	Lawrence Expy						Oakmead Pkwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	19	71	71	31	83	83	37	54	54	10	27	27
Y+R:	6.4	6.2	6.2	6.3	6.2	6.2	5.6	5.5	5.5	5.6	5.6	5.6
Volume Module:												
Base Vol:	284	1645	52	458	3468	961	444	213	160	54	137	311
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	284	1645	52	458	3468	961	444	213	160	54	137	311
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	284	1645	52	458	3468	961	444	213	160	54	137	311
User Adj:	1.00	0.67	1.00	1.00	0.80	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	284	1102	52	458	2774	961	444	213	160	54	137	311
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	284	1102	52	458	2774	961	444	213	160	54	137	311
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	284	1102	52	458	2774	961	444	213	160	54	137	311
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.19	0.03	0.15	0.49	0.55	0.14	0.06	0.09	0.02	0.04	0.18
Crit Moves:	****				****		****				****	
Green Time:	19.0	79.4	89.4	34.6	95.0	132.0	37.0	54.0	73.0	10.0	27.0	61.6
Volume/Cap:	0.90	0.46	0.06	0.80	0.97	0.79	0.72	0.20	0.24	0.33	0.25	0.55
Delay/Veh:	111.9	40.1	27.5	82.0	57.6	23.2	76.0	51.7	39.8	87.9	72.8	53.9
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:	111.9	40.1	27.5	82.0	57.6	23.2	76.0	51.7	39.8	87.9	72.8	53.9
LOS by Move:	F	D	C	F	E+	C	E-	D-	D	F	E	D-
HCM2k95thQ:	20	26	3	27	85	64	27	9	13	4	7	28

Note: Queue reported is the number of cars per lane.

El Camino Real Specific Plan TIA
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2000 HCM Operations (Future Volume Alternative)
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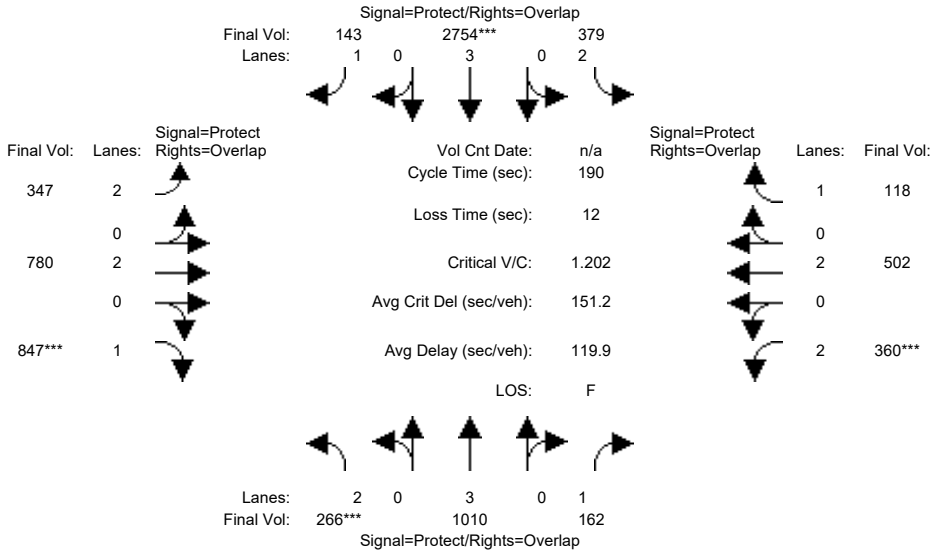
Intersection #20: Lawrence Expy/E Arques Ave (CMP)



Street Name:	Lawrence Expy						E Arques Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	22	86	86	15	79	79	24	41	41	24	41	41
Y+R:	6.3	6.2	6.2	6.1	6.2	6.2	5.9	5.7	5.7	5.9	5.7	5.7
Volume Module:												
Base Vol:	266	1507	162	379	3442	143	347	780	847	360	502	118
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	266	1507	162	379	3442	143	347	780	847	360	502	118
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	266	1507	162	379	3442	143	347	780	847	360	502	118
User Adj:	1.00	0.67	1.00	1.00	0.80	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	266	1010	162	379	2754	143	347	780	847	360	502	118
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	266	1010	162	379	2754	143	347	780	847	360	502	118
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	266	1010	162	379	2754	143	347	780	847	360	502	118
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.84	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1601	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.18	0.09	0.12	0.48	0.08	0.11	0.21	0.53	0.11	0.13	0.07
Crit Moves:	****				****				****	****		
Green Time:	22.0	86.0	110.0	15.0	79.0	107.4	28.4	53.0	75.0	24.0	48.6	63.6
Volume/Cap:	0.73	0.39	0.16	1.52	1.16	0.14	0.74	0.74	1.34	0.90	0.52	0.20
Delay/Veh:	88.4	28.9	11.6	342.8	142	26.1	83.2	64.9	221.0	105.4	61.1	45.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	88.4	28.9	11.6	342.8	142	26.1	83.2	64.9	221.0	105.4	61.1	45.3
LOS by Move:	F	C	B+	F	F	C	F	E	F	F	E	D
HCM2k95thQ:	19	18	5	37	99	11	23	36	122	23	21	10

Note: Queue reported is the number of cars per lane.

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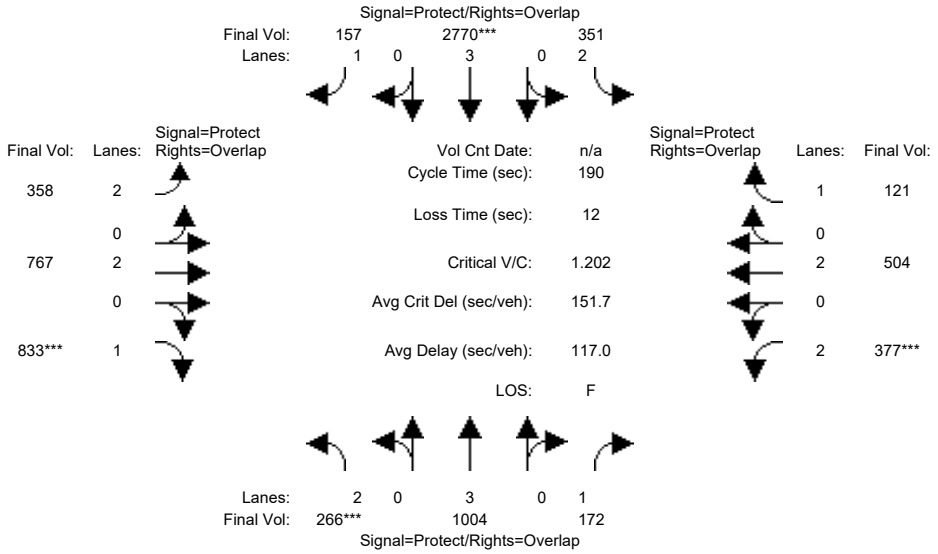
Intersection #20: Lawrence Expy/E Arques Ave (CMP)



Street Name:	Lawrence Expy						E Arques Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	22	86	86	15	79	79	24	41	41	24	41	41
Y+R:	6.3	6.2	6.2	6.1	6.2	6.2	5.9	5.7	5.7	5.9	5.7	5.7
Volume Module:												
Base Vol:	266	1499	172	351	3463	157	358	767	833	377	504	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:	266	1499	172	351	3463	157	358	767	833	377	504	121
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	266	1499	172	351	3463	157	358	767	833	377	504	121
User Adj:	1.00	0.67	1.00	1.00	0.80	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	266	1004	172	351	2770	157	358	767	833	377	504	121
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	266	1004	172	351	2770	157	358	767	833	377	504	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:	266	1004	172	351	2770	157	358	767	833	377	504	121
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.84	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1601	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.18	0.10	0.11	0.49	0.09	0.11	0.20	0.52	0.12	0.13	0.07
Crit Moves:	****				****				****	****		
Green Time:	22.0	86.0	110.0	15.0	79.0	107.4	28.4	53.0	75.0	24.0	48.6	63.6
Volume/Cap:	0.73	0.39	0.17	1.41	1.17	0.16	0.76	0.72	1.32	0.95	0.52	0.21
Delay/Veh:	88.4	28.9	11.7	294.8	145	26.4	84.6	64.4	211.5	114.2	61.2	45.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	88.4	28.9	11.7	294.8	145	26.4	84.6	64.4	211.5	114.2	61.2	45.4
LOS by Move:	F	C	B+	F	F	C	F	E	F	F	E	D
HCM2k95thQ:	19	18	6	33	101	12	24	35	119	24	21	10

Note: Queue reported is the number of cars per lane.

El Camino Real Specific Plan TIA
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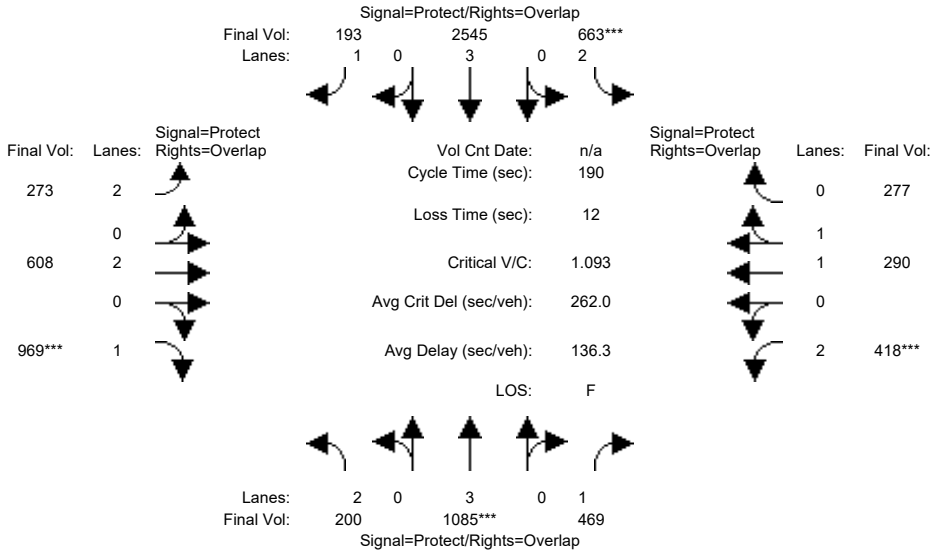
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #21: Lawrence Expy/Kifer Rd



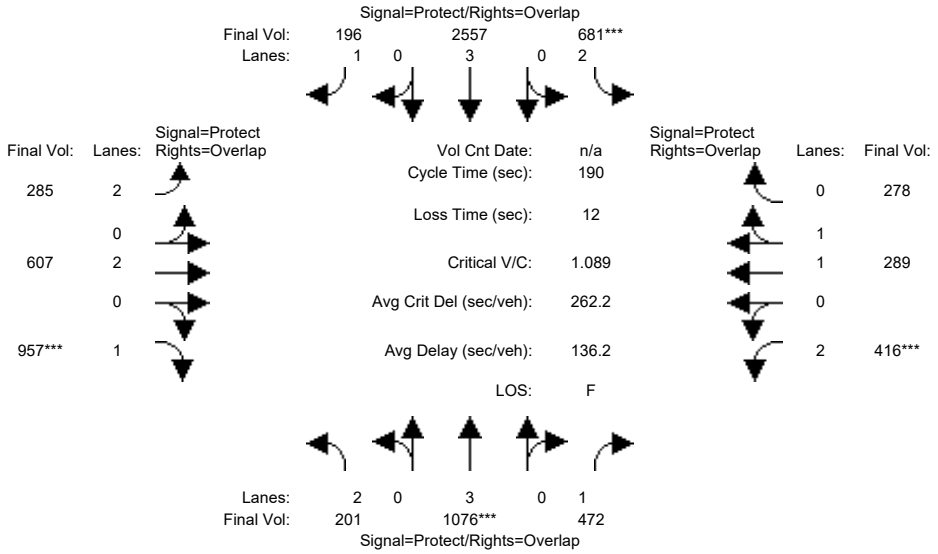
Street Name:	Lawrence Expy						Kifer Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	9	85	85	27	103	103	16	33	33	22	39	39
Y+R:	5.9	6.2	6.2	6.1	6.2	6.2	5.8	5.5	5.5	5.9	5.5	5.5
Volume Module:												
Base Vol:	200	1339	469	663	3535	193	273	608	969	418	290	277
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	200	1339	469	663	3535	193	273	608	969	418	290	277
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	200	1339	469	663	3535	193	273	608	969	418	290	277
User Adj:	1.00	0.81	1.00	1.00	0.72	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	200	1085	469	663	2545	193	273	608	969	418	290	277
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	200	1085	469	663	2545	193	273	608	969	418	290	277
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	200	1085	469	663	2545	193	273	608	969	418	290	277
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.95
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	1898	1800
Capacity Analysis Module:												
Vol/Sat:	0.06	0.19	0.27	0.21	0.45	0.11	0.09	0.16	0.55	0.13	0.15	0.15
Crit Moves:		****		****					****	****		
Green Time:	9.0	85.0	107.0	27.0	103	122.6	19.6	44.0	53.0	22.0	46.4	73.4
Volume/Cap:	1.34	0.43	0.48	1.48	0.82	0.17	0.84	0.69	1.99	1.15	0.63	0.40
Delay/Veh:	281.7	35.9	25.1	309.8	37.9	13.5	101.1	69.1	519.1	177.1	65.4	42.5
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:	281.7	35.9	25.1	309.8	37.9	13.5	101.1	69.1	519.1	177.1	65.4	42.5
LOS by Move:	F	D+	C	F	D+	B	F	E	F	F	E	D
HCM2k95thQ:	20	24	29	63	64	9	21	29	184	33	26	21

Note: Queue reported is the number of cars per lane.

El Camino Real Specific Plan TIA
SJ17-1774
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP PM

Intersection #21: Lawrence Expy/Kifer Rd



Street Name:	Lawrence Expy						Kifer Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	9	85	85	27	103	103	16	33	33	22	39	39
Y+R:	5.9	6.2	6.2	6.1	6.2	6.2	5.8	5.5	5.5	5.9	5.5	5.5
Volume Module:												
Base Vol:	201	1328	472	681	3552	196	285	607	957	416	289	278
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	201	1328	472	681	3552	196	285	607	957	416	289	278
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	201	1328	472	681	3552	196	285	607	957	416	289	278
User Adj:	1.00	0.81	1.00	1.00	0.72	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	201	1076	472	681	2557	196	285	607	957	416	289	278
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	201	1076	472	681	2557	196	285	607	957	416	289	278
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	201	1076	472	681	2557	196	285	607	957	416	289	278
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.95
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	1898	1800
Capacity Analysis Module:												
Vol/Sat:	0.06	0.19	0.27	0.22	0.45	0.11	0.09	0.16	0.55	0.13	0.15	0.15
Crit Moves:		****		****					****	****		
Green Time:	9.0	85.0	107.0	27.0	103	123.2	20.2	44.0	53.0	22.0	45.8	72.8
Volume/Cap:	1.35	0.42	0.48	1.52	0.83	0.17	0.85	0.69	1.96	1.14	0.63	0.40
Delay/Veh:	284.4	35.9	25.2	327.3	38.1	13.3	101.8	69.1	508.1	175.1	66.0	42.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	284.4	35.9	25.2	327.3	38.1	13.3	101.8	69.1	508.1	175.1	66.0	42.9
LOS by Move:	F	D+	C	F	D+	B	F	E	F	F	E	D
HCM2k95thQ:	20	24	30	65	65	9	22	29	181	33	26	21

Note: Queue reported is the number of cars per lane.

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El Camino Real Specific Plan TIA
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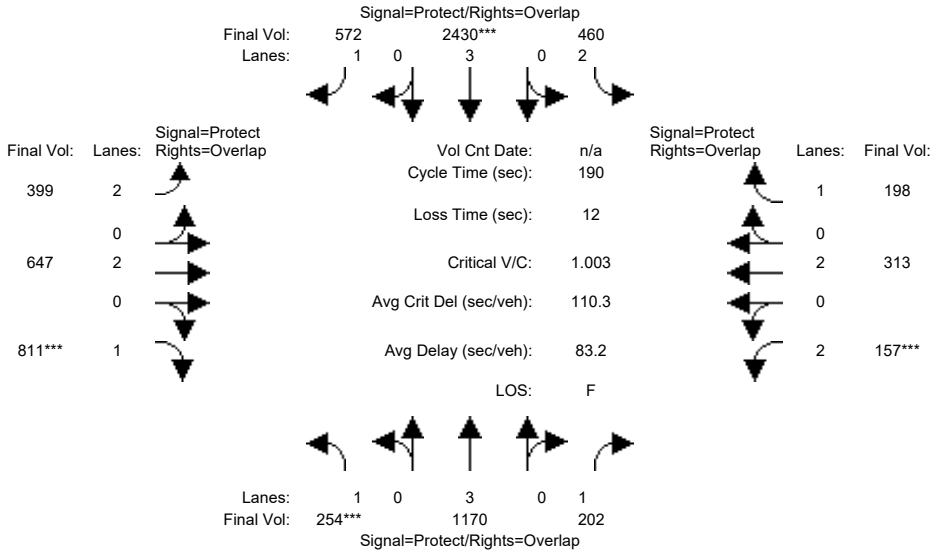
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #22: Lawrence Expy/Monroe St (CMP)



Street Name:	Lawrence Expy						Monroe St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	17	90	90	27	100	100	15	35	35	14	34	34
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	254	1445	202	460	3375	572	399	647	811	157	313	198
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	254	1445	202	460	3375	572	399	647	811	157	313	198
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	254	1445	202	460	3375	572	399	647	811	157	313	198
User Adj:	1.00	0.81	1.00	1.00	0.72	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	254	1170	202	460	2430	572	399	647	811	157	313	198
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	254	1170	202	460	2430	572	399	647	811	157	313	198
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	254	1170	202	460	2430	572	399	647	811	157	313	198
Saturation 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	0.83	1.00	0.92
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.15	0.21	0.12	0.15	0.43	0.33	0.13	0.17	0.46	0.05	0.08	0.11
Crit Moves:	****				****				****	****		
Green Time:	20.0	91.8	105.8	28.3	100	124.0	24.0	44.0	64.0	14.0	34.0	62.3
Volume/Cap:	1.38	0.43	0.21	0.98	0.81	0.50	1.00	0.74	1.38	0.68	0.46	0.35
Delay/Veh:	284.4	25.4	14.2	117.0	49.1	26.1	129.3	70.9	242.6	93.5	70.3	48.8
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:	284.4	25.4	14.2	117.0	49.1	26.1	129.3	70.9	242.6	93.5	70.3	48.8
LOS by Move:	F	C	B	F	D	C	F	E	F	F	E	D
HCM2k95thQ:	41	20	8	30	64	40	31	31	120	10	15	17

Note: Queue reported is the number of cars per lane.

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El Camino Real Specific Plan TIA
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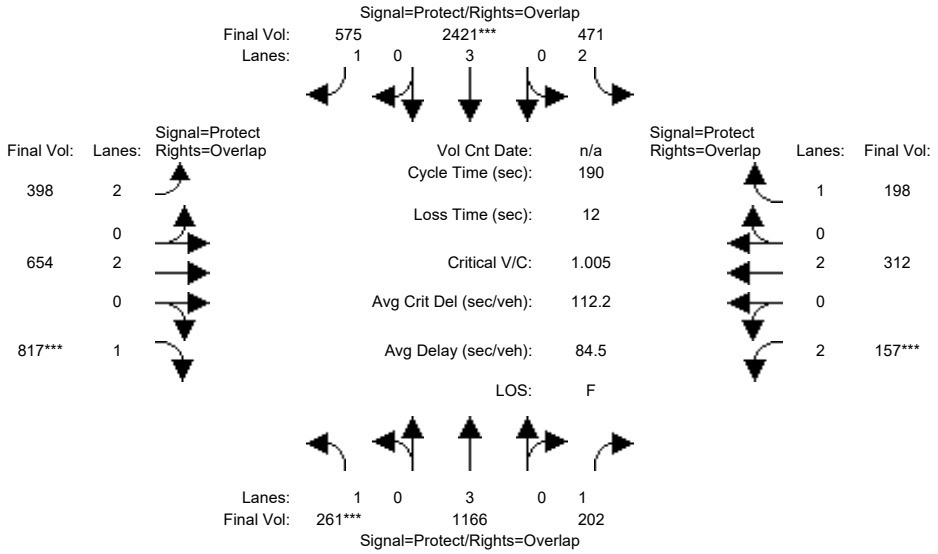
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP PM

Intersection #22: Lawrence Expy/Monroe St (CMP)



Street Name:	Lawrence Expy						Monroe St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	17	90	90	27	100	100	15	35	35	14	34	34
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	261	1439	202	471	3363	575	398	654	817	157	312	198
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	261	1439	202	471	3363	575	398	654	817	157	312	198
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	261	1439	202	471	3363	575	398	654	817	157	312	198
User Adj:	1.00	0.81	1.00	1.00	0.72	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	261	1166	202	471	2421	575	398	654	817	157	312	198
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	261	1166	202	471	2421	575	398	654	817	157	312	198
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	261	1166	202	471	2421	575	398	654	817	157	312	198
Saturation 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	0.83	1.00	0.92
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.15	0.20	0.12	0.15	0.42	0.33	0.13	0.17	0.47	0.05	0.08	0.11
Crit Moves:	****				****				****	****		
Green Time:	20.4	91.5	105.5	28.9	100	123.6	23.6	43.6	64.0	14.0	34.0	62.9
Volume/Cap:	1.39	0.42	0.21	0.98	0.81	0.51	1.02	0.75	1.39	0.68	0.46	0.34
Delay/Veh:	287.8	25.6	14.3	116.9	48.9	26.4	133.7	71.9	247.0	93.5	70.3	48.3
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:	287.8	25.6	14.3	116.9	48.9	26.4	133.7	71.9	247.0	93.5	70.3	48.3
LOS by Move:	F	C	B	F	D	C	F	E	F	F	E	D
HCM2k95thQ:	43	20	8	30	63	40	32	32	122	10	15	17

Note: Queue reported is the number of cars per lane.

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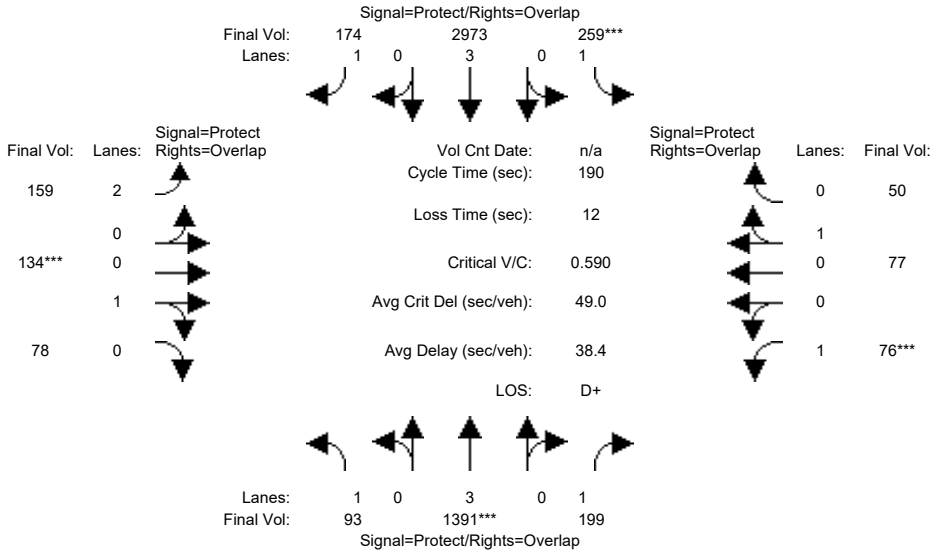
El Camino Real Specific Plan TIA
SJ17-1774
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #23: Lawrence Expy/Cabrillo Ave



Street Name:	Lawrence Expy						Cabrillo Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	14	107	107	18	111	111	12	30	30	13	31	31
Y+R:	5.1	6.2	6.2	4.9	6.2	6.2	5.9	5.8	5.8	5.4	5.8	5.8
Volume Module:												
Base Vol:	93	1717	199	259	4129	174	159	134	78	76	77	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	93	1717	199	259	4129	174	159	134	78	76	77	50
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	93	1717	199	259	4129	174	159	134	78	76	77	50
User Adj:	1.00	0.81	1.00	1.00	0.72	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	93	1391	199	259	2973	174	159	134	78	76	77	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	93	1391	199	259	2973	174	159	134	78	76	77	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	93	1391	199	259	2973	174	159	134	78	76	77	50
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	0.63	0.37	1.00	0.61	0.39
Final Sat.:	1750	5700	1750	1750	5700	1750	3150	1138	662	1750	1091	709
Capacity Analysis Module:												
Vol/Sat:	0.05	0.24	0.11	0.15	0.52	0.10	0.05	0.12	0.12	0.04	0.07	0.07
Crit Moves:		****		****				****		****		
Green Time:	15.1	107	120.0	28.0	120	131.9	12.0	30.0	45.1	13.0	31.0	59.0
Volume/Cap:	0.67	0.43	0.18	1.00	0.83	0.14	0.80	0.75	0.50	0.63	0.43	0.23
Delay/Veh:	96.8	24.1	14.6	138.1	28.7	9.9	107.8	86.7	63.5	96.9	72.6	48.8
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:	96.8	24.1	14.6	138.1	28.7	9.9	107.8	86.7	63.5	96.9	72.6	48.8
LOS by Move:	F	C	B	F	C	A	F	F	E	F	E	D
HCM2k95thQ:	11	26	10	31	67	7	14	24	20	9	13	11

Note: Queue reported is the number of cars per lane.

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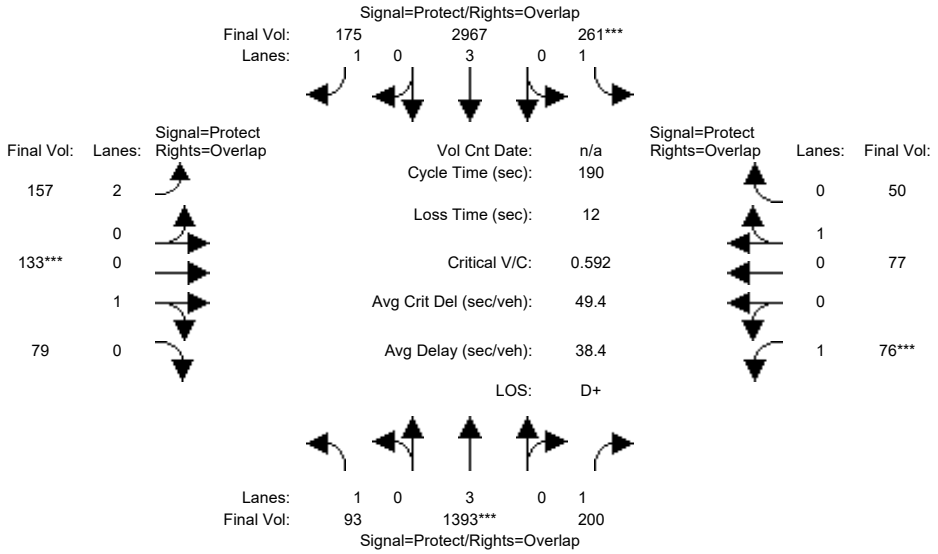
Intersection #23: Lawrence Expy/Cabrillo Ave



Street Name:	Lawrence Expy						Cabrillo Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	14	107	107	18	111	111	12	30	30	13	31	31
Y+R:	5.1	6.2	6.2	4.9	6.2	6.2	5.9	5.8	5.8	5.4	5.8	5.8
Volume Module:												
Base Vol:	93	1720	200	261	4121	175	157	133	79	76	77	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	93	1720	200	261	4121	175	157	133	79	76	77	50
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	93	1720	200	261	4121	175	157	133	79	76	77	50
User Adj:	1.00	0.81	1.00	1.00	0.72	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	93	1393	200	261	2967	175	157	133	79	76	77	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	93	1393	200	261	2967	175	157	133	79	76	77	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	93	1393	200	261	2967	175	157	133	79	76	77	50
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	0.63	0.37	1.00	0.61	0.39
Final Sat.:	1750	5700	1750	1750	5700	1750	3150	1129	671	1750	1091	709
Capacity Analysis Module:												
Vol/Sat:	0.05	0.24	0.11	0.15	0.52	0.10	0.05	0.12	0.12	0.04	0.07	0.07
Crit Moves:		****		****				****		****		
Green Time:	15.1	107	120.0	28.0	120	131.9	12.0	30.0	45.1	13.0	31.0	59.0
Volume/Cap:	0.67	0.43	0.18	1.01	0.83	0.14	0.79	0.75	0.50	0.63	0.43	0.23
Delay/Veh:	96.8	24.1	14.6	140.2	28.7	9.9	106.5	86.7	63.5	96.9	72.6	48.8
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:	96.8	24.1	14.6	140.2	28.7	9.9	106.5	86.7	63.5	96.9	72.6	48.8
LOS by Move:	F	C	B	F	C	A	F	F	E	F	E	D
HCM2k95thQ:	11	26	10	31	66	7	14	24	20	9	13	11

Note: Queue reported is the number of cars per lane.

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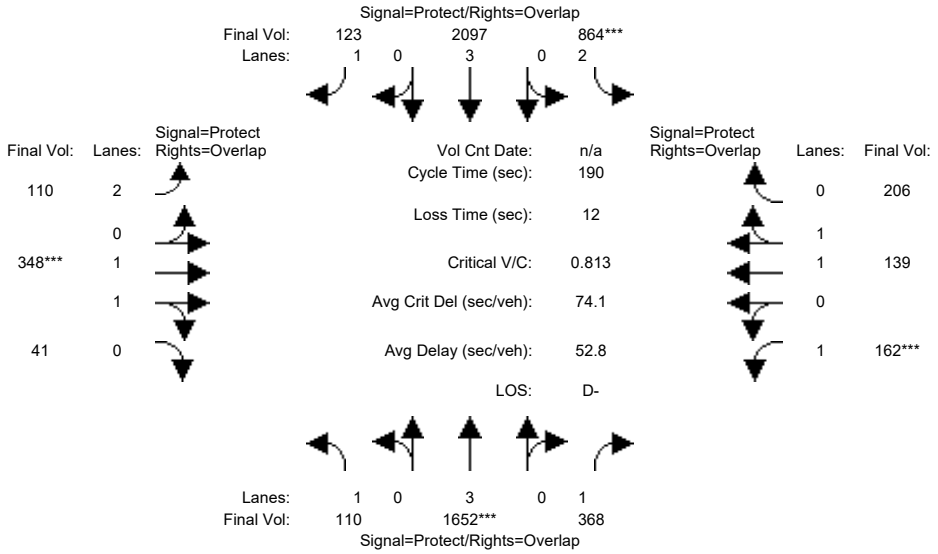
Intersection #24: Lawrence Expy/Benton St



Street Name:	Lawrence Expy						Benton St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	20	83	83	41	104	104	14	28	28	16	30	30
Y+R:	5.2	6.2	6.2	5.3	6.2	6.2	5.1	5.7	5.7	5.3	5.7	5.7
Volume Module:												
Base Vol:	110	2146	368	864	2688	123	110	348	41	162	139	206
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	2146	368	864	2688	123	110	348	41	162	139	206
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	2146	368	864	2688	123	110	348	41	162	139	206
User Adj:	1.00	0.77	1.00	1.00	0.78	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	1652	368	864	2097	123	110	348	41	162	139	206
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	1652	368	864	2097	123	110	348	41	162	139	206
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	110	1652	368	864	2097	123	110	348	41	162	139	206
Saturation 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	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	2.00	1.78	0.22	1.00	1.00	1.00
Final Sat.:	1750	5700	1750	3150	5700	1750	3150	3310	390	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.29	0.21	0.27	0.37	0.07	0.03	0.11	0.11	0.09	0.07	0.12
Crit Moves:		****		****				****		****		
Green Time:	21.5	83.0	99.9	50.1	112	125.9	14.3	28.0	49.5	16.9	30.6	80.7
Volume/Cap:	0.56	0.66	0.40	1.04	0.63	0.11	0.46	0.71	0.40	1.04	0.45	0.28
Delay/Veh:	83.2	43.1	27.3	112.2	25.9	11.7	85.6	81.6	58.4	169.7	72.6	35.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	83.2	43.1	27.3	112.2	25.9	11.7	85.6	81.6	58.4	169.7	72.6	35.7
LOS by Move:	F	D	C	F	C	B+	F	F	E+	F	E	D+
HCM2k95thQ:	12	41	24	54	41	5	8	22	17	22	13	15

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations (Future Volume Alternative)
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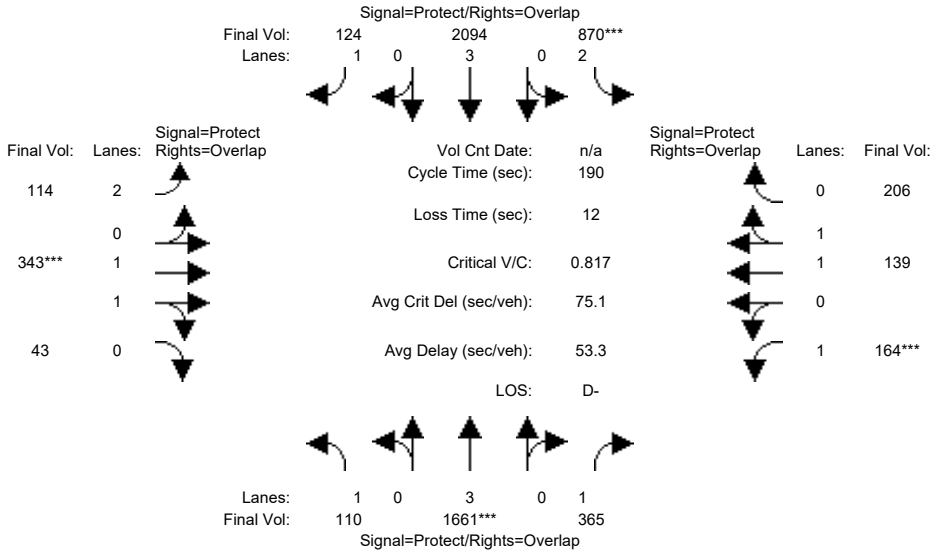
Intersection #24: Lawrence Expy/Benton St



Street Name:	Lawrence Expy						Benton St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	20	83	83	41	104	104	14	28	28	16	30	30
Y+R:	5.2	6.2	6.2	5.3	6.2	6.2	5.1	5.7	5.7	5.3	5.7	5.7
Volume Module:												
Base Vol:	110	2157	365	870	2684	124	114	343	43	164	139	206
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	2157	365	870	2684	124	114	343	43	164	139	206
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	2157	365	870	2684	124	114	343	43	164	139	206
User Adj:	1.00	0.77	1.00	1.00	0.78	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	1661	365	870	2094	124	114	343	43	164	139	206
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	1661	365	870	2094	124	114	343	43	164	139	206
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	110	1661	365	870	2094	124	114	343	43	164	139	206
Saturation 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	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	2.00	1.77	0.23	1.00	1.00	1.00
Final Sat.:	1750	5700	1750	3150	5700	1750	3150	3288	412	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.29	0.21	0.28	0.37	0.07	0.04	0.10	0.10	0.09	0.07	0.12
Crit Moves:		****		****				****		****		
Green Time:	21.5	83.0	100.0	50.0	112	125.9	14.3	28.0	49.5	17.0	30.7	80.7
Volume/Cap:	0.56	0.67	0.40	1.05	0.63	0.11	0.48	0.71	0.40	1.05	0.45	0.28
Delay/Veh:	83.3	43.2	27.2	114.9	26.0	11.7	85.8	81.4	58.3	172.1	72.5	35.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	83.3	43.2	27.2	114.9	26.0	11.7	85.8	81.4	58.3	172.1	72.5	35.8
LOS by Move:	F	D	C	F	C	B+	F	F	E+	F	E	D+
HCM2k95thQ:	12	41	23	55	41	5	9	22	17	23	13	15

Note: Queue reported is the number of cars per lane.

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El Camino Real Specific Plan TIA
SJ17-1774
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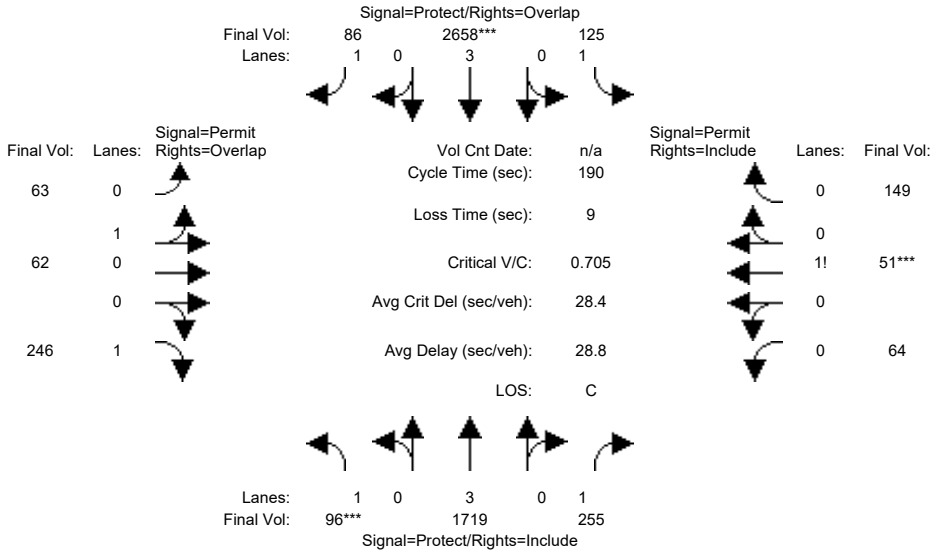
Intersection #25: Lawrence Expy/Lochinvar Ave



Street Name:	Lawrence Expy						Lochinvar Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	96	2233	255	125	3408	86	63	62	246	64	51	149
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	96	2233	255	125	3408	86	63	62	246	64	51	149
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	96	2233	255	125	3408	86	63	62	246	64	51	149
User Adj:	1.00	0.77	1.00	1.00	0.78	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	96	1719	255	125	2658	86	63	62	246	64	51	149
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	96	1719	255	125	2658	86	63	62	246	64	51	149
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	96	1719	255	125	2658	86	63	62	246	64	51	149
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	0.50	0.50	1.00	0.24	0.19	0.57
Final Sat.:	1750	5700	1750	1750	5700	1750	907	893	1750	424	338	988
Capacity Analysis Module:												
Vol/Sat:	0.05	0.30	0.15	0.07	0.47	0.05	0.07	0.07	0.14	0.15	0.15	0.15
Crit Moves:	****				****						****	
Green Time:	14.8	113	113.5	26.9	126	125.6	40.6	40.6	55.4	40.6	40.6	40.6
Volume/Cap:	0.71	0.50	0.24	0.50	0.71	0.07	0.32	0.32	0.48	0.71	0.71	0.71
Delay/Veh:	101.0	22.2	18.2	77.1	21.1	11.5	63.6	63.6	56.2	75.2	75.2	75.2
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:	101.0	22.2	18.2	77.1	21.1	11.5	63.6	63.6	56.2	75.2	75.2	75.2
LOS by Move:	F	C+	B-	E-	C+	B+	E	E	E+	E-	E-	E-
HCM2k95thQ:	11	31	14	13	51	4	12	12	23	28	28	28

Note: Queue reported is the number of cars per lane.

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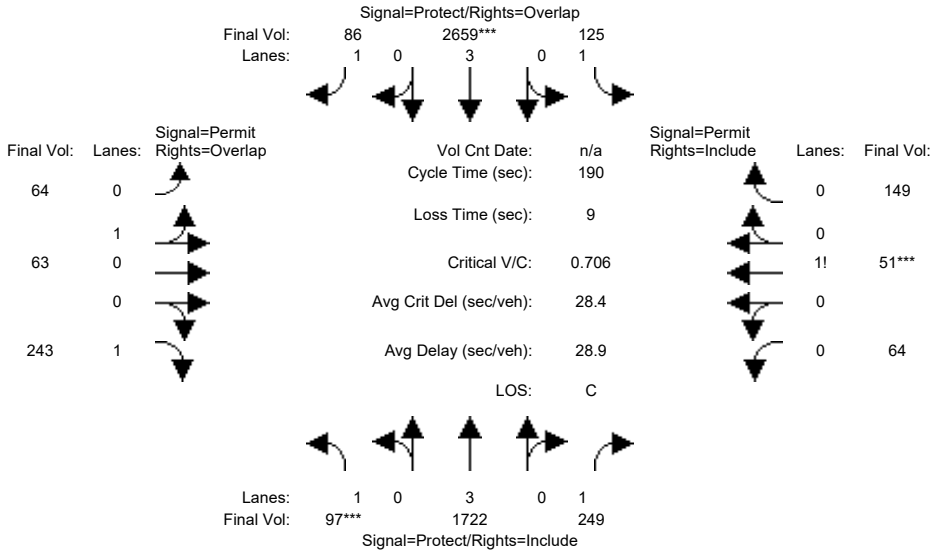
Intersection #25: Lawrence Expy/Lochinvar Ave



Street Name:	Lawrence Expy						Lochinvar Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	97	2237	249	125	3409	86	64	63	243	64	51	149
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	97	2237	249	125	3409	86	64	63	243	64	51	149
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	97	2237	249	125	3409	86	64	63	243	64	51	149
User Adj:	1.00	0.77	1.00	1.00	0.78	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	97	1722	249	125	2659	86	64	63	243	64	51	149
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	97	1722	249	125	2659	86	64	63	243	64	51	149
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	97	1722	249	125	2659	86	64	63	243	64	51	149
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	0.50	0.50	1.00	0.24	0.19	0.57
Final Sat.:	1750	5700	1750	1750	5700	1750	907	893	1750	424	338	988
Capacity Analysis Module:												
Vol/Sat:	0.06	0.30	0.14	0.07	0.47	0.05	0.07	0.07	0.14	0.15	0.15	0.15
Crit Moves:	****				****						****	
Green Time:	14.9	114	113.6	26.8	126	125.5	40.6	40.6	55.5	40.6	40.6	40.6
Volume/Cap:	0.71	0.51	0.24	0.51	0.71	0.07	0.33	0.33	0.48	0.71	0.71	0.71
Delay/Veh:	100.9	22.2	18.0	77.1	21.1	11.5	63.7	63.7	56.0	75.3	75.3	75.3
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:	100.9	22.2	18.0	77.1	21.1	11.5	63.7	63.7	56.0	75.3	75.3	75.3
LOS by Move:	F	C+	B-	E-	C+	B+	E	E	E+	E-	E-	E-
HCM2k95thQ:	12	32	13	13	51	4	12	12	22	28	28	28

Note: Queue reported is the number of cars per lane.

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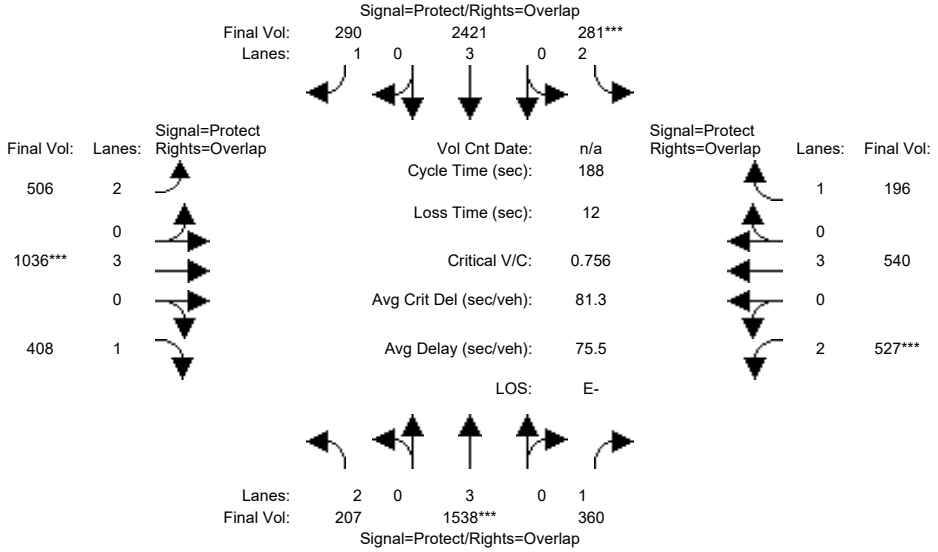
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #26: Lawrence Expy/Homestead Rd (CMP)



Street Name:	Lawrence Expy						Homestead Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	85	85	20	91	91	22	42	42	17	37	37
Y+R:	6.4	6.2	6.2	5.9	6.2	6.2	6.1	6.0	6.0	5.8	5.9	5.9
Volume Module:												
Base Vol:	207	1997	360	281	3104	290	506	1036	408	527	540	196
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	207	1997	360	281	3104	290	506	1036	408	527	540	196
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	207	1997	360	281	3104	290	506	1036	408	527	540	196
User Adj:	1.00	0.77	1.00	1.00	0.78	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	207	1538	360	281	2421	290	506	1036	408	527	540	196
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	207	1538	360	281	2421	290	506	1036	408	527	540	196
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	207	1538	360	281	2421	290	506	1036	408	527	540	196
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.27	0.21	0.09	0.42	0.17	0.16	0.18	0.23	0.17	0.09	0.11
Crit Moves:		****		****				****		****		
Green Time:	14.0	85.0	114.0	20.0	91.0	122.9	31.9	42.0	56.0	29.0	39.1	59.1
Volume/Cap:	0.88	0.60	0.34	0.84	0.88	0.25	0.95	0.81	0.78	1.08	0.46	0.36
Delay/Veh:	120.7	60.3	37.4	105.8	74.2	30.6	103.3	73.4	68.0	145.1	65.4	50.2
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:	120.7	60.3	37.4	105.8	74.2	30.6	103.3	73.4	68.0	145.1	65.4	50.2
LOS by Move:	F	E	D+	F	E	C	F	E	E	F	E	D
HCM2k95thQ:	15	43	31	18	70	25	35	35	40	36	16	16

Note: Queue reported is the number of cars per lane.

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El Camino Real Specific Plan TIA
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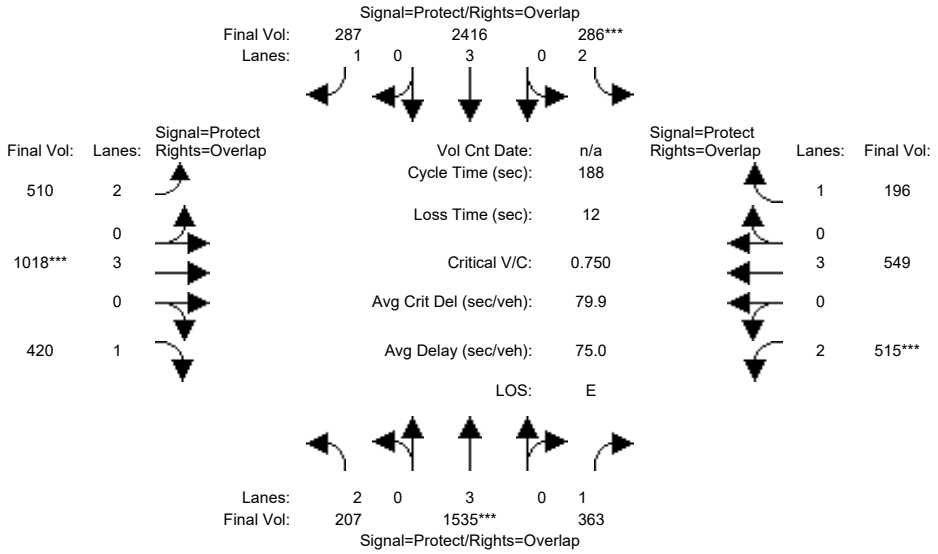
2000 HCM Operations (Future Volume Alternative)
Cumulative PP PM

Intersection #26: Lawrence Expy/Homestead Rd (CMP)



Street Name:	Lawrence Expy						Homestead Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	14	85	85	20	91	91	22	42	42	17	37	37
Y+R:	6.4	6.2	6.2	5.9	6.2	6.2	6.1	6.0	6.0	5.8	5.9	5.9
Volume Module:												
Base Vol:	207	1994	363	286	3098	287	510	1018	420	515	549	196
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	207	1994	363	286	3098	287	510	1018	420	515	549	196
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	207	1994	363	286	3098	287	510	1018	420	515	549	196
User Adj:	1.00	0.77	1.00	1.00	0.78	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	207	1535	363	286	2416	287	510	1018	420	515	549	196
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	207	1535	363	286	2416	287	510	1018	420	515	549	196
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	207	1535	363	286	2416	287	510	1018	420	515	549	196
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.27	0.21	0.09	0.42	0.16	0.16	0.18	0.24	0.16	0.10	0.11
Crit Moves:		****		****				****		****		
Green Time:	14.0	85.0	114.0	20.0	91.0	123.0	32.0	42.0	56.0	29.0	39.0	59.0
Volume/Cap:	0.88	0.60	0.34	0.85	0.88	0.25	0.95	0.80	0.81	1.06	0.46	0.36
Delay/Veh:	120.7	60.2	37.4	107.8	74.1	30.5	103.9	72.7	69.9	137.1	65.7	50.3
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:	120.7	60.2	37.4	107.8	74.1	30.5	103.9	72.7	69.9	137.1	65.7	50.3
LOS by Move:	F	E	D+	F	E	C	F	E	E	F	E	D
HCM2k95thQ:	15	43	31	19	69	24	36	34	42	35	16	16

Note: Queue reported is the number of cars per lane.

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El Camino Real Specific Plan TIA
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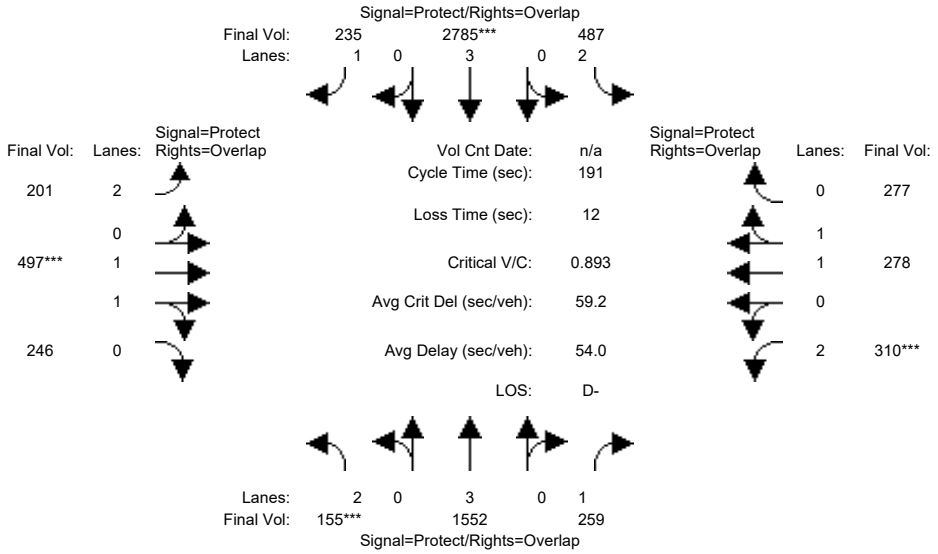
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #27: Lawrence Expy/Pruneridge Ave



Street Name:	Lawrence Expy						Pruneridge Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	13	82	82	37	106	106	15	30	30	18	33	33
Y+R:	6.1	6.2	6.2	6.1	6.2	6.2	5.7	5.9	5.9	5.8	5.9	5.9
Volume Module:												
Base Vol:	155	2015	259	487	3571	235	201	497	246	310	278	277
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	155	2015	259	487	3571	235	201	497	246	310	278	277
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	155	2015	259	487	3571	235	201	497	246	310	278	277
User Adj:	1.00	0.77	1.00	1.00	0.78	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	155	1552	259	487	2785	235	201	497	246	310	278	277
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	155	1552	259	487	2785	235	201	497	246	310	278	277
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	155	1552	259	487	2785	235	201	497	246	310	278	277
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.95
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	1.32	0.68	2.00	1.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	2474	1225	3150	1900	1800
Capacity Analysis Module:												
Vol/Sat:	0.05	0.27	0.15	0.15	0.49	0.13	0.06	0.20	0.20	0.10	0.15	0.15
Crit Moves:	****				****			****		****		
Green Time:	13.0	82.0	101.7	37.0	106	124.8	18.7	40.3	53.3	19.7	41.2	78.2
Volume/Cap:	0.72	0.63	0.28	0.80	0.88	0.21	0.65	0.95	0.72	0.95	0.68	0.38
Delay/Veh:	98.7	43.3	24.6	80.7	40.2	13.4	87.8	95.9	64.6	122.6	71.1	39.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	98.7	43.3	24.6	80.7	40.2	13.4	87.8	95.9	64.6	122.6	71.1	39.5
LOS by Move:	F	D	C	F	D	B	F	F	E	F	E	D
HCM2k95thQ:	11	39	16	27	70	11	15	42	35	22	26	21

Note: Queue reported is the number of cars per lane.

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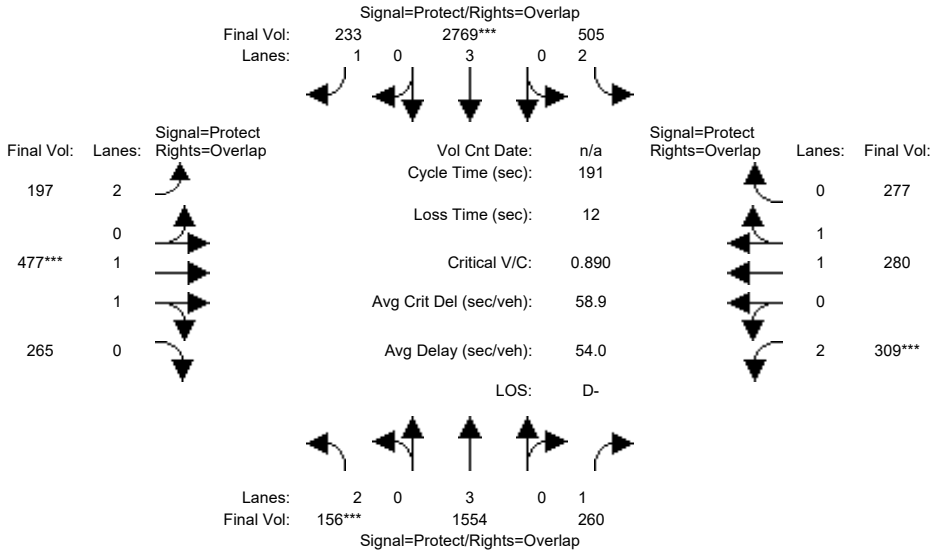
Cumulative PP PM

Intersection #27: Lawrence Expy/Pruneridge Ave



Street Name:	Lawrence Expy						Pruneridge Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	13	82	82	37	106	106	15	30	30	18	33	33
Y+R:	6.1	6.2	6.2	6.1	6.2	6.2	5.7	5.9	5.9	5.8	5.9	5.9
Volume Module:												
Base Vol:	156	2018	260	505	3550	233	197	477	265	309	280	277
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	156	2018	260	505	3550	233	197	477	265	309	280	277
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	156	2018	260	505	3550	233	197	477	265	309	280	277
User Adj:	1.00	0.77	1.00	1.00	0.78	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	156	1554	260	505	2769	233	197	477	265	309	280	277
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	156	1554	260	505	2769	233	197	477	265	309	280	277
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	156	1554	260	505	2769	233	197	477	265	309	280	277
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.95
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	1.27	0.73	2.00	1.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	2378	1321	3150	1899	1800
Capacity Analysis Module:												
Vol/Sat:	0.05	0.27	0.15	0.16	0.49	0.13	0.06	0.20	0.20	0.10	0.15	0.15
Crit Moves:	****				****			****		****		
Green Time:	13.0	82.0	101.7	37.0	106	124.8	18.7	40.3	53.3	19.7	41.2	78.2
Volume/Cap:	0.73	0.63	0.28	0.83	0.88	0.20	0.64	0.95	0.72	0.95	0.68	0.38
Delay/Veh:	99.1	43.3	24.7	83.1	39.8	13.3	87.2	95.5	64.6	122.1	71.2	39.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	99.1	43.3	24.7	83.1	39.8	13.3	87.2	95.5	64.6	122.1	71.2	39.5
LOS by Move:	F	D	C	F	D	B	F	F	E	F	E	D
HCM2k95thQ:	11	39	16	29	70	11	14	42	35	22	26	21

Note: Queue reported is the number of cars per lane.

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El Camino Real Specific Plan TIA
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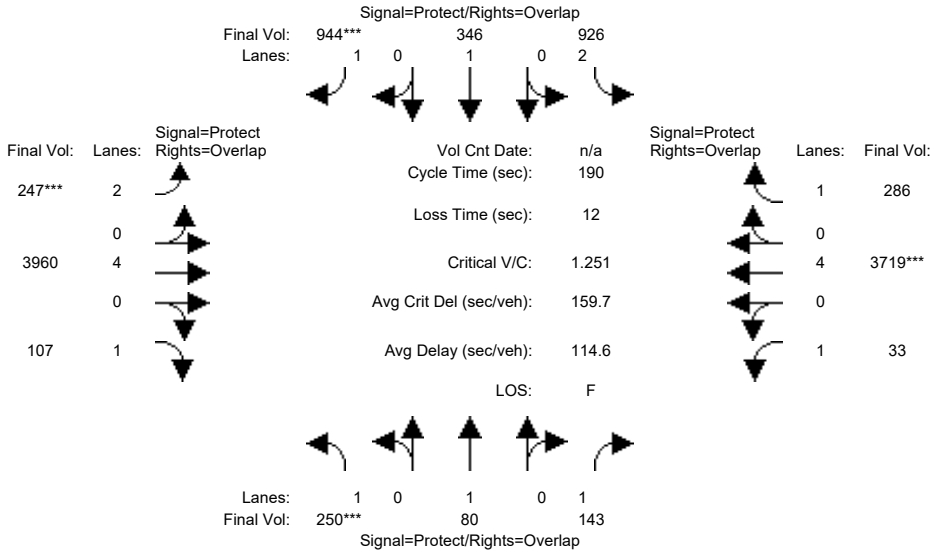
Intersection #28: Montague Expy/Mission College Blvd (CMP)



Street Name:	Mission College Blvd						Montague Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	26	26	26	39	39	39	24	95	95	9	80	80
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	250	80	143	926	346	944	247	3960	107	33	3719	286
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	250	80	143	926	346	944	247	3960	107	33	3719	286
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	250	80	143	926	346	944	247	3960	107	33	3719	286
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	250	80	143	926	346	944	247	3960	107	33	3719	286
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	250	80	143	926	346	944	247	3960	107	33	3719	286
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	250	80	143	926	346	944	247	3960	107	33	3719	286
Saturation 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:	1.00	1.00	1.00	2.00	1.00	1.00	2.00	4.00	1.00	1.00	4.00	1.00
Final Sat.:	1750	1900	1750	3150	1900	1750	3150	7600	1750	1750	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.14	0.04	0.08	0.29	0.18	0.54	0.08	0.52	0.06	0.02	0.49	0.16
Crit Moves:	****					****	****				****	
Green Time:	26.0	26.0	34.7	48.0	48.0	72.0	24.0	95.3	121.3	8.7	80.0	128.0
Volume/Cap:	1.04	0.31	0.45	1.16	0.72	1.42	0.62	1.04	0.10	0.41	1.16	0.24
Delay/Veh:	152.1	74.6	70.1	158.2	70.2	258.3	81.7	62.0	6.3	91.6	140	19.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	152.1	74.6	70.1	158.2	70.2	258.3	81.7	62.0	6.3	91.6	140	19.1
LOS by Move:	F	E	E	F	E	F	F	E	A	F	F	B-
HCM2k95thQ:	35	8	15	68	32	143	16	100	2	5	107	19

Note: Queue reported is the number of cars per lane.

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El Camino Real Specific Plan TIA
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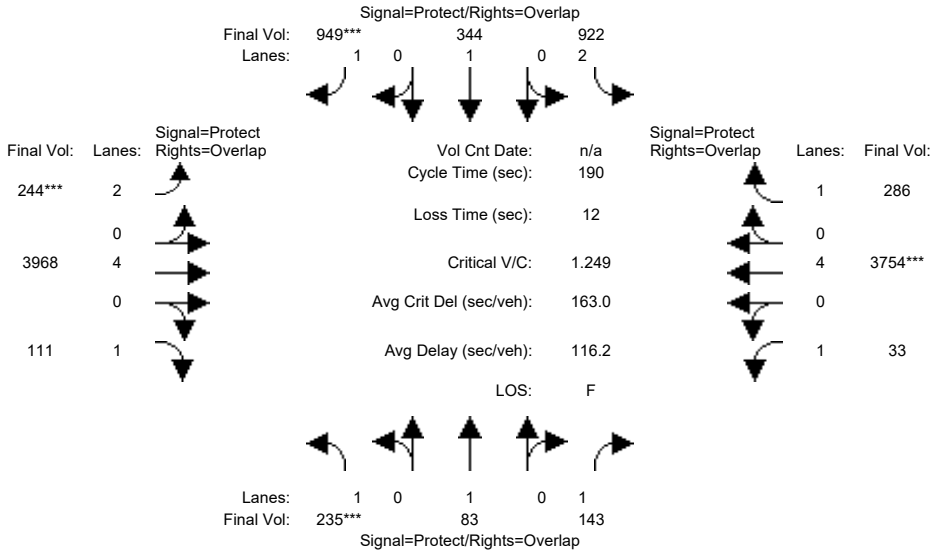
Intersection #28: Montague Expy/Mission College Blvd (CMP)



Street Name:	Mission College Blvd						Montague Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	26	26	26	39	39	39	24	95	95	9	80	80
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	235	83	143	922	344	949	244	3968	111	33	3754	286
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	235	83	143	922	344	949	244	3968	111	33	3754	286
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	235	83	143	922	344	949	244	3968	111	33	3754	286
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	235	83	143	922	344	949	244	3968	111	33	3754	286
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	235	83	143	922	344	949	244	3968	111	33	3754	286
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	235	83	143	922	344	949	244	3968	111	33	3754	286
Saturation 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:	1.00	1.00	1.00	2.00	1.00	1.00	2.00	4.00	1.00	1.00	4.00	1.00
Final Sat.:	1750	1900	1750	3150	1900	1750	3150	7600	1750	1750	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.04	0.08	0.29	0.18	0.54	0.08	0.52	0.06	0.02	0.49	0.16
Crit Moves:	****					****	****				****	
Green Time:	26.0	26.0	34.7	48.0	48.0	72.0	24.0	95.3	121.3	8.7	80.0	128.0
Volume/Cap:	0.98	0.32	0.45	1.16	0.72	1.43	0.61	1.04	0.10	0.41	1.17	0.24
Delay/Veh:	134.5	74.7	70.2	156.2	69.9	261.6	81.4	62.7	6.3	91.7	145	19.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	134.5	74.7	70.2	156.2	69.9	261.6	81.4	62.7	6.3	91.7	145	19.1
LOS by Move:	F	E	E	F	E	F	F	E	A	F	F	B-
HCM2k95thQ:	32	9	15	68	32	145	16	100	2	5	109	19

Note: Queue reported is the number of cars per lane.

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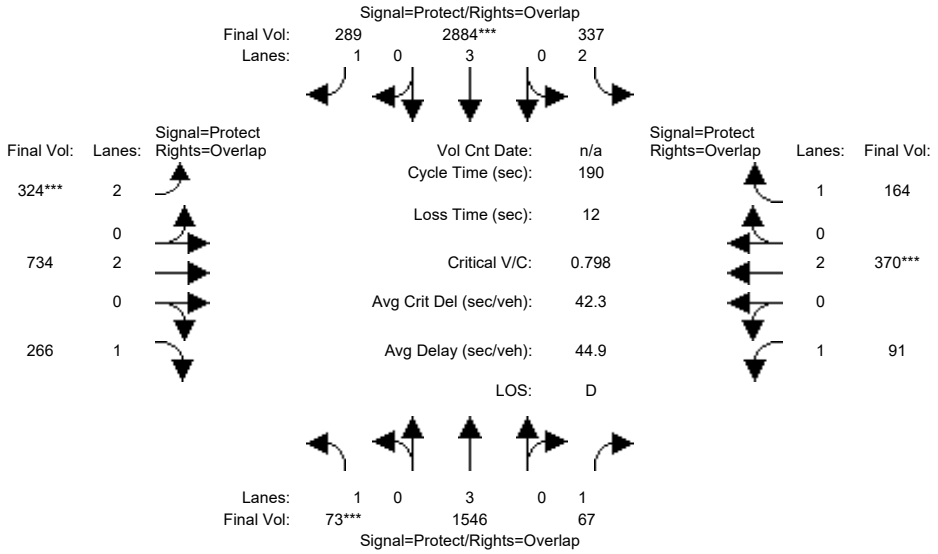
El Camino Real Specific Plan TIA
SJ17-1774
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #29: San Tomas Expy/Monroe St (CMP)



Street Name:	San Tomas Expy						Monroe St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	11	78	78	34	102	102	14	42	42	12	40	40
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	73	2147	67	337	3950	289	324	734	266	91	370	164
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	73	2147	67	337	3950	289	324	734	266	91	370	164
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	73	2147	67	337	3950	289	324	734	266	91	370	164
User Adj:	1.00	0.72	1.00	1.00	0.73	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	73	1546	67	337	2884	289	324	734	266	91	370	164
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	1546	67	337	2884	289	324	734	266	91	370	164
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	73	1546	67	337	2884	289	324	734	266	91	370	164
Saturation 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:	1.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	5700	1750	3150	5700	1750	3150	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.27	0.04	0.11	0.51	0.17	0.10	0.19	0.15	0.05	0.10	0.09
Crit Moves:	****				****		****				****	
Green Time:	11.0	81.2	94.8	35.4	106	127.0	21.5	47.8	58.8	13.7	40.0	75.4
Volume/Cap:	0.72	0.63	0.08	0.57	0.91	0.25	0.91	0.77	0.49	0.72	0.46	0.24
Delay/Veh:	110.1	37.5	19.1	71.8	30.0	4.8	109.9	69.8	54.1	105.0	66.0	38.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	110.1	37.5	19.1	71.8	30.0	4.8	109.9	69.8	54.1	105.0	66.0	38.3
LOS by Move:	F	D+	B-	E	C	A	F	E	D-	F	E	D+
HCM2k95thQ:	9	34	3	18	65	5	21	33	23	10	16	12

Note: Queue reported is the number of cars per lane.

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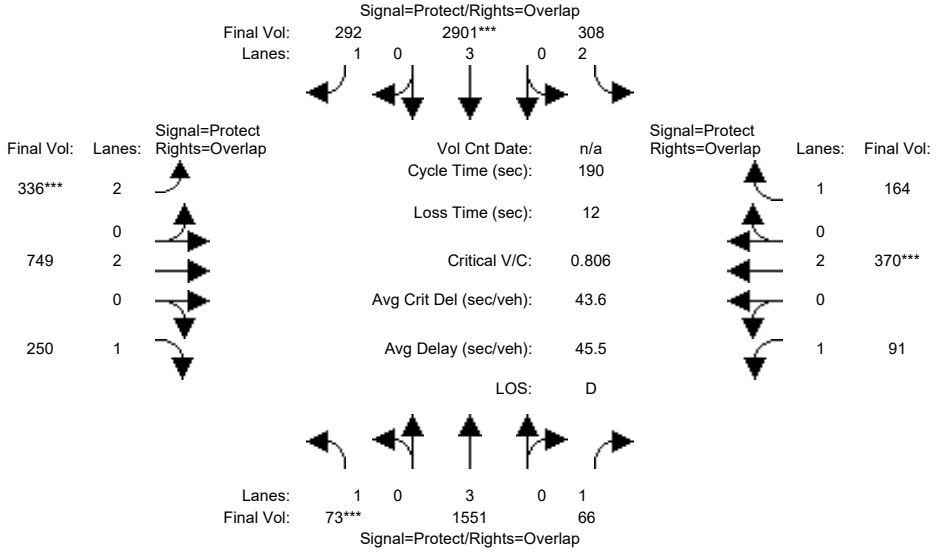
El Camino Real Specific Plan TIA
SJ17-1774
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP PM

Intersection #29: San Tomas Expy/Monroe St (CMP)



Street Name:	San Tomas Expy						Monroe St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	11	78	78	34	102	102	14	42	42	12	40	40
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	73	2154	66	308	3974	292	336	749	250	91	370	164
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	73	2154	66	308	3974	292	336	749	250	91	370	164
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	73	2154	66	308	3974	292	336	749	250	91	370	164
User Adj:	1.00	0.72	1.00	1.00	0.73	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	73	1551	66	308	2901	292	336	749	250	91	370	164
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	1551	66	308	2901	292	336	749	250	91	370	164
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	73	1551	66	308	2901	292	336	749	250	91	370	164
Saturation 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:	1.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	5700	1750	3150	5700	1750	3150	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.27	0.04	0.10	0.51	0.17	0.11	0.20	0.14	0.05	0.10	0.09
Crit Moves:	****				****		****				****	
Green Time:	11.0	80.8	94.6	35.2	105	127.0	22.0	48.2	59.2	13.8	40.0	75.2
Volume/Cap:	0.72	0.64	0.08	0.53	0.92	0.25	0.92	0.78	0.46	0.72	0.46	0.24
Delay/Veh:	110.1	37.9	19.2	70.8	31.3	4.8	111.2	69.9	53.1	104.0	66.0	38.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	110.1	37.9	19.2	70.8	31.3	4.8	111.2	69.9	53.1	104.0	66.0	38.4
LOS by Move:	F	D+	B-	E	C	A	F	E	D-	F	E	D+
HCM2k95thQ:	9	34	3	16	68	5	22	34	22	10	16	12

Note: Queue reported is the number of cars per lane.

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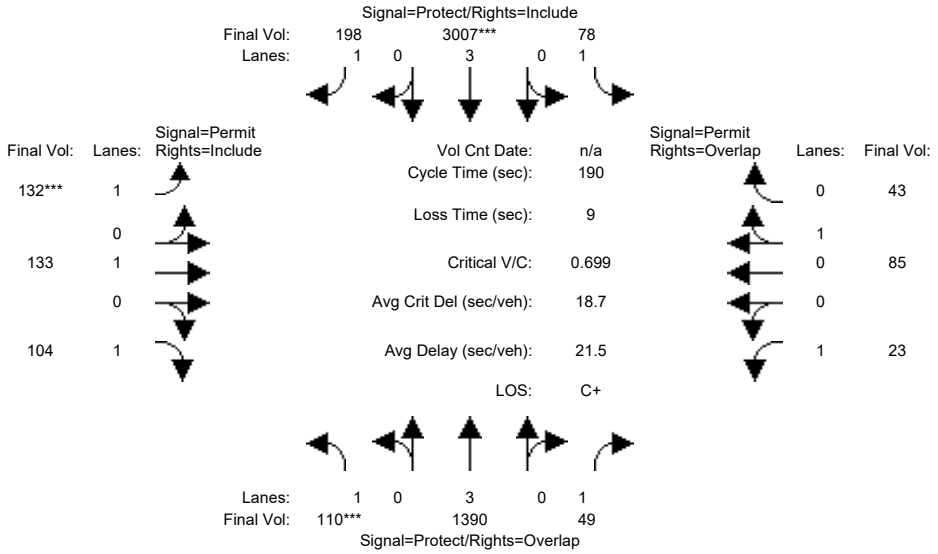
El Camino Real Specific Plan TIA
SJ17-1774
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #30: San Tomas Expy/Cabrillo Ave



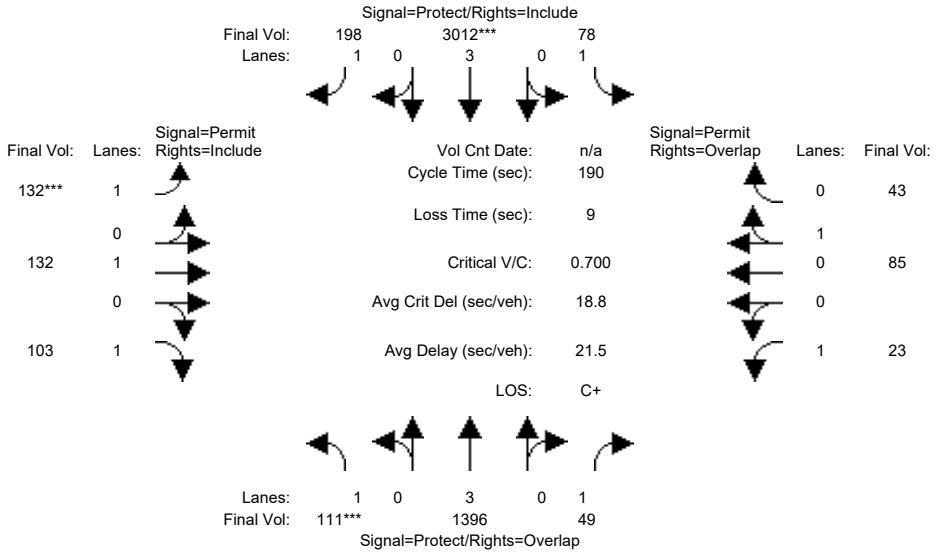
Street Name:	San Tomas Expy						Cabrillo Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	110	1931	49	78	4119	198	132	133	104	23	85	43
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	1931	49	78	4119	198	132	133	104	23	85	43
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	1931	49	78	4119	198	132	133	104	23	85	43
User Adj:	1.00	0.72	1.00	1.00	0.73	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	1390	49	78	3007	198	132	133	104	23	85	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	1390	49	78	3007	198	132	133	104	23	85	43
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	110	1390	49	78	3007	198	132	133	104	23	85	43
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	0.66	0.34
Final Sat.:	1750	5700	1750	1750	5700	1750	1750	1900	1750	1750	1195	605
Capacity Analysis Module:												
Vol/Sat:	0.06	0.24	0.03	0.04	0.53	0.11	0.08	0.07	0.06	0.01	0.07	0.07
Crit Moves:	****				****		****					
Green Time:	17.1	136	135.7	24.8	143	143.4	20.5	20.5	20.5	20.5	20.5	45.3
Volume/Cap:	0.70	0.34	0.04	0.34	0.70	0.15	0.70	0.65	0.55	0.12	0.66	0.30
Delay/Veh:	97.0	10.3	8.0	76.1	12.6	6.5	92.8	88.4	83.8	76.9	89.5	59.7
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:	97.0	10.3	8.0	76.1	12.6	6.5	92.8	88.4	83.8	76.9	89.5	59.7
LOS by Move:	F	B+	A	E-	B	A	F	F	F	E-	F	E+
HCM2k95thQ:	13	18	2	8	46	6	15	14	12	3	16	12

Note: Queue reported is the number of cars per lane.

El Camino Real Specific Plan TIA
SJ17-1774
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP PM

Intersection #30: San Tomas Expy/Cabrillo Ave



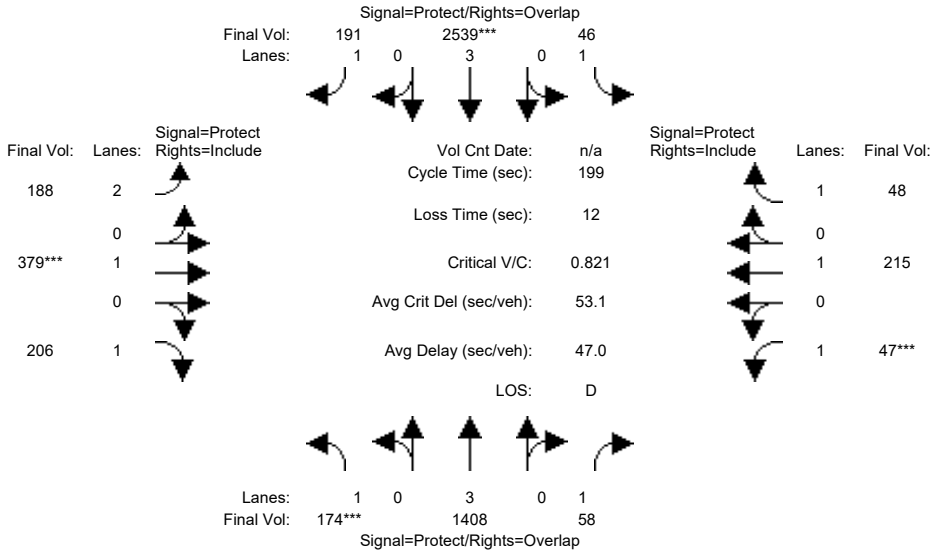
Street Name:	San Tomas Expy						Cabrillo Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	111	1939	49	78	4126	198	132	132	103	23	85	43
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	111	1939	49	78	4126	198	132	132	103	23	85	43
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	111	1939	49	78	4126	198	132	132	103	23	85	43
User Adj:	1.00	0.72	1.00	1.00	0.73	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	111	1396	49	78	3012	198	132	132	103	23	85	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	111	1396	49	78	3012	198	132	132	103	23	85	43
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	111	1396	49	78	3012	198	132	132	103	23	85	43
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	0.66	0.34
Final Sat.:	1750	5700	1750	1750	5700	1750	1750	1900	1750	1750	1195	605
Capacity Analysis Module:												
Vol/Sat:	0.06	0.24	0.03	0.04	0.53	0.11	0.08	0.07	0.06	0.01	0.07	0.07
Crit Moves:	****				****		****					
Green Time:	17.2	136	135.8	24.7	143	143.3	20.5	20.5	20.5	20.5	20.5	45.2
Volume/Cap:	0.70	0.34	0.04	0.34	0.70	0.15	0.70	0.65	0.55	0.12	0.66	0.30
Delay/Veh:	97.0	10.3	8.0	76.1	12.7	6.5	93.0	88.2	83.7	76.9	89.6	59.8
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:	97.0	10.3	8.0	76.1	12.7	6.5	93.0	88.2	83.7	76.9	89.6	59.8
LOS by Move:	F	B+	A	E-	B	A	F	F	F	E-	F	E+
HCM2k95thQ:	13	18	2	8	46	6	15	14	12	3	16	12

Note: Queue reported is the number of cars per lane.

El Camino Real Specific Plan TIA
SJ17-1774
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #31: San Tomas Expy/Benton St



Street Name:	San Tomas Expy						Benton St					
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	115	115	16	121	121	17	33	33	11	27	27
Y+R:	5.1	5.8	5.8	5.2	5.8	5.8	5.1	5.6	5.6	5.2	5.6	5.6
Volume Module:												
Base Vol:	174	1828	58	46	3298	191	188	379	206	47	215	48
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	174	1828	58	46	3298	191	188	379	206	47	215	48
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	174	1828	58	46	3298	191	188	379	206	47	215	48
User Adj:	1.00	0.77	1.00	1.00	0.77	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	174	1408	58	46	2539	191	188	379	206	47	215	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	174	1408	58	46	2539	191	188	379	206	47	215	48
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	174	1408	58	46	2539	191	188	379	206	47	215	48
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	3150	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.25	0.03	0.03	0.45	0.11	0.06	0.20	0.12	0.03	0.11	0.03
Crit Moves:	****				****			****		****		
Green Time:	18.3	122	133.3	17.0	121	139.4	18.4	36.7	36.7	11.0	29.3	29.3
Volume/Cap:	1.08	0.40	0.05	0.31	0.73	0.16	0.64	1.08	0.64	0.49	0.77	0.19
Delay/Veh:	184.7	19.7	11.2	86.6	28.4	10.1	92.0	153	79.2	95.1	93.8	74.8
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:	184.7	19.7	11.2	86.6	28.4	10.1	92.0	153	79.2	95.1	93.8	74.8
LOS by Move:	F	B-	B+	F	C	B+	F	F	E-	F	F	E
HCM2k95thQ:	25	25	3	5	53	8	12	42	21	6	23	5

Note: Queue reported is the number of cars per lane.

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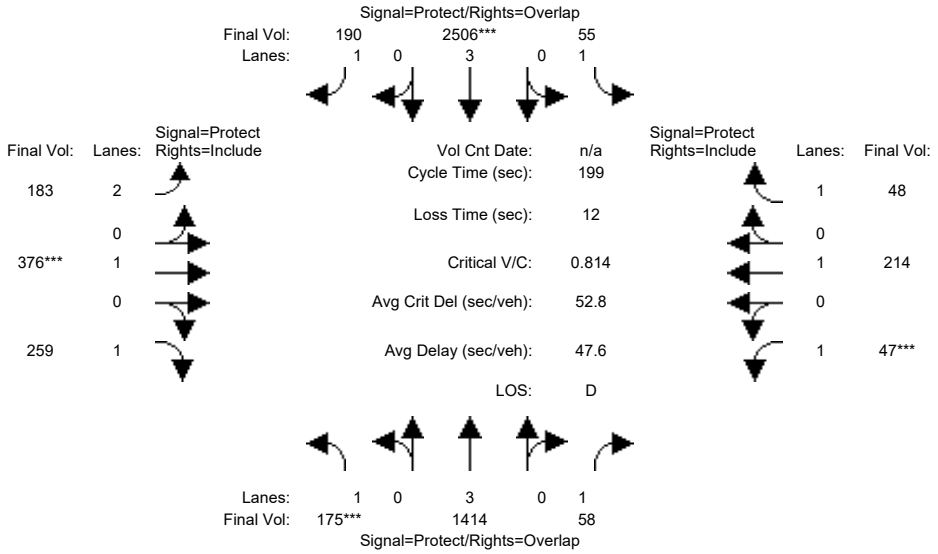
El Camino Real Specific Plan TIA
SJ17-1774
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP PM

Intersection #31: San Tomas Expy/Benton St



Street Name:	San Tomas Expy						Benton St					
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	115	115	16	121	121	17	33	33	11	27	27
Y+R:	5.1	5.8	5.8	5.2	5.8	5.8	5.1	5.6	5.6	5.2	5.6	5.6
Volume Module:												
Base Vol:	175	1836	58	55	3255	190	183	376	259	47	214	48
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	175	1836	58	55	3255	190	183	376	259	47	214	48
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	175	1836	58	55	3255	190	183	376	259	47	214	48
User Adj:	1.00	0.77	1.00	1.00	0.77	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	175	1414	58	55	2506	190	183	376	259	47	214	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	175	1414	58	55	2506	190	183	376	259	47	214	48
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	175	1414	58	55	2506	190	183	376	259	47	214	48
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	3150	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.25	0.03	0.03	0.44	0.11	0.06	0.20	0.15	0.03	0.11	0.03
Crit Moves:	****				****			****		****		
Green Time:	18.5	122	133.4	17.0	121	139.4	18.4	36.5	36.5	11.0	29.2	29.2
Volume/Cap:	1.08	0.40	0.05	0.37	0.72	0.16	0.63	1.08	0.81	0.49	0.77	0.19
Delay/Veh:	183.2	19.7	11.2	87.4	28.1	10.1	91.4	152	91.7	95.1	93.9	74.9
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:	183.2	19.7	11.2	87.4	28.1	10.1	91.4	152	91.7	95.1	93.9	74.9
LOS by Move:	F	B-	B+	F	C	B+	F	F	F	F	F	E
HCM2k95thQ:	25	25	3	6	52	8	12	41	27	6	23	5

Note: Queue reported is the number of cars per lane.

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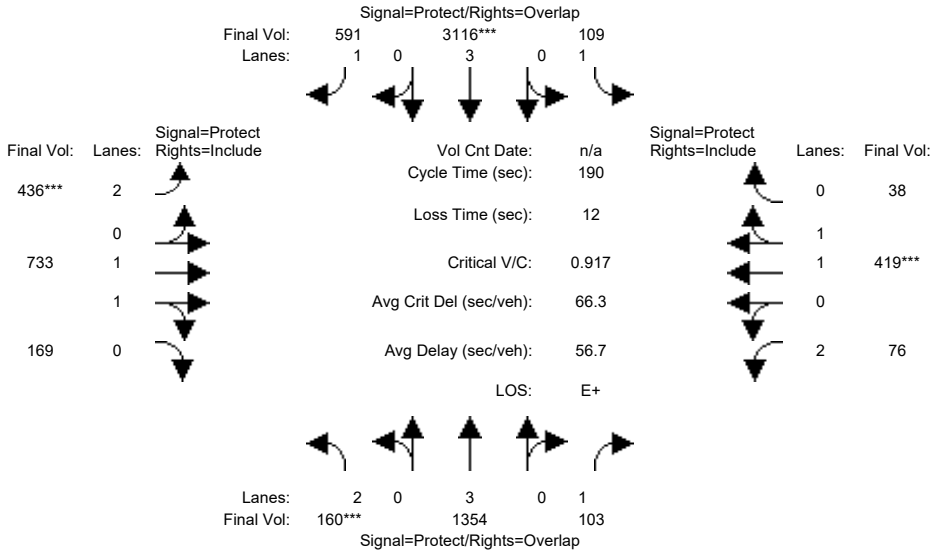
El Camino Real Specific Plan TIA
SJ17-1774
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #32: San Tomas Expy/Homestead Rd (CMP)



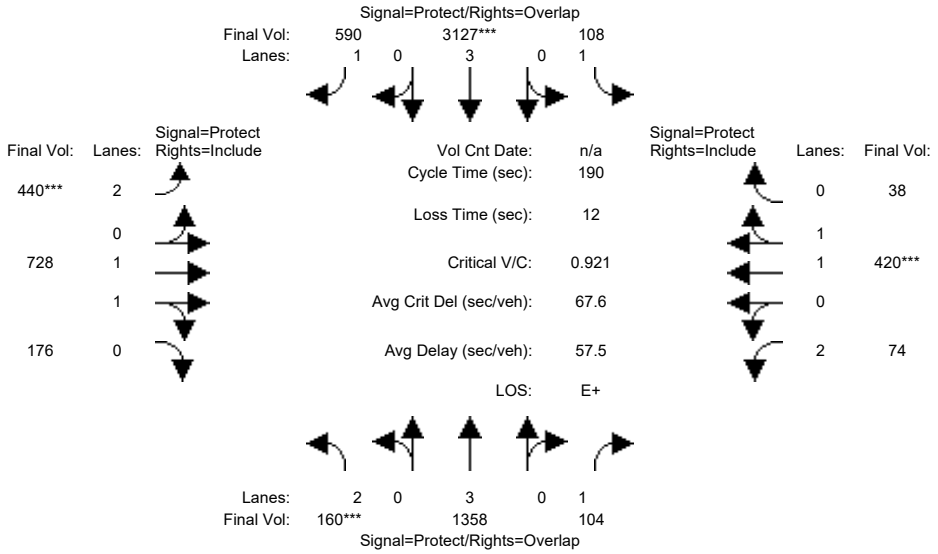
Street Name:	San Tomas Expy						Homestead Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	17	98	98	15	96	96	21	42	42	13	34	34
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	160	1758	103	109	4047	591	436	733	169	76	419	38
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	160	1758	103	109	4047	591	436	733	169	76	419	38
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	160	1758	103	109	4047	591	436	733	169	76	419	38
User Adj:	1.00	0.77	1.00	1.00	0.77	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	160	1354	103	109	3116	591	436	733	169	76	419	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	1354	103	109	3116	591	436	733	169	76	419	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	160	1354	103	109	3116	591	436	733	169	76	419	38
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.83	0.98	0.95	0.83	0.98	0.95
Lanes:	2.00	3.00	1.00	1.00	3.00	1.00	2.00	1.61	0.39	2.00	1.83	0.17
Final Sat.:	3150	5700	1750	1750	5700	1750	3150	3006	693	3150	3392	308
Capacity Analysis Module:												
Vol/Sat:	0.05	0.24	0.06	0.06	0.55	0.34	0.14	0.24	0.24	0.02	0.12	0.12
Crit Moves:	****				****		****				****	
Green Time:	17.0	103	115.7	15.7	101	127.0	25.7	46.6	46.6	13.1	34.0	34.0
Volume/Cap:	0.57	0.44	0.10	0.75	1.02	0.51	1.02	0.99	0.99	0.35	0.69	0.69
Delay/Veh:	85.7	18.5	8.6	105.1	54.6	6.3	132.3	100	100.0	85.4	76.2	76.2
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:	85.7	18.5	8.6	105.1	54.6	6.3	132.3	100	100.0	85.4	76.2	76.2
LOS by Move:	F	B-	A	F	D-	A	F	F	F	F	E-	E-
HCM2k95thQ:	10	19	3	13	100	14	28	43	43	5	23	23

Note: Queue reported is the number of cars per lane.

El Camino Real Specific Plan TIA
SJ17-1774
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP PM

Intersection #32: San Tomas Expy/Homestead Rd (CMP)



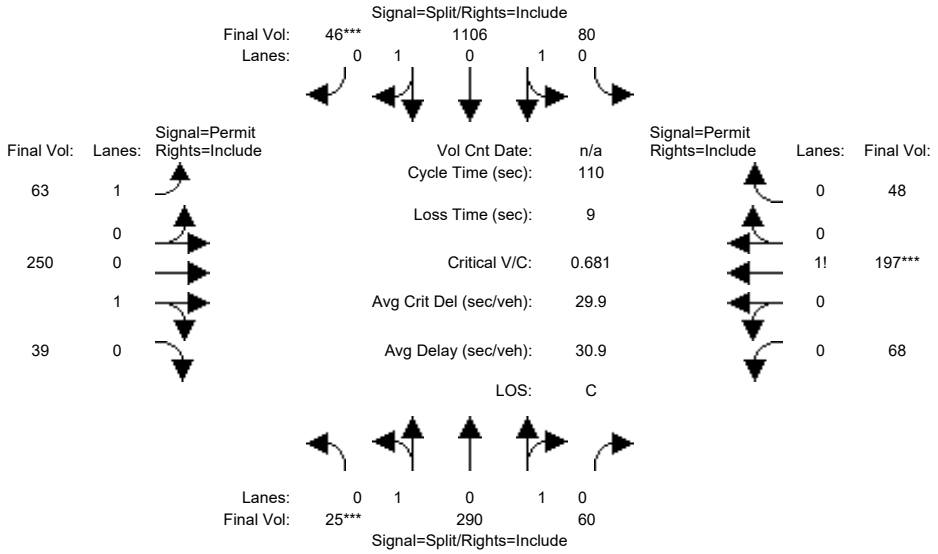
Street Name:	San Tomas Expy						Homestead Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	17	98	98	15	96	96	21	42	42	13	34	34
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	160	1763	104	108	4061	590	440	728	176	74	420	38
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	160	1763	104	108	4061	590	440	728	176	74	420	38
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	160	1763	104	108	4061	590	440	728	176	74	420	38
User Adj:	1.00	0.77	1.00	1.00	0.77	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	160	1358	104	108	3127	590	440	728	176	74	420	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	1358	104	108	3127	590	440	728	176	74	420	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	160	1358	104	108	3127	590	440	728	176	74	420	38
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.83	0.98	0.95	0.83	0.98	0.95
Lanes:	2.00	3.00	1.00	1.00	3.00	1.00	2.00	1.60	0.40	2.00	1.83	0.17
Final Sat.:	3150	5700	1750	1750	5700	1750	3150	2979	720	3150	3393	307
Capacity Analysis Module:												
Vol/Sat:	0.05	0.24	0.06	0.06	0.55	0.34	0.14	0.24	0.24	0.02	0.12	0.12
Crit Moves:	****				****		****				****	
Green Time:	17.0	103	115.6	15.7	101	127.0	25.8	46.7	46.7	13.1	34.0	34.0
Volume/Cap:	0.57	0.44	0.10	0.75	1.03	0.50	1.03	0.99	0.99	0.34	0.69	0.69
Delay/Veh:	85.7	18.6	8.6	104.3	56.2	6.3	133.5	99.9	99.9	85.3	76.2	76.2
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:	85.7	18.6	8.6	104.3	56.2	6.3	133.5	99.9	99.9	85.3	76.2	76.2
LOS by Move:	F	B-	A	F	E+	A	F	F	F	F	E-	E-
HCM2k95thQ:	10	19	3	13	101	14	28	43	43	5	23	23

Note: Queue reported is the number of cars per lane.

El Camino Real Specific Plan TIA
SJ17-1774
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #33: Bowers Ave/Cabrillo Ave



Street Name:	Bowers Ave						Cabrillo Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	25	290	60	80	1106	46	63	250	39	68	197	48
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	290	60	80	1106	46	63	250	39	68	197	48
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	290	60	80	1106	46	63	250	39	68	197	48
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	290	60	80	1106	46	63	250	39	68	197	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	290	60	80	1106	46	63	250	39	68	197	48
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	25	290	60	80	1106	46	63	250	39	68	197	48
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.92
Lanes:	0.13	1.55	0.32	0.13	1.80	0.07	1.00	0.87	0.13	0.22	0.63	0.15
Final Sat.:	240	2784	576	234	3232	134	1750	1557	243	380	1101	268
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.10	0.34	0.34	0.34	0.04	0.16	0.16	0.18	0.18	0.18
Crit Moves:	****					****					****	
Green Time:	16.8	16.8	16.8	55.3	55.3	55.3	28.9	28.9	28.9	28.9	28.9	28.9
Volume/Cap:	0.68	0.68	0.68	0.68	0.68	0.68	0.14	0.61	0.61	0.68	0.68	0.68
Delay/Veh:	47.5	47.5	47.5	21.8	21.8	21.8	31.2	38.0	38.0	40.6	40.6	40.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.5	47.5	47.5	21.8	21.8	21.8	31.2	38.0	38.0	40.6	40.6	40.6
LOS by Move:	D	D	D	C+	C+	C+	C	D+	D+	D	D	D
HCM2k95thQ:	12	12	12	28	28	28	3	16	16	19	19	19

Note: Queue reported is the number of cars per lane.

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El Camino Real Specific Plan TIA
SJ17-1774
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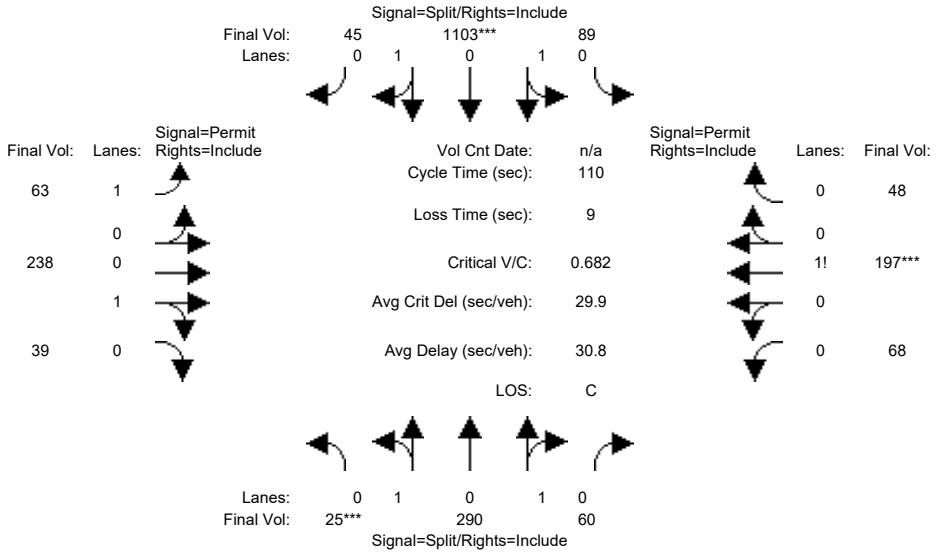
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP PM

Intersection #33: Bowers Ave/Cabrillo Ave



Street Name:	Bowers Ave						Cabrillo Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	25	290	60	89	1103	45	63	238	39	68	197	48
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	290	60	89	1103	45	63	238	39	68	197	48
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	290	60	89	1103	45	63	238	39	68	197	48
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	290	60	89	1103	45	63	238	39	68	197	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	290	60	89	1103	45	63	238	39	68	197	48
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	25	290	60	89	1103	45	63	238	39	68	197	48
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.92
Lanes:	0.13	1.55	0.32	0.14	1.79	0.07	1.00	0.86	0.14	0.22	0.63	0.15
Final Sat.:	240	2784	576	259	3210	131	1750	1547	253	380	1101	268
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.10	0.34	0.34	0.34	0.04	0.15	0.15	0.18	0.18	0.18
Crit Moves:	****				****						****	
Green Time:	16.8	16.8	16.8	55.4	55.4	55.4	28.8	28.8	28.8	28.8	28.8	28.8
Volume/Cap:	0.68	0.68	0.68	0.68	0.68	0.68	0.14	0.59	0.59	0.68	0.68	0.68
Delay/Veh:	47.6	47.6	47.6	21.7	21.7	21.7	31.2	37.3	37.3	40.7	40.7	40.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.6	47.6	47.6	21.7	21.7	21.7	31.2	37.3	37.3	40.7	40.7	40.7
LOS by Move:	D	D	D	C+	C+	C+	C	D+	D+	D	D	D
HCM2k95thQ:	12	12	12	28	28	28	3	15	15	19	19	19

Note: Queue reported is the number of cars per lane.

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El Camino Real Specific Plan TIA
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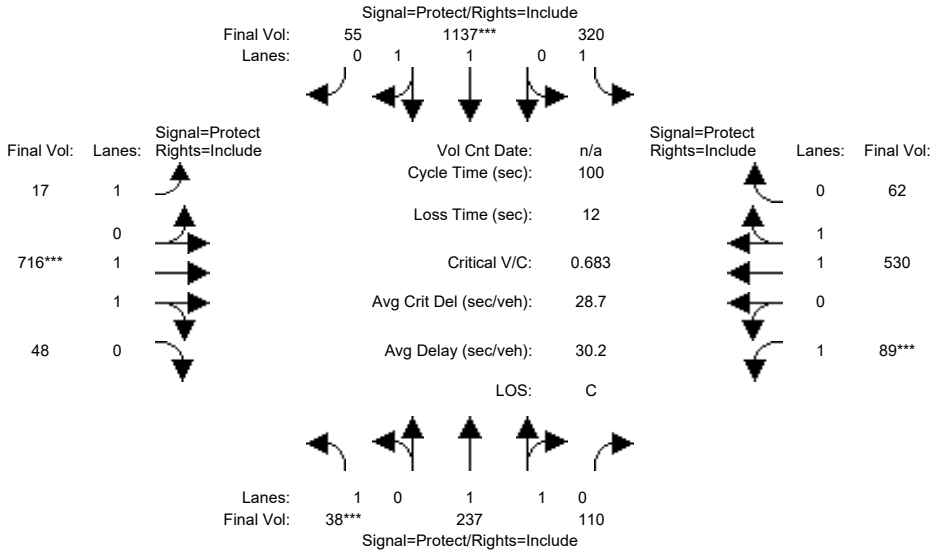
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #34: Bowers Ave/Monroe St



Street Name:	Bowers Ave						Monroe St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	4.5	4.5	4.5	5.5	5.5	5.5	4.5	5.5	5.5	4.5	5.5	5.5
Volume Module:												
Base Vol:	38	237	110	320	1137	55	17	716	48	89	530	62
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	38	237	110	320	1137	55	17	716	48	89	530	62
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	38	237	110	320	1137	55	17	716	48	89	530	62
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	38	237	110	320	1137	55	17	716	48	89	530	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	237	110	320	1137	55	17	716	48	89	530	62
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	38	237	110	320	1137	55	17	716	48	89	530	62
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.97	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.35	0.65	1.00	1.91	0.09	1.00	1.87	0.13	1.00	1.78	0.22
Final Sat.:	1750	2526	1173	1750	3529	171	1750	3467	232	1750	3312	387
Capacity Analysis Module:												
Vol/Sat:	0.02	0.09	0.09	0.18	0.32	0.32	0.01	0.21	0.21	0.05	0.16	0.16
Crit Moves:	****				****			****		****		
Green Time:	5.0	17.3	17.3	33.8	46.1	46.1	8.8	29.6	29.6	7.3	28.1	28.1
Volume/Cap:	0.43	0.54	0.54	0.54	0.70	0.70	0.11	0.70	0.70	0.70	0.57	0.57
Delay/Veh:	49.6	38.6	38.6	27.8	22.7	22.7	42.3	33.3	33.3	61.0	31.5	31.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.6	38.6	38.6	27.8	22.7	22.7	42.3	33.3	33.3	61.0	31.5	31.5
LOS by Move:	D	D+	D+	C	C+	C+	D	C-	C-	E	C	C
HCM2k95thQ:	2	9	9	15	25	25	1	19	19	6	15	15

Note: Queue reported is the number of cars per lane.

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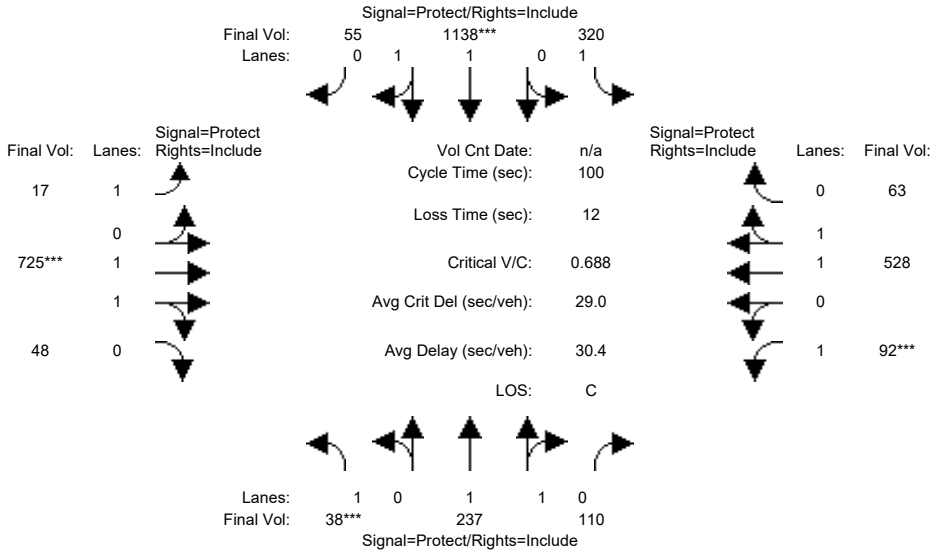
El Camino Real Specific Plan TIA
SJ17-1774
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP PM

Intersection #34: Bowers Ave/Monroe St



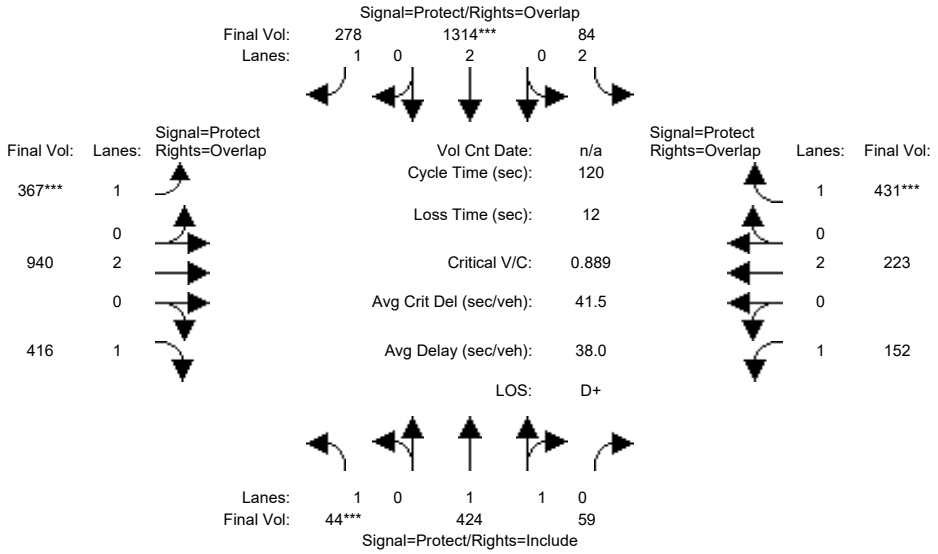
Street Name:	Bowers Ave						Monroe St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	4.5	4.5	4.5	5.5	5.5	5.5	4.5	5.5	5.5	4.5	5.5	5.5
Volume Module:												
Base Vol:	38	237	110	320	1138	55	17	725	48	92	528	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:	38	237	110	320	1138	55	17	725	48	92	528	63
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	38	237	110	320	1138	55	17	725	48	92	528	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:	38	237	110	320	1138	55	17	725	48	92	528	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	237	110	320	1138	55	17	725	48	92	528	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:	38	237	110	320	1138	55	17	725	48	92	528	63
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.97	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.35	0.65	1.00	1.91	0.09	1.00	1.87	0.13	1.00	1.78	0.22
Final Sat.:	1750	2526	1173	1750	3529	171	1750	3470	230	1750	3305	394
Capacity Analysis Module:												
Vol/Sat:	0.02	0.09	0.09	0.18	0.32	0.32	0.01	0.21	0.21	0.05	0.16	0.16
Crit Moves:	****				****			****		****		
Green Time:	5.0	17.2	17.2	33.6	45.8	45.8	8.9	29.7	29.7	7.5	28.3	28.3
Volume/Cap:	0.43	0.54	0.54	0.54	0.70	0.70	0.11	0.70	0.70	0.70	0.56	0.56
Delay/Veh:	49.6	38.8	38.8	28.0	23.0	23.0	42.3	33.3	33.3	61.1	31.3	31.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.6	38.8	38.8	28.0	23.0	23.0	42.3	33.3	33.3	61.1	31.3	31.3
LOS by Move:	D	D+	D+	C	C	C	D	C-	C-	E	C	C
HCM2k95thQ:	2	9	9	15	25	25	1	19	19	6	15	15

Note: Queue reported is the number of cars per lane.

El Camino Real Specific Plan TIA
SJ17-1774
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #35: Bowers Ave/Kifer Rd



Street Name:	Bowers Ave						Kifer Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	5	10	10	8	10	10	5	5	5	5	5	5
Y+R:	4.1	5.0	5.0	4.0	5.0	5.0	4.1	4.6	4.6	4.0	5.0	5.0
Volume Module:												
Base Vol:	44	424	59	84	1314	278	367	940	416	152	223	431
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	44	424	59	84	1314	278	367	940	416	152	223	431
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	424	59	84	1314	278	367	940	416	152	223	431
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	44	424	59	84	1314	278	367	940	416	152	223	431
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	424	59	84	1314	278	367	940	416	152	223	431
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	44	424	59	84	1314	278	367	940	416	152	223	431
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	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.75	0.25	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3248	452	3150	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.13	0.13	0.03	0.35	0.16	0.21	0.25	0.24	0.09	0.06	0.25
Crit Moves:	****				****		****					****
Green Time:	5.0	35.4	35.4	18.1	48.4	77.8	29.4	40.4	45.4	14.2	25.2	43.2
Volume/Cap:	0.60	0.44	0.44	0.18	0.86	0.24	0.86	0.74	0.63	0.74	0.28	0.68
Delay/Veh:	70.0	34.6	34.6	44.7	37.6	8.9	58.9	37.4	32.4	64.0	40.0	35.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	70.0	34.6	34.6	44.7	37.6	8.9	58.9	37.4	32.4	64.0	40.0	35.7
LOS by Move:	E	C-	C-	D	D+	A	E+	D+	C-	E	D	D+
HCM2k95thQ:	4	13	13	3	36	9	25	26	23	12	7	25

Note: Queue reported is the number of cars per lane.

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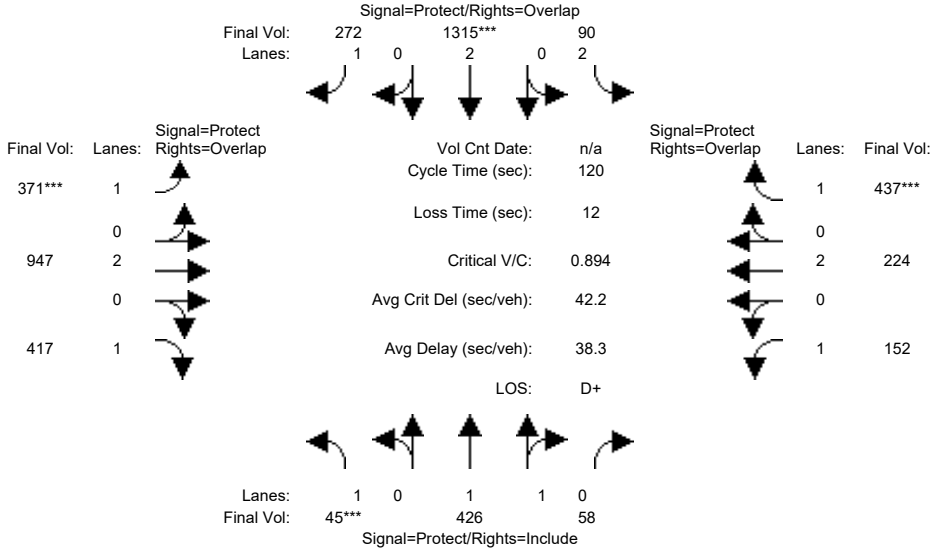
El Camino Real Specific Plan TIA
SJ17-1774
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP PM

Intersection #35: Bowers Ave/Kifer Rd



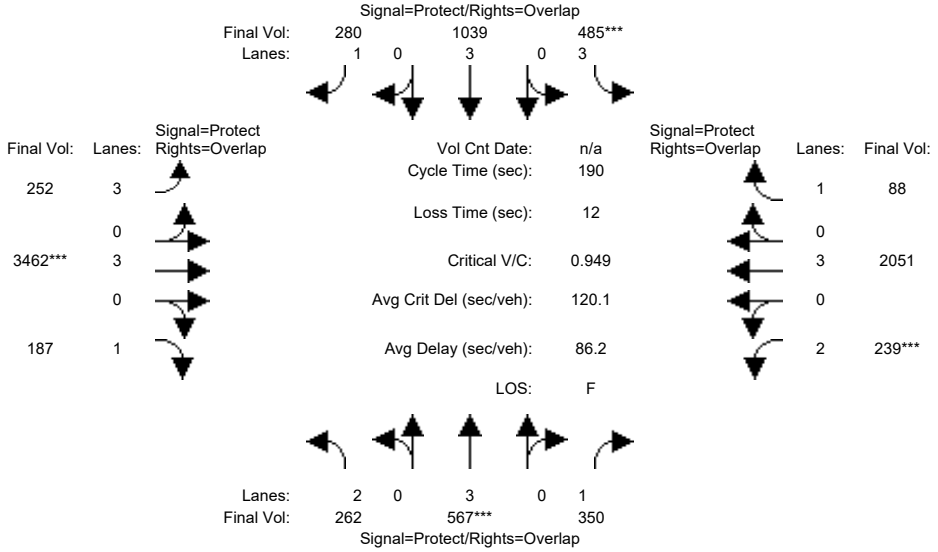
Street Name:	Bowers Ave						Kifer Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	5	10	10	8	10	10	5	5	5	5	5	5
Y+R:	4.1	5.0	5.0	4.0	5.0	5.0	4.1	4.6	4.6	4.0	5.0	5.0
Volume Module:												
Base Vol:	45	426	58	90	1315	272	371	947	417	152	224	437
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	45	426	58	90	1315	272	371	947	417	152	224	437
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	45	426	58	90	1315	272	371	947	417	152	224	437
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	426	58	90	1315	272	371	947	417	152	224	437
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	426	58	90	1315	272	371	947	417	152	224	437
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	45	426	58	90	1315	272	371	947	417	152	224	437
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	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.75	0.25	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3256	443	3150	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.13	0.13	0.03	0.35	0.16	0.21	0.25	0.24	0.09	0.06	0.25
Crit Moves:	****				****		****					****
Green Time:	5.0	35.2	35.2	17.9	48.1	77.6	29.5	40.7	45.7	14.2	25.4	43.4
Volume/Cap:	0.62	0.45	0.45	0.19	0.86	0.24	0.86	0.73	0.63	0.73	0.28	0.69
Delay/Veh:	71.5	34.8	34.8	44.9	38.3	9.0	59.7	37.1	32.1	63.9	39.8	35.9
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:	71.5	34.8	34.8	44.9	38.3	9.0	59.7	37.1	32.1	63.9	39.8	35.9
LOS by Move:	E	C-	C-	D	D+	A	E+	D+	C-	E	D	D+
HCM2k95thQ:	4	14	14	3	36	8	26	26	23	12	7	26

Note: Queue reported is the number of cars per lane.

El Camino Real Specific Plan TIA
SJ17-1774
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #36: Bowers Ave/Central Expy (CMP)



Street Name:	Bowers Ave						Central Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Min. Green:	15	39	39	16	40	40	16	96	96	14	95	95
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	262	567	350	485	1039	280	252	3462	187	239	2051	88
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	262	567	350	485	1039	280	252	3462	187	239	2051	88
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	262	567	350	485	1039	280	252	3462	187	239	2051	88
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	262	567	350	485	1039	280	252	3462	187	239	2051	88
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	262	567	350	485	1039	280	252	3462	187	239	2051	88
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	262	567	350	485	1039	280	252	3462	187	239	2051	88
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.80	1.00	0.92	0.80	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	3.00	3.00	1.00	3.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	4551	5700	1750	4551	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.10	0.20	0.11	0.18	0.16	0.06	0.61	0.11	0.08	0.36	0.05
Crit Moves:		****		****				****		****		
Green Time:	16.3	39.0	53.0	18.7	41.3	58.7	17.3	106	122.7	14.0	103	121.7
Volume/Cap:	0.97	0.48	0.72	1.09	0.84	0.52	0.61	1.09	0.17	1.03	0.66	0.08
Delay/Veh:	132.2	66.9	66.8	153.2	76.3	54.9	91.2	122	29.7	155.0	22.2	6.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	132.2	66.9	66.8	153.2	76.3	54.9	91.2	122	29.7	155.0	22.2	6.1
LOS by Move:	F	E	E	F	E-	D-	F	F	C	F	C+	A
HCM2k95thQ:	19	17	33	25	33	24	13	120	17	19	36	2

Note: Queue reported is the number of cars per lane.

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El Camino Real Specific Plan TIA
SJ17-1774
Cumulative Plus Project PM

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2000 HCM Operations (Future Volume Alternative)
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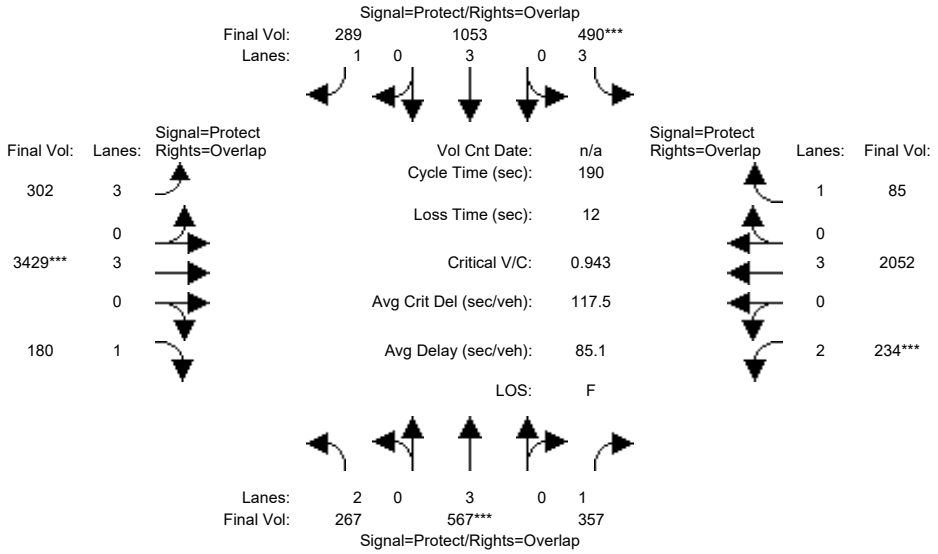
Intersection #36: Bowers Ave/Central Expy (CMP)



Street Name:	Bowers Ave						Central Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	15	39	39	16	40	40	16	96	96	14	95	95
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	267	567	357	490	1053	289	302	3429	180	234	2052	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:	267	567	357	490	1053	289	302	3429	180	234	2052	85
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	267	567	357	490	1053	289	302	3429	180	234	2052	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:	267	567	357	490	1053	289	302	3429	180	234	2052	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	267	567	357	490	1053	289	302	3429	180	234	2052	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:	267	567	357	490	1053	289	302	3429	180	234	2052	85
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.80	1.00	0.92	0.80	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	3.00	3.00	1.00	3.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	4551	5700	1750	4551	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.10	0.20	0.11	0.18	0.17	0.07	0.60	0.10	0.07	0.36	0.05
Crit Moves:		****		****				****		****		
Green Time:	16.6	39.0	53.0	19.0	41.3	58.6	17.3	106	122.7	14.0	103	121.7
Volume/Cap:	0.97	0.48	0.73	1.08	0.85	0.54	0.73	1.08	0.16	1.01	0.67	0.08
Delay/Veh:	131.6	66.9	67.7	150.3	77.1	55.5	96.1	119	29.5	149.2	22.5	6.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	131.6	66.9	67.7	150.3	77.1	55.5	96.1	119	29.5	149.2	22.5	6.1
LOS by Move:	F	E	E	F	E-	E+	F	F	C	F	C+	A
HCM2k95thQ:	20	17	34	25	33	25	16	118	16	18	36	2

Note: Queue reported is the number of cars per lane.

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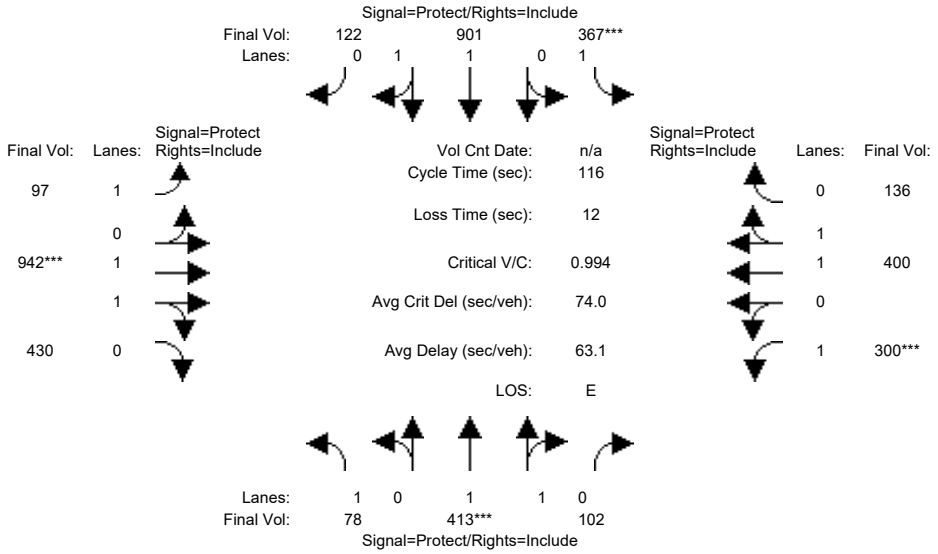
Intersection #37: Kiely Blvd/Benton St



Street Name:	Kiely Blvd						Benton St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	4	4	4	4	4	4	11	11	11	12	12	12
Y+R:	4.0	5.1	5.1	4.0	5.1	5.1	4.0	5.0	5.0	4.0	5.0	5.0
Volume Module:												
Base Vol:	78	413	102	367	901	122	97	942	430	300	400	136
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	78	413	102	367	901	122	97	942	430	300	400	136
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	78	413	102	367	901	122	97	942	430	300	400	136
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	78	413	102	367	901	122	97	942	430	300	400	136
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	413	102	367	901	122	97	942	430	300	400	136
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	78	413	102	367	901	122	97	942	430	300	400	136
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.99	0.95	0.92	0.98	0.95
Lanes:	1.00	1.59	0.41	1.00	1.75	0.25	1.00	1.36	0.64	1.00	1.48	0.52
Final Sat.:	1750	2967	733	1750	3258	441	1750	2540	1159	1750	2760	939
Capacity Analysis Module:												
Vol/Sat:	0.04	0.14	0.14	0.21	0.28	0.28	0.06	0.37	0.37	0.17	0.14	0.14
Crit Moves:		****		****				****		****		
Green Time:	5.7	16.2	16.2	24.5	35.1	35.1	25.0	43.3	43.3	20.0	38.3	38.3
Volume/Cap:	0.91	0.99	0.99	0.99	0.91	0.91	0.26	0.99	0.99	0.99	0.44	0.44
Delay/Veh:	124.5	87.8	87.8	90.9	50.5	50.5	38.1	59.0	59.0	98.1	30.7	30.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	124.5	87.8	87.8	90.9	50.5	50.5	38.1	59.0	59.0	98.1	30.7	30.7
LOS by Move:	F	F	F	F	D	D	D+	E+	E+	F	C	C
HCM2k95thQ:	7	21	21	28	32	32	6	46	46	24	14	14

Note: Queue reported is the number of cars per lane.

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El Camino Real Specific Plan TIA
SJ17-1774
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
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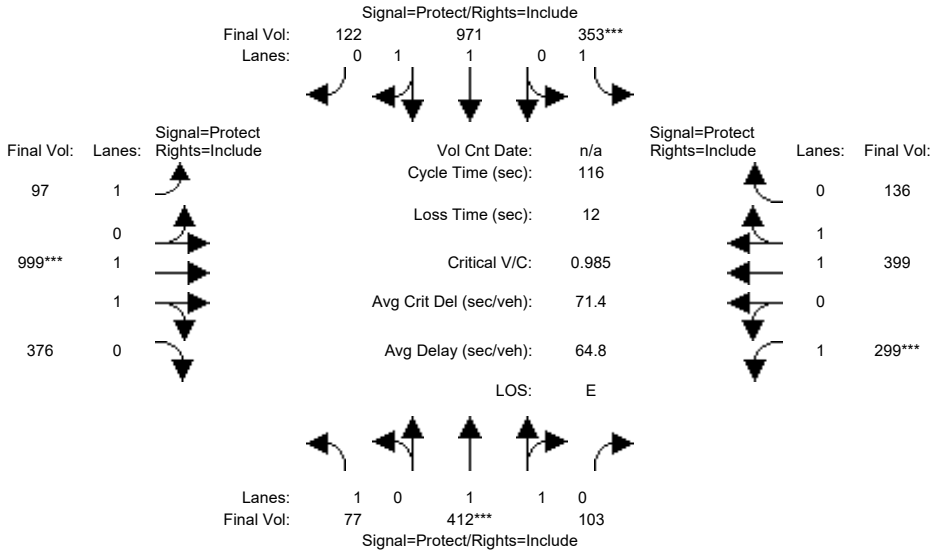
Intersection #37: Kiely Blvd/Benton St



Street Name:	Kiely Blvd						Benton St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	4	4	4	4	4	4	11	11	11	12	12	12
Y+R:	4.0	5.1	5.1	4.0	5.1	5.1	4.0	5.0	5.0	4.0	5.0	5.0
Volume Module:												
Base Vol:	77	412	103	353	971	122	97	999	376	299	399	136
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	77	412	103	353	971	122	97	999	376	299	399	136
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	77	412	103	353	971	122	97	999	376	299	399	136
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	77	412	103	353	971	122	97	999	376	299	399	136
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	412	103	353	971	122	97	999	376	299	399	136
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	77	412	103	353	971	122	97	999	376	299	399	136
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.59	0.41	1.00	1.77	0.23	1.00	1.44	0.56	1.00	1.48	0.52
Final Sat.:	1750	2959	740	1750	3287	413	1750	2687	1011	1750	2759	940
Capacity Analysis Module:												
Vol/Sat:	0.04	0.14	0.14	0.20	0.30	0.30	0.06	0.37	0.37	0.17	0.14	0.14
Crit Moves:		****		****				****		****		
Green Time:	5.2	16.4	16.4	23.7	34.9	34.9	25.3	43.8	43.8	20.1	38.6	38.6
Volume/Cap:	0.98	0.99	0.99	0.99	0.98	0.98	0.25	0.99	0.99	0.99	0.43	0.43
Delay/Veh:	150.3	85.2	85.2	89.5	62.6	62.6	37.9	56.4	56.4	95.3	30.5	30.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	150.3	85.2	85.2	89.5	62.6	62.6	37.9	56.4	56.4	95.3	30.5	30.5
LOS by Move:	F	F	F	F	E	E	D+	E+	E+	F	C	C
HCM2k95thQ:	8	21	21	27	37	37	6	46	46	24	14	14

Note: Queue reported is the number of cars per lane.

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El Camino Real Specific Plan TIA
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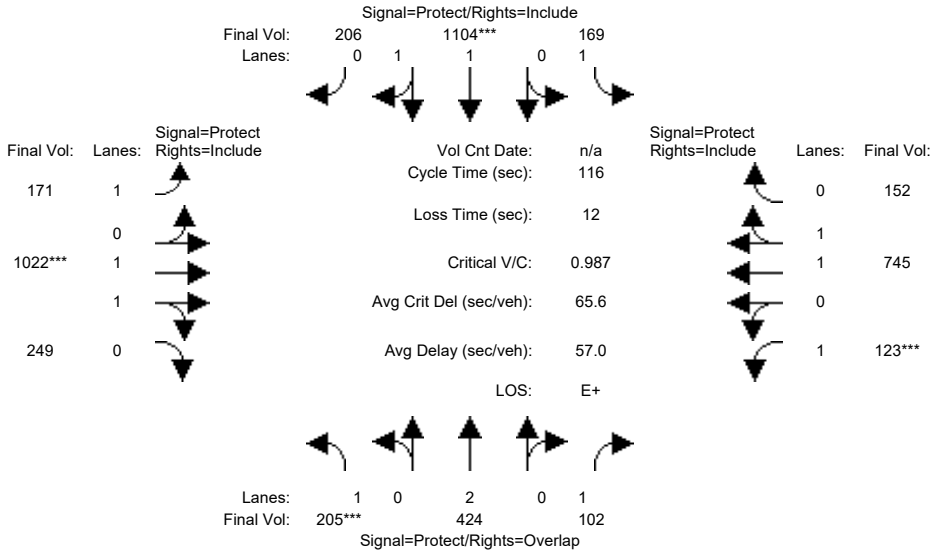
Cumulative PM

Intersection #38: Kiely Blvd/Homestead Rd



Street Name:	Kiely Blvd						Homestead Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	4	6	6	12	12	12	4	4	4	4	6	6
Y+R:	4.0	5.1	5.1	4.0	5.1	5.1	4.0	5.0	5.0	4.0	5.0	5.0
Volume Module:												
Base Vol:	205	424	102	169	1104	206	171	1022	249	123	745	152
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	205	424	102	169	1104	206	171	1022	249	123	745	152
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	205	424	102	169	1104	206	171	1022	249	123	745	152
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	205	424	102	169	1104	206	171	1022	249	123	745	152
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	205	424	102	169	1104	206	171	1022	249	123	745	152
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	205	424	102	169	1104	206	171	1022	249	123	745	152
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	2.00	1.00	1.00	1.68	0.32	1.00	1.60	0.40	1.00	1.65	0.35
Final Sat.:	1750	3800	1750	1750	3118	582	1750	2975	725	1750	3073	627
Capacity Analysis Module:												
Vol/Sat:	0.12	0.11	0.06	0.10	0.35	0.35	0.10	0.34	0.34	0.07	0.24	0.24
Crit Moves:	****				****			****		****		
Green Time:	13.8	28.7	37.0	26.6	41.6	41.6	14.0	40.4	40.4	8.3	34.7	34.7
Volume/Cap:	0.99	0.45	0.18	0.42	0.99	0.99	0.81	0.99	0.99	0.99	0.81	0.81
Delay/Veh:	109.6	37.3	28.7	38.8	58.5	58.5	70.4	59.5	59.5	130.3	42.3	42.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	109.6	37.3	28.7	38.8	58.5	58.5	70.4	59.5	59.5	130.3	42.3	42.3
LOS by Move:	F	D+	C	D+	E+	E+	E	E+	E+	F	D	D
HCM2k95thQ:	18	12	5	10	41	41	12	42	42	11	27	27

Note: Queue reported is the number of cars per lane.

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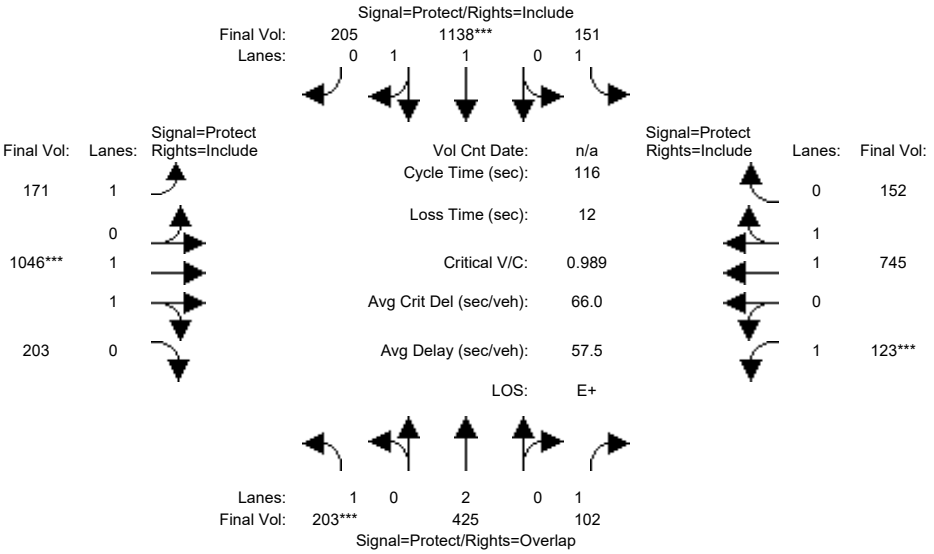
Intersection #38: Kiely Blvd/Homestead Rd



Street Name:	Kiely Blvd						Homestead Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	4	6	6	12	12	12	4	4	4	4	6	6
Y+R:	4.0	5.1	5.1	4.0	5.1	5.1	4.0	5.0	5.0	4.0	5.0	5.0
Volume Module:												
Base Vol:	203	425	102	151	1138	205	171	1046	203	123	745	152
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	203	425	102	151	1138	205	171	1046	203	123	745	152
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	203	425	102	151	1138	205	171	1046	203	123	745	152
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	203	425	102	151	1138	205	171	1046	203	123	745	152
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	203	425	102	151	1138	205	171	1046	203	123	745	152
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	203	425	102	151	1138	205	171	1046	203	123	745	152
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	2.00	1.00	1.00	1.69	0.31	1.00	1.67	0.33	1.00	1.65	0.35
Final Sat.:	1750	3800	1750	1750	3135	565	1750	3098	601	1750	3073	627
Capacity Analysis Module:												
Vol/Sat:	0.12	0.11	0.06	0.09	0.36	0.36	0.10	0.34	0.34	0.07	0.24	0.24
Crit Moves:	****				****			****		****		
Green Time:	13.6	29.2	37.4	27.0	42.6	42.6	13.7	39.6	39.6	8.2	34.1	34.1
Volume/Cap:	0.99	0.44	0.18	0.37	0.99	0.99	0.83	0.99	0.99	0.99	0.83	0.83
Delay/Veh:	110.7	36.9	28.4	37.9	58.3	58.3	72.8	60.7	60.7	131.0	43.4	43.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	110.7	36.9	28.4	37.9	58.3	58.3	72.8	60.7	60.7	131.0	43.4	43.4
LOS by Move:	F	D+	C	D+	E+	E+	E	E	E	F	D	D
HCM2k95thQ:	18	12	5	9	40	40	13	41	41	11	27	27

Note: Queue reported is the number of cars per lane.

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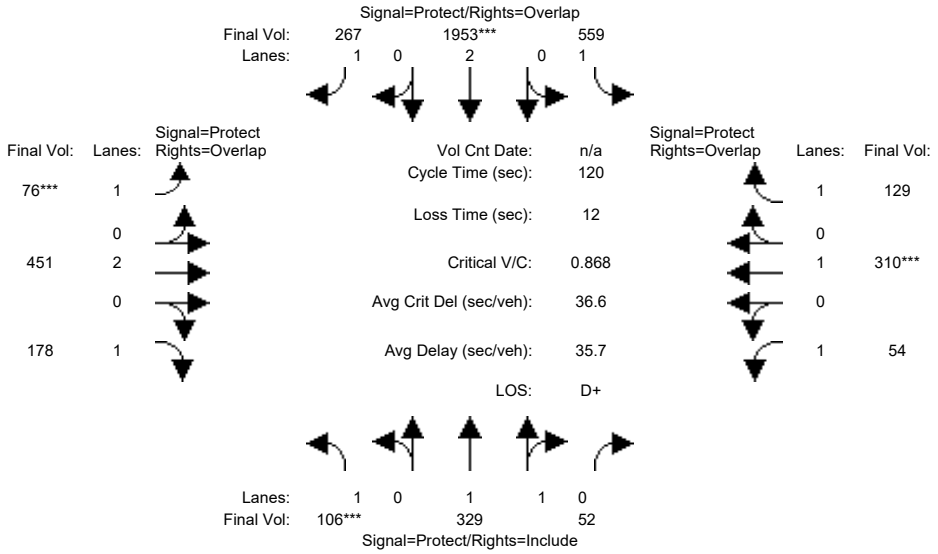
El Camino Real Specific Plan TIA
SJ17-1774
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #39: Monroe St/Scott Blvd



Street Name:	Scott Blvd						Monroe St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	8	10	10	8	10	10	8	10	10	8	10	10
Y+R:	4.1	5.1	5.1	4.1	5.1	5.1	4.1	5.1	5.1	4.1	5.0	5.0
Volume Module:												
Base Vol:	106	329	52	559	1953	267	76	451	178	54	310	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:	106	329	52	559	1953	267	76	451	178	54	310	129
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	106	329	52	559	1953	267	76	451	178	54	310	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:	106	329	52	559	1953	267	76	451	178	54	310	129
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	106	329	52	559	1953	267	76	451	178	54	310	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:	106	329	52	559	1953	267	76	451	178	54	310	129
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.72	0.28	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3195	505	1750	3800	1750	1750	3800	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.10	0.10	0.32	0.51	0.15	0.04	0.12	0.10	0.03	0.16	0.07
Crit Moves:	****				****		****				****	
Green Time:	8.2	19.0	19.0	58.9	69.7	77.7	8.0	19.3	27.5	10.8	22.1	81.0
Volume/Cap:	0.89	0.65	0.65	0.65	0.89	0.24	0.65	0.74	0.44	0.34	0.89	0.11
Delay/Veh:	104.1	50.0	50.0	24.6	26.4	8.9	67.0	52.7	40.5	52.5	70.2	6.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	104.1	50.0	50.0	24.6	26.4	8.9	67.0	52.7	40.5	52.5	70.2	6.9
LOS by Move:	F	D	D	C	C	A	E	D-	D	D-	E	A
HCM2k95thQ:	13	15	15	27	47	8	6	15	11	5	25	4

Note: Queue reported is the number of cars per lane.

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El Camino Real Specific Plan TIA
SJ17-1774
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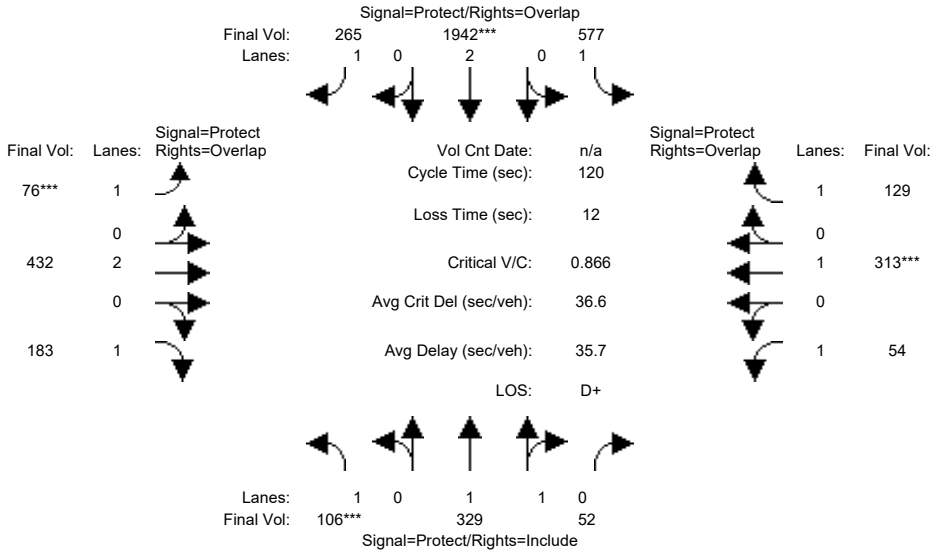
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP PM

Intersection #39: Monroe St/Scott Blvd



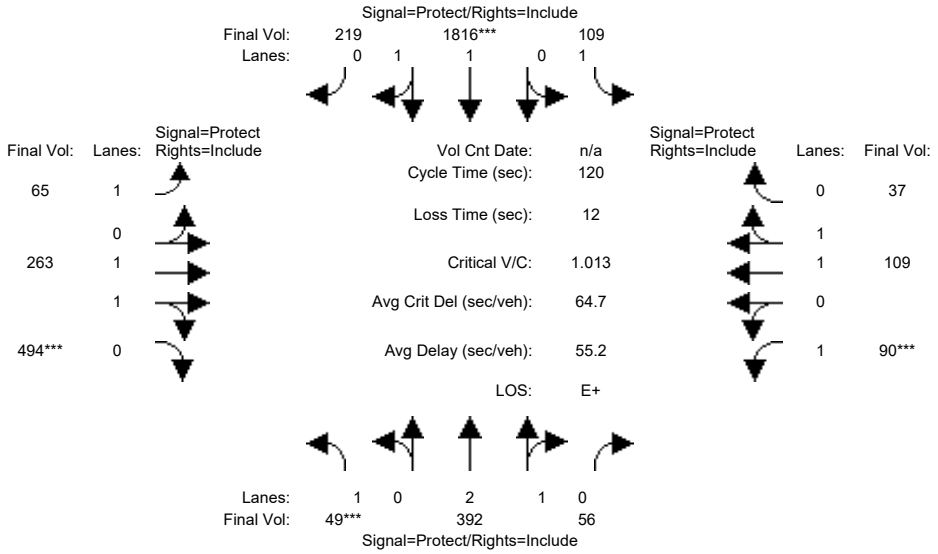
Street Name:	Scott Blvd						Monroe St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	8	10	10	8	10	10	8	10	10	8	10	10
Y+R:	4.1	5.1	5.1	4.1	5.1	5.1	4.1	5.1	5.1	4.1	5.0	5.0
Volume Module:												
Base Vol:	106	329	52	577	1942	265	76	432	183	54	313	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:	106	329	52	577	1942	265	76	432	183	54	313	129
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	106	329	52	577	1942	265	76	432	183	54	313	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:	106	329	52	577	1942	265	76	432	183	54	313	129
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	106	329	52	577	1942	265	76	432	183	54	313	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:	106	329	52	577	1942	265	76	432	183	54	313	129
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.72	0.28	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3195	505	1750	3800	1750	1750	3800	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.10	0.10	0.33	0.51	0.15	0.04	0.11	0.10	0.03	0.16	0.07
Crit Moves:	****				****		****				****	
Green Time:	8.2	18.5	18.5	59.2	69.4	77.4	8.0	19.1	27.4	11.2	22.4	81.5
Volume/Cap:	0.88	0.67	0.67	0.67	0.88	0.23	0.65	0.71	0.46	0.33	0.88	0.11
Delay/Veh:	103.7	50.9	50.9	25.1	26.5	9.0	67.0	51.8	40.8	52.1	69.6	6.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	103.7	50.9	50.9	25.1	26.5	9.0	67.0	51.8	40.8	52.1	69.6	6.7
LOS by Move:	F	D	D	C	C	A	E	D-	D	D-	E	A
HCM2k95thQ:	13	15	15	28	46	8	6	14	11	5	25	4

Note: Queue reported is the number of cars per lane.

El Camino Real Specific Plan TIA
SJ17-1774
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #40: Walsh Ave/Scott Blvd



Street Name:	Scott Blvd						Walsh Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	4	5	5	6	8	8	4	5	5	4	8	8
Y+R:	4.0	5.4	5.4	4.5	5.4	5.4	4.0	5.1	5.1	4.0	5.1	5.1
Volume Module:												
Base Vol:	49	392	56	109	1816	219	65	263	494	90	109	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:	49	392	56	109	1816	219	65	263	494	90	109	37
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	49	392	56	109	1816	219	65	263	494	90	109	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:	49	392	56	109	1816	219	65	263	494	90	109	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	392	56	109	1816	219	65	263	494	90	109	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:	49	392	56	109	1816	219	65	263	494	90	109	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	0.98	0.95	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	2.61	0.39	1.00	1.78	0.22	1.00	1.00	1.00	1.00	1.48	0.52
Final Sat.:	1750	4899	700	1750	3302	398	1750	1900	1750	1750	2762	937
Capacity Analysis Module:												
Vol/Sat:	0.03	0.08	0.08	0.06	0.55	0.55	0.04	0.14	0.28	0.05	0.04	0.04
Crit Moves:	****				****				****	****		
Green Time:	4.0	38.6	38.6	30.1	64.7	64.7	14.1	33.2	33.2	6.1	25.2	25.2
Volume/Cap:	0.84	0.25	0.25	0.25	1.02	1.02	0.32	0.50	1.02	1.02	0.19	0.19
Delay/Veh:	121.6	30.0	30.0	36.2	52.9	52.9	49.5	36.7	81.5	158.3	39.1	39.1
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:	121.6	30.0	30.0	36.2	52.9	52.9	49.5	36.7	81.5	158.3	39.1	39.1
LOS by Move:	F	C	C	D+	D-	D-	D	D+	F	F	D	D
HCM2k95thQ:	4	8	8	6	62	62	5	14	38	13	5	5

Note: Queue reported is the number of cars per lane.

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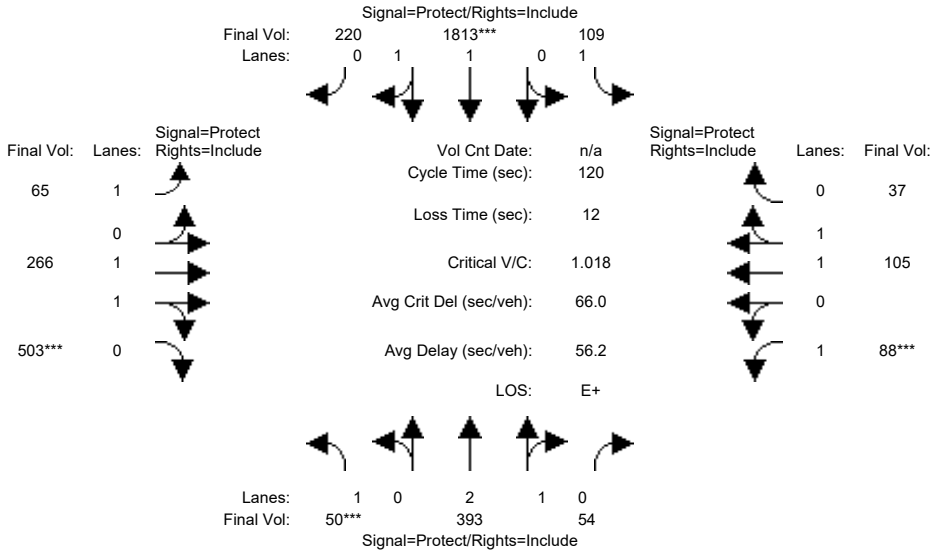
El Camino Real Specific Plan TIA
SJ17-1774
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP PM

Intersection #40: Walsh Ave/Scott Blvd



Street Name:	Scott Blvd						Walsh Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	4	5	5	6	8	8	4	5	5	4	8	8
Y+R:	4.0	5.4	5.4	4.5	5.4	5.4	4.0	5.1	5.1	4.0	5.1	5.1
Volume Module:												
Base Vol:	50	393	54	109	1813	220	65	266	503	88	105	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:	50	393	54	109	1813	220	65	266	503	88	105	37
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	393	54	109	1813	220	65	266	503	88	105	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:	50	393	54	109	1813	220	65	266	503	88	105	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	393	54	109	1813	220	65	266	503	88	105	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:	50	393	54	109	1813	220	65	266	503	88	105	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	0.98	0.95	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	2.62	0.38	1.00	1.78	0.22	1.00	1.00	1.00	1.00	1.46	0.54
Final Sat.:	1750	4923	676	1750	3299	400	1750	1900	1750	1750	2735	964
Capacity Analysis Module:												
Vol/Sat:	0.03	0.08	0.08	0.06	0.55	0.55	0.04	0.14	0.29	0.05	0.04	0.04
Crit Moves:	****				****				****	****		
Green Time:	4.0	38.4	38.4	30.0	64.4	64.4	14.2	33.7	33.7	5.9	25.4	25.4
Volume/Cap:	0.86	0.25	0.25	0.25	1.02	1.02	0.31	0.50	1.02	1.02	0.18	0.18
Delay/Veh:	126.6	30.2	30.2	36.3	54.2	54.2	49.4	36.3	82.1	160.8	38.9	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:	126.6	30.2	30.2	36.3	54.2	54.2	49.4	36.3	82.1	160.8	38.9	38.9
LOS by Move:	F	C	C	D+	D-	D-	D	D+	F	F	D+	D+
HCM2k95thQ:	5	8	8	6	62	62	4	14	36	13	4	4

Note: Queue reported is the number of cars per lane.

El Camino Real Specific Plan TIA
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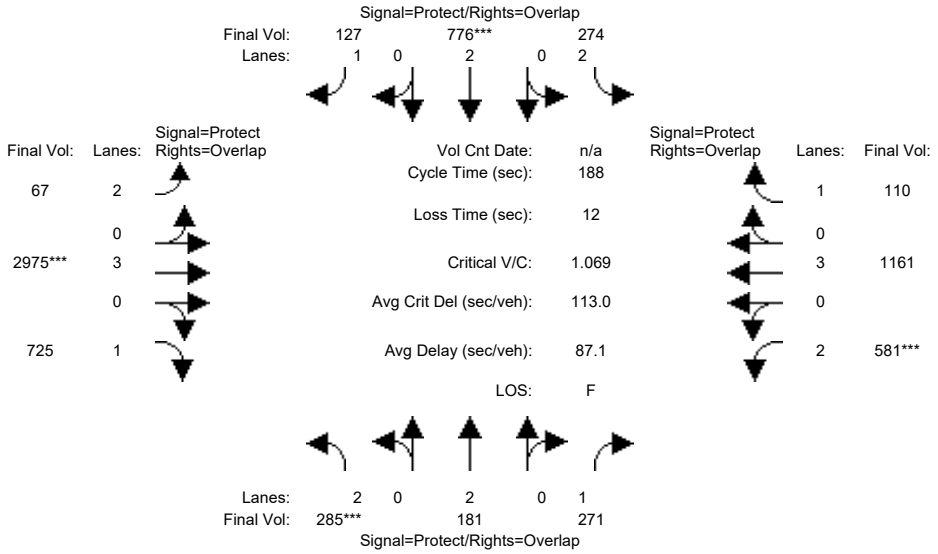
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #41: Central Expy/Scott Blvd (CMP)



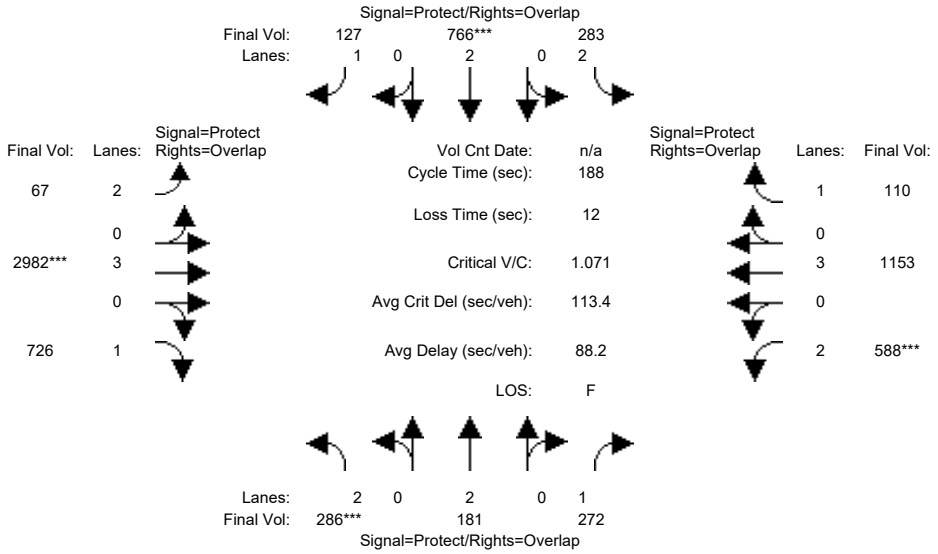
Street Name:	Scott Blvd						Central Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	18	39	39	14	35	35	12	92	92	20	100	100
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	285	181	271	274	776	127	67	2975	725	581	1161	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	285	181	271	274	776	127	67	2975	725	581	1161	110
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	285	181	271	274	776	127	67	2975	725	581	1161	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	285	181	271	274	776	127	67	2975	725	581	1161	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	285	181	271	274	776	127	67	2975	725	581	1161	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	285	181	271	274	776	127	67	2975	725	581	1161	110
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.05	0.15	0.09	0.20	0.07	0.02	0.52	0.41	0.18	0.20	0.06
Crit Moves:	****				****			****		****		
Green Time:	18.0	39.0	70.0	14.0	35.0	48.2	13.2	92.0	110.0	31.0	110	123.8
Volume/Cap:	0.94	0.23	0.42	1.17	1.10	0.28	0.30	1.07	0.71	1.12	0.35	0.10
Delay/Veh:	121.8	62.1	44.2	198.7	140	56.4	83.8	97.0	40.1	154.7	12.5	4.8
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:	121.8	62.1	44.2	198.7	140	56.4	83.8	97.0	40.1	154.7	12.5	4.8
LOS by Move:	F	E	D	F	F	E+	F	F	D	F	B	A
HCM2k95thQ:	20	8	22	26	48	12	4	92	55	45	13	2

Note: Queue reported is the number of cars per lane.

El Camino Real Specific Plan TIA
SJ17-1774
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP PM

Intersection #41: Central Expy/Scott Blvd (CMP)



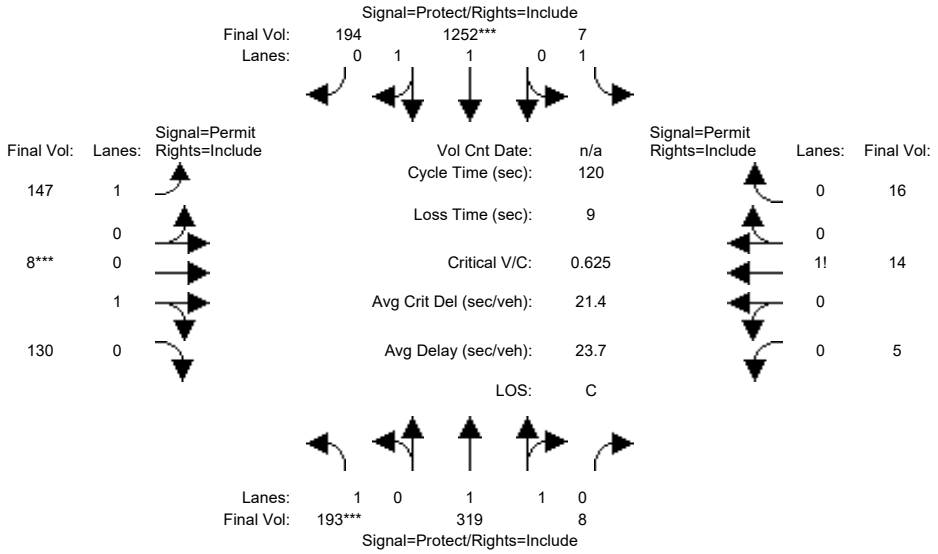
Street Name:	Scott Blvd						Central Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	18	39	39	14	35	35	12	92	92	20	100	100
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	286	181	272	283	766	127	67	2982	726	588	1153	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	286	181	272	283	766	127	67	2982	726	588	1153	110
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	286	181	272	283	766	127	67	2982	726	588	1153	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	286	181	272	283	766	127	67	2982	726	588	1153	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	286	181	272	283	766	127	67	2982	726	588	1153	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	286	181	272	283	766	127	67	2982	726	588	1153	110
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.05	0.16	0.09	0.20	0.07	0.02	0.52	0.41	0.19	0.20	0.06
Crit Moves:	****				****			****		****		
Green Time:	18.0	39.0	70.0	14.0	35.0	48.2	13.2	92.0	110.0	31.0	110	123.8
Volume/Cap:	0.95	0.23	0.42	1.21	1.08	0.28	0.30	1.07	0.71	1.13	0.35	0.10
Delay/Veh:	122.6	62.1	44.3	213.0	135	56.4	83.8	97.9	40.1	159.7	12.5	4.8
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:	122.6	62.1	44.3	213.0	135	56.4	83.8	97.9	40.1	159.7	12.5	4.8
LOS by Move:	F	E	D	F	F	E+	F	F	D	F	B	A
HCM2k95thQ:	21	8	22	27	47	12	4	93	55	46	13	2

Note: Queue reported is the number of cars per lane.

El Camino Real Specific Plan TIA
SJ17-1774
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #42: Clay St/Scott Blvd



Street Name:	Scott Blvd						Clay St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	193	319	8	7	1252	194	147	8	130	5	14	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	193	319	8	7	1252	194	147	8	130	5	14	16
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	193	319	8	7	1252	194	147	8	130	5	14	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	193	319	8	7	1252	194	147	8	130	5	14	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	193	319	8	7	1252	194	147	8	130	5	14	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	193	319	8	7	1252	194	147	8	130	5	14	16
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	0.92	0.92
Lanes:	1.00	1.95	0.05	1.00	1.72	0.28	1.00	0.06	0.94	0.14	0.40	0.46
Final Sat.:	1750	3609	91	1750	3203	496	1750	104	1696	250	700	800
Capacity Analysis Module:												
Vol/Sat:	0.11	0.09	0.09	0.00	0.39	0.39	0.08	0.08	0.08	0.02	0.02	0.02
Crit Moves:	****				****			****				
Green Time:	21.2	58.0	58.0	38.3	75.1	75.1	14.7	14.7	14.7	14.7	14.7	14.7
Volume/Cap:	0.62	0.18	0.18	0.01	0.62	0.62	0.68	0.62	0.62	0.16	0.16	0.16
Delay/Veh:	49.7	17.6	17.6	27.9	14.3	14.3	59.2	55.5	55.5	47.5	47.5	47.5
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:	49.7	17.6	17.6	27.9	14.3	14.3	59.2	55.5	55.5	47.5	47.5	47.5
LOS by Move:	D	B	B	C	B	B	E+	E+	E+	D	D	D
HCM2k95thQ:	14	7	7	0	28	28	13	12	12	3	3	3

Note: Queue reported is the number of cars per lane.

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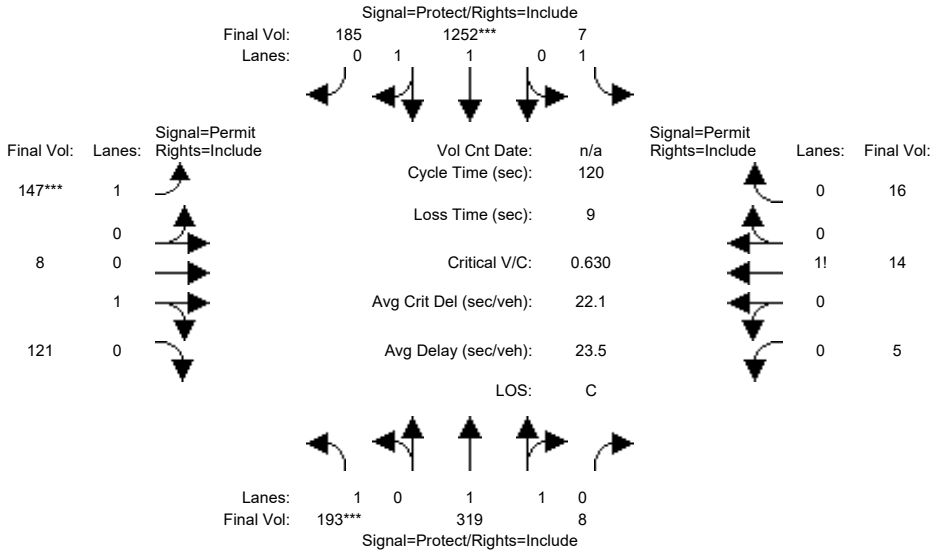
El Camino Real Specific Plan TIA
SJ17-1774
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP PM

Intersection #42: Clay St/Scott Blvd



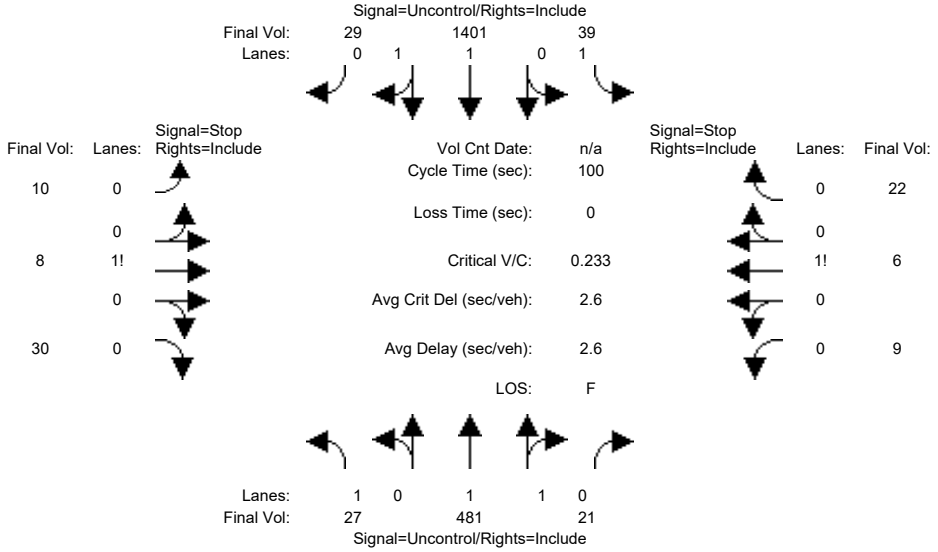
Street Name:	Scott Blvd						Clay St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	193	319	8	7	1252	185	147	8	121	5	14	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	193	319	8	7	1252	185	147	8	121	5	14	16
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	193	319	8	7	1252	185	147	8	121	5	14	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	193	319	8	7	1252	185	147	8	121	5	14	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	193	319	8	7	1252	185	147	8	121	5	14	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	193	319	8	7	1252	185	147	8	121	5	14	16
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	0.92	0.92
Lanes:	1.00	1.95	0.05	1.00	1.74	0.26	1.00	0.06	0.94	0.14	0.40	0.46
Final Sat.:	1750	3609	91	1750	3223	476	1750	112	1688	250	700	800
Capacity Analysis Module:												
Vol/Sat:	0.11	0.09	0.09	0.00	0.39	0.39	0.08	0.07	0.07	0.02	0.02	0.02
Crit Moves:	****				****		****					
Green Time:	21.0	57.2	57.2	37.8	74.0	74.0	16.0	16.0	16.0	16.0	16.0	16.0
Volume/Cap:	0.63	0.19	0.19	0.01	0.63	0.63	0.63	0.54	0.54	0.15	0.15	0.15
Delay/Veh:	50.1	18.1	18.1	28.3	15.0	15.0	54.6	51.0	51.0	46.3	46.3	46.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.1	18.1	18.1	28.3	15.0	15.0	54.6	51.0	51.0	46.3	46.3	46.3
LOS by Move:	D	B-	B-	C	B	B	D-	D	D	D	D	D
HCM2k95thQ:	14	7	7	0	28	28	13	10	10	3	3	3

Note: Queue reported is the number of cars per lane.

El Camino Real Specific Plan TIA
SJ17-1774
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumulative PM

Intersection #43: Harrison St/Scott Blvd




```
Street Name:            Scott Blvd                        Harrison St
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      27  481    21    39 1401    29    10    8    30     9    6    22
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   27  481    21    39 1401    29    10    8    30     9    6    22
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   27  481    21    39 1401    29    10    8    30     9    6    22
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    27  481    21    39 1401    29    10    8    30     9    6    22
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   27  481    21    39 1401    29    10    8    30     9    6    22
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx   4.1 xxxx xxxxx   7.5  6.5   6.9   7.5  6.5   6.9
FollowUpTim:  2.2 xxxx xxxxx   2.2 xxxx xxxxx   3.5  4.0   3.3   3.5  4.0   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 1430 xxxx xxxxx   502 xxxx xxxxx  1791 2050   715  1328 2054   251
Potent Cap.:  482 xxxx xxxxx  1073 xxxx xxxxx    52   56   378   115   56   755
Move Cap.:    482 xxxx xxxxx  1073 xxxx xxxxx    43   51   378    87   51   755
Volume/Cap:  0.06 xxxx  xxxx  0.04 xxxx  xxxx  0.23 0.16  0.08  0.10 0.12  0.03
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.2 xxxx xxxxx   0.1 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del: 12.9 xxxx xxxxx   8.5 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    B    *     *     A    *     *     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx  102 xxxxx  xxxx  148 xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx  2.0 xxxxx xxxxx  0.9 xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 67.9 xxxxx xxxxx 37.3 xxxxx
Shared LOS:     *    *     *     *    *     *     *    F     *     *    E     *
ApproachDel:    xxxxxx           xxxxxx              67.9             37.3
ApproachLOS:         *                *                 F                E
Note: Queue reported is the number of cars per lane.
```

Peak Hour Delay Signal Warrant Report

```
*******************************************************************************
Intersection #43 Harrison St/Scott Blvd
*******************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
```

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```
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        1  0  1  1  0    1  0  1  1  0    0  0  1! 0  0    0  0  1! 0  0
Initial Vol:   27  481    21    39 1401    29    10    8    30     9    6    22
ApproachDel:    xxxxxx           xxxxxx              67.9             37.3
------------|---------------||---------------||---------------||---------------|
Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.9]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=48]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=2083]
   SUCCEED - Total volume greater than or equal to 800 for intersection
             with four or more approaches.
--------------------------------------------------------------------------------
Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.4]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=37]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=2083]
   SUCCEED - Total volume greater than or equal to 800 for intersection
             with four or more approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
               Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #43 Harrison St/Scott Blvd
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        1  0  1  1  0    1  0  1  1  0    0  0  1! 0  0    0  0  1! 0  0
Initial Vol:   27  481    21    39 1401    29    10    8    30     9    6    22
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             1998
Minor Approach Volume:           48
Minor Approach Volume Threshold: 46 [less than minimum of 100]
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
```

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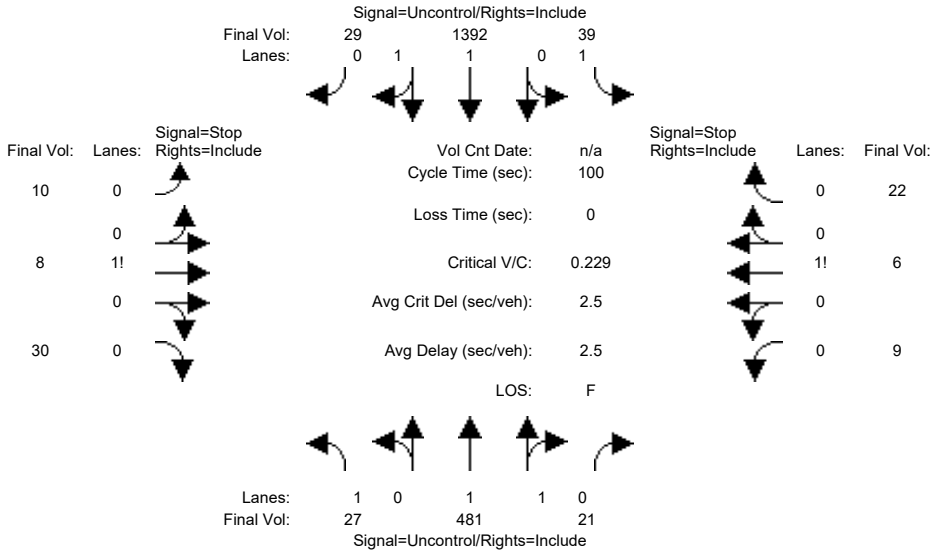
El Camino Real Specific Plan TIA
SJ17-1774
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumulative PP PM

Intersection #43: Harrison St/Scott Blvd




```
Street Name:            Scott Blvd                        Harrison St
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      27  481    21    39 1392    29    10    8    30     9    6    22
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   27  481    21    39 1392    29    10    8    30     9    6    22
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   27  481    21    39 1392    29    10    8    30     9    6    22
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    27  481    21    39 1392    29    10    8    30     9    6    22
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   27  481    21    39 1392    29    10    8    30     9    6    22
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx   4.1 xxxx xxxxx   7.5  6.5   6.9   7.5  6.5   6.9
FollowUpTim:  2.2 xxxx xxxxx   2.2 xxxx xxxxx   3.5  4.0   3.3   3.5  4.0   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 1421 xxxx xxxxx   502 xxxx xxxxx  1782 2041   711  1324 2045   251
Potent Cap.:  485 xxxx xxxxx  1073 xxxx xxxxx    53   57   380   116   57   755
Move Cap.:    485 xxxx xxxxx  1073 xxxx xxxxx    44   52   380    88   52   755
Volume/Cap:  0.06 xxxx  xxxx  0.04 xxxx  xxxx  0.23 0.15  0.08  0.10 0.12  0.03
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.2 xxxx xxxxx   0.1 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del: 12.9 xxxx xxxxx   8.5 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    B    *     *     A    *     *     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx  104 xxxxx  xxxx  150 xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx  2.0 xxxxx xxxxx  0.9 xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 66.4 xxxxx xxxxx 36.8 xxxxx
Shared LOS:     *    *     *     *    *     *     *    F     *     *    E     *
ApproachDel:    xxxxxx           xxxxxx             66.4             36.8
ApproachLOS:         *                *                F                E
Note: Queue reported is the number of cars per lane.
                     Peak Hour Delay Signal Warrant Report
*******************************************************************************
Intersection #43 Harrison St/Scott Blvd
*******************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
```

```
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        1  0  1  1  0    1  0  1  1  0    0  0  1! 0  0    0  0  1! 0  0
Initial Vol:   27  481    21    39 1392    29    10    8    30     9    6    22
ApproachDel:    xxxxxx           xxxxxx              66.4             36.8
------------|---------------||---------------||---------------||---------------|
Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.9]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=48]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=2074]
   SUCCEED - Total volume greater than or equal to 800 for intersection
             with four or more approaches.
--------------------------------------------------------------------------------
Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.4]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=37]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=2074]
   SUCCEED - Total volume greater than or equal to 800 for intersection
             with four or more approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
               Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #43 Harrison St/Scott Blvd
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        1  0  1  1  0    1  0  1  1  0    0  0  1! 0  0    0  0  1! 0  0
Initial Vol:   27  481    21    39 1392    29    10    8    30     9    6    22
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             1989
Minor Approach Volume:           48
Minor Approach Volume Threshold: 48 [less than minimum of 100]
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
```

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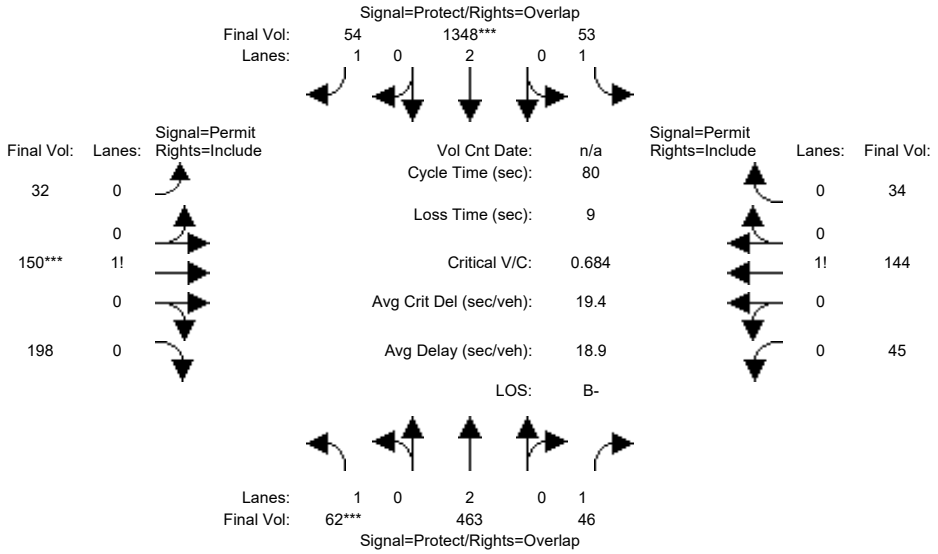
El Camino Real Specific Plan TIA
SJ17-1774
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #44: Benton St/Scott Blvd



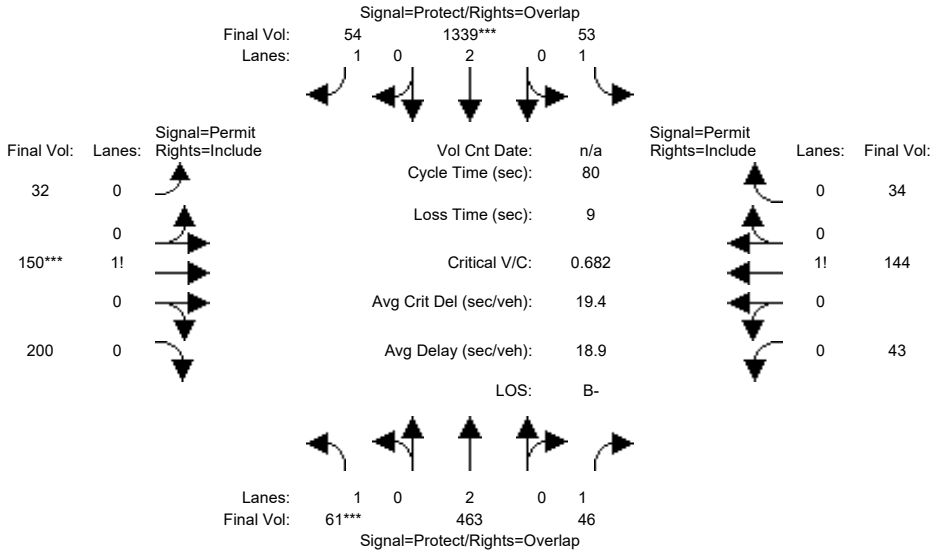
Street Name:	Scott Blvd						Benton St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	4	10	10	4	10	10	5	5	5	5	5	5
Y+R:	5.0	5.5	5.5	5.0	5.5	5.5	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	62	463	46	53	1348	54	32	150	198	45	144	34
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	62	463	46	53	1348	54	32	150	198	45	144	34
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	62	463	46	53	1348	54	32	150	198	45	144	34
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	62	463	46	53	1348	54	32	150	198	45	144	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	62	463	46	53	1348	54	32	150	198	45	144	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	62	463	46	53	1348	54	32	150	198	45	144	34
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.08	0.39	0.53	0.20	0.65	0.15
Final Sat.:	1750	3800	1750	1750	3800	1750	147	691	912	353	1130	267
Capacity Analysis Module:												
Vol/Sat:	0.04	0.12	0.03	0.03	0.35	0.03	0.22	0.22	0.22	0.13	0.13	0.13
Crit Moves:	****				****			****				
Green Time:	4.1	32.6	32.6	13.0	41.5	41.5	25.4	25.4	25.4	25.4	25.4	25.4
Volume/Cap:	0.68	0.30	0.06	0.19	0.68	0.06	0.68	0.68	0.68	0.40	0.40	0.40
Delay/Veh:	56.8	16.1	14.5	29.2	15.4	9.6	27.3	27.3	27.3	21.8	21.8	21.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.8	16.1	14.5	29.2	15.4	9.6	27.3	27.3	27.3	21.8	21.8	21.8
LOS by Move:	E+	B	B	C	B	A	C	C	C	C+	C+	C+
HCM2k95thQ:	4	7	1	2	22	1	15	15	15	10	10	10

Note: Queue reported is the number of cars per lane.

El Camino Real Specific Plan TIA
SJ17-1774
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP PM

Intersection #44: Benton St/Scott Blvd



Street Name:	Scott Blvd						Benton St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	4	10	10	4	10	10	5	5	5	5	5	5
Y+R:	5.0	5.5	5.5	5.0	5.5	5.5	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	61	463	46	53	1339	54	32	150	200	43	144	34
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	61	463	46	53	1339	54	32	150	200	43	144	34
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	61	463	46	53	1339	54	32	150	200	43	144	34
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	61	463	46	53	1339	54	32	150	200	43	144	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	61	463	46	53	1339	54	32	150	200	43	144	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	61	463	46	53	1339	54	32	150	200	43	144	34
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.08	0.39	0.53	0.19	0.66	0.15
Final Sat.:	1750	3800	1750	1750	3800	1750	147	687	916	340	1140	269
Capacity Analysis Module:												
Vol/Sat:	0.03	0.12	0.03	0.03	0.35	0.03	0.22	0.22	0.22	0.13	0.13	0.13
Crit Moves:	****				****			****				
Green Time:	4.1	32.4	32.4	13.0	41.3	41.3	25.6	25.6	25.6	25.6	25.6	25.6
Volume/Cap:	0.68	0.30	0.06	0.19	0.68	0.06	0.68	0.68	0.68	0.39	0.39	0.39
Delay/Veh:	56.8	16.2	14.6	29.3	15.4	9.7	27.1	27.1	27.1	21.6	21.6	21.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.8	16.2	14.6	29.3	15.4	9.7	27.1	27.1	27.1	21.6	21.6	21.6
LOS by Move:	E+	B	B	C	B	A	C	C	C	C+	C+	C+
HCM2k95thQ:	4	7	1	2	22	1	15	15	15	9	9	9

Note: Queue reported is the number of cars per lane.

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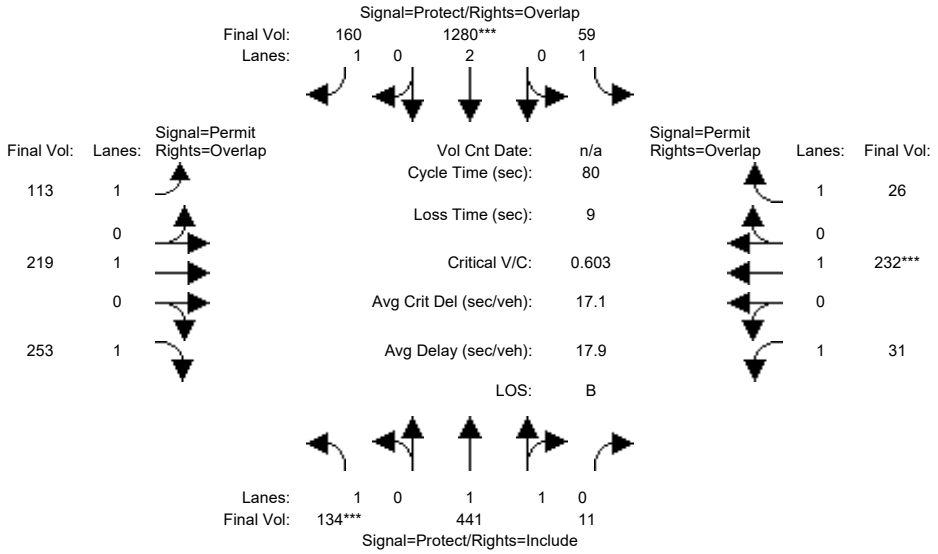
El Camino Real Specific Plan TIA
SJ17-1774
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #45: Homestead Rd/Scott Blvd



Street Name:	Scott Blvd						Homestead Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	4	5	5	4	5	5	5	5	5	5	5	5
Y+R:	4.0	5.0	5.0	4.0	5.5	5.5	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	134	441	11	59	1280	160	113	219	253	31	232	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	134	441	11	59	1280	160	113	219	253	31	232	26
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	134	441	11	59	1280	160	113	219	253	31	232	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	134	441	11	59	1280	160	113	219	253	31	232	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	134	441	11	59	1280	160	113	219	253	31	232	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	134	441	11	59	1280	160	113	219	253	31	232	26
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.95	0.05	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3610	90	1750	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.12	0.12	0.03	0.34	0.09	0.06	0.12	0.14	0.02	0.12	0.01
Crit Moves:	****				****						****	
Green Time:	10.2	38.9	38.9	15.9	44.7	44.7	16.2	16.2	26.3	16.2	16.2	32.1
Volume/Cap:	0.60	0.25	0.25	0.17	0.60	0.16	0.32	0.57	0.44	0.09	0.60	0.04
Delay/Veh:	37.7	12.1	12.1	26.8	12.3	8.7	27.7	30.8	21.6	26.0	31.7	14.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.7	12.1	12.1	26.8	12.3	8.7	27.7	30.8	21.6	26.0	31.7	14.6
LOS by Move:	D+	B	B	C	B	A	C	C	C+	C	C	B
HCM2k95thQ:	9	7	7	3	19	4	5	9	9	1	12	1

Note: Queue reported is the number of cars per lane.

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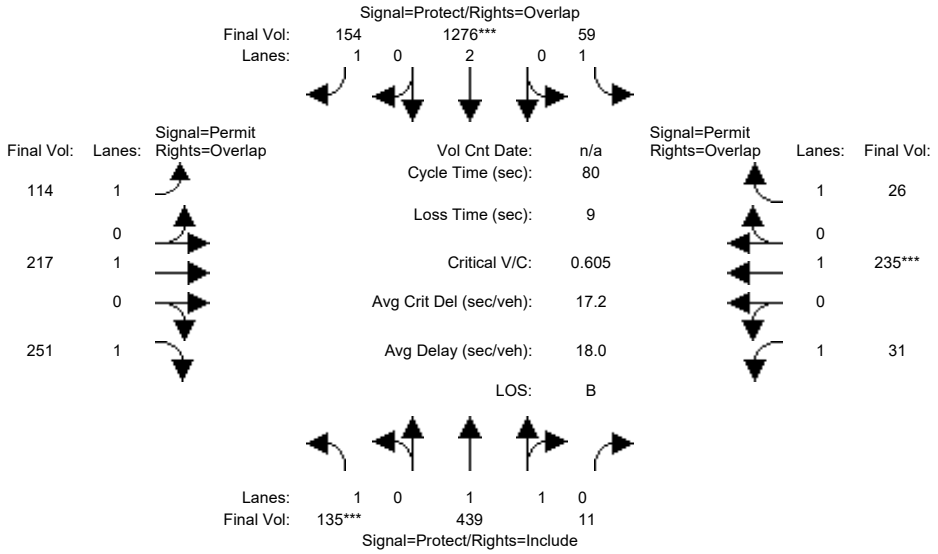
El Camino Real Specific Plan TIA
SJ17-1774
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP PM

Intersection #45: Homestead Rd/Scott Blvd



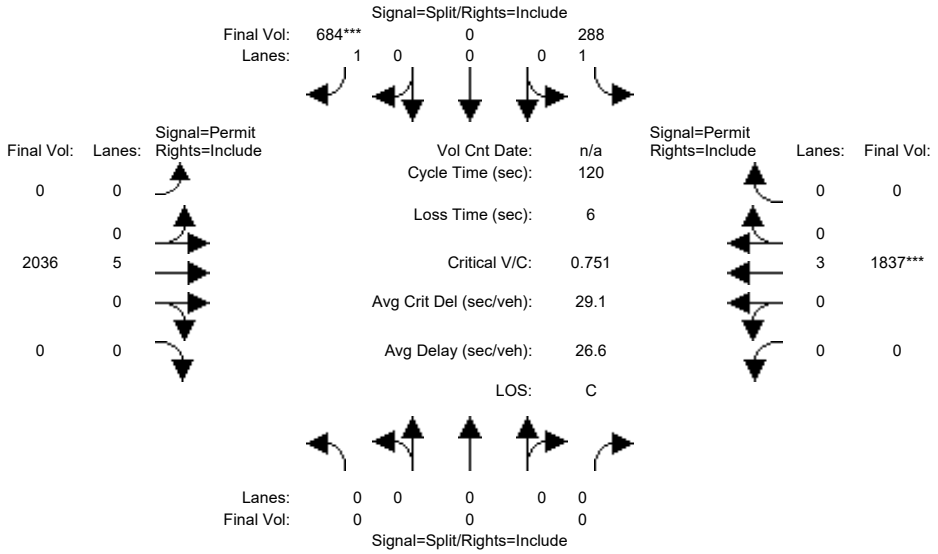
Street Name:	Scott Blvd						Homestead Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	4	5	5	4	5	5	5	5	5	5	5	5
Y+R:	4.0	5.0	5.0	4.0	5.5	5.5	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	135	439	11	59	1276	154	114	217	251	31	235	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	135	439	11	59	1276	154	114	217	251	31	235	26
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	135	439	11	59	1276	154	114	217	251	31	235	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	135	439	11	59	1276	154	114	217	251	31	235	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	135	439	11	59	1276	154	114	217	251	31	235	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	135	439	11	59	1276	154	114	217	251	31	235	26
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.95	0.05	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3609	90	1750	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.12	0.12	0.03	0.34	0.09	0.07	0.11	0.14	0.02	0.12	0.01
Crit Moves:	****				****						****	
Green Time:	10.2	38.7	38.7	15.9	44.4	44.4	16.4	16.4	26.6	16.4	16.4	32.3
Volume/Cap:	0.60	0.25	0.25	0.17	0.60	0.16	0.32	0.56	0.43	0.09	0.60	0.04
Delay/Veh:	37.6	12.2	12.2	26.8	12.4	8.7	27.6	30.4	21.3	25.9	31.6	14.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.6	12.2	12.2	26.8	12.4	8.7	27.6	30.4	21.3	25.9	31.6	14.5
LOS by Move:	D+	B	B	C	B	A	C	C	C+	C	C	B
HCM2k95thQ:	9	7	7	3	19	4	5	9	9	1	12	1

Note: Queue reported is the number of cars per lane.

El Camino Real Specific Plan TIA
SJ17-1774
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #46: Lawrence Expy SB/Stevens Creek Blvd (CMP)



Street Name:	Lawrence Expy SB						Stevens Creek Blvd					
Approach:	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:												
Base Vol:	0	0	0	288	0	684	0	2036	0	0	1837	0
Growth Adj:	1.00	1.00	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	288	0	684	0	2036	0	0	1837	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	288	0	684	0	2036	0	0	1837	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	288	0	684	0	2036	0	0	1837	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	288	0	684	0	2036	0	0	1837	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	288	0	684	0	2036	0	0	1837	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	5.00	0.00	0.00	3.00	0.00
Final Sat.:	0	0	0	1750	0	1750	0	9500	0	0	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.16	0.00	0.39	0.00	0.21	0.00	0.00	0.32	0.00
Crit Moves:						****					****	
Green Time:	0.0	0.0	0.0	62.5	0.0	62.5	0.0	51.5	0.0	0.0	51.5	0.0
Volume/Cap:	0.00	0.00	0.00	0.32	0.00	0.75	0.00	0.50	0.00	0.00	0.75	0.00
Delay/Veh:	0.0	0.0	0.0	16.7	0.0	26.2	0.0	25.0	0.0	0.0	30.2	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	16.7	0.0	26.2	0.0	25.0	0.0	0.0	30.2	0.0
LOS by Move:	A	A	A	B	A	C	A	C	A	A	C	A
HCM2k95thQ:	0	0	0	12	0	37	0	19	0	0	32	0

Note: Queue reported is the number of cars per lane.

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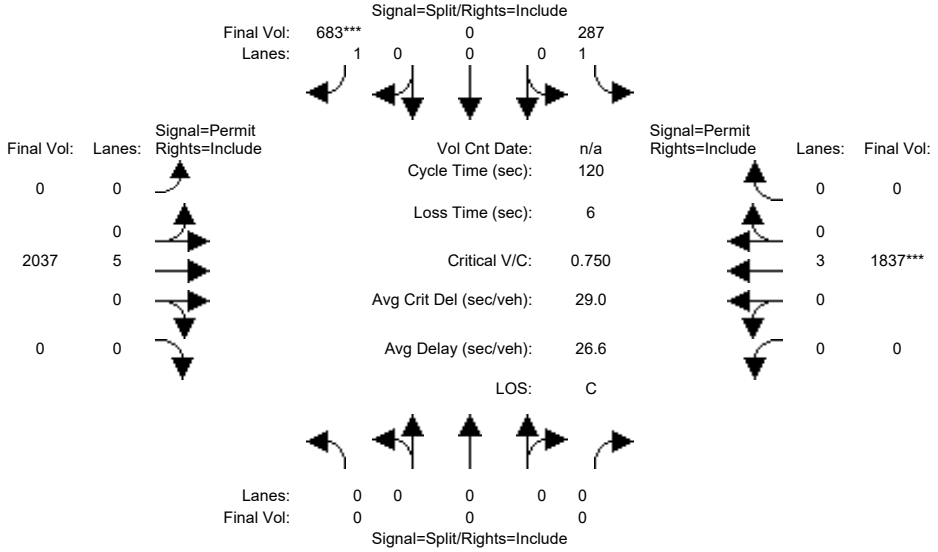
El Camino Real Specific Plan TIA
SJ17-1774
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP PM

Intersection #46: Lawrence Expy SB/Stevens Creek Blvd (CMP)



Street Name:	Lawrence Expy SB						Stevens Creek Blvd					
Approach:	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:												
Base Vol:	0	0	0	287	0	683	0	2037	0	0	1837	0
Growth Adj:	1.00	1.00	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	287	0	683	0	2037	0	0	1837	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	287	0	683	0	2037	0	0	1837	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	287	0	683	0	2037	0	0	1837	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	287	0	683	0	2037	0	0	1837	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	287	0	683	0	2037	0	0	1837	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	5.00	0.00	0.00	3.00	0.00
Final Sat.:	0	0	0	1750	0	1750	0	9500	0	0	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.16	0.00	0.39	0.00	0.21	0.00	0.00	0.32	0.00
Crit Moves:						****					****	
Green Time:	0.0	0.0	0.0	62.4	0.0	62.4	0.0	51.6	0.0	0.0	51.6	0.0
Volume/Cap:	0.00	0.00	0.00	0.32	0.00	0.75	0.00	0.50	0.00	0.00	0.75	0.00
Delay/Veh:	0.0	0.0	0.0	16.7	0.0	26.2	0.0	24.9	0.0	0.0	30.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	16.7	0.0	26.2	0.0	24.9	0.0	0.0	30.1	0.0
LOS by Move:	A	A	A	B	A	C	A	C	A	A	C	A
HCM2k95thQ:	0	0	0	12	0	36	0	19	0	0	32	0

Note: Queue reported is the number of cars per lane.

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El Camino Real Specific Plan TIA
SJ17-1774
Cumulative Plus Project PM

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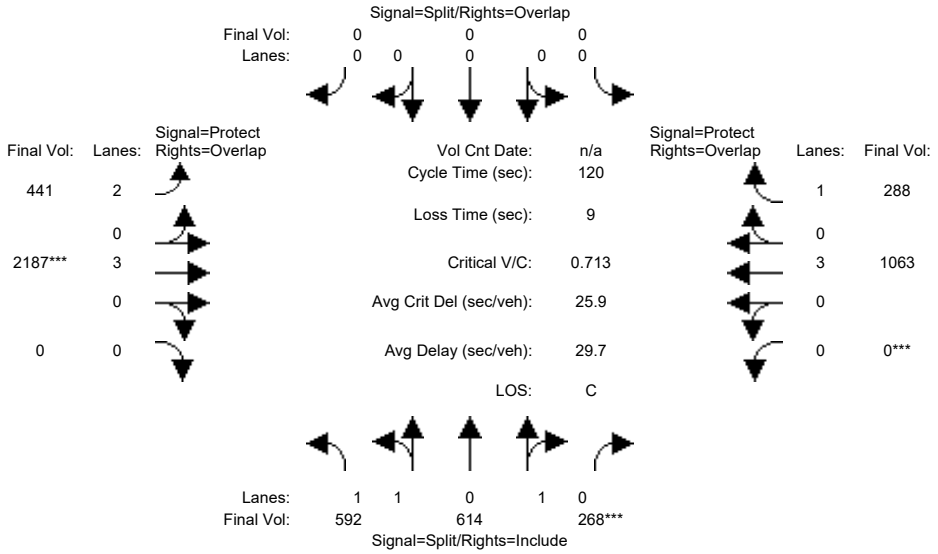
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #47: Lawrence Expy NB/Stevens Creek Blvd (CMP)



Street Name:	Lawrence Expy NB						Stevens Creek Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	592	614	268	0	0	0	441	2187	0	0	1063	288
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	592	614	268	0	0	0	441	2187	0	0	1063	288
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	592	614	268	0	0	0	441	2187	0	0	1063	288
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	592	614	268	0	0	0	441	2187	0	0	1063	288
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	592	614	268	0	0	0	441	2187	0	0	1063	288
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	592	614	268	0	0	0	441	2187	0	0	1063	288
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.95	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.22	1.24	0.54	0.00	0.00	0.00	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	2148	2228	973	0	0	0	3150	5700	0	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.28	0.28	0.28	0.00	0.00	0.00	0.14	0.38	0.00	0.00	0.19	0.16
Crit Moves:			****					****		****		
Green Time:	46.4	46.4	46.4	0.0	0.0	0.0	27.7	64.6	0.0	0.0	36.9	36.9
Volume/Cap:	0.71	0.71	0.71	0.00	0.00	0.00	0.61	0.71	0.00	0.00	0.61	0.54
Delay/Veh:	32.4	32.4	32.4	0.0	0.0	0.0	42.8	21.6	0.0	0.0	36.0	35.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.4	32.4	32.4	0.0	0.0	0.0	42.8	21.6	0.0	0.0	36.0	35.5
LOS by Move:	C-	C-	C-	A	A	A	D	C+	A	A	D+	D+
HCM2k95thQ:	29	29	29	0	0	0	16	34	0	0	21	18

Note: Queue reported is the number of cars per lane.

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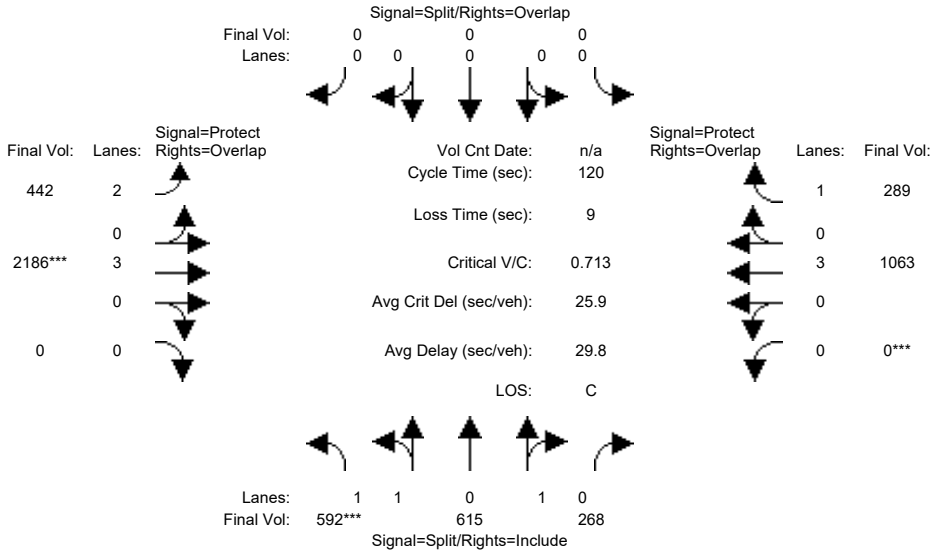
El Camino Real Specific Plan TIA
SJ17-1774
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP PM

Intersection #47: Lawrence Expy NB/Stevens Creek Blvd (CMP)



Street Name:	Lawrence Expy NB						Stevens Creek Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	592	615	268	0	0	0	442	2186	0	0	1063	289
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	592	615	268	0	0	0	442	2186	0	0	1063	289
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	592	615	268	0	0	0	442	2186	0	0	1063	289
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	592	615	268	0	0	0	442	2186	0	0	1063	289
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	592	615	268	0	0	0	442	2186	0	0	1063	289
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	592	615	268	0	0	0	442	2186	0	0	1063	289
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.95	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.22	1.24	0.54	0.00	0.00	0.00	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	2147	2230	972	0	0	0	3150	5700	0	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.28	0.28	0.28	0.00	0.00	0.00	0.14	0.38	0.00	0.00	0.19	0.17
Crit Moves:	****							****		****		
Green Time:	46.4	46.4	46.4	0.0	0.0	0.0	27.7	64.6	0.0	0.0	36.8	36.8
Volume/Cap:	0.71	0.71	0.71	0.00	0.00	0.00	0.61	0.71	0.00	0.00	0.61	0.54
Delay/Veh:	32.3	32.3	32.3	0.0	0.0	0.0	42.8	21.6	0.0	0.0	36.0	35.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.3	32.3	32.3	0.0	0.0	0.0	42.8	21.6	0.0	0.0	36.0	35.6
LOS by Move:	C-	C-	C-	A	A	A	D	C+	A	A	D+	D+
HCM2k95thQ:	29	29	29	0	0	0	16	34	0	0	21	18

Note: Queue reported is the number of cars per lane.

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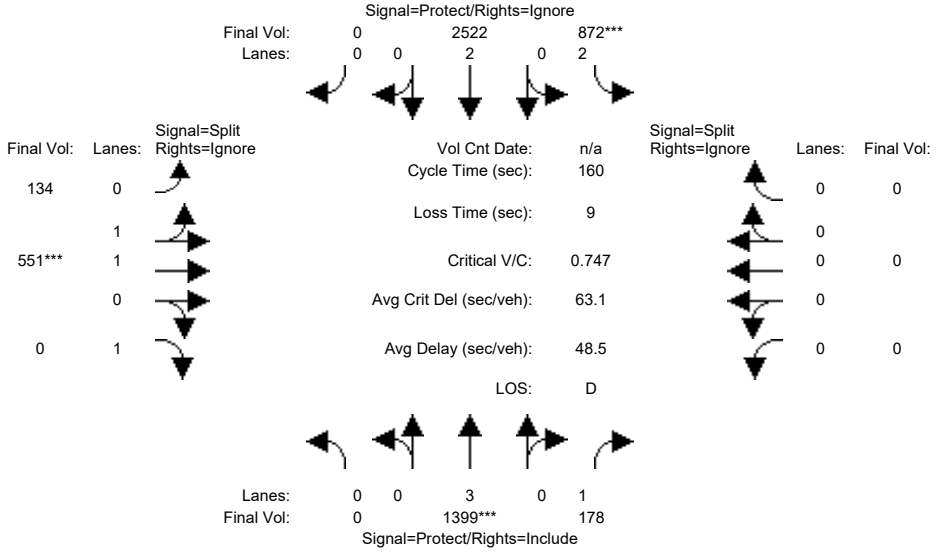
El Camino Real Specific Plan TIA
SJ17-1774
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #48: Lawrence Expy/Calvert Dr (CMP)

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Street Name:          Lawrence Expy                     Calvert Dr
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     0   67    67    44  110     0    49   49    49     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0 1399   178   872 2522     0   134  551   975     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0 1399   178   872 2522     0   134  551   975     0    0     0
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0 1399   178   872 2522     0   134  551   975     0    0     0
User Adj:    1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00  1.00 1.00  0.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00  1.00 1.00  0.00
PHF Volume:     0 1399   178   872 2522     0   134  551     0     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0 1399   178   872 2522     0   134  551     0     0    0     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00  1.00 1.00  0.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00  1.00 1.00  0.00
FinalVolume:    0 1399   178   872 2522     0   134  551     0     0    0     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.92  0.83 1.00  0.92  0.95 0.98  0.92  0.92 1.00  0.92
Lanes:       0.00 3.00  1.00  2.00 2.00  0.00  0.40 1.60  1.00  0.00 0.00  0.00
Final Sat.:     0 5700  1750  3150 3800     0   724 2976  1750     0    0     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.25  0.10  0.28 0.66  0.00  0.19 0.19  0.00  0.00 0.00  0.00
Crit Moves:       ****        ****                  ****
Green Time:   0.0 63.4  63.4  41.7  105   0.0  46.4 46.4   0.0   0.0  0.0   0.0
Volume/Cap:  0.00 0.62  0.26  1.06 1.01  0.00  0.64 0.64  0.00  0.00 0.00  0.00
Delay/Veh:    0.0 37.2  31.0 112.1 32.7   0.0  53.6 53.6   0.0   0.0  0.0   0.0
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:   0.0 37.2  31.0 112.1 32.7   0.0  53.6 53.6   0.0   0.0  0.0   0.0
LOS by Move:    A   D+     C     F   C-     A    D-   D-     A     A    A     A
HCM2k95thQ:     0   29    10    53  111     0    27   27     0     0    0     0
Note: Queue reported is the number of cars per lane.
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El Camino Real Specific Plan TIA
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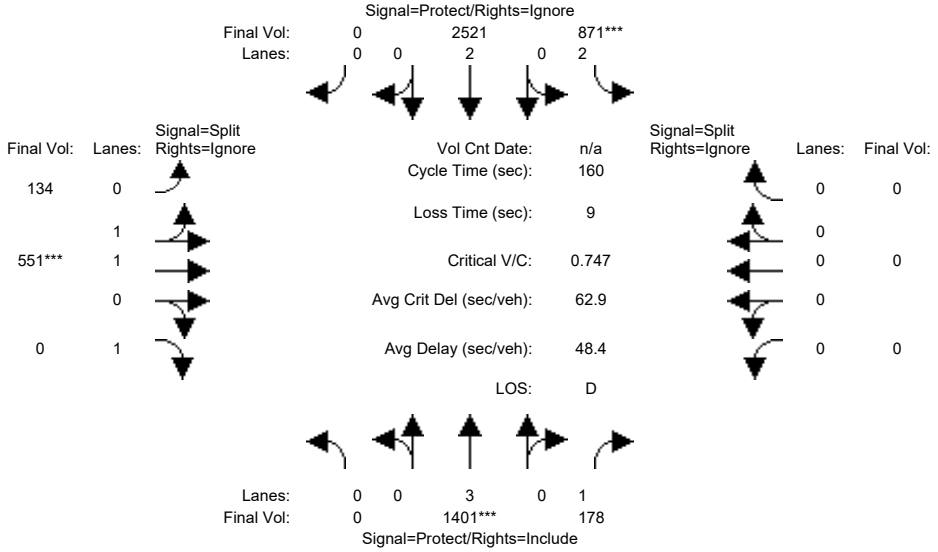
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP PM

Intersection #48: Lawrence Expy/Calvert Dr (CMP)



Street Name:	Lawrence Expy						Calvert Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	67	67	44	110	0	49	49	49	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1401	178	871	2521	0	134	551	975	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1401	178	871	2521	0	134	551	975	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1401	178	871	2521	0	134	551	975	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	1401	178	871	2521	0	134	551	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1401	178	871	2521	0	134	551	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	1401	178	871	2521	0	134	551	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.95	0.98	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	2.00	2.00	0.00	0.40	1.60	1.00	0.00	0.00	0.00
Final Sat.:	0	5700	1750	3150	3800	0	724	2976	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.10	0.28	0.66	0.00	0.19	0.19	0.00	0.00	0.00	0.00
Crit Moves:		****		****				****				
Green Time:	0.0	63.4	63.4	41.7	105	0.0	46.4	46.4	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.62	0.26	1.06	1.01	0.00	0.64	0.64	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	37.2	31.0	111.7	32.6	0.0	53.6	53.6	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	37.2	31.0	111.7	32.6	0.0	53.6	53.6	0.0	0.0	0.0	0.0
LOS by Move:	A	D+	C	F	C-	A	D-	D-	A	A	A	A
HCM2k95thQ:	0	29	10	53	111	0	27	27	0	0	0	0

Note: Queue reported is the number of cars per lane.

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El Camino Real Specific Plan TIA
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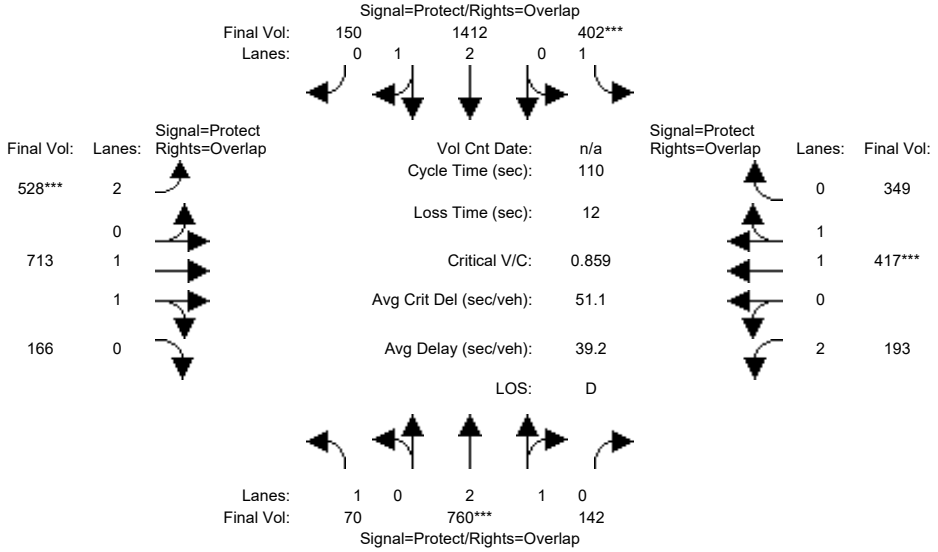
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #49: Bowers Ave/Scott Blvd (CMP)



Street Name:	Bowers Ave						Scott Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	70	760	142	402	1412	150	528	713	166	193	417	349
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	760	142	402	1412	150	528	713	166	193	417	349
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	760	142	402	1412	150	528	713	166	193	417	349
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	760	142	402	1412	150	528	713	166	193	417	349
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	760	142	402	1412	150	528	713	166	193	417	349
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70	760	142	402	1412	150	528	713	166	193	417	349
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.99	0.95	0.83	0.98	0.95	0.83	1.00	0.95
Lanes:	1.00	2.51	0.49	1.00	2.70	0.30	2.00	1.61	0.39	2.00	1.06	0.94
Final Sat.:	1750	4717	881	1750	5062	538	3150	3001	699	3150	2013	1685
Capacity Analysis Module:												
Vol/Sat:	0.04	0.16	0.16	0.23	0.28	0.28	0.17	0.24	0.24	0.06	0.21	0.21
Crit Moves:		****		****			****				****	
Green Time:	9.3	20.6	30.8	29.4	40.7	62.2	21.5	37.8	47.1	10.1	26.5	55.9
Volume/Cap:	0.47	0.86	0.58	0.86	0.75	0.49	0.86	0.69	0.55	0.67	0.86	0.41
Delay/Veh:	50.4	50.6	34.6	53.1	31.9	14.5	54.5	32.7	24.0	54.0	48.4	16.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.4	50.6	34.6	53.1	31.9	14.5	54.5	32.7	24.0	54.0	48.4	16.9
LOS by Move:	D	D	C-	D-	C	B	D-	C-	C	D-	D	B
HCM2k95thQ:	5	20	16	29	29	20	20	23	20	8	25	15

Note: Queue reported is the number of cars per lane.

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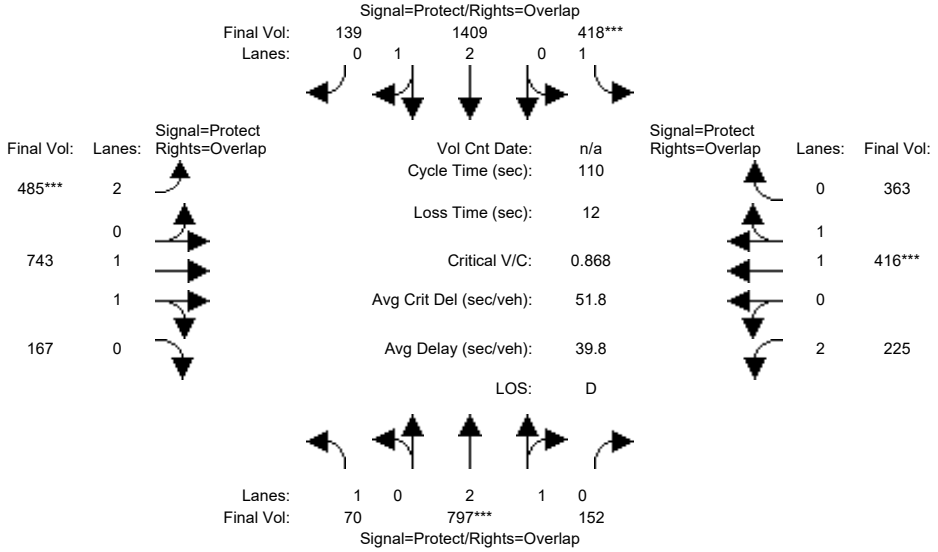
El Camino Real Specific Plan TIA
SJ17-1774
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP PM

Intersection #49: Bowers Ave/Scott Blvd (CMP)



Street Name:	Bowers Ave						Scott Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	70	797	152	418	1409	139	485	743	167	225	416	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:	70	797	152	418	1409	139	485	743	167	225	416	363
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	797	152	418	1409	139	485	743	167	225	416	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:	70	797	152	418	1409	139	485	743	167	225	416	363
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	797	152	418	1409	139	485	743	167	225	416	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:	70	797	152	418	1409	139	485	743	167	225	416	363
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.99	0.95	0.83	0.98	0.95	0.83	1.00	0.95
Lanes:	1.00	2.50	0.50	1.00	2.72	0.28	2.00	1.62	0.38	2.00	1.04	0.96
Final Sat.:	1750	4702	897	1750	5096	503	3150	3020	679	3150	1975	1723
Capacity Analysis Module:												
Vol/Sat:	0.04	0.17	0.17	0.24	0.28	0.28	0.15	0.25	0.25	0.07	0.21	0.21
Crit Moves:		****		****			****				****	
Green Time:	9.7	21.5	31.9	30.3	42.1	61.6	19.5	35.8	45.5	10.4	26.7	57.0
Volume/Cap:	0.45	0.87	0.58	0.87	0.72	0.49	0.87	0.76	0.59	0.76	0.87	0.41
Delay/Veh:	49.8	50.4	33.9	53.3	30.2	14.8	57.5	35.9	25.7	59.1	49.0	16.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.8	50.4	33.9	53.3	30.2	14.8	57.5	35.9	25.7	59.1	49.0	16.3
LOS by Move:	D	D	C-	D-	C	B	E+	D+	C	E+	D	B
HCM2k95thQ:	5	21	17	30	28	20	18	25	21	9	25	15

Note: Queue reported is the number of cars per lane.

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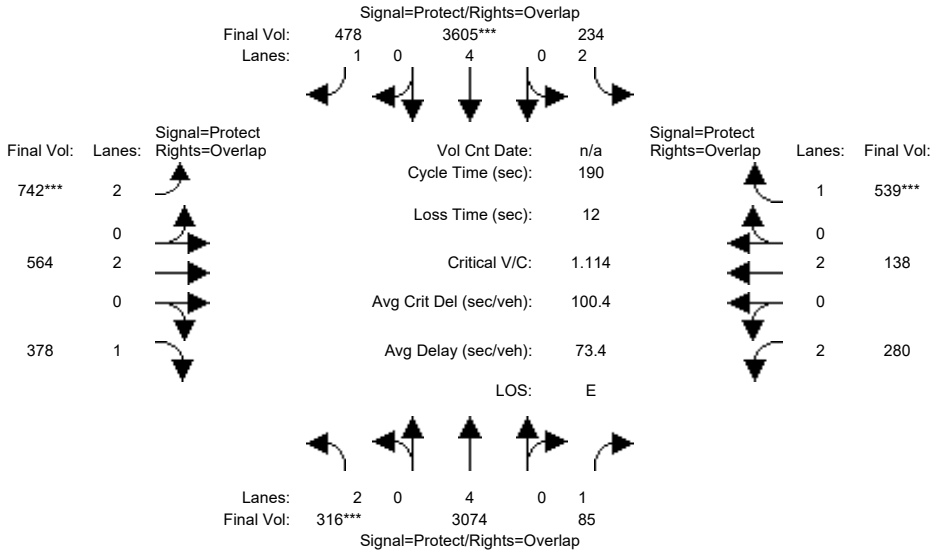
El Camino Real Specific Plan TIA
SJ17-1774
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #50: San Tomas Expy/Scott Blvd (CMP)



Street Name:	San Tomas Expy						Scott Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	12	89	89	21	98	98	29	45	45	11	27	27
Y+R:	5.7	5.8	5.8	6.0	5.8	5.8	5.7	5.6	5.6	5.6	5.7	5.7
Volume Module:												
Base Vol:	316	3074	85	234	3605	478	742	564	378	280	138	539
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	316	3074	85	234	3605	478	742	564	378	280	138	539
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	316	3074	85	234	3605	478	742	564	378	280	138	539
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	316	3074	85	234	3605	478	742	564	378	280	138	539
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	316	3074	85	234	3605	478	742	564	378	280	138	539
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	316	3074	85	234	3605	478	742	564	378	280	138	539
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	7600	1750	3150	7600	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.40	0.05	0.07	0.47	0.27	0.24	0.15	0.22	0.09	0.04	0.31
Crit Moves:	****				****		****					****
Green Time:	15.0	91.5	109.2	21.6	98.0	133.3	35.3	47.2	62.3	17.7	29.6	51.2
Volume/Cap:	1.27	0.84	0.08	0.65	0.92	0.39	1.27	0.60	0.66	0.95	0.23	1.14
Delay/Veh:	235.3	35.9	11.5	84.9	57.5	19.5	210.5	64.0	57.6	125.5	70.4	156.3
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:	235.3	35.9	11.5	84.9	57.5	19.5	210.5	64.0	57.6	125.5	70.4	156.3
LOS by Move:	F	D+	B+	F	E+	B-	F	E	E+	F	E	F
HCM2k95thQ:	28	55	3	15	78	31	58	25	33	20	7	68

Note: Queue reported is the number of cars per lane.

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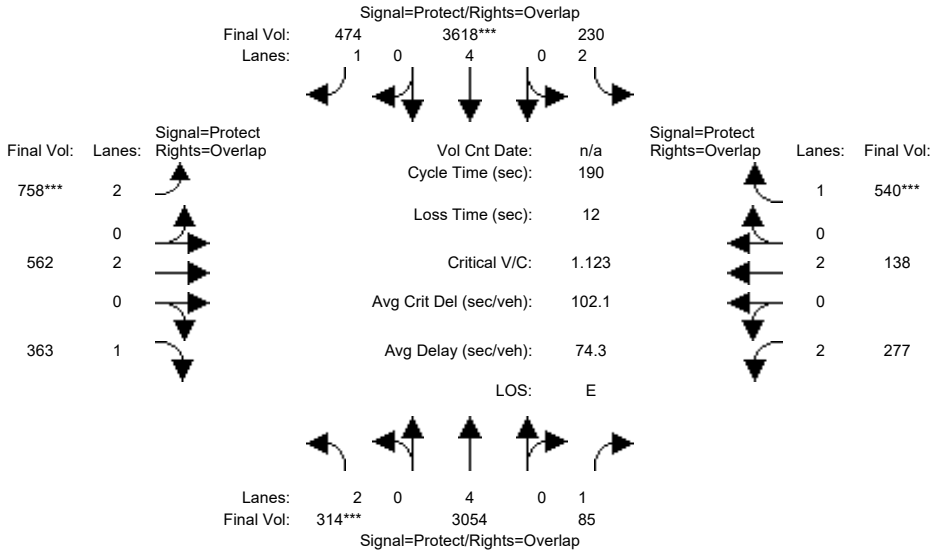
El Camino Real Specific Plan TIA
SJ17-1774
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP PM

Intersection #50: San Tomas Expy/Scott Blvd (CMP)



Street Name:	San Tomas Expy						Scott Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	12	89	89	21	98	98	29	45	45	11	27	27
Y+R:	5.7	5.8	5.8	6.0	5.8	5.8	5.7	5.6	5.6	5.6	5.7	5.7
Volume Module:												
Base Vol:	314	3054	85	230	3618	474	758	562	363	277	138	540
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	314	3054	85	230	3618	474	758	562	363	277	138	540
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	314	3054	85	230	3618	474	758	562	363	277	138	540
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	314	3054	85	230	3618	474	758	562	363	277	138	540
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	314	3054	85	230	3618	474	758	562	363	277	138	540
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	314	3054	85	230	3618	474	758	562	363	277	138	540
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	7600	1750	3150	7600	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.40	0.05	0.07	0.48	0.27	0.24	0.15	0.21	0.09	0.04	0.31
Crit Moves:	****				****		****					****
Green Time:	14.8	91.3	108.9	21.5	98.0	133.8	35.8	47.5	62.3	17.7	29.4	51.0
Volume/Cap:	1.28	0.84	0.08	0.64	0.92	0.38	1.28	0.59	0.63	0.95	0.23	1.15
Delay/Veh:	240.5	35.9	11.6	84.6	57.9	19.2	215.2	63.7	56.4	124.1	70.6	159.3
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:	240.5	35.9	11.6	84.6	57.9	19.2	215.2	63.7	56.4	124.1	70.6	159.3
LOS by Move:	F	D+	B+	F	E+	B-	F	E	E+	F	E	F
HCM2k95thQ:	28	55	3	14	78	31	60	24	32	20	7	69

Note: Queue reported is the number of cars per lane.

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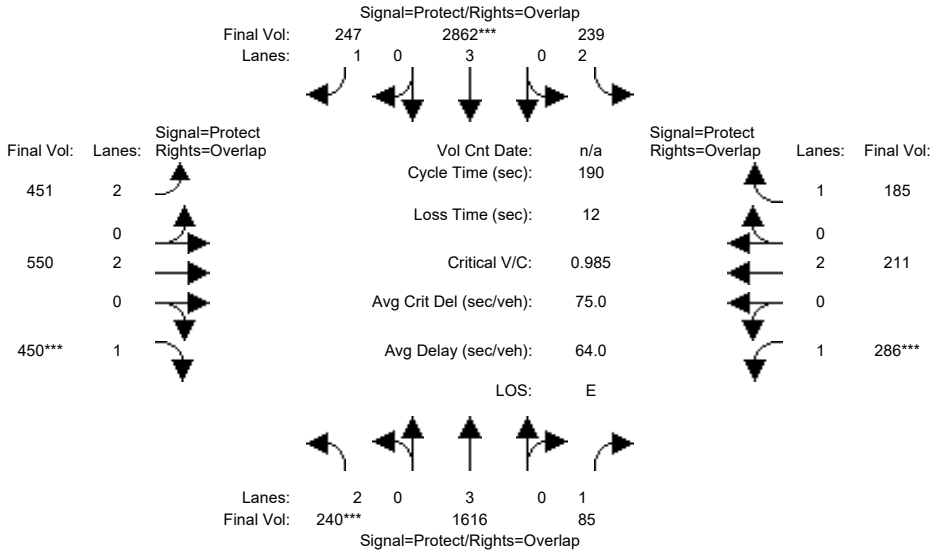
El Camino Real Specific Plan TIA
SJ17-1774
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #51: San Tomas Expy/Walsh Ave



Street Name:	San Tomas Expy						Walsh Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
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:	5.5	5.8	5.8	5.6	5.8	5.8	5.6	5.8	5.8	5.1	5.7	5.7
Volume Module:												
Base Vol:	240	2245	85	239	3920	247	451	550	450	286	211	185
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	240	2245	85	239	3920	247	451	550	450	286	211	185
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	240	2245	85	239	3920	247	451	550	450	286	211	185
User Adj:	1.00	0.72	1.00	1.00	0.73	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	240	1616	85	239	2862	247	451	550	450	286	211	185
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	240	1616	85	239	2862	247	451	550	450	286	211	185
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	240	1616	85	239	2862	247	451	550	450	286	211	185
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.28	0.05	0.08	0.50	0.14	0.14	0.14	0.26	0.16	0.06	0.11
Crit Moves:	****				****				****	****		
Green Time:	14.7	88.0	119.5	23.5	96.9	144.7	47.9	34.9	49.6	31.5	18.6	42.1
Volume/Cap:	0.98	0.61	0.08	0.61	0.98	0.19	0.57	0.79	0.98	0.98	0.57	0.48
Delay/Veh:	140.7	38.6	13.8	81.8	59.1	6.3	63.0	80.0	107.8	127.5	84.0	65.3
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:	140.7	38.6	13.8	81.8	59.1	6.3	63.0	80.0	107.8	127.5	84.0	65.3
LOS by Move:	F	D+	B	F	E+	A	E	E-	F	F	F	E
HCM2k95thQ:	18	38	4	14	83	8	23	26	49	35	11	18

Note: Queue reported is the number of cars per lane.

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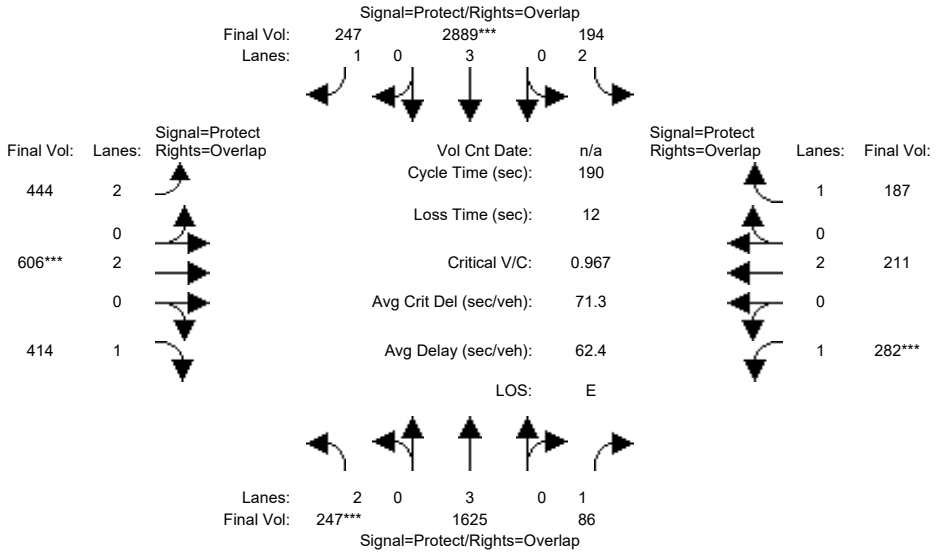
El Camino Real Specific Plan TIA
SJ17-1774
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP PM

Intersection #51: San Tomas Expy/Walsh Ave



Street Name:	San Tomas Expy						Walsh Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
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:	5.5	5.8	5.8	5.6	5.8	5.8	5.6	5.8	5.8	5.1	5.7	5.7
Volume Module:												
Base Vol:	247	2257	86	194	3958	247	444	606	414	282	211	187
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	247	2257	86	194	3958	247	444	606	414	282	211	187
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	247	2257	86	194	3958	247	444	606	414	282	211	187
User Adj:	1.00	0.72	1.00	1.00	0.73	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	247	1625	86	194	2889	247	444	606	414	282	211	187
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	247	1625	86	194	2889	247	444	606	414	282	211	187
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	247	1625	86	194	2889	247	444	606	414	282	211	187
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.29	0.05	0.06	0.51	0.14	0.14	0.16	0.24	0.16	0.06	0.11
Crit Moves:	****				****			****		****		
Green Time:	15.4	94.6	126.2	20.4	99.6	144.8	45.2	31.3	46.7	31.7	17.8	38.2
Volume/Cap:	0.97	0.57	0.07	0.57	0.97	0.19	0.59	0.97	0.96	0.97	0.59	0.53
Delay/Veh:	134.0	33.8	11.3	83.0	53.6	6.3	65.5	107	104.2	122.2	85.3	69.4
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:	134.0	33.8	11.3	83.0	53.6	6.3	65.5	107	104.2	122.2	85.3	69.4
LOS by Move:	F	C-	B+	F	D-	A	E	F	F	F	F	E
HCM2k95thQ:	18	36	4	12	81	8	23	32	44	34	11	19

Note: Queue reported is the number of cars per lane.

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El Camino Real Specific Plan TIA
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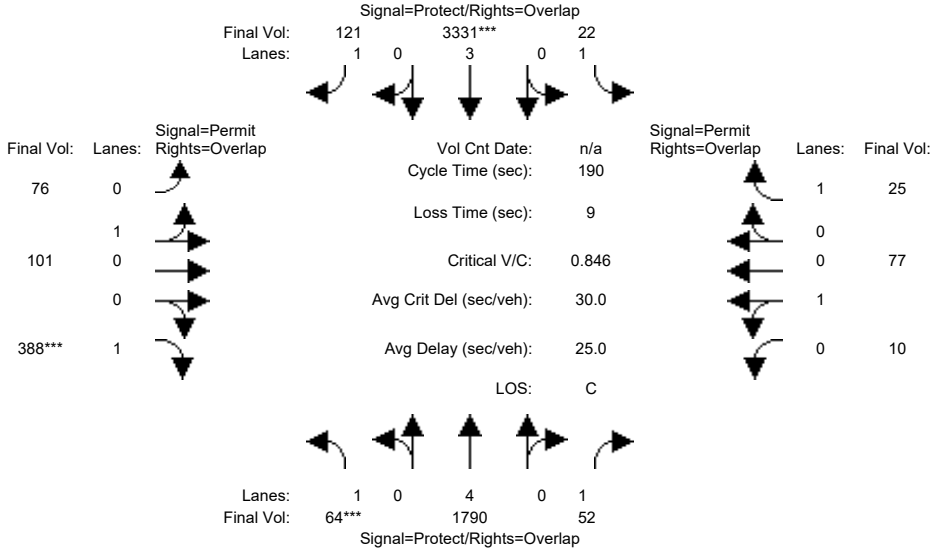
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #52: San Tomas Expy/Forbes Ave



Street Name:	San Tomas Expy						Forbes Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	9	143	143	5	139	139	24	24	24	24	24	24
Y+R:	4.6	5.8	5.8	4.6	5.8	5.8	5.6	5.6	5.6	5.6	5.6	5.6
Volume Module:												
Base Vol:	64	1790	52	22	4062	121	76	101	388	10	77	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	64	1790	52	22	4062	121	76	101	388	10	77	25
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	64	1790	52	22	4062	121	76	101	388	10	77	25
User Adj:	1.00	1.00	1.00	1.00	0.82	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	64	1790	52	22	3331	121	76	101	388	10	77	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	1790	52	22	3331	121	76	101	388	10	77	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	64	1790	52	22	3331	121	76	101	388	10	77	25
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	4.00	1.00	1.00	3.00	1.00	0.43	0.57	1.00	0.11	0.89	1.00
Final Sat.:	1750	7600	1750	1750	5700	1750	773	1027	1750	207	1593	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.24	0.03	0.01	0.58	0.07	0.10	0.10	0.22	0.05	0.05	0.01
Crit Moves:	****				****				****			
Green Time:	9.0	143	143.0	5.0	139	139.0	33.0	33.0	42.0	33.0	33.0	38.0
Volume/Cap:	0.77	0.31	0.04	0.48	0.80	0.09	0.57	0.57	1.00	0.28	0.28	0.07
Delay/Veh:	124.6	7.6	6.0	98.8	17.6	7.4	74.4	74.4	120.5	68.6	68.6	61.8
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:	124.6	7.6	6.0	98.8	17.6	7.4	74.4	74.4	120.5	68.6	68.6	61.8
LOS by Move:	F	A	A	F	B	A	E	E	F	E	E	E
HCM2k95thQ:	8	15	2	3	60	4	19	19	48	9	9	3

Note: Queue reported is the number of cars per lane.

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El Camino Real Specific Plan TIA
SJ17-1774
Cumulative Plus Project PM

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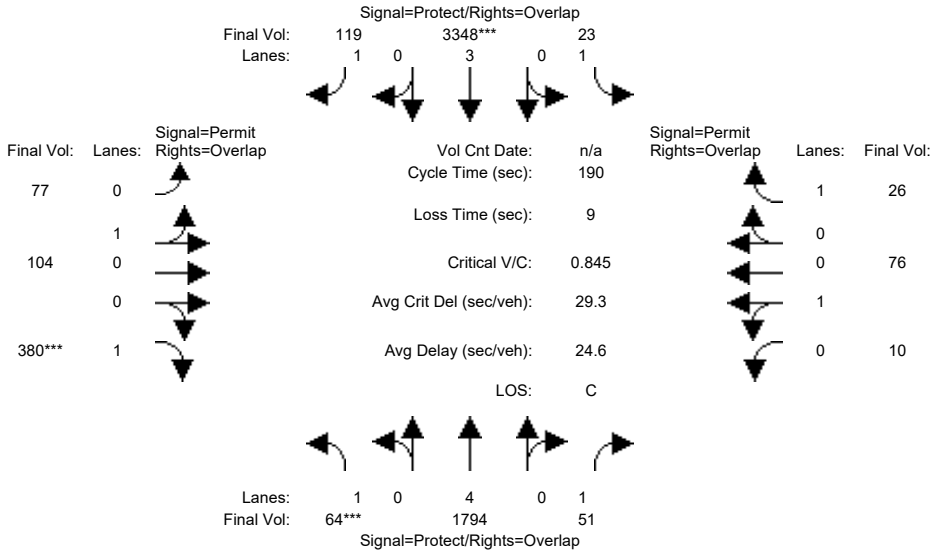
2000 HCM Operations (Future Volume Alternative)
Cumulative PP PM

Intersection #52: San Tomas Expy/Forbes Ave



Street Name:	San Tomas Expy						Forbes Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	9	143	143	5	139	139	24	24	24	24	24	24
Y+R:	4.6	5.8	5.8	4.6	5.8	5.8	5.6	5.6	5.6	5.6	5.6	5.6
Volume Module:												
Base Vol:	64	1794	51	23	4083	119	77	104	380	10	76	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	64	1794	51	23	4083	119	77	104	380	10	76	26
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	64	1794	51	23	4083	119	77	104	380	10	76	26
User Adj:	1.00	1.00	1.00	1.00	0.82	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	64	1794	51	23	3348	119	77	104	380	10	76	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	1794	51	23	3348	119	77	104	380	10	76	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	64	1794	51	23	3348	119	77	104	380	10	76	26
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	4.00	1.00	1.00	3.00	1.00	0.43	0.57	1.00	0.12	0.88	1.00
Final Sat.:	1750	7600	1750	1750	5700	1750	766	1034	1750	209	1591	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.24	0.03	0.01	0.59	0.07	0.10	0.10	0.22	0.05	0.05	0.01
Crit Moves:	****				****				****			
Green Time:	9.0	143	143.0	5.0	139	139.0	33.0	33.0	42.0	33.0	33.0	38.0
Volume/Cap:	0.77	0.31	0.04	0.50	0.80	0.09	0.58	0.58	0.98	0.28	0.28	0.07
Delay/Veh:	124.6	7.6	6.0	99.5	17.8	7.4	74.8	74.8	114.5	68.6	68.6	61.8
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:	124.6	7.6	6.0	99.5	17.8	7.4	74.8	74.8	114.5	68.6	68.6	61.8
LOS by Move:	F	A	A	F	B	A	E	E	F	E	E	E
HCM2k95thQ:	8	15	2	3	61	4	19	19	46	9	9	3

Note: Queue reported is the number of cars per lane.

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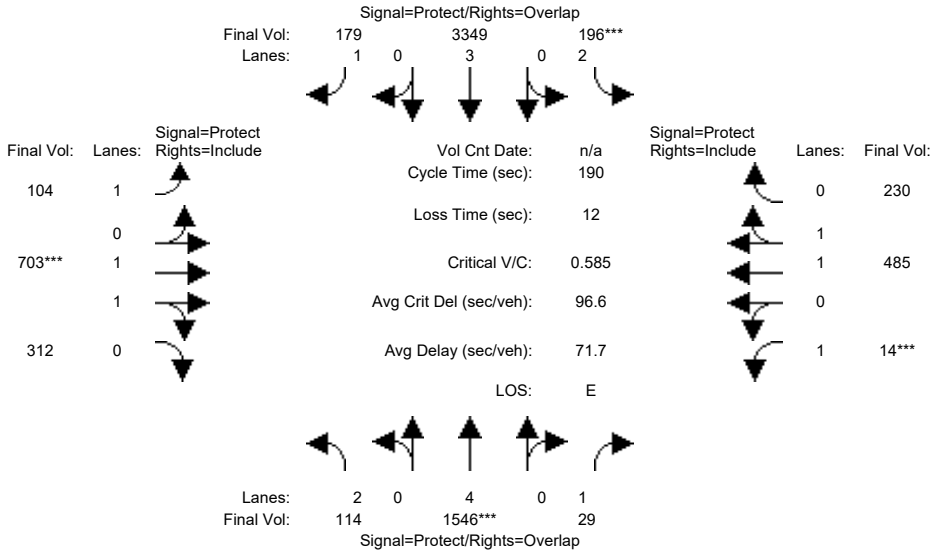
El Camino Real Specific Plan TIA
SJ17-1774
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #53: San Tomas Expy/Pruneridge Ave



Street Name:	San Tomas Expy						Pruneridge Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	12	116	116	10	114	114	11	28	28	10	27	27
Y+R:	5.2	5.8	5.8	5.2	5.8	5.8	5.3	5.6	5.6	5.1	5.5	5.5
Volume Module:												
Base Vol:	114	1546	29	196	4084	179	104	703	312	14	485	230
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	114	1546	29	196	4084	179	104	703	312	14	485	230
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	114	1546	29	196	4084	179	104	703	312	14	485	230
User Adj:	1.00	1.00	1.00	1.00	0.82	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	114	1546	29	196	3349	179	104	703	312	14	485	230
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	114	1546	29	196	3349	179	104	703	312	14	485	230
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	114	1546	29	196	3349	179	104	703	312	14	485	230
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	0.99	0.95	0.92	0.99	0.95
Lanes:	2.00	4.00	1.00	2.00	3.00	1.00	1.00	1.37	0.63	1.00	1.34	0.66
Final Sat.:	3150	7600	1750	3150	5700	1750	1750	2562	1137	1750	2509	1190
Capacity Analysis Module:												
Vol/Sat:	0.04	0.20	0.02	0.06	0.59	0.10	0.06	0.27	0.27	0.01	0.19	0.19
Crit Moves:		****		****				****		****		
Green Time:	12.0	116	126.0	10.0	114	126.2	12.2	42.0	42.0	10.0	39.8	39.8
Volume/Cap:	0.57	0.33	0.02	1.18	0.98	0.15	0.92	1.24	1.24	0.15	0.92	0.92
Delay/Veh:	90.5	18.1	11.0	217.4	47.9	12.0	149.5	193	193.0	86.7	90.2	90.2
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:	90.5	18.1	11.0	217.4	47.9	12.0	149.5	193	193.0	86.7	90.2	90.2
LOS by Move:	F	B-	B+	F	D	B+	F	F	F	F	F	F
HCM2k95thQ:	9	19	1	17	98	8	14	67	67	2	40	40

Note: Queue reported is the number of cars per lane.

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El Camino Real Specific Plan TIA
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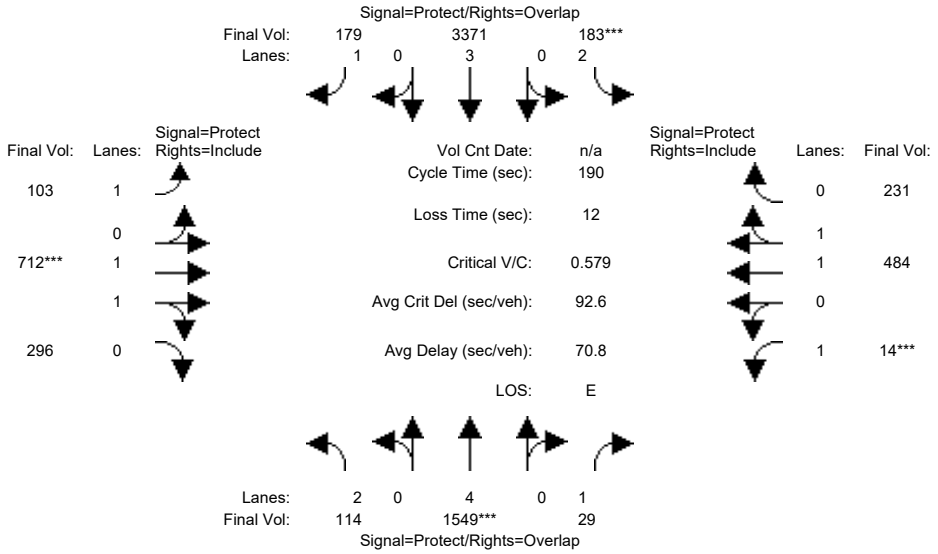
2000 HCM Operations (Future Volume Alternative)
Cumulative PP PM

Intersection #53: San Tomas Expy/Pruneridge Ave



Street Name:	San Tomas Expy						Pruneridge Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	12	116	116	10	114	114	11	28	28	10	27	27
Y+R:	5.2	5.8	5.8	5.2	5.8	5.8	5.3	5.6	5.6	5.1	5.5	5.5
Volume Module:												
Base Vol:	114	1549	29	183	4111	179	103	712	296	14	484	231
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	114	1549	29	183	4111	179	103	712	296	14	484	231
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	114	1549	29	183	4111	179	103	712	296	14	484	231
User Adj:	1.00	1.00	1.00	1.00	0.82	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	114	1549	29	183	3371	179	103	712	296	14	484	231
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	114	1549	29	183	3371	179	103	712	296	14	484	231
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	114	1549	29	183	3371	179	103	712	296	14	484	231
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	0.98	0.95	0.92	0.99	0.95
Lanes:	2.00	4.00	1.00	2.00	3.00	1.00	1.00	1.40	0.60	1.00	1.34	0.66
Final Sat.:	3150	7600	1750	3150	5700	1750	1750	2613	1086	1750	2504	1195
Capacity Analysis Module:												
Vol/Sat:	0.04	0.20	0.02	0.06	0.59	0.10	0.06	0.27	0.27	0.01	0.19	0.19
Crit Moves:		****		****				****		****		
Green Time:	12.0	116	126.0	10.0	114	126.1	12.1	42.0	42.0	10.0	39.9	39.9
Volume/Cap:	0.57	0.33	0.02	1.10	0.99	0.15	0.92	1.23	1.23	0.15	0.92	0.92
Delay/Veh:	90.5	18.1	11.0	190.4	49.4	12.0	149.2	189	189.4	86.7	89.8	89.8
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:	90.5	18.1	11.0	190.4	49.4	12.0	149.2	189	189.4	86.7	89.8	89.8
LOS by Move:	F	B-	B+	F	D	B	F	F	F	F	F	F
HCM2k95thQ:	9	19	1	15	100	8	14	66	66	2	40	40

Note: Queue reported is the number of cars per lane.

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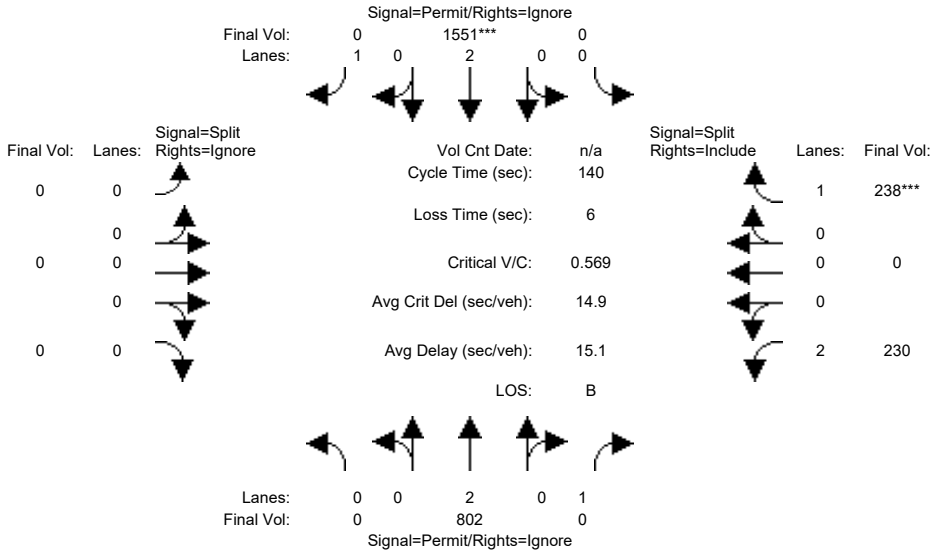
El Camino Real Specific Plan TIA
SJ17-1774
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #54: The Alameda/I-880 SB (CMP)



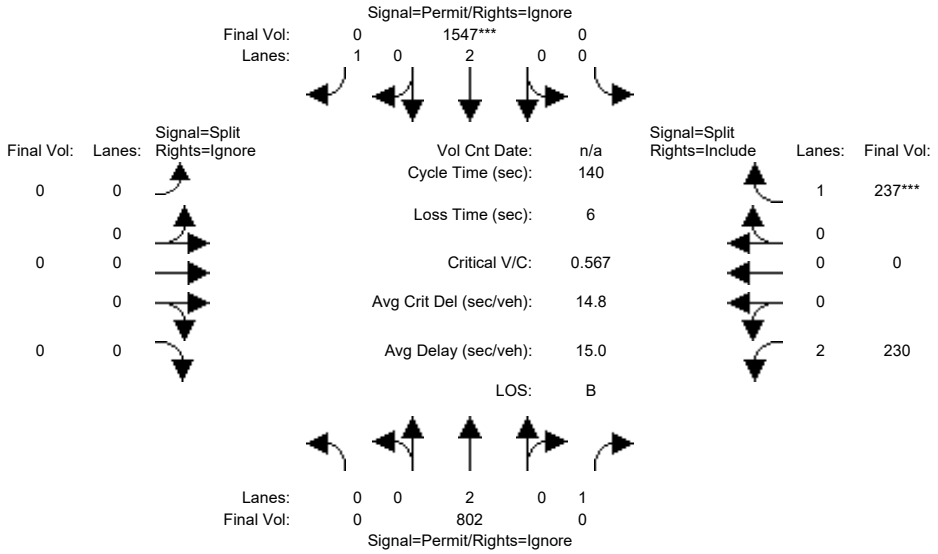
Street Name:	The Alameda						I-880 SB					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	802	356	0	1551	220	0	0	0	230	0	238
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	802	356	0	1551	220	0	0	0	230	0	238
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	802	356	0	1551	220	0	0	0	230	0	238
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	802	0	0	1551	0	0	0	0	230	0	238
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	802	0	0	1551	0	0	0	0	230	0	238
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	802	0	0	1551	0	0	0	0	230	0	238
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	2.00	1.00	0.00	2.00	1.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3800	1750	0	3800	1750	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.21	0.00	0.00	0.41	0.00	0.00	0.00	0.00	0.07	0.00	0.14
Crit Moves:					****							****
Green Time:	0.0	101	0.0	0.0	101	0.0	0.0	0.0	0.0	33.5	0.0	33.5
Volume/Cap:	0.00	0.29	0.00	0.00	0.57	0.00	0.00	0.00	0.00	0.31	0.00	0.57
Delay/Veh:	0.0	7.1	0.0	0.0	9.7	0.0	0.0	0.0	0.0	43.9	0.0	48.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	7.1	0.0	0.0	9.7	0.0	0.0	0.0	0.0	43.9	0.0	48.7
LOS by Move:	A	A	A	A	A	A	A	A	A	D	A	D
HCM2k95thQ:	0	12	0	0	27	0	0	0	0	9	0	18

Note: Queue reported is the number of cars per lane.

El Camino Real Specific Plan TIA
SJ17-1774
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PP PM

Intersection #54: The Alameda/I-880 SB (CMP)



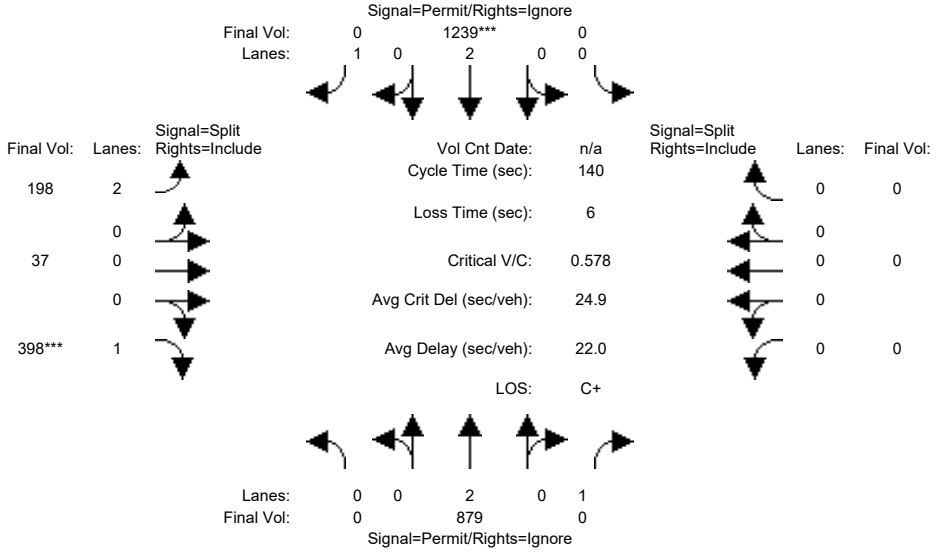
Street Name:	The Alameda						I-880 SB					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	0	10	10	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	802	355	0	1547	227	0	0	0	230	0	237
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	802	355	0	1547	227	0	0	0	230	0	237
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	802	355	0	1547	227	0	0	0	230	0	237
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	802	0	0	1547	0	0	0	0	230	0	237
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	802	0	0	1547	0	0	0	0	230	0	237
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	802	0	0	1547	0	0	0	0	230	0	237
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	2.00	1.00	0.00	2.00	1.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3800	1750	0	3800	1750	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.21	0.00	0.00	0.41	0.00	0.00	0.00	0.00	0.07	0.00	0.14
Crit Moves:					****							****
Green Time:	0.0	101	0.0	0.0	101	0.0	0.0	0.0	0.0	33.4	0.0	33.4
Volume/Cap:	0.00	0.29	0.00	0.00	0.57	0.00	0.00	0.00	0.00	0.31	0.00	0.57
Delay/Veh:	0.0	7.1	0.0	0.0	9.7	0.0	0.0	0.0	0.0	44.0	0.0	48.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	7.1	0.0	0.0	9.7	0.0	0.0	0.0	0.0	44.0	0.0	48.7
LOS by Move:	A	A	A	A	A	A	A	A	A	D	A	D
HCM2k95thQ:	0	12	0	0	27	0	0	0	0	9	0	18

Note: Queue reported is the number of cars per lane.

El Camino Real Specific Plan TIA
SJ17-1774
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #55: The Alameda/I-880 NB (CMP)



Street Name:	The Alameda						I-880 NB					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	879	270	0	1239	563	198	37	398	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	879	270	0	1239	563	198	37	398	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	879	270	0	1239	563	198	37	398	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	879	0	0	1239	0	198	37	398	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	879	0	0	1239	0	198	37	398	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	879	0	0	1239	0	198	37	398	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	0.00	2.00	1.00	1.71	0.29	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	1750	0	3800	1750	2986	558	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.00	0.00	0.33	0.00	0.07	0.07	0.23	0.00	0.00	0.00
Crit Moves:					****				****			
Green Time:	0.0	78.9	0.0	0.0	78.9	0.0	55.1	55.1	55.1	0.0	0.0	0.0
Volume/Cap:	0.00	0.41	0.00	0.00	0.58	0.00	0.17	0.17	0.58	0.00	0.00	0.00
Delay/Veh:	0.0	17.5	0.0	0.0	20.2	0.0	27.6	27.6	34.1	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	17.5	0.0	0.0	20.2	0.0	27.6	27.6	34.1	0.0	0.0	0.0
LOS by Move:	A	B	A	A	C+	A	C	C	C-	A	A	A
HCM2k95thQ:	0	19	0	0	29	0	7	7	25	0	0	0

Note: Queue reported is the number of cars per lane.

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El Camino Real Specific Plan TIA
SJ17-1774
Cumulative Plus Project PM

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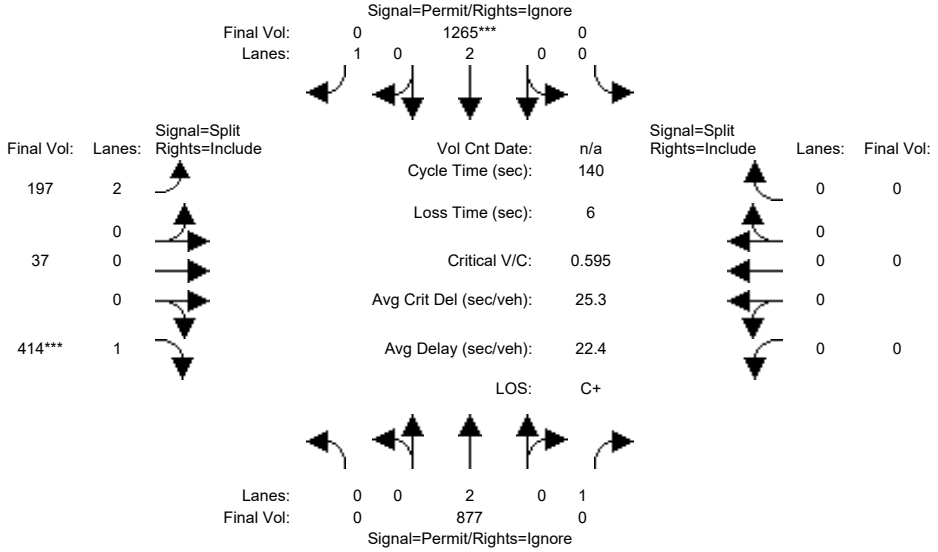
2000 HCM Operations (Future Volume Alternative)
Cumulative PP PM

Intersection #55: The Alameda/I-880 NB (CMP)



Street Name:	The Alameda						I-880 NB					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	877	268	0	1265	533	197	37	414	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	877	268	0	1265	533	197	37	414	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	877	268	0	1265	533	197	37	414	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	877	0	0	1265	0	197	37	414	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	877	0	0	1265	0	197	37	414	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	877	0	0	1265	0	197	37	414	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	0.00	2.00	1.00	1.71	0.29	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	1750	0	3800	1750	2984	560	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.00	0.00	0.33	0.00	0.07	0.07	0.24	0.00	0.00	0.00
Crit Moves:					****				****			
Green Time:	0.0	78.3	0.0	0.0	78.3	0.0	55.7	55.7	55.7	0.0	0.0	0.0
Volume/Cap:	0.00	0.41	0.00	0.00	0.59	0.00	0.17	0.17	0.59	0.00	0.00	0.00
Delay/Veh:	0.0	17.8	0.0	0.0	20.8	0.0	27.2	27.2	34.2	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	17.8	0.0	0.0	20.8	0.0	27.2	27.2	34.2	0.0	0.0	0.0
LOS by Move:	A	B	A	A	C+	A	C	C	C-	A	A	A
HCM2k95thQ:	0	19	0	0	30	0	7	7	26	0	0	0

Note: Queue reported is the number of cars per lane.

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Appendix C:
Peak Hour Signal Warrants

FEHR PEERS

Major Street	Scott Boulevard
Minor Street	Harrison Sreet

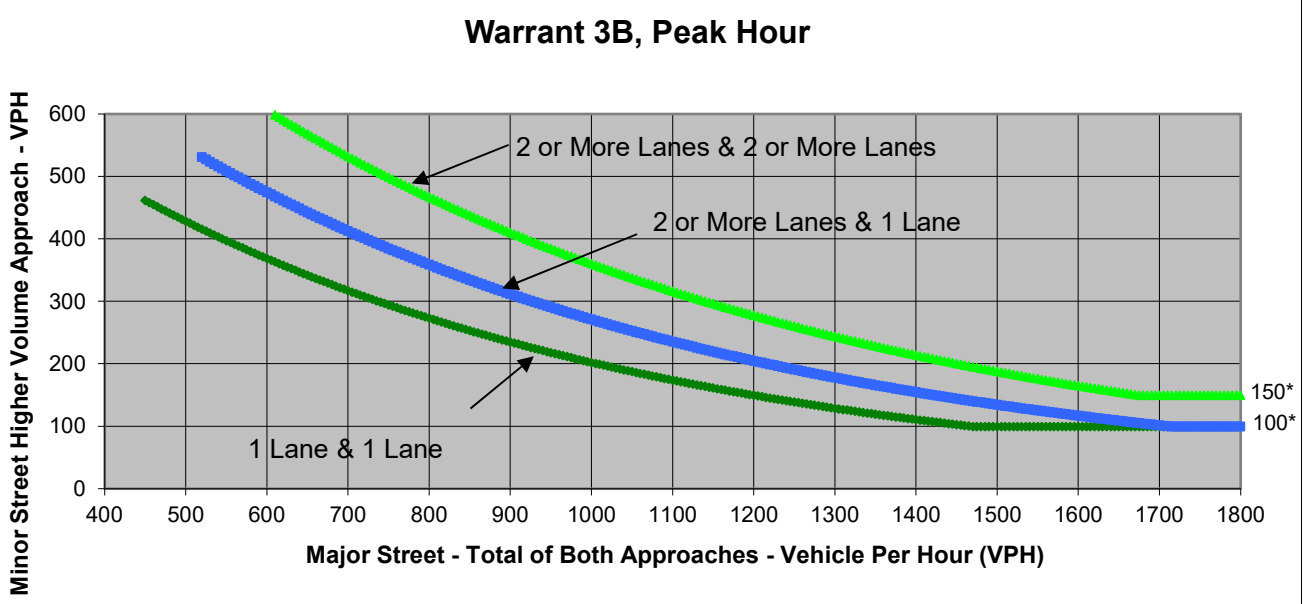
Project	El Camino Real Precise Plan
Scenario	Existing Plus Project
Peak Hour	PM

Turn Movement Volumes

	NB	SB	EB	WB
Left	27	35	10	9
Through	442	1,406	8	6
Right	21	29	30	19
Total	490	1,470	48	34

Major Street Direction

x	North/South
	East/West



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	Scott Boulevard	Harrison Sreet	
Number of Approach Lanes	**2**	**1**	**NO**
Traffic Volume (VPH) *	**1,960**	**48**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

Major Street	El Camino Real
Minor Street	Harrison Street

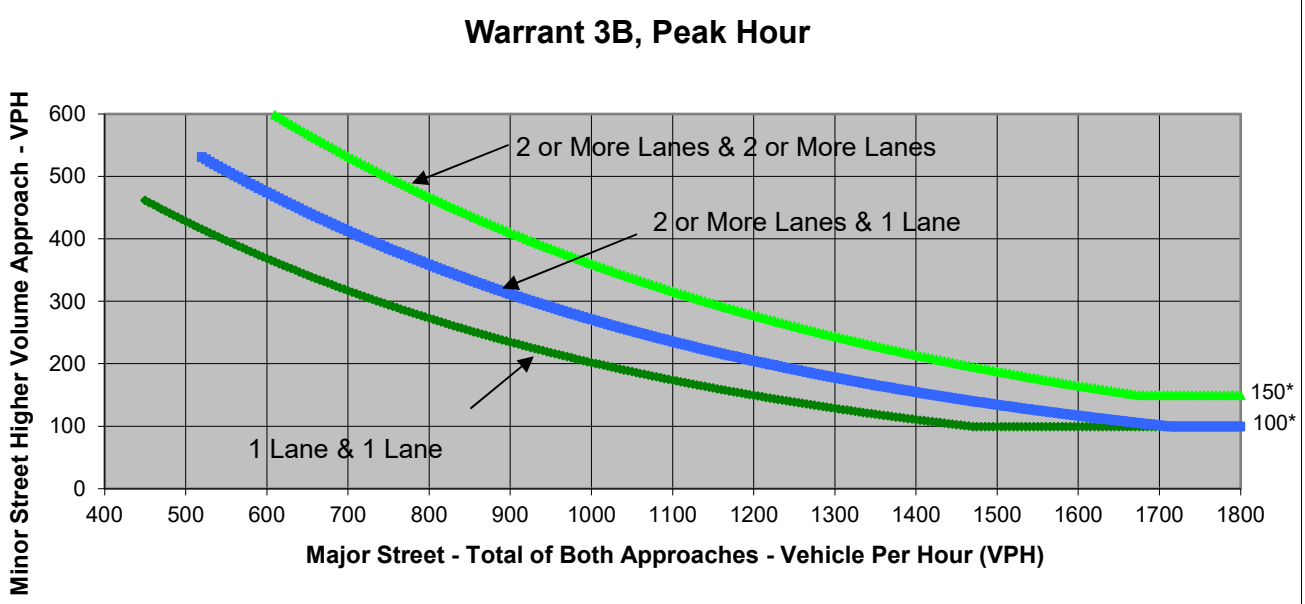
Project	El Camino Real Precise Plan
Scenario	Background Plus Project
Peak Hour	PM

Turn Movement Volumes

	NB	SB	EB	WB
Left	19	0	0	33
Through	0	0	1,456	509
Right	35	0	178	0
Total	54	0	1,634	542

Major Street Direction

	North/South
x	East/West



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	El Camino Real	Harrison Street	
Number of Approach Lanes	**3**	**1**	**NO**
Traffic Volume (VPH) *	**2,176**	**54**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

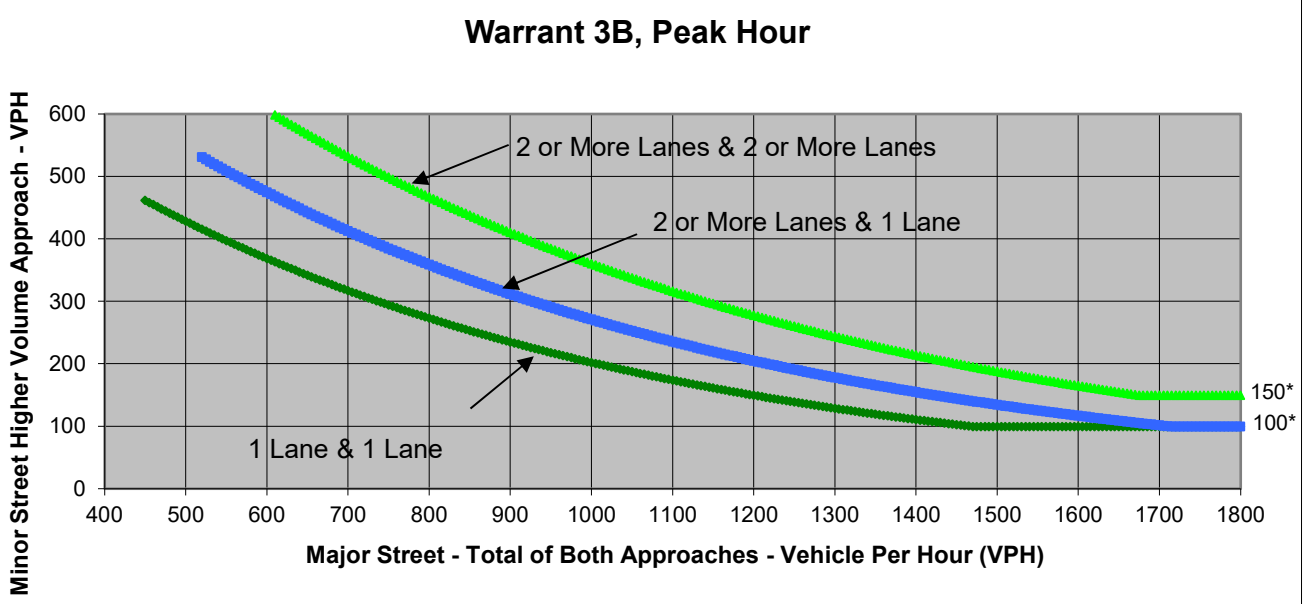
Major Street	Scott Boulevard	Project	El Camino Real Precise Plan
Minor Street	Harrison Sreet	Scenario	Background Plus Project
		Peak Hour	PM

Turn Movement Volumes

	NB	SB	EB	WB
Left	27	35	10	9
Through	472	1,406	8	6
Right	21	29	30	19
Total	520	1,470	48	34

Major Street Direction

x	North/South
	East/West



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	Scott Boulevard	Harrison Sreet	
Number of Approach Lanes	**2**	**1**	**NO**
Traffic Volume (VPH) *	**1,990**	**48**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

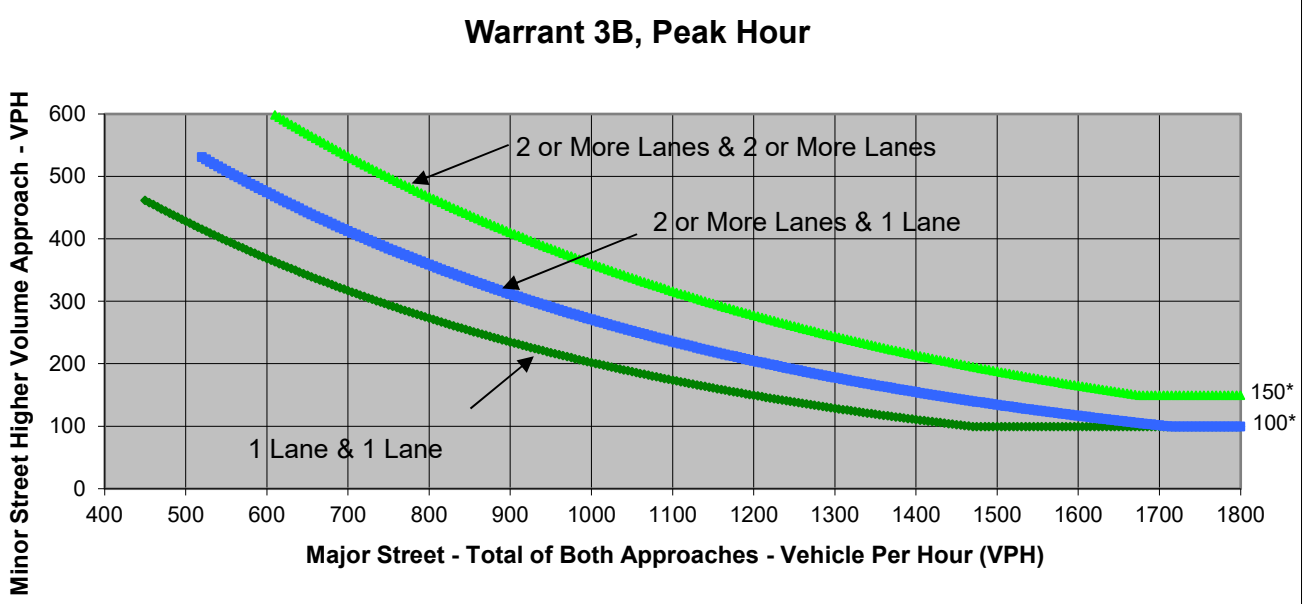
Major Street	El Camino Real	Project	El Camino Real Precise Plan
Minor Street	Harrison Street	Scenario	Cumulative Plus Project
		Peak Hour	PM

Turn Movement Volumes

	NB	SB	EB	WB
Left	39	0	0	74
Through	0	0	1,527	555
Right	47	0	184	0
Total	86	0	1,711	629

Major Street Direction

	North/South
x	East/West



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	El Camino Real	Harrison Street	
Number of Approach Lanes	**3**	**1**	**NO**
Traffic Volume (VPH) *	**2,340**	**86**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

Major Street	Scott Boulevard
Minor Street	Harrison Sreet

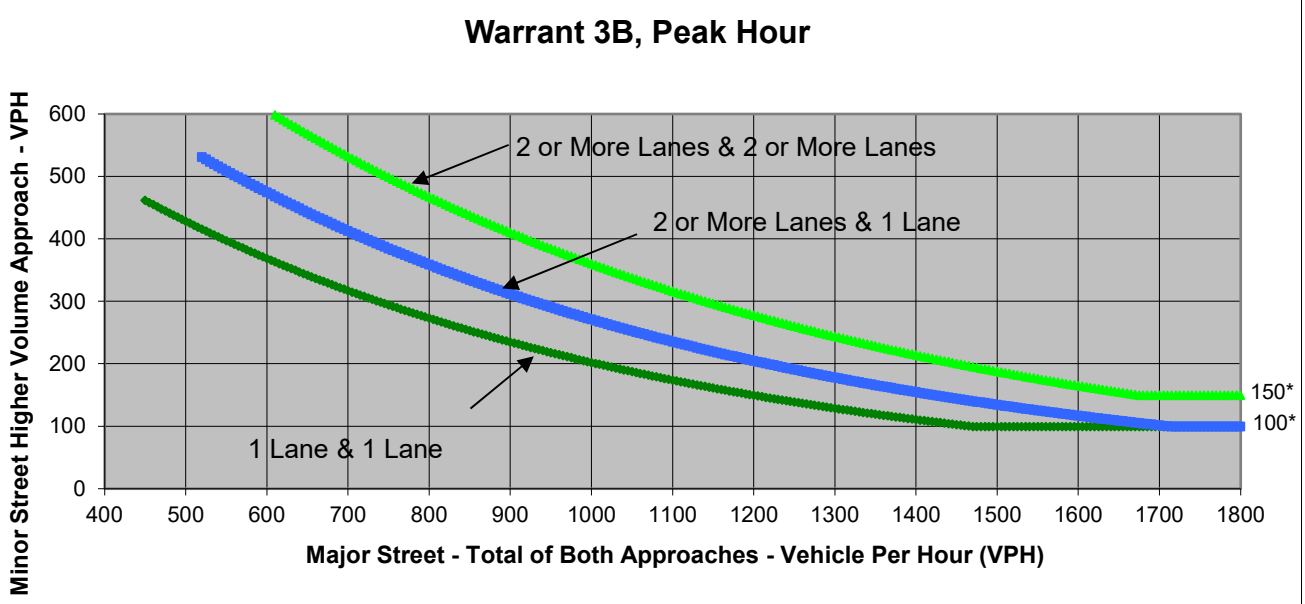
Project	El Camino Real Precise Plan
Scenario	Cumulative Plus Project
Peak Hour	PM

Turn Movement Volumes

	NB	SB	EB	WB
Left	27	39	10	9
Through	481	1,392	8	6
Right	21	29	30	22
Total	529	1,460	48	37

Major Street Direction

x	North/South
	East/West



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	Scott Boulevard	Harrison Sreet	
Number of Approach Lanes	**2**	**1**	**NO**
Traffic Volume (VPH) *	**1,989**	**48**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

Appendix D:
Approved, Under Construction, and Unoccupied Projects

Appendix D. Approved, Under Construction, and Unoccupied Projects

1. Summary

Approved, under construction and unoccupied projects for the Project reference those on the City's Development Projects List for intersections in the jurisdictions of the City of Santa Clara and the City of Sunnyvale, and the City of San José's Approved Trip Index (ATI) for intersections in the jurisdiction of the City of San José. **Table D-1** outlines the approved land use projects considered for Background and Background Plus Project Conditions in the City of Santa Clara. **Table D-2** outlines the approved land use projects considered for Background and Background Plus Project Conditions in the City of Sunnyvale. **Table D-3** outlines the approved land use projects considered for Background and Background Plus Project Conditions in the City of San José.

Volumes for Cumulative and Cumulative Plus Project Conditions were derived from the City's traffic model, which contains citywide development and roadway improvements expected to occur by 2040. Therefore, individual developments assumed under Cumulative and Cumulative Plus Project Conditions are not identified in this Appendix. Chapters 5 and 7 in the El Camino Real Specific Plan TIA discuss the methods used to develop Cumulative forecasts.

D-1: SANTA CLARA APPROVED LAND USE PROJECTS			
ID#	**Project Title/Project Applicant**	**Location**	**Description**
1	City Place (City Center - Parcels 4a and 5)	5155 and 5120 Stars and Stripes	• 1,738,000 s.f. office • 578 hotel rooms • 200 apartments • 1,082,000 s.f. retail • 195,000 s.f. restaurant • 35,000 s.f. grocery store • 190,000 s.f. entertainment
2	2232 El Camino Real Mixed Use Project (SummerHill)	2232-2240 El Camino Real, Santa Clara, CA	• 17,909 square-feet of ground floor retail • 151 senior apartment units
3	3375 Scott Blvd Office Project	3375 Scott Blvd, Santa Clara, CA 95054	• Six-story, 237,107 square foot office building • Two-story 13,643 square foot amenity building
4	3402 El Camino Real Mixed Use Project (The Deck)	3402 El Camino Real, Santa Clara, CA 95051	• 9,919 square feet of commercial space • 66 apartment units • 15,932 square feet of private amenities
5	Cambria Hotel Project	2900 Lakeside Dr, Santa Clara, CA	• Five story, 190-room hotel on a 1.96-acre project site
6	Gateway Crossings (Hunter/Storm)	1205 Coleman Ave, Santa Clara, CA 95050	• 1,600 residential units • 162,000 sq. ft. full-service hotel • 25,000 sq. ft. of supporting retail

D-1: SANTA CLARA APPROVED LAND USE PROJECTS			
ID#	**Project Title/Project Applicant**	**Location**	**Description**
7	Lawrence Station Project - Corvin Supportive Housing (Abode/Allied)	2904 Corvin Dr, Santa Clara, CA 95054	• 144 micro unit affordable housing project with one two-bedroom manager's unit
8	3607 Kifer Rd Office Development Project (Bayview)	3607 Kifer Rd and 3697 Tahoe Way. Santa Clara, CA 95051	• Five-story office building and underground parking garage
9	575 Benton St Mixed Use Project (Prometheus)	575 Benton St, Santa Clara, CA 95050	• 355 apartment units including eight live-work units • 1,601 square feet of leasing office space,
10	AC Hotel by Marriot Project	2950 Lakeside Dr, Santa Clara, CA	• Seven-story, 188-room hotel on a 1.70-acre project site
11	Anantara Villas Residential Project	1890 El Camino Real, Santa Clara, CA 95050	• 56 condominium units over a podium parking structure
12	Catalina I Residential Development Project	1375, 1385, and 1399 El Camino Real, Santa Clara, CA 95050	• 54 townhouse units, including eight live-work units
13	Downtown Gateway (SiliconSage Builders)	1313 Franklin Street, Santa Clara, CA	• 44 residential condominiums • 14,477 square feet of retail space
14	Lawrence Station Project - Corvin Dr (Toll Brothers)	2961 Corvin Drive, Santa Clara, CA 95054	• 38 townhomes
15	Lawrence Station Project - Kifer Rd (Summerhill)	3505 Kifer Rd, Santa Clara, CA 95051	• 988 residential unit, four-story, multi-family development • 39,225 square feet of retail/amenity space
16	Lawrence Station Project - Kifer Rd (Toll Brothers)	3305 Kifer Rd, Santa Clara, CA 95051	• 45 4-story residential units
17	Lawrence Lane Office Campus (Sobrato)	2215, 2200, and 2225 Lawson Lane, Santa Clara, CA	• 5-story office buildings, 2-story commons buildings and 4-level parking garages totalling 244,655 SF
18	Mission Park - MP Market Place Project	2041 Mission College Blvd 1900-2000 Wyatt Dr, Santa Clara, CA 95054	• 19 office buildings totaling 650,000 square feet located on an approximately 46-acre campus

D-1: SANTA CLARA APPROVED LAND USE PROJECTS			
ID#	**Project Title/Project Applicant**	**Location**	**Description**
19	Moonlite Lanes Townhome Project (Prometheus)	2780 El Camino Real, Santa Clara, CA 95051	• 58-unit residential development with parking structure
20	NVIDIA	2600, 2788, and 2800 San Tomas Expy; 2400 Condensa St	• Business park; 509,400 SF and 931,200 SF (total 1,440,600 SF)
21	Santa Clara Square Development Project (The Irvine Company)	2600 Augustine Drive	• 1,862,000 square feet of office • 178,000 square feet of retail • Up to 1840 units of residential apartment units
22	Santa Clara University - Athletic Excellence Center	500 El Camino Real, Santa Clara, CA 95050	• 47,894 square foot, two-story multi-use athletics building with offices, treatment rooms and two full size basketball courts on a 1.23-acre project site
23	Santa Clara University - South Residence Hall (Phase I/Finn Hall)	500 El Camino Real, Santa Clara, CA 95050	• 121,495 square foot, four-story structure over podium parking • 368-bed student dormitory on a 1.67-acre project site
24	Santa Clara University - STEM Complex	500 El Camino Real, Santa Clara, CA 95050	• 273,429 square foot, four-story building over basement (Science, Technology, Mathematics and Engineering complex) on a 3.4-acre project site

Source: City of Santa Clara, 2019.

D-2: SUNNYVALE APPROVED LAND USE PROJECTS		
Planning Permit File No.	**Address**	**Description**
2017-7698	1040 Sunnyvale-Saratoga Rd.	A new 3,180 sq.ft. convenience store and trash enclosure for an existing fueling station
2015-7262	1080 Stewart Dr.	Redevelop a hotel site (Residence Inn) resulting in a total 357 guest rooms. The new 7-story building will contain 133 rooms (24 of the 248 existing guest rooms are to to be demolished, resulting in a net increase of 109 rooms).
2017-7137	150 Lawrence Station Rd.	Allow an expansion of an existing Costco gas station (from 20 existing pumps to 30 pumps), including modifications to the existing parking lot and landscaping.
2018-7554	1515 Partridge Ave.	Allow up to 44 children for a preschool within an existing church building where 30 children was previously approved (UP 7277).
2014-8019	750 Lakeway Dr.	Redevelopment of a 232 room hotel with a partial demolition of 32 rooms and construction of a new 7-story hotel with 111 guest rooms (79 net new rooms) including 32 structured parking spaces and associated site modifications.
2016-7212	1050 Kifer Rd.	Redevelop a 21.7-acre site (Intuitive Surgical), including construction of two new four-story office/R&D buildings and two parking structures resulting in 755,144 square feet and 80% Floor Area Ratio (FAR). Project includes retention of an existing one-story building and a multi-use trail, and is located within the future Lawrence Station Area Plan.
2017-7886	1230 Oakmead Pkwy.	Site and building modifications to an existing office building resulting in 23,874 net new square footage (47% FAR).
2018-7452	901 Kifer Rd.	Redevelop nine industrial properties totaling 6.88 acres. Demolish nine existing industrial/office/R&D buildings (totaling 117,812 sq. ft.) and construct a new four-story, office/R&D building totaling 172,740 square feet and 45% floor area ratio (FAR). The existing 161,800 square foot office/R&D building at 899 Kifer Road would remain. A parcel map is also proposed to merge ten existing lots into one.
2016-7882	1120 Kifer Rd.	Redevelop a 7.99-acre industrial property with mixed-use, including 7,400 square feet of retail and 520 apartment units (Greystar).

D-2: SUNNYVALE APPROVED LAND USE PROJECTS		
Planning Permit File No.	**Address**	**Description**
2018-7513	1155 Aster Ave.	Redevelop a 16.82-acre property. Demolish seven existing industrial buildings, two commercial buildings, and construct a new mixed-use project. Project consists of a 4-to-5-story apartment/commercial bldg with wrapped above-grade parking structure; (2) 2-to-7-story condo bldgs above podium parking structures; and (20) 2-to-3-story townhome bldgs with individual unit garages. Residential: 741 total units (412 rental /329 ownership) at a density of 44 du/ac. Commercial: 1,500 sq. ft. on the ground floor of the apt bldg. Publicly-Accessible, Privately-Owned Open Space: 2.3 acres
2015-7576	1250 Lakeside Dr.	Allow two new buildings: 1) a 6-story, 263 room hotel with an attached 3,000 sq. ft. restaurantand an attached 3-level above grade parking structure, and 2) 5-story, 250 unit apartment building over a 2-level podium parking garage. Includes an amendment to the Lakeside Specific Plan.
2014-7373 (Previous 2013-7528 & 2014-7093)	871 and 895 E. Fremont Ave.	Redevelopment of a 5.49-acre site with 138 residential units (39 townhomes and 99 apartments) plus 6,934 square feet of retail/office use with surface and underground parking. Project involves Rezoning of 895 E. Fremont Ave. from C-1/ECR to R-3/ECR and preparation of an Environmental Impact Report (EIR).
2016-8035	1 AMD Place	Redevelop a site to construct 1,074 dwelling units (130 townhomes, 887 mid-rise apartments, 57 walk up apartments) including extension of a public street, and dedication of a 6.5 acre public park.

D-2: SUNNYVALE APPROVED LAND USE PROJECTS		
Planning Permit File No.	**Address**	**Description**
2016-7293	1008 E. El Camino Real	Rezone the property at 1314-1320 Poplar Ave. from R-1/ECR (Low Density Residential/Precise Plan for El Camino Real) to C-2/ECR (Highway Business Commercial/Precise Plan for El Camino Real) and redevelop former mobile home park (Conversion Impact Report certified and closure approved in January 2016) and existing duplex property comprising a project site of 2.1 acres into a 108-unit, 5-story mixed income (20% of units will be affordable to very low income households) rental housing complex with associated site improvements.
2016-7439	1122 Aster Ave.	Redevelopment of a 1.66-acre site into 34 three-story townhomes. Project includes Vesting Tentative Map to subdivide the site into 34 lots and one common lot.
2017-7451	1142 Dahlia Ct.	Develop 8.8-acre site (agricultural land aka Corn Palace) with 58 single family homes which includes: Tentative Map to subdivide the site into 60 lots (incl a 2 ac. public park lot, a private street and 58 single family home lots); Special Development Permit to construct 58 single family homes and associated improvements.
2017-7816	18771 E. Homestead Rd.	A request for a 5-lot subdivision and development of 5 new single family homes on a 0.80 acre lot.
2014-7770	845 Maria Lane	5-unit Townhouse Development
2014-7417	915 De Guigne Dr.	450 townhouse units and demolition of the existing maufacturing site. Also see GPA and RZ under 2014-7416

Source: City of Sunnyvale, 2019.

D-3: SAN JOSÉ APPROVED LAND USE PROJECTS	
Project	**Description**
North San José - Legacy	*No description*
North San José-R - Legacy	*No description*

Source: City of San José, 2019.