

APPENDIX G
TRAFFIC IMPACT ANALYSIS

Tasman East Specific Plan

Transportation Impact Analysis

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FEHR  PEERS

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1. Introduction

This report presents the results of the transportation impact analysis (TIA) for the proposed Tasman East mixed-use development (the “Project”) located in the City of Santa Clara, California. The Project site is located northeast of Levi’s Stadium in the northern portion of the City. The boundaries of the Project site generally extend to Santa Clara Golf and Tennis Club to the north, the Guadalupe River to the east, Tasman Drive to the south, and Lafayette Street to the west. The Project site location is shown on **Figure 1-1**.

The purpose of this analysis is to identify potentially significant adverse impacts of the proposed project on the surrounding local and regional transportation system and to recommend measures to mitigate significant impacts. In addition, the TIA evaluates consistency with *the Santa Clara General Plan* (2010). 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 Project including the project description, summary of the study area, overview of Project traffic estimating and analysis methods, the analysis scenarios, and an overview of this report.

1.1 Project Description

Tasman East is a multi-phased, mixed-used development on a 46-acre site currently containing approximately 708,000 square feet of light industrial space. It would include residential units, retail facilities, a possible new school, new open spaces, new roads, and new upgraded and expanded infrastructure. A conceptual land use plan scheme for development has been identified, and is summarized in **Table 1-1**, along with a description of the existing uses, and the net change in land uses. **Figure 1-1** depicts the Project site and the proposed circulation system.

Table 1-1: Existing Uses and Proposed Tasman East Development

Land Use Scenario	Land Use			
	Light Industrial ²	Residential	Retail	School
Existing Uses	708,000 sf	0	0	0
Future Uses	0	4,500 du	106,000 sf	600 students
Net New Land Uses	(708,000 sf)	4,500 du	106,000 sf	600 students

Source: Perkins + Will, 2017

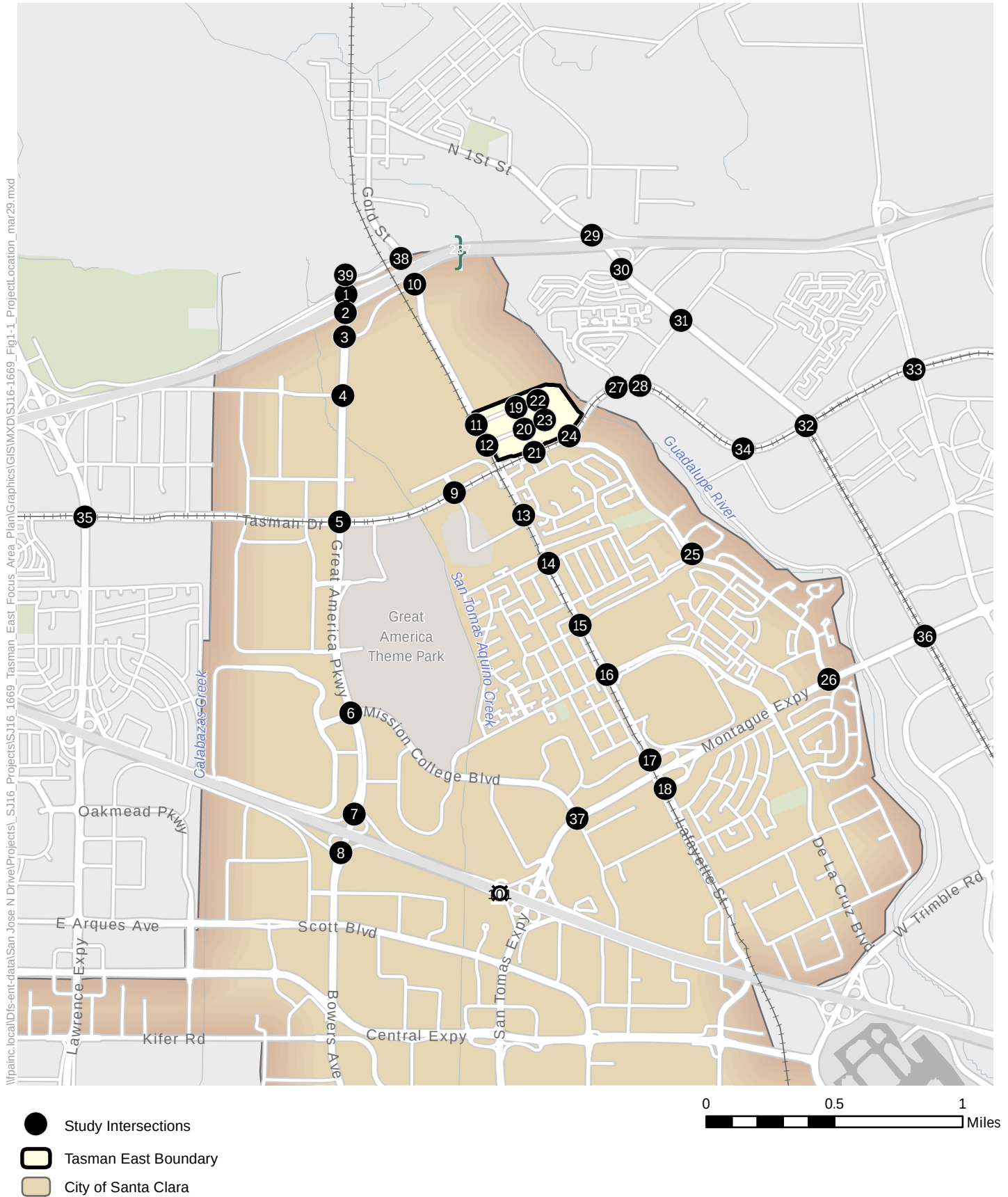


Figure 1-1
Project Location and Study Intersections

Date: 3/29/2018

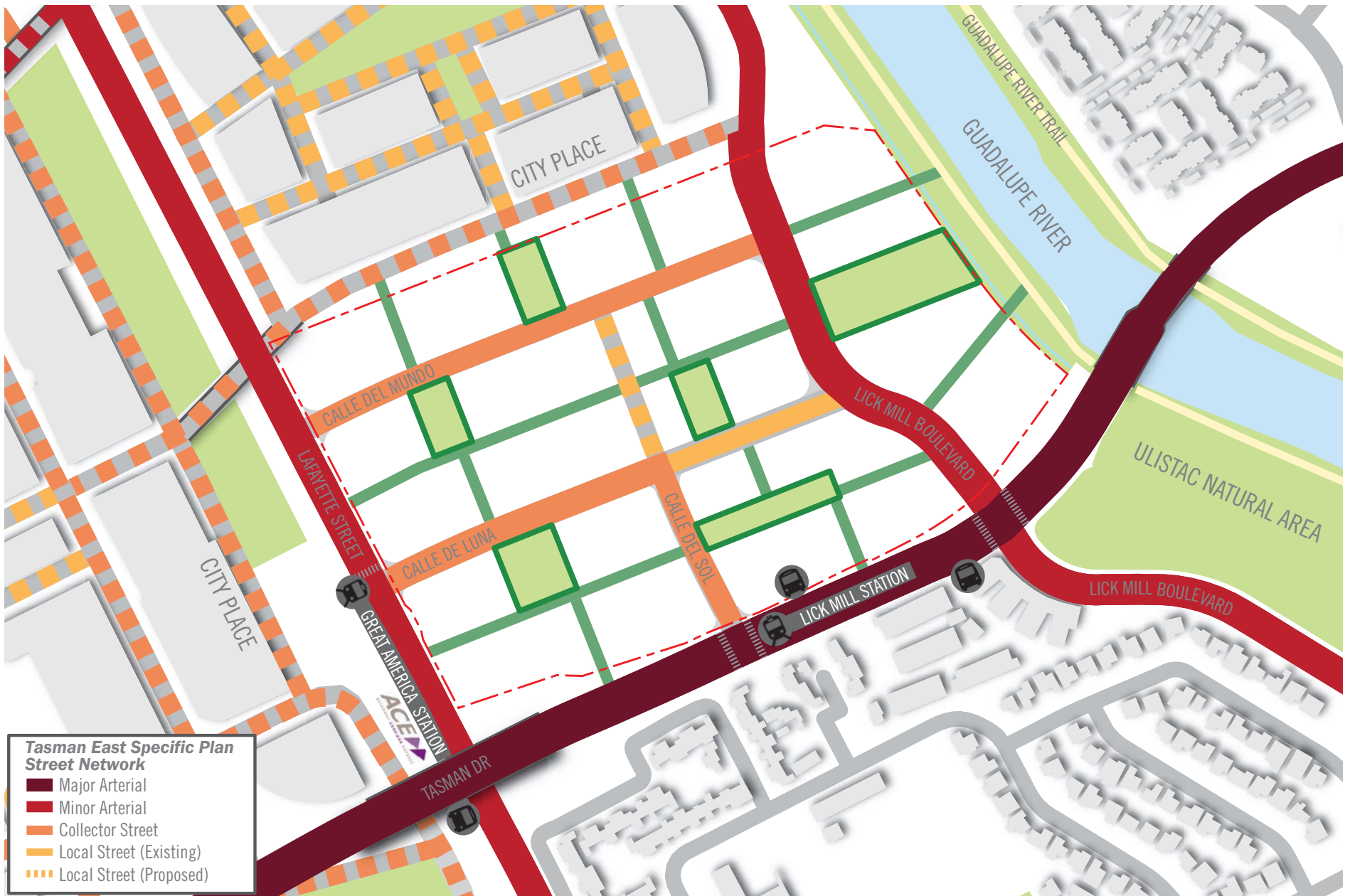


Figure 1-2



1.1.1 Site Access and Circulation

SR 237 to the north and US 101 to the south provide regional access to the Project Site via their interchanges with Great America Parkway and Montague Expressway and connections to Lafayette Street. Direct site access is provided by Tasman Drive and Lafayette Street. The existing internal roadway system includes three streets that provide access to existing land uses. Calle de Luna and Calle del Mundo each intersect with Lafayette Street and connect on the eastern portion of the site to form a loop. Calle del Sol is a short north-south street connecting Tasman Drive with Calle de Luna.

The site has great transit accessibility. VTA provides light rail service along Tasman Drive with stops at Champion Station, Lick Mill Station, and Great America Station. Amtrak, Capitol Corridor, and Altamont Corridor Express (ACE) provide regional passenger rail service at the Santa Clara/Great America Station located at Lafayette Street and Tasman Drive.

The San Tomas Creek Trail, a multi-use bicycle and pedestrian trail, is located 3,000 feet to the west of the Project site. The Guadalupe River Trail is located 1,600 feet to the east of the Project site. These trails plus bike lanes on both Tasman Drive and Lafayette Street comprise the network of bicycle facilities in the vicinity of the site.

1.1.2 Site Land Use Context

Land uses near the Project Site include Levi's Stadium, Santa Clara Youth Soccer Park, and California's Great America Amusement Park to the southwest; the Santa Clara Convention Center to the west; the Santa Clara golf course to the north, office uses to the northwest; and residential uses to the south and to the east, beyond the Guadalupe River. The residential uses to the east are located within the San José city limits. The San Francisco Bay is located north of the Project site.

The future City Place Santa Clara project is located to the west and north of the Project site. This large multi-phased, mixed-use 6.27 to 9.16 million gross square feet of development will include office buildings, retail and entertainment facilities, residential units, hotels, new open spaces, new roads, and new upgraded and expanded infrastructure. City Place and Tasman East contain complementary land uses with City Place having primarily office and retail uses and Tasman East including primarily residential uses. The interaction of these two major development projects will affect the amount of traffic added to the surrounding roadways. The approach to account for these interactions is described in the Trip Generation Methodology section.

1.2 Study Area

The study intersections and freeway segments were selected based on locations where the Project would contribute a substantial amount of traffic using VTA's ten peak hour trips per lane guidance (VTA's *Transportation Impact Analysis Guidelines*, 2014) for congestion management program intersections and one percent of capacity for freeway segments. Major City intersections with ten peak hour trips per lane were also included in the analysis, though not all minor intersections were included because traffic at these locations would not be substantially affected by the Project.

The roadway impacts of the proposed Project were evaluated for the intersections and freeway segments identified below.

1.2.1 Study Intersections

The list of study intersections was finalized in consultation with the City of Santa Clara staff. The resulting study intersections are presented in **Table 1-2**.

1.2.2 Study 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. The extents of the study freeway segments are summarized below:

- SR 237 from I-880 (Milpitas) to US 101 (Sunnyvale)
- US 101 from Embarcadero (Palo Alto) to Old Bayshore Highway (San Jose)
- I-880 from Dixon Landing Road (Milpitas) to US 101 (San Jose)

Table 1-2: Study Intersections

ID	Intersection	Jurisdiction
1	Great America Parkway / WB SR 237 Ramps	San José (CMP)
2	Great America Parkway / EB SR 237 Ramps	Santa Clara (CMP)
3	Great America Parkway / Great America Way	Santa Clara
4	Great America Parkway / Old Mountain View – Alviso Road	Santa Clara
5	Great America Parkway / Tasman Drive	Santa Clara (CMP)
6	Great America Parkway / Mission College Boulevard	Santa Clara (CMP)
7	Great America Parkway-Bowers Avenue / US 101 NB Ramps	Santa Clara (CMP)
8	Bowers Avenue / US 101 SB Ramps	Santa Clara (CMP)
9	Tasman Drive / Centennial Drive	Santa Clara
10	Lafayette Street / Great America Way	Santa Clara
11	Lafayette Street / Calle Del Mundo	Santa Clara
12	Lafayette Street / Calle De Luna	Santa Clara
13	Lafayette Street / Calle De Primavera	Santa Clara
14	Lafayette Street / Hogan Drive	Santa Clara
15	Lafayette Street / Hope Drive	Santa Clara
16	Lafayette Street / Agnew Road	Santa Clara
17	Lafayette Street / Montague Expressway WB	Santa Clara County
18	Lafayette Street / Montague Expressway EB	Santa Clara County
19	Calle Del Sol / Calle Del Mundo (New Intersection)	Santa Clara
20	Calle Del Sol / Calle De Luna	Santa Clara
21	Tasman Drive / Calle Del Sol	Santa Clara
22	Lick Mill / Calle De Luna (New Intersection)	Santa Clara
23	Lick Mill / Calle Del Mundo (New Intersection)	Santa Clara
24	Tasman Drive / Lick Mill Boulevard	Santa Clara
25	Lick Mill Boulevard / Hope Drive	Santa Clara
26	Lick Mill Boulevard / Montague Expressway	Santa Clara County
27	Tasman Drive / Renaissance Drive	San José
28	Tasman Drive / Vista Montana	San José
29	WB 237 / 1st Street	San José (CMP)
30	EB 237 / 1st Street	San José (CMP)
31	1st Street / Vista Montana	San José
32	Tasman Drive / 1st Street	San José
33	Tasman Drive / Zanker Road	San José
34	Tasman Drive / Rio Robles	San José

Table 1-2: Study Intersections

ID	Intersection	Jurisdiction
35	Tasman Drive / Lawrence Expressway	Santa Clara County (CMP)
36	Montague Expressway / N. First Street	Santa Clara County (CMP)
37	Montague Expressway / Mission College Boulevard	Santa Clara County (CMP)
38	Gold Street / Gold Street Connector	San José
39	Gold Street Connector / Great America Parkway	San José

Source: Fehr & Peers, 2018.

Note: Congestion Management Program (CMP) indicates the intersection is part of VTA's CMP monitoring program.

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 proposed Project.
- Scenario 3:** *Background Conditions* – Existing volumes plus traffic estimates for approved developments including Phases 1, 2, and 3 of the adjacent City Place development, plus intersection improvements.
- Scenario 4:** *Background with Project Conditions* – Volumes from Scenario 3 plus net-added traffic generated by buildout of the proposed Project.
- Scenario 5:** *Cumulative (2040) Conditions* – Year 2040 cumulative traffic volumes based on forecasts from the citywide traffic model used for the City Place EIR (which assumes buildout of the City Place project), including Association of Bay Area Governments (ABAG) land use projections, planned and funded transportation system improvements in the Valley Transportation Plan (VTP) (2040). Traffic estimates for Tasman East site are based on the existing land uses.
- Scenario 6:** *Cumulative with Project Conditions* – Scenario 5 volumes plus net-added traffic generated by the proposed Project.

Freeway operations were evaluated under Scenarios 1 and 2 per VTA guidelines.

1.4 Analysis Methods

This section describes the analysis methods used to evaluate the transportation impacts of the proposed Tasman East Specific Plan.

1.4.1 Vehicle Trip Generation

Trip generation refers to the amount of vehicle traffic added to the surrounding roadway system by a proposed development. It is based on several factors including the type of land use, the amount of land use, the mix of land uses, the surrounding land uses, the availability of transit services, and the amount of traffic generated by existing uses on the site that will be removed. The trip generation of Tasman East will be influenced by City Place due to their proximity and complementary land uses (employment in City Place and residential in Tasman East). Therefore, the expected trip generation of both projects was evaluated together rather than independently for Scenarios 3 through 6.

The estimates incorporate the following:

- Trip estimates for the existing light industrial land uses were estimated using Institute of Transportation Engineers (ITE) trip generation rates/equations with adjustments to account for the site's context and nearby transit service to ensure that the estimates are not over-stated
- Trip estimates for the proposed residential and retail land uses were estimated using ITE rates/equations with adjustments to account for the mix of uses, the site context due to the progressive build out of City Place, and nearby transit service
- Trip generation of the proposed school was calculated based on trip generation rates of comparable urban schools
- Fehr & Peers' MXD+ model was used to estimate the trip adjustments to account for land use mix within Tasman East and interactions with the adjacent City Place development
- Trip reductions for transit usage were estimated per VTA's *Transportation Impact Analysis Guidelines* (2014), American Community Survey data, and additional research literature. The same reduction of 5 percent used for City Place was also used for Tasman East

ITE Trip Generation

The Institute of Transportation Engineers' *Trip Generation Manual*, 9th Edition was used as the source for the base vehicle trip generation estimates. This publication contains the results of trip generation surveys for a variety of land uses and presents trip generation rates and regression equations. For many of the land uses, the number of vehicle trips per unit decreases as the size of the development increases reflecting economies of scale which are captured by the regression equations.

School Trip Generation

The school is expected to be located on the ground floor of a residential building within the Tasman East area and would therefore be a more compact “urban” style school with less outdoor recreational space than a typical suburban school. It may include a combination of elementary, middle and possibly high-school students. Trip generation rates for the school were calculated by averaging rates from surveys at schools located in more urban and higher density suburban environments throughout the Bay Area.

Reductions were applied to account for students residing in the Tasman East area who would walk or bike to school. Per the Santa Clara Unified School District 2016 average student generation rates for affordable and market rate apartments and condominiums, 350 students will live at Tasman East. It is assumed that 60 percent, or 210 students will walk or bike to school. Therefore, the vehicle trip estimates were reduced by 35 percent.

MXD+ Model Overview

The MXD+ model was developed by Fehr & Peers and is a quantitative model that captures the traffic benefits of mixed-use and infill developments.¹ It also reduces the “double counting” of trip ends for new complementary developments in proximity to each other. It is based on the results of a national research project conducted for the United State Environmental Protection Agency (EPA) co-led by Fehr & Peers and Dr. Reid Ewing of the University of Utah. The MXD+ trip generation model consists of several variables including:

- Land Area
- Employment (regional, within a mile, and within a 30-minute transit trip)
- Resident population
- (Population + Employment) per square mile
- Total Jobs / Population Diversity
- Retail Jobs / Population Diversity
- Number of intersections per square mile
- Average Household Size
- Vehicles Owned Per Capita

¹ The MXD model was developed using data from 240 mixed-use sites in six metropolitan regions (Boston, Atlanta, Houston, San Diego, Seattle, and Sacramento). Hierarchical Linear Modeling (HLM) techniques were used to quantify relationships between characteristics of the MXDs and the likelihood that trips generated by those MXDs will stay internal to the site and/or use modes of transportation other than the private vehicle (e.g. walk and transit).

Many of these variables are examples of the "Ds" of Smart Growth, which are built environment variables that are known to influence travel behavior – including the **d**ensity, **d**iversity, **d**evelopment scale, **d**esign, and **d**istance to transit. The MXD+ model has been validated against various mixed use developments around the Country (including several sites in the Bay Area) and has been adopted by the San Diego Association of Governments (SANDAG) and the American Planning Association (APA) as the preferred means of adjusting trip generation estimates for mixed-use projects.

1.4.2 Intersection and Freeway Operations

Level of service calculations were conducted to evaluate the operations of the study signalized and unsignalized intersections and freeway segments. Level of Service (LOS) is a term used to describe roadway operations from the driver's perspective and ranges from LOS A with little to no congestion to LOS F with high levels of congestion resulting in stop-and-go operations, long queues, and excessive delays.

Signalized Intersections

The method described in Chapter 16 of the 2000 *Highway Capacity Manual* (HCM) (Special Report 209, Transportation Research Board) was used to evaluate the operations of the signalized study intersections. This level of service method, which is approved by the City of Santa Clara and VTA, analyzes a signalized intersection's operation based on average control delay per vehicle. Control delay includes the initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. The average control delay was calculated using TRAFFIX analysis software and correlated to a LOS designation as shown in **Table 1-3**.

Table 1-3: 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.

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 1-4 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 1-4: Unsignalized Intersection Level of Service Definitions

Table 1-4: 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.

Freeway Segments

Freeway segments were evaluated using VTA's analysis procedure, which is based on the density of traffic flow using methods described in the 2000 HCM. Density is expressed in passenger cars per mile per lane. The CMP ranges of densities for each freeway segment LOS rating are shown in **Table 1-5**.

Table 1-5: Level of Service Definitions for Freeway Segments in Santa Clara County

Level of Service	Description	Density (passenger cars per mile per lane)
A	Free Flow	≤ 11
B	Reasonably Free Flow	11.1 to 18.0
C	Stable Flow	18.1 to 26.0
D	Unstable Flow	26.1 to 46.0
E	Capacity Flow	46.1 to 58.0
F	Forced Flow	> 58.0

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

1.5 Level of Service Standards and Impact Criteria

The section describes the LOS standards and impact criteria for each of the analyzed roadway facility types. The determination of significance for project impacts is based on applicable policies, regulations, goals, and guidelines defined by the City of Santa Clara, the neighboring jurisdiction of San José, and Santa Clara

County. The impact criteria presented below focuses on elements of the CEQA checklist pertaining to roadway system operations and its effects on users, including drivers, pedestrians, bicyclists and transit passengers.

1.5.1 Signalized Intersection LOS Standards and Impact Criteria

Signalized intersection operations and impacts are evaluated based on the appropriate jurisdiction's LOS standards (i.e., minimum threshold for acceptable operations). In the City of Santa Clara, acceptable LOS for signalized intersections is defined as LOS D or higher during the AM and PM peak hours. Intersections that are designated CMP intersections and those controlled by Santa Clara County have an LOS E acceptable standard. LOS standards for the intersections analyzed for this report are summarized in **Table 1-6**.

Table 1-6: Signalized Intersection LOS Standards

Jurisdiction	Intersection LOS Standards
City of Santa Clara	LOS D for all City controlled signalized intersections, except designated CMP and Expressway intersections (LOS E threshold).
City of San José	LOS D for all City controlled intersections, except intersections in the Downtown San José area, select intersections within special development plan areas, and intersections on the protected intersection list. For the purpose of this study, none of the City of San José intersections fall within these special LOS policies and a LOS D threshold is applied, including CMP intersections. Several of the San José intersections are within the boundaries of the North San José Development Area; however there are no special LOS thresholds that apply to the Tasman East study intersections.
VTA / Santa Clara County	LOS E for all Santa Clara County and CMP intersections; though City of San José uses its own City standards (outlined in this table) for CMP intersections within its City boundary.

Source: Fehr & Peers, December 2017.

City of Santa Clara Significant Impact Criteria

Significant impacts at signalized City of Santa Clara intersections are defined to 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 (LOS E or F) by increasing the critical delay by more than four seconds 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 (LOS E or F) when the change in critical delay is negative (i.e., decreases). This can occur if the critical movements change.

The City of Santa Clara has established a minimum acceptable operation level of LOS D for local streets, and a LOS E standard for CMP designated facilities (*City of Santa Clara General Plan*, 2010).

City of San José Significant Impact Criteria

Significant impacts at signalized City of San Jose intersections are defined to occur when the addition of project traffic causes one of the following:

- Intersection operations (except those governed by an Area Development Policy or those that have the protected intersection designation) to degrade from an acceptable level of service (LOS D or better) to an unacceptable level (LOS E or LOS F); or
- Exacerbates unacceptable operations (LOS E or F) by increasing the critical delay by more than four seconds 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 (LOS E or F) when the change in critical delay is negative (i.e., decreases). This can occur if the critical movements change.

The City of San Jose's minimum threshold for acceptable signalized intersection operations is LOS D, unless governed by an Area Development Policy or protected intersection designation. For the purpose of this analysis, LOS D is used as the minimum threshold for all signalized study intersections, including those also subject to CMP LOS E standards, discussed below. (*City of San José TIA Guidelines*, 2009).

The City of San Jose adopted updated CEQA impact criteria in February 2018 that remove LOS as a performance metric under CEQA. However, the City may still request that LOS be evaluated as part of its project review and approval process. Additionally, because the Notice of Preparation for this project was circulated prior to this policy change, intersections in San Jose are evaluated according to the prior LOS significance thresholds.

Santa Clara County and Congestion Management Program Significant Impact Criteria

The LOS standard for Santa Clara County expressway and Congestion Management Program (CMP) intersections is LOS E.² Traffic impacts at these 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 more than 4 seconds 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.

1.5.2 Unsignalized Intersections LOS Standards and Impact Criteria

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 will be evaluated to determine if the existing intersection control is appropriate.

City of Santa Clara Significant Impact Criteria

The City does not have an officially adopted significance criterion for unsignalized intersections. However, the City generally uses LOS E as a minimum acceptable operating level at unsignalized intersections. As a result, significant impacts are defined to occur when the addition of project traffic degrades operations to LOS F and the intersection satisfies the peak hour signal warrants from the *California Manual of Uniform Traffic Control Devices (MUTCD)*.

² Except for CMP intersections in the City of San Jose.

City of San Jose Significant Impact Criteria

The City of San Jose does not have an officially adopted significance criterion for unsignalized intersections. Based on previous studies, significant impacts are defined to occur when the addition of project traffic causes the average intersection delay for all-way stop-controlled intersections or the worst movement/approach for side-street stop-controlled intersections to degrade to LOS F and the intersection satisfies any traffic signal warrant from the *California Manual on Uniform Traffic Control Devices* (MUTCD) (2012).³

1.5.3 Freeway Segments LOS Standards and Impact Criteria

The LOS standard for freeway segments in Santa Clara County is LOS E for both mixed-flow and HOV lanes. Traffic impacts on freeway segments in Santa Clara County are governed by VTA and would occur when the addition of project traffic causes:

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

1.5.4 Pedestrian and Bicycle Impact Criteria

The City of Santa Clara has no officially adopted significance criteria for pedestrians and bicycles. Similarly, VTA CMP guidelines have no defined significance criteria. However, the City of Santa Clara *2010 – 2035 General Plan* describes related policies necessary to ensure that pedestrian and bicycle facilities are safe and effective for City residents. Using the *General Plan* as a guide, significant impacts to these facilities would occur when a project or an element of the project:

- Creates a hazardous condition that currently does not exist for pedestrians and bicyclists, or otherwise interferes with pedestrian accessibility to the site and adjoining areas; or
- Conflicts with an existing or planned pedestrian or bicycle facility; or

³ 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.

- Conflicts with policies related to bicycle and pedestrian activity adopted by the City of Santa Clara for facilities within the City of Santa Clara portion of the study area.

1.5.5 Transit Impact Criteria

The City of Santa Clara and the VTA do not have documented standards related to transit corridor performance associated with congestion resulting from new development projects. For purposes of this analysis, significant impacts to transit service would occur if the project or any part of the project:

- Creates demand for public transit services above the capacity which is provided, or planned;
- Disrupts existing transit services or facilities⁴; or
- Conflicts with an existing or planned transit facility; or
- Conflicts with transit policies adopted by the City of Santa Clara for facilities within the City of Santa Clara portion of the study area.

A transit capacity analysis is neither required as part of the VTA TIA Guidelines, nor is in the latest Governor's Office of Planning and Research (OPR) guidance. Therefore, this analysis focuses primarily on transit delay. However, given the nature of the Specific Plan and its proximity to transit, the Project's effect on transit capacity at the Great America station is also qualitatively evaluated, although not considered as a potential Project impact.

1.5.6 Vehicle Miles Traveled Standards

The Plan Bay Area sustainable communities' strategy and regional transportation plan stipulates that (Vehicle Miles Travelled) VMT generated by a project cannot exceed 85 percent of the average VMT per capita for the region. In addition, the California Governor's Office of Planning and Research (OPR) has provided guidance on a threshold for determining a VMT impact in its final guidelines that were released in November 2017. These guidelines, which are not binding, give lead agencies up to two years to adopt specific VMT criteria and thresholds. 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.

⁴ This includes potential disruptions to nearby transit stops/shelters and impacts to transit operations from traffic improvements proposed or resulting from a project.

1.6 Report Organization

This report summarizes existing transportation conditions for the Project area and surrounding transportation network. It also includes the results of the transportation impact analyses for existing, background, and cumulative scenarios. The report is divided into the following chapters, described below.

Chapter 2 – Regional Framework summarizes the transportation policies and plans at the local, regional, state, and federal level relevant to the Project.

Chapter 3 – Existing Conditions describes the existing transportation facilities for motorists, transit passengers, bicyclists and pedestrians in the Study Area. It also presents an assessment of the Existing Conditions of the study intersections and freeway segments. Estimates of traffic volumes generated by the Project, the impacts of the added Project traffic on study intersections and freeway segments, and mitigation measures for significant Project impacts are described in this chapter.

Chapter 4 – Background Conditions presents the intersection operations with and without the Project for the Background Conditions scenario, identifies significant impacts and presents measures to mitigate significant impacts.

Chapter 5 – Cumulative Conditions presents the transportation impacts of the Project, identifies significant impacts and presents associated mitigation measures under the Cumulative Conditions scenario.

Chapter 6 – Multimodal Evaluation contains the impacts of the Project on the bicycle, pedestrian and transit facilities surrounding the project site and identifies mitigation measures.

Chapter 7 – Vehicle Miles Travelled Analysis presents the vehicle miles of travel (VMT) estimates used in the greenhouse gas analysis.

Chapter 8 – Traffic Operational Analysis includes, for informational purposes only, the results of the operations analysis of selected freeway ramps and intersection queuing.

2. Regional 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 the status of implementation, as some of these 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, respectively. 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 of the General Plan. 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.

City of Santa Clara Bicycle Plan

The *City of Santa Clara Final Bicycle Plan Update* (2009) provides a bikeway planning and design tool. 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**.

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

Neighborhood Traffic Calming Program

The City of Santa Clara maintains a Neighborhood Traffic Calming Program (NTCP). The NTCP was established by the City in 1999 to address and resolve neighborhood traffic concerns and quality of life issues around 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 NTCP 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 County of Santa Clara and Santa Clara Valley Transportation Authority (VTA).

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 (March 2009), 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 2007).
- **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. VTA is working with community members and stakeholders to identify projects, such as pedestrian bridge, streetscape improvement, bicycle and pedestrian path, street crossing, and sidewalk projects that will improve the safety and comfort of those who ride VTA trains and buses. Ultimately, the plan will include a list of projects that can be funded through local, State, or federal funding. This study is in progress is expected to be adopted in early 2018.
- **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. VTA adopted the Santa Clara Countywide Bicycle Plan in 2008, which includes a planned bicycle network with 16 routes of countywide or intercity significance. This plan is currently under update by the VTA. A public draft Bicycle Plan was released in March 2018, and it is expected to be completed by mid-2018.

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 Regulations – California Department of Transportation (Caltrans)

Caltrans has authority over the State highway system, including freeways, interchanges, and arterial State Routes. Caltrans requirements are described in the *Guide for the Preparation of Traffic Impact Studies* (Caltrans, 2001), which covers the information needed for Caltrans to review the impacts on state highway facilities including freeway segments. However, as the Congestion Management Agency, VTA is responsible for monitoring operations on Caltrans facilities within Santa Clara County. Caltrans programs and plans are described below.

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.

California Transportation Plan 2025

The California Transportation Plan (CTP) 2025 was adopted in 2006 and later updated in 2007 and 2016. The Plan, overseen by the California Department of Transportation (Caltrans), serves as a blueprint for California's transportation system defined by goals, policies, and strategies to meet the State's future mobility needs. The goals defined in the plan fall into three categories: social equity, prosperous economy, and quality environment. Each goal is tied to performance measures. In turn, members from regional and metropolitan planning agencies report to Caltrans these performance measures (State of California, 2007).

The CTP 2030 Addendum (2007) updated the CTP 2025, to comply with the Safe, Accountable, Flexible, Efficient, Transportation Equity Act – A Legacy for Users (SAFETEA-LU). This federal law authorized transportation funding through 2009 and established new requirements for statewide and metropolitan transportation planning. Caltrans approved an update of the CTP in 2016 that extended the CTP to 2040.

AB 32 and SB 375

With the passage of Assembly Bill (AB) 32, the Global Warming Solutions Act of 2006, the State of California committed itself to reducing greenhouse gas (GHG) emissions to 1990 levels by 2020. The California Air Resources Board (CARB) is coordinating the response to comply with AB 32. In 2008, CARB defined its 1990 baseline level of emissions. In 2011, it completed its major rule making for reducing GHG emissions. Rules on emissions, as well as market-based mechanisms like the proposed cap and trade program, took effect on January 1, 2012. On December 11, 2008, CARB adopted its Proposed Scoping Plan for AB 32. This scoping plan included the approval of Senate Bill (SB) 375 as the means for achieving regional transportation-related GHG targets.

SB 375 provides guidance on how curbing emissions from cars and light trucks can help the state comply with AB 32. There are four major components to SB 375. First, SB 375 requires regional GHG emissions targets. CARB's Regional Targets Advisory Committee will guide the adoption of targets to be met by 2020 and 2035 for each Metropolitan Planning Organization (MPO) in the State. These targets, which MPOs may propose themselves, must be updated every eight years in conjunction with the revision schedule of housing and transportation elements. Second, MPOs are required to create a Sustainable Communities Strategy (SCS) that provides a plan for meeting regional targets. The SCS and the Regional Transportation Plan (RTP) must be consistent, including action items and financing decisions. If the SCS does not meet the regional target, the MPO must produce an Alternative Planning Strategy that details an alternative plan to meet the target. Third, SB 375 requires that regional housing elements and transportation plans be synchronized on eight-year schedules. In addition, Regional Housing Needs Assessment (RHNA) allocation numbers must conform to the SCS. If local jurisdictions are required to rezone land as a result of changes in the housing element, rezoning must take place within three years. Finally, MPOs must use transportation and air emissions modeling techniques consistent with guidelines prepared by the CTC. Regional Transportation Planning Agencies, cities, and counties are encouraged, but not required, to use travel demand models consistent with CTC guidelines.

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 surrounding the Project site.

SB 743

With the passage of SB 743, level of service (LOS) will no longer be used as a criterion for identifying significant transportation impacts under the California Environmental Quality Act (CEQA). The Technical Advisory regarding “Evaluating Transportation Impacts in CEQA” circulated by the Governor’s Office of Planning and Research in November 2017 states that the new focus of transportation impacts will be vehicle miles traveled (VMT) and induced travel. VMT is the number of vehicles multiplied by the distance traveled by each vehicle. The date of implementation is January 1, 2020.⁵ Cities will need to adopt significance thresholds and analytical methods. The recommended thresholds for land development projects are:

- For office projects, exceeding a level of 15 percent below existing regional VMT per employee
- For residential projects, exceeding a level of 15 percent below existing VMT per capita on either a regional or City basis
- For retail project, a net increase in total VMT

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 Regulations

This section describes regional transportation agencies and plans.

Metropolitan Transportation Commission

Metropolitan Transportation Commission (MTC) is the Bay Area’s regional transportation planning agency and federally designated 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.

⁵ The current version of the Technical Advisory “Evaluating Transportation Impacts in CEQA” includes an implementation date of July 1, 2019. Further discussions are needed to resolve this discrepancy.

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.

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. The Santa Clara and Lawrence station areas, VTA light-rail stations, El Camino Real and Stevens Creek Boulevard all have the potential to be PDAs in the City of Santa Clara, subject to a land use plan and resolution adopted by the Santa Clara City Council.

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 describe 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. Existing Conditions

This chapter describes the Existing Conditions of the roadway system, pedestrian facilities, bicycle facilities, and transit service near the Project site. It also presents existing volumes and operations for study intersections and freeway segments with level of service results. The discussion of existing pedestrian, bicycle, and transit facilities is confined to a smaller study area than shown on **Figure 1-1** to account for the shorter acceptable walking and cycling distances.

3.1 Existing Roadway Network

Regional and primary automobile access to the Project site is provided by US 101, SR 237, Great America Parkway, Tasman Drive and Lafayette Street. These roadways are described below and illustrated on **Figure 1-1**.

- **US 101** is an eight-lane divided freeway that runs from east San José to San Francisco along the west side of San Francisco Bay, connecting communities along the Peninsula. The freeway is a major commute route in Silicon Valley, providing access to businesses in downtown San José and technology employers including Google, Facebook, Microsoft, Oracle, eBay/PayPal and Intuit. One lane in each direction operates as a High Occupancy Vehicle (HOV) lane from 5:00 to 9:00 AM and from 3:00 to 7:00 PM, Monday through Friday. HOV lanes, also known as diamond or carpool lanes, are limited to use by vehicles occupied by two or more persons, motorcycles, and clean-air vehicles. Access to the Project site from US 101 is provided via the interchanges at Great America Parkway and Montague Expressway.
- **SR 237** is a six-lane divided freeway that connects the east and west sides of Silicon Valley via Mountain View, Sunnyvale, Santa Clara and north San José. It provides access to employers including Cisco, Samsung, Yahoo! and SanDisk and to region-serving retail in Milpitas. One lane in each direction operates as an HOV lane from 5:00 to 9:00 AM and from 3:00 to 7:00 PM, Monday through Friday.
- **Great America Parkway** is a six-lane north-south divided major arterial that extends from SR 237 to US 101. South of US 101 it continues as Bowers Avenue, narrowing to two lanes in each direction south of Central Expressway. It provides primary access to the Project site from SR 237 and US 101.
- **Tasman Drive** is a four-lane east-west divided arterial with center-running, at-grade light rail (VTA Light-rail Mountain View-Winchester route). It extends between I-880 to the east and Java Drive to the West.

- **Lafayette Street** is a four-lane north-south arterial that extends from SR 237 in the north to south of the Project site where it becomes Washington Street. Lafayette Street is below-grade at Tasman Drive and connects directly to Great America Way-Yerba Buena Way. Union Pacific railroad tracks with Amtrak and ACE commuter rail passenger service and high-voltage power lines run along the west (southbound) side of the street.

Other major streets in the Study Area are described below:

- **Montague Expressway** is an eight-lane divided expressway that connects to US 101 south of the Project site. Montague Expressway begins at I-880 in North San José and transitions into San Tomas Expressway south of US 101. There is one westbound HOV lane on Montague Expressway beginning at O'Toole Avenue / McCarthy Boulevard and ending at the US 101 Lafayette Bridge overcrossing. The westbound HOV lane operates on weekday mornings only between 6:00 AM and 9:00 AM. There is one eastbound HOV lane on Montague Expressway beginning at Mission College Boulevard and ending at O'Toole Avenue/McCarthy Boulevard. The eastbound HOV lane operates from 6:00 AM to 9:00 AM and 3:00 PM to 7:00 PM on weekdays only.
- **Mission College Boulevard** is a four-to-five-lane arterial located south of the Project site. It begins north of US 101 at Montague Expressway and continues to Mission College Boulevard, providing access to various employers and retail/commercial land uses in the area north of US 101.
- **Lick Mill Boulevard** is a four-lane north-south arterial located between Tasman Drive and Montague Expressway. It runs through residential areas on the border between Santa Clara and San José.
- **North First Street** is a four-lane north-south arterial with center-running, at-grade light-rail (VTA Alum Rock-Santa Teresa and Mountain View-Winchester routes). North First Street connects downtown San José to North San José. It is located east of the Project site and terminates north of SR 237.
- **Zanker Road** is a four-lane north-south arterial to the east of North First Street in San José. It begins near the US 101 / I-880 interchange and ends north of SR 237 near the San José –Santa Clara Regional Wastewater Facility.

The following are local streets within the Project site and displayed on **Figure 1-2**:

- **Calle del Mundo** is a two-lane east-west local street that extends east from Lafayette Street and connects with Calle de Luna forming a short, half-mile loop.
- **Calle de Luna** is a two-lane east-west local street located immediately south of Calle del Mundo off of Lafayette Street south. Both Calle de Mundo and Calle de Luna are lined with single-level office/industrial buildings surrounded by surface level parking lots.

- **Calle del Sol** is a four-lane north-south street that extends between Calle de Luna and Tasman Drive. Together, Calle Del Sol with Calle de Luna function as an access route connecting Tasman Drive and Lafayette Street.

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. Truck routes near the site include Tasman Drive and Lafayette Street. Based on field observations, the proportion of truck traffic on Tasman Drive and Lafayette Street is similar to other major street corridors in the City.

3.2 Existing Intersection and Freeway Operations

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

3.2.1 Existing Intersection Volumes and Lane Geometries

Existing Intersection Volumes

Available intersection counts were obtained from TIAs conducted for other projects in the area. These counts were compared against recent counts in the area and found to be valid for analysis purposes. For intersections without current count data, weekday morning (7:00 to 10:00 AM) and evening (4:00 to 7:00 PM) peak period intersection turning movement counts were conducted in May 2017 on clear days with area schools in-session at the following intersections:

- Lafayette Street/Calle de Primavera
- Great America Parkway/Mission College Boulevard
- Great America Parkway - Bowers Avenue/US 101 NB Ramps
- Bowers Avenue/US 101 SB Ramps
- Tasman Drive/1st Street
- Tasman Drive/Zanker Road
- 1st Street/Vista Montana
- EB 237/1st Street
- WB 237/1st Street

The results of the new counts can be found in **Appendix A**. The AM and PM peak hour intersection volumes for Existing Conditions are presented on **Figure 3-3**.

Existing Lane Geometries

Existing lane configurations and signal controls were obtained through field observations. The existing lane configurations and traffic controls are also presented on **Figure 3-3**.

3.2.2 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 3-1**. **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 peak hours with the exception of #36 Montague Expressway/N. First Street which operates at LOS F during both peak hours and #37 Montague Expressway/Mission College Boulevard which operates at LOS F during the PM peak hour. Both intersections have LOS E standards.

Table 3-1: Existing Intersection Levels of Service

Intersection Number	Intersection Name	Control	Jurisdiction	LOS Threshold	Peak Hour	Existing	
						Delay	LOS
#1	Great America Parkway/WB SR 237 Ramps	Signal	San José (CMP)	D	AM PM	17.5 17.5	B B
#2	Great America Parkway/EB SR 237 Ramps	Signal	Santa Clara (CMP)	E	AM PM	12.3 10.4	B B+
#3	Great America Parkway/Great America Way	Signal	Santa Clara	D	AM PM	20.7 22.9	C+ C+
#4	Great America Parkway/Old Mountain View – Alviso Road	Signal	Santa Clara	D	AM PM	18.9 26.6	B- C
#5	Great America Parkway/Tasman Drive	Signal	Santa Clara (CMP)	E	AM PM	25.8 29.8	C C
#6	Great America Parkway/Mission College Boulevard	Signal	Santa Clara (CMP)	E	AM PM	37.8 49.0	D+ D
#7	Great America Parkway-Bowers Avenue / US 101 NB Ramps	Signal	Santa Clara (CMP)	E	AM PM	9.8 8.1	A A
#8	Bowers Avenue / US 101 SB Ramps	Signal	Santa Clara (CMP)	E	AM PM	22.3 5.6	C+ A
#9	Tasman Drive/Centennial Drive	Signal	Santa Clara	D	AM PM	18.7 30.9	B- C
#10	Lafayette Street / Great America Way	Unsignalized	Santa Clara	N/A	AM PM	9.6 21.1	A C
#11	Lafayette Street / Calle Del Mundo	Unsignalized	Santa Clara	N/A	AM PM	14.1 12.7	B B
#12	Lafayette Street / Calle De Luna	Signal	Santa Clara	D	AM PM	14.8 18.8	B B-
#13	Lafayette Street / Calle De Primavera	Signal	Santa Clara	D	AM PM	16.4 11.1	B B+
#14	Lafayette Street / Hogan Drive	Signal	Santa Clara	D	AM PM	10.3 10.8	B+ B+
#15	Lafayette Street / Hope Drive	Signal	Santa Clara	D	AM PM	21.0 13.9	C+ B
#16	Lafayette Street / Agnew Road	Signal	Santa Clara	D	AM PM	38.2 40.2	D+ D
#17	Lafayette Street / Montague Expressway WB	Signal	Santa Clara County	E	AM PM	32.4 24.8	C- C
#18	Lafayette Street / Montague Expressway EB	Signal	Santa Clara County	E	AM PM	15.1 12.5	B B
#19	Calle Del Mundo / Calle Del Sol	Future Intersection	Santa Clara	N/A	AM PM	N/A	N/A

Table 3-1: Existing Intersection Levels of Service

Intersection Number	Intersection Name	Control	Jurisdiction	LOS Threshold	Peak Hour	Existing	
						Delay	LOS
#20	Calle De Luna / Calle Del Sol	Unsignalized	Santa Clara	E	AM PM	15.6 23.2	C C
#21	Tasman Drive / Calle Del Sol	Signal	Santa Clara	D	AM PM	13.8 17.5	B B
#22	Calle Del Mundo / Lick Mill Boulevard	Future Intersection	Santa Clara	N/A	AM PM	N/A	N/A
#23	Calle De Luna / Lick Mill Boulevard	Future Intersection	Santa Clara	N/A	AM PM	N/A	N/A
#24	Tasman Drive/Lick Mill Boulevard	Signal	Santa Clara	D	AM PM	20.9 21.5	C+ C+
#25	Lick Mill Boulevard/Hope Drive	Signal	Santa Clara	D	AM PM	26.6 23.6	C C
#26	Lick Mill Boulevard/Montague Expressway	Signal	Santa Clara County	E	AM PM	20.6 21.8	C+ C+
#27	Tasman Drive/Renaissance Drive	Signal	San José	D	AM PM	17.1 10.3	B B+
#28	Tasman Drive/Vista Montana	Signal	San José	D	AM PM	18.8 22.2	B- C+
#29	WB 237/1st Street	Signal	San José (CMP)	D	AM PM	14.2 16.8	B B
#30	EB 237/1st Street	Signal	San José (CMP)	D	AM PM	23.0 22.0	C+ C+
#31	1st Street/Vista Montana	Signal	San José	D	AM PM	31.2 35.0	C C-
#32	Tasman Drive/1st Street	Signal	San José	D	AM PM	33.2 38.6	C- D+
#33	Tasman Drive/Zanker Road	Signal	San José	D	AM PM	34.4 39.9	C- D
#34	Tasman Drive / Rio Robles	Signal	San Jose	D	AM PM	24.3 27.5	C C
#35	Tasman Drive / Lawrence Expressway	Signal	Santa Clara County (CMP)	E	AM PM	39.8 54.7	D D-
#36	Montague Expressway / N. First Street	Signal	Santa Clara County (CMP)	E	AM PM	105.9 110.4	F F
#37	Montague Expressway / Mission College Boulevard	Signal	Santa Clara County (CMP)	E	AM PM	46.9 91.6	D F
#38	Gold Street / Gold Street Connector	Signal	San Jose	D	AM PM	22.6 21.5	C+ C+

Table 3-1: Existing Intersection Levels of Service

Intersection Number	Intersection Name	Control	Jurisdiction	LOS Threshold	Peak Hour	Existing	
						Delay	LOS
#39	Gold Street Connector / Great America Parkway	Signal	San Jose	D	AM PM	11.8 16.7	B+ B

Notes:

1. Intersection jurisdiction(s) (with Level of Service threshold):
2. SC = City of Santa Clara (LOS D threshold)
SJ = San José (LOS D)
CMP = VTA Congestion Management Program intersection.
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, 2018.

3.2.3 Existing Freeway Segment Operations

Existing freeway segment operations for individual segments on freeways within the study area were obtained from the VTA Monitoring and Conformance Report (VTA, 2016). Several freeway segments providing access to Tasman East currently operate at LOS F, which represents over-capacity conditions with stop-and-go traffic. Results of the freeway segment LOS analysis are displayed in **Table 3-2**.

Table 3-2: Existing Freeway Segment Levels of Service

Freeway Segment	Direction	Peak Hour ¹	Lanes		Density ²		LOS ³	
			Mixed	HOV	Mixed	HOV	Mixed	HOV
US-101								
Old Bayshore Highway to North First Street	NB	AM PM	3 3	1 1	122 17	108 8	F B	F A
	SB	AM PM	3 3	1 1	13 160	2 108	B F	A F
North First Street to Guadalupe Parkway	NB	AM PM	3 3	1 1	108 14	110 9	F B	F A
	SB	AM PM	3 3	1 1	16 75	3 73	B F	A F
Guadalupe Parkway to De La Cruz Boulevard	NB	AM PM	3 3	1 1	122 19	108 9	F C	F A
	SB	AM PM	3 3	1 1	25 52	6 36	C E	A D
De La Cruz Boulevard to Montague Expressway – San Tomas Expressway	NB	AM PM	3 3	1 1	76 24	71 11	F C	F A
	SB	AM PM	3 3	1 1	25 111	11 71	C F	A F
Montague Expressway – San Tomas Expressway to Bowers Avenue – Great America Parkway	NB	AM PM	3 3	1 1	97 28	86 11	F D	F A
	SB	AM PM	3 3	1 1	21 108	14 109	C F	B F
Bowers Avenue – Great America Parkway to Lawrence Expressway	NB	AM PM	3 3	1 1	93 29	81 16	F D	F B
	SB	AM PM	3 3	1 1	35 111	15 102	D F	B F
Lawrence Expressway to North Fair Oaks Avenue	NB	AM PM	3 3	1 1	84 29	73 12	F D	F B
	SB	AM PM	3 3	1 1	28 92	17 106	D F	B F
North Fair Oaks Avenue to North Mathilda Avenue	NB	AM PM	3 3	1 1	60 24	54 11	F C	E A
	SB	AM PM	3 3	1 1	24 72	18 68	C F	B F
North Mathilda Avenue to SR-237	NB	AM PM	3 3	1 1	49 24	71 20	E C	F C
	SB	AM PM	3 3	1 1	23 87	40 60	C F	D F

Table 3-2: Existing Freeway Segment Levels of Service

Freeway Segment	Direction	Peak Hour ¹	Lanes		Density ²		LOS ³	
			Mixed	HOV	Mixed	HOV	Mixed	HOV
SR-237 to Moffett Boulevard	NB	AM PM	3 3	1 1	67 53	64 33	F E	F D
	SB	AM PM	3 3	1 1	44 76	31 57	D F	D E
Moffett Boulevard to SR-85	NB	AM PM	3 3	1 1	97 93	67 36	F F	F D
	SB	AM PM	3 3	1 1	31 95	17 84	D F	B F
SR-85 to North Shoreline Boulevard	NB	AM PM	4 4	1 1	75 68	34 34	F F	D D
	SB	AM PM	3 3	1 1	38 68	37 51	D F	D E
North Shoreline Boulevard to Rengstorff Avenue	NB	AM PM	3 3	2 2	70 112	34 18	F F	D B
	SB	AM PM	3 3	2 2	38 66	22 25	D F	C C
Rengstorff Avenue to San Antonio Avenue	NB	AM PM	3 3	2 2	54 91	25 23	E F	C C
	SB	AM PM	3 3	2 2	50 92	19 20	E F	C C
San Antonio Avenue to Oregon Expressway	NB	AM PM	3 3	2 2	58 77	40 45	E F	D D
	SB	AM PM	3 3	2 2	37 95	19 34	D F	C D
Oregon Expressway to Embarcadero Road	NB	AM PM	3 3	1 1	68 61	72 66	F F	F F
	SB	AM PM	3 3	1 1	27 100	36 86	D F	D F
SR-237								
US 101 to Mathilda Avenue	EB	AM PM	2 2	0 0	40 121	- -	D F	- -
	WB	AM PM	2 2	0 0	51 82	- -	E F	- -
Mathilda Avenue to North Fair Oaks Avenue	EB	AM PM	2 2	1 1	33 100	12 96	D F	B F
	WB	AM PM	3 3	0 0	89 84	- -	F F	- -

Table 3-2: Existing Freeway Segment Levels of Service

Freeway Segment	Direction	Peak Hour ¹	Lanes		Density ²		LOS ³	
			Mixed	HOV	Mixed	HOV	Mixed	HOV
North Fair Oaks Avenue to Lawrence Expressway	EB	AM PM	2 2	1 1	33 115	19 62	D F	C F
	WB	AM PM	2 2	1 1	95 61	93 38	F F	F D
Lawrence Expressway to Great America Parkway	EB	AM PM	2 2	1 1	32 101	18 69	D F	B F
	WB	AM PM	2 2	1 1	103 27	82 15	F D	F B
Great America Parkway to N. First Street	EB	AM PM	2 2	1 1	32 106	21 64	D F	C F
	WB	AM PM	2 2	1 1	92 38	84 14	F D	F B
N. First Street to Zanker Road	EB	AM PM	2 2	1 1	45 72	15 47	D F	B E
	WB	AM PM	2 2	1 1	98 45	70 11	F D	F A
Zanker Road to McCarthy Boulevard	EB	AM PM	2 2	1 1	28 42	15 28	D D	B D
	WB	AM PM	2 2	1 1	115 32	74 17	F D	F B
McCarthy Boulevard to I-880	EB	AM PM	2 2	1 1	21 20	7 38	C C	A D
	WB	AM PM	2 2	1 1	113 20	65 9	F C	F A
I-880								
US 101 to East Brokaw Road	NB	AM PM	3 3	1 1	48 31	14 15	E D	B B
	SB	AM PM	3 3	1 1	92 75	68 41	F F	F D
East Brokaw Road to Montague Expressway	NB	AM PM	3 3	1 1	24 23	18 12	C C	B B
	SB	AM PM	3 3	1 1	91 75	21 41	F F	C D
Montague Expressway to Great Mall Parkway	NB	AM PM	3 3	1 1	22 28	17 13	C D	B B
	SB	AM PM	3 3	1 1	60 68	30 28	F F	D D

Table 3-2: Existing Freeway Segment Levels of Service

Freeway Segment	Direction	Peak Hour ¹	Lanes		Density ²		LOS ³	
			Mixed	HOV	Mixed	HOV	Mixed	HOV
Great Mall Parkway to SR-237	NB	AM	3	1	27	27	D	D
		PM	3	1	34	20	D	C
	SB	AM	3	1	44	36	D	D
		PM	3	1	82	38	F	D
SR-237 to Dixon Landing Road	NB	AM	3	1	24	11	C	A
		PM	3	1	46	39	D	D
	SB	AM	3	1	57	122	E	F
		PM	3	1	29	19	D	C

Notes:

1. AM = morning peak hour, PM = afternoon peak hour
2. Measured in passenger cars per mile per lane
3. LOS = Level of Service

Bold text indicates unacceptable operations based on VTA's LOS E Standard.

Source: 2016 Monitoring and Conformance Report, VTA.

3.2.4 Field Observations

Field observations at the Project site and surrounding Study Area were conducted in June 2017 while school was in session to verify the calculated LOS operations and observe overall transportation characteristics along the Tasman Drive, Great America Parkway, and Lafayette Street corridors. Observations were used to confirm intersection operations results and verify intersection lane geometries and signal phasing.

3.3 Pedestrian Facilities

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. The pedestrian environment was observed at the rail stations that directly serve the Project site and on the connecting roadways between the Project site and the rail stations and other nearby destinations (e.g., Levi's Stadium and the Santa Clara Convention Center).

Pedestrian Access on Connecting Roadways

Pedestrian connectivity immediately surrounding the Tasman East area is provided by a mostly complete network of sidewalks and crosswalks. Sidewalks are present along the north and south sides of Tasman

Drive between Great America Parkway and the Guadalupe River Trail except for a gap along the north side between Centennial Boulevard and Calle Del Sol. Lafayette Street has sidewalks on the east side. Sidewalks are only provided at a few locations on the roadways within the Tasman East site; the north side of Calle De Luna, between Lafayette Street and Calle del Sol, and on the east side of Calle del Sol.

Pedestrian Access to Transit

The closest rail stations are the Lick Mill LRT station and the Santa Clara/Great America Amtrak station. The Lick Mill LRT station is located in the median of Tasman Drive to the east of Calle del Sol. Pedestrian access from the Project site to this station is provided by the pedestrian signals and crosswalks at the intersection of Tasman Drive and Calle del Sol. The Santa Clara/Great America Amtrak station is located on the west side of Lafayette Street, just north of the Tasman Drive overcrossing. Pedestrians can either use the pedestrian signals and crosswalk on the north side of the Lafayette Street/Calle de Luna intersection to reach the station or use pedestrian signals and crosswalks and cross Tasman Drive at Calle del Sol, use the sidewalk on the south side of Tasman Drive, and use the stairs to reach the station.

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. Tasman East is designated as a General Plan Focus Area. Tasman East Focus Area Policies include the following, which are related to improvements to the pedestrian environment:

Policy 5.4.6-P2: Provide direct linkages from Tasman East to the Santa Clara Valley Transportation Authority, Amtrak, and Altamont Corridor Express stations and transit stops to promote transit use for access to services and jobs.

Policy 5.4.6-P4: Promote pedestrian-friendly design that includes features such as shade trees, streetscapes that contain lighting and landscaping, street furniture, pedestrian and bike paths, limited driveway curb cuts, traffic-calming features, and pedestrian street crossings.

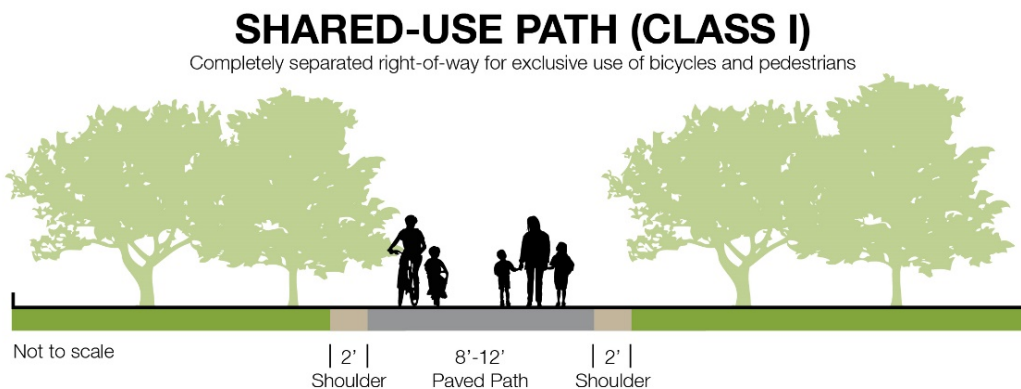
Policy 5.4.6-P7: Provide for future connections, which encourage walking and bicycling, to the new development in the north when it is redeveloped to promote accessibility between the two areas.

3.4 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 Final Bicycle Plan Update* (2009) provides a bikeway planning and design tool. Bicycle facilities comprise paths (Class I), lanes (Class II), routes (Class III), and cycletracks or protected bike lanes (Class IV) as described below.

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.

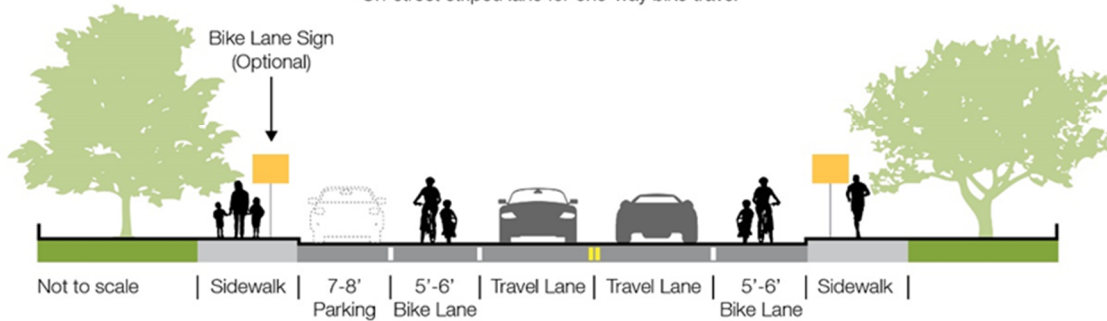


Class II Bikeways (Bike Lanes)

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.

BICYCLE LANE (CLASS II)

On-street striped lane for one-way bike travel

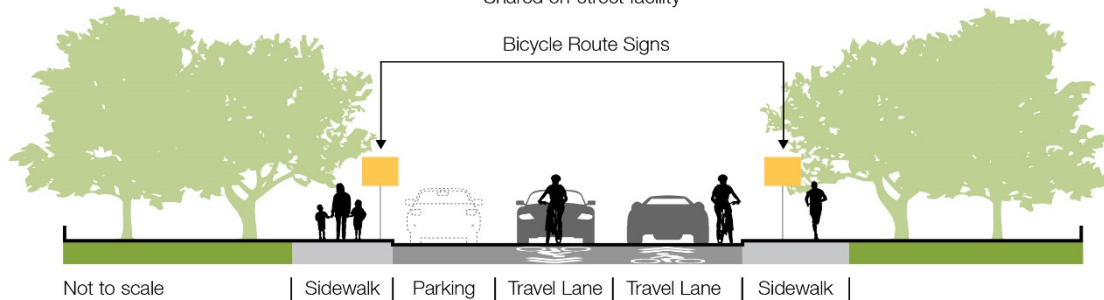


Class III Bikeways (Bike Routes)

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.

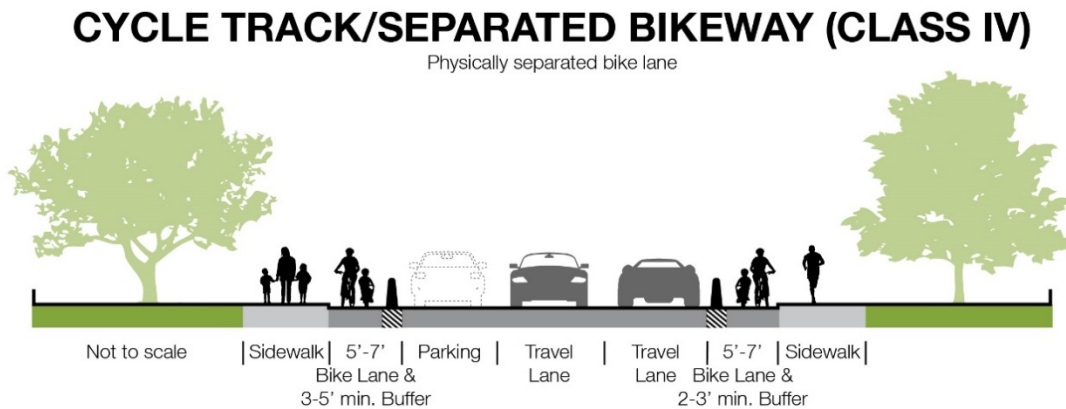
BICYCLE ROUTE (CLASS III)

Shared on-street facility



Class IV Bikeways (Cycletracks or Protected Bike Lanes)

Class IV Bikeways (cycletracks or protected bike lanes) 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.



3.4.1 Existing Bicycle Facilities

Existing and planned bicycle facilities in the Study Area are shown on **Figure 3-1**. North-south bicycle connectivity to the Tasman East area is good, with off-street bicycle trails along the Guadalupe River and San Tomas Aquino Creek that provide access to central San José and Santa Clara. Great America Parkway has on-street bicycle lanes that extend from SR 237 past US 101 until just south of Central Expressway. Lafayette Street has on-street lanes between SR 237 and Agnew Road.

East-west access is provided by on-street bike lanes on Tasman Drive that extend east from Patrick Henry Drive including the segment adjacent to the Project site. Off-street trails along SR 237 connect bicyclists to business districts in northern Sunnyvale and along N. First Street in San José. These trails also provide access to the San Francisco Bay Trail, which is primarily used by recreational rather than commuter cyclists. To the west of the site, on-street lanes along Old Mountain View-Alviso Road provide access from residential neighborhoods in northern Sunnyvale.

3.4.2 Planned Bicycle Improvements

The City of Santa Clara and Santa Clara County have identified several bicycle infrastructure improvements near the Project site, listed below by bicycle facility class.

- *City of Santa Clara Bicycle Plan (2009)*

- Lick Mill Boulevard (Class II/III) – Tasman Drive to Montague Expressway
- Lawrence Expressway crossing over/under SR 237
- Lawrence Expressway crossing over/under Tasman Drive
- *Santa Clara Countywide Bicycle Plan (2010)*
 - Great America/Bowers/Kiely/Saratoga Corridor – Great America Parkway, Bowers Avenue, Kiely Boulevard
 - Tasman/Alum Rock Light Rail Corridor – Ellis Street, Moffett Park Drive, Elko Drive, Tasman Drive, Great Mall Parkway, Capitol Avenue
 - Calabazas Creek/Winchester Corridor – Calabazas Creek, Mission College Boulevard, Montague Expressway, Scott Boulevard, Monroe Street, Winchester Boulevard

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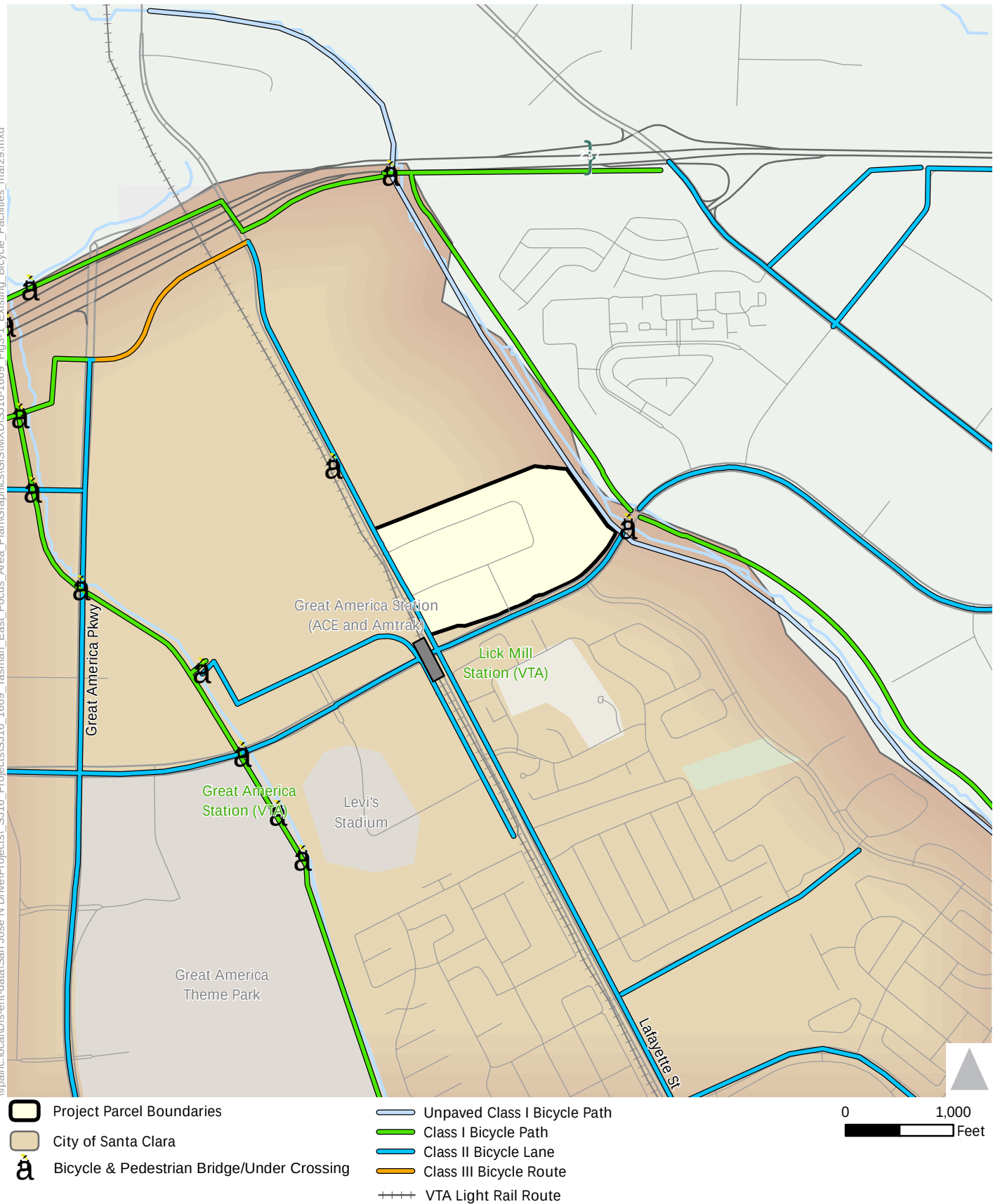


Figure 3-1
Existing and Planned Bicycle Facilities in the Study Area

Date: 3/29/2018

3.5 Existing Transit Service

This section summarizes local and regional transit connectivity in the Study 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 offer service in the Study Area, offering regional transit mobility to employees, residents and visitors in Santa Clara. Transit systems that serve the Study 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 between 5:00 AM and 1:00AM.
- **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. The Lawrence Caltrain Station (137 San Zeno Way, Sunnyvale) and the Santa Clara Caltrain Station (1001 Railroad Avenue, Santa Clara) are closest to the Project site, while the San José Diridon Station (65 Cahill Street) is located just 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/Great America Station (5099 Stars & Stripes Drive). ACE trains connect to Caltrain at the Santa Clara and San José Diridon Stations. The San Joaquin Regional Rail Commission (SJRRRC) is the owner and operator of ACE services. ACE's hours of operation 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/Great America station. Capitol Corridor trains operate between 4:30 AM and 11:30 PM. Trains depart about every hour to two hours during the 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. Capitol Corridor stations also include the Santa Clara station shared with Caltrain (1001 Railroad Avenue, Santa Clara) and the San José Diridon Station.

3.5.1 Local Transit Network Connectivity

The following transit systems serve the Study Area: VTA, Caltrain, Amtrak Capital Corridor, and Altamont Commuter Express (ACE). The operating hours and frequencies for the routes in the Study Area are detailed in **Table 3-3** and displayed on **Figure 3-3**. The Project site is within walking distance of one light rail line and two bus lines at the Lick Mill VTA light rail station, located on Tasman Drive between Calle Del Sol and Lick Mill Boulevard. The Project site also is within walking distance of one light rail line and two bus lines at the Great America VTA light rail station, located on the east side of the intersection of Tasman Drive and Great America Parkway. Transit service at this station provides access to the Santa Clara Convention Center, Great America amusement park, Levi's Stadium, and area hotels. The bus routes are described below:

Route 140: Connects the Fremont BART station with the intersection of Mission College Boulevard and Montague Expressway. It operates on Tasman Drive near Tasman East. It only operates during commute periods in the southbound direction in the morning and in the northbound direction in the evening.

Route 330: Connects the light rail station in Milpitas near I-880 with the intersection of Almaden Expressway and Camden Avenue. It operates on Tasman Drive near the site. It only operates during commute periods in the southbound direction in the morning and in the northbound direction in the evening.

Additional bus routes, including VTA routes 57 and 60, operate on nearby corridors but do not directly serve the Tasman East area. The Tasman East area is also directly served by commuter rail to San José, Stockton and Sacramento at the Great America Amtrak Station (Lafayette Street just north of Tasman Drive). Amtrak Capitol Corridor commuter rail provides service to Sacramento (via the East Bay) and San José, running approximately every 60 to 90 minutes throughout the day. Altamont Commuter Express (ACE) runs four trains that connect to San José in the morning and to Stockton (via the East Bay) in the evening. Eight shuttles connect the commuter rail station to major employers in Silicon Valley during commute hours.

Station-level ridership data for ACE, Capitol Corridor or connecting public or private shuttles is not readily available.

Table 3-3: Existing Transit Service by Route

Route	Operating Hours	Peak Headway	Average Annual Weekday Boardings for Entire Route
<i>Santa Clara Valley Transportation Authority (VTA) – Light Rail¹</i>			
902 (Winchester-Mountain View)	5:10 AM – 12:40 AM	15 min.	13,330
<i>Santa Clara Valley Transportation Authority (VTA) – Bus¹</i>			
140 – Fremont BART to Mission College/Montague Expressway	7:10 – 9:50 AM 4:20 – 7:10 PM	60 min.	166
330 – Almaden Expressway/Camden Avenue to Tasman Drive	6:45 – 9:30 AM 4:17 – 7:22 PM	30 min.	175
<i>Amtrak²</i>			
Capitol Corridor	6:55 AM – 8:35 PM	90 min.	3,890 4,040
<i>Altamont Corridor Express (ACE)³</i>			
ACE	6:15 – 9:00 AM 3:50 – 6:50 PM	60 min.	5,100 5,020
<i>Shuttles⁴</i>			
Gray Shuttle: 822	6:15 – 9:20 AM 3:40 – 6:40 PM	60 min.	220 266
Green Shuttle: 823	6:15 – 9:05 AM 3:40 – 6:40 PM	60 min.	117 127
Orange Shuttle: 824	6:15 – 9:15 AM 3:40 – 6:40 PM	60 min.	101 114
Purple Shuttle: 825	6:15 – 9:20 AM 3:40 – 6:40 PM	60 min.	136 147
Red Shuttle: 826	6:15 – 9:10 AM 3:40 – 6:40 PM	60 min.	188 245
Yellow Shuttle: 827	6:15 – 9:15 AM 3:40 – 6:40 PM	60 min.	194 276
Brown Shuttle: 828	6:15 – 9:15 AM 3:40 – 6:40 PM	60 min.	155 175
Violet Shuttle: 831	6:15 – 9:20 AM 3:40 – 6:40 PM	60 min.	129 163

Sources:

¹: Santa Clara Valley Transportation Authority (2016)

²: Amtrak Capitol Corridor (2014)

³: Altamont Corridor Express (2016)

⁴: Altamont Corridor Express (2014)

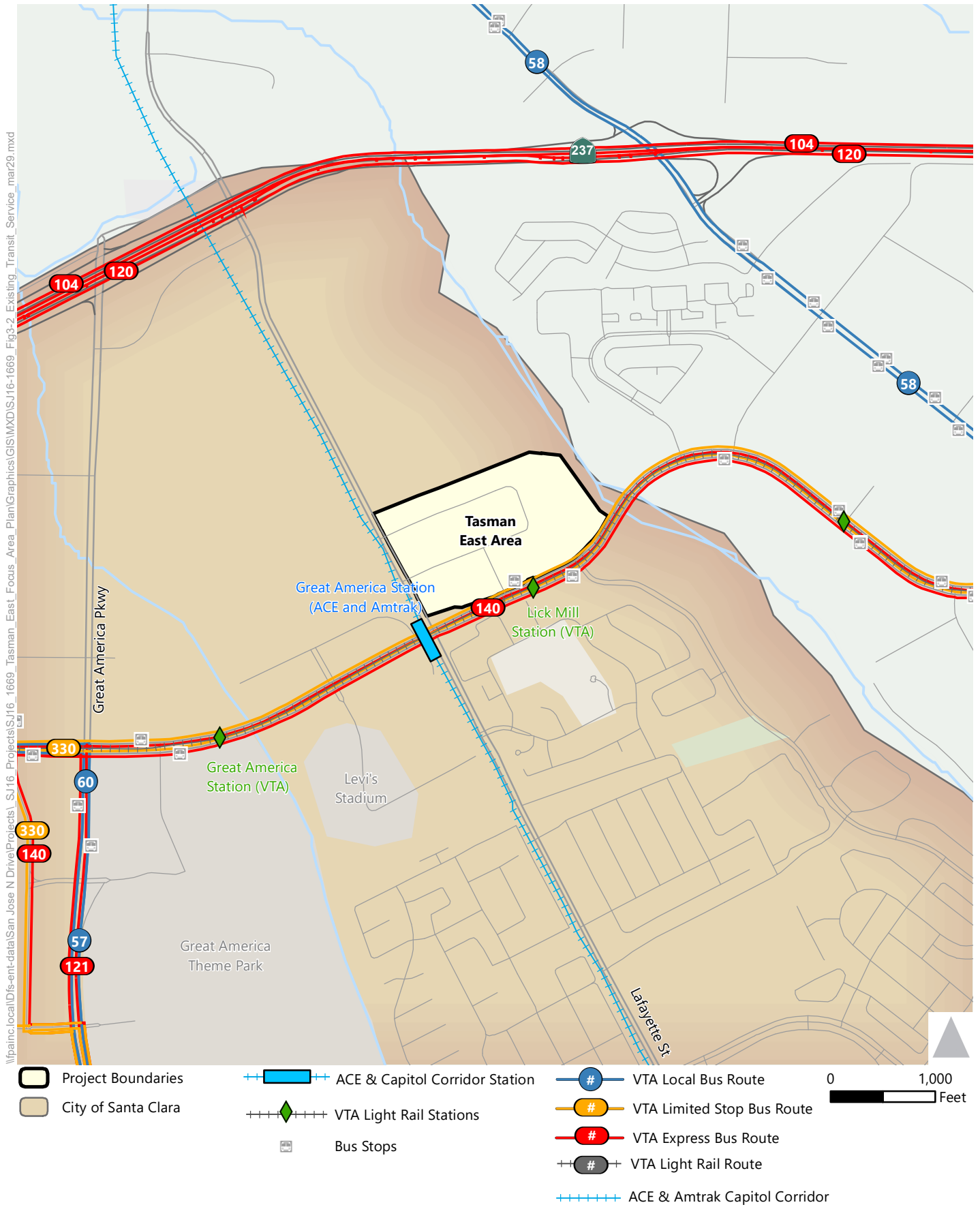


Figure 3-2
Existing Transit Service in Study Area

Date: 6/19/2018

VTA Transit Service Changes

VTA has no specific plans to increase bus and light rail service in the Tasman East area during commute hours, but it does have a standard policy of improving frequency and extending operating hours when operating funds become available. VTA in mid-2017 also adopted its “Next Network” transit plan which aims to improve transit frequencies on several core transit routes in the VTA system outside of the immediate Tasman East area.

Rail Transit Service Changes

Both Amtrak Capitol Corridor and ACE have service improvements planned that would increase train frequency. ACE is currently studying a proposal to increase service by up to six or ten round trips per day. Amtrak Capitol Corridor plans to double existing service to fifteen round trips per day by 2020.

3.5.2 Public and Private Shuttle Connections

In addition to traditional bus or rail transit service, public and private shuttles operate in the Study Area to increase mobility between transit stations and destinations in the area. Recently, there has been substantial growth of shuttle operations in the San Francisco Bay Area, especially private employer-provided regional shuttles that offer direct service to employment sites either from residential neighborhood stops or transit stations. Major employers offering such services include a number of technology industry companies. Employers provide shuttles for a range of purposes, including: employee retention, filling transit service gaps, reducing commute times, environmental stewardship, discouraging driving, and managing on-site parking.

Shuttles in the Project area include a range of transportation services that are both publically and privately provided by transit agencies and employers. Shuttle vehicles range from mini-vans to full-sized motor coaches. Most public shuttles operate fixed routes between Caltrain and ACE stations and employment sites and other destinations, including San José International Airport (SJC).

Currently, ACE operates eight shuttles from the Great America Station, summarized in **Table 3-3**.

3.6 Existing Plus Project Conditions

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

3.6.1 Project Traffic

The amount of vehicle traffic added to the roadway system by the Project was estimated using a three-step process: (1) trip generation, (2) trip distribution, and (3) trip assignment. The results of the process are described in the following sections.

Trip Generation

The trip generation methodology is described in Chapter 1. The amount of traffic generated by the residential units and retail space was estimated by applying ITE regression equations and trip internalization and site context reductions from the MXD+ model and a 5 percent transit use reduction. The numbers of vehicle trips generated by the school were estimated by applying the rates developed from the local surveys and a 35 percent reduction to account for students residing in Tasman East walking and biking to school. Tasman East is estimated to generate 30,695 daily vehicle trips with 2,370 in the AM peak hour and 2,765 in the PM peak hour. The existing light industrial uses are estimated to generate 4,460 daily vehicle trips with 570 in the AM peak hour and 610 in the PM peak hour based on ITE trip generation rates and reductions to account for site context and transit usage. Therefore, the amount of net-added traffic is estimated to be 26,235 daily vehicle trips with 1,800 in the AM peak hour and 2,155 in the PM peak hour, as shown in **Table 3-4**.

Table 3-4: Project Trip Generation: Existing Conditions

Land Uses	ITE Code	Units	Quantity	Daily Trips	AM			PM		
					In	Out	Total	In	Out	Total
Proposed Uses										
Residential (Apartment)	220	Dwelling Units	4,500	27,395	445	1,765	2,210	1,620	875	2,495
Shopping Center (Retail)	820	ksf	106	7,055	100	60	160	295	330	625
Subtotal				34,450	545	1,825	2,370	1,915	1,205	3,120
Internalization and Transit Trip Reduction %s				12.7%	16.2%			18.9%		
Trip Reductions				(4,380)	(90)	(295)	(385)	(360)	(235)	(595)
School	NA	students	600	965	325	270	595	180	190	370
Walk/Bike Reduction (35%)				(340)	(115)	(95)	(210)	(60)	(70)	(130)
Total				30,695	665	1,705	2,370	1,675	1,090	2,765
Existing Uses										
Light Industrial	110	ksf	708	4,935	575	75	650	85	605	690
Trip Reductions (%)				9.6%	12.4%			11.6%		
				475	75	5	80	15	65	80
Total				4,460	500	70	570	70	540	610
Net-Added Traffic										
				26,235	165	1,635	1,800	1,605	550	2,155

Trip Distribution and Assignment

The distribution of the traffic generated by the Project onto the roadway system was based on the locations of complementary land uses, prevailing travel patterns, surrounding population densities, and recent TIAs completed in the area. Input from the City of Santa Clara staff was used to refine the trip distribution pattern which is shown on **Figure 3-4**.

The net-added vehicle trips were assigned to the roadway system based on the trip distribution pattern and the results are shown on **Figure 3-5**.

3.6.2 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 3-6**. Intersection levels of service were calculated with the traffic added by the Project to identify potential intersection impacts. The results are presented in **Table 3-5**. **Appendix B** contains the corresponding calculation sheets.

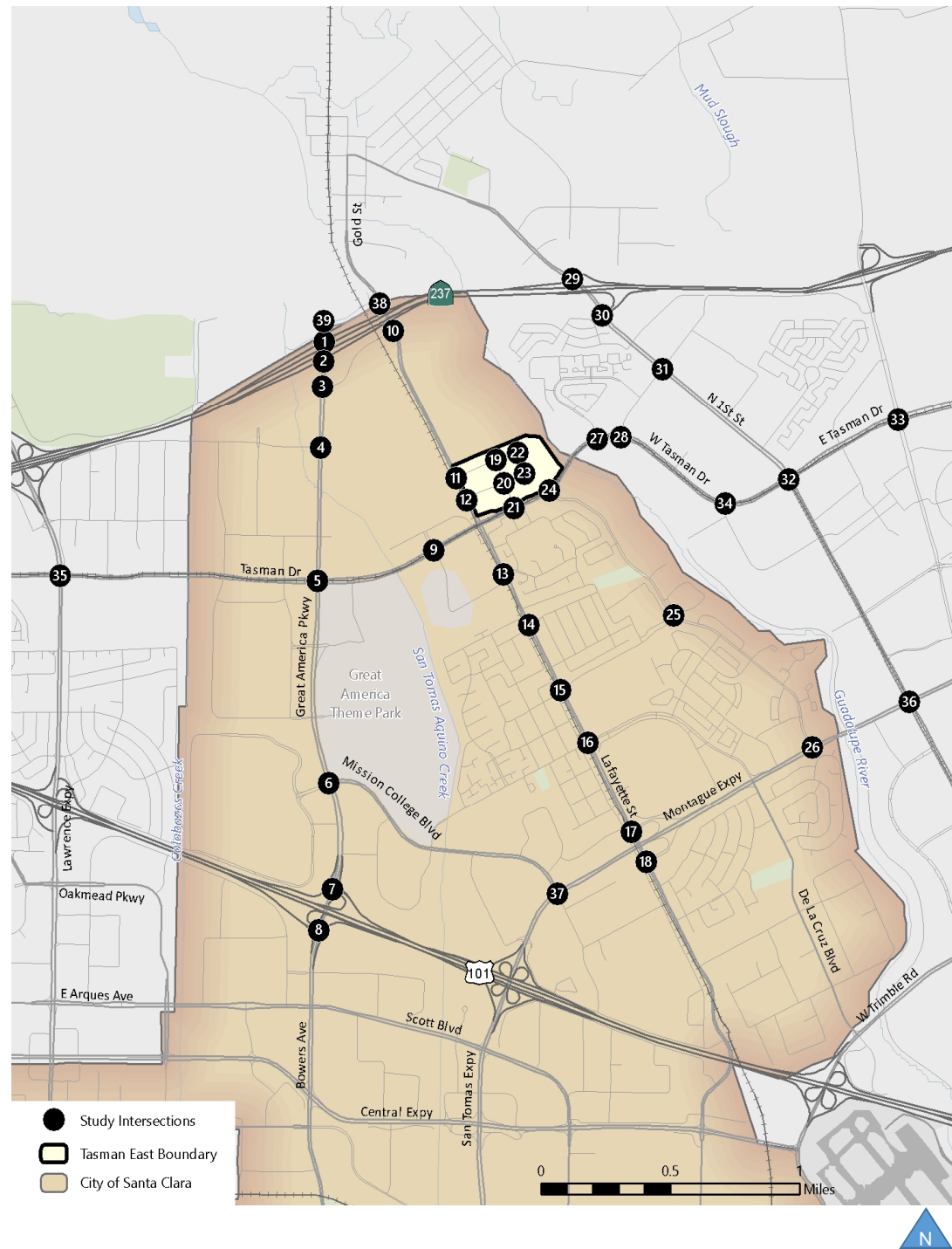
The results for Existing Conditions are included for comparison purpose, along with the projected increases in critical delay and critical volume-to-capacity (V/C) ratios. Critical delay represents the delay associated with the critical movements of the intersection, or the movements that require the 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 under CEQA.

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.

The peak hour traffic signal warrant was evaluated for Intersection #10 Lafayette Street / Great America Way and Intersection #11 Lafayette Street / Calle Del Mundo. The results are contained in **Appendix C**.

Under Existing Plus Project Conditions, implementation of the proposed project would increase motor vehicle traffic and congestion, resulting significant impacts at the following intersections.

- Intersection #9 Tasman Drive / Centennial Drive: The addition of project traffic would degrade intersection operations from acceptable LOS C to unacceptable LOS F during the PM peak hour.
- Intersection #10 Lafayette Street / Great America Way: The addition of project traffic would degrade intersection operations from LOS C to LOS F during the PM peak hour. This intersection would meet peak hour signal warrants during the PM peak hour.
- Intersection #11 Lafayette Street / Calle Del Mundo: The addition of project traffic would degrade intersection operations from LOS B to LOS F during the AM peak hour. This intersection would meet peak hour signal warrants during the AM and PM peak hours.
- Intersection #37 Montague Expressway / Mission College Boulevard: The addition of project traffic would exacerbate unacceptable LOS F intersection operations during the PM peak hour.



LEGEND

#

Study Intersection

AM (PM)

Peak Hour Traffic Volume

↕↕↕

Lane Configuration

●

Stop Sign

🚦

Signalized

○

Traffic Circle

1. Great America Pkwy/WB SR 237 Ramps ↕↕↕ 352 (239) 60 (121) ↕↕↕ 203 (217) 0 (2) 1,002 (531) ↕↕↕ 154 (343) 272 (415)	2. Great America Pkwy/EB SR 237 Ramps ↕↕↕ 1,024 (602) 32 (48) ↕↕↕ 195 (162) 0 (12) 489 (120) ↕↕↕ 217 (619) 349 (776)	3. Great America Pkwy/Great America Way ↕↕↕ 40 (7) 1,294 (670) 169 (182) ↕↕↕ 3 (32) 4 (20) 0 (7) ↕↕↕ 41 (16) 442 (977) 37 (226)	4. Great America Pkwy/Old Mountain View ↕↕↕ 455 (100) 914 (667) 22 (26) ↕↕↕ 90 (428) 8 (13) 22 (169) ↕↕↕ 216 (69) 381 (774) 67 (13)	5. Great America Pkwy/Tasman Dr ↕↕↕ 59 (90) 584 (823) 82 (301) ↕↕↕ 104 (64) 246 (747) 63 (66) ↕↕↕ 268 (47) 561 (350) 370 (307)
6. Great America Pkwy/Mission College Blvd ↕↕↕ 140 (155) 666 (1,522) 178 (258) ↕↕↕ 86 (203) 107 (361) 74 (277) ↕↕↕ 470 (435) 1,204 (717) 499 (264)	7. Great America Pkwy/NB US 101 Ramps ↕↕↕ 340 (519) 974 (2,095) ↕↕↕ 1,802 (1,031) 106 (140) ↕↕↕ 1,050 (569) 338 (298)	8. Bowers Ave/SB US 101 Ramps ↕↕↕ 267 (562) 1,056 (2,081) ↕↕↕ 837 (200) 331 (195) ↕↕↕ 1,086 (1,044) 222 (838)	9. Tasman Dr/Centennial Dr ↕↕↕ 99 (117) 1 (11) 30 (55) ↕↕↕ 183 (160) 486 (1,455) 1 (0) ↕↕↕ 40 (44) 873 (700) 1 (2)	10. Lafayette St/Great America Way ↕↕↕ 20 (8) 145 (449) 0 (0) ↕↕↕ 2 (53) 0 (0) 65 (411) ↕↕↕ 282 (61) 545 (171) 0 (0)
11. Lafayette St/Calle Del Mundo ↕↕↕ 177 (998) 22 (8) ↕↕↕ 6 (10) 2 (10) ↕↕↕ 1 (4) 915 (265) 9 (6)	12. Lafayette St/Calle De Luna ↕↕↕ 188 (874) 35 (150) ↕↕↕ 1 (0) 798 (237) 232 (149) ↕↕↕ 100 (47) 82 (330)	13. Lafayette St/Calle De Primavera ↕↕↕ 269 (1,264) 74 (79) ↕↕↕ 6 (7) 1,054 (332) 147 (81) ↕↕↕ 135 (64) 192 (107)	14. Lafayette St/Hogan Dr ↕↕↕ 323 (1,228) 12 (53) ↕↕↕ 2 (4) 980 (413) 8 (34) ↕↕↕ 32 (37) 30 (47)	15. Lafayette St/Hope Dr ↕↕↕ 432 (1,114) 23 (119) ↕↕↕ 15 (7) 878 (532) 114 (251) ↕↕↕ 145 (37) 204 (112)
16. Lafayette St/Agnew Rd ↕↕↕ 129 (173) 415 (901) 63 (150) ↕↕↕ 128 (196) 72 (252) 116 (82) ↕↕↕ 201 (148) 204 (175) 60 (51)	17. Lafayette St/Montague Expy WB ↕↕↕ 346 (934) 238 (260) ↕↕↕ 84 (90) 674 (437) 36 (52) ↕↕↕ 82 (13) 118 (91)	18. Lafayette St/Montague Expy EB ↕↕↕ 437 (944) 18 (69) ↕↕↕ 699 (370) 103 (133) ↕↕↕ 296 (287) 29 (55)	19. Calle Del Sol/Calle Del Mundo ↕↕↕ 17 (4) 240 (289) ↕↕↕ 182 (336) 19 (6) ↕↕↕ 5 (26) 12 (18)	20. Calle Del Sol/Calle De Luna ↕↕↕ 17 (4) 240 (289) ↕↕↕ 182 (336) 19 (6) ↕↕↕ 5 (26) 12 (18)

Figure 3-3
Peak Hour Traffic Volumes and Lane Configurations
Existing Conditions

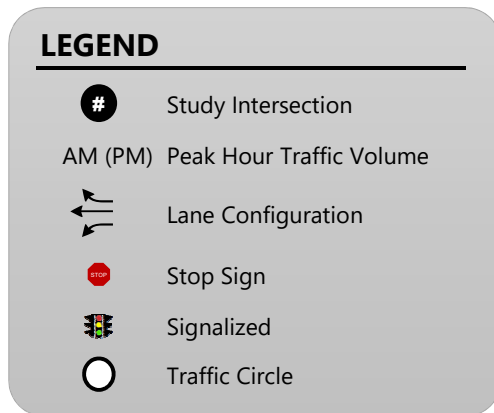
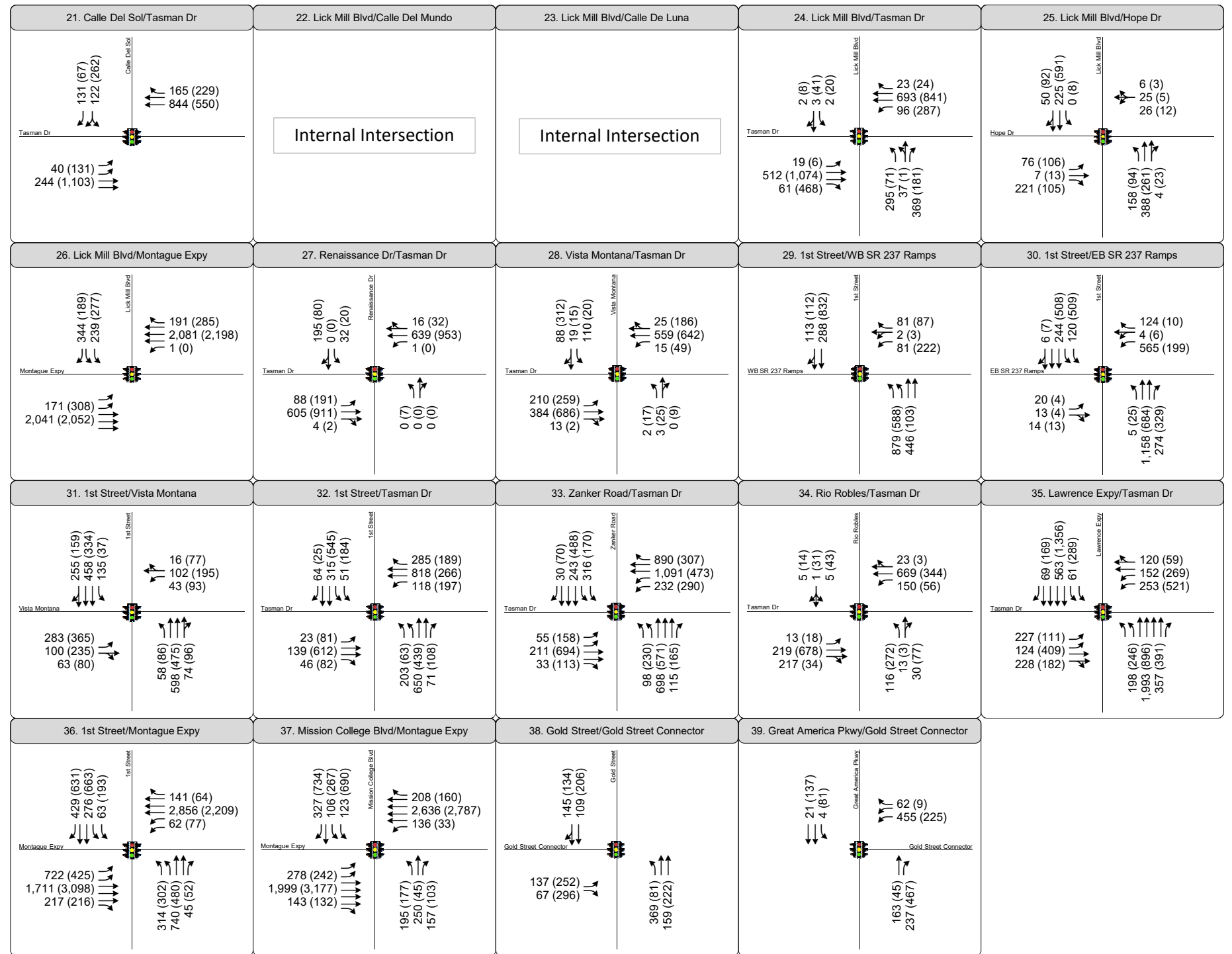
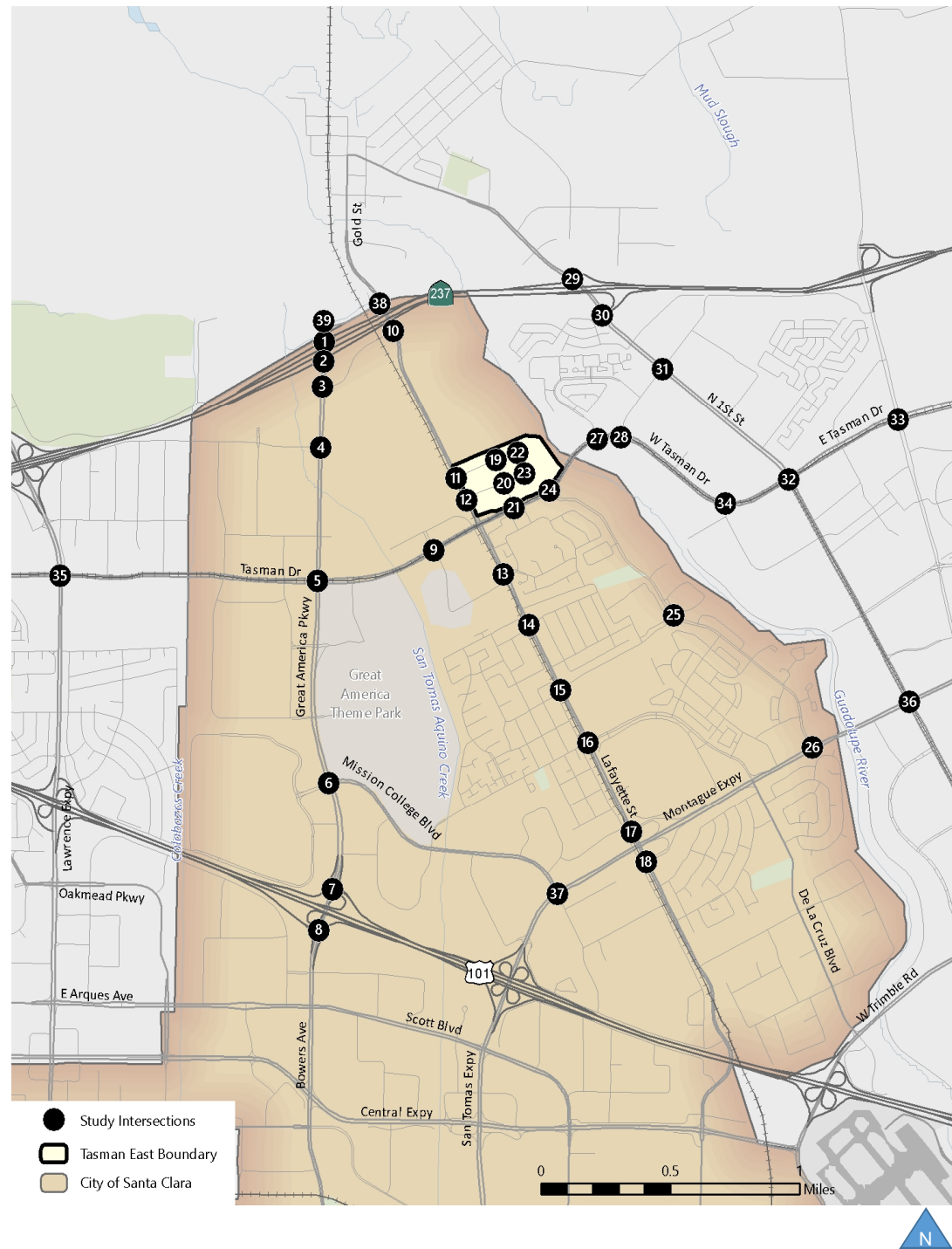
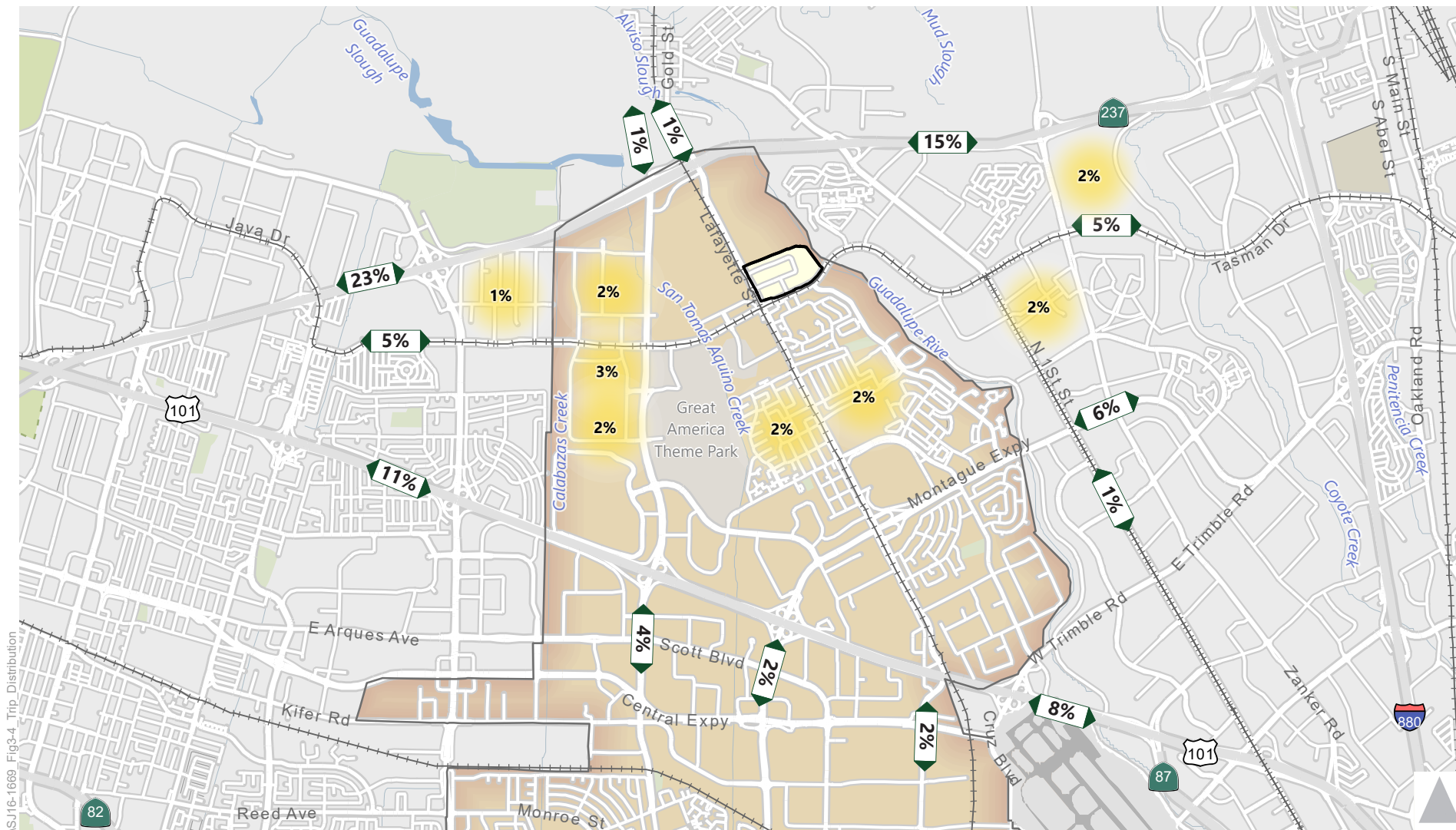


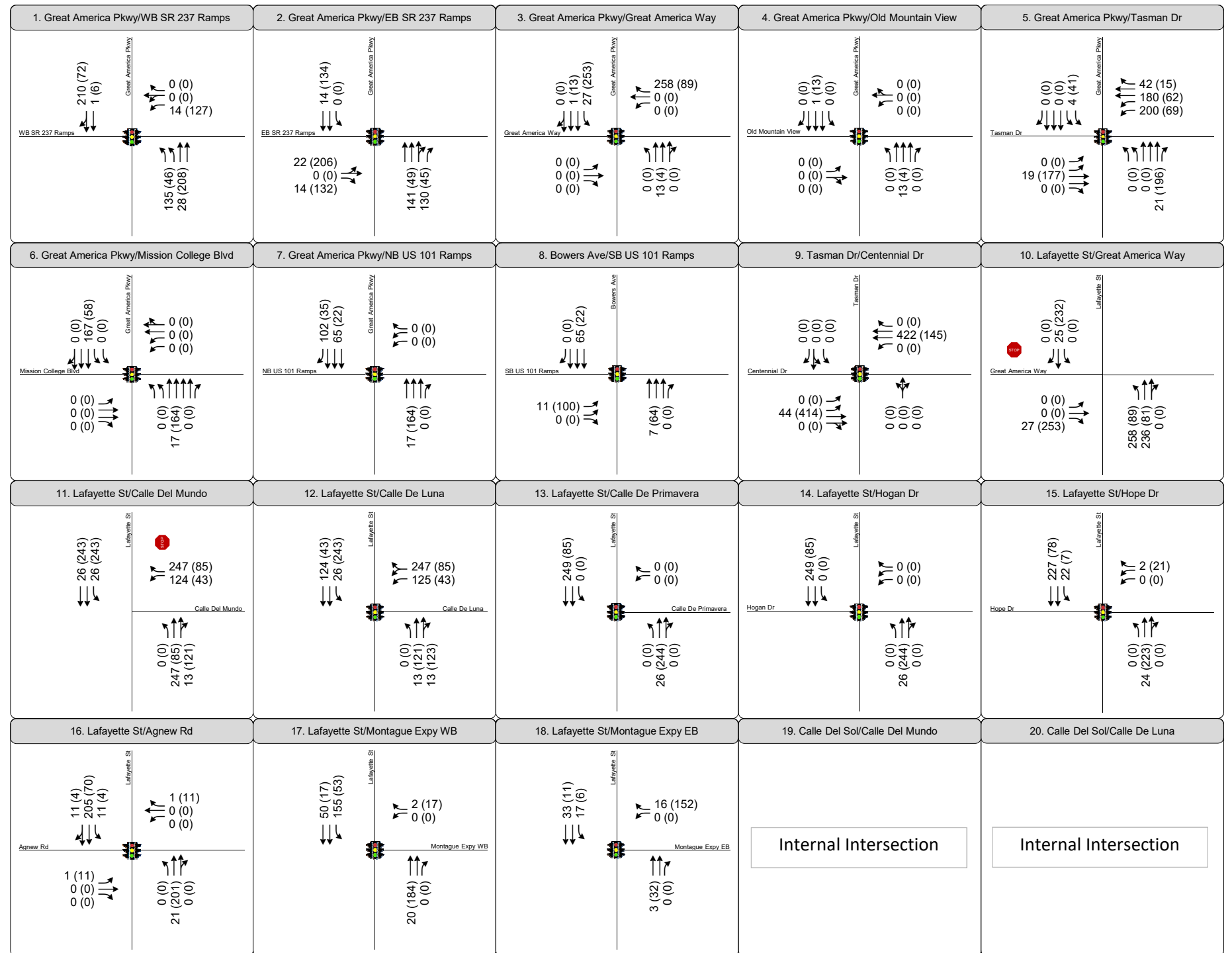
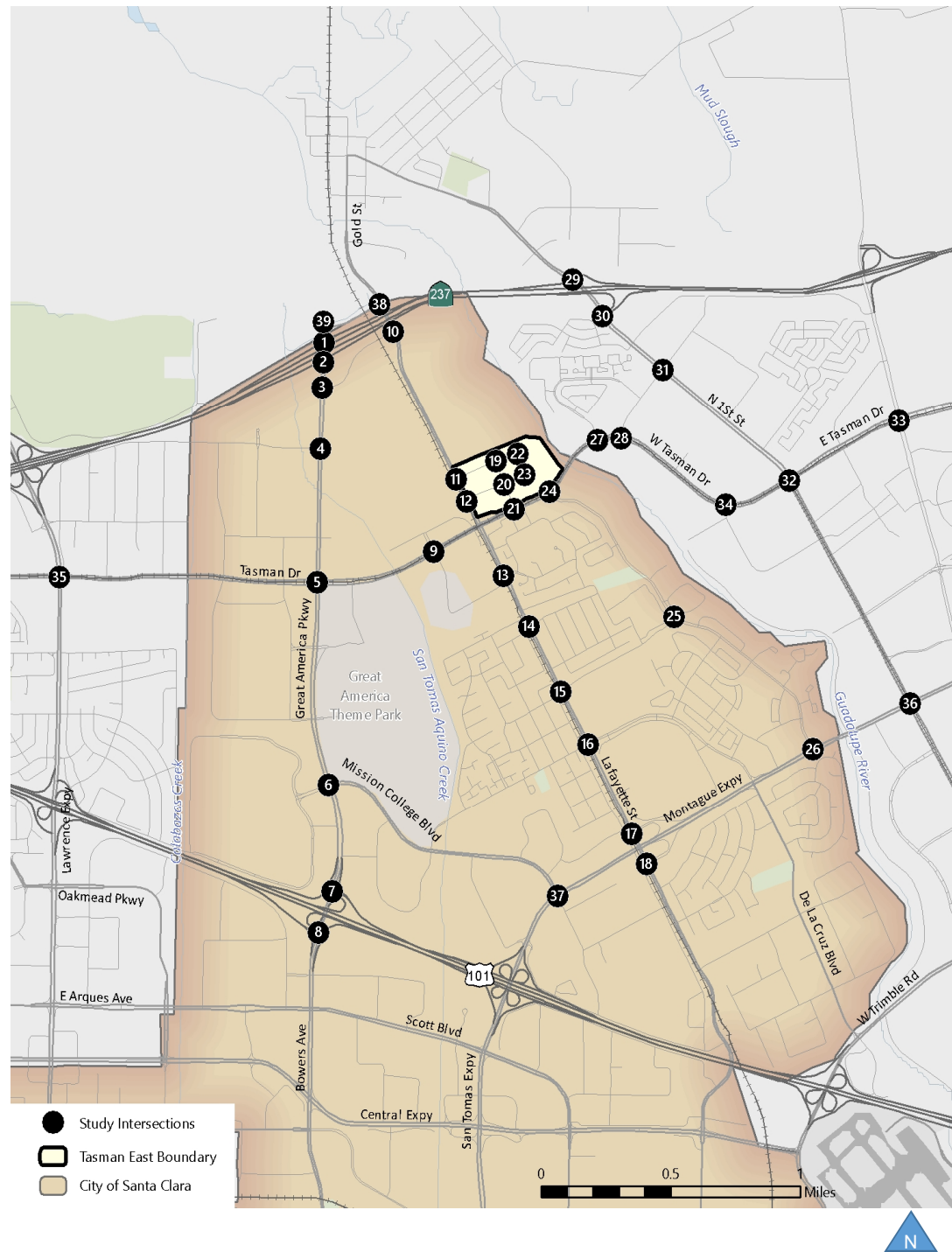
Figure 3-3
Peak Hour Traffic Volumes and Lane Configurations
Existing Conditions



-  Tasman East Boundary
-  City of Santa Clara
- XX%** Trip Distribution Percentages



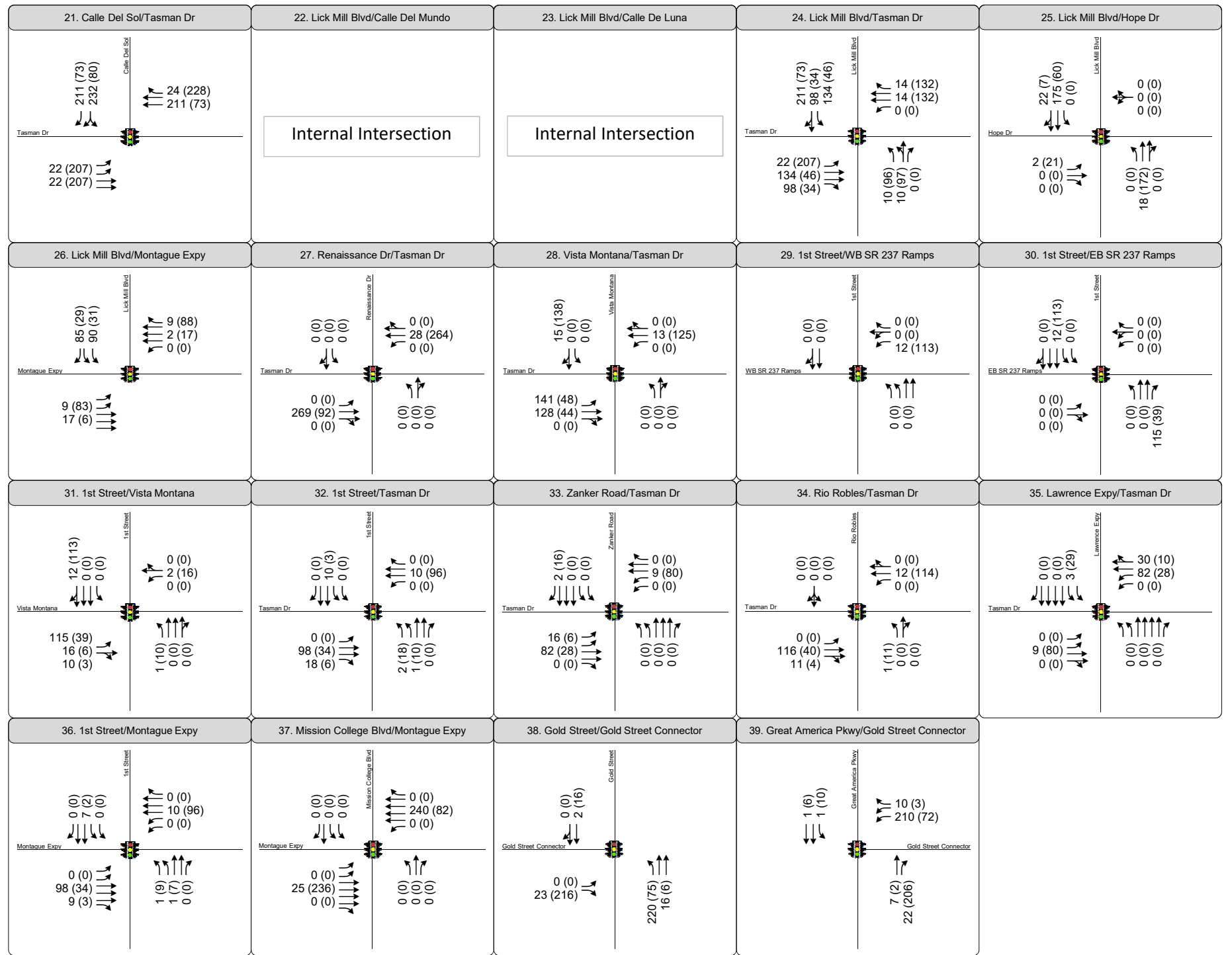
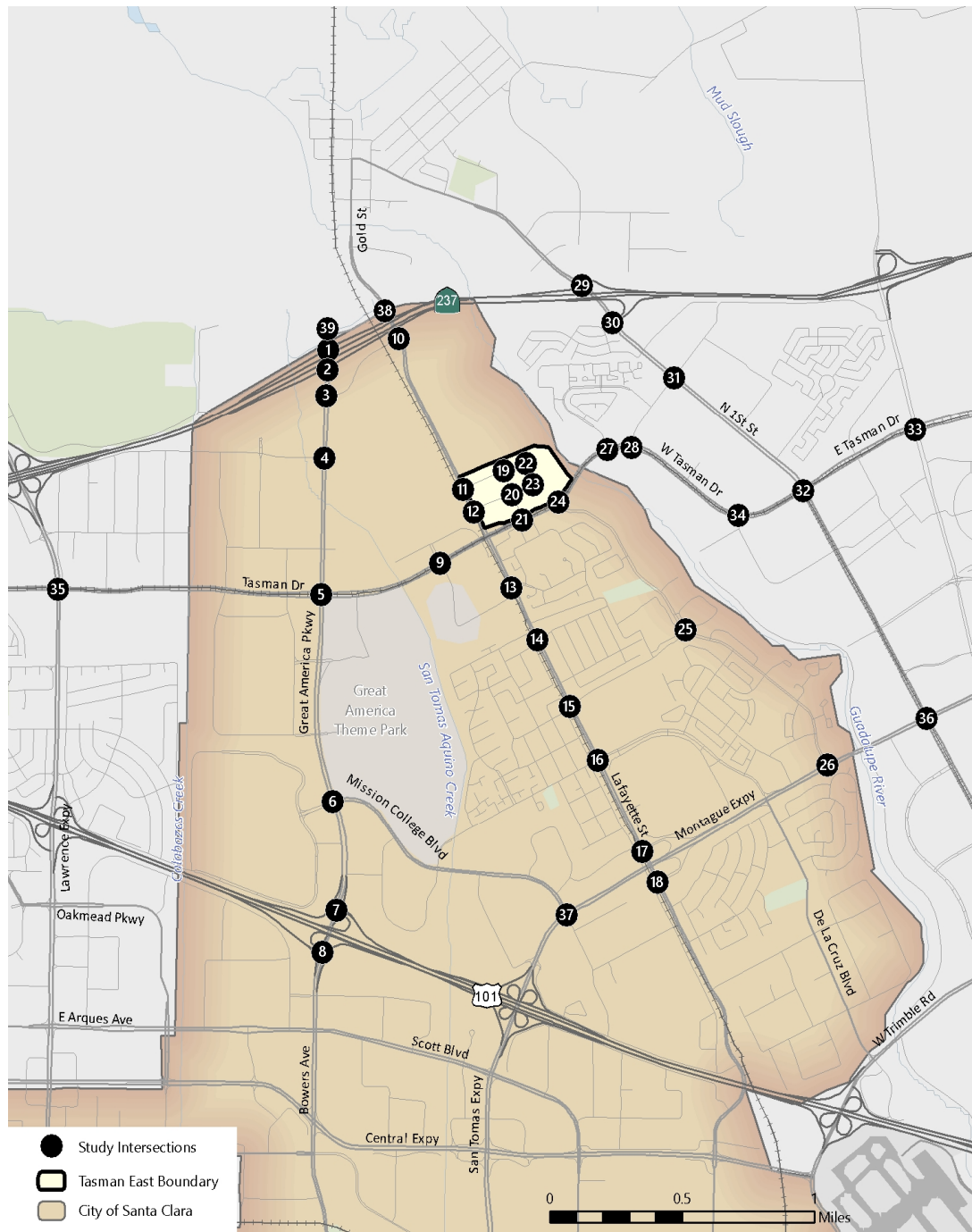
Figure 3-4
Trip Distribution



LEGEND

- Study Intersection
- AM (PM) Peak Hour Traffic Volume
- ↕ Lane Configuration
- Stop Sign
- 🚦 Signalized
- Traffic Circle

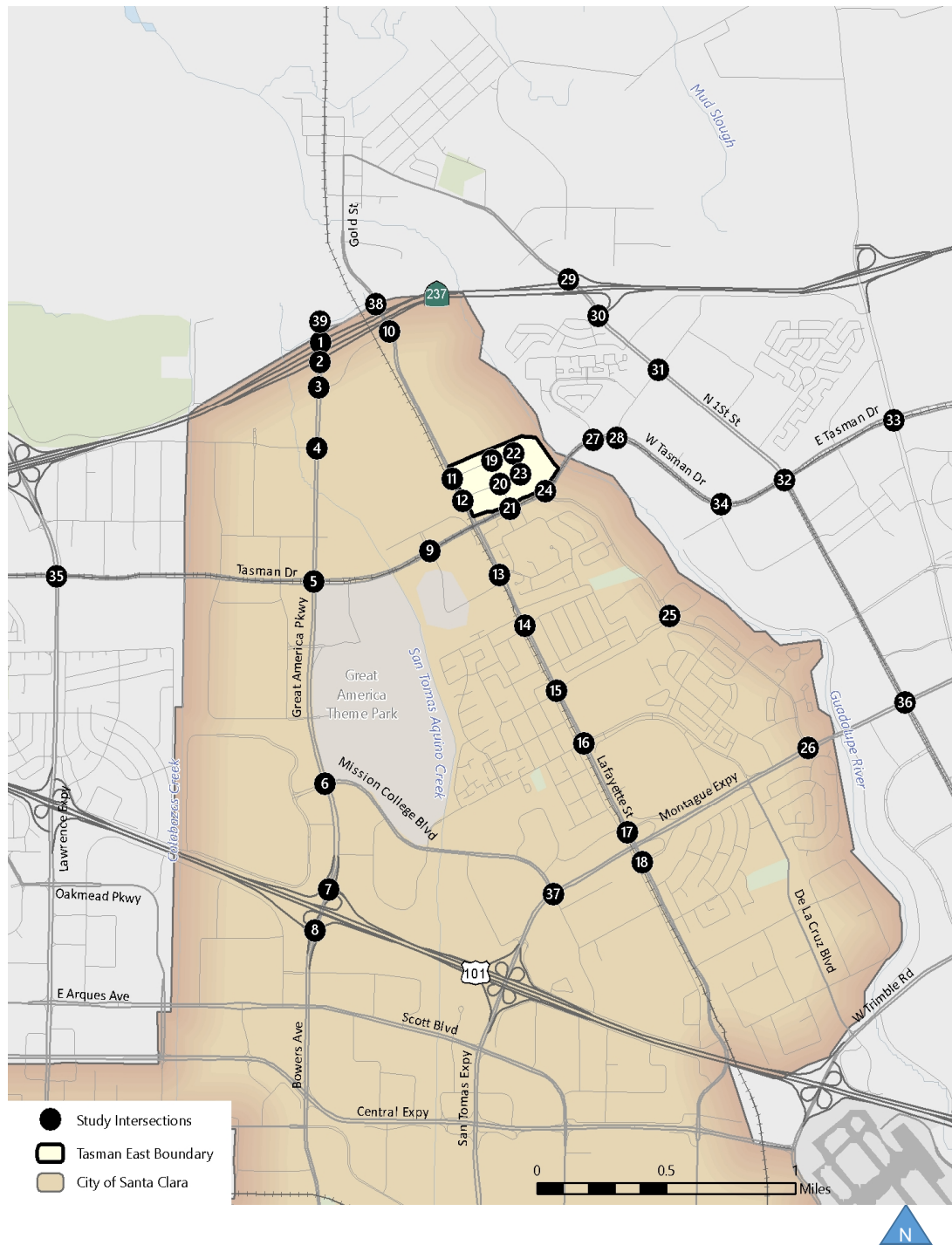
Figure 3-5
Project Trip Assignment
Existing Conditions



LEGEND

- # Study Intersection
- AM (PM) Peak Hour Traffic Volume
- ↕ Lane Configuration
- Stop Sign
- Signalized
- Traffic Circle

Figure 3-5
Project Trip Assignment
Existing Conditions



LEGEND

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

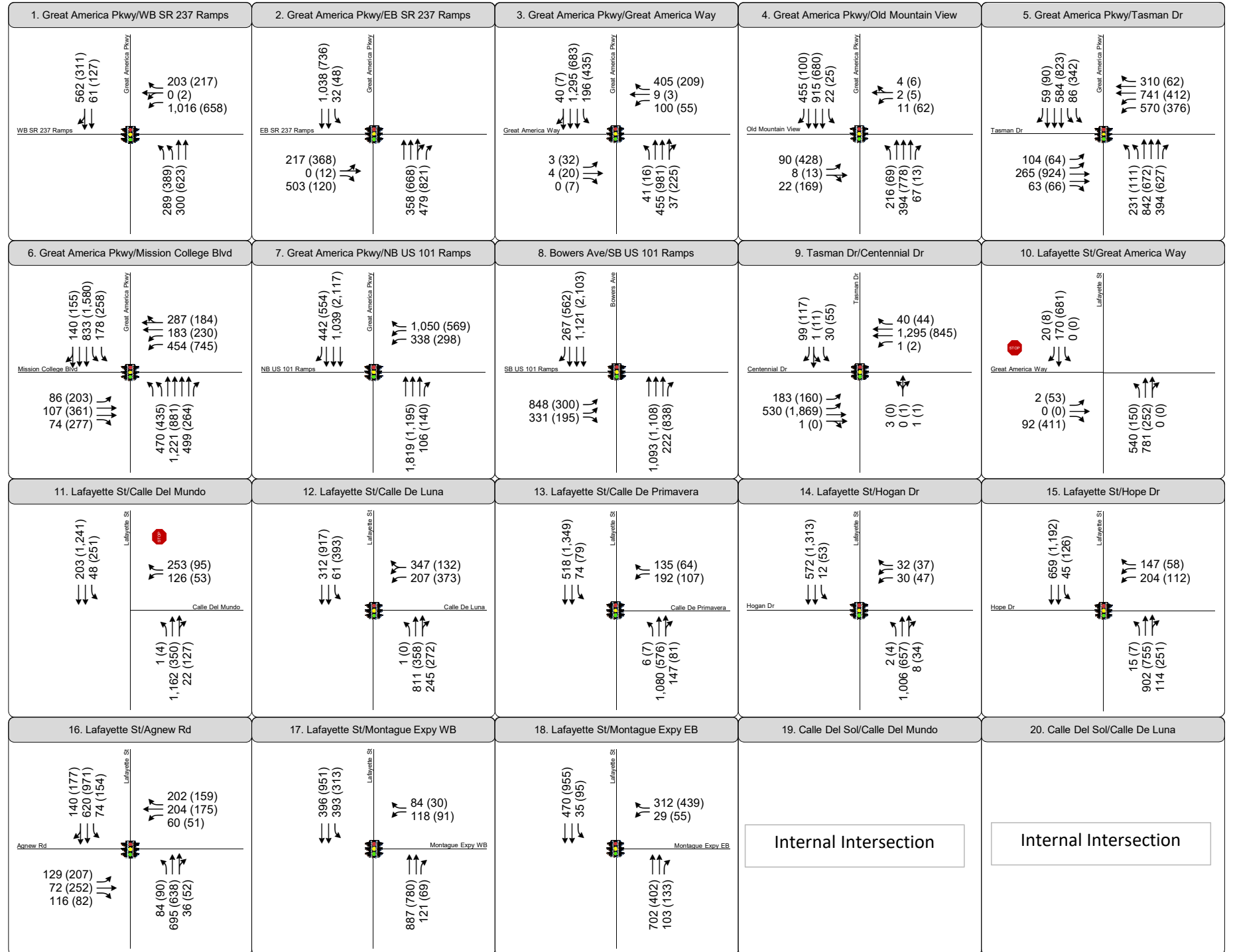
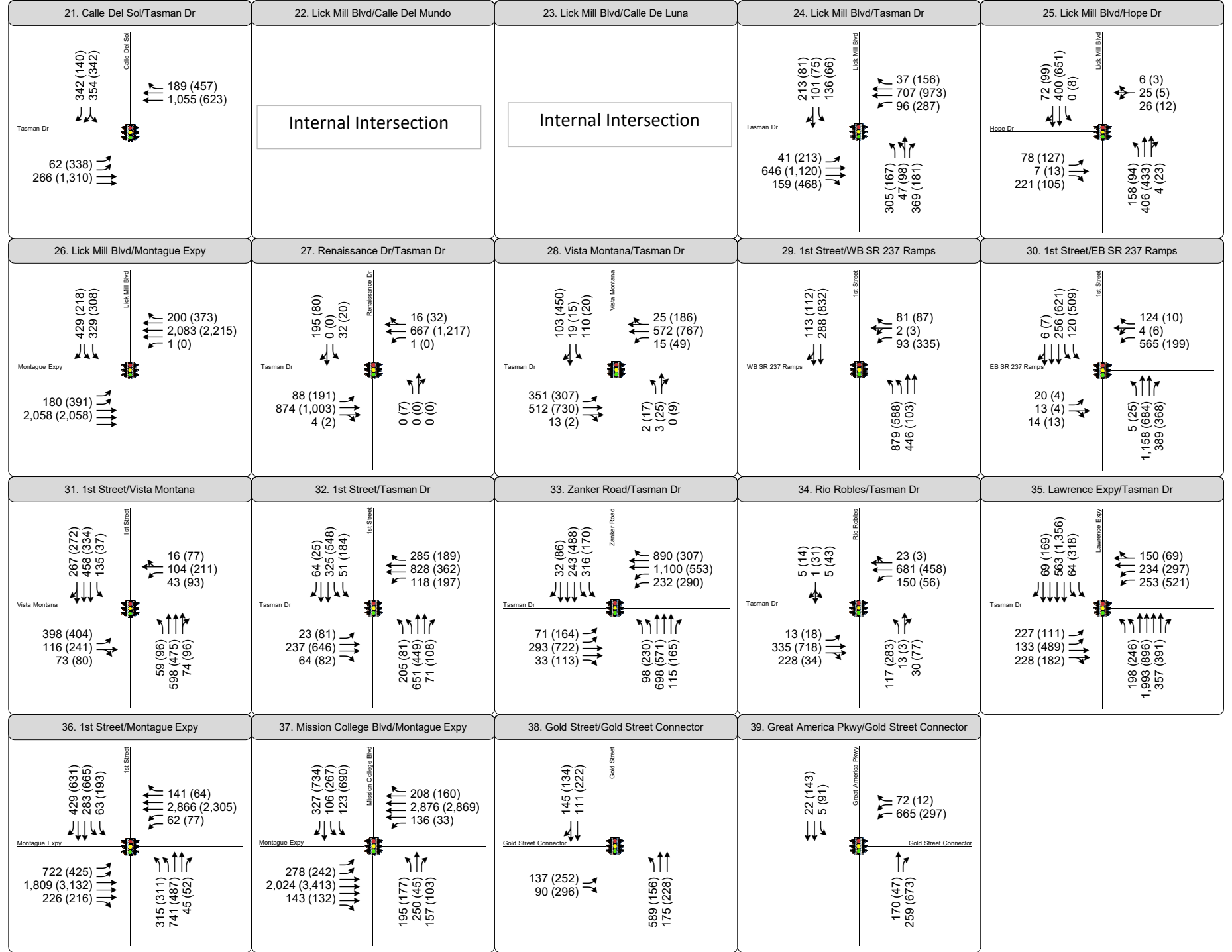
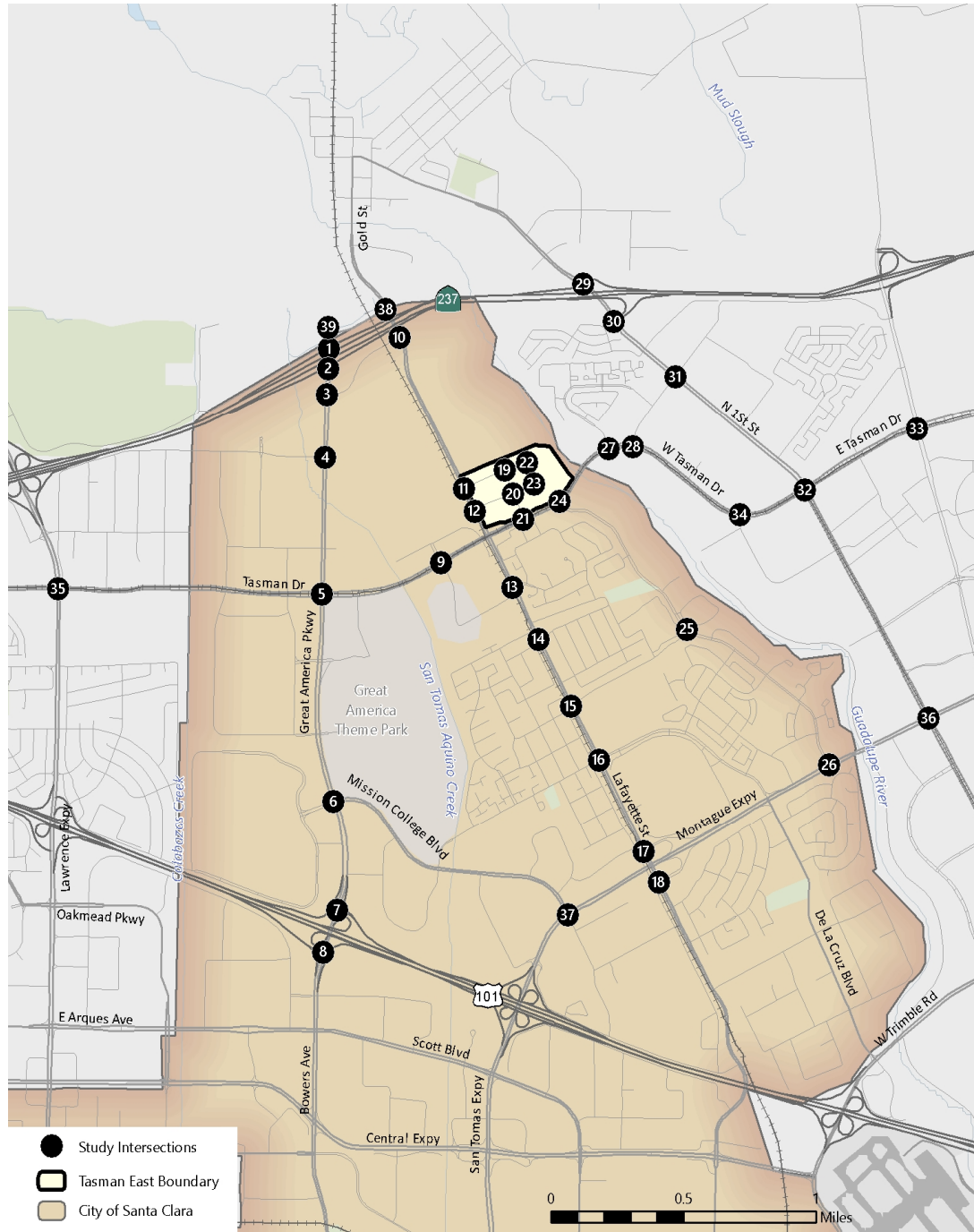


Figure 3-6
Peak Hour Traffic Volumes and Lane Configurations
Existing Plus Project Conditions



LEGEND

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

Figure 3-6
Peak Hour Traffic Volumes and Lane Configurations
Existing Plus Project Conditions

Table 3-5: Existing and Existing Plus Project Intersection Levels of Service

Intersection Number	Intersection Name	Control	Jurisdiction	LOS Threshold	Peak Hour	Existing		Existing Plus Project			
						Delay	LOS	Delay	LOS	Critical Change V/C	Average Critical Change Delay
#1	Great America Parkway/WB SR 237 Ramps	Signal	San José (CMP)	D	AM PM	17.5 17.5	B B	23.9 17.5	C B	0.191 0.105	8.2 0.8
#2	Great America Parkway/EB SR 237 Ramps	Signal	Santa Clara (CMP)	E	AM PM	12.3 10.4	B B+	13.5 16.0	B B	0.018 0.144	0.7 5.7
#3	Great America Parkway/Great America Way	Signal	Santa Clara	D	AM PM	20.7 22.9	C+ C+	29.4 31.1	C C	0.168 0.223	10.5 11.2
#4	Great America Parkway/Old Mountain View – Alviso Road	Signal	Santa Clara	D	AM PM	18.9 26.6	B- C	18.9 26.5	B- C	0.000 0.003	0.0 0.1
#5	Great America Parkway/Tasman Drive	Signal	Santa Clara (CMP)	E	AM PM	25.8 29.8	C C	26.0 33.5	C C-	0.08 0.229	1.4 7.7
#6	Great America Parkway/Mission College Boulevard	Signal	Santa Clara (CMP)	E	AM PM	37.8 49.0	D+ D	37.8 48.9	D+ D	0.033 0.011	-0.2 0.5
#7	Great America Parkway-Bowers Avenue / US 101 NB Ramps	Signal	Santa Clara (CMP)	E	AM PM	9.8 8.1	A A	9.7 7.9	A A	0.003 0.004	-0.1 0.0
#8	Bowers Avenue / US 101 SB Ramps	Signal	Santa Clara (CMP)	E	AM PM	22.3 5.6	C+ A	22.3 8.0	C+ A	0.010 0.038	0.1 2.9
#9	Tasman Drive/Centennial Drive	Signal	Santa Clara	D	AM PM	18.7 30.9	B- C	22.2 94.5	C+ F	0.136 0.137	5.2 101.0
#10	Lafayette Street / Great America Way	Unsig.	Santa Clara	N/A	AM PM	9.6 21.1	A C	10.5 >180	B F	N/A N/A	N/A N/A
#11	Lafayette Street / Calle Del Mundo	Unsig.	Santa Clara	N/A	AM PM	14.1 12.7	B B	59.5 40.4	F E	N/A N/A	N/A N/A
#12	Lafayette Street / Calle De Luna	Signal	Santa Clara	D	AM PM	14.8 18.8	B B-	24.2 23.2	C C	0.261 0.248	10.4 16.5
#13	Lafayette Street / Calle De Primavera	Signal	Santa Clara	D	AM PM	16.4 11.1	B B+	16.3 11.6	B B+	0.008 0.026	-0.1 0.4

Table 3-5: Existing and Existing Plus Project Intersection Levels of Service

Intersection Number	Intersection Name	Control	Jurisdiction	LOS Threshold	Peak Hour	Existing		Existing Plus Project			
						Delay	LOS	Delay	LOS	Critical Change V/C	Average Critical Change Delay
#14	Lafayette Street / Hogan Drive	Signal	Santa Clara	D	AM PM	10.3 10.8	B+ B+	8.9 9.8	A A	0.007 0.024	-0.1 -0.2
#15	Lafayette Street / Hope Drive	Signal	Santa Clara	D	AM PM	21.0 13.9	C+ B	20.7 13.9	C+ B	0.022 0.022	1.6 -0.3
#16	Lafayette Street / Agnew Road	Signal	Santa Clara	D	AM PM	38.2 40.2	D+ D	37.9 40.0	D+ D	0.038 0.029	1.3 0.2
#17	Lafayette Street/Montague Expressway WB	Signal	Santa Clara	D	AM PM	32.4 24.8	C- C	37.2 25.8	D+ C	0.098 0.083	6.8 -0.5
#18	Lafayette Street/Montague Expressway EB	Signal	Santa Clara County	E	AM PM	15.1 12.5	B B	16.0 15.1	B B	0.012 0.187	1.6 2.9
#21	Tasman Drive/Calle Del Sol	Signal	Santa Clara County	E	AM PM	13.8 17.5	B B	21.6 21.1	C+ C+	0.277 0.159	8.2 14.7
#24	Tasman Drive/Lick Mill Boulevard	Signal	Santa Clara	D	AM PM	20.9 21.5	C+ C+	26.6 24.1	C C	0.228 0.148	6.4 2.6
#25	Lick Mill Boulevard/Hope Drive	Signal	Santa Clara	D	AM PM	26.6 23.6	C C	26.1 23.4	C C	0.061 0.034	-0.7 0.4
#26	Lick Mill Boulevard/Montague Expressway	Signal	Santa Clara County	E	AM PM	20.6 21.8	C+ C+	25.2 24.1	C C	0.033 0.041	3.1 3.9
#27	Tasman Drive/Renaissance Drive	Signal	San Jose	D	AM PM	17.1 10.3	B B+	14.7 10.4	B B+	0.012 0.081	-3.6 -0.3
#28	Tasman Drive/Vista Montana	Signal	San Jose	D	AM PM	18.8 22.2	B- C+	19.7 26.6	B- C	0.104 0.156	2.2 5.6
#29	WB 237/1st Street	Signal	San Jose (CMP)	D	AM PM	14.2 16.8	B B	14.3 16.8	B B	0.004 0.040	0.1 -0.1
#30	EB 237/1st Street	Signal	San Jose (CMP)	D	AM PM	23.0 22.0	C+ C+	22.3 21.9	C+ C+	0.000 0.000	0.0 0.0
#31	1st Street/Vista Montana	Signal	San José	D	AM PM	31.2 35	C C-	32.4 34.9	C- C-	0.084 0.119	1.4 2.7

Table 3-5: Existing and Existing Plus Project Intersection Levels of Service

Intersection Number	Intersection Name	Control	Jurisdiction	LOS Threshold	Peak Hour	Existing		Existing Plus Project			
						Delay	LOS	Delay	LOS	Critical Change V/C	Average Critical Change Delay
#32	Tasman Drive/1st Street	Signal	San José	D	AM PM	33.2 38.6	C- D+	33.4 38.5	C- D+	0.003 0.017	0.0 0.3
#33	Tasman Drive/Zanker Road	Signal	San José	D	AM PM	34.4 39.9	C- D	34.6 39.6	C- D	0.006 0.008	0.2 -0.2
#34	Tasman Drive / Rio Robles	Signal	San José	D	AM PM	24.3 27.5	C C	24.1 27.4	C C	0.004 0.021	0.0 0.1
#35	Tasman Drive / Lawrence Expressway	Signal	Santa Clara County (CMP)	E	AM PM	39.8 54.7	D D-	40.3 55.6	D E+	0.001 0.023	0.1 0.5
#36	Montague Expressway / N. First Street	Signal	Santa Clara County (CMP)	E	AM PM	105.9 110.4	F F	105.9 116.7	F F	0.002 0.008	1.3 4.7
#37	Montague Expressway / Mission College Boulevard	Signal	Santa Clara County (CMP)	E	AM PM	46.9 91.6	D F	48.0 91.6	D F	0.034 0.011	1.6 -0.9
#38	Gold Street / Gold Street Connector	Signal	San José	D	AM PM	22.6 21.5	C+ C+	21.6 23.3	C+ C	0.138 0.187	-2.1 1.6
#39	Gold Street Connector / Great America Parkway	Signal	San José	D	AM PM	11.8 16.7	B+ B	11.3 18.3	B+ B-	0.079 0.163	-1.4 1.3

Notes:

- CMP = Congestion Management Program intersection (VTA).
- AM = morning peak hour, PM = evening peak hour
- 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.
- LOS = Level of service. LOS calculations conducted using the TRAFFIX analysis software packages, which applies the methods described in the 2000 Highway Capacity Manual.
- Change in critical V/C ratio between background and background with-Project conditions.
- Change in average critical movement delay between background and background with-Project conditions.
- An LOS D threshold is used for study intersections within San José, including CMP designated intersections. Santa Clara County intersections in San José use an LOS E threshold.

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

Bold and highlighted indicates a significant impact.

Source: Fehr & Peers, 2017.

Intersection Mitigation Measures

Mitigation measures for intersections with significant impacts are summarized in **Table 3-6**. The intersection improvements should be implemented and proposed Tasman East development projects should pay their fair-share contributions. As described below, feasible mitigation measures that fully mitigate the impacts were identified at some locations. However, at other locations, measures that provide only partial mitigation were identified because of physical constraints. Although these mitigation measures do not fully address the impact, they do help reduce its severity. For intersections where there are no feasible physical improvements, the impact is considered significant and unavoidable.

The three potential entries are:

- **Full Mitigation:** At the affected intersection, a physical modification to the intersection that would fully mitigate the impact was identified. This could be accomplished by adding vehicle lanes or reconfiguring existing right of way. These improvements would fully mitigate Project impacts by allowing the intersection to operate at an acceptable level, or with delays that would be lower than they would be under no-project conditions, or with less than a 4-second increase in critical delay at an intersection that operates at an unacceptable level.
- **Partial Mitigation:** At the affected intersection, a physical modification to the intersection that would partially mitigate the impact was identified. The proposed measure would mitigate the impact during one peak hour but not the other or reduces the delay but not enough to mitigate the impact.
- **No Feasible Mitigation:** No physical improvements or off-setting mitigation measures were identified, typically because of physical limitations, costs, and/or right-of-way constraints.

Some of the intersection improvements would require right-of-way (ROW) acquisition. A preliminary review of ROW constraints was done by viewing aerial photography as a part of the mitigation measure feasibility assessment. An intersection was identified as having ROW constraints if the mitigation measure would include widening the roadway or relocating aboveground utilities. Use of the center median and “pork-chop” islands was not considered as roadway widening. If the removal of bicycle facilities was required, the ROW required was defined as “possible.” If the City makes a final determination that a portion or all of an improvement is not feasible because ROW cannot be acquired or for other reasons, the improvement, or infeasible portion, shall not be implemented and, if none of the improvement is feasible, and no off-setting mitigation measure is identified, that intersection would be considered to have “no feasible mitigation.”

Measures to mitigate intersections with significant impacts are described below:

- Intersection #9 Tasman Drive / Centennial Drive – Adding a third eastbound through lane would fully mitigate the Project impact. Due to light rail lines along Tasman Drive, coordination with VTA

would be needed to secure right-of-way. Because this mitigation relies on the approval of VTA, this impact has no feasible mitigation. Therefore, this impact is considered significant and unavoidable.

- Intersection #10 Lafayette Street / Great America Way – This intersection would meet the peak hour signal warrant under Existing Plus Project conditions. Signalization would allow the intersection to operate at an acceptable level.
- Intersection #11 Lafayette Street / Calle Del Mundo – This intersection would meet the peak hour signal warrant under Existing Plus Project conditions. Signalization would allow the intersection to operate at an acceptable level.
- Intersection #37 Montague Expressway / Mission College Boulevard – Per VTP 2040 project #X14, the mitigation measure is to add a third southbound left-turn lane. Additionally, an interchange is identified at this intersection as a Tier 2 priority per the Comprehensive County Expressway Planning Study. However, the timing, funding, and implementation of this improvement is controlled by Santa Clara County. The City of Santa Clara cannot guarantee that this improvement will be implemented in a timely manner such that the Project's impact is avoided or mitigated. Therefore, this impact is considered significant and unavoidable.

Table 3-6: Existing Plus Project Intersection Mitigation Measures

ID	Intersection	Jurisdiction	Mitigation Measure	ROW ^b Needed?	Project Responsibility	Peak Hour	Existing Plus Project + Mitigations	
							Delay	LOS
#9	Tasman Drive/Centennial Drive	Santa Clara	No feasible mitigation	N/A	0%	AM PM	N/A N/A	N/A N/A
#10	Lafayette Street / Great America Way	Santa Clara	Signalize	No	0% (City Place Mitigation)	AM PM	11.2 40.4	B+ D
#11	Lafayette Street / Calle Del Mundo	Santa Clara	Signalize	No	100%	AM PM	16.3 12.0	B B
# 37	Montague Expressway / Mission College Boulevard	Santa Clara County	Add 3 rd SB LT lane	Possible	% of Total Traffic	AM PM	47.9 71.4	D E

Notes:

- An LOS D threshold is used for study intersections within San José, including CMP designated intersections. Santa Clara County intersections in San José use an LOS E threshold.
- 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.
- "100%" = The cost and construction of the proposed mitigation measure is the full responsibility of the Project Developer. These are discrete mitigation measures that either fully or partially mitigate significant Project impacts. "0%" = There is no feasible mitigation measure. "% of Total Traffic" = Project should 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, 2018.

3.6.3 Existing Plus Project Freeway Segment Levels of Service

Freeway segment levels of service were analyzed during the AM and PM peak hours with the addition of Project traffic. Fifteen percent of Project trips were assumed to use HOV lanes, with the remainder using mixed flow lanes. **Table 3-4** and **Appendix B** presents the operations of study freeway segments under Existing Plus Project Conditions, along with estimated traffic densities and service levels. The table shows that several mixed-flow and HOV lanes would exceed the thresholds of significance during the AM and PM peak hours.

The following freeway segments have impacts in Existing Plus Project Conditions for mixed flow lanes:

- US 101 Northbound:
 - Bowers Avenue / Great America Parkway to Lawrence Expressway (AM peak hour)
 - Lawrence Expressway to North Fair Oaks Avenue (AM peak hour)
 - North Fair Oaks Avenue to North Mathilda Avenue (AM peak hour)
- US 101 Southbound:
 - North Mathilda Avenue to North Fair Oaks Avenue (PM peak hour)
 - North Fair Oaks Avenue to Lawrence Expressway (PM peak hour)
 - Lawrence Expressway to Bowers Avenue / Great America Parkway (PM peak hour)
- SR 237 Eastbound:
 - US 101 to Mathilda Avenue (PM peak hour)
 - Mathilda Avenue to North Fair Oaks Avenue (PM peak hour)
 - North Fair Oaks Avenue to Lawrence Expressway (PM peak hour)
 - Lawrence Expressway to Great America Parkway (PM peak hour)
 - North First Street to Zanker Road (PM peak hour)
- SR 237 Westbound:
 - Great America Parkway to Lawrence Expressway (AM peak hour)
 - Lawrence Expressway to North Fair Oaks Avenue (AM and PM peak hours)
 - North Fair Oaks Avenue to Mathilda Avenue (AM and PM peak hours)
 - Mathilda Avenue to US 101 (PM peak hour)
- I-880 Southbound
 - SR 237 to Dixon Landing Road (AM peak hour)

The following freeway segments have impacts in Existing Plus Project Conditions for HOV lanes:

- US 101 Northbound:

- o Bowers Avenue / Great America Parkway to Lawrence Expressway (AM peak hour)
 - o Lawrence Expressway to North Fair Oaks Avenue (AM peak hour)
- US 101 Southbound:
 - o North Fair Oaks Avenue to Lawrence Expressway (PM peak hour)
 - o Lawrence Expressway to Bowers Avenue / Great America Parkway (PM peak hour)
- SR 237 Eastbound:
 - o Mathilda Avenue to North Fair Oaks Avenue (PM peak hour)
 - o North Fair Oaks Avenue to Lawrence Expressway (PM peak hour)
 - o Lawrence Expressway to Great America Parkway (PM peak hour)
- SR 237 Westbound:
 - o Great America Parkway to Lawrence Expressway (AM peak hour)

Table 3-4: Existing Plus Project Freeway Segment Levels of Service

Freeway Segment	Direction	Peak Hour ¹	Capacity		Existing No Project Conditions				Existing Plus Project Conditions					
					Density ²		LOS ³		Project Trips Added		Density ²		% v/c Increase	
			Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
US-101														
Old Bayshore Highway to North First Street	NB	AM PM	6,900 6,900	1,650 1,650	122 17	108 8	F B	F A	5 44	0 0	122 17	108 8	0.07 0.64	0.00
	SB	AM PM	6,900 6,900	1,650 1,650	13 160	2 108	B F	A F	43 13	2 2	13 161	2 108	0.62 0.19	0.12
North First Street to Guadalupe Parkway	NB	AM PM	6,900 6,900	1,650 1,650	108 14	110 9	F B	F A	7 63	0 0	108 14	110 9	0.10 0.91	0.00
	SB	AM PM	6,900 6,900	1,650 1,650	16 75	3 73	B F	A F	60 19	4 3	16 75	3 73	0.87 0.28	0.24
Guadalupe Parkway to De La Cruz Boulevard	NB	AM PM	6,900 6,900	1,650 1,650	122 19	108 9	F C	F A	10 90	0 0	128 19	108 9	0.14 1.30	0.00
	SB	AM PM	6,900 6,900	1,650 1,650	25 52	6 36	C E	A D	84 27	7 5	25 52	6 36	1.22 0.39	0.42
De La Cruz Boulevard to Montague Expressway – San Tomas Expressway	NB	AM PM	6,900 6,900	1,650 1,650	76 24	71 11	F C	F A	14 128	0 0	76 25	71 11	0.20 1.86	0.00
	SB	AM PM	6,900 6,900	1,650 1,650	25 111	11 71	C F	A F	113 38	17 7	26 112	11 71	1.64 0.55	1.03
Montague Expressway – San Tomas Expressway to Bowers Avenue – Great America Parkway	NB	AM PM	6,900 6,900	1,650 1,650	97 28	86 11	F D	F A	65 23	12 3	99 28	87 11	0.94 0.33	0.73
	SB	AM PM	6,900 6,900	1,650 1,650	21 108	14 109	C F	B F	7 65	1 11	21 110	14 110	0.10 0.94	0.06
Bowers Avenue – Great America Parkway to Lawrence Expressway	NB	AM PM	6,900 6,900	1,650 1,650	93 29	81 16	F D	F B	152 53	27 9	96 29	83 16	2.20 0.77	1.64
	SB	AM PM	6,900 6,900	1,650 1,650	35 111	15 102	D F	B F	16 150	3 26	35 116	15 103	0.23 2.17	0.18
Lawrence Expressway to North Fair Oaks Avenue	NB	AM PM	6,900 6,900	1,650 1,650	84 29	73 12	F D	F B	106 37	19 6	86 29	74 12	1.54 0.54	1.15
	SB	AM PM	6,900 6,900	1,650 1,650	28 92	17 106	D F	B F	11 105	2 18	28 94	17 107	0.16 1.52	0.12

Table 3-4: Existing Plus Project Freeway Segment Levels of Service

Freeway Segment	Direction	Peak Hour ¹	Capacity		Existing No Project Conditions				Existing Plus Project Conditions					
					Density ²		LOS ³		Project Trips Added		Density ²		% v/c Increase	
			Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
North Fair Oaks Avenue to North Mathilda Avenue	NB	AM PM	6,900 6,900	1,650 1,650	60 24	54 11	F C	E A	75 26	13 4	61 24	55 11	1.09 0.38	0.79 0.24
	SB	AM PM	6,900 6,900	1,650 1,650	24 72	18 68	C F	B F	8 73	1 13	24 73	18 68	0.12 1.06	0.06 0.79
North Mathilda Avenue to SR-237	NB	AM PM	6,900 6,900	1,650 1,650	49 24	71 20	E C	F C	53 18	9 3	49 24	72 20	0.77 0.26	0.55 0.18
	SB	AM PM	6,900 6,900	1,650 1,650	23 87	40 60	C F	D F	5 51	1 9	23 88	40 60	0.07 0.74	0.06 0.55
SR-237 to Moffett Boulevard	NB	AM PM	6,900 6,900	1,650 1,650	67 53	64 33	F E	F D	37 13	6 2	67 53	64 33	0.54 0.19	0.36 0.12
	SB	AM PM	6,900 6,900	1,650 1,650	44 76	31 57	D F	D E	3 36	1 6	44 77	31 57	0.04 0.52	0.06 0.36
Moffett Boulevard to SR-85	NB	AM PM	6,900 6,900	1,650 1,650	97 93	67 36	F F	F D	25 9	5 2	98 93	67 36	0.36 0.13	0.30 0.12
	SB	AM PM	6,900 6,900	1,650 1,650	31 95	17 84	D F	B F	3 25	0 4	31 96	17 4	0.04 0.36	0.00 0.24
SR-85 to North Shoreline Boulevard	NB	AM PM	9,200 9,200	1,650 1,650	75 68	34 34	F F	D D	18 7	3 1	75 68	34 34	0.20 0.08	0.18 0.06
	SB	AM PM	6,900 6,900	1,650 1,650	38 68	37 51	D F	D E	2 17	0 3	38 68	37 51	0.03 0.25	0.00 0.18
North Shoreline Boulevard to Rengstorff Avenue	NB	AM PM	6,900 6,900	3,300 3,300	70 112	34 18	F F	D B	13 5	2 1	70 112	34 18	0.19 0.07	0.06 0.03
	SB	AM PM	6,900 6,900	3,300 3,300	38 66	22 25	D F	C C	1 12	0 2	38 66	22 25	0.01 0.17	0.00 0.06
Rengstorff Avenue to San Antonio Avenue	NB	AM PM	6,900 6,900	3,300 3,300	54 91	25 23	E F	C C	9 3	2 1	54 91	25 23	0.13 0.04	0.06 0.03
	SB	AM PM	6,900 6,900	3,300 3,300	50 92	19 20	E F	C C	0 5	0 1	50 92	19 20	0.00 0.07	0.00 0.03
San Antonio Avenue to Oregon Expressway	NB	AM PM	6,900 6,900	3,300 3,300	58 77	40 45	E F	D D	7 3	1 0	58 77	32 36	0.10 0.04	0.03 0.00
	SB	AM PM	6,900 6,900	3,300 3,300	37 95	19 34	D F	C D	0 2	0 0	37 95	15 27	0.00 0.03	0.00 0.00
Oregon Expressway to	NB	AM	6,900	1,650	68	72	F	F	5	1	68	72	0.07	0.06
		PM	6,900	1,650	61	66	F	F	2	0	61	66	0.03	0.00

Table 3-4: Existing Plus Project Freeway Segment Levels of Service

Freeway Segment	Direction	Peak Hour ¹	Capacity		Existing No Project Conditions				Existing Plus Project Conditions					
					Density ²		LOS ³		Project Trips Added		Density ²		% v/c Increase	
			Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
Embarcadero Road	SB	AM PM	6,900 6,900	1,650 1,650	27 100	36 86	D F	D F	0 1	0 0	27 100	36 86	0.00 0.01	0.00 0.00
SR-237														
US 101 to Mathilda Avenue	EB	AM PM	4,600 4,600	- -	40 121	- -	D F	- -	19 181	- -	40 131	- -	0.43 4.11	- -
	WB	AM PM	4,600 4,600	- -	51 82	- -	E F	- -	184 63	- -	53 84	- -	4.18 1.43	- -
Mathilda Avenue to North Fair Oaks Avenue	EB	AM PM	4,600 4,600	1,650 1,650	33 100	12 96	D F	B F	23 219	4 39	33 108	12 98	0.50 4.76	0.24 2.36
	WB	AM PM	6,900 6,900	- -	89 84	- -	F F	- -	263 90	- -	94 86	- -	3.81 1.30	- -
North Fair Oaks Avenue to Lawrence Expressway	EB	AM PM	4,600 4,600	1,650 1,650	33 115	19 62	D F	C F	33 313	6 55	33 131	19 63	0.72 6.80	0.36 3.33
	WB	AM PM	4,600 4,600	1,650 1,650	95 61	93 38	F F	F D	375 129	0 0	108 63	93 38	8.15 2.80	0.00 0.00
Lawrence Expressway to Great America Parkway	EB	AM PM	4,600 4,600	1,650 1,650	32 101	18 69	D F	B F	31 288	5 51	32 111	18 71	0.67 6.26	0.30 3.09
	WB	AM PM	4,600 4,600	1,650 1,650	103 27	82 15	F D	F B	293 100	52 18	114 28	85 15	6.37 2.17	3.15 1.09
Great America Parkway to N. First Street	EB	AM PM	4,600 4,600	1,650 1,650	32 106	21 64	D F	C F	110 38	20 7	33 108	21 64	2.39 0.83	1.21 0.42
	WB	AM PM	4,600 4,600	1,650 1,650	92 38	84 14	F D	F B	12 108	2 19	93 39	84 14	0.26 2.35	0.12 1.15
N. First Street to Zanker Road	EB	AM PM	4,600 4,600	1,650 1,650	45 72	15 47	D F	B E	208 71	37 13	47 73	16 47	4.52 1.54	2.24 0.79
	WB	AM PM	4,600 4,600	1,650 1,650	98 45	70 11	F D	F A	22 204	4 36	99 47	70 12	0.48 4.43	0.24 2.18
Zanker Road to McCarthy Boulevard	EB	AM PM	4,600 4,600	1,650 1,650	28 42	15 28	D D	B D	146 50	26 9	29 43	15 28	3.17 1.09	1.58 0.55
	WB	AM PM	4,600 4,600	1,650 1,650	115 32	74 17	F D	F B	15 143	3 25	139 40	74 17	0.33 3.11	0.18 1.52
	EB	AM PM	4,600 4,600	1,650 1,650	21 20	7 38	C C	A D	103 35	17 6	22 21	7 38	2.24 0.76	1.03 0.36

Table 3-4: Existing Plus Project Freeway Segment Levels of Service

Freeway Segment	Direction	Peak Hour ¹	Capacity		Existing No Project Conditions				Existing Plus Project Conditions					
					Density ²		LOS ³		Project Trips Added		Density ²		% v/c Increase	
			Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
McCarthy Boulevard to I-880	WB	AM PM	4,600 4,600	1,650 1,650	113 20	65 9	F C	F A	11 100	2 18	114 21	65 9	0.24 2.17	0.12 1.09
I-880														
US 101 to East Brokaw Road	NB	AM PM	6,900 6,900	1,650 1,650	48 31	14 15	E D	B B	1 1	0 0	48 31	14 15	0.01 0.01	0.00 0.00
	SB	AM PM	6,900 6,900	1,650 1,650	92 75	68 41	F F	F D	1 0	0 0	92 75	68 41	0.01 0.00	0.00 0.00
East Brokaw Road to Montague Expressway	NB	AM PM	6,900 6,900	1,650 1,650	24 23	18 12	C C	B B	2 3	0 0	24 23	18 12	0.03 0.04	0.00 0.00
	SB	AM PM	6,900 6,900	1,650 1,650	91 75	21 41	F F	C D	3 1	0 0	91 84	21 40	0.04 0.01	0.00 0.00
Montague Expressway to Great Mall Parkway	NB	AM PM	6,900 6,900	1,650 1,650	22 28	17 13	C D	B B	3 7	1 1	22 28	17 13	0.04 0.10	0.06 0.06
	SB	AM PM	6,900 6,900	1,650 1,650	60 68	30 28	F F	D D	8 2	0 0	60 68	30 28	0.12 0.03	0.00 0.00
Great Mall Parkway to SR-237	NB	AM PM	6,900 6,900	1,650 1,650	27 34	27 20	D D	D C	8 18	1 3	27 34	27 20	0.12 0.26	0.06 0.18
	SB	AM PM	6,900 6,900	1,650 1,650	44 82	36 38	D F	D D	19 6	0 0	44 82	36 38	0.28 0.09	0.00 0.00
SR-237 to Dixon Landing Road	NB	AM PM	6,900 6,900	1,650 1,650	24 46	11 39	C D	A D	20 45	3 8	27 53	11 39	0.29 0.65	0.18 0.48
	SB	AM PM	6,900 6,900	1,650 1,650	57 29	122 19	E D	F C	48 16	0 0	65 33	122 19	0.70 0.23	0.00 0.00

Notes: **Bold** text indicates unacceptable operations based on VTA's threshold of LOS E.

Bold and highlighted indicates a significant impact.

1. AM = morning peak hour, PM = afternoon peak hour
2. Measured in passenger cars per mile per lane
3. LOS = Level of Service

Freeway Segment Mitigation Measures

Potential mitigation measures for freeway segments include capacity enhancements (such as adding travel lanes and auxiliary lanes) and operational improvements (such as ramp metering and express lanes). There are limited options to widen the affected freeway segments because of right-of-way constraints.

Additionally, the widening of roadways can lead to other effects, such as induced travel demand (e.g., more vehicles on the roadway because of increased capacity), air quality degradation, increases in noise associated with motor vehicles, and reductions in transit use (less congestion or reduced driving time may make driving more attractive than transit travel).

The VTA's VTP 2040 identifies freeway express lane projects along most freeways within Santa Clara County including portions of or the entire segments of US 101 and SR 237. These express lane projects would either convert existing HOV lanes to express lanes or add lanes as express lanes. Additionally, the VTP 2040 identifies freeway traffic operation improvements that would close gaps in both ramp metering and traffic operations systems on freeway corridors throughout Santa Clara County. The improvements to metered on-ramps would add storage for queued vehicles.

The complete mitigation of freeway impacts is considered beyond the scope of an individual Project because of the inability of any individual project or City to:

- Approve and acquire right-of-way for freeway widening. Freeway improvements would require approval by VTA and Caltrans, and as such the City cannot guarantee implementation of any improvement in the freeway right-of-way.
- Fully fund a major freeway mainline improvement. To provide adequate funding, additional sources would be needed, which may include State Transportation Improvement Program funds for projects identified in the VTP, City impact fees, and/or a future regional impact fee. The City of Santa Clara could potentially participate in development of a regional fee should it be proposed by regional agencies, such as VTA.

VTA has a voluntary contribution program for voluntary contributions to freeway improvements. The Project has the option to include contributions towards the voluntary contribution program. However, the Project impact on freeway segment LOS would remain significant and unavoidable.

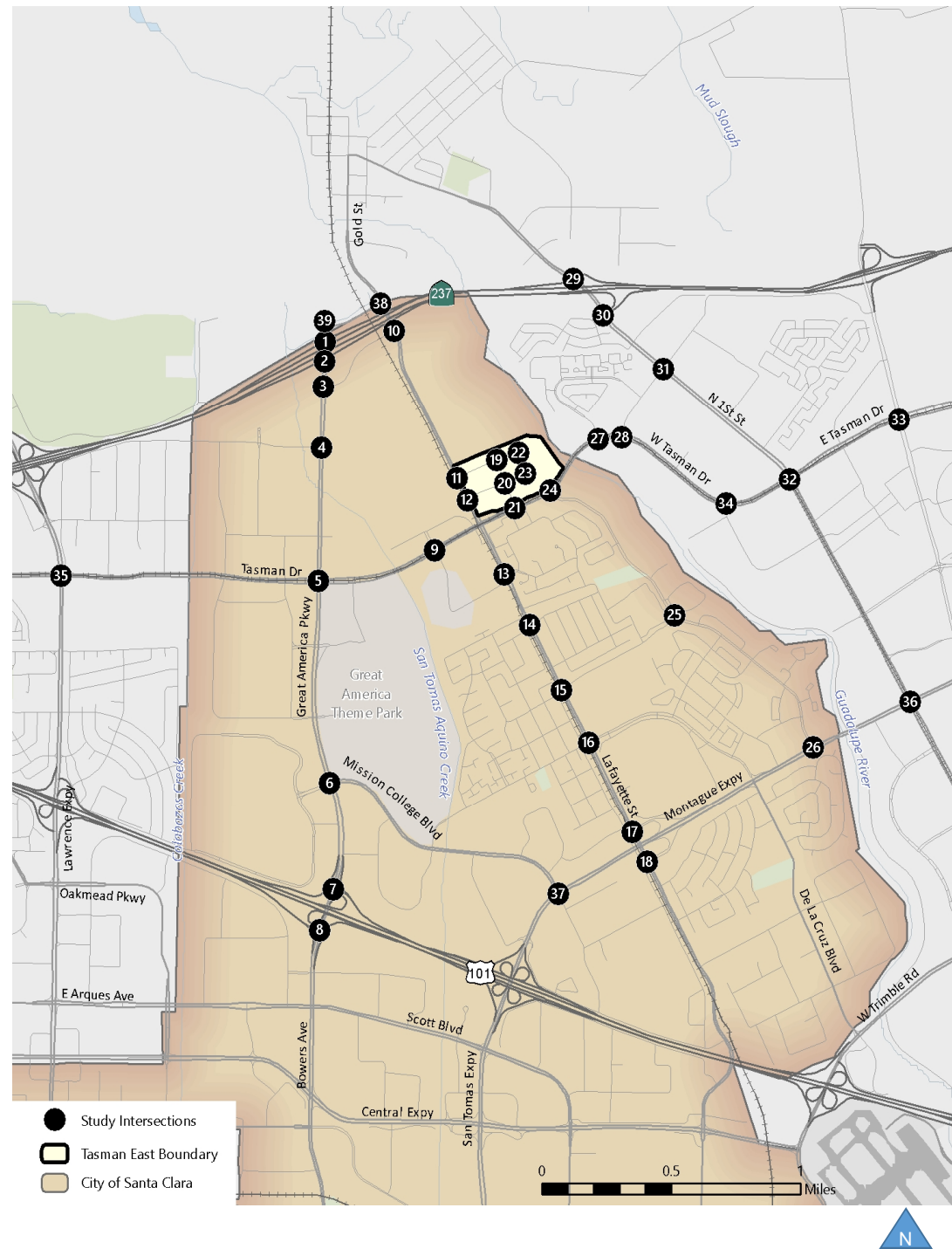
4. Background Conditions

This chapter presents the results of the intersection level of service calculations under Background Conditions both with and without 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. Trip reductions were used for traffic generated by the Project to account for linking of the residential trips with office and retail trips generated by City Place.

4.1 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 Institute of Transportation Engineers *Trip Generation Manual* (9th Edition). One of the largest and most relevant projects is Phases 1, 2 and 3 of the City Place project. The Approved Trip Inventory from the City of San Jose was used to estimate the amount of traffic added by San Jose development projects. Background development projects in Sunnyvale near the study area were also obtained.

Appendix E contains a list of approved and not occupied projects. Trip estimates were added to the existing volumes to represent Background Conditions, as shown in **Figure 4-1**.



LEGEND

- # Study Intersection
- AM (PM) Peak Hour Traffic Volume
- ↕ Lane Configuration
- Stop Sign
- 🚦 Signalized
- Traffic Circle

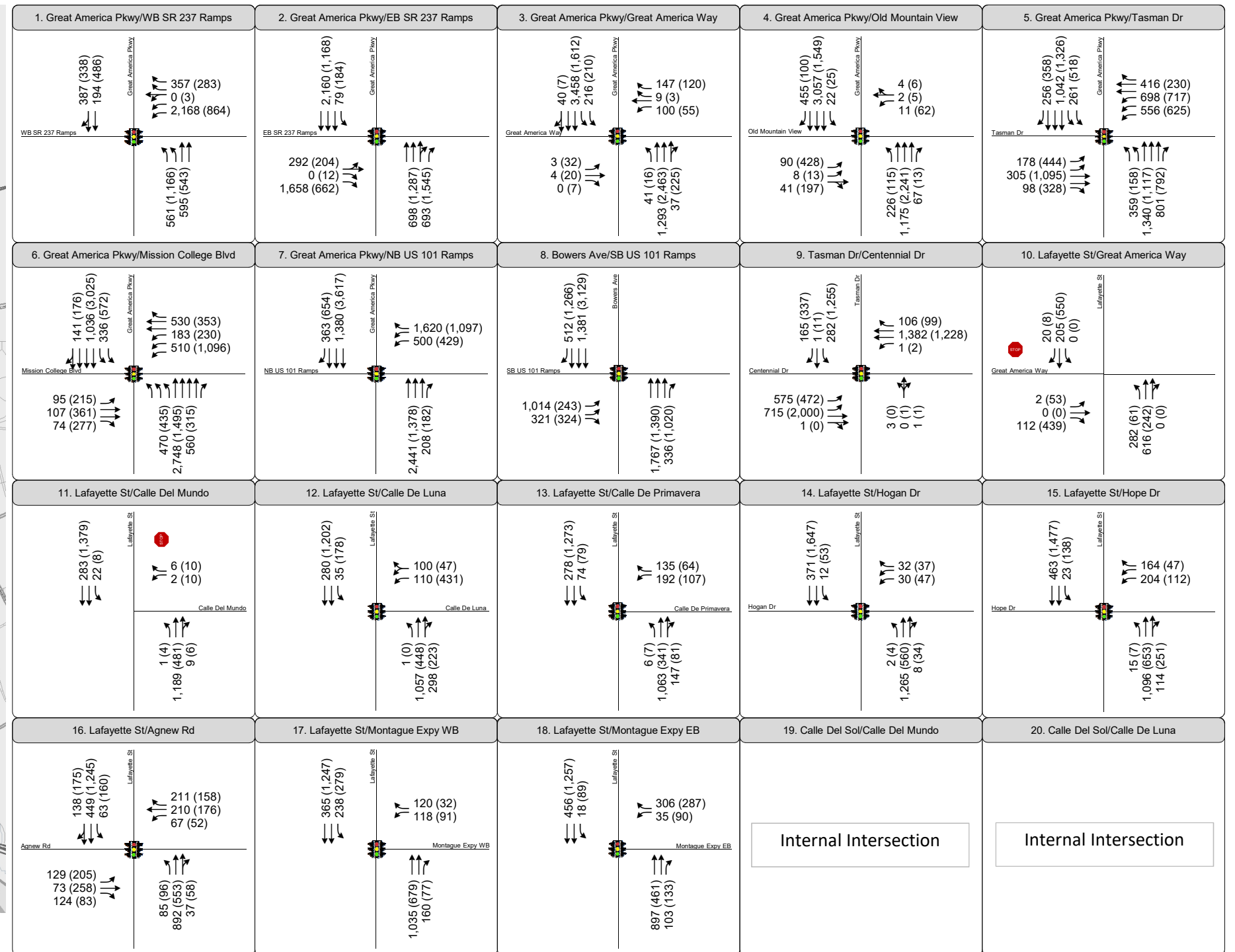
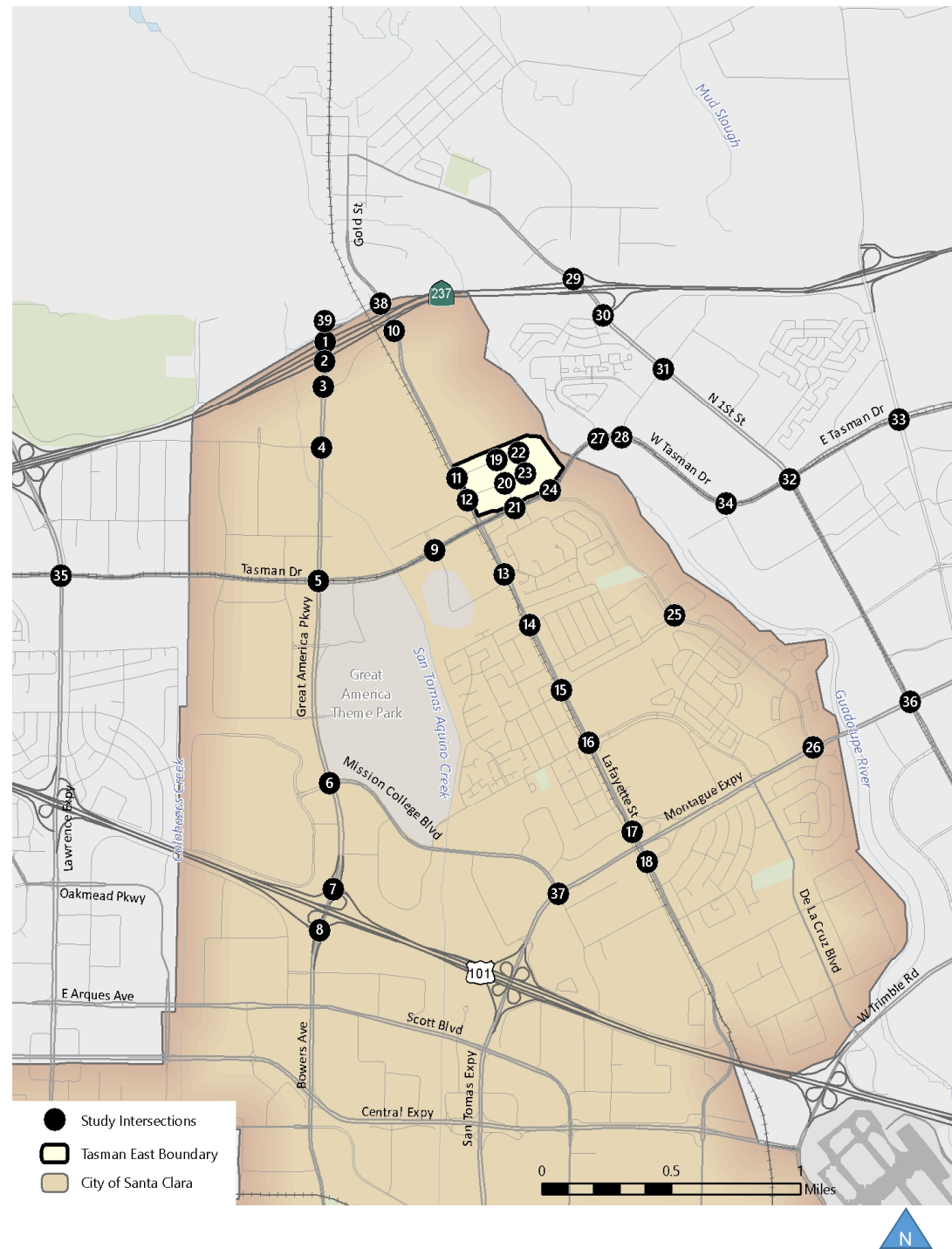


Figure 4-1
Peak Hour Traffic Volumes and Lane Configurations
Background Conditions



LEGEND

- # Study Intersection
- AM (PM) Peak Hour Traffic Volume
- ↕ Lane Configuration
- Stop Sign
- 🚦 Signalized
- Traffic Circle

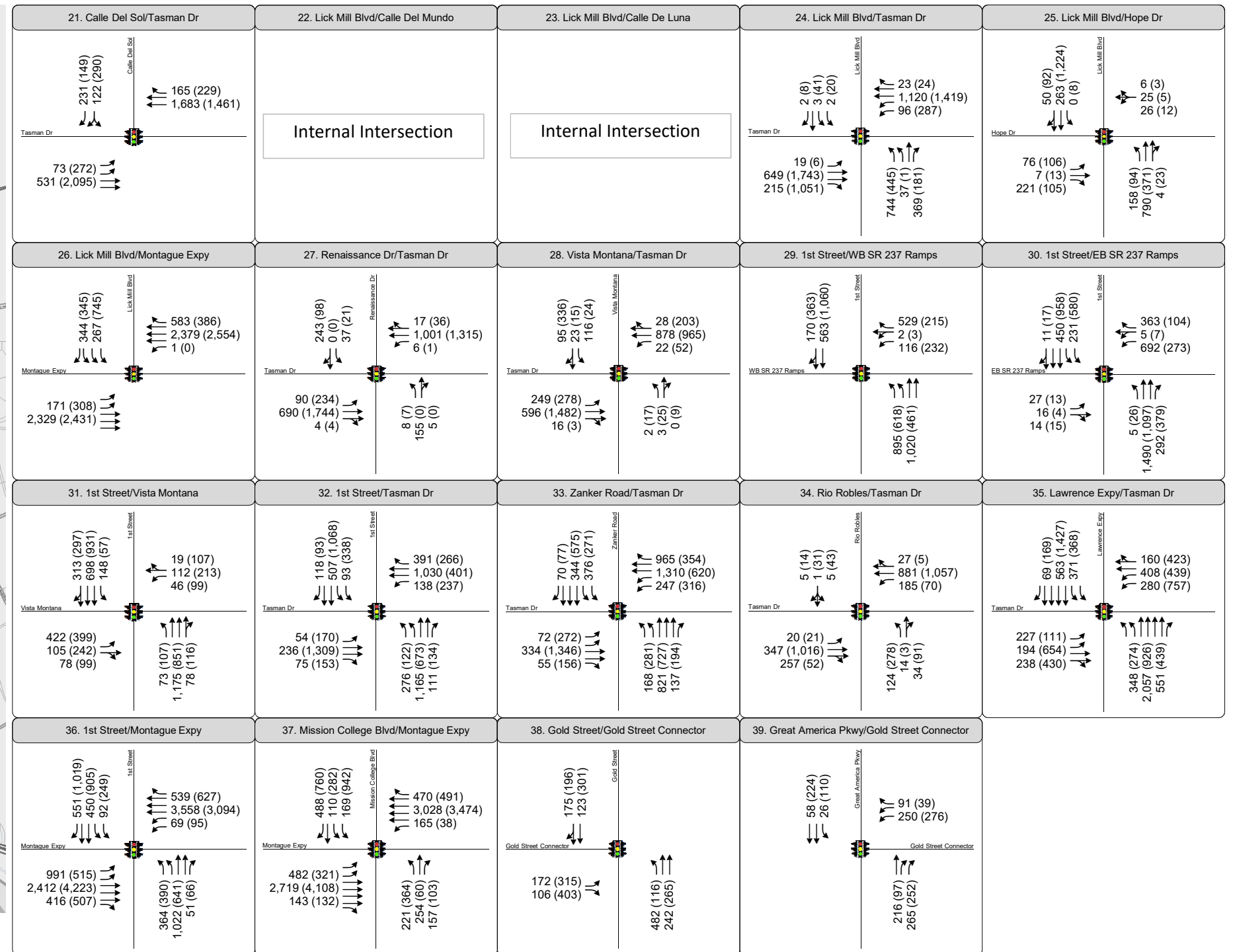


Figure 4-1
Peak Hour Traffic Volumes and Lane Configurations
Background Conditions

4.2 Background No Project Roadway Improvements

The roadway network under Background Conditions was 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 Phases 1, 2, and 3. Roadway improvements within the study area are summarized in **Table 4-1**.

Table 4-1: Roadway Improvement Projects for Background Conditions

	Intersection	Improvement	Source
1	Great America Parkway/WB SR 237 Ramps	Third westbound left-turn lane and receiving lane. Second westbound right-turn lane	City Place
2	Great America Parkway/EB SR 237 Ramps	Third southbound through lane and second eastbound right-turn lane	City Place
3	Great America Parkway/Great America Way	Second westbound right –turn lane with overlap phase and second southbound left-turn lane	City Place
4	Great America Parkway/Old Mountain View – Alviso Road	Second eastbound left-turn lane	City Place
5	Great America Parkway / Tasman Drive	Southbound right-turn lane and third westbound left-turn lane	City Place
6	Great America Parkway / Mission College Boulevard	Third westbound left-turn lane, fourth southbound through lane, third northbound left-turn lane, separate westbound right-turn lane	City of Santa Clara CIP
24	Tasman Drive/Lick Mill Boulevard	Reconfigured northbound and southbound approaches to two left-turn lanes, one through lane, and one right-turn lane, change phasing on northbound and southbound approaches from split to protected left-turn phasing. Second westbound left-turn lane.	City Place
26	Lick Mill Boulevard/Montague Expressway	Third southbound left-turn lane	City Place
39	Gold Street Connector / Great America Parkway	Second northbound right-turn lane	City Place

Source: Fehr & Peers, March 2018.

4.3 Background Plus Project Trip Generation

As described in Chapter 3, the amount of vehicle traffic added to the roadway system by the Project was estimated using a three-step process: (1) trip generation, (2) trip distribution, and (3) trip assignment. The Project trip generation estimates were modified to account for the synergies between the residential land uses contained within Tasman East area and the commercial land uses located within City Place.

4.3.1 Project Trip Generation

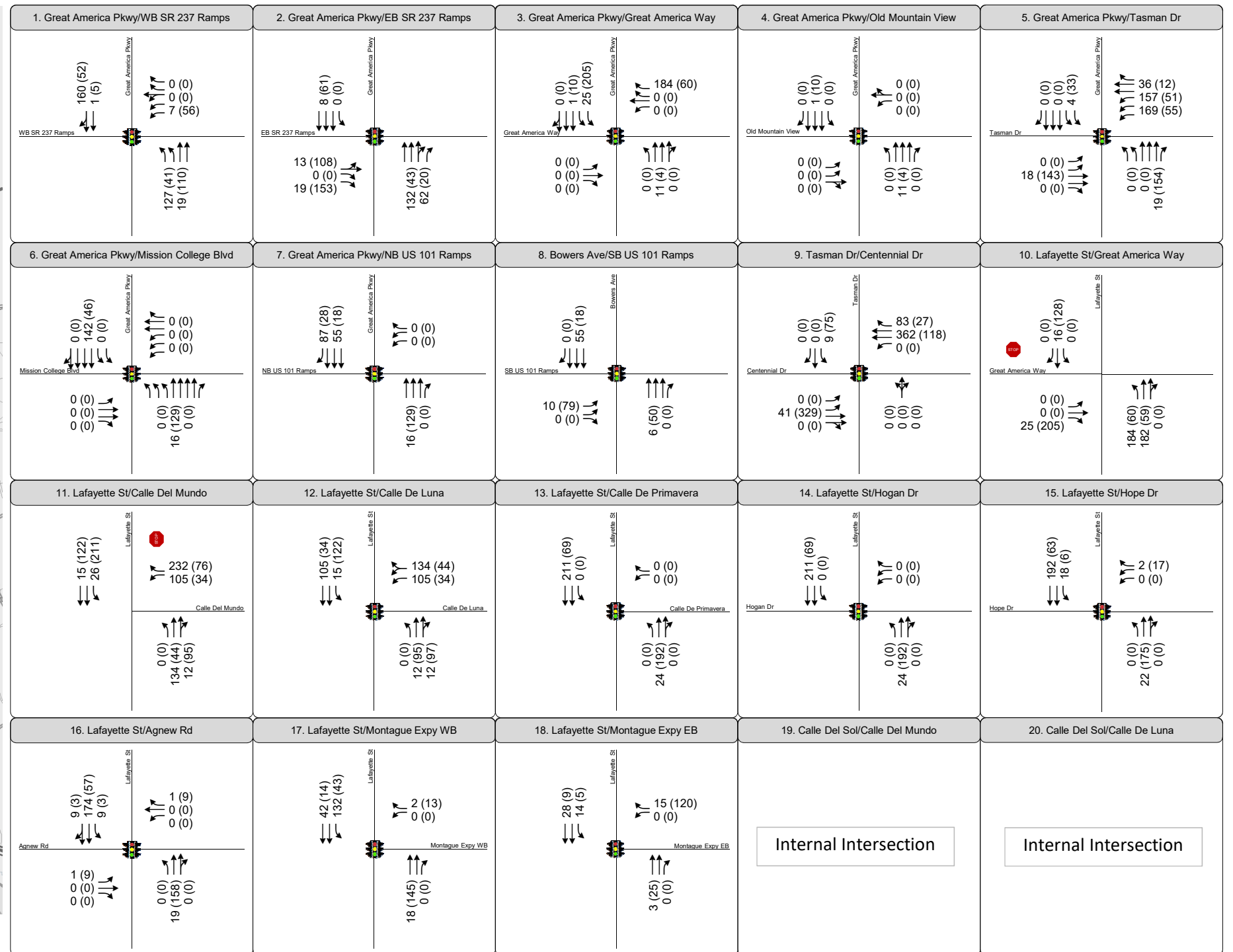
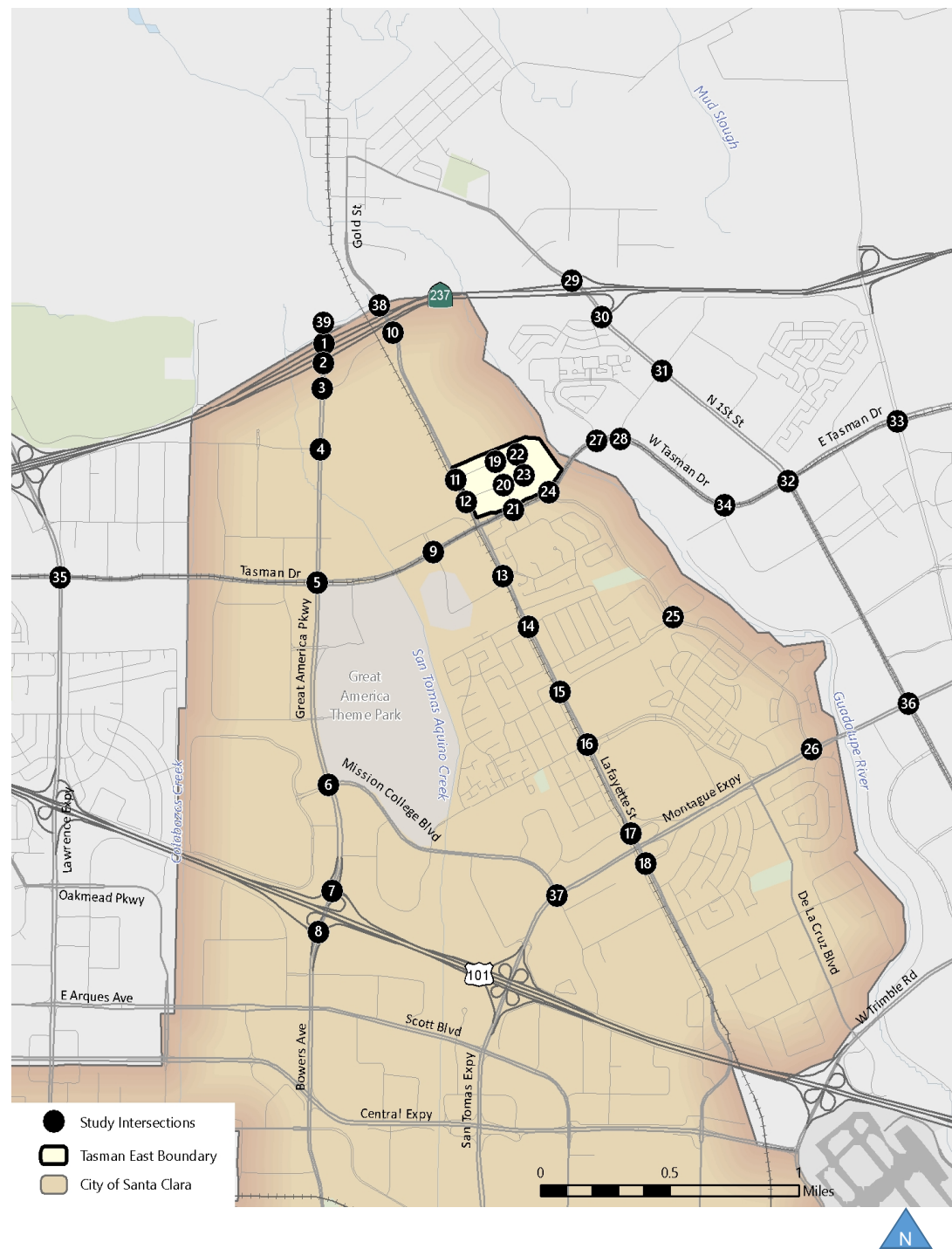
Table 4-2 summarizes the trip generation estimates for Tasman East under Background Conditions. They are very similar to the estimates presented under Existing Conditions with higher trip reductions to account for linking of the residential trips with office trips generated by City Place.

Table 4-2: Project Trip Generation – Background Conditions

Land Uses	ITE Code	Units	Quantity	Daily Trips	AM			PM		
					In	Out	Total	In	Out	Total
Proposed Uses										
Residential (Apartment)	220	Dwelling Units	4,500	27,395	445	1,765	2,210	1,620	875	2,495
Shopping Center (Retail)	820	ksf	106	7,055	100	60	160	295	330	625
Subtotal				34,450	545	1,825	2,370	1,915	1,205	3,120
Internalization and Transit Trip Reduction %s				24%	31%			37%		
Trip Reductions				(8,235)	(175)	(555)	(730)	(715)	(450)	(1,165)
School	NA	students	600	965	325	270	595	180	190	370
Walk/Bike Reduction (35%)				(340)	(115)	(95)	(210)	(60)	(70)	(130)
Total				26,840	580	1,445	2,025	1,320	875	2,195
Existing Uses										
Light Industrial	110	ksf	708	4,935	575	75	650	85	605	690
Trip Reductions (%)				9.6%	12.4%			11.6%		
				475	75	5	80	15	65	80
Total				4,460	500	70	570	70	540	610
Net-Added Traffic										
				22,380	80	1,375	1,455	1,250	335	1,585

4.3.2 Background Plus Project Traffic Volumes

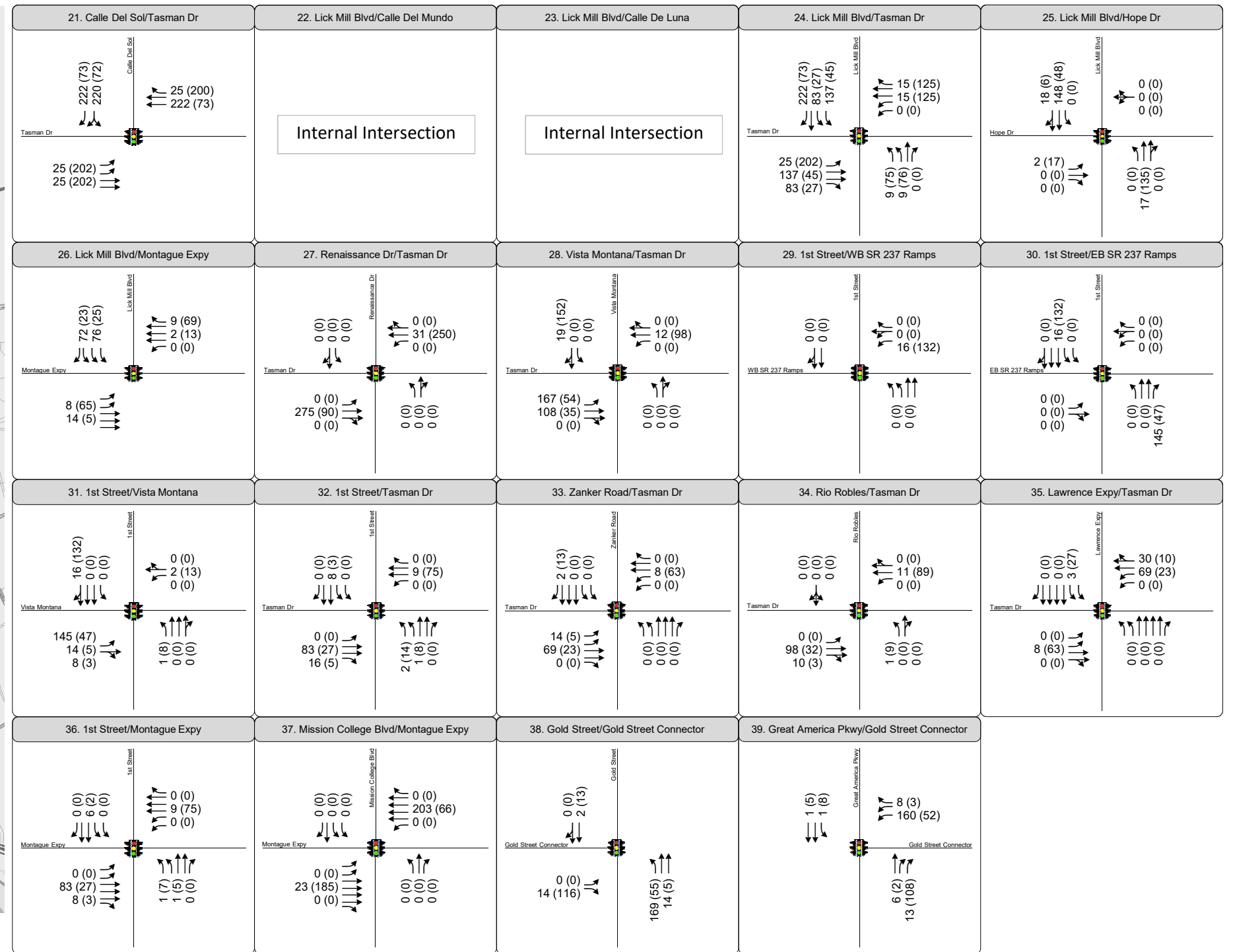
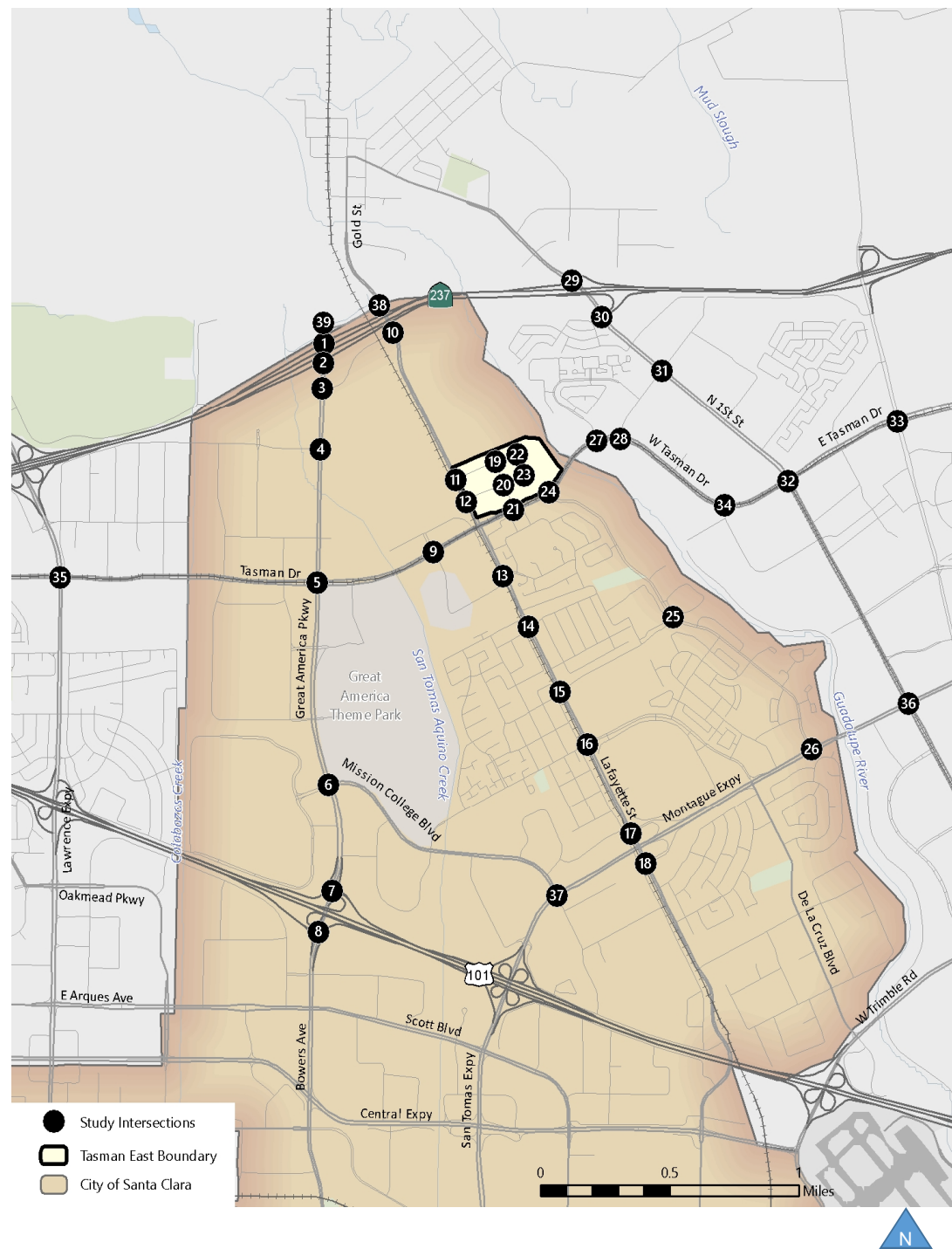
The directions of approach and departure on **Figure 3-4** were used to assign the project traffic estimates for Background plus Project conditions. The results are presented on **Figure 4-2**. The trip assignment was added to the background volumes, with modifications to the City Place Phase 1, 2, and 3 volumes to account for the interaction with Tasman East, to establish volumes under Background Plus Project Conditions as shown on **Figure 4-3**.



LEGEND

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

Figure 4-2
Project Trip Assignment
Background & Cumulative Conditions



LEGEND

Study Intersection

AM (PM) Peak Hour Traffic Volume

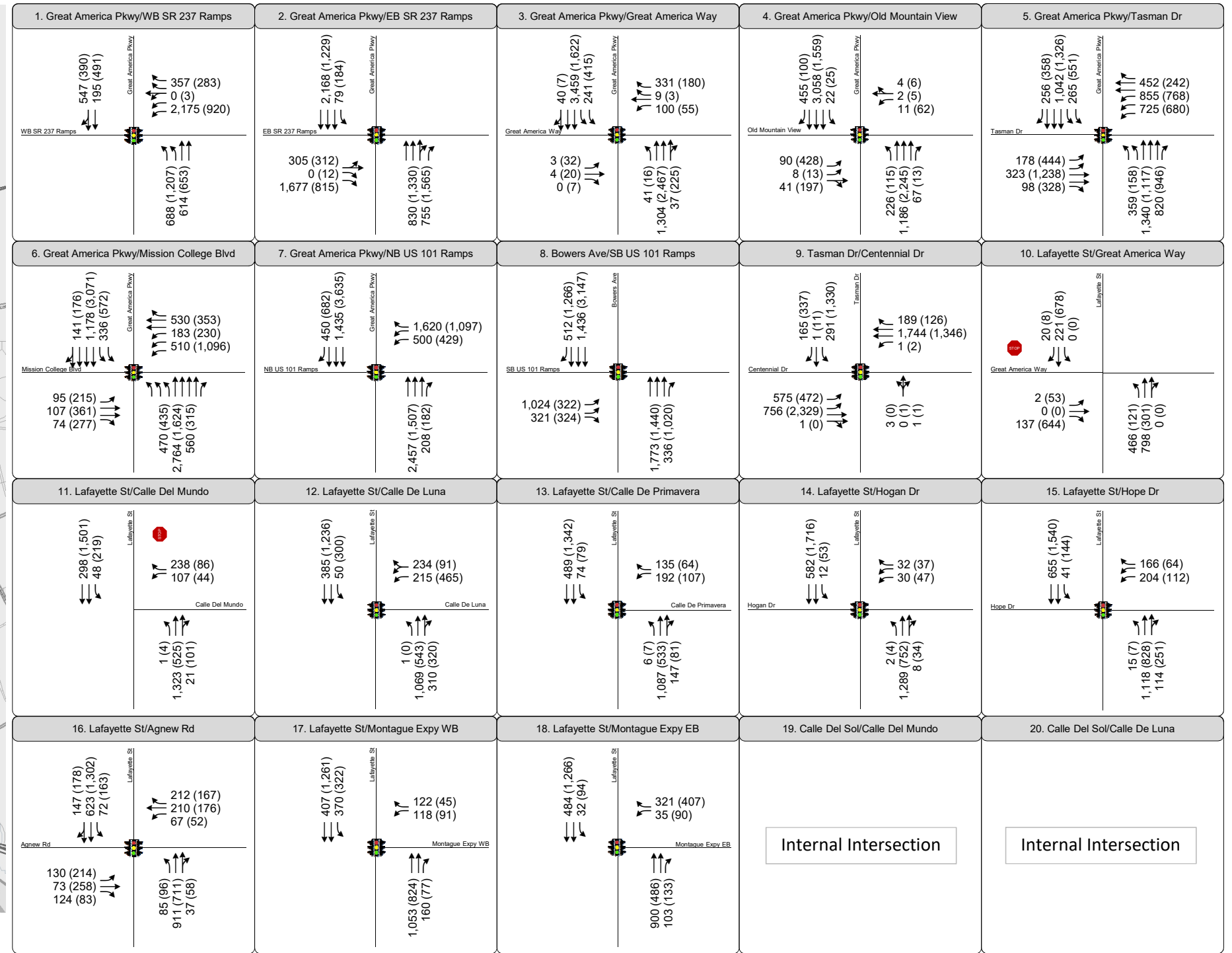
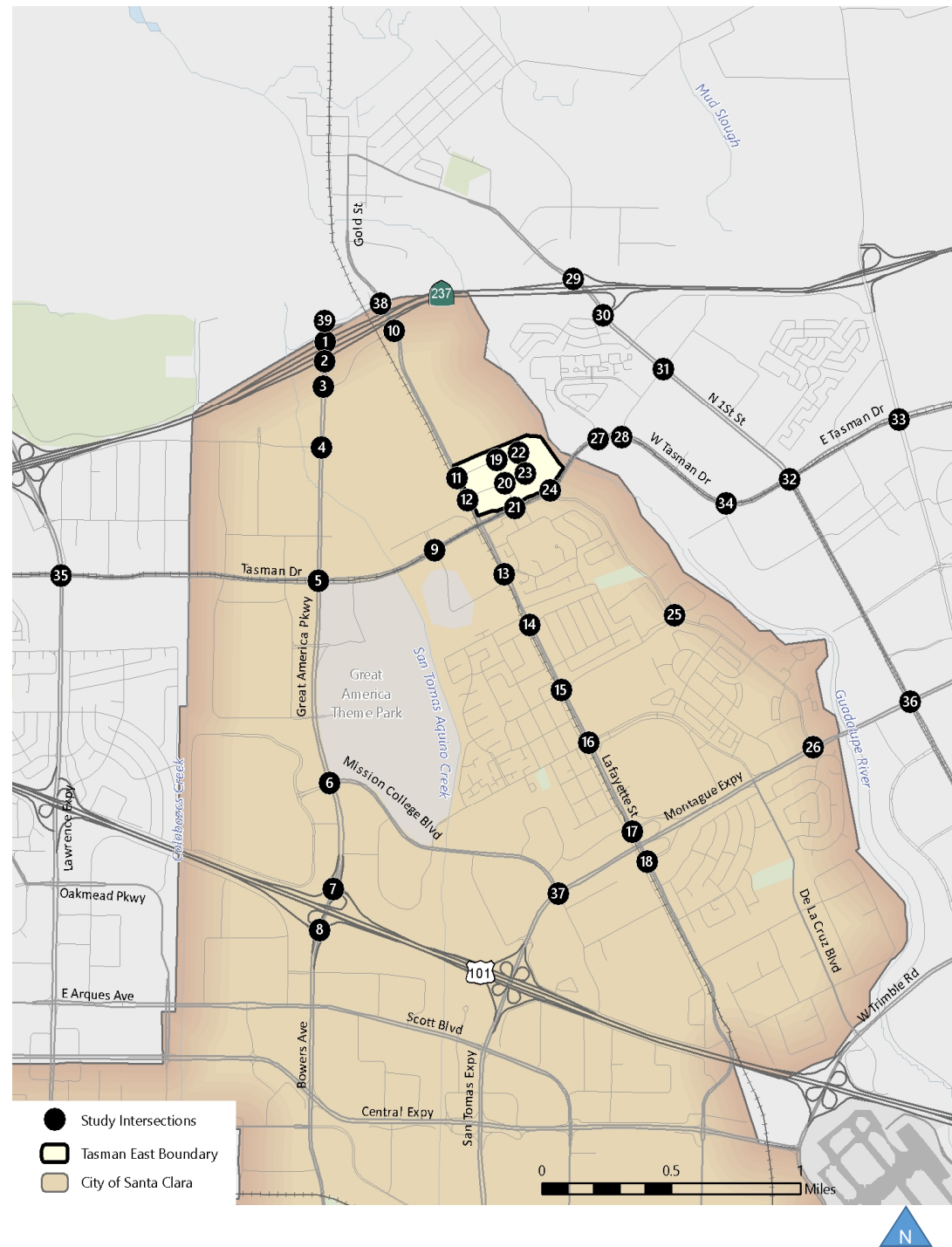
↕ Lane Configuration

⊙ Stop Sign

🚦 Signalized

○ Traffic Circle

Figure 4-2
Project Trip Assignment
Background & Cumulative Conditions



LEGEND

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

Figure 4-3
Peak Hour Traffic Volumes and Lane Configurations
Background Plus Project Conditions

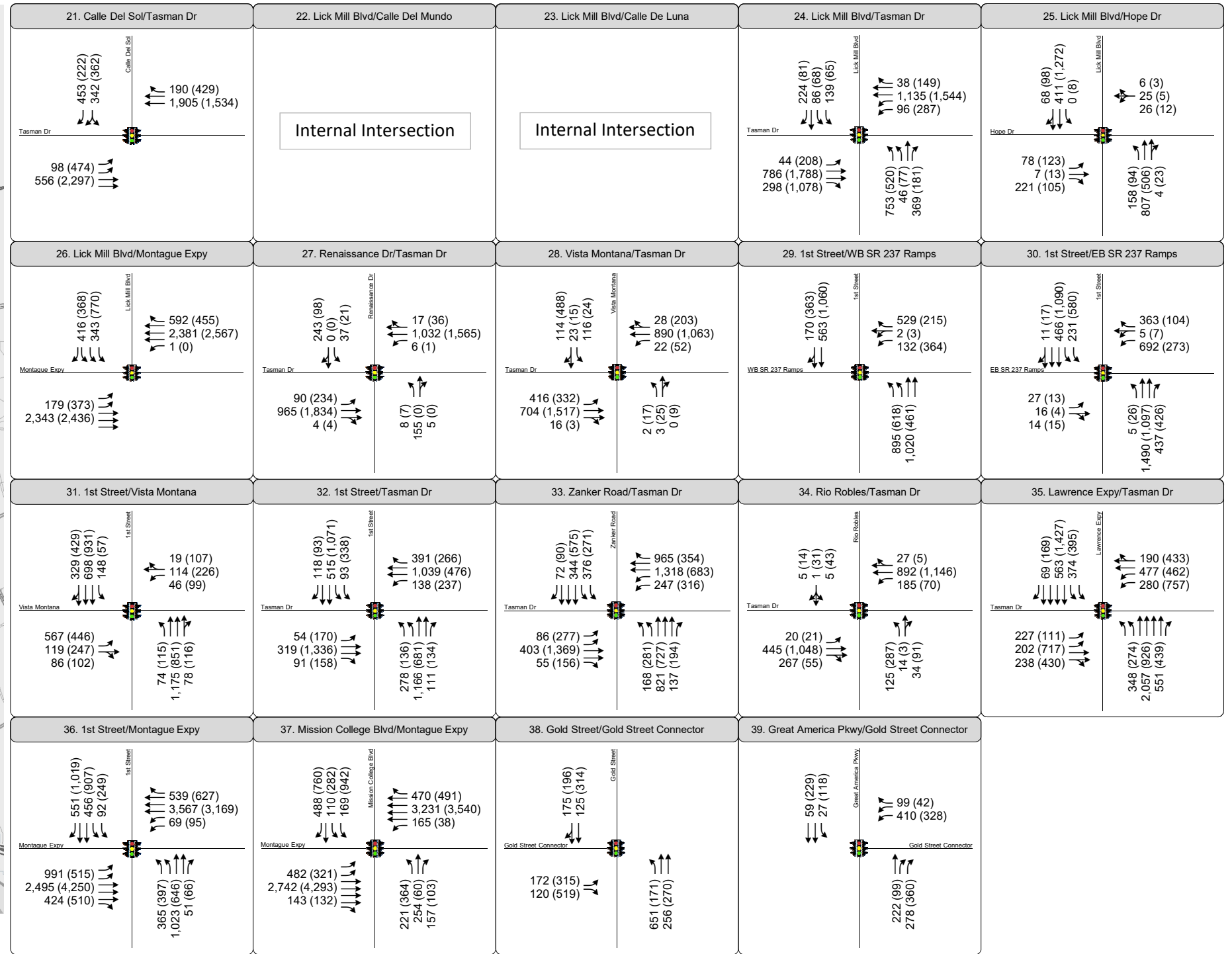
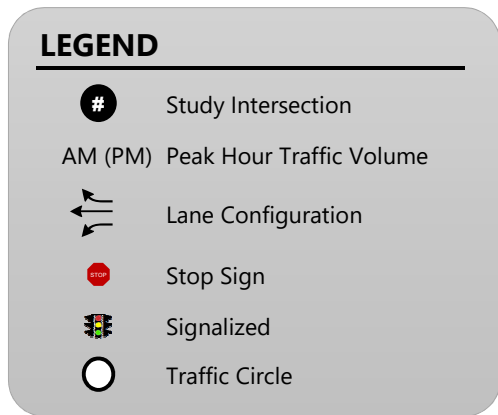
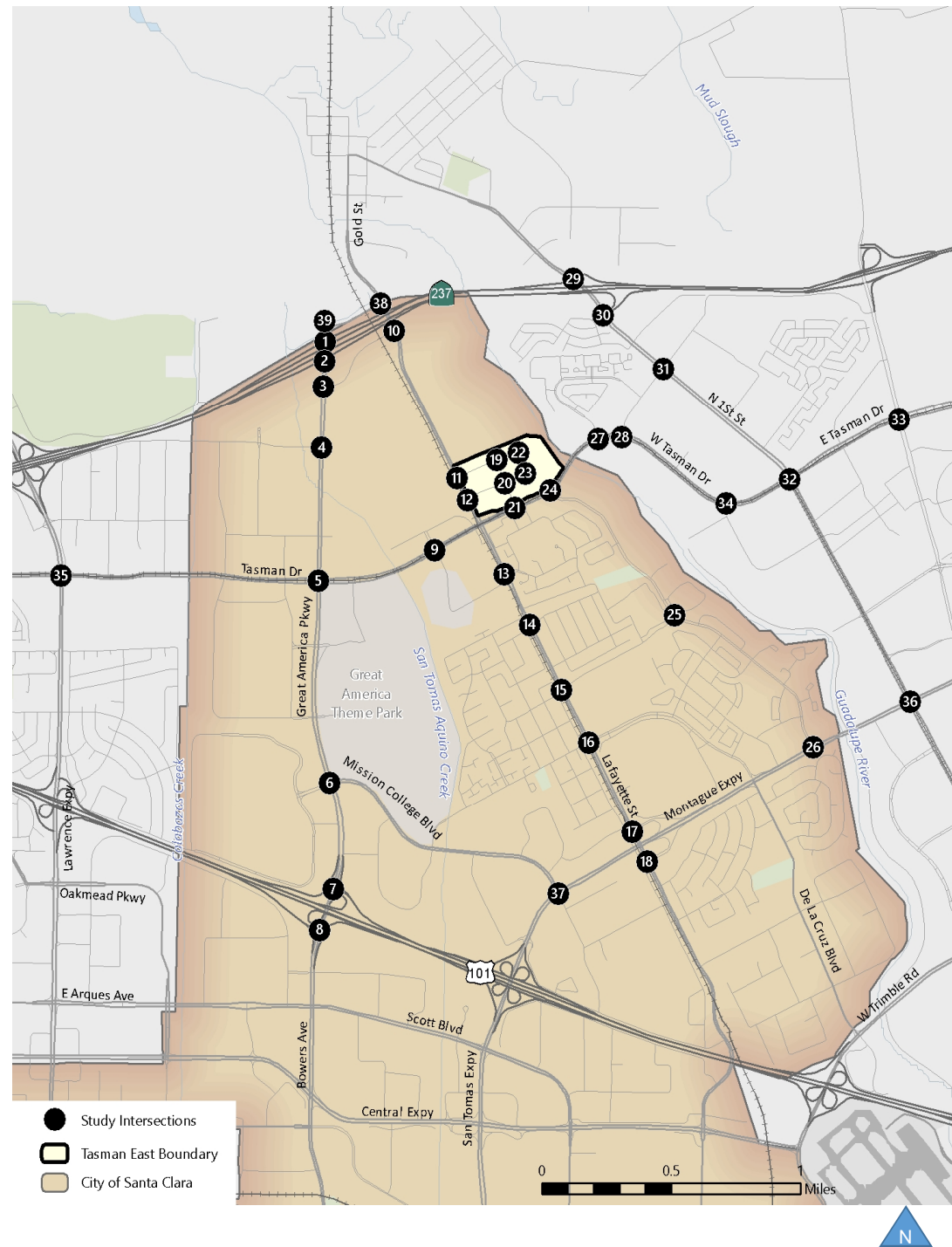


Figure 4-3
Peak Hour Traffic Volumes and Lane Configurations
Background Plus Project Conditions

4.4 Background Intersection Levels of Service

Intersection levels of service were calculated for Background and Background Plus Project Conditions. **Table 4-3** shows the delays, LOS 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**.

Evaluation of internal Tasman East intersections is not included in **Table 4-3**. These intersections are instead evaluated as part of **Appendix B**, which includes future lane configurations and intersection geometries for internal intersections. In addition, **Appendix B** includes a “sensitivity analysis” that provides guidance on the expected timing of internal intersection geometry and lane configuration changes.

The peak hour traffic signal warrant results for Intersection # 10 Lafayette Street / Great America Way and Intersection #11 Lafayette Street / Calle Del Mundo are contained in **Appendix C**.

Table 4-3: Background Intersection LOS Results

Int. Number	Intersection Name	Control	Jurisdiction	LOS Threshold	Peak Hour	Background		Background Plus Project			
						Delay	LOS	Delay	LOS	Critical Change V/C	Average Critical Change Delay
#1	Great America Parkway/WB SR 237 Ramps	Signal	San José (CMP)	D	AM PM	31.3 27.5	C C	67.2 30.8	E C	0.152 0.045	47.7 4.9
#2	Great America Parkway/EB SR 237 Ramps	Signal	Santa Clara (CMP)	E	AM PM	13.3 12.3	B B	13.7 15.8	B B	0.010 0.075	0.4 4.6
#3	Great America Parkway/Great America Way	Signal	Santa Clara	D	AM PM	25.6 17.3	C B	25.9 22.6	C C+	0.000 0.075	0.1 8.1
#4	Great America Parkway/Old Mountain View – Alviso Road	Signal	Santa Clara	D	AM PM	62.4 24.7	E C	62.4 24.8	E C	0.000 0.001	0.1 0.1
#5	Great America Parkway/Tasman Drive	Signal	Santa Clara (CMP)	E	AM PM	29.2 49.8	C D	29.9 75.8	C E-	-0.005 0.157	-1.0 58.3

Table 4-3: Background Intersection LOS Results

Int. Number	Intersection Name	Control	Jurisdiction	LOS Threshold	Peak Hour	Background		Background Plus Project			
						Delay	LOS	Delay	LOS	Critical Change V/C	Average Critical Change Delay
#6	Great America Parkway/Mission College Boulevard	Signal	Santa Clara (CMP)	E	AM PM	45.2 53.2	D D-	45.2 53.7	D D-	0.002 0.007	0.1 0.7
#7	Great America Parkway-Bowers Avenue / US 101 NB Ramps	Signal	Santa Clara (CMP)	E	AM PM	12.0 10.9	B B+	12.0 10.8	B+ B+	0.003 0.003	0.0 0.1
#8	Bowers Avenue / US 101 SB Ramps	Signal	Santa Clara (CMP)	E	AM PM	23.5 6.5	C A	23.7 8.2	C A	0.004 0.027	0.1 2.1
#9	Tasman Drive/Centennial Drive	Signal	Santa Clara	D	AM PM	60.1 >180	E F	107.4 >180	F F	0.123 0.162	67.0 106.6
#10	Lafayette Street / Great America Way	Unsignalized	Santa Clara	N/A	AM PM	10.2 39.2	B D	10.7 >180	B F	N/A N/A	N/A N/A
#11	Lafayette Street / Calle Del Mundo	Unsignalized	Santa Clara	N/A	AM PM	17.9 18.0	C C	84.8 57.3	F F	N/A N/A	N/A N/A
#12	Lafayette Street / Calle De Luna	Signal	Santa Clara	D	AM PM	14.6 19.1	B B-	21.2 22.1	C+ C+	0.176 0.136	7.8 14.6
#13	Lafayette Street / Calle De Primavera	Signal	Santa Clara	D	AM PM	16.4 11.2	B B+	16.3 11.7	B B+	0.007 0.021	-0.1 0.3
#14	Lafayette Street / Hogan Drive	Signal	Santa Clara	D	AM PM	9.0 9.5	A A	8.2 9.1	A A	0.007 0.019	0.0 0.1
#15	Lafayette Street / Hope Drive	Signal	Santa Clara	D	AM PM	20.4 13.2	C+ B	20.1 13.5	C+ B	0.019 0.018	1.0 0.0
#16	Lafayette Street / Agnew Road	Signal	Santa Clara	D	AM PM	37.0 40.3	D+ D	36.7 40.4	D+ D	0.013 0.027	0.6 0.8
#17	Lafayette Street/Montague Expressway WB	Signal	Santa Clara	D	AM PM	31.0 22.7	C C+	35.9 23.7	D+ C	0.084 0.066	7.1 -0.1
#18	Lafayette Street/Montague Expressway EB	Signal	Santa Clara	D	AM PM	14.1 10.9	B B+	14.9 13.7	B B	0.010 0.144	1.3 3.8
#21	Tasman Drive/Calle Del Sol	Signal	Santa Clara	D	AM PM	13.9 19.3	B B-	36.6 31.4	D+ C	0.284 0.127	32.3 14.5
#24	Tasman Drive/Lick Mill Boulevard	Signal	Santa Clara	D	AM PM	26.2 33.4	C C-	30.0 42.9	C D	0.174 0.071	6.1 11.4

Table 4-3: Background Intersection LOS Results

Int. Number	Intersection Name	Control	Jurisdiction	LOS Threshold	Peak Hour	Background		Background Plus Project			
						Delay	LOS	Delay	LOS	Critical Change V/C	Average Critical Change Delay
#25	Lick Mill Boulevard/Hope Drive	Signal	Santa Clara	D	AM PM	24.0 20.5	C C+	24.5 20.5	C C+	0.006 0.028	10.6 1.0
#26	Lick Mill Boulevard/Montague Expressway	Signal	Santa Clara County	E	AM PM	18.4 32.8	B- C-	18.2 35.3	B- D+	0.020 0.030	0.2 4.4
#27	Tasman Drive/Renaissance Drive	Signal	San José	D	AM PM	16.5 13.3	B B	16.1 14.3	B B	0.010 0.028	-0.1 0.7
#28	Tasman Drive/Vista Montana	Signal	San José	D	AM PM	17.5 22.0	B C+	19.8 32.7	B- C-	0.123 0.209	4.4 20.8
#29	WB 237/1st Street	Signal	San José (CMP)	D	AM PM	28.6 36.7	C D+	28.5 35.8	C D+	0.000 0.047	0.0 -1.6
#30	EB 237/1st Street	Signal	San José (CMP)	D	AM PM	34.1 24.7	C- C	32.9 24.2	C- C	0.000 0.000	0.0 0.0
#31	1st Street/Vista Montana	Signal	San José	D	AM PM	33.0 37.0	C- D+	37.0 39.7	D+ D	0.095 0.071	4.8 4.4
#32	Tasman Drive/1st Street	Signal	San José	D	AM PM	37.3 48.1	D+ D	37.5 48.9	D+ D	0.003 0.014	0.1 1.4
#33	Tasman Drive/Zanker Road	Signal	San José	D	AM PM	37.9 42.8	D+ D	38.0 42.6	D+ D	0.005 0.007	0.2 0.0
#34	Tasman Drive / Rio Robles	Signal	San José	D	AM PM	23.6 26.0	C C	23.5 26.0	C C	0.004 0.000	0.0 -0.4
#35	Tasman Drive / Lawrence Expressway	Signal	Santa Clara County (CMP)	E	AM PM	60.3 80.5	E F	61.5 87.6	E F	0.031 0.018	2.2 7.7
#36	Montague Expressway / N. First Street	Signal	Santa Clara County (CMP)	E	AM PM	175.0 >180	F F	174.9 >180	F F	0.002 0.007	1.2 2.8
#37	Montague Expressway / Mission College Boulevard	Signal	Santa Clara County (CMP)	E	AM PM	58.7 149.0	E+ F	59.8 156.4	E+ F	0.028 0.026	1.5 11.9
#38	Gold Street / Gold Street Connector	Signal	San José	D	AM PM	23.6 26.9	C C	24.0 27.8	C C	0.106 0.108	0.0 0.7

Table 4-3: Background Intersection LOS Results

Int. Number	Intersection Name	Control	Jurisdiction	LOS Threshold	Peak Hour	Background		Background Plus Project			
						Delay	LOS	Delay	LOS	Critical Change V/C	Average Critical Change Delay
#39	Gold Street Connector / Great America Parkway	Signal	San José	D	AM PM	13.5 21.3	B C+	13.6 20.0	B B-	0.061 0.094	-0.5 1.2

Notes:

- CMP = Congestion Management Program intersection (VTA).
- AM = morning peak hour, PM = evening peak hour
- 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.
- LOS = Level of service. LOS calculations conducted using the TRAFFIX analysis software packages, which applies the methods described in the 2000 Highway Capacity Manual.
- Change in critical V/C ratio between background and background with-Project conditions.
- Change in average critical movement delay between background and background with-Project conditions.
- Geometry has been modified to include the improvements for City Place transportation mitigations that are fully the City Place project's responsibility.
- An LOS D threshold is used for study intersections within San José, including CMP designated intersections. Santa Clara County intersections in San José use an LOS E threshold.
- Evaluation of internal Tasman East intersections (Intersections 19-20 and 22-23) is not included in this table. See Appendix B for more future lane configurations and intersection geometries for these intersections.

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

Bold and highlighted indicates a significant impact.

Source: Fehr & Peers, 2018.

4.5 Background Plus Project Intersection Impacts and Mitigation Measures

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

- Intersection #1 Great America Parkway / WB 237 Ramps: The addition of project traffic would degrade intersection operations from acceptable LOS C to unacceptable LOS E during the AM peak hour.
- Intersection #9 Tasman Drive / Centennial Drive: The addition of project traffic would exacerbate unacceptable intersection operations from LOS E to LOS F during the AM peak hour and further exacerbate unacceptable LOS F operations during the PM peak hour.

- Intersection #10 Lafayette Street / Great America Way: The addition of project traffic would degrade intersection operations from LOS D to LOS F during the PM peak hour. This intersection would meet peak hour signal warrants.
- Intersection #11 Lafayette Street / Calle Del Mundo: The addition of project traffic would degrade intersection operations from LOS C to LOS F during the AM and PM peak hours. This intersection would meet peak hour signal warrants.
- Intersection #35 Tasman Drive / Lawrence Expressway: The addition of project traffic would exacerbate unacceptable LOS F operations during the PM peak hour.
- Intersection #37 Montague Expressway / Mission College Boulevard: The addition of project traffic would exacerbate unacceptable LOS F operations during the PM peak hour.

Mitigation measures at these intersections are described below. The resulting intersection levels of service are presented in **Table 4-4**.

- Intersection #1 Great America Parkway / WB 237 Ramps – The southbound approach could be restriped to one through-right lane and one right-lane. This mitigation would not require right-of-way and/or narrowing of the median and would improve intersection operations to an acceptable level of service. However, because it falls outside City boundaries the City of Santa Clara cannot guarantee that this improvement will be implemented in a timely manner such that the Project's impact is avoided or mitigated. Therefore, this impact is considered significant and unavoidable.
- Intersection #9 Tasman Drive / Centennial Drive – Adding a third eastbound through lane and a third westbound through lane would fully mitigate the Project impact. Due to light rail lines along Tasman Drive, coordination with VTA would be needed to secure right-of-way. Because this mitigation relies on the approval of VTA, this impact has no feasible mitigation. Therefore, this impact is considered significant and unavoidable.
- Intersection #10 Lafayette Street / Great America Way – This intersection would meet the peak hour signal warrant under Background Plus Project conditions. Signalization would allow the intersection to operate at an acceptable level.
- Intersection #11 Lafayette Street / Calle Del Mundo – This intersection would meet the peak hour signal warrant under Background Plus Project conditions. Signalization would allow the intersection to operate at an acceptable level.
- Intersection #35 Tasman Drive / Lawrence Expressway - The improvements that would be needed to fully mitigate the impact include widening the eastbound approach to support an additional through lane. Right-of way is not available to accommodate this change so the improvement is deemed infeasible. As a result, this impact is considered significant and unavoidable.

- Intersection #37 Montague Expressway / Mission College Boulevard – Per VTP 2040 project #X14, the mitigation measure is to add a third southbound left-turn lane. To fully mitigate the impact, a second northbound left turn lane must also be constructed. An eastbound Montague Expressway to northbound Mission College Boulevard flyover ramp has also been identified as a potential improvement by Santa Clara County, but it would not fully mitigate project impacts. Additionally, a full-access interchange is identified at this intersection as a Tier 2 priority per the Comprehensive County Expressway Planning Study. However, the timing, funding, and implementation of this improvement is controlled by Santa Clara County. The City of Santa Clara cannot guarantee that this improvement will be implemented in a timely manner such that the Project's impact is avoided or mitigated. Therefore, this impact is considered significant and unavoidable.

Table 4-2: Background Plus Project Intersection Mitigation Measures

ID	Intersection	Jurisdiction	Mitigation Measure	ROW ^b Needed?	Project Responsibility	Peak Hour	Background Plus Project + Mitigations	
							Delay	LOS
#1	Great America Parkway/WB SR 237 Ramps	San Jose (CMP)	Configure southbound approach to 1 right turn, 1 through-right	No	100%	AM PM	38.2 34.3	D+ C-
#9	Tasman Drive/Centennial Drive	Santa Clara	No feasible mitigation	N/A	0%	AM PM	N/A N/A	N/A N/A
#10	Lafayette Street / Great America Way	Santa Clara	Signalize	No	0% (City Place Mitigation)	AM PM	14.4 35.1	B D+
#11	Lafayette Street / Calle Del Mundo	Santa Clara	Signalize	No	100%	AM PM	15.1 10.5	B B+
#35	Tasman Drive / Lawrence Expressway	Santa Clara County	No feasible mitigation	N/A	0%	AM PM	N/A N/A	N/A N/A
#37	Montague Expressway / Mission College Boulevard	Santa Clara County	No feasible mitigation	N/A	0%	AM PM	N/A N/A	N/A N/A

Notes:

- An LOS D threshold is used for study intersections within San José, including CMP designated intersections. Santa Clara County intersections in San José use an LOS E threshold.
- 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.
- "100%" = The cost and construction of the proposed mitigation measure is the full responsibility of the Project Developer. These are discrete mitigation measures that either fully or partially mitigate significant Project impacts. "0%" = There is no feasible mitigation measure. "% of Total Traffic" = Project should 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, 2018.

5. 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 Place Santa Clara transportation analysis which included trips assumed to be generated by Tasman East as well as full buildout of the City Place project. Therefore, traffic volumes for Cumulative Conditions (No Project) were estimated by subtracting the Tasman East trip assignment on **Figure 4-2** from Cumulative Conditions (with Project) forecasts. Planned and funded roadway improvements expected to be completed by 2040 are included in the analysis of Cumulative Conditions.

5.1 Cumulative Traffic Volumes

The VTA travel demand model was used to develop traffic forecasts for streets and highways in the study area. This section describes the VTA travel demand model and forecast methods.

5.1.1 Forecast Model

At present, the VTA travel demand model is the best tool available for developing long-range traffic forecasts for streets and highways throughout the City of Santa Clara and the greater Santa Clara County area. This model is routinely used for regional transportation planning. The VTA model was fully updated in 2010, and a limited update was completed in 2013 to incorporate more recent estimates of existing and future land uses and to account for the effects of the Great Recession.

Before using a model to develop traffic forecasts, it is important to first establish that the model is reasonably well validated to current conditions. For the City Place project, Fehr & Peers completed a review of the travel model inputs (such as base- and future-year land use inputs and roadway network assumptions). A series of adjustments were made to improve model validation, with particular focus on the daily and AM and PM peak periods within the City of Santa Clara. The technical memorandum entitled City Place Santa Clara – Travel Demand Model Validation (Fehr & Peers, 2015) summarizes the refinements and validation results.⁶ Refinements to the VTA travel demand model included changes to land use and roadway network inputs and updates to the VTA travel model script. No additional modifications to the VTA travel demand model were performed as part of the Tasman East analysis.

⁶ City Place Santa Clara Environmental Impact Analysis Public Draft: Transportation (December 2015) Appendix 3.3-F.

5.1.2 Land Use Changes

Future land use data are instrumental in forecasting future daily and peak-hour traffic demand. Adjustments to the land use data for Cumulative Conditions were made to be consistent with the approved and pending development project lists. A review of the land uses in North San José and north Sunnyvale was also completed, which includes development envisioned as part of the North San Jose Area Development Policy. For all other areas outside Santa Clara, North San José, and north Sunnyvale, Fehr & Peers used future-year land use data from the VTA model, which incorporates 2013 ABAG projections. The Project site was assumed to be occupied with current land uses for the No Project condition – partially occupied light industrial uses.

5.1.3 Transportation System Changes

Development of future roadway networks for Cumulative Conditions was based on 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. Funded regional roadway improvements within the study area are summarized in **Table 5-1**.

Table 5-1: Freeway Improvements

Roadway Improvement Description
US 101 Express Lanes (University Avenue to Cochrane Road) (<i>VTP 2040 Project – H2</i>)
Widen US 101 Express Lanes to two lanes in each direction (University Avenue to Cochrane Road) (<i>VTP 2040 Project – H2</i>)
US 101 southbound auxiliary lanes added between Ellis Street and SR 237 (<i>VTP 2040 Project – H49</i>) and between Lawrence Expressway and Great America Parkway (<i>VTP 2040 Project – H48</i>)
I-880 Express Lanes (SR 92 to US 101) (<i>VTP 2040 Project – H7 and Alameda County CTC 2014 Transportation Expenditure Plan</i>)
I-880 Express Lanes (US 101 to I-280) (<i>VTP 2040 Project – H15</i>)
SR 237 Express Lanes (SR 85 to North First Street) (<i>VTP 2040 Project – H4 & H5</i>)

Source: *VTP 2040*.

Intersection improvements under Background Conditions (outlined in **Table 4-1**) are also applied under Cumulative Conditions. Mitigation measures recommended in the *City Place EIR (2014)* Cumulative with Project scenario were also applied to Tasman East study intersections in Cumulative No Project and Plus Project Conditions. Additionally, under Cumulative Conditions the extension of Lick Mill Boulevard is assumed to be completed between Tasman Drive and the intersection of Great America Way / Lafayette

Street because it would support development of the final phases of the City Place project. Configurations of the Lick Mill Boulevard extension at the intersections of Calle de Luna and Calle del Mundo are discussed in **Appendix I**.

5.1.4 Intersection Forecasts

The travel demand model was used to assign vehicle trips to the roadway network and prepare the intersection forecasts. Intersection forecasts were developed using guidelines published in National Cooperative Highway Research Program (NCHRP) Report 255⁷ 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 baseline and future volumes. It normalizes model projections according to the accuracy of model validation and existing roadway conditions.

The forecasts for a few of the individual turning moments are lower under Cumulative Conditions than the traffic forecasts for Background Conditions. This is due to the different methods used to prepare the forecasts. Under Background Conditions, vehicle trips from approved developments are assigned to the roadway system and added to existing volumes, which results in traffic demands volumes of individual development projects being treated independently. The model used for Cumulative forecasts additionally takes into consideration the effects of traffic congestion in redirecting trips to roadways with available capacity, trips being made outside of the peak hours (peak hour spreading), and reductions for trip ends being connected as when a trip generated by a residential use combines with a trip generated by an office use. As a result, this means that intersection turning movement volumes under Cumulative conditions may be similar to, or slightly less than, Background Condition volumes at some intersections.

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.

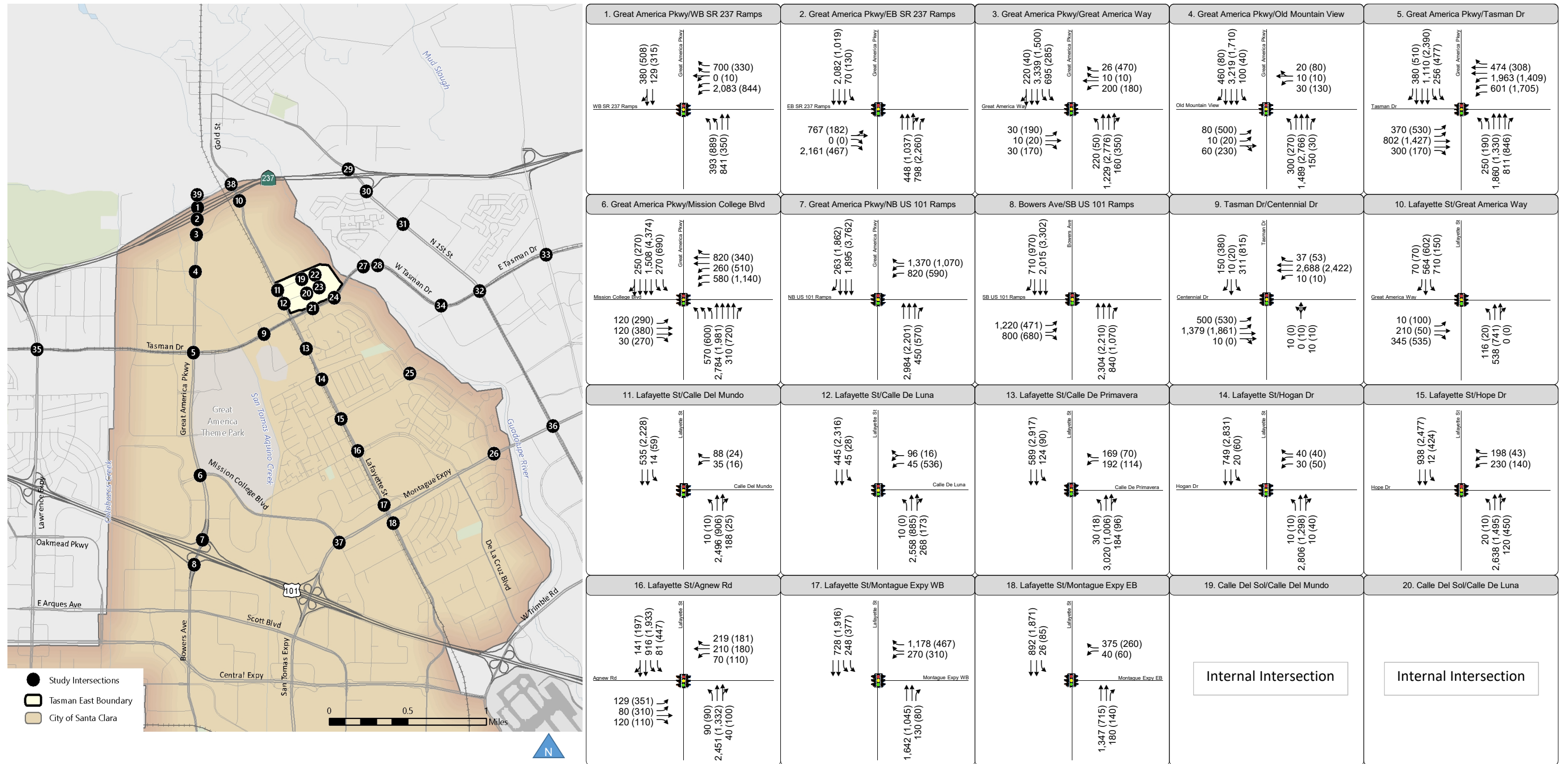
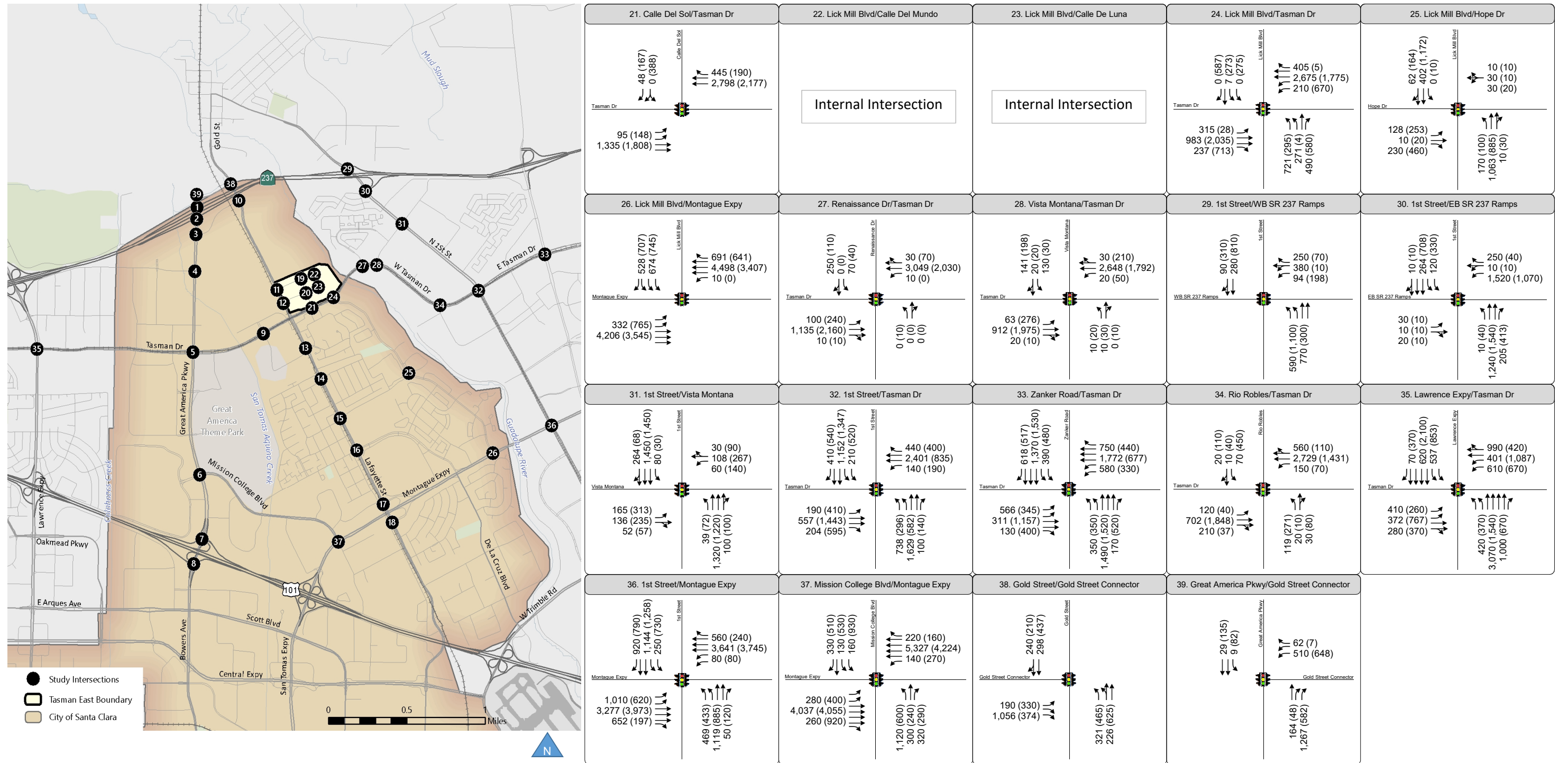


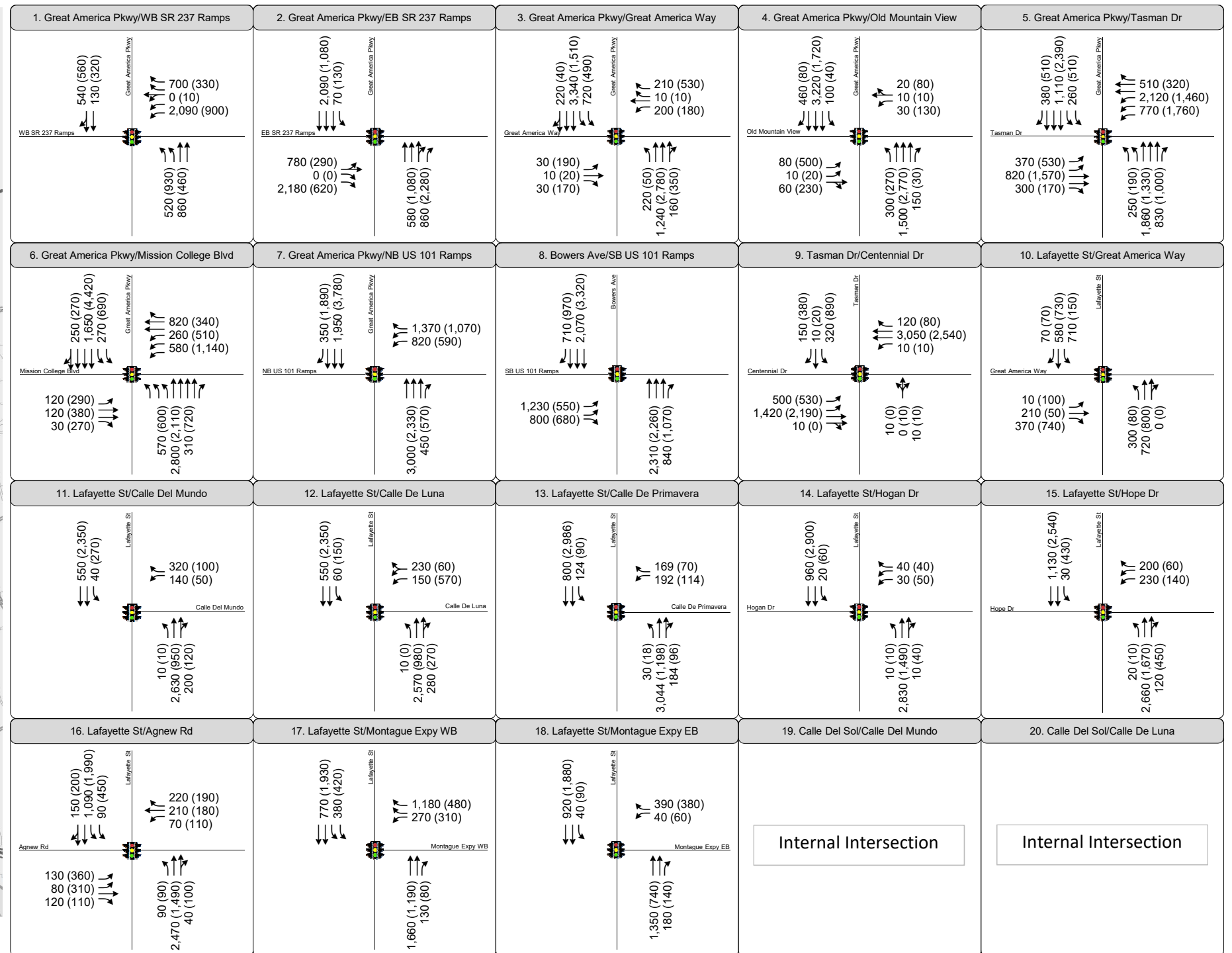
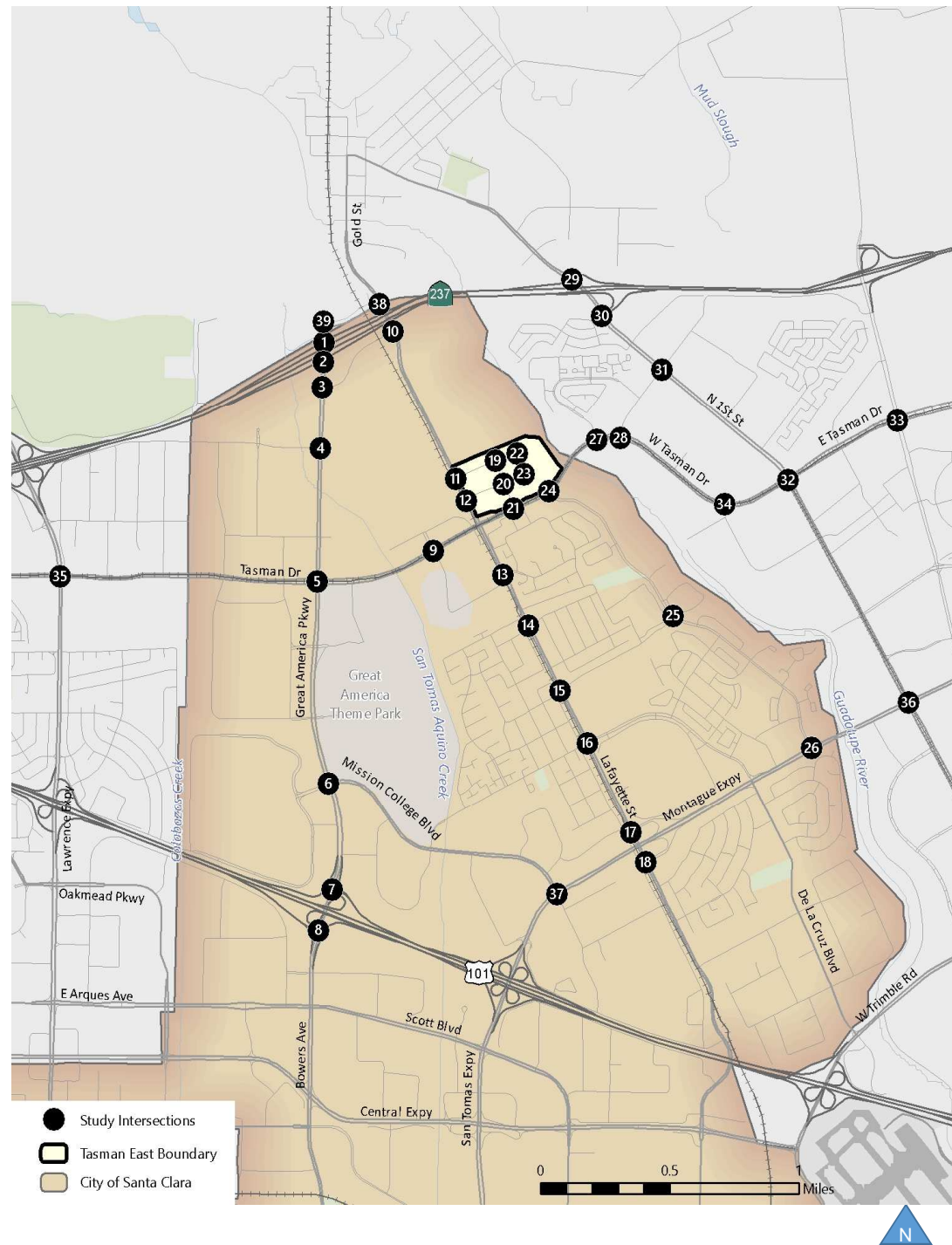
Figure 5-1
Peak Hour Traffic Volumes and Lane Configurations
Cumulative Conditions



LEGEND

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

Figure 5-1
Peak Hour Traffic Volumes and Lane Configurations
Cumulative Conditions



LEGEND



Study Intersection

AM (PM) Peak Hour Traffic Volume



Lane Configuration



Stop Sign

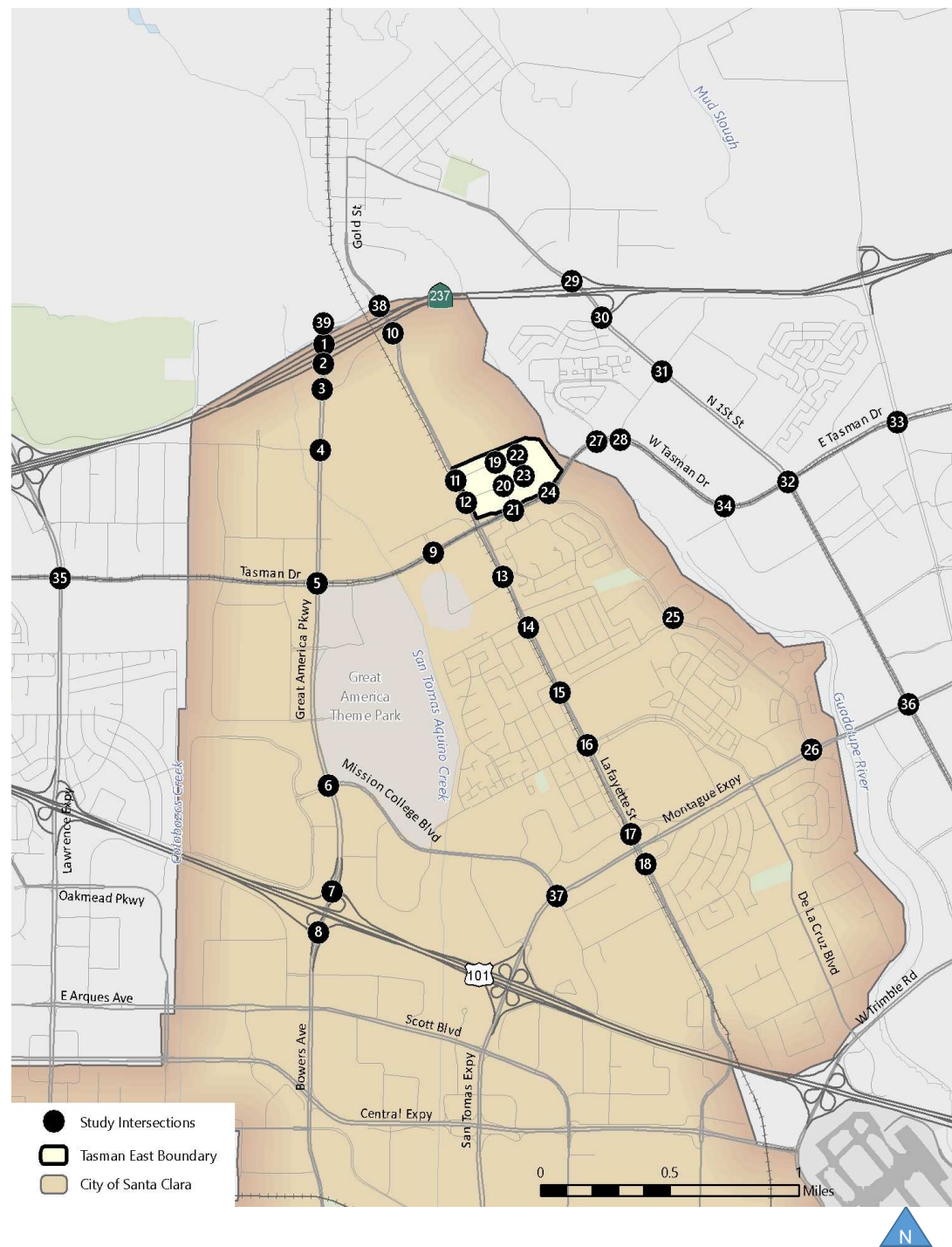


Signalized



Traffic Circle

Figure 5-2
Peak Hour Traffic Volumes and Lane Configurations
Cumulative Plus Project Conditions



LEGEND



Study Intersection

AM (PM) Peak Hour Traffic Volume



Lane Configuration



Stop Sign



Signalized



Traffic Circle

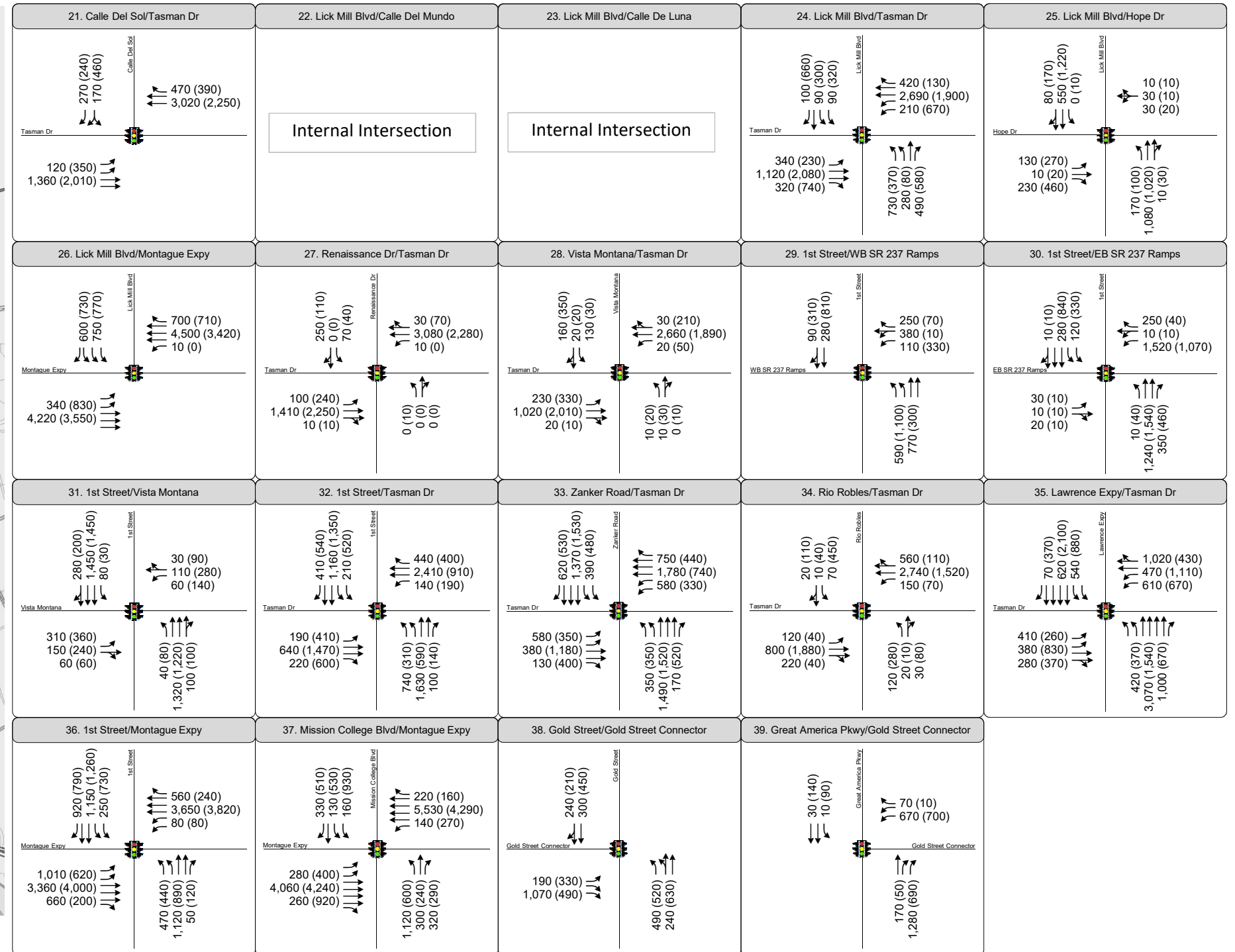


Figure 5-2
Peak Hour Traffic Volumes and Lane Configurations
Cumulative Plus Project Conditions

5.2 Cumulative (2040) Intersection Levels of Service

Intersections were analyzed to estimate future peak hour delays at all study intersections.

5.2.1 Signalized Intersections with Significant Project Impacts

Under Cumulative Plus Project Conditions, implementation of the proposed project would increase motor vehicle traffic and congestion, resulting in potentially significant impacts at the following intersections.

- Intersection #4 Great America Parkway / Old Mountain View – Alviso: The addition of project traffic would degrade intersection operations from acceptable LOS D to unacceptable LOS E in the PM peak hour.
- Intersection #5 Great America Parkway/Tasman Drive: The addition of project traffic would exacerbate unacceptable LOS F operations during the AM and PM peak hours.
- Intersection # 9 Tasman Drive/Centennial Drive: The addition of project traffic would exacerbate unacceptable LOS F operations during the AM and PM peak hours.
- Intersection #11 Lafayette Street / Calle De Mundo: The addition of project traffic would degrade intersection operations from acceptable LOS D to unacceptable LOS F during the AM peak hour.
- Intersection #12 Lafayette Street / Calle De Luna: The addition of project traffic would degrade intersection operations from acceptable LOS D to unacceptable LOS E during the AM peak hour.
- Intersection #13 Lafayette Street / Calle De Primavera: The addition of project traffic would exacerbate unacceptable LOS F operations during the PM peak hour.
- Intersection #21 Tasman Drive / Calle Del Sol: The addition of project traffic would degrade intersection operations from acceptable LOS C to unacceptable LOS E during the AM and PM peak hours.
- Intersection #24 Tasman Drive/Lick Mill Boulevard: The addition of project traffic would exacerbate unacceptable LOS F operations during the AM and PM peak hour.
- Intersection #26 Lick Mill Boulevard/Montague Expressway: The addition of project traffic would degrade intersection operations from acceptable LOS E to unacceptable LOS F during the PM peak hour.

- Intersection #29 WB 237 / 1st Street: The addition of project traffic would exacerbate unacceptable LOS E operations during the PM peak hour.
- Intersection #32 Tasman Drive / 1st Street: The addition of project traffic would exacerbate unacceptable LOS E operations during the PM peak hour.
- Intersection #34 Tasman Drive / Rio Robles: The addition of project traffic would exacerbate unacceptable LOS E operations during the PM peak hour.
- Intersection #35 Tasman Drive / Lawrence Expressway: The addition of project traffic would exacerbate unacceptable LOS F operations during the AM and PM peak hours.
- Intersection #36 Montague Expressway / N. First Street: The addition of project traffic would exacerbate unacceptable LOS F operations during the PM peak hour.
- Intersection #37 Montague Expressway / Mission College Boulevard: The addition of project traffic would exacerbate unacceptable LOS F operations during the AM and PM peak hours.

Table 5-2 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. Unacceptable LOS operations are highlighted and bold. The corresponding LOS calculation sheets are included in **Appendix A**.

Table 5-2: Cumulative Intersection LOS Summary

#	Intersection Name	Control	Jurisdiction	LOS Threshold	Peak Hour	Cumulative		Cumulative Plus Project			
						Delay	LOS	Delay	LOS	Critical Change V/C	Average Critical Change Delay
#1	Great America Parkway/WB SR 237 Ramps	Signal	San José (CMP)	E	AM PM	22.6 26.7	C+ C	41.4 30.3	D C	0.152 0.062	28.7 6.0
#2	Great America Parkway/EB SR 237 Ramps	Signal	Santa Clara (CMP)	E	AM PM	26.9 17.3	C B	27.7 27.3	C C	0.010 0.075	0.9 16.3
#3	Great America Parkway/Great America Way	Signal	Santa Clara	D	AM PM	67.7 36.5	E D+	66.2 53.0	E D-	0.000 0.075	0.1 27.1
#4	Great America Parkway/Old Mountain View – Alviso Road	Signal	Santa Clara	D	AM PM	91.0 54.9	F D-	90.9 55.1	F E+	0.000 0.001	0.1 0.4
#5	Great America Parkway/Tasman Drive	Signal	Santa Clara (CMP)	E	AM PM	84.3 162.2	F F	94.2 >180	F F	0.049 0.057	21.3 27.5

Table 5-2: Cumulative Intersection LOS Summary

#	Intersection Name	Control	Jurisdiction	LOS Threshold	Peak Hour	Cumulative		Cumulative Plus Project			
						Delay	LOS	Delay	LOS	Critical Change V/C	Average Critical Change Delay
#6	Great America Parkway/Mission College Boulevard	Signal	Santa Clara (CMP)	E	AM PM	73.7 110.0	E F	74.8 111.2	E F	0.002 0.007	0.8 2.7
#7	Great America Parkway-Bowers Avenue / US 101 NB Ramps	Signal	Santa Clara (CMP)	E	AM PM	18.8 15.4	B- B	18.8 15.4	B- B	0.003 0.003	0.1 0.2
#8	Bowers Avenue / US 101 SB Ramps	Signal	Santa Clara (CMP)	E	AM PM	26.6 10.8	C B+	27.0 12.7	C B	0.004 0.030	0.2 2.3
#9	Tasman Drive/Centennial Drive	Signal	Santa Clara	D	AM PM	146.7 >180	F F	>180 >180	F F	0.116 0.085	57.5 43.5
#10	Lafayette Street / Great America Way	Signal	Santa Clara	D	AM PM	39.5 36.8	D D+	47.8 48.4	D D	0.071 0.229	8.5 18.2
#11	Lafayette Street / Calle Del Mundo	Signal	Santa Clara	D	AM PM	45.8 8.5	D A	96.5 12.7	F B	0.241 0.057	60.8 1.3
#12	Lafayette Street / Calle De Luna	Signal	Santa Clara	D	AM PM	36.3 17.7	D+ B	68.0 21.6	E C+	0.180 0.048	41.8 4.7
#13	Lafayette Street / Calle De Primavera	Signal	Santa Clara	D	AM PM	97.1 123.4	F F	95.8 128.9	F F	0.007 0.021	3.6 13.8
#14	Lafayette Street / Hogan Drive	Signal	Santa Clara	D	AM PM	13.2 12.1	B B	13.0 12.7	B B	0.007 0.019	0.5 1.2
#15	Lafayette Street / Hope Drive	Signal	Santa Clara	D	AM PM	29.1 25.5	C C	29.6 29.1	C C	0.019 0.054	2.0 5.6
#16	Lafayette Street / Agnew Road	Signal	Santa Clara	D	AM PM	49.1 49.8	D D	49.3 52.5	D D-	0.010 0.014	2.1 3.2
#17	Lafayette Street/Montague Expressway WB	Signal	Santa Clara County	E	AM PM	46.7 33.4	D C-	47.4 34.6	D C-	0.006 0.004	1.2 0.0

Table 5-2: Cumulative Intersection LOS Summary

#	Intersection Name	Control	Jurisdiction	LOS Threshold	Peak Hour	Cumulative		Cumulative Plus Project			
						Delay	LOS	Delay	LOS	Critical Change V/C	Average Critical Change Delay
#18	Lafayette Street/Montague Expressway EB	Signal	Santa Clara County	E	AM PM	12.6 9.0	B A	13.2 12.3	B B	0.010 0.149	0.7 5.2
#21	Tasman Drive/Calle Del Sol	Signal	Santa Clara	D	AM PM	26.4 32.5	C C-	64.1 61.8	E E	0.267 0.160	63.1 51.6
#24	Tasman Drive/Lick Mill Boulevard	Signal	Santa Clara	D	AM PM	155.1 132.5	F F	153.8 166.6	F F	0.086 0.091	7.4 36.4
#25	Lick Mill Boulevard/Hopewine Drive	Signal	Santa Clara	D	AM PM	23.5 35.1	C D+	23.6 36.0	C D+	0.005 0.017	0.0 1.6
#26	Lick Mill Boulevard/Montague Expressway	Signal	Santa Clara County	E	AM PM	66.1 74.0	E E	72.9 83.7	E F	0.043 0.030	8.9 16.1
#27	Tasman Drive/Renaissance Drive	Signal	San José	D	AM PM	63.9 18.5	E B-	63.5 29.6	E C	0.009 0.077	3.8 19.4
#28	Tasman Drive/Vista Montana	Signal	San José	D	AM PM	22.3 23.6	C+ C	45.3 52.4	D D-	0.118 0.160	32.4 45.4
#29	WB 237/1st Street	Signal	San José (CMP)	D	AM PM	18.4 76.7	B- E-	18.4 74.0	B- E	0.000 0.047	0.0 -3.7
#30	EB 237/1st Street	Signal	San José (CMP)	D	AM PM	109.5 82.3	F F	109.1 79.8	F E-	0.000 0.000	0.0 0.0
#31	1st Street/Vista Montana	Signal	San José	D	AM PM	22.4 35.2	C+ D+	27.4 38.1	C D+	0.099 0.071	6.3 4.8
#32	Tasman Drive/1st Street	Signal	San José	D	AM PM	>180 71.7	F E	>180 75.4	F E-	0.006 0.014	2.5 4.3
#33	Tasman Drive/Zanker Road	Signal	San José	D	AM PM	90.6 50.3	F D	92.3 50.8	F D	0.007 0.007	2.9 0.8
#34	Tasman Drive / Rio Robles	Signal	San José	D	AM PM	115.3 59.1	F E+	114.5 62.8	F E	0.004 0.011	1.9 4.6

Table 5-2: Cumulative Intersection LOS Summary

#	Intersection Name	Control	Jurisdiction	LOS Threshold	Peak Hour	Cumulative		Cumulative Plus Project			
						Delay	LOS	Delay	LOS	Critical Change V/C	Average Critical Change Delay
#35	Tasman Drive / Lawrence Expressway	Signal	Santa Clara County (CMP)	E	AM PM	179.0	F	>180	F	0.020	18.3
						174.5	F	>180	F	0.019	15.3
#36	Montague Expressway / N. First Street	Signal	Santa Clara County (CMP)	E	AM PM	>180	F	>180	F	0.004	1.6
						>180	F	>180	F	0.015	10.9
#37	Montague Expressway / Mission College Boulevard	Signal	Santa Clara County (CMP)	E	AM PM	>180	F	>180	F	0.028	12.3
						>180	F	>180	F	0.031	-31.2
#38	Gold Street / Gold Street Connector	Signal	San José	D	AM PM	27.2	C	29.6	C	0.066	2.6
						30.2	C	30.6	C	0.016	0.1
#39	Gold Street Connector / Great America Parkway	Signal	San José	D	AM PM	9.6	A	9.3	A	0.005	-0.7
						20.9	C+	21.7	C+	0.062	0.9

Notes:

- CMP = Congestion Management Program intersection (VTA).
- AM = morning peak hour, PM = evening peak hour
- 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.
- LOS = Level of service. LOS calculations conducted using the TRAFFIX analysis software packages, which applies the methods described in the 2000 *Highway Capacity Manual*.
- Change in critical V/C ratio between background and background with-Project conditions.
- Change in average critical movement delay between background and background with-Project conditions.
- Geometry has been modified to include the improvements for projects under construction and planned projects under background conditions, as outlined in the City Place EIR, Appendix 3.3-D.
- An LOS D threshold is used for study intersections within San José, including CMP designated intersections. Santa Clara County intersections in San José use an LOS E threshold.

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

Bold and highlighted indicates a significant impact.

Source: Fehr & Peers, 2018.

5.3 Cumulative (2040) Intersection Mitigation Measures

Mitigation measures for intersections with unacceptable LOS are summarized in **Table 5-3**. The intersection improvements and off-setting mitigation measures should be implemented with Tasman East development paying fair-share contributions for the mitigation measures. The intent of the table is to identify, based on a preliminary feasibility determination, physically feasible intersection mitigation measures (e.g., lane additions) that increase the intersection's vehicle carrying capacity and reduce vehicle delay while fully mitigating the impacts. Feasible mitigation measures that fully mitigate the impacts were identified at some locations, though at other locations measures that provide only partial mitigation were identified because of physical constraints. Where intersection improvements would require right-of-way (ROW) acquisition, a preliminary review of ROW constraints was done by viewing aerial photography as a part of the mitigation measure feasibility assessment.

Based on this review, three cumulative intersection impacts would be reduced to a less-than-significant level with mitigation measures. These intersections include:

- Intersection #12 Lafayette Street / Calle De Luna
- Intersection #13 Lafayette Street / Calle De Primavera
- Intersection #21 Tasman Drive / Calle Del Sol

Additionally, twelve cumulative intersection impacts would not be reduced to a less-than-significant level with mitigation measures. These intersections include:

- Intersection #4 Great America Parkway / Old Mountain View – Alviso Road
- Intersection #5 Great America Parkway / Tasman Drive
- Intersection # 9 Tasman Drive / Centennial Drive
- Intersection #11 Lafayette Street / Calle Del Mundo
- Intersection #24 Tasman Drive / Lick Mill Boulevard
- Intersection #26 Lick Mill Boulevard / Montague Expressway
- Intersection #29 WB 237 / 1st Street
- Intersection #32 Tasman Drive / N. First Street



- Intersection #34 Rio Robles / Tasman Drive
- Intersection #35 Lawrence Expressway / Tasman Drive
- Intersection #36 N. First Street / Montague Expressway
- Intersection #37 Mission College Boulevard / Montague Expressway

Mitigation measures applied at these intersections are detailed below.

- Intersection #4 Great America Parkway / Old Mountain View – Alviso Road – Adding a fourth northbound through lane would fully mitigate the Project impact. However, due to right-of-way constraints, adding this lane would not be feasible. Therefore, the impact is considered significant and unavoidable under Cumulative Plus Project Conditions.
- Intersection #5 Great America Parkway / Tasman Drive – Adding a fourth southbound through lane and third westbound through lane would fully mitigate the Project impact. Adding these lanes would not be feasible due to right-of-way constraints, although installing grade-separated pedestrian facilities may allow for roadway expansions. (Installing grade-separated pedestrian facilities may also reduce delay and improve LOS; however, further analysis should be conducted to determine the feasibility of grade-separated pedestrian facilities.) Furthermore, these improvements would require coordination with VTA due to proximity to light rail lines. Therefore, the impact is considered significant and unavoidable under Cumulative Plus Project Conditions.
- Intersection # 9 Tasman Drive / Centennial Drive – Adding a second eastbound through lane and a third westbound through lane would fully mitigate the Project impact. Due to light rail lines along Tasman Drive, coordination with VTA would be needed to secure right-of-way. Because this mitigation relies on the approval of VTA, this impact has no feasible mitigation.
- Intersection #11 Lafayette Street / Calle del Mundo – This intersection is assumed to be signalized under Cumulative conditions. (Signalization is also a mitigation measure under Existing Plus Project and Background Plus Project Conditions.) Adding a second northbound through lane would fully mitigate the Project impact. However, there is no available right-of-way to accommodate this mitigation. Alternative geometries for the westbound approach were also considered, but no geometry improvements would fully mitigate the impact. Therefore, the impact is considered significant and unavoidable under Cumulative Plus Project Conditions.
- Intersection #12 Lafayette Street / Calle de Luna – Reconfiguring the westbound approach to one left turn lane and one right turn lane would fully mitigate the Project impact. This mitigation requires no additional right-of-way. Therefore, this mitigation reduces the impact to less-than-significant levels under Cumulative Plus Project conditions.

- Intersection #13 Lafayette Street / Calle de Primavera – Reconfiguring the westbound approach to two left turn lanes and one right turn lane would fully mitigate the Project impact. This mitigation requires no additional right-of-way. Therefore, this mitigation reduces the impact to less-than-significant levels under Cumulative Plus Project conditions.
- Intersection #21 Tasman Drive / Calle Del Sol – Reconfiguring the southbound approach to two left turn lanes and one right turn lane would fully mitigate this impact. This mitigation requires no additional right-of-way and is consistent with the mitigations implemented in the City Place EIR. Therefore, this mitigation reduces the impact to less-than-significant levels under Cumulative Plus Project Conditions.
- Intersection #24 Tasman Drive / Lick Mill Boulevard – Adding a third eastbound through lane and a third westbound through lane would fully mitigate the Project impact. Due to light rail lines along Tasman Drive, coordination with VTA would be needed to secure right-of-way. Because this mitigation relies on the approval of VTA, this impact has no feasible mitigation.
- Intersection #26 Lick Mill Boulevard / Montague Expressway – Adding a fourth westbound through lane would fully mitigate the Project impact. Due right-of-way restrictions, this mitigation would not be feasible. Therefore, the impact is considered significant and unavoidable under Cumulative Plus Project Conditions.
- Intersection #29 WB 237 / 1st Street – Adding a dedicated southbound right turn lane would fully mitigate the Project impact. Due right-of-way restrictions, this mitigation would not be feasible. Therefore, the impact is considered significant and unavoidable under Cumulative Plus Project Conditions.
- Intersection #32 Tasman Drive / N. First Street – Adding a third eastbound through turn lane would fully mitigate the Project impact. Due to light rail lines along Tasman Drive, coordination with VTA would be needed to secure right-of-way. Because this mitigation relies on the approval of VTA, this impact has no feasible mitigation.
- Intersection #34 Rio Robles / Tasman Drive – Adding a dedicated eastbound right turn lane would fully mitigate the Project impact. Due right-of-way restrictions, this mitigation would not be feasible. Therefore, the impact is considered significant and unavoidable under Cumulative Plus Project Conditions.
- Intersection #35 Lawrence Expressway / Tasman Drive – Adding a dedicated eastbound right turn lane with an overlap phase would fully mitigate the Project impact. Due right-of-way restrictions, this mitigation would not be feasible. Therefore, the impact is considered significant and unavoidable under Cumulative Plus Project Conditions.
- Intersection #36 N. First Street / Montague Expressway – This intersection is identified as a location for future grade separation for LRT as part of the Comprehensive County Expressway

Planning Study 2008 Update. (Grade separation may reduce delay and improve LOS; however, further analysis should be conducted to determine to what extent delays may be reduced.) The City of Santa Clara cannot guarantee that intersection improvements will be implemented in a timely manner such that the Project's impact is avoided or mitigated. Additionally, adding a dedicated eastbound right turn lane with an overlap phase would fully mitigate the Project impact. Due right-of-way restrictions, this mitigation would not be feasible. (Adding a third southbound through lane would partially mitigate this impact.) Therefore, the impact is considered significant and unavoidable under Cumulative Plus Project Conditions.

- Intersection #37 Mission College Boulevard / Montague Expressway – Per VTP 2040 project #X14, the mitigation measure is to add a third southbound left-turn lane. However, this would not mitigate Project impacts. This intersection is also identified as a Tier 2 priority location for a future grade-separated interchange as part of the Comprehensive County Expressway Planning Study 2008 Update. The City of Santa Clara cannot guarantee that intersection improvements will be implemented in a timely manner such that the Project's impact is avoided or mitigated. Adding a second northbound left turn lane would fully mitigate the Project impact, but right-of-way constraints make this mitigation unfeasible. Therefore, this impact is considered significant and unavoidable.

Additionally, the City of San José's TIA Guidelines state that cumulative impacts are "considerable" at intersections where the proportion of project traffic represents 25% or more of the increase in total volume from Background No Project to Cumulative No Project conditions. (For example, if the total traffic at an intersection increases by 100 vehicles in a peak hour from Background No Project to Cumulative No Project, a project impact would be "considerable" if it added 25 or more vehicles to the intersection under Cumulative Plus Project compared to Cumulative No Project.)

For the following City of San José intersections with project impacts:

- Intersection #29 WB 237 / 1st Street – Because of the methodology in deriving Background No Project volumes, some intersections, including Intersection #29, show a reduction in volume from Background No Project to Cumulative No Project conditions. Thus, the impact at this intersection is "considerable" under Cumulative conditions because it adds more than 1 trip.
- Intersection #32 Tasman Drive / N. First Street – The proportion of project traffic at this intersection represents 6% of the increase in total volume from Background No Project to Cumulative No Project conditions. Thus, the impact at this intersection is not "considerable" under Cumulative conditions.
- Intersection #34 Rio Robles / Tasman Drive – The proportion of project traffic at this intersection represents 8% of the increase in total volume from Background No Project to Cumulative No Project conditions. Thus, the impact at this intersection is not "considerable" under Cumulative conditions.

LOS calculations were conducted for the intersections with unacceptable LOS with mitigation measures applied. The results are presented in **Table 5-3**.

Table 5-3: Cumulative Intersection Mitigation Measures

ID	Intersection	Jurisdiction	Mitigation Measure	ROW ^b Needed?	Project Responsibility	Peak Hour	Cumulative Plus Project + Mitigations	
							Delay	LOS
#4	Great America Parkway/Old Mountain View – Alviso Road	Santa Clara	No feasible improvements	N/A	0%	AM PM	N/A	N/A
#5	Great America Parkway/Tasman Drive	Santa Clara (CMP)	No feasible improvements	N/A	0%	AM PM	N/A	N/A
#9	Tasman Drive/Centennial Drive	Santa Clara	No feasible improvements	N/A	0%	AM PM	N/A	N/A
#11	Lafayette Street/Calle del Mundo	Santa Clara	No feasible improvements	N/A	0%	AM PM	N/A	N/A
#12	Lafayette Street/Calle de Luna	Santa Clara	Convert westbound approach to 1 left turn, 1 right turn	No	100%	AM PM	53.1 45.9	D- D
#13	Lafayette Street/Calle de Primavera	Santa Clara	Add second westbound left turn lane	No	% of Total Traffic	AM PM	93.2 128.9	F F
#21	Tasman Drive/Calle Del Sol	Santa Clara	Convert southbound approach to 2 left turn, 1 right turn	No	0% (City Place Mitigation)	AM PM	45.9 23.3	D- C
#24	Tasman Drive/Lick Mill Boulevard	Santa Clara	No feasible improvements	N/A	0%	AM PM	N/A	N/A
#26	Lick Mill Boulevard/Montague Expressway	Santa Clara County	No feasible improvements	N/A	0%	AM PM	N/A	N/A
#29	WB 237/1 st Street	San Jose (CMP)	No feasible improvements	N/A	0%	AM PM	N/A	N/A
#32	Tasman Drive/N. First Street	San Jose (CMP)	No feasible improvements	N/A	0%	AM PM	N/A	N/A
#34	Rio Robles/Tasman Drive	San Jose	No feasible improvements	N/A	0%	AM PM	N/A	N/A
#35	Lawrence Expressway/Tasman Drive	Santa Clara County (CMP)	No feasible improvements	N/A	0%	AM PM	N/A	N/A
#36	N. First Street/Montague Expressway	Santa Clara County (CMP)	Partial Improvement: Add 3 rd southbound through lane	No	% of Total Traffic	AM PM	193.8 >180	F F

#37	Mission College Boulevard/Montague Expressway	Santa Clara County (CMP)	No feasible improvements	N/A	0%	AM PM	N/A	N/A

Notes:

- a. An LOS D threshold is used for study intersections within San José, including CMP designated intersections. Santa Clara County intersections in San José use an LOS E threshold.
- b. 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.
- c. "100%" = The cost and construction of the proposed mitigation measure is the full responsibility of the Project Developer. These are discrete mitigation measures that either fully or partially mitigate significant Project impacts. "0%" = There is no feasible mitigation measure. "% of Total Traffic" = Project Developer 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, 2018.

6. Multi-Modal Transportation Assessment

The following section discusses pedestrian, bicycle and transit conditions that would be affected by the Tasman East Project. It includes a Quality of Service assessment to evaluate how roadway improvements included as part of the Project and as mitigation measures for intersections impact would affect the pedestrian and bicycle environments. Pedestrian, bicycle, and transit impacts are also addressed.

6.1 Pedestrian and Bicycle Access and Circulation

Existing and proposed bicycle and pedestrian facilities in the Project area are shown on **Figure 6-1** and **Figure 6-2**. Tasman East will include a network of bicycle-friendly streets and incorporate bicycle parking into all site plans to provide convenient bicycle connections to local destinations and activity centers like the Guadalupe River Trail, City Place, and nearby transit stations. Bike lanes or sharrows will be provided on both sides of all internal roadways. In addition, wide multi-use pathways serve as alternative routes from the adjacent street network and provide connections to the Guadalupe River Trail.

Sidewalks will be provided on both sides of the street on all internal roadways. In addition, wide pedestrian pathways, green space and small parks create a convenient, comfortable walking environment for internal pedestrian trips while also providing safe and convenient connections to VTA and ACE transit stations, City Place and other key destinations in the area. Intersections of pedestrian paths would employ treatments such as pedestrian bulbouts, curb extensions and enhanced crosswalks. All internal intersections and crosswalks would be well lit to help motorists see pedestrians crossing the street and pedestrian-scaled lighting will be used for nighttime safety and security.

6.1.1 Bicycle and Pedestrian QOS

Section 9.3 of the VTA TIA Guidelines requires analysis of bicycle and pedestrian facilities including the effects of site development and roadway improvements/mitigation measures on bicycle/pedestrian infrastructure, circulation, and quality of service (QOS). Currently there are no adopted significance criteria QOS; therefore, the QOS analysis was conducted for informational purposes.

Analysis Methods

The Charlotte Bicycle and Pedestrian Level of Service (LOS) methods were used to evaluate pedestrian and bicycle QOS. This methodology was developed in Charlotte, North Carolina and is based on a point system. Points are awarded for design and operational features depending on whether they improve or worsen conditions for bicyclists or pedestrians. They are based on travel speeds (streets with high travel speeds receive low points), number of travel lanes/pedestrian crossing distances (numerous lanes/long distances receive low points), and the presence of bicycle facilities. The LOS is determined by the sum of the points with LOS A receiving the highest points and LOS F receiving the lowest points, as shown in **Table 6-1**. Further explanation of the Charlotte bicycle and pedestrian LOS methods is presented in **Appendix G**.

Table 6-1: Point Totals and Corresponding Pedestrian and Bicycle Level of Service

Point	LOS
93+	A
74 – 92	B
55 – 73	C
37 – 54	D
19 – 36	E
0 – 18	F

Source: Charlotte Department of Transportation, *Connecting Charleston*, February 2007.

Analysis Results

The analysis locations include the signalized intersections around the Project site that have mitigation measures under Existing, Background and/or Cumulative Plus Project Conditions that would change the intersection lane configuration by increasing pedestrian crossing distances or adding conflict points. The analysis was also conducted for No Project Conditions to present a baseline. **Table 6-2** shows the results of the Charlotte Bicycle and Pedestrian LOS analysis.

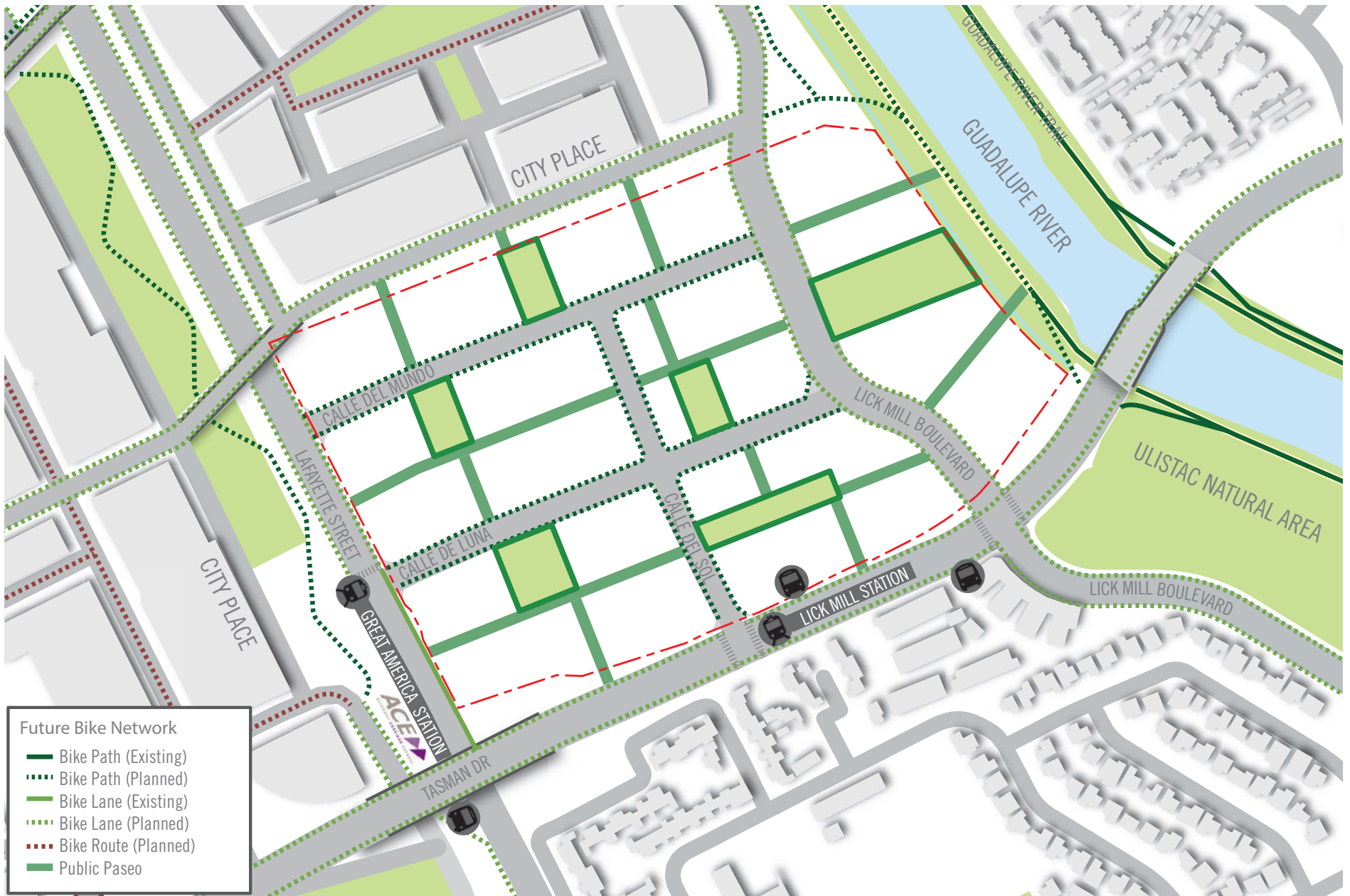


Figure 6-1

Tasman East Bicycle Network

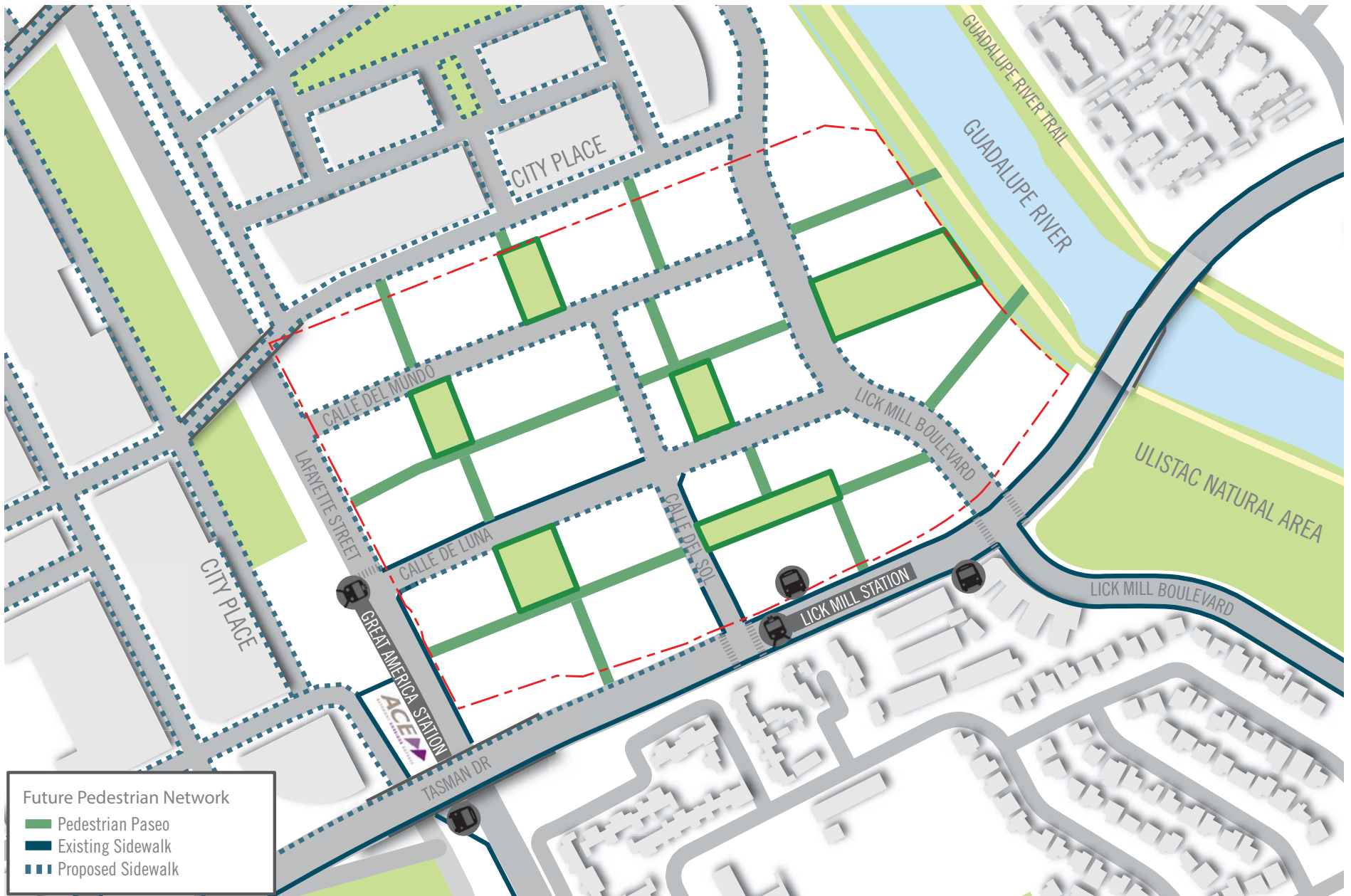


Figure 6-2

Tasman East Pedestrian Network

Table 6-2: Bicycle and Pedestrian Level of Service

Intersection		Bicycle LOS		Pedestrian LOS	
		No Project LOS (Points)	Plus Project with Mitigations LOS (Points)	No Project LOS (Points)	Plus Project with Mitigations LOS (Points)
Existing Conditions					
10	Lafayette Street / Great America Way	-- ¹	B (81)	-- ¹	D (52)
11	Lafayette Street / Calle del Mundo	-- ¹	B (75)	-- ¹	D (51)
37	Montague Expressway / Mission College Boulevard	C (55)	C (55)	E (32)	E (25)
Background Conditions					
1	Great America Parkway / WB SR 237 Ramps	D (47)	D (47)	C (72)	C (69)
10	Lafayette Street / Great America Way	-- ¹	B (81)	-- ¹	D (52)
11	Lafayette Street / Calle del Mundo	-- ¹	B (75)	-- ¹	D (51)
Cumulative Conditions					
12	Lafayette Street / Calle de Luna	B (76)	B (76)	B (74)	B (74)
13	Lafayette Street / Calle de Primavera	C (66)	C (66)	D (50)	E (35)
21	Tasman Drive / Calle del Sol	C (58)	C (58)	C (55)	D (50)
36	Montague Expressway / North First Street	C (70)	C (70)	E (20)	F (14)

Notes:

1. The Charlotte methodology is only valid for signalized intersections. Intersections 10 and 11 are signalized with mitigation and therefore not evaluated under unmitigated conditions.

Source: Fehr & Peers, 2018

Existing Conditions

Under Existing Conditions, one⁸ of the three study intersections has a bicycle level of service of LOS C or better. Although no acceptable LOS thresholds have been adopted, the results indicate that all study intersections have fair-to-good bicycle LOS. These intersections generally have designated bicycle facilities on one of their approaches. Designated bicycle facilities are not currently provided on Calle Del Mundo or Lick Mill Boulevard. For pedestrians, the study intersections have a level of service of LOS E or better. Low pedestrian LOS results are generally caused by wide crossings, such as those at Montague Expressway / Mission College Boulevard.

Mitigations did not change either the bicycle or pedestrian LOS scores under Existing Conditions. Detailed bicycle and pedestrian LOS results are included in **Appendix H**.

Background Conditions

Under Background Conditions, one⁸ of the three study intersections has a bicycle level of service of LOS D or better. Although no acceptable LOS thresholds have been adopted, the results indicate that all study intersections have fair-to-good bicycle LOS. These intersections generally have designated bicycle facilities on one of their approaches. Designated bicycle facilities are not currently provided on Calle Del Mundo or Lick Mill Boulevard. For pedestrians, the study intersections have a level of service of LOS D or better. Again, although no acceptable LOS thresholds have been adopted, the results indicate that all study intersections have fair-to-good pedestrian LOS.

Mitigations did not change either the bicycle or pedestrian LOS scores under Background Conditions. Detailed bicycle and pedestrian LOS results are included in **Appendix H**.

Cumulative Conditions

Under Cumulative Conditions, all three study intersections have a bicycle level of service of LOS C or better. Although no acceptable LOS thresholds have been adopted, the results indicate that all study intersections have fair-to-good bicycle LOS. These intersections generally have designated bicycle facilities on one of their approaches. For pedestrians, the study intersections have a level of services ranging between LOS E and LOS B. Montague Expressway / North First Street, which has the only pedestrian LOS E under Cumulative Conditions, has wide pedestrian crossings. Wide pedestrian crossings contribute to lower pedestrian level of service.

⁸ Lafayette Street / Calle Del Mundo and Lafayette Street / Great America Way intersections will be signalized as a mitigation measure. They were therefore not evaluated under No Project Conditions but were evaluated under Plus Project With Mitigations Conditions.

Mitigations did not change the bicycle LOS scores under Cumulative Conditions. Three intersections (Intersection #13, #21, and #36) degrade in pedestrian LOS with mitigations. All of these intersections have mitigations that would widen roads to provide more vehicle capacity. While this benefits vehicles, wider pedestrian crossings contribute to lower pedestrian level of service. Detailed bicycle and pedestrian LOS results are included in **Appendix H**.

6.1.2 Pedestrian and Bicycle Impacts

The Project will provide additional sidewalks and bicycling facilities improving the pedestrian and bicycling networks and providing improved access to local transit stations as well as nearby land uses.

Pedestrian Facilities

The Tasman East Project would generate pedestrian travel between the Project area and surrounding land uses, including substantial numbers of pedestrians traveling between the Project area and adjacent transit stops and stations, primarily the Great America ACE/Capitol Corridor (Amtrak) station and the Lick Mill light rail station. Pedestrian facilities are planned to be constructed on all internal streets in conjunction with development of the Tasman East Area. This includes new sidewalks and street crossings on Calle de Luna, Calle del Sol, Calle del Mundo and the Lick Mill Extension. New sidewalks and pedestrian crossings will support internal walking accessibility and circulation.

However, the existing gaps in the sidewalk network adjacent to the Project area limit access to some nearby destinations. Sidewalks are missing on the north side of Tasman Drive between Centennial Boulevard and Calle Del Sol. Sidewalks will be added to this segment as a mitigation measure from the City Place project, but not necessarily prior to development of Phases 1-3 of that project. This sidewalk gap creates a hazardous condition for pedestrians that may be using this route to travel west on Tasman Drive to the Great America ACE/Capitol Corridor Station and other destinations to the west, and is therefore a significant impact.

Mitigation is to add the missing sidewalk on the north side of Tasman Drive between the west side of the Lafayette Street overcrossing and Calle Del Sol. The City Place project is responsible for implementing this mitigation. This mitigation would reduce impacts to less-than-significant levels, but the pedestrian impact would remain significant and unavoidable until the gap is closed.

Bicycle Facilities

The Project will generate bicycle travel primarily by residents as a commute mode and as an access mode to transit. The Project would provide an on-street bicycle network with connections to the Guadalupe River Trail, and other existing and planned bicycle facilities.

The City of Santa Clara also has plans to support bicycle use in the Project area by constructing bike lanes on Lafayette Street, Tasman Drive, and Great America Parkway north of Great America Way. The site is adjacent to the Guadalupe River, which has a paved bike path along the east bank and an unpaved path on the west bank adjacent to the site. This path connects to the Bay Trail to the north of the site. It can also be used by bicycle commuters to the site traveling to and from locations to the south. The Project provides adequate bicycle access to the Bay Trail and points south along the Guadalupe River Trail. As a result, bicycle impacts are considered to be less than significant.

Pedestrian and Bicycle Circulation Recommendations

Some considerations are provided below to support bicycle and pedestrian safety at unsignalized intersections throughout the site. The solutions depend on a variety of factors – including, but not limited to, vehicle, bicycle, and pedestrian volume, vehicle speeds, and number of travel lanes. Further study would be required to determine the appropriate treatment at each distinct location.

- Adequate sight distance: Providing adequate sight distance for cyclists and pedestrians supports safer intersections by allowing them to accurately judge the gaps in traffic and how much time they have to cross. The same principle applies to vehicle drivers – drivers are able to see cyclists and pedestrians and yield appropriately. Sight distance should be maintained by setting back buildings far enough from the intersection to allow for full visibility and trimming trees and other vegetation. Where applicable, street parking should be prohibited near uncontrolled crossings to further improve sight distance.
- Traffic calming: Traffic calming can slow vehicles, providing more time for negotiating uncontrolled intersections safely and more time for vehicle drivers, pedestrians, and cyclists to see each other and yield appropriately. Traffic calming can be deployed using narrow vehicle travel lanes and tighter curb radii (less than 40 feet) to promote slower vehicle speeds both while traveling on the roadway and negotiating turns.
- Intersection-specific treatments: More specific treatments can be considered at intersections depending on the amount of vehicle, bicycle, and pedestrian traffic and other physical features. These treatments include:
 - Curb extensions
 - Median refuge islands
 - High-visibility crosswalks with advanced warning signage and yield-line pavement markings
 - A flashing pedestrian beacons

6.2 Transit Evaluation

This section identifies potential Project impacts to transit within the study area. Transit impacts are considered significant if the proposed Project would conflict with existing or planned transit facilities, generates potential transit trips in excess of available capacity, or does not provide adequate facilities for pedestrians and bicyclists to access transit routes and stops.

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 6-3**.

Table 6-3: 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	
57	AM	6.4	0.7	4.3	2.2	12.9	5.9	Great America Parkway ¹ , Mission College Boulevard ²
	PM	0.4	3.9	4.7	4.3	9.5	6.8	
60	AM	6.6	-0.3	2.4	0.4	6.3	4.5	Great America Parkway ¹ , Mission College Boulevard ²
	PM	-3.3	2.5	2.5	6.6	37.3	13.1	
Light Rail 902	AM	3.7	27.9	4.3	95.4	2.8	136.6	Tasman Drive ³
	PM	116.7	9.3	165.4	41.3	162.4	180.8	

Notes:

1. Great America Parkway corridor is defined as between Tasman Drive and US 101 Southbound Ramps for Route 57, and as between Tasman Drive and Mission College Boulevard for Route 60.
2. Mission College Boulevard corridor is defined as between the bus stop at Mission College and Montague Expressway.
3. Tasman Drive corridor is defined as between Great America Parkway and North First Street.

Source: Fehr & Peers, April 2018.

As shown in **Table 6-3**, the traffic created by the Project will increase travel times by less than 30 seconds for Route 57 under all scenarios, and Route 60 for all scenarios except during the Cumulative Plus Project PM peak hour in the northbound direction. The additional delay of 37.3 seconds added by the project on Route 60 during the Cumulative Plus Project PM peak hour constitutes four percent of the total travel time on that route.

Along the Tasman Drive corridor, Light Rail Route 902 is projected to incur delay greater than 60 seconds in the eastbound direction during the PM peak hour for most scenarios and the westbound direction during the AM peak hour for the Background Plus Project and Cumulative Plus Project scenarios. The longest-delay

result of 180.8 seconds on Light Rail Route 902, constitutes less than one percent of the total travel time on that route.

6.2.1 Transit Impacts

The proposed 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.

Neither the City nor VTA has established policies or quantitative significance criteria related to transit vehicle delay; however, development under the Specific Plan would contribute approximately two to three minutes of delay during the peak commute period for Light Rail Route 902 which would be considered significant by the City of Santa Clara. At signalized intersections along Tasman Drive, light-rail vehicles are given signal priority. The Project would not change this operating protocol. Therefore, there are no feasible mitigation measures.

Additional transit riders generated by the project would typically use the Santa Clara/Great America Capitol Corridor and ACE station or the Lick Mill VTA Light Rail station. Each of these stations has platform capacity to accommodate passengers waiting for trains. Based on current ridership levels, the incremental amount of new transit riders using these stations is not expected to result in overcrowded platforms or over-capacity transit vehicles. In addition, VTA bus transit service within the immediate study area operates below capacity, and additional trips generated by the proposed Project could be accommodated by existing bus service.

The Project will improve sidewalks on Tasman Drive and provide pedestrian crossing facilities. The City of Santa Clara would work with the VTA to identify other feasible transit priority measures for Tasman Drive and Great America Parkway that may include contributions to projects that improve transit speed and reliability such as:

- Installing pedestrian wayfinding systems;
- Adding curb extensions at intersections along the Project frontage to shorten crossing distances;
- Modifying signal timing and/or signal equipment for bicyclists and pedestrians; and
- Implementing pedestrian crosswalk sensors to allow pedestrian crossing times to be dynamically adjusted.

7. Vehicle Miles Traveled

The Tasman East project would change automobile traffic patterns and generate new automobile trips on the surrounding street network. Vehicle miles traveled (VMT) is a measure of the distance that people will travel in a light duty truck or passenger automobile. The VMT generated by the Project is measured for the purpose of analyzing greenhouse gas emissions and criteria air pollutants generated by the Project.

The Project VMT is calculated by multiplying the number of daily Project trips by the average trip length based on land use. Average trip lengths were obtained for north Santa Clara from the California Household Travel Survey. The resulting daily VMT for build out of the Project is 157,310 miles as shown in **Table 7-1**.

Table 7-1: Daily Project Trips and Vehicle Miles Traveled

	Internal ¹	External	Total
Housing (Project)²			
Daily Number of Trips (a)	2,004	24,021	26,025
Average Trip Length (b)	1	5.8	-
(1) VMT (a x b) ³	2,004	139,320	141,324
Retail (Project)²			
Daily Number of Trips (a)	516	6,186	6,702
Average Trip Length (b)	1	2.5	-
(2) VMT (a x b) ³	516	15,470	15,986
Total VMT (1 + 2)	2,520	154,790	157,310

Notes:

1. The number of trips internalized to the site is obtained from MainStreet as described in the trip generation section of the report, excluding transit trips. School trips are excluded from this analysis because school VMT is assumed to be part of residential VMT totals. As a result, no additional school-specific VMT is expected to be generated beyond the total residential VMT.
2. The trip length for residential land uses is obtained from the California Household Travel Survey data for northern Santa Clara. Retail average vehicle trip length based on typical vehicle trip distance to nearby retail centers. Trip lengths rounded to the nearest tenth of a mile.
3. VMT is calculated by multiplying the average trip length for each land use by the total number of auto trips for each land use.

Source: Fehr & Peers, April 2018.

VMT Per Capita

VMT per capita was estimated based on general population values for each land use. The number of employees and/or residents on the Project site is shown in **Table 7-2**. Daily VMT per capita is calculated by dividing the daily VMT by the population for each land use type.

Table 7-2: Vehicle Miles Traveled per Capita

Land Use	Housing	Retail	School	Total Employment (Retail and School)	Total Housing and Employment
Size	4,500	106	N/A	N/A	N/A
Population Density (persons/unit or emp/ksf) ¹	2.73	2.5	N/A	N/A	N/A
Population	12,285	265	50	315	12,600
VMT	141,324	15,986	N/A	15,986	157,310
VMT per Capita	11.5	-	-	50.7	12.5

Notes:

1. Population density based on typical rates of household population per unit from California Department of Finance and employees per thousand square feet in retail uses. School population estimates provided by David J. Powers Associates, Inc. in April 2018.
2. VMT per capita is calculated by dividing total VMT by the total population for a given land use.

Source: Fehr & Peers, April 2018.

Combined, the Project's daily VMT per capita would be 12.5. 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 to one another. Additionally, VMT per capita is a metric that will be considered for CEQA analysis in the future.

Additionally, the entire Tasman East project area is located within 0.5 miles of the Great America transit station and the Lick Mill VTA station. This increases the likelihood that Project trips could be taken by transit, thus reducing total 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 in close proximity to regional job centers in North San Jose, 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 or per service population (i.e. residents plus employees) basis. Retail and school land uses within the Tasman East area are considered to be supporting uses to the residential units, so they would also have an overall beneficial effect on regional VMT by helping reduce trip distances.

7.2 Vehicle Miles Traveled Impacts

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) has provided guidance on a threshold for determining a VMT impact. Final guidelines were released in November 2017; however, it gives lead agencies up to two years to adopt specific VMT thresholds. Until such guidance is adopted by the City of Santa Clara, there are no thresholds for VMT and therefore no impacts for the Project that are identified.

8. 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.

8.1 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 at least 30 left turning vehicles during either AM or PM peak hours, including freeway off-ramps. The following ten intersection movements were selected:

- Intersection #1 Great America Parkway / WB SR 237 Ramps
- Intersection #2 Great America Parkway / EB SR 237 Ramps
- Intersection #5 Great America Parkway / Tasman Drive
- Intersection #8 Bowers Avenue / US 101 SB Ramps
- Intersection #12 Lafayette Street / Calle De Luna
- Intersection #17 Lafayette Street / Montague Expressway WB
- Intersection #21 Tasman Drive / Calle Del Sol
- Intersection #24 Tasman Drive / Lick Mill Boulevard
- Intersection #26 Lick Mill Boulevard / Montague Expressway
- Intersection #29 WB 237 / 1st Street

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 8-1**.

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 8-1** for intersections where queue length is exceeded in the Plus Project condition.

Table 8-1: Left-turn Queue Analysis

Intersection	Pocket	Available Storage Length ¹ (feet)	Peak Hour	Number of Left Turning Existing (Background) Project Trips	Projected Queue Length (feet) ²		Improvements <i>(presented for informational purposes only – not intended as mitigation measures)</i>
					Existing (Existing Plus Project)	Background (Background Plus Project)	
1	Great America Parkway / WB SR 237 Ramps	NBL	AM PM	135 (127) 46 (41)	100 (225) 150 (200)	450 (700) 625 (675)	Additional capacity not available by widening or restriping. Increase signal timing for the northbound left movement or implement ITS, such as advanced signal loop detectors or video image detectors to improve queuing.
		WBL	AM PM	14 (7) 127 (56)	450 (600) 225 (300)	1025 (1350) 450 (500)	Additional capacity not available by widening or restriping. Increase signal timing for the westbound left movement or implement ITS, such as advanced signal loop detectors or video image detectors to improve queuing.
2	Great America Parkway / EB SR 237 Ramps	EBL	AM PM	22 (13) 206 (108)	225 (250) 175 (350)	350 (375) 325 (450)	Approximately 300 feet of capacity for one left-turn lane is available by restriping shared left-through lane. Additional capacity is also available by widening and restriping approach to include an exclusive left-turn lane.
5	Great America Parkway / Tasman Drive	SBL	AM PM	4 (4) 41 (33)	100 (100) 300 (425)	325 (325) 700 (875)	Approximately 200 feet of capacity for one left-turn lane is available by physically altering the median.
		WBL	AM PM	200 (169) 69 (55)	225 (325) 325 (425)	275 (325) 500 (725)	Approximately 175 feet of capacity for one left-turn lane is available by physically altering the median.
8	Bowers Avenue / US 101 SB Ramps	EBL	AM PM	11 (10) 100 (79)	475 (500) 275 (325)	725 (725) 325 (375)	No improvement needed.
12	Lafayette Street / Calle De Luna	SBL	AM PM	243 (122) 243 (122)	75 (150) 200 (525)	75 (125) 275 (450)	Approximately 90 feet of additional capacity is available by removing the uncontrolled northbound left-turn at Lafayette Street / Calle Del Mundo.

Table 8-1: Left-turn Queue Analysis

Intersection	Pocket	Available Storage Length ¹ (feet)	Peak Hour	Number of Left Turning Existing (Background) Project Trips	Projected Queue Length (feet) ²		Improvements (presented for informational purposes only – not intended as mitigation measures)
					Existing (Existing Plus Project)	Background (Background Plus Project)	
17 Lafayette Street / Montague Expressway WB	SBL	210	AM PM	53 (43) 53 (43)	525 (775) 500 (600)	550 (775) 525 (625)	Additional SBL capacity is needed, approximately 300 feet of capacity is available by physically altering the median.
21 Tasman Drive / Calle Del Sol	EBL	590	AM PM	207 (165) 207 (165)	25 (50) 100 (250)	75 (75) 200 (325)	No improvement needed.
24 Tasman Drive / Lick Mill Boulevard	EBL	140	AM PM	207 (165) 207 (165)	25 (50) 0 (250)	25 (50) 0 (225)	Additional EBL capacity is needed, up to 100 feet of capacity is available by physically altering the median.
26 Lick Mill Boulevard / Montague Expressway	EBL	480	AM PM	83 (65) 83 (65)	300 (300) 475 (600)	300 (300) 450 (550)	Additional EBL capacity is needed, though capacity is not available by physically altering the median. Increase signal timing for the eastbound left movement or implement ITS, such as advanced signal loop detectors or video image detectors to improve queuing.
	SBL	225	AM PM	31 (25) 31 (25)	375 (550) 450 (525)	275 (325) 1025 (1075)	Approximately 100 feet of capacity is available by removing on-street parking and restriping southbound approach for addition length for the inner left-turn lane.
29 WB 237 / 1st Street	WBL	435	AM PM	113 (132) 113 (132)	75 (75) 75 (125)	50 (75) 75 (125)	No improvement needed.

Notes:

1. Storage length is the length of the longest left turn lane.
2. Queue length is measured in feet for one lane.
3. Storage length for Intersection #2 Great America Parkway / EB SR 237 Ramps is the length of the shared left-through lane.
4. Bold text indicates projected queue length exceeds available storage length.

Source: Fehr & Peers, April 2018.

8.2 Freeway On-Ramp Queuing Analysis

The freeway ramp analysis was conducted to assess increases in peak period ramp queue lengths with the addition of Project traffic and its effects on freeway and local street operations. Ramp queueing is not considered an environmental impact, but rather an operational consideration that is managed over time by Caltrans and local jurisdictions. Thus, the results are provided for informational purposes only.

Freeway ramps were analyzed for Existing plus Project and Background plus Project conditions. Metered on-ramps to which Project traffic was added were included in this analysis. Caltrans operates dynamic metering rates based on the queues on the freeways and on the ramps. Therefore, the on-ramp queues were evaluated at the minimum and maximum metering rates to show the potential range of queues at the given ramp. For all ramps analyzed, the minimum metering rate is assumed as 300 vehicles per hour per lane, and the maximum metering rate is assumed as 900 vehicles per hour per lane.

Under Existing plus Project conditions, five of six queues are anticipated to remain within the available storage when operating at the maximum ramp metering rate (compared to six of six queues under Existing No Project conditions). The westbound on-ramp queue for SR 237 at Great America Parkway would exceed storage capacity during the AM peak period under Existing Plus Project conditions.

In addition, the on-ramp at the Montague Expressway / US 101 interchange was qualitatively evaluated to determine if Project traffic could result in additional ramp queueing. The loop on-ramp from westbound Montague Expressway to southbound US 101 is the only on-ramp at that interchange that is expected to have Project traffic during peak periods. This on-ramp includes existing ramp meters with an HOV bypass lane. Project traffic volumes would be approximately 200 vehicles per hour during the AM peak hour and less than 100 vehicles per hour during the PM peak hour. As a result, there is the potential that on-ramp queues could increase due to Project traffic. However, southbound US 101 traffic during the AM peak hour is relatively uncongested, meaning that ramp metering rates would be set to a higher range. This would reduce the likelihood of project-related queueing occurring at this on ramp. There would be substantially less Project traffic during the PM peak hour, which also suggests that Project related queueing would be minor at the Montague Expressway interchange.

Table 8-2: Existing Plus Project Freeway On-Ramp Analysis

On-Ramp	Storage Capacity (ft) ¹	Peak Period ²	Existing No Project		Existing Plus Project	
			Ramp Volume	Queue (ft) ³ "Min. / Max."	Ramp Volume	Queue (ft) ³ "Min. / Max."
SR 237 WB – Great America Parkway	1,200	AM PM	520 510	0 / 2,940 0 / >5,000	865 562	1,860 / >5,000 0 / >5,000
SR 237 EB – Great America Parkway	1,650	AM PM	390 750	0 / 1,050 0 / >5,000	520 795	0 / 2,190 0 / >5,000
US 101 NB – Great America Parkway	1,050	AM PM	340 720	0 / 1,140 0 / >5,000	442 755	0 / 2,160 0 / >5,000

Notes:

1. Vehicle storage capacity is defined as the length of the longest mixed-flow lane available for vehicle queuing. Length is measured from gore point to gore point or where any queue spillback has the potential to block other movements.
2. AM peak period – 6:00 AM to 9:00 AM. PM peak period – 3:00 PM to 7:00 PM.
3. Minimum and maximum queues estimated using assumed metering rates. For all ramps analyzed, the minimum metering rate is assumed as 300 vehicles per hour per lane, and the maximum metering rate is assumed as 900 vehicles per hour per lane.

Source: Fehr & Peers, April 2018.

Under Background Plus Project conditions, three of six queues are anticipated to remain within the available storage when operating at the maximum ramp metering rate (compared to three of six queues under Background No Project conditions). The westbound on-ramp queue for State Route 237 at Great America Parkway would exceed storage capacity during the AM and PM peak periods under Background Plus Project conditions. The eastbound on-ramp queue for State Route 237 at Great America Parkway would also exceed storage capacity during the PM peak period under Background Plus Project conditions.

The Montague Expressway / US 101 interchange was also qualitatively under Background plus Project conditions. The number of Project trips under Background plus Project conditions would be less than under Existing plus Project conditions at this interchange. Therefore, any Project generated queuing is likely to be relatively minor at the Montague Expressway interchange under Background plus Project conditions.

Table 8-3: Background Plus Project Freeway On-Ramp Analysis

On-Ramp	Storage Capacity (ft) ¹	Peak Period ²	Background No Project		Background Plus Project	
			Ramp Volume	Queue (ft) ³ "Min. / Max."	Ramp Volume	Queue (ft) ³ "Min. / Max."
SR 237 WB – Great America Parkway	1,200	AM	960	2,820 / >5,000	1,247	>5,000 / >5,000
		PM	1,760	>5,000 / >5,000	1,854	>5,000 / >5,000
SR 237 EB – Great America Parkway	1,650	AM	780	0 / 4,380	842	390 / 4,890
		PM	1,650	>5,000 / >5,000	1,670	>5,000 / >5,000
US 101 NB – Great America Parkway	1,050	AM	370	0 / 1,440	457	0 / 2,310
		PM	860	660 / >5,000	860	660 / >5,000

Notes:

1. Vehicle storage capacity is defined as the length of the longest mixed-flow lane available for vehicle queuing. Length is measured from gore point to gore point or where any queue spillback has the potential to block other movements.
2. AM peak period – 6:00 AM to 9:00 AM. PM peak period – 3:00 PM to 7:00 PM.
3. Minimum and maximum queues estimated using assumed metering rates. For all ramps analyzed, the minimum metering rate is assumed as 300 vehicles per hour per lane, and the maximum metering rate is assumed as 900 vehicles per hour per lane.

Source: Fehr & Peers, April 2018.

Appendices

Appendix A. Existing Traffic Counts

Traffic Data Service

Campbell, CA

(408) 377-2988

tdsbay@cs.com

File Name : 1AM FINAL

Site Code : 00000001

Start Date : 3/11/2014

Page No : 1

Groups Printed- Vehicles - Heavy Vehicles

	GREAT AMERICA PKWY Southbound					SR-237 WB RAMPS Westbound					GREAT AMERICA PKWY Northbound					SR-237 WB RAMPS 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	60	13	0	3	76	23	0	136	0	159	0	26	24	0	50	0	0	0	0	0	285
07:15 AM	65	11	0	2	78	23	0	144	0	167	0	45	29	0	74	0	0	0	0	0	319
07:30 AM	107	10	0	1	118	34	1	129	0	164	0	50	46	0	96	0	0	0	0	0	378
07:45 AM	93	21	0	3	117	33	0	192	1	226	0	61	22	0	83	0	0	0	2	2	428
Total	325	55	0	9	389	113	1	601	1	716	0	182	121	0	303	0	0	0	2	2	1410
08:00 AM	103	18	0	3	124	51	0	193	0	244	0	61	30	0	91	0	0	0	0	0	459
08:15 AM	104	15	0	6	125	44	2	237	0	283	0	57	32	0	89	0	0	0	0	0	497
08:30 AM	92	16	0	3	111	38	0	196	0	234	0	64	26	0	90	0	0	0	2	2	437
08:45 AM	83	15	0	5	103	53	0	245	0	298	0	83	50	0	133	0	0	0	0	0	534
Total	382	64	0	17	463	186	2	871	0	1059	0	265	138	0	403	0	0	0	2	2	1927
09:00 AM	105	17	0	4	126	64	0	242	0	306	0	64	37	0	101	0	0	0	0	0	533
09:15 AM	88	17	0	4	109	43	0	262	0	305	0	65	27	0	92	0	0	0	0	0	506
09:30 AM	76	11	0	4	91	43	0	253	0	296	0	60	40	0	100	0	0	0	0	0	487
09:45 AM	54	23	0	1	78	39	0	277	0	316	0	70	22	0	92	0	0	0	0	0	486
Total	323	68	0	13	404	189	0	1034	0	1223	0	259	126	0	385	0	0	0	0	0	2012
Grand Total	1030	187	0	39	1256	488	3	2506	1	2998	0	706	385	0	1091	0	0	0	4	4	5349
Apprch %	82	14.9	0	3.1		16.3	0.1	83.6	0		0	64.7	35.3	0		0	0	0	100		
Total %	19.3	3.5	0	0.7	23.5	9.1	0.1	46.8	0	56	0	13.2	7.2	0	20.4	0	0	0	0.1	0.1	
Vehicles	1023	185	0	39	1247	484	3	2488	1	2976	0	704	375	0	1079	0	0	0	4	4	5306
% Vehicles	99.3	98.9	0	100	99.3	99.2	100	99.3	100	99.3	0	99.7	97.4	0	98.9	0	0	0	100	100	99.2
Heavy Vehicles	7	2	0	0	9	4	0	18	0	22	0	2	10	0	12	0	0	0	0	0	43
% Heavy Vehicles	0.7	1.1	0	0	0.7	0.8	0	0.7	0	0.7	0	0.3	2.6	0	1.1	0	0	0	0	0	0.8

	GREAT AMERICA PKWY Southbound				SR-237 WB RAMPS Westbound				GREAT AMERICA PKWY Northbound				SR-237 WB RAMPS 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 08:45 AM																	
08:45 AM	83	15	0	98	53	0	245	298	0	83	50	133	0	0	0	0	529
09:00 AM	105	17	0	122	64	0	242	306	0	64	37	101	0	0	0	0	529
09:15 AM	88	17	0	105	43	0	262	305	0	65	27	92	0	0	0	0	502
09:30 AM	76	11	0	87	43	0	253	296	0	60	40	100	0	0	0	0	483
Total Volume	352	60	0	412	203	0	1002	1205	0	272	154	426	0	0	0	0	2043
% App. Total	85.4	14.6	0		16.8	0	83.2		0	63.8	36.2		0	0	0		
PHF	.838	.882	.000	.844	.793	.000	.956	.984	.000	.819	.770	.801	.000	.000	.000	.000	.966

Traffic Data Service

Campbell, CA

(408) 377-2988

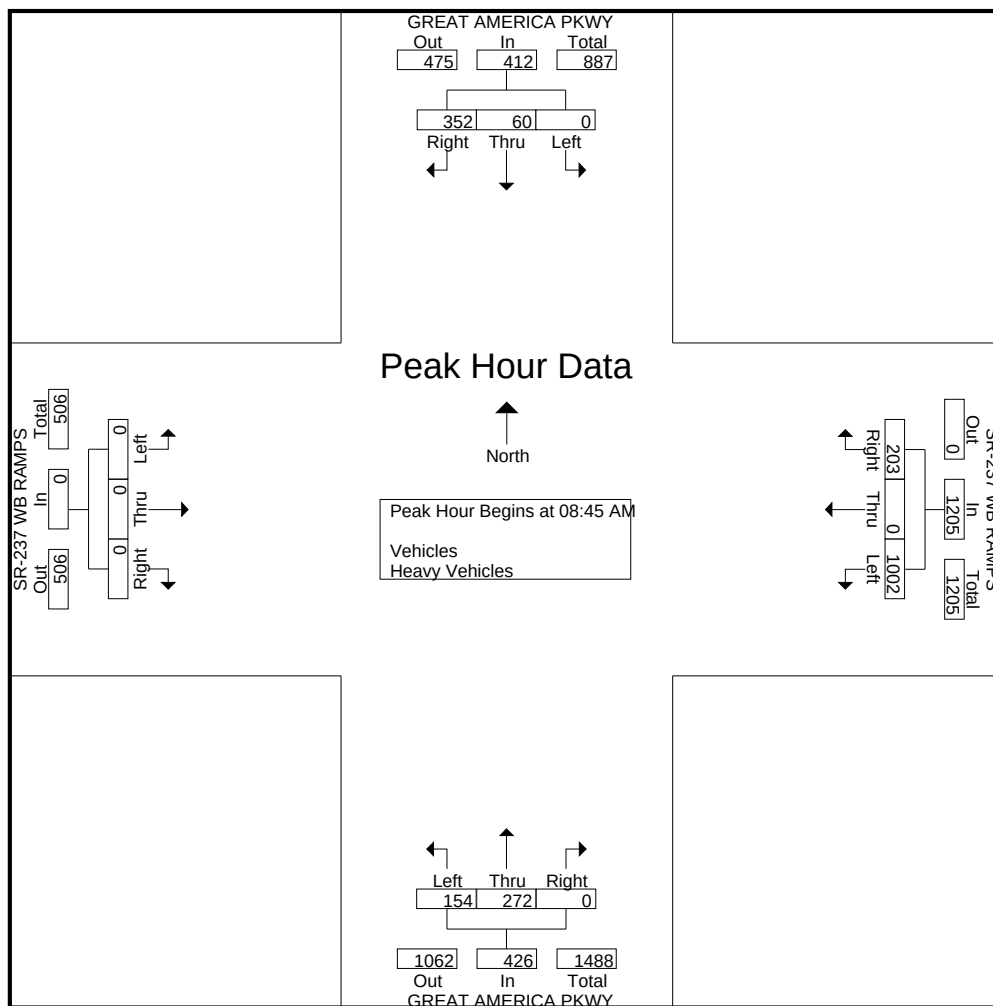
tdsbay@cs.com

File Name : 1AM FINAL

Site Code : 00000001

Start Date : 3/11/2014

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Groups Printed- Vehicles

	GREAT AMERICA PKWY Southbound				SR-237 WB RAMPS Westbound				GREAT AMERICA PKWY Northbound				SR-237 WB RAMPS 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 08:45 AM																	
08:45 AM	83	15	0	98	53	0	242	295	0	83	50	133	0	0	0	0	526
09:00 AM	105	17	0	122	64	0	241	305	0	64	36	100	0	0	0	0	527
09:15 AM	88	17	0	105	43	0	261	304	0	65	26	91	0	0	0	0	500
09:30 AM	75	11	0	86	43	0	252	295	0	60	38	98	0	0	0	0	479
Total Volume	351	60	0	411	203	0	996	1199	0	272	150	422	0	0	0	0	2032
% App. Total	85.4	14.6	0		16.9	0	83.1		0	64.5	35.5		0	0	0		
PHF	.836	.882	.000	.842	.793	.000	.954	.983	.000	.819	.750	.793	.000	.000	.000	.000	.964

Traffic Data Service

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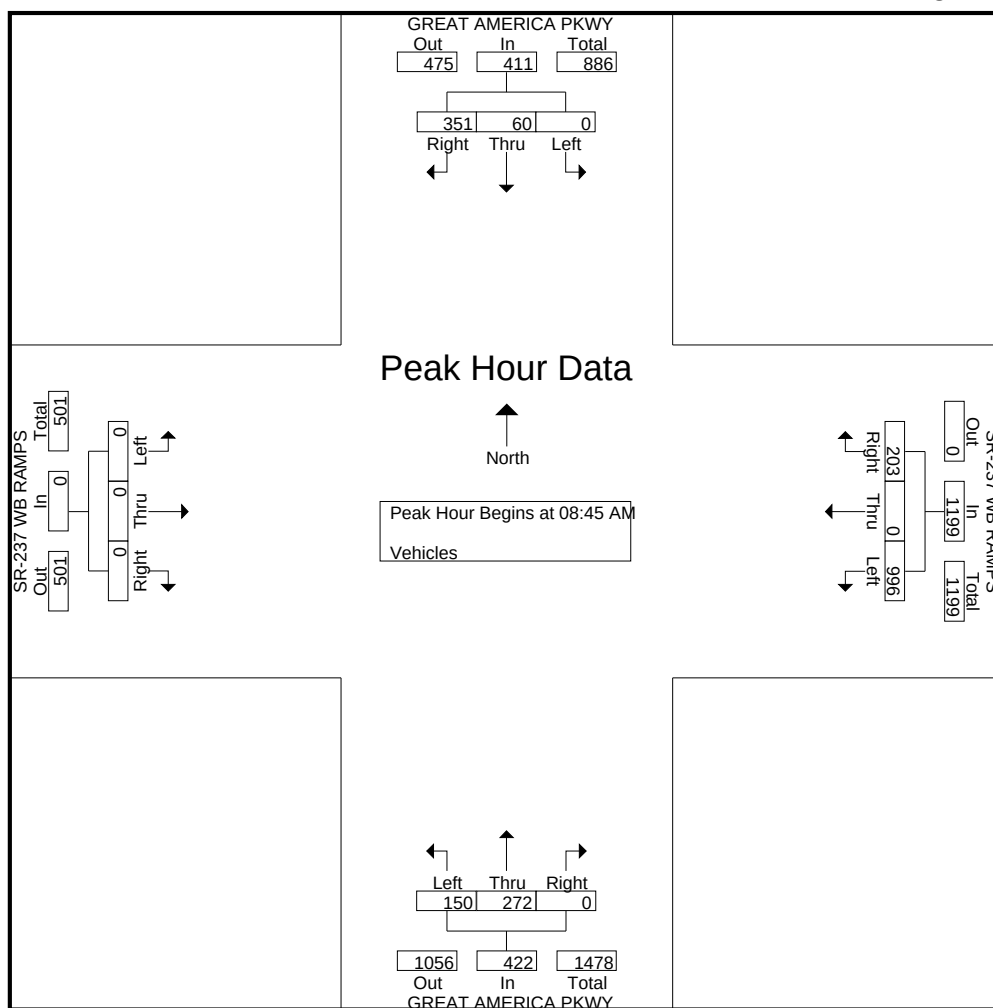
tdsbay@cs.com

File Name : 1AM FINAL

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Start Date : 3/11/2014

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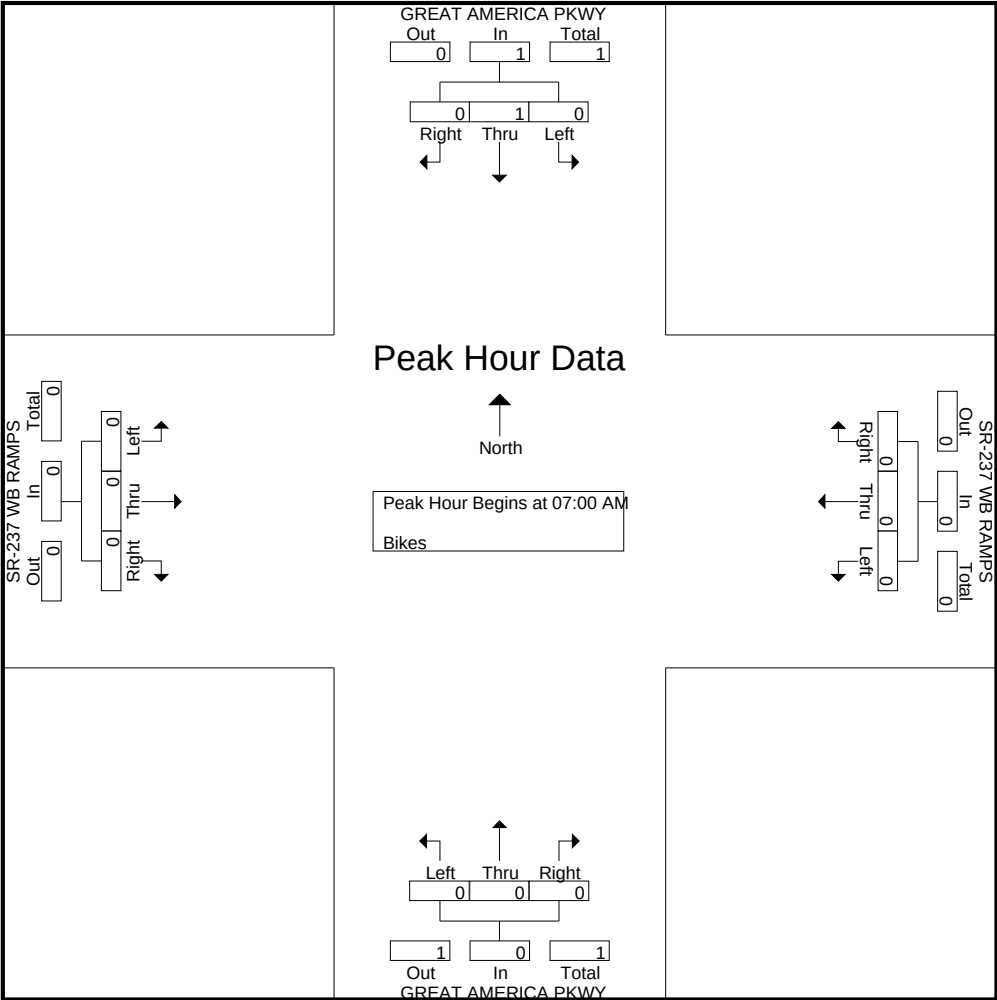
Groups Printed- Bikes

[illegible]

Traffic Data Service

Campbell, CA
(408) 377-2988
tdsbay@cs.com

File Name : 1AM FINAL
Site Code : 00000001
Start Date : 3/11/2014
Page No : 2



Traffic Data Service

Campbell, CA

(408) 377-2988

tdsbay@cs.com

File Name : 1AM FINAL

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Page No : 1

Groups Printed- Heavy Vehicles

	GREAT AMERICA PKWY Southbound					SR-237 WB RAMPS Westbound					GREAT AMERICA PKWY Northbound					SR-237 WB RAMPS 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	1	0	0	2	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	5
07:15 AM	1	0	0	0	1	0	0	5	0	5	0	0	2	0	2	0	0	0	0	0	8
07:30 AM	0	1	0	0	1	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0	3
07:45 AM	2	0	0	0	2	2	0	1	0	3	0	0	0	0	0	0	0	0	0	0	5
Total	4	2	0	0	6	2	0	10	0	12	0	0	3	0	3	0	0	0	0	0	21
08:00 AM	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	1	0	0	0	1	2	0	0	0	2	0	1	1	0	2	0	0	0	0	0	5
08:45 AM	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	3
Total	2	0	0	0	2	2	0	3	0	5	0	1	2	0	3	0	0	0	0	0	10
09:00 AM	0	0	0	0	0	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0	2
09:15 AM	0	0	0	0	0	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0	2
09:30 AM	1	0	0	0	1	0	0	1	0	1	0	0	2	0	2	0	0	0	0	0	4
09:45 AM	0	0	0	0	0	0	0	2	0	2	0	1	1	0	2	0	0	0	0	0	4
Total	1	0	0	0	1	0	0	5	0	5	0	1	5	0	6	0	0	0	0	0	12
Grand Total	7	2	0	0	9	4	0	18	0	22	0	2	10	0	12	0	0	0	0	0	43
Apprch %	77.8	22.2	0	0		18.2	0	81.8	0		0	16.7	83.3	0		0	0	0	0	0	
Total %	16.3	4.7	0	0	20.9	9.3	0	41.9	0	51.2	0	4.7	23.3	0	27.9	0	0	0	0	0	

	GREAT AMERICA PKWY Southbound					SR-237 WB RAMPS Westbound					GREAT AMERICA PKWY Northbound					SR-237 WB RAMPS 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 07:00 AM																					
07:00 AM	1	1	0	2		0	0	3	3		0	0	0	0		0	0	0	0		5
07:15 AM	1	0	0	1		0	0	5	5		0	0	2	2		0	0	0	0		8
07:30 AM	0	1	0	1		0	0	1	1		0	0	1	1		0	0	0	0		3
07:45 AM	2	0	0	2		2	0	1	3		0	0	0	0		0	0	0	0		5
Total Volume	4	2	0	6		2	0	10	12		0	0	3	3		0	0	0	0		21
% App. Total	66.7	33.3	0			16.7	0	83.3			0	0	100			0	0	0			
PHF	.500	.500	.000	.750		.250	.000	.500	.600		.000	.000	.375	.375		.000	.000	.000	.000		.656

Traffic Data Service

Campbell, CA

(408) 377-2988

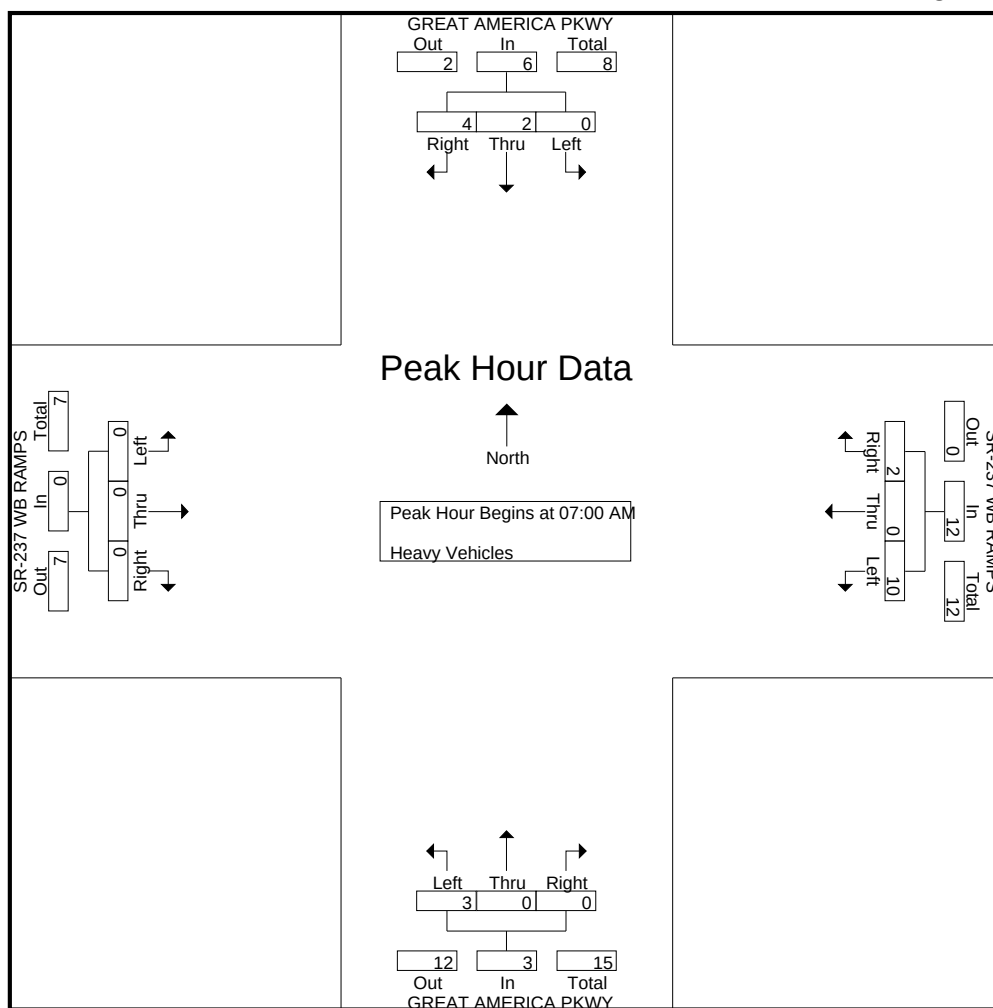
tdsbay@cs.com

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Campbell, CA

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File Name : 1PM FINAL

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Groups Printed- Vehicles - Heavy Vehicles

	GREAT AMERICA PKWY Southbound					SR-237 WB RAMPS Westbound					GREAT AMERICA PKWY Northbound					SR-237 WB RAMPS 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	41	26	0	2	69	33	1	95	0	129	0	66	68	0	134	0	0	0	1	1	333
04:15 PM	50	33	0	5	88	27	0	77	0	104	0	41	70	0	111	0	0	0	0	0	303
04:30 PM	56	36	0	4	96	46	0	115	0	161	0	69	45	0	114	0	0	0	0	0	371
04:45 PM	46	27	0	2	75	37	1	111	0	149	0	53	66	0	119	0	0	0	0	0	343
Total	193	122	0	13	328	143	2	398	0	543	0	229	249	0	478	0	0	0	1	1	1350
05:00 PM	47	36	0	7	90	55	1	137	1	194	0	60	66	0	126	0	0	0	0	0	410
05:15 PM	68	37	0	5	110	38	1	116	0	155	0	77	72	0	149	0	0	0	0	0	414
05:30 PM	60	34	0	2	96	45	3	119	0	167	0	99	81	0	180	0	0	0	0	0	443
05:45 PM	44	33	0	3	80	69	0	106	0	175	0	109	61	0	170	0	0	0	0	0	425
Total	219	140	0	17	376	207	5	478	1	691	0	345	280	0	625	0	0	0	0	0	1692
06:00 PM	52	29	0	7	88	57	0	104	0	161	0	76	70	0	146	0	0	0	0	0	395
06:15 PM	30	33	0	8	71	37	0	112	0	149	0	63	58	0	121	0	0	0	0	0	341
06:30 PM	52	27	0	10	89	40	0	93	0	133	0	77	57	0	134	0	0	0	0	0	356
06:45 PM	28	22	0	6	56	38	0	88	0	126	0	74	68	0	142	0	0	0	0	0	324
Total	162	111	0	31	304	172	0	397	0	569	0	290	253	0	543	0	0	0	0	0	1416
Grand Total	574	373	0	61	1008	522	7	1273	1	1803	0	864	782	0	1646	0	0	0	1	1	4458
Apprch %	56.9	37	0	6.1		29	0.4	70.6	0.1		0	52.5	47.5	0		0	0	0	100		
Total %	12.9	8.4	0	1.4	22.6	11.7	0.2	28.6	0	40.4	0	19.4	17.5	0	36.9	0	0	0	0	0	
Vehicles	573	373	0	61	1007	517	7	1265	1	1790	0	863	780	0	1643	0	0	0	1	1	4441
% Vehicles	99.8	100	0	100	99.9	99	100	99.4	100	99.3	0	99.9	99.7	0	99.8	0	0	0	100	100	99.6
Heavy Vehicles	1	0	0	0	1	5	0	8	0	13	0	1	2	0	3	0	0	0	0	0	17
% Heavy Vehicles	0.2	0	0	0	0.1	1	0	0.6	0	0.7	0	0.1	0.3	0	0.2	0	0	0	0	0	0.4

	GREAT AMERICA PKWY Southbound					SR-237 WB RAMPS Westbound					GREAT AMERICA PKWY Northbound					SR-237 WB RAMPS 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 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	47	36	0	83		55	1	137	193		0	60	66	126		0	0	0	0		402
05:15 PM	68	37	0	105		38	1	116	155		0	77	72	149		0	0	0	0		409
05:30 PM	60	34	0	94		45	3	119	167		0	99	81	180		0	0	0	0		441
05:45 PM	44	33	0	77		69	0	106	175		0	109	61	170		0	0	0	0		422
Total Volume	219	140	0	359		207	5	478	690		0	345	280	625		0	0	0	0		1674
% App. Total	61	39	0			30	0.7	69.3			0	55.2	44.8			0	0	0			
PHF	.805	.946	.000	.855		.750	.417	.872	.894		.000	.791	.864	.868		.000	.000	.000	.000		.949

Traffic Data Service

Campbell, CA

(408) 377-2988

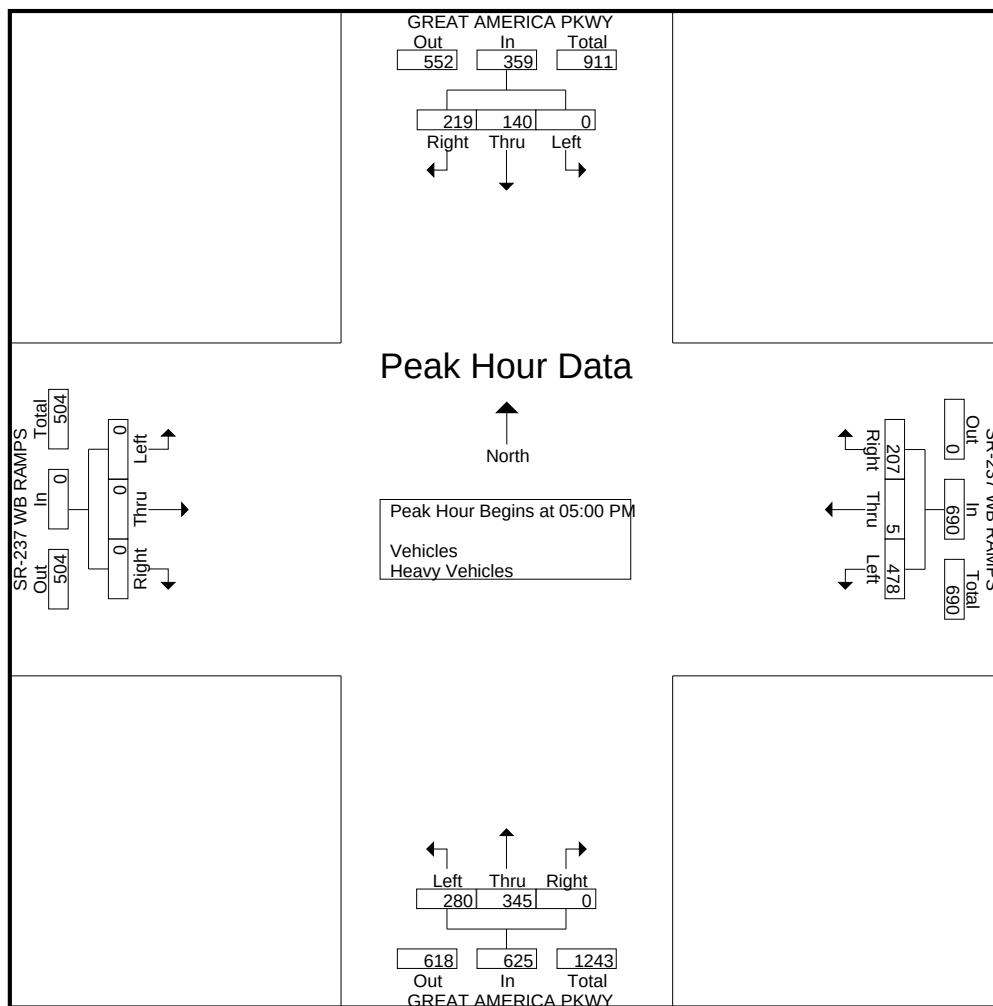
tdsbay@cs.com

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Site Code : 00000001

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Groups Printed- Vehicles

	GREAT AMERICA PKWY Southbound					SR-237 WB RAMPS Westbound					GREAT AMERICA PKWY Northbound					SR-237 WB RAMPS 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	41	26	0	2	69	33	1	94	0	128	0	66	68	0	134	0	0	0	1	1	332
04:15 PM	50	33	0	5	88	27	0	77	0	104	0	41	70	0	111	0	0	0	0	0	303
04:30 PM	56	36	0	4	96	45	0	115	0	160	0	69	45	0	114	0	0	0	0	0	370
04:45 PM	46	27	0	2	75	36	1	110	0	147	0	53	66	0	119	0	0	0	0	0	341
Total	193	122	0	13	328	141	2	396	0	539	0	229	249	0	478	0	0	0	1	1	1346
05:00 PM	47	36	0	7	90	54	1	136	1	192	0	60	66	0	126	0	0	0	0	0	408
05:15 PM	68	37	0	5	110	38	1	115	0	154	0	76	72	0	148	0	0	0	0	0	412
05:30 PM	60	34	0	2	96	44	3	119	0	166	0	99	81	0	180	0	0	0	0	0	442
05:45 PM	44	33	0	3	80	68	0	106	0	174	0	109	61	0	170	0	0	0	0	0	424
Total	219	140	0	17	376	204	5	476	1	686	0	344	280	0	624	0	0	0	0	0	1686
06:00 PM	52	29	0	7	88	57	0	104	0	161	0	76	70	0	146	0	0	0	0	0	395
06:15 PM	30	33	0	8	71	37	0	111	0	148	0	63	58	0	121	0	0	0	0	0	340
06:30 PM	51	27	0	10	88	40	0	92	0	132	0	77	56	0	133	0	0	0	0	0	353
06:45 PM	28	22	0	6	56	38	0	86	0	124	0	74	67	0	141	0	0	0	0	0	321
Total	161	111	0	31	303	172	0	393	0	565	0	290	251	0	541	0	0	0	0	0	1409
Grand Total	573	373	0	61	1007	517	7	1265	1	1790	0	863	780	0	1643	0	0	0	1	1	4441
Apprch %	56.9	37	0	6.1		28.9	0.4	70.7	0.1		0	52.5	47.5	0		0	0	0	100		
Total %	12.9	8.4	0	1.4	22.7	11.6	0.2	28.5	0	40.3	0	19.4	17.6	0	37	0	0	0	0	0	

	GREAT AMERICA PKWY Southbound				SR-237 WB RAMPS Westbound				GREAT AMERICA PKWY Northbound				SR-237 WB RAMPS 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 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	47	36	0	83	54	1	136	191	0	60	66	126	0	0	0	0	400
05:15 PM	68	37	0	105	38	1	115	154	0	76	72	148	0	0	0	0	407
05:30 PM	60	34	0	94	44	3	119	166	0	99	81	180	0	0	0	0	440
05:45 PM	44	33	0	77	68	0	106	174	0	109	61	170	0	0	0	0	421
Total Volume	219	140	0	359	204	5	476	685	0	344	280	624	0	0	0	0	1668
% App. Total	61	39	0		29.8	0.7	69.5		0	55.1	44.9		0	0	0		
PHF	.805	.946	.000	.855	.750	.417	.875	.897	.000	.789	.864	.867	.000	.000	.000	.000	.948

Traffic Data Service

Campbell, CA

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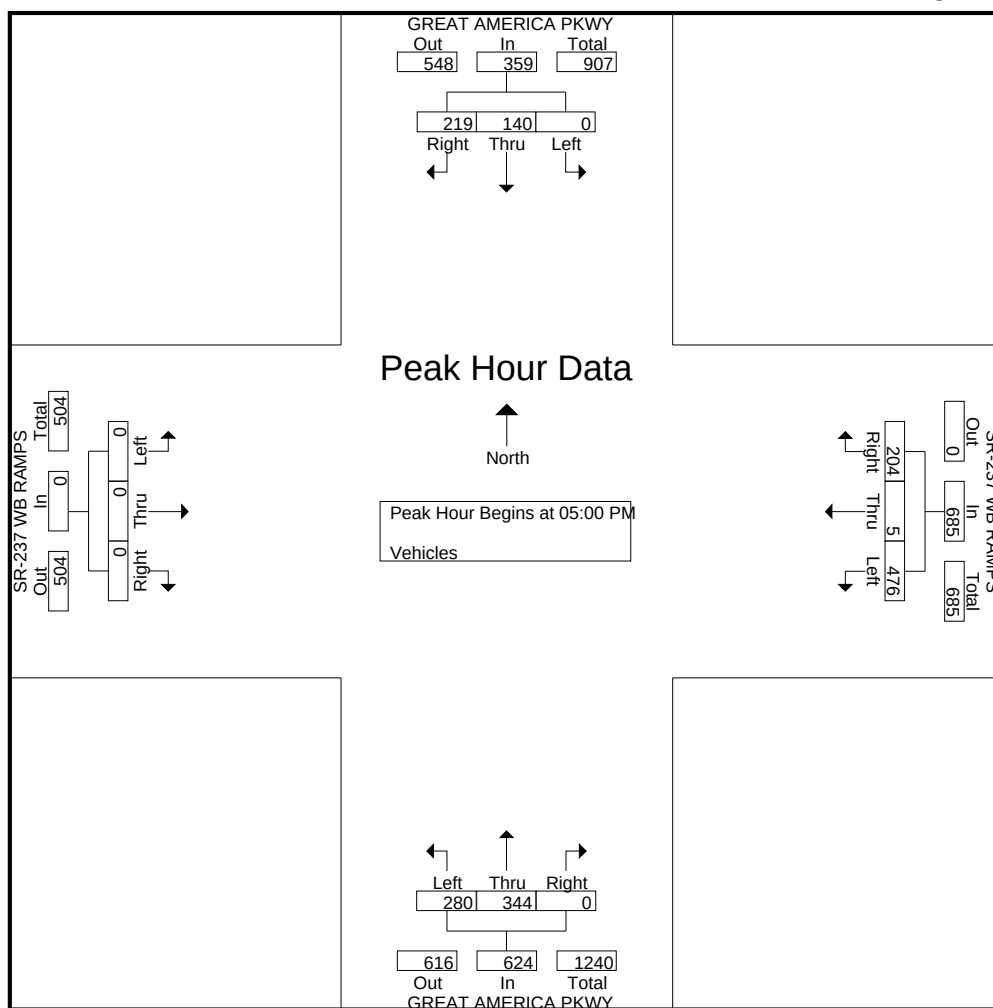
tdsbay@cs.com

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Groups Printed- Bikes

	GREAT AMERICA PKWY Southbound					SR-237 WB RAMPS Westbound					GREAT AMERICA PKWY Northbound					SR-237 WB RAMPS 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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
05:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Apprch %	0	100	0	0		0	0	0	0		0	100	0	0		0	0	0	0		
Total %	0	50	0	0	50	0	0	0	0	0	0	50	0	0	50	0	0	0	0	0	

	GREAT AMERICA PKWY Southbound					SR-237 WB RAMPS Westbound					GREAT AMERICA PKWY Northbound					SR-237 WB RAMPS 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 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:15 PM																					
04:15 PM	0	0	0	0		0	0	0	0		0	1	0	1		0	0	0	0		1
04:30 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0
04:45 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0
05:00 PM	0	1	0	1		0	0	0	0		0	0	0	0		0	0	0	0		1
Total Volume	0	1	0	1		0	0	0	0		0	1	0	1		0	0	0	0		2
% App. Total	0	100	0			0	0	0			0	100	0			0	0	0			
PHF	.000	.250	.000	.250		.000	.000	.000	.000		.000	.250	.000	.250		.000	.000	.000	.000		.500

Traffic Data Service

Campbell, CA

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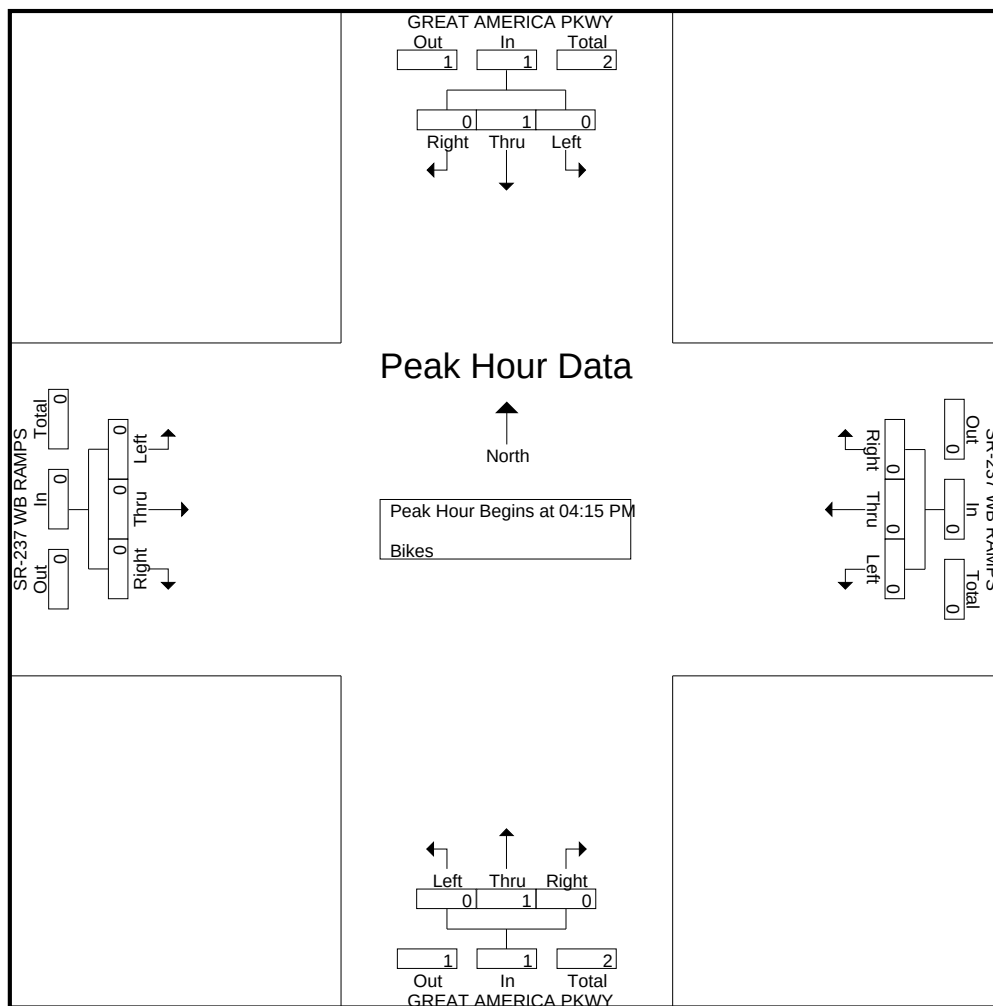
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Groups Printed- Heavy Vehicles

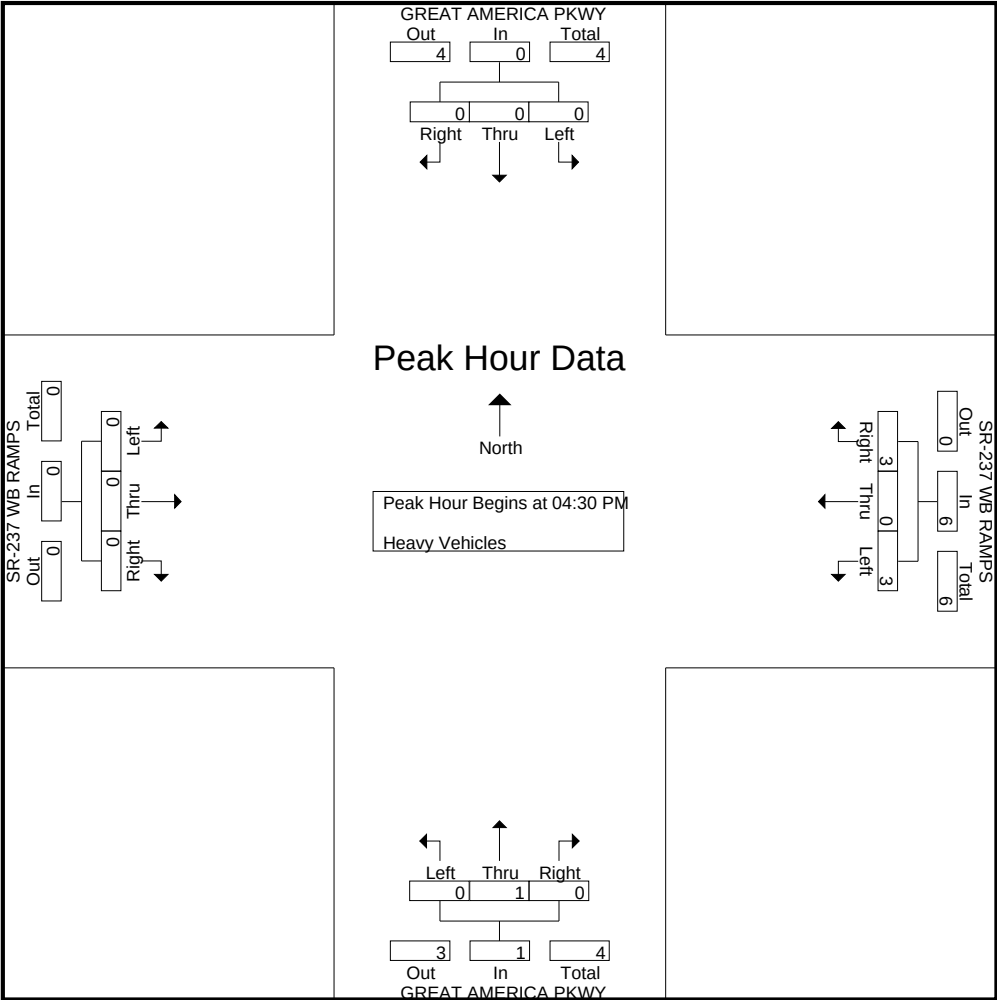
	GREAT AMERICA PKWY Southbound					SR-237 WB RAMPS Westbound					GREAT AMERICA PKWY Northbound					SR-237 WB RAMPS Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	0	2	0	2	0	4	0	0	0	0	0	0	0	0	0	0	4
05:00 PM	0	0	0	0	0	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	2
05:15 PM	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	2
05:30 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	3	0	2	0	5	0	1	0	0	1	0	0	0	0	0	6
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
06:30 PM	1	0	0	0	1	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0	3
06:45 PM	0	0	0	0	0	0	0	2	0	2	0	0	1	0	1	0	0	0	0	0	3
Total	1	0	0	0	1	0	0	4	0	4	0	0	2	0	2	0	0	0	0	0	7
Grand Total	1	0	0	0	1	5	0	8	0	13	0	1	2	0	3	0	0	0	0	0	17
Apprch %	100	0	0	0		38.5	0	61.5	0		0	33.3	66.7	0		0	0	0	0		
Total %	5.9	0	0	0	5.9	29.4	0	47.1	0	76.5	0	5.9	11.8	0	17.6	0	0	0	0	0	

	GREAT AMERICA PKWY Southbound					SR-237 WB RAMPS Westbound					GREAT AMERICA PKWY Northbound					SR-237 WB RAMPS 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 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	0	0	0	0		1	0	0	1		0	0	0	0		0	0	0	0		1
04:45 PM	0	0	0	0		1	0	1	2		0	0	0	0		0	0	0	0		2
05:00 PM	0	0	0	0		1	0	1	2		0	0	0	0		0	0	0	0		2
05:15 PM	0	0	0	0		0	0	1	1		0	1	0	1		0	0	0	0		2
Total Volume	0	0	0	0		3	0	3	6		0	1	0	1		0	0	0	0		7
% App. Total	0	0	0			50	0	50			0	100	0			0	0	0			
PHF	.000	.000	.000	.000		.750	.000	.750	.750		.000	.250	.000	.250		.000	.000	.000	.000		.875

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File Name : 1PM FINAL
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(408) 377-2988

tdsbay@cs.com

File Name : 2AM FINAL

Site Code : 00000002

Start Date : 3/11/2014

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Groups Printed- Vehicles - Heavy Vehicles

	GREAT AMERICA PKWY Southbound					SR-237 EB RAMPS Westbound					GREAT AMERICA PKWY Northbound					SR-237 EB RAMPS 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	145	2	0	147	0	0	0	0	0	68	35	0	0	103	49	0	11	0	60	310
07:15 AM	0	148	4	0	152	0	0	0	0	0	80	47	0	0	127	47	0	32	0	79	358
07:30 AM	0	127	4	0	131	0	0	0	0	0	95	62	0	0	157	55	0	28	0	83	371
07:45 AM	0	206	9	0	215	0	0	0	1	1	101	48	0	0	149	68	0	35	2	105	470
Total	0	626	19	0	645	0	0	0	1	1	344	192	0	0	536	219	0	106	2	327	1509
08:00 AM	0	208	5	0	213	0	0	0	0	0	79	39	0	0	118	96	0	46	0	142	473
08:15 AM	0	251	4	0	255	0	0	0	0	0	80	53	0	0	133	97	0	37	0	134	522
08:30 AM	0	203	7	0	210	0	0	0	0	0	83	46	0	0	129	108	0	45	0	153	492
08:45 AM	0	250	9	0	259	0	0	0	0	0	87	62	0	0	149	115	0	60	0	175	583
Total	0	912	25	0	937	0	0	0	0	0	329	200	0	0	529	416	0	188	0	604	2070
09:00 AM	0	249	6	0	255	0	0	0	0	0	100	52	0	0	152	151	0	48	0	199	606
09:15 AM	0	276	6	0	282	0	0	0	0	0	85	53	0	0	138	98	0	43	0	141	561
09:30 AM	0	249	11	0	260	0	0	0	0	0	77	50	0	0	127	125	0	44	0	169	556
09:45 AM	0	291	10	0	301	0	0	0	0	0	65	42	0	0	107	116	1	56	0	173	581
Total	0	1065	33	0	1098	0	0	0	0	0	327	197	0	0	524	490	1	191	0	682	2304
Grand Total	0	2603	77	0	2680	0	0	0	1	1	1000	589	0	0	1589	1125	1	485	2	1613	5883
Apprch %	0	97.1	2.9	0		0	0	0	100		62.9	37.1	0	0		69.7	0.1	30.1	0.1		
Total %	0	44.2	1.3	0	45.6	0	0	0	0	0	17	10	0	0	27	19.1	0	8.2	0	27.4	
Vehicles	0	2584	76	0	2660	0	0	0	1	1	965	580	0	0	1545	1120	1	483	2	1606	5812
% Vehicles	0	99.3	98.7	0	99.3	0	0	0	100	100	96.5	98.5	0	0	97.2	99.6	100	99.6	100	99.6	98.8
Heavy Vehicles	0	19	1	0	20	0	0	0	0	0	35	9	0	0	44	5	0	2	0	7	71
% Heavy Vehicles	0	0.7	1.3	0	0.7	0	0	0	0	0	3.5	1.5	0	0	2.8	0.4	0	0.4	0	0.4	1.2

	GREAT AMERICA PKWY Southbound				SR-237 EB RAMPS Westbound				GREAT AMERICA PKWY Northbound				SR-237 EB RAMPS 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 08:45 AM																	
08:45 AM	0	250	9	259	0	0	0	0	87	62	0	149	115	0	60	175	583
09:00 AM	0	249	6	255	0	0	0	0	100	52	0	152	151	0	48	199	606
09:15 AM	0	276	6	282	0	0	0	0	85	53	0	138	98	0	43	141	561
09:30 AM	0	249	11	260	0	0	0	0	77	50	0	127	125	0	44	169	556
Total Volume	0	1024	32	1056	0	0	0	0	349	217	0	566	489	0	195	684	2306
% App. Total	0	97	3		0	0	0		61.7	38.3	0		71.5	0	28.5		
PHF	.000	.928	.727	.936	.000	.000	.000	.000	.873	.875	.000	.931	.810	.000	.813	.859	.951

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Campbell, CA

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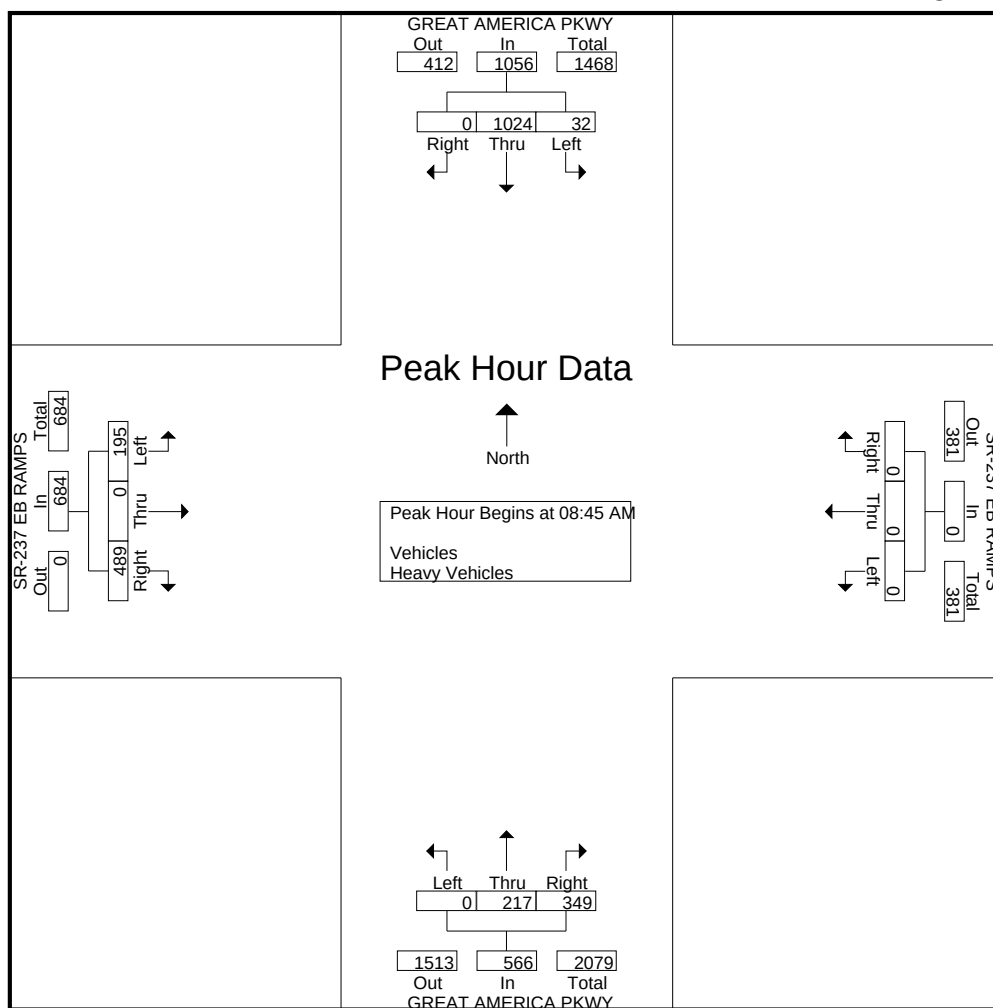
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Site Code : 00000002

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Groups Printed- Vehicles

	GREAT AMERICA PKWY Southbound					SR-237 EB RAMPS Westbound					GREAT AMERICA PKWY Northbound					SR-237 EB RAMPS 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	142	2	0	144	0	0	0	0	0	63	35	0	0	98	49	0	11	0	60	302
07:15 AM	0	143	4	0	147	0	0	0	0	0	79	46	0	0	125	46	0	32	0	78	350
07:30 AM	0	125	3	0	128	0	0	0	0	0	94	61	0	0	155	55	0	28	0	83	366
07:45 AM	0	205	9	0	214	0	0	0	1	1	96	48	0	0	144	68	0	35	2	105	464
Total	0	615	18	0	633	0	0	0	1	1	332	190	0	0	522	218	0	106	2	326	1482
08:00 AM	0	208	5	0	213	0	0	0	0	0	75	38	0	0	113	95	0	46	0	141	467
08:15 AM	0	251	4	0	255	0	0	0	0	0	77	53	0	0	130	96	0	37	0	133	518
08:30 AM	0	203	7	0	210	0	0	0	0	0	80	45	0	0	125	108	0	44	0	152	487
08:45 AM	0	247	9	0	256	0	0	0	0	0	87	62	0	0	149	114	0	60	0	174	579
Total	0	909	25	0	934	0	0	0	0	0	319	198	0	0	517	413	0	187	0	600	2051
09:00 AM	0	248	6	0	254	0	0	0	0	0	98	52	0	0	150	150	0	48	0	198	602
09:15 AM	0	275	6	0	281	0	0	0	0	0	78	50	0	0	128	98	0	43	0	141	550
09:30 AM	0	248	11	0	259	0	0	0	0	0	75	49	0	0	124	125	0	44	0	169	552
09:45 AM	0	289	10	0	299	0	0	0	0	0	63	41	0	0	104	116	1	55	0	172	575
Total	0	1060	33	0	1093	0	0	0	0	0	314	192	0	0	506	489	1	190	0	680	2279
Grand Total	0	2584	76	0	2660	0	0	0	1	1	965	580	0	0	1545	1120	1	483	2	1606	5812
Apprch %	0	97.1	2.9	0		0	0	0	100		62.5	37.5	0	0		69.7	0.1	30.1	0.1		
Total %	0	44.5	1.3	0	45.8	0	0	0	0	0	16.6	10	0	0	26.6	19.3	0	8.3	0	27.6	

	GREAT AMERICA PKWY Southbound					SR-237 EB RAMPS Westbound					GREAT AMERICA PKWY Northbound					SR-237 EB RAMPS Eastbound					
Start Time	Right	Thru	Left	App. Total	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 08:45 AM																					
08:45 AM	0	247	9	256	0	0	0	0	87	62	0	149	114	0	60	174					579
09:00 AM	0	248	6	254	0	0	0	0	98	52	0	150	150	0	48	198					602
09:15 AM	0	275	6	281	0	0	0	0	78	50	0	128	98	0	43	141					550
09:30 AM	0	248	11	259	0	0	0	0	75	49	0	124	125	0	44	169					552
Total Volume	0	1018	32	1050	0	0	0	0	338	213	0	551	487	0	195	682					2283
% App. Total	0	97	3		0	0	0		61.3	38.7	0		71.4	0	28.6						
PHF	.000	.925	.727	.934	.000	.000	.000	.000	.862	.859	.000	.918	.812	.000	.813	.861					.948

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Campbell, CA

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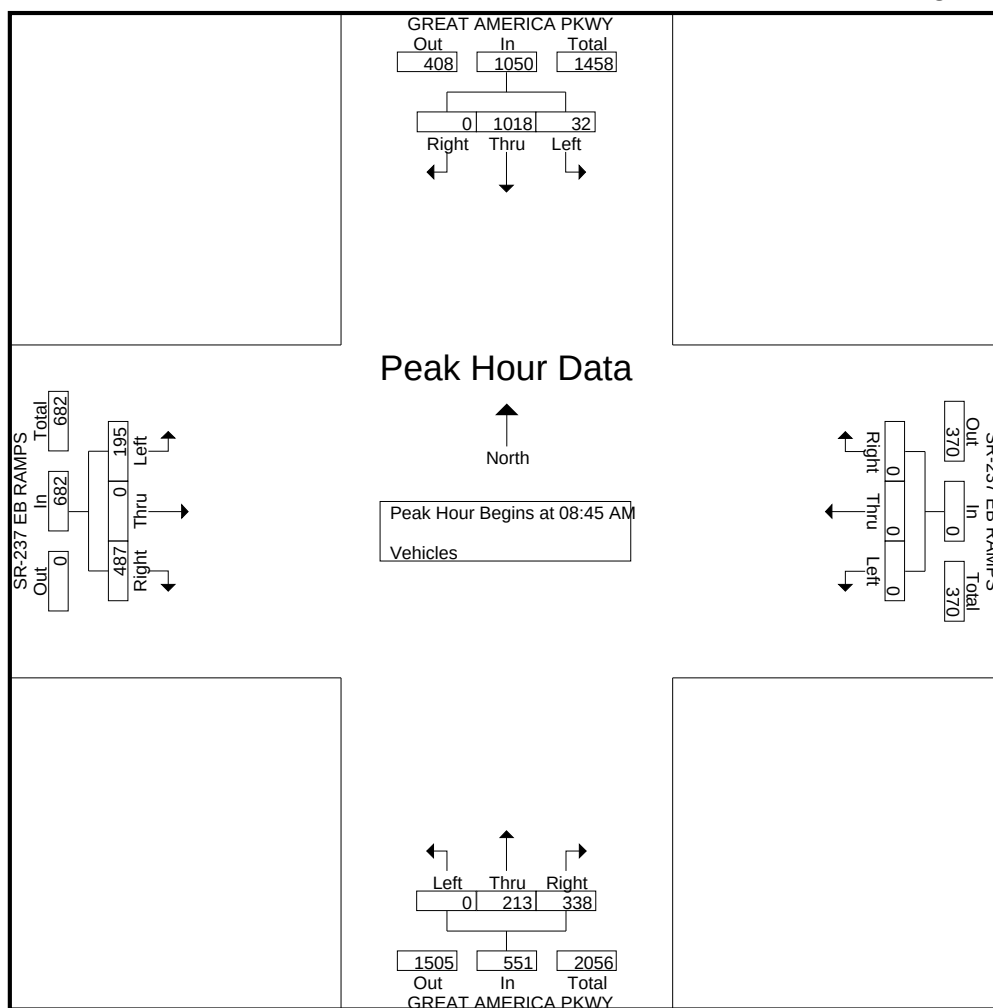
tdsbay@cs.com

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Site Code : 00000002

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Site Code : 00000002
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Groups Printed- Bikes

	GREAT AMERICA PKWY Southbound					SR-237 EB RAMPS Westbound					GREAT AMERICA PKWY Northbound					SR-237 EB RAMPS 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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Apprch %	0	100	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
Total %	0	100	0	0	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

	GREAT AMERICA PKWY Southbound				SR-237 EB RAMPS Westbound				GREAT AMERICA PKWY Northbound				SR-237 EB RAMPS 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 07:00 AM																	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
% App. Total	0	100	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250

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Campbell, CA

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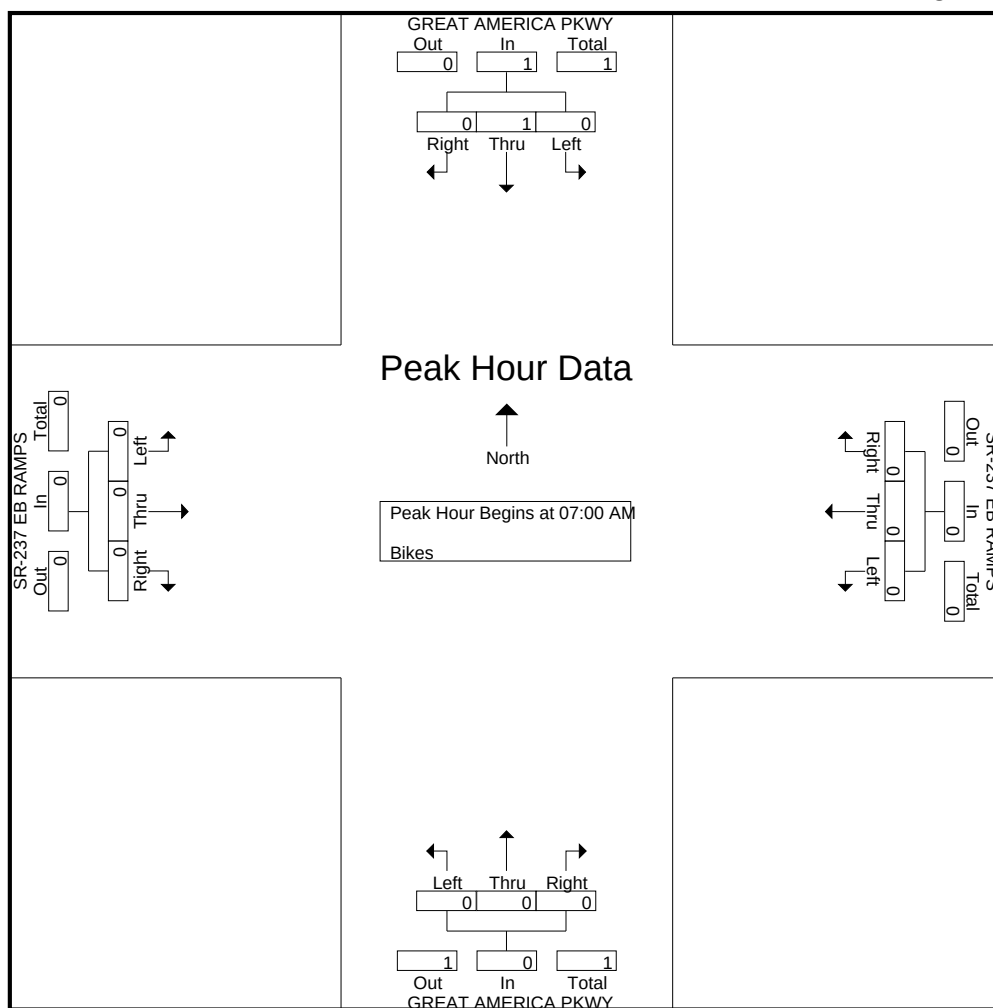
tdsbay@cs.com

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Site Code : 00000002
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Groups Printed- Heavy Vehicles

	GREAT AMERICA PKWY Southbound					SR-237 EB RAMPS Westbound					GREAT AMERICA PKWY Northbound					SR-237 EB RAMPS 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	3	0	0	3	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	8
07:15 AM	0	5	0	0	5	0	0	0	0	0	1	1	0	0	2	1	0	0	0	1	8
07:30 AM	0	2	1	0	3	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	5
07:45 AM	0	1	0	0	1	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	6
Total	0	11	1	0	12	0	0	0	0	0	12	2	0	0	14	1	0	0	0	1	27
08:00 AM	0	0	0	0	0	0	0	0	0	0	4	1	0	0	5	1	0	0	0	1	6
08:15 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	1	0	0	0	1	4
08:30 AM	0	0	0	0	0	0	0	0	0	0	3	1	0	0	4	0	0	1	0	1	5
08:45 AM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	4
Total	0	3	0	0	3	0	0	0	0	0	10	2	0	0	12	3	0	1	0	4	19
09:00 AM	0	1	0	0	1	0	0	0	0	0	2	0	0	0	2	1	0	0	0	1	4
09:15 AM	0	1	0	0	1	0	0	0	0	0	7	3	0	0	10	0	0	0	0	0	11
09:30 AM	0	1	0	0	1	0	0	0	0	0	2	1	0	0	3	0	0	0	0	0	4
09:45 AM	0	2	0	0	2	0	0	0	0	0	2	1	0	0	3	0	0	1	0	1	6
Total	0	5	0	0	5	0	0	0	0	0	13	5	0	0	18	1	0	1	0	2	25
Grand Total	0	19	1	0	20	0	0	0	0	0	35	9	0	0	44	5	0	2	0	7	71
Apprch %	0	95	5	0		0	0	0	0		79.5	20.5	0	0		71.4	0	28.6	0		
Total %	0	26.8	1.4	0	28.2	0	0	0	0	0	49.3	12.7	0	0	62	7	0	2.8	0	9.9	

	GREAT AMERICA PKWY Southbound				SR-237 EB RAMPS Westbound				GREAT AMERICA PKWY Northbound				SR-237 EB RAMPS 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 07:00 AM																	
07:00 AM	0	3	0	3	0	0	0	0	5	0	0	5	0	0	0	0	8
07:15 AM	0	5	0	5	0	0	0	0	1	1	0	2	1	0	0	1	8
07:30 AM	0	2	1	3	0	0	0	0	1	1	0	2	0	0	0	0	5
07:45 AM	0	1	0	1	0	0	0	0	5	0	0	5	0	0	0	0	6
Total Volume	0	11	1	12	0	0	0	0	12	2	0	14	1	0	0	1	27
% App. Total	0	91.7	8.3		0	0	0		85.7	14.3	0		100	0	0		
PHF	.000	.550	.250	.600	.000	.000	.000	.000	.600	.500	.000	.700	.250	.000	.000	.250	.844

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Campbell, CA

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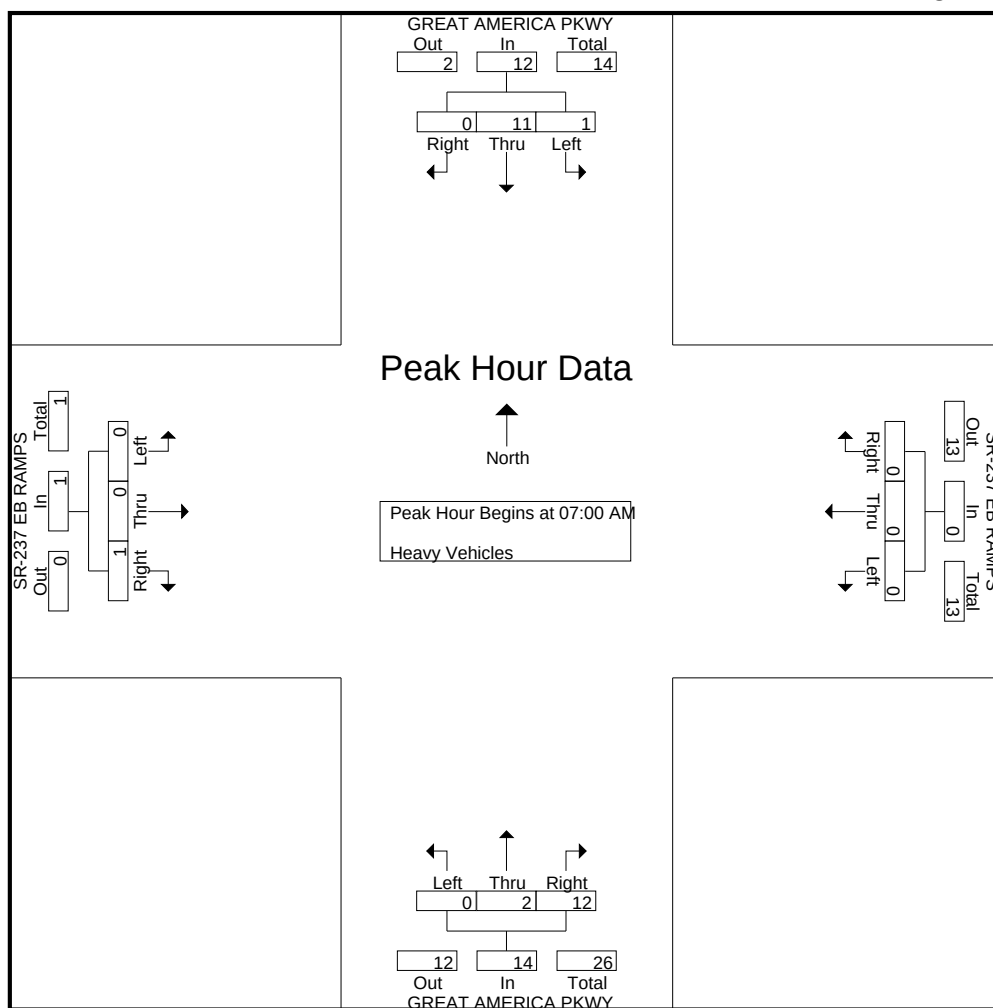
tdsbay@cs.com

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Site Code : 00000002

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Campbell, CA

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tdsbay@cs.com

File Name : 2PM FINAL

Site Code : 00000002

Start Date : 3/11/2014

Page No : 1

Groups Printed- Vehicles - Heavy Vehicles

	GREAT AMERICA PKWY Southbound					SR-237 EB RAMPS Westbound					GREAT AMERICA PKWY Northbound					SR-237 EB RAMPS 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	0	102	17	0	119	0	0	0	0	0	159	96	0	0	255	49	0	36	0	85	459
04:15 PM	0	99	14	0	113	0	0	0	0	0	146	84	0	0	230	75	0	31	0	106	449
04:30 PM	0	138	7	0	145	0	0	0	0	0	163	78	0	0	241	63	1	30	0	94	480
04:45 PM	0	126	13	0	139	0	0	0	0	0	149	86	0	0	235	72	0	29	0	101	475
Total	0	465	51	0	516	0	0	0	0	0	617	344	0	0	961	259	1	126	0	386	1863
05:00 PM	0	159	14	0	173	0	0	0	0	0	166	96	0	0	262	56	0	36	0	92	527
05:15 PM	0	136	12	0	148	0	0	0	0	0	179	101	0	0	280	80	0	42	0	122	550
05:30 PM	0	136	11	0	147	0	0	0	0	0	189	126	0	0	315	73	0	39	0	112	574
05:45 PM	0	121	14	0	135	0	0	0	0	0	152	119	0	0	271	73	0	43	0	116	522
Total	0	552	51	0	603	0	0	0	0	0	686	442	0	0	1128	282	0	160	0	442	2173
06:00 PM	0	120	10	0	130	0	0	0	0	0	168	102	0	0	270	65	2	37	0	104	504
06:15 PM	0	120	21	0	141	0	0	0	0	0	147	78	0	0	225	79	2	35	0	116	482
06:30 PM	0	122	8	0	130	0	0	0	0	0	131	91	0	0	222	72	1	39	0	112	464
06:45 PM	0	106	13	0	119	0	0	0	0	0	139	99	1	0	239	80	1	44	0	125	483
Total	0	468	52	0	520	0	0	0	0	0	585	370	1	0	956	296	6	155	0	457	1933
Grand Total	0	1485	154	0	1639	0	0	0	0	0	1888	1156	1	0	3045	837	7	441	0	1285	5969
Apprch %	0	90.6	9.4	0		0	0	0	0		62	38	0	0		65.1	0.5	34.3	0		
Total %	0	24.9	2.6	0	27.5	0	0	0	0	0	31.6	19.4	0	0	51	14	0.1	7.4	0	21.5	
Vehicles	0	1477	154	0	1631	0	0	0	0	0	1885	1154	1	0	3040	835	7	439	0	1281	5952
% Vehicles	0	99.5	100	0	99.5	0	0	0	0	0	99.8	99.8	100	0	99.8	99.8	100	99.5	0	99.7	99.7
Heavy Vehicles	0	8	0	0	8	0	0	0	0	0	3	2	0	0	5	2	0	2	0	4	17
% Heavy Vehicles	0	0.5	0	0	0.5	0	0	0	0	0	0.2	0.2	0	0	0.2	0.2	0	0.5	0	0.3	0.3

	GREAT AMERICA PKWY Southbound				SR-237 EB RAMPS Westbound				GREAT AMERICA PKWY Northbound				SR-237 EB RAMPS 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 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	159	14	173	0	0	0	0	166	96	0	262	56	0	36	92	527
05:15 PM	0	136	12	148	0	0	0	0	179	101	0	280	80	0	42	122	550
05:30 PM	0	136	11	147	0	0	0	0	189	126	0	315	73	0	39	112	574
05:45 PM	0	121	14	135	0	0	0	0	152	119	0	271	73	0	43	116	522
Total Volume	0	552	51	603	0	0	0	0	686	442	0	1128	282	0	160	442	2173
% App. Total	0	91.5	8.5		0	0	0		60.8	39.2	0		63.8	0	36.2		
PHF	.000	.868	.911	.871	.000	.000	.000	.000	.907	.877	.000	.895	.881	.000	.930	.906	.946

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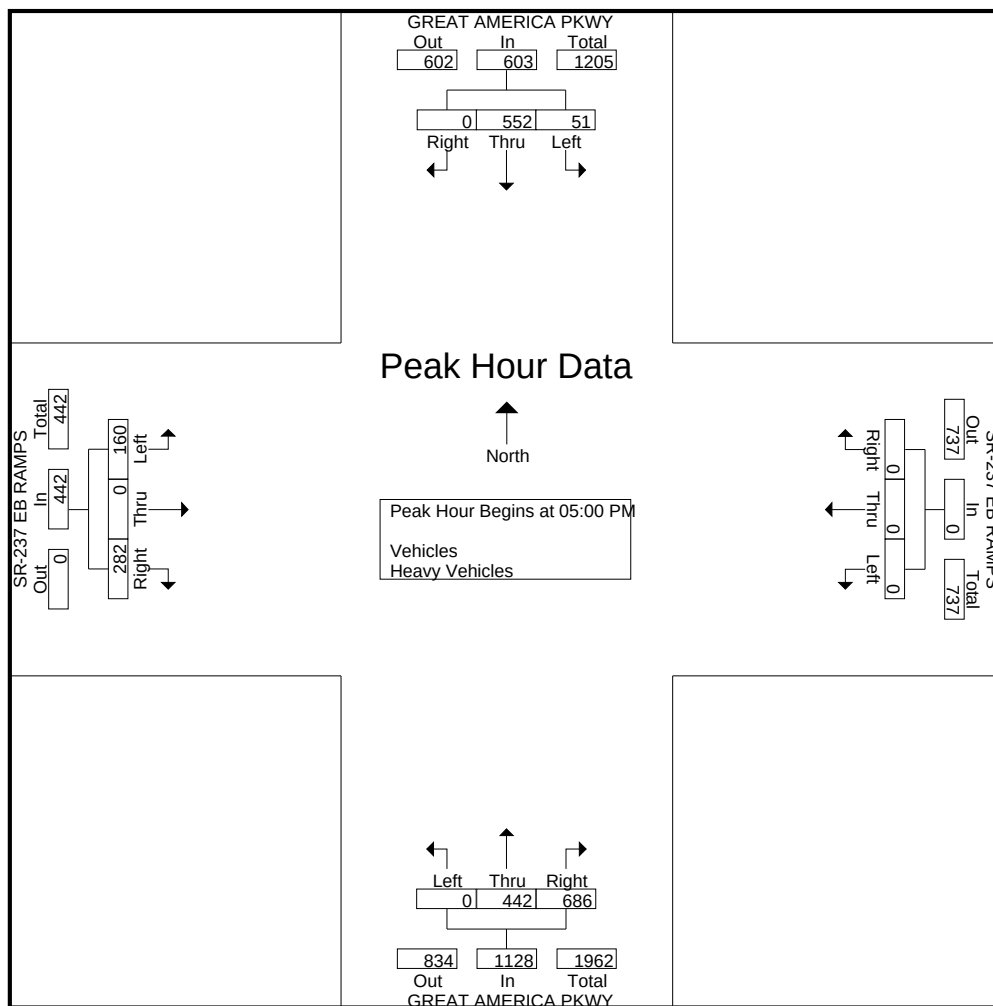
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Groups Printed- Vehicles

	GREAT AMERICA PKWY Southbound					SR-237 EB RAMPS Westbound					GREAT AMERICA PKWY Northbound					SR-237 EB RAMPS 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	0	101	17	0	118	0	0	0	0	0	158	96	0	0	254	49	0	36	0	85	457
04:15 PM	0	99	14	0	113	0	0	0	0	0	146	84	0	0	230	74	0	31	0	105	448
04:30 PM	0	138	7	0	145	0	0	0	0	0	163	78	0	0	241	62	1	30	0	93	479
04:45 PM	0	125	13	0	138	0	0	0	0	0	148	86	0	0	234	72	0	29	0	101	473
Total	0	463	51	0	514	0	0	0	0	0	615	344	0	0	959	257	1	126	0	384	1857
05:00 PM	0	158	14	0	172	0	0	0	0	0	166	96	0	0	262	56	0	36	0	92	526
05:15 PM	0	135	12	0	147	0	0	0	0	0	178	101	0	0	279	80	0	41	0	121	547
05:30 PM	0	136	11	0	147	0	0	0	0	0	189	126	0	0	315	73	0	39	0	112	574
05:45 PM	0	121	14	0	135	0	0	0	0	0	152	119	0	0	271	73	0	42	0	115	521
Total	0	550	51	0	601	0	0	0	0	0	685	442	0	0	1127	282	0	158	0	440	2168
06:00 PM	0	120	10	0	130	0	0	0	0	0	168	102	0	0	270	65	2	37	0	104	504
06:15 PM	0	119	21	0	140	0	0	0	0	0	147	78	0	0	225	79	2	35	0	116	481
06:30 PM	0	121	8	0	129	0	0	0	0	0	131	90	0	0	221	72	1	39	0	112	462
06:45 PM	0	104	13	0	117	0	0	0	0	0	139	98	1	0	238	80	1	44	0	125	480
Total	0	464	52	0	516	0	0	0	0	0	585	368	1	0	954	296	6	155	0	457	1927
Grand Total	0	1477	154	0	1631	0	0	0	0	0	1885	1154	1	0	3040	835	7	439	0	1281	5952
Apprch %	0	90.6	9.4	0		0	0	0	0		62	38	0	0		65.2	0.5	34.3	0		
Total %	0	24.8	2.6	0	27.4	0	0	0	0	0	31.7	19.4	0	0	51.1	14	0.1	7.4	0	21.5	

	GREAT AMERICA PKWY Southbound					SR-237 EB RAMPS Westbound					GREAT AMERICA PKWY Northbound					SR-237 EB RAMPS Eastbound					
Start Time	Right	Thru	Left	App. Total	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 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	158	14	172	0	0	0	0	166	96	0	262	56	0	36	92	526				
05:15 PM	0	135	12	147	0	0	0	0	178	101	0	279	80	0	41	121	547				
05:30 PM	0	136	11	147	0	0	0	0	189	126	0	315	73	0	39	112	574				
05:45 PM	0	121	14	135	0	0	0	0	152	119	0	271	73	0	42	115	521				
Total Volume	0	550	51	601	0	0	0	0	685	442	0	1127	282	0	158	440	2168				
% App. Total	0	91.5	8.5		0	0	0		60.8	39.2	0		64.1	0	35.9						
PHF	.000	.870	.911	.874	.000	.000	.000	.000	.906	.877	.000	.894	.881	.000	.940	.909	.944				

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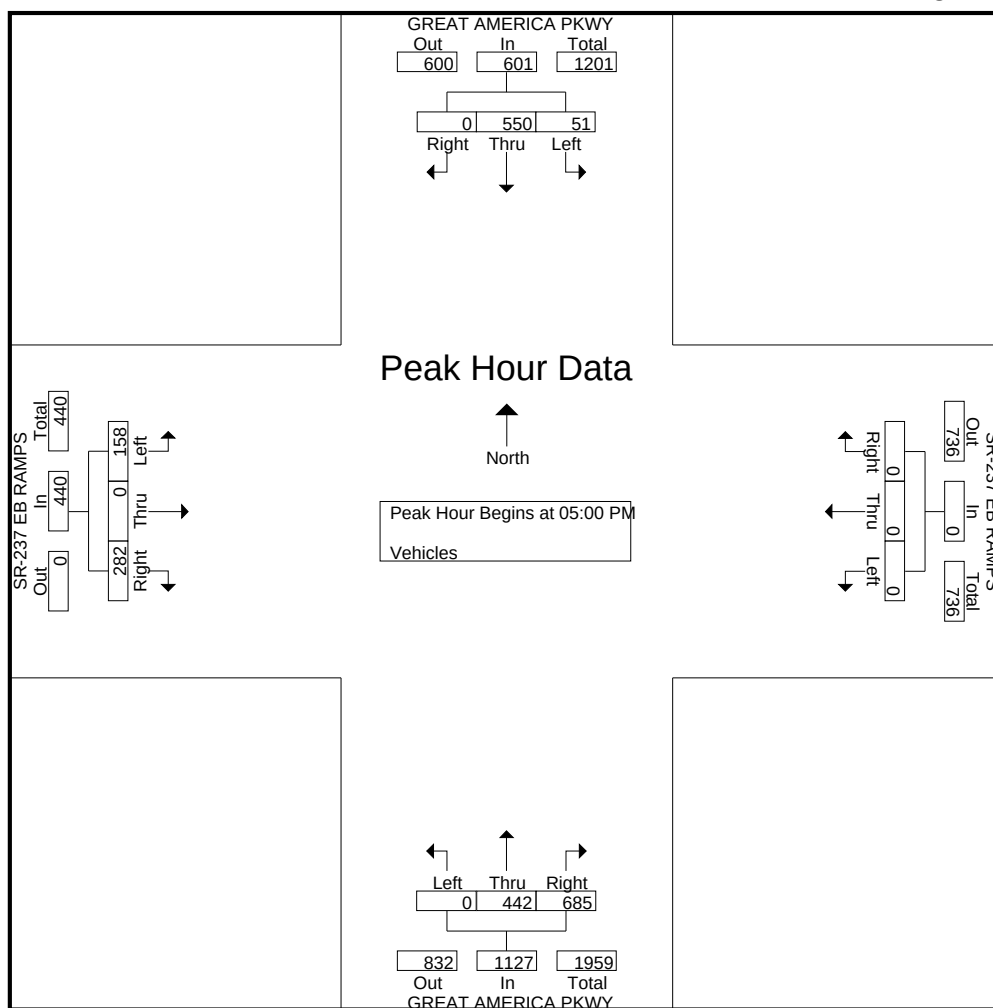
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Groups Printed- Bikes

	GREAT AMERICA PKWY Southbound				SR-237 EB RAMP Westbound				GREAT AMERICA PKWY Northbound				SR-237 EB RAMP 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 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.500

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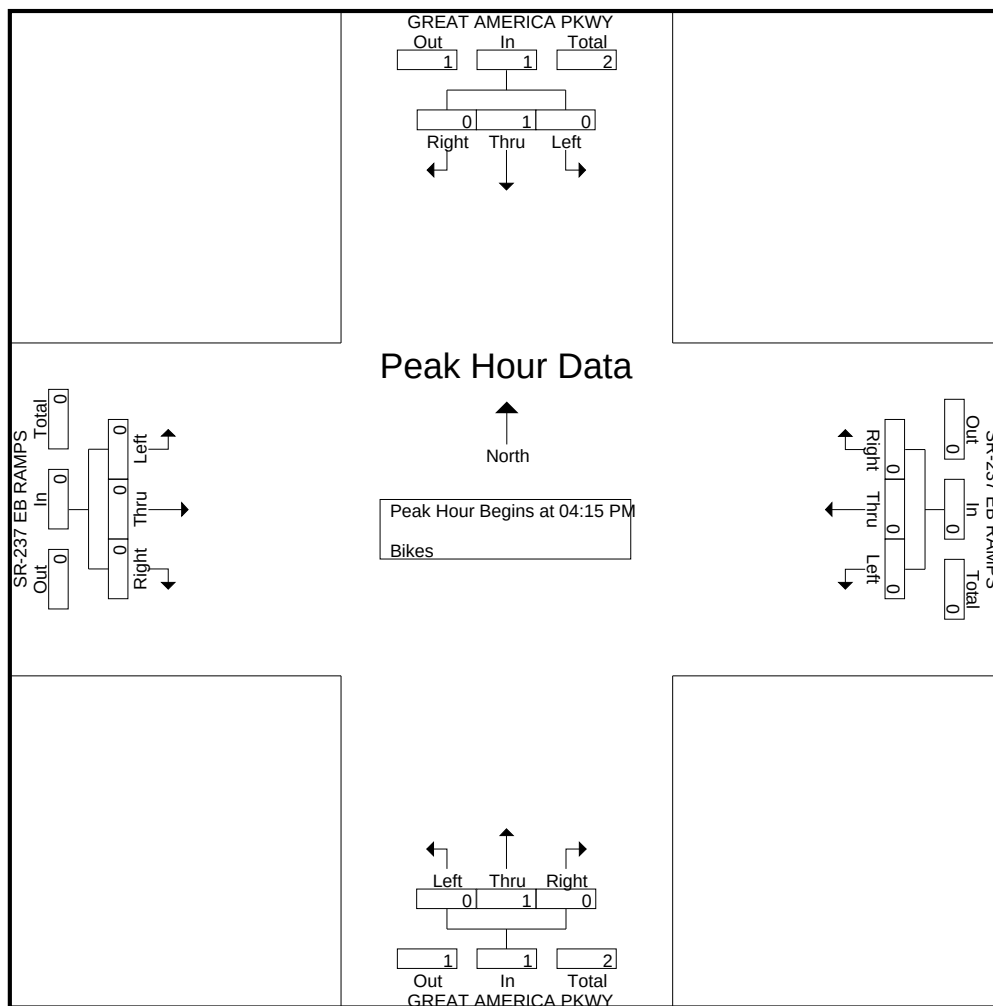
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Groups Printed- Heavy Vehicles

	GREAT AMERICA PKWY Southbound					SR-237 EB RAMPS Westbound					GREAT AMERICA PKWY Northbound					SR-237 EB RAMPS 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	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
04:45 PM	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2
Total	0	2	0	0	2	0	0	0	0	0	2	0	0	0	2	2	0	0	0	2	6
05:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	1	0	1	3
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	2	0	0	2	0	0	0	0	0	1	0	0	0	1	0	0	2	0	2	5
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
06:30 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
06:45 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
Total	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	6
Grand Total	0	8	0	0	8	0	0	0	0	0	3	2	0	0	5	2	0	2	0	4	17
Apprch %	0	100	0	0		0	0	0	0		60	40	0	0		50	0	50	0		
Total %	0	47.1	0	0	47.1	0	0	0	0	0	17.6	11.8	0	0	29.4	11.8	0	11.8	0	23.5	

	GREAT AMERICA PKWY Southbound					SR-237 EB RAMPS Westbound					GREAT AMERICA PKWY Northbound					SR-237 EB RAMPS 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 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	0	0	0	0		0	0	0	0		0	0	0	0		1	0	0	1		1
04:45 PM	0	1	0	1		0	0	0	0		1	0	0	1		0	0	0	0		2
05:00 PM	0	1	0	1		0	0	0	0		0	0	0	0		0	0	0	0		1
05:15 PM	0	1	0	1		0	0	0	0		1	0	0	1		0	0	1	1		3
Total Volume	0	3	0	3		0	0	0	0		2	0	0	2		1	0	1	2		7
% App. Total	0	100	0			0	0	0			100	0	0			50	0	50			
PHF	.000	.750	.000	.750		.000	.000	.000	.000		.500	.000	.000	.500		.250	.000	.250	.500		.583

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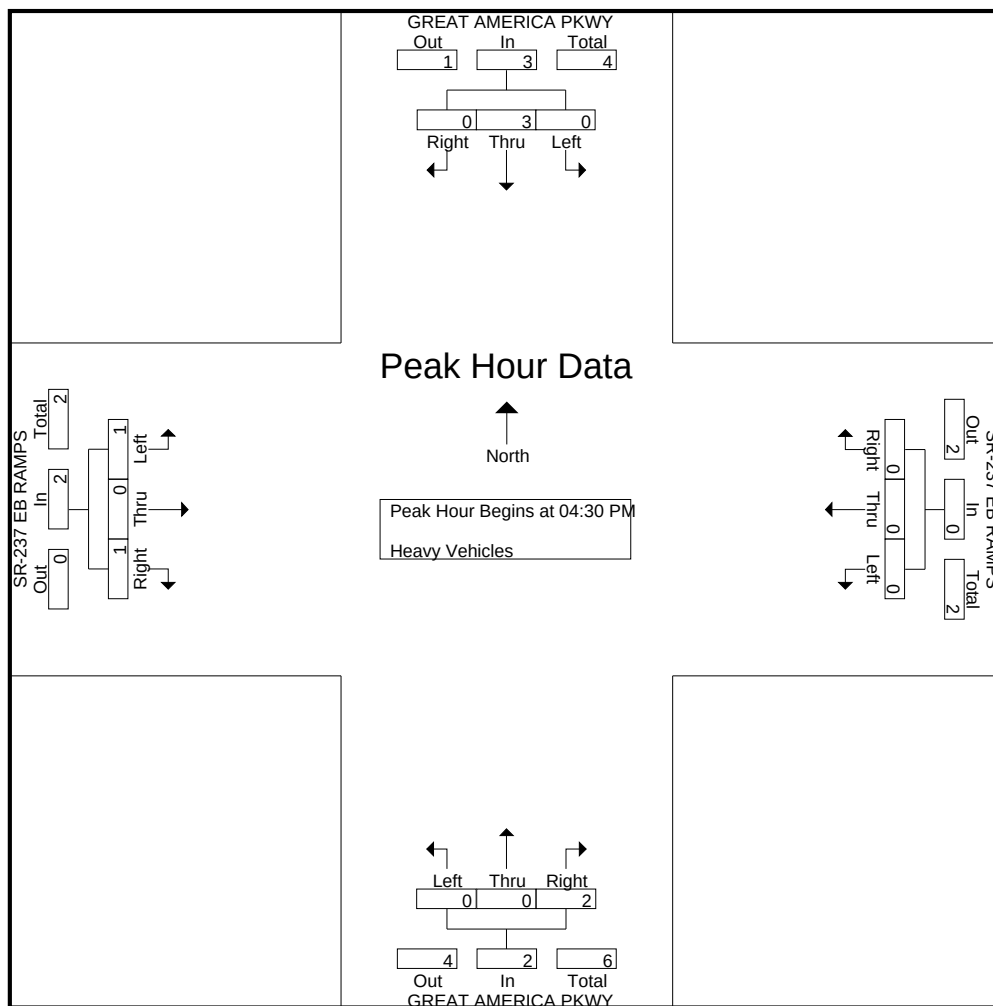
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Site Code : 00000002

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File Name : 3AM FINAL

Site Code : 00000003

Start Date : 3/11/2014

Page No : 1

Groups Printed- Vehicles - Heavy Vehicles

	GREAT AMERICA PKWY Southbound					GREAT AMERICA WAY Westbound					GREAT AMERICA PKWY Northbound					DRIVEWAY 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	169	14	0	189	22	1	6	0	29	2	76	6	0	84	1	0	2	0	3	305
07:15 AM	2	167	15	0	184	42	0	9	0	51	10	89	0	0	99	0	0	0	0	0	334
07:30 AM	3	173	18	0	194	39	1	18	1	59	10	120	13	0	143	1	0	0	0	1	397
07:45 AM	5	247	25	0	277	46	1	17	0	64	5	100	8	1	114	0	0	1	1	2	457
Total	16	756	72	0	844	149	3	50	1	203	27	385	27	1	440	2	0	3	1	6	1493
08:00 AM	3	264	29	1	297	36	0	26	0	62	12	89	9	0	110	1	0	1	1	3	472
08:15 AM	8	294	38	0	340	41	1	14	0	56	14	95	3	0	112	0	2	0	1	3	511
08:30 AM	5	259	34	0	298	37	1	20	0	58	19	99	11	0	129	0	1	0	0	1	486
08:45 AM	8	309	29	1	347	36	3	32	0	71	7	128	10	0	145	0	1	0	1	2	565
Total	24	1126	130	2	1282	150	5	92	0	247	52	411	33	0	496	1	4	1	3	9	2034
09:00 AM	13	318	52	0	383	39	3	25	0	67	10	115	10	0	135	0	3	0	0	3	588
09:15 AM	7	353	38	0	398	33	1	21	0	55	12	108	11	2	133	0	0	1	0	1	587
09:30 AM	12	314	50	0	376	39	2	22	0	63	8	91	10	0	109	0	0	2	0	2	550
09:45 AM	7	342	43	0	392	30	1	23	0	54	18	73	13	1	105	1	1	1	0	3	554
Total	39	1327	183	0	1549	141	7	91	0	239	48	387	44	3	482	1	4	4	0	9	2279
Grand Total	79	3209	385	2	3675	440	15	233	1	689	127	1183	104	4	1418	4	8	8	4	24	5806
Apprch %	2.1	87.3	10.5	0.1		63.9	2.2	33.8	0.1		9	83.4	7.3	0.3		16.7	33.3	33.3	16.7		
Total %	1.4	55.3	6.6	0	63.3	7.6	0.3	4	0	11.9	2.2	20.4	1.8	0.1	24.4	0.1	0.1	0.1	0.1	0.4	
Vehicles	79	3187	384	2	3652	427	15	232	1	675	127	1154	103	3	1387	4	8	7	4	23	5737
% Vehicles	100	99.3	99.7	100	99.4	97	100	99.6	100	98	100	97.5	99	75	97.8	100	100	87.5	100	95.8	98.8
Heavy Vehicles	0	22	1	0	23	13	0	1	0	14	0	29	1	1	31	0	0	1	0	1	69
% Heavy Vehicles	0	0.7	0.3	0	0.6	3	0	0.4	0	2	0	2.5	1	25	2.2	0	0	12.5	0	4.2	1.2

	GREAT AMERICA PKWY Southbound					GREAT AMERICA WAY Westbound					GREAT AMERICA PKWY Northbound					DRIVEWAY 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 08:45 AM																					
08:45 AM	8	309	29	346		36	3	32	71		7	128	10	145		0	1	0	1		563
09:00 AM	13	318	52	383		39	3	25	67		10	115	10	135		0	3	0	3		588
09:15 AM	7	353	38	398		33	1	21	55		12	108	11	131		0	0	1	1		585
09:30 AM	12	314	50	376		39	2	22	63		8	91	10	109		0	0	2	2		550
Total Volume	40	1294	169	1503		147	9	100	256		37	442	41	520		0	4	3	7		2286
% App. Total	2.7	86.1	11.2			57.4	3.5	39.1			7.1	85	7.9			0	57.1	42.9			
PHF	.769	.916	.813	.944		.942	.750	.781	.901		.771	.863	.932	.897		.000	.333	.375	.583		.972

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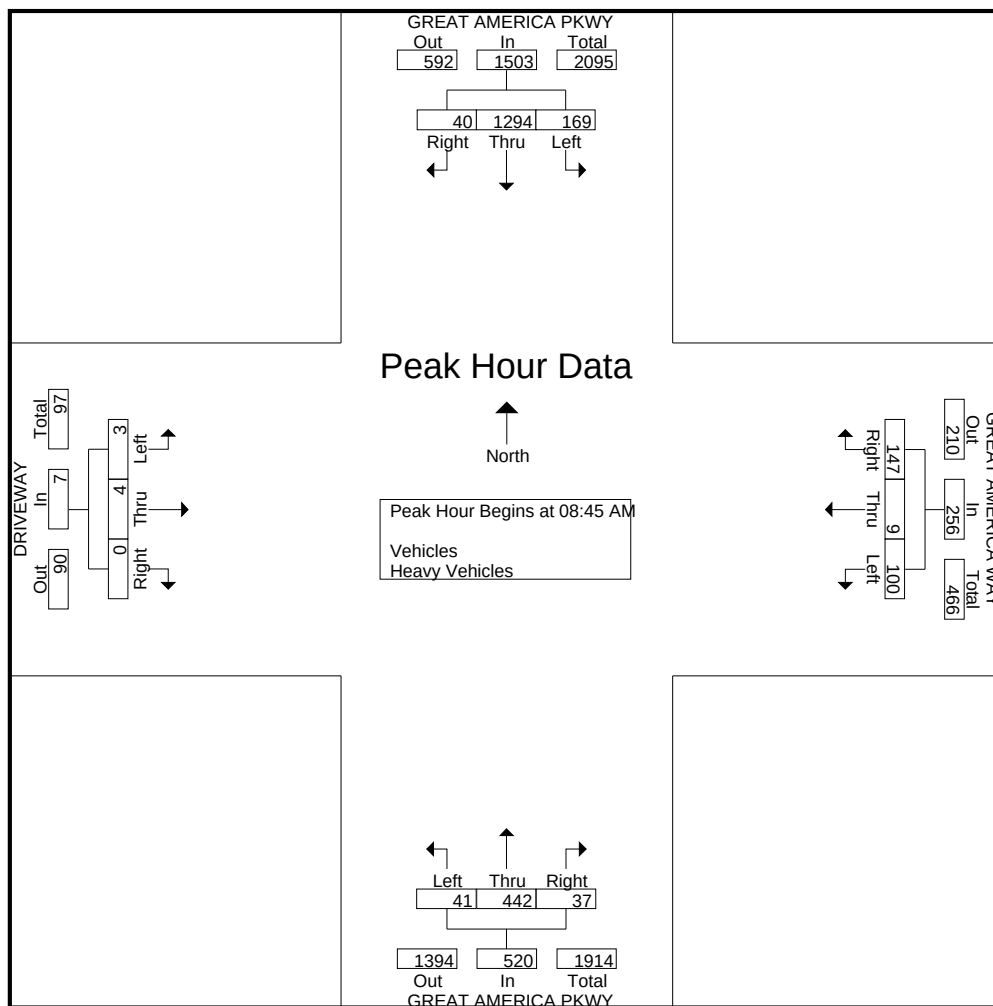
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File Name : 3AM FINAL

Site Code : 00000003

Start Date : 3/11/2014

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Groups Printed- Vehicles

	GREAT AMERICA PKWY Southbound					GREAT AMERICA WAY Westbound					GREAT AMERICA PKWY Northbound					DRIVEWAY 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	166	14	0	186	20	1	6	0	27	2	76	6	0	84	1	0	2	0	3	300
07:15 AM	2	161	15	0	178	41	0	8	0	49	10	88	0	0	98	0	0	0	0	0	325
07:30 AM	3	171	18	0	192	38	1	18	1	58	10	119	13	0	142	1	0	0	0	1	393
07:45 AM	5	246	25	0	276	45	1	17	0	63	5	96	8	1	110	0	0	1	1	2	451
Total	16	744	72	0	832	144	3	49	1	197	27	379	27	1	434	2	0	3	1	6	1469
08:00 AM	3	263	29	1	296	33	0	26	0	59	12	85	9	0	106	1	0	1	1	3	464
08:15 AM	8	292	38	0	338	41	1	14	0	56	14	91	3	0	108	0	2	0	1	3	505
08:30 AM	5	259	34	0	298	35	1	20	0	56	19	98	11	0	128	0	1	0	0	1	483
08:45 AM	8	306	29	1	344	36	3	32	0	71	7	128	10	0	145	0	1	0	1	2	562
Total	24	1120	130	2	1276	145	5	92	0	242	52	402	33	0	487	1	4	1	3	9	2014
09:00 AM	13	317	51	0	381	38	3	25	0	66	10	113	9	0	132	0	3	0	0	3	582
09:15 AM	7	352	38	0	397	31	1	21	0	53	12	101	11	2	126	0	0	1	0	1	577
09:30 AM	12	313	50	0	375	39	2	22	0	63	8	88	10	0	106	0	0	1	0	1	545
09:45 AM	7	341	43	0	391	30	1	23	0	54	18	71	13	0	102	1	1	1	0	3	550
Total	39	1323	182	0	1544	138	7	91	0	236	48	373	43	2	466	1	4	3	0	8	2254
Grand Total	79	3187	384	2	3652	427	15	232	1	675	127	1154	103	3	1387	4	8	7	4	23	5737
Apprch %	2.2	87.3	10.5	0.1		63.3	2.2	34.4	0.1		9.2	83.2	7.4	0.2		17.4	34.8	30.4	17.4		
Total %	1.4	55.6	6.7	0	63.7	7.4	0.3	4	0	11.8	2.2	20.1	1.8	0.1	24.2	0.1	0.1	0.1	0.1	0.4	

	GREAT AMERICA PKWY Southbound					GREAT AMERICA WAY Westbound					GREAT AMERICA PKWY Northbound					DRIVEWAY 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 08:45 AM																					
08:45 AM	8	306	29	343		36	3	32	71		7	128	10	145		0	1	0	1		560
09:00 AM	13	317	51	381		38	3	25	66		10	113	9	132		0	3	0	3		582
09:15 AM	7	352	38	397		31	1	21	53		12	101	11	124		0	0	1	1		575
09:30 AM	12	313	50	375		39	2	22	63		8	88	10	106		0	0	1	1		545
Total Volume	40	1288	168	1496		144	9	100	253		37	430	40	507		0	4	2	6		2262
% App. Total	2.7	86.1	11.2			56.9	3.6	39.5			7.3	84.8	7.9			0	66.7	33.3			
PHF	.769	.915	.824	.942		.923	.750	.781	.891		.771	.840	.909	.874		.000	.333	.500	.500		.972

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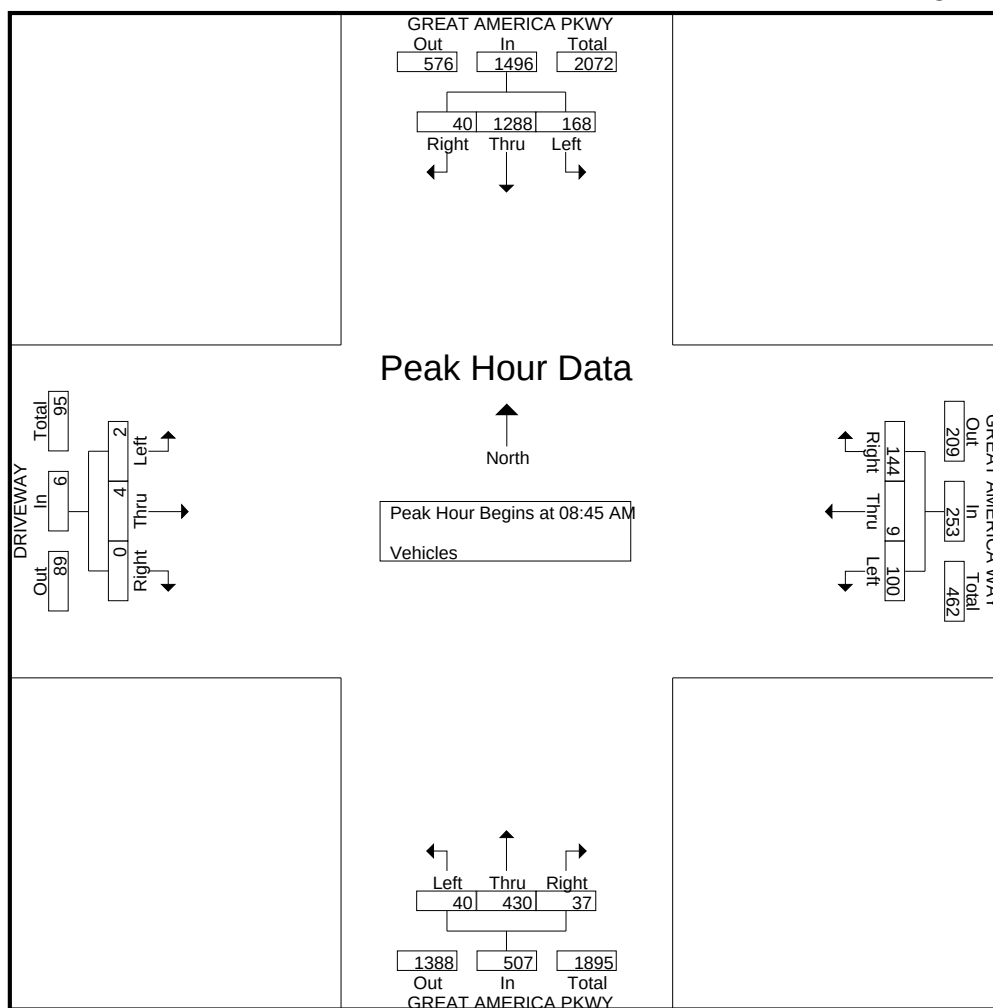
tdsbay@cs.com

File Name : 3AM FINAL

Site Code : 00000003

Start Date : 3/11/2014

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tdsbay@cs.com

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Site Code : 00000003
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Groups Printed- Bikes

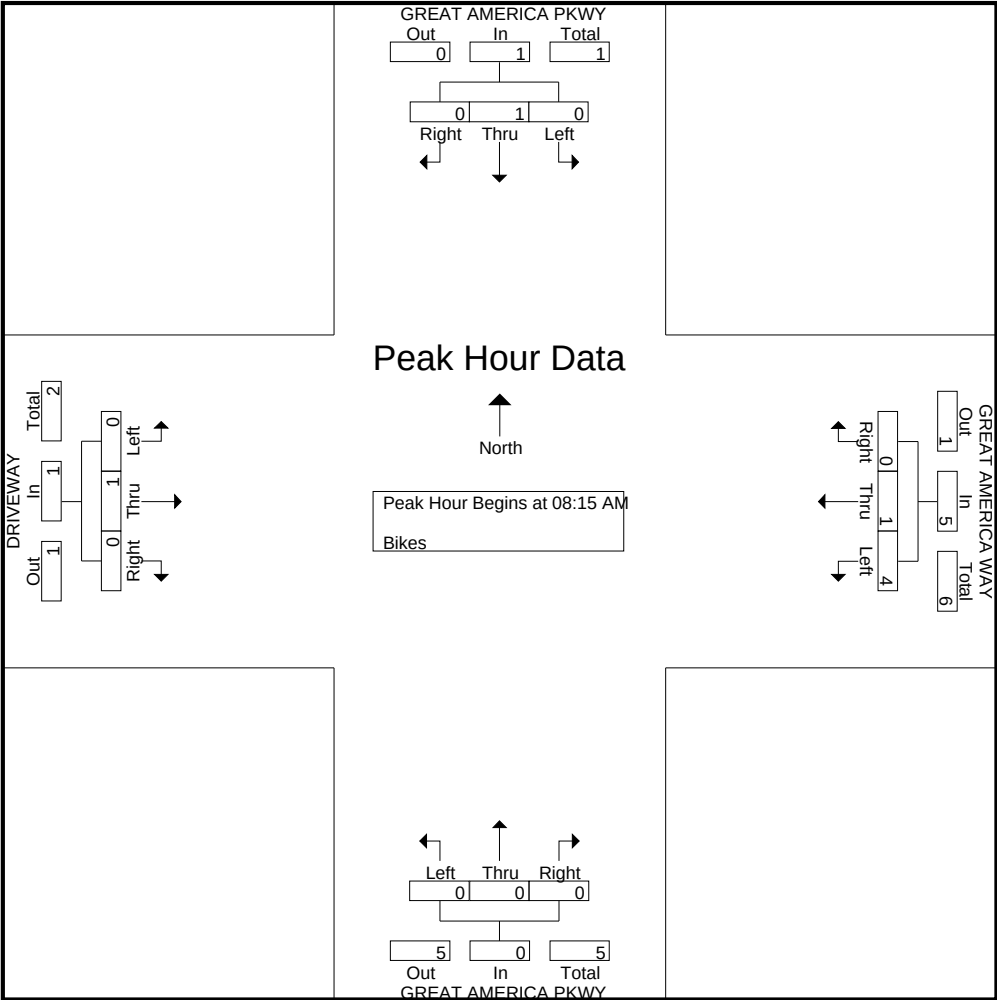
	GREAT AMERICA PKWY Southbound					GREAT AMERICA WAY Westbound					GREAT AMERICA PKWY Northbound					DRIVEWAY Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
08:00 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
08:45 AM	0	1	0	0	1	0	1	2	0	3	0	0	0	0	0	0	0	0	0	0	4
Total	0	1	0	0	1	0	1	4	0	5	0	0	0	0	0	0	0	0	0	0	6
09:00 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	2
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
Total	0	1	0	0	1	0	1	1	0	2	0	0	0	0	0	0	1	0	0	1	4
Grand Total	0	2	0	0	2	1	2	5	0	8	0	0	0	0	0	0	1	0	0	1	11
Apprch %	0	100	0	0		12.5	25	62.5	0		0	0	0	0		0	100	0	0		
Total %	0	18.2	0	0	18.2	9.1	18.2	45.5	0	72.7	0	0	0	0	0	0	9.1	0	0	9.1	

	GREAT AMERICA PKWY Southbound				GREAT AMERICA WAY Westbound				GREAT AMERICA PKWY Northbound				DRIVEWAY 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	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
08:45 AM	0	1	0	1	0	1	2	3	0	0	0	0	0	0	0	0	4
09:00 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	1	0	1	2
Total Volume	0	1	0	1	0	1	4	5	0	0	0	0	0	1	0	1	7
% App. Total	0	100	0		0	20	80		0	0	0		0	100	0		
PHF	.000	.250	.000	.250	.000	.250	.500	.417	.000	.000	.000	.000	.000	.250	.000	.250	.438

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tdsbay@cs.com

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Site Code : 00000003

Start Date : 3/11/2014

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Groups Printed- Heavy Vehicles

	GREAT AMERICA PKWY Southbound					GREAT AMERICA WAY Westbound					GREAT AMERICA PKWY Northbound					DRIVEWAY 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	3	0	0	3	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	5
07:15 AM	0	6	0	0	6	1	0	1	0	2	0	1	0	0	1	0	0	0	0	0	9
07:30 AM	0	2	0	0	2	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	4
07:45 AM	0	1	0	0	1	1	0	0	0	1	0	4	0	0	4	0	0	0	0	0	6
Total	0	12	0	0	12	5	0	1	0	6	0	6	0	0	6	0	0	0	0	0	24
08:00 AM	0	1	0	0	1	3	0	0	0	3	0	4	0	0	4	0	0	0	0	0	8
08:15 AM	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	6
08:30 AM	0	0	0	0	0	2	0	0	0	2	0	1	0	0	1	0	0	0	0	0	3
08:45 AM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Total	0	6	0	0	6	5	0	0	0	5	0	9	0	0	9	0	0	0	0	0	20
09:00 AM	0	1	1	0	2	1	0	0	0	1	0	2	1	0	3	0	0	0	0	0	6
09:15 AM	0	1	0	0	1	2	0	0	0	2	0	7	0	0	7	0	0	0	0	0	10
09:30 AM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	1	0	1	5
09:45 AM	0	1	0	0	1	0	0	0	0	0	0	2	0	1	3	0	0	0	0	0	4
Total	0	4	1	0	5	3	0	0	0	3	0	14	1	1	16	0	0	1	0	1	25
Grand Total	0	22	1	0	23	13	0	1	0	14	0	29	1	1	31	0	0	1	0	1	69
Apprch %	0	95.7	4.3	0		92.9	0	7.1	0		0	93.5	3.2	3.2		0	0	100	0		
Total %	0	31.9	1.4	0	33.3	18.8	0	1.4	0	20.3	0	42	1.4	1.4	44.9	0	0	1.4	0	1.4	

	GREAT AMERICA PKWY Southbound				GREAT AMERICA WAY Westbound				GREAT AMERICA PKWY Northbound				DRIVEWAY 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 07:15 AM																	
07:15 AM	0	6	0	6	1	0	1	2	0	1	0	1	0	0	0	0	9
07:30 AM	0	2	0	2	1	0	0	1	0	1	0	1	0	0	0	0	4
07:45 AM	0	1	0	1	1	0	0	1	0	4	0	4	0	0	0	0	6
08:00 AM	0	1	0	1	3	0	0	3	0	4	0	4	0	0	0	0	8
Total Volume	0	10	0	10	6	0	1	7	0	10	0	10	0	0	0	0	27
% App. Total	0	100	0		85.7	0	14.3		0	100	0		0	0	0		
PHF	.000	.417	.000	.417	.500	.000	.250	.583	.000	.625	.000	.625	.000	.000	.000	.000	.750

Traffic Data Service

Campbell, CA

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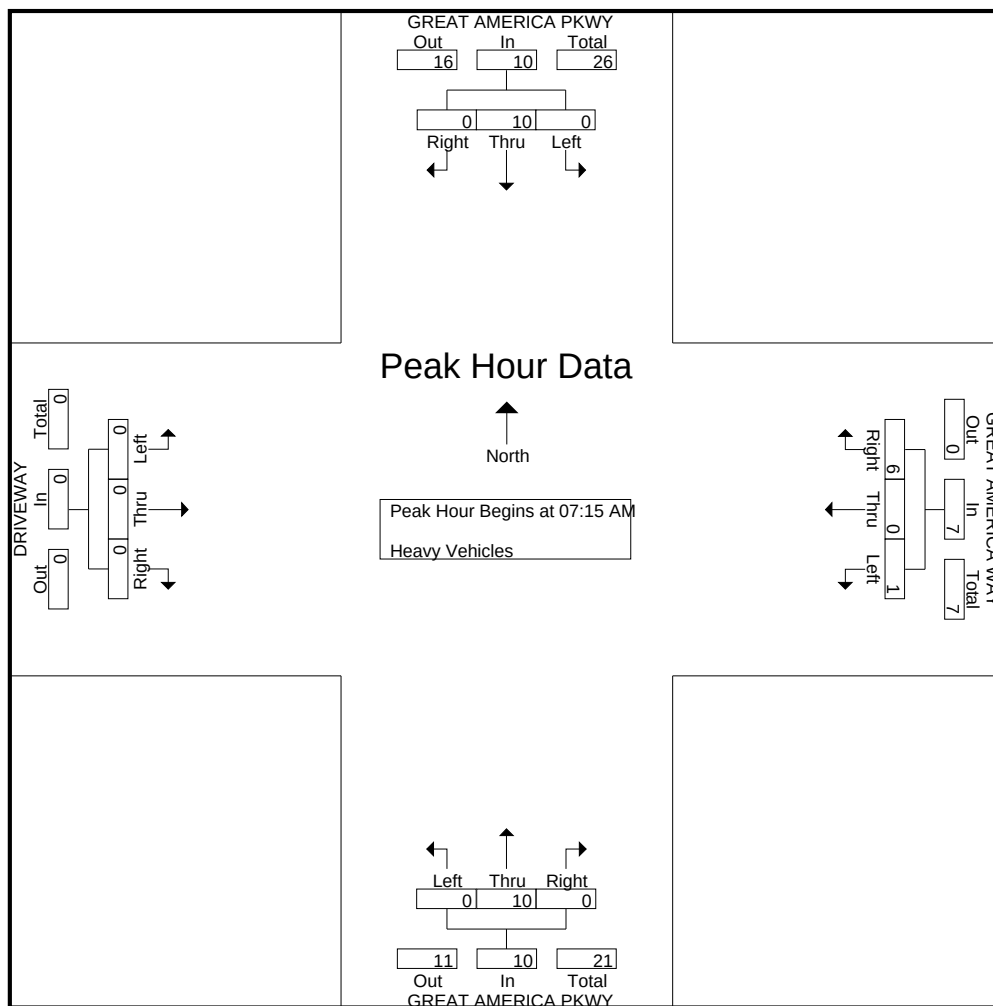
tdsbay@cs.com

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Site Code : 00000003

Start Date : 3/11/2014

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Campbell, CA

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File Name : 3PM FINAL

Site Code : 00000003

Start Date : 3/11/2014

Page No : 1

Groups Printed- Vehicles - Heavy Vehicles

	GREAT AMERICA PKWY Southbound					GREAT AMERICA WAY Westbound					GREAT AMERICA PKWY Northbound					DRIVEWAY 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	0	126	26	0	152	26	0	9	0	35	23	223	4	1	251	4	1	12	0	17	455
04:15 PM	0	125	35	0	160	24	0	13	0	37	28	197	1	0	226	0	2	8	0	10	433
04:30 PM	2	174	35	2	213	21	0	14	0	35	34	230	1	0	265	2	1	6	2	11	524
04:45 PM	2	147	40	0	189	31	0	17	1	49	34	189	1	0	224	6	5	11	0	22	484
Total	4	572	136	2	714	102	0	53	1	156	119	839	7	1	966	12	9	37	2	60	1896
05:00 PM	2	186	38	0	226	31	1	14	0	46	47	234	4	0	285	1	8	9	0	18	575
05:15 PM	2	162	54	0	218	30	0	19	0	49	61	255	6	0	322	5	6	8	0	19	608
05:30 PM	3	171	45	1	220	31	0	9	0	40	74	253	3	0	330	0	3	9	0	12	602
05:45 PM	0	151	45	0	196	28	2	13	0	43	43	235	3	1	282	1	3	6	0	10	531
Total	7	670	182	1	860	120	3	55	0	178	225	977	16	1	1219	7	20	32	0	59	2316
06:00 PM	0	146	41	1	188	32	1	11	0	44	53	223	4	0	280	0	3	6	0	9	521
06:15 PM	0	154	48	1	203	37	0	17	0	54	53	192	1	1	247	0	4	11	0	15	519
06:30 PM	0	151	42	1	194	17	0	16	0	33	41	236	1	0	278	1	0	6	0	7	512
06:45 PM	0	145	39	0	184	24	0	9	0	33	39	216	0	0	255	4	3	3	0	10	482
Total	0	596	170	3	769	110	1	53	0	164	186	867	6	1	1060	5	10	26	0	41	2034
Grand Total	11	1838	488	6	2343	332	4	161	1	498	530	2683	29	3	3245	24	39	95	2	160	6246
Apprch %	0.5	78.4	20.8	0.3		66.7	0.8	32.3	0.2		16.3	82.7	0.9	0.1		15	24.4	59.4	1.2		
Total %	0.2	29.4	7.8	0.1	37.5	5.3	0.1	2.6	0	8	8.5	43	0.5	0	52	0.4	0.6	1.5	0	2.6	
Vehicles	11	1829	487	6	2333	330	4	161	1	496	525	2679	29	3	3236	24	39	95	2	160	6225
% Vehicles	100	99.5	99.8	100	99.6	99.4	100	100	100	99.6	99.1	99.9	100	100	99.7	100	100	100	100	100	99.7
Heavy Vehicles	0	9	1	0	10	2	0	0	0	2	5	4	0	0	9	0	0	0	0	0	21
% Heavy Vehicles	0	0.5	0.2	0	0.4	0.6	0	0	0	0.4	0.9	0.1	0	0	0.3	0	0	0	0	0	0.3

	GREAT AMERICA PKWY Southbound					GREAT AMERICA WAY Westbound					GREAT AMERICA PKWY Northbound					DRIVEWAY 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 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	2	186	38	226		31	1	14	46		47	234	4	285		1	8	9	18		575
05:15 PM	2	162	54	218		30	0	19	49		61	255	6	322		5	6	8	19		608
05:30 PM	3	171	45	219		31	0	9	40		74	253	3	330		0	3	9	12		601
05:45 PM	0	151	45	196		28	2	13	43		43	235	3	281		1	3	6	10		530
Total Volume	7	670	182	859		120	3	55	178		225	977	16	1218		7	20	32	59		2314
% App. Total	0.8	78	21.2			67.4	1.7	30.9			18.5	80.2	1.3			11.9	33.9	54.2			
PHF	.583	.901	.843	.950		.968	.375	.724	.908		.760	.958	.667	.923		.350	.625	.889	.776		.951

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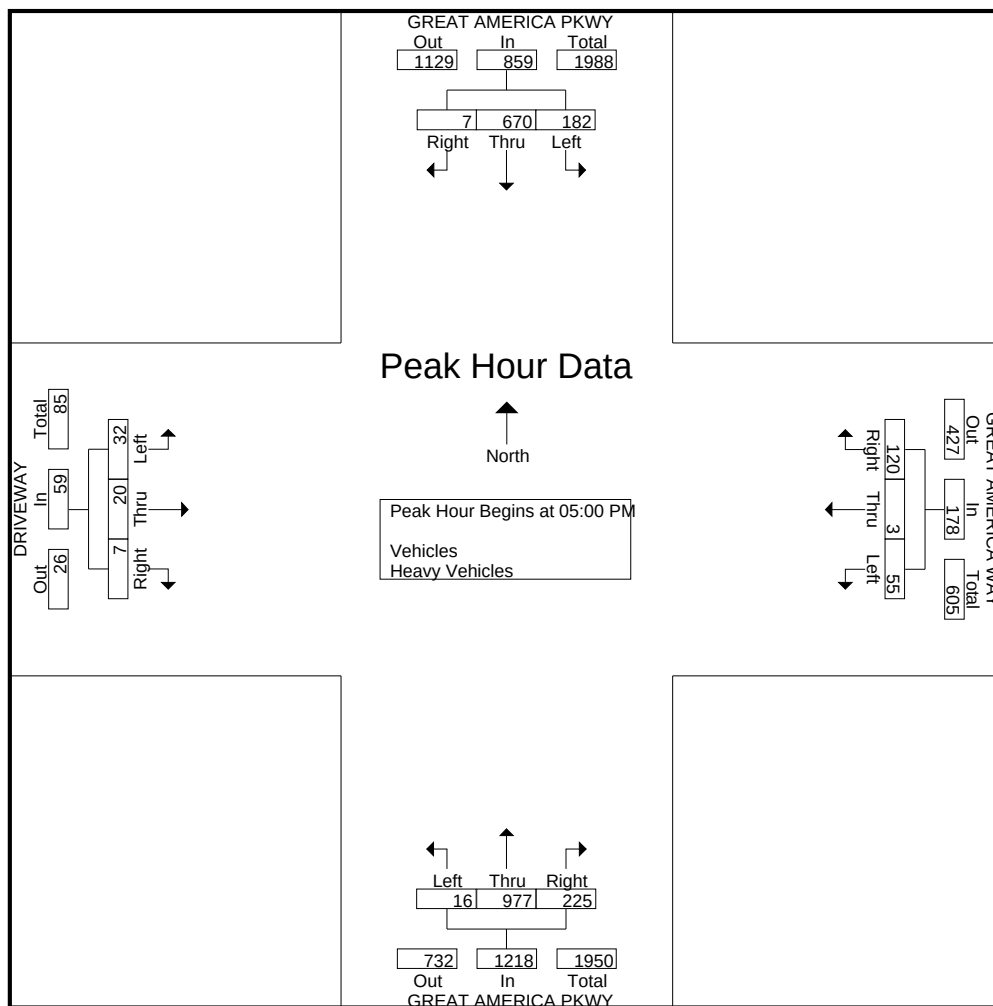
tdsbay@cs.com

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Groups Printed- Vehicles

	GREAT AMERICA PKWY Southbound					GREAT AMERICA WAY Westbound					GREAT AMERICA PKWY Northbound					DRIVEWAY 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	0	125	26	0	151	25	0	9	0	34	23	223	4	1	251	4	1	12	0	17	453
04:15 PM	0	125	34	0	159	24	0	13	0	37	28	197	1	0	226	0	2	8	0	10	432
04:30 PM	2	173	35	2	212	21	0	14	0	35	34	230	1	0	265	2	1	6	2	11	523
04:45 PM	2	147	40	0	189	31	0	17	1	49	34	188	1	0	223	6	5	11	0	22	483
Total	4	570	135	2	711	101	0	53	1	155	119	838	7	1	965	12	9	37	2	60	1891
05:00 PM	2	184	38	0	224	31	1	14	0	46	46	234	4	0	284	1	8	9	0	18	572
05:15 PM	2	161	54	0	217	29	0	19	0	48	60	255	6	0	321	5	6	8	0	19	605
05:30 PM	3	171	45	1	220	31	0	9	0	40	74	253	3	0	330	0	3	9	0	12	602
05:45 PM	0	151	45	0	196	28	2	13	0	43	41	235	3	1	280	1	3	6	0	10	529
Total	7	667	182	1	857	119	3	55	0	177	221	977	16	1	1215	7	20	32	0	59	2308
06:00 PM	0	146	41	1	188	32	1	11	0	44	52	222	4	0	278	0	3	6	0	9	519
06:15 PM	0	153	48	1	202	37	0	17	0	54	53	192	1	1	247	0	4	11	0	15	518
06:30 PM	0	150	42	1	193	17	0	16	0	33	41	235	1	0	277	1	0	6	0	7	510
06:45 PM	0	143	39	0	182	24	0	9	0	33	39	215	0	0	254	4	3	3	0	10	479
Total	0	592	170	3	765	110	1	53	0	164	185	864	6	1	1056	5	10	26	0	41	2026
Grand Total	11	1829	487	6	2333	330	4	161	1	496	525	2679	29	3	3236	24	39	95	2	160	6225
Apprch %	0.5	78.4	20.9	0.3		66.5	0.8	32.5	0.2		16.2	82.8	0.9	0.1		15	24.4	59.4	1.2		
Total %	0.2	29.4	7.8	0.1	37.5	5.3	0.1	2.6	0	8	8.4	43	0.5	0	52	0.4	0.6	1.5	0	2.6	

	GREAT AMERICA PKWY Southbound					GREAT AMERICA WAY Westbound					GREAT AMERICA PKWY Northbound					DRIVEWAY 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 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	2	184	38	224		31	1	14	46		46	234	4	284		1	8	9	18		572
05:15 PM	2	161	54	217		29	0	19	48		60	255	6	321		5	6	8	19		605
05:30 PM	3	171	45	219		31	0	9	40		74	253	3	330		0	3	9	12		601
05:45 PM	0	151	45	196		28	2	13	43		41	235	3	279		1	3	6	10		528
Total Volume	7	667	182	856		119	3	55	177		221	977	16	1214		7	20	32	59		2306
% App. Total	0.8	77.9	21.3			67.2	1.7	31.1			18.2	80.5	1.3			11.9	33.9	54.2			
PHF	.583	.906	.843	.955		.960	.375	.724	.922		.747	.958	.667	.920		.350	.625	.889	.776		.953

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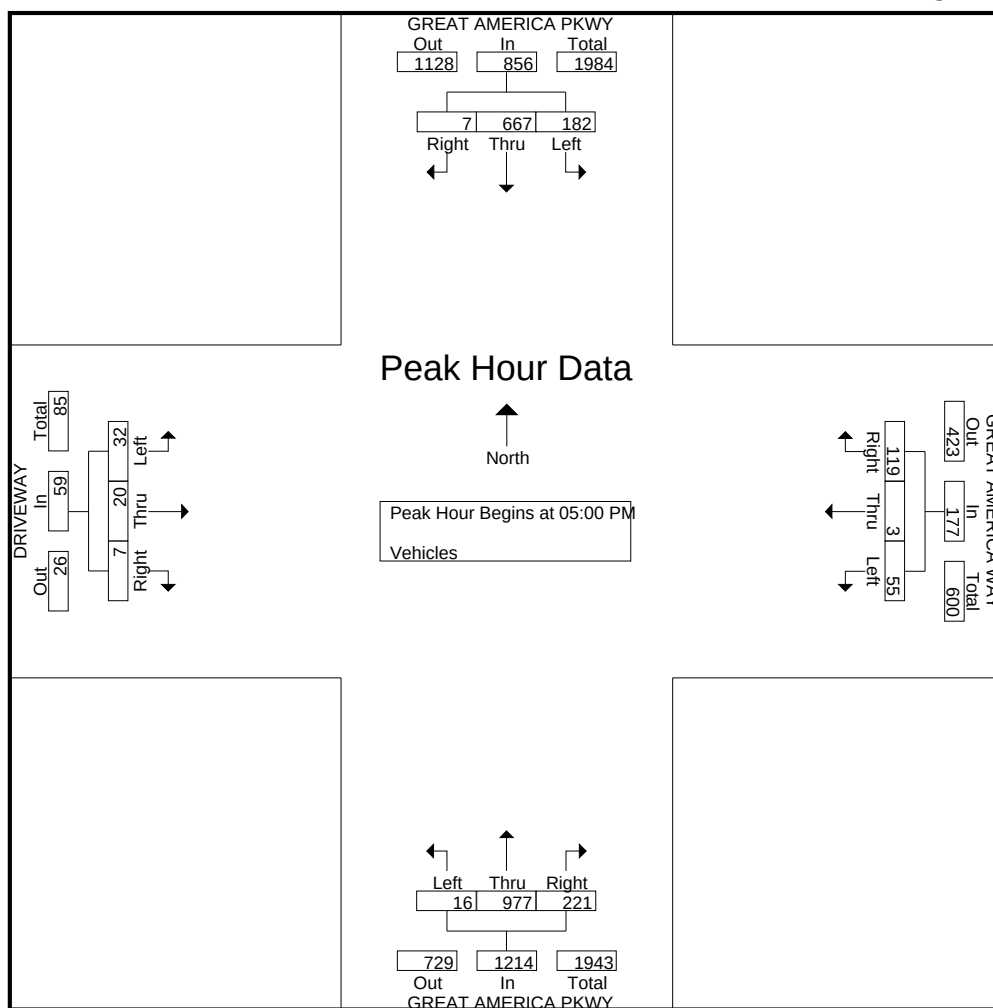
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File Name : 3PM FINAL

Site Code : 00000003

Start Date : 3/11/2014

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Groups Printed- Bikes

	GREAT AMERICA PKWY Southbound					GREAT AMERICA WAY Westbound					GREAT AMERICA PKWY Northbound					DRIVEWAY 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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
05:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	2
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	0	0	0	0	0	3
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
06:45 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	3	0	0	3	4
Grand Total	0	0	0	0	0	0	2	2	0	4	0	1	0	0	1	0	3	0	0	3	8
Apprch %	0	0	0	0		0	50	50	0		0	100	0	0		0	100	0	0		
Total %	0	0	0	0	0	0	25	25	0	50	0	12.5	0	0	12.5	0	37.5	0	0	37.5	

	GREAT AMERICA PKWY Southbound				GREAT AMERICA WAY Westbound				GREAT AMERICA PKWY Northbound				DRIVEWAY 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 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 06:00 PM																	
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
06:45 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	0	1	1	0	0	0	0	0	3	0	3	4
% App. Total	0	0	0		0	0	100		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.000	.250	.250	.000	.000	.000	.000	.000	.375	.000	.375	.500

Traffic Data Service

Campbell, CA

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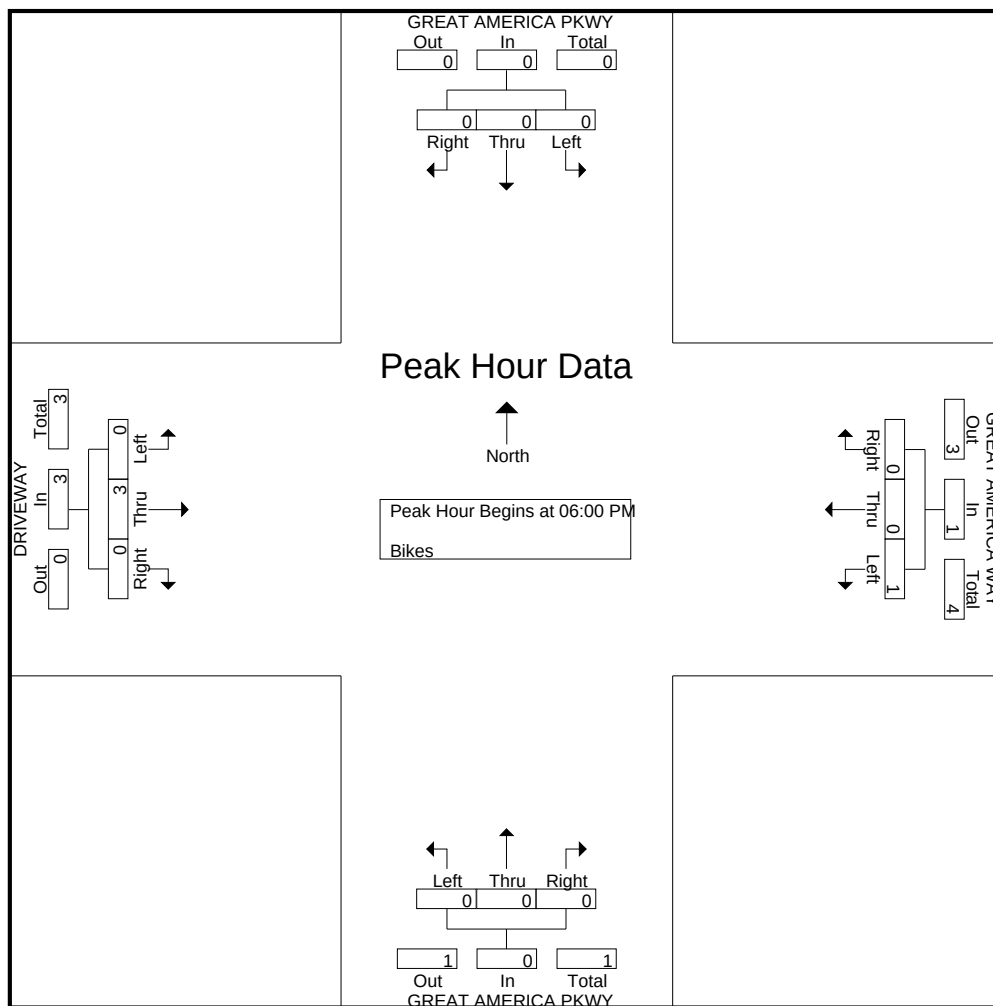
tdsbay@cs.com

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Site Code : 00000003

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Site Code : 00000003

Start Date : 3/11/2014

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Groups Printed- Heavy Vehicles

	GREAT AMERICA PKWY Southbound					GREAT AMERICA WAY Westbound					GREAT AMERICA PKWY Northbound					DRIVEWAY 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	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2
04:15 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1
Total	0	2	1	0	3	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	5
05:00 PM	0	2	0	0	2	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	3
05:15 PM	0	1	0	0	1	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	0	3
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	2
Total	0	3	0	0	3	1	0	0	0	1	4	0	0	0	4	0	0	0	0	0	0	8
06:00 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	2
06:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
06:30 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2
06:45 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3
Total	0	4	0	0	4	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	0	8
Grand Total	0	9	1	0	10	2	0	0	0	2	5	4	0	0	9	0	0	0	0	0	0	21
Apprch %	0	90	10	0		100	0	0	0		55.6	44.4	0	0		0	0	0	0	0		
Total %	0	42.9	4.8	0	47.6	9.5	0	0	0	9.5	23.8	19	0	0	42.9	0	0	0	0	0	0	

	GREAT AMERICA PKWY Southbound				GREAT AMERICA WAY Westbound				GREAT AMERICA PKWY Northbound				DRIVEWAY 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 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
05:00 PM	0	2	0	2	0	0	0	0	1	0	0	1	0	0	0	0	3
05:15 PM	0	1	0	1	1	0	0	1	1	0	0	1	0	0	0	0	3
Total Volume	0	4	0	4	1	0	0	1	2	1	0	3	0	0	0	0	8
% App. Total	0	100	0		100	0	0		66.7	33.3	0		0	0	0		
PHF	.000	.500	.000	.500	.250	.000	.000	.250	.500	.250	.000	.750	.000	.000	.000	.000	.667

Traffic Data Service

Campbell, CA

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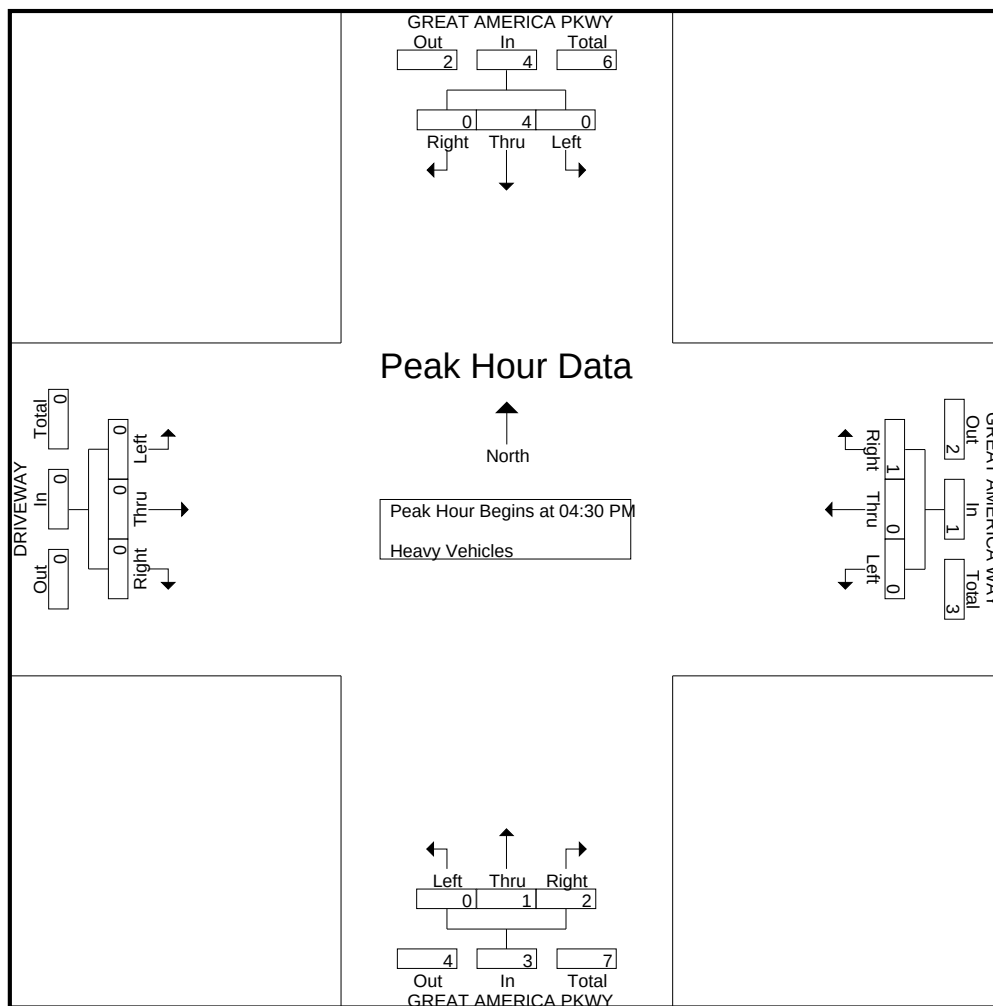
tdsbay@cs.com

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File Name : 4AM FINAL

Site Code : 00000004

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Groups Printed- Vehicles - Heavy Vehicles

	GREAT AMERICA PKWY Southbound					OLD MOUNTAIN VIEW- ALVISO RD Westbound					GREAT AMERICA PKWY Northbound					OLD MOUNTAIN VIEW- ALVISO 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	47	126	1	0	174	2	0	0	1	3	2	70	19	0	91	10	1	18	0	29	297
07:15 AM	49	129	1	0	179	2	0	2	0	4	4	78	26	0	108	4	1	17	2	24	315
07:30 AM	51	137	2	0	190	2	0	1	2	5	10	121	17	0	148	4	1	15	1	21	364
07:45 AM	62	182	4	0	248	0	0	1	2	3	5	97	33	0	135	6	1	14	0	21	407
Total	209	574	8	0	791	6	0	4	5	15	21	366	95	0	482	24	4	64	3	95	1383
08:00 AM	82	226	2	0	310	0	0	1	1	2	9	98	26	0	133	3	0	14	0	17	462
08:15 AM	86	233	2	0	321	0	1	1	0	2	6	103	26	1	136	8	1	12	0	21	480
08:30 AM	65	206	2	0	273	0	0	2	0	2	10	110	28	0	148	5	1	18	3	27	450
08:45 AM	98	246	7	0	351	2	2	0	0	4	15	108	35	3	161	5	4	30	1	40	556
Total	331	911	13	0	1255	2	3	4	1	10	40	419	115	4	578	21	6	74	4	105	1948
09:00 AM	100	229	7	0	336	0	1	2	0	3	17	95	29	0	141	2	4	38	0	44	524
09:15 AM	108	227	6	0	341	3	0	1	1	5	13	100	50	1	164	9	3	23	1	36	546
09:30 AM	108	245	7	0	360	0	1	3	0	4	19	97	68	0	184	5	1	12	0	18	566
09:45 AM	139	213	2	1	355	1	0	5	0	6	18	89	69	2	178	6	0	17	0	23	562
Total	455	914	22	1	1392	4	2	11	1	18	67	381	216	3	667	22	8	90	1	121	2198
Grand Total	995	2399	43	1	3438	12	5	19	7	43	128	1166	426	7	1727	67	18	228	8	321	5529
Apprch %	28.9	69.8	1.3	0		27.9	11.6	44.2	16.3		7.4	67.5	24.7	0.4		20.9	5.6	71	2.5		
Total %	18	43.4	0.8	0	62.2	0.2	0.1	0.3	0.1	0.8	2.3	21.1	7.7	0.1	31.2	1.2	0.3	4.1	0.1	5.8	
Vehicles	991	2381	43	1	3416	11	5	19	7	42	128	1136	425	7	1696	67	18	227	8	320	5474
% Vehicles	99.6	99.2	100	100	99.4	91.7	100	100	100	97.7	100	97.4	99.8	100	98.2	100	100	99.6	100	99.7	99
Heavy Vehicles	4	18	0	0	22	1	0	0	0	1	0	30	1	0	31	0	0	1	0	1	55
% Heavy Vehicles	0.4	0.8	0	0	0.6	8.3	0	0	0	2.3	0	2.6	0.2	0	1.8	0	0	0.4	0	0.3	1

	GREAT AMERICA PKWY Southbound				OLD MOUNTAIN VIEW- ALVISO RD Westbound				GREAT AMERICA PKWY Northbound				OLD MOUNTAIN VIEW- ALVISO 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 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 09:00 AM																	
09:00 AM	100	229	7	336	0	1	2	3	17	95	29	141	2	4	38	44	524
09:15 AM	108	227	6	341	3	0	1	4	13	100	50	163	9	3	23	35	543
09:30 AM	108	245	7	360	0	1	3	4	19	97	68	184	5	1	12	18	566
09:45 AM	139	213	2	354	1	0	5	6	18	89	69	176	6	0	17	23	559
Total Volume	455	914	22	1391	4	2	11	17	67	381	216	664	22	8	90	120	2192
% App. Total	32.7	65.7	1.6		23.5	11.8	64.7		10.1	57.4	32.5		18.3	6.7	75		
PHF	.818	.933	.786	.966	.333	.500	.550	.708	.882	.953	.783	.902	.611	.500	.592	.682	.968

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Campbell, CA

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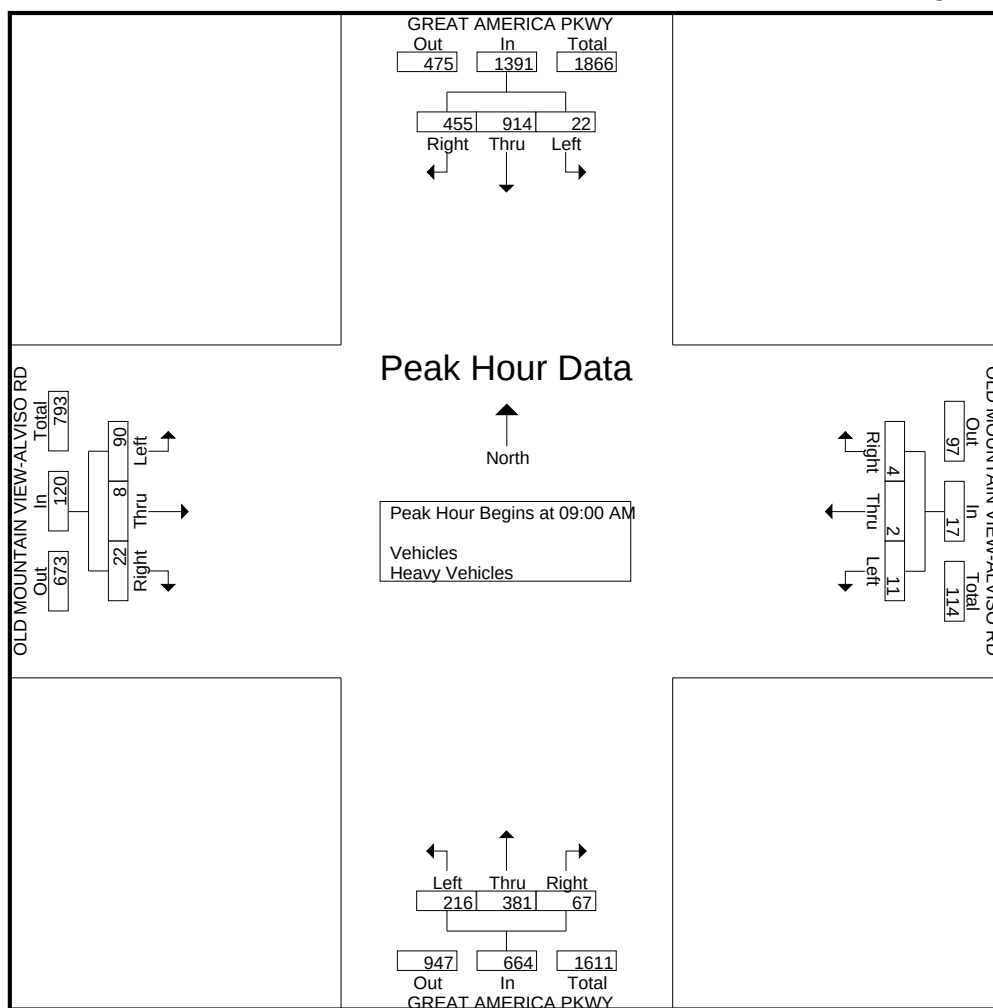
tdsbay@cs.com

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Site Code : 00000004

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Groups Printed- Vehicles

	GREAT AMERICA PKWY Southbound					OLD MOUNTAIN VIEW- ALVISO RD Westbound					GREAT AMERICA PKWY Northbound					OLD MOUNTAIN VIEW- ALVISO 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	46	124	1	0	171	2	0	0	1	3	2	68	19	0	89	10	1	18	0	29	292
07:15 AM	48	124	1	0	173	1	0	2	0	3	4	78	26	0	108	4	1	17	2	24	308
07:30 AM	49	136	2	0	187	2	0	1	2	5	10	120	17	0	147	4	1	15	1	21	360
07:45 AM	62	181	4	0	247	0	0	1	2	3	5	93	33	0	131	6	1	13	0	20	401
Total	205	565	8	0	778	5	0	4	5	14	21	359	95	0	475	24	4	63	3	94	1361
08:00 AM	82	225	2	0	309	0	0	1	1	2	9	95	25	0	129	3	0	14	0	17	457
08:15 AM	86	233	2	0	321	0	1	1	0	2	6	99	26	1	132	8	1	12	0	21	476
08:30 AM	65	206	2	0	273	0	0	2	0	2	10	109	28	0	147	5	1	18	3	27	449
08:45 AM	98	242	7	0	347	2	2	0	0	4	15	108	35	3	161	5	4	30	1	40	552
Total	331	906	13	0	1250	2	3	4	1	10	40	411	114	4	569	21	6	74	4	105	1934
09:00 AM	100	228	7	0	335	0	1	2	0	3	17	91	29	0	137	2	4	38	0	44	519
09:15 AM	108	227	6	0	341	3	0	1	1	5	13	94	50	1	158	9	3	23	1	36	540
09:30 AM	108	243	7	0	358	0	1	3	0	4	19	93	68	0	180	5	1	12	0	18	560
09:45 AM	139	212	2	1	354	1	0	5	0	6	18	88	69	2	177	6	0	17	0	23	560
Total	455	910	22	1	1388	4	2	11	1	18	67	366	216	3	652	22	8	90	1	121	2179
Grand Total	991	2381	43	1	3416	11	5	19	7	42	128	1136	425	7	1696	67	18	227	8	320	5474
Apprch %	29	69.7	1.3	0		26.2	11.9	45.2	16.7		7.5	67	25.1	0.4		20.9	5.6	70.9	2.5		
Total %	18.1	43.5	0.8	0	62.4	0.2	0.1	0.3	0.1	0.8	2.3	20.8	7.8	0.1	31	1.2	0.3	4.1	0.1	5.8	

	GREAT AMERICA PKWY Southbound				OLD MOUNTAIN VIEW- ALVISO RD Westbound				GREAT AMERICA PKWY Northbound				OLD MOUNTAIN VIEW- ALVISO 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 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 09:00 AM																	
09:00 AM	100	228	7	335	0	1	2	3	17	91	29	137	2	4	38	44	519
09:15 AM	108	227	6	341	3	0	1	4	13	94	50	157	9	3	23	35	537
09:30 AM	108	243	7	358	0	1	3	4	19	93	68	180	5	1	12	18	560
09:45 AM	139	212	2	353	1	0	5	6	18	88	69	175	6	0	17	23	557
Total Volume	455	910	22	1387	4	2	11	17	67	366	216	649	22	8	90	120	2173
% App. Total	32.8	65.6	1.6		23.5	11.8	64.7		10.3	56.4	33.3		18.3	6.7	75		
PHF	.818	.936	.786	.969	.333	.500	.550	.708	.882	.973	.783	.901	.611	.500	.592	.682	.970

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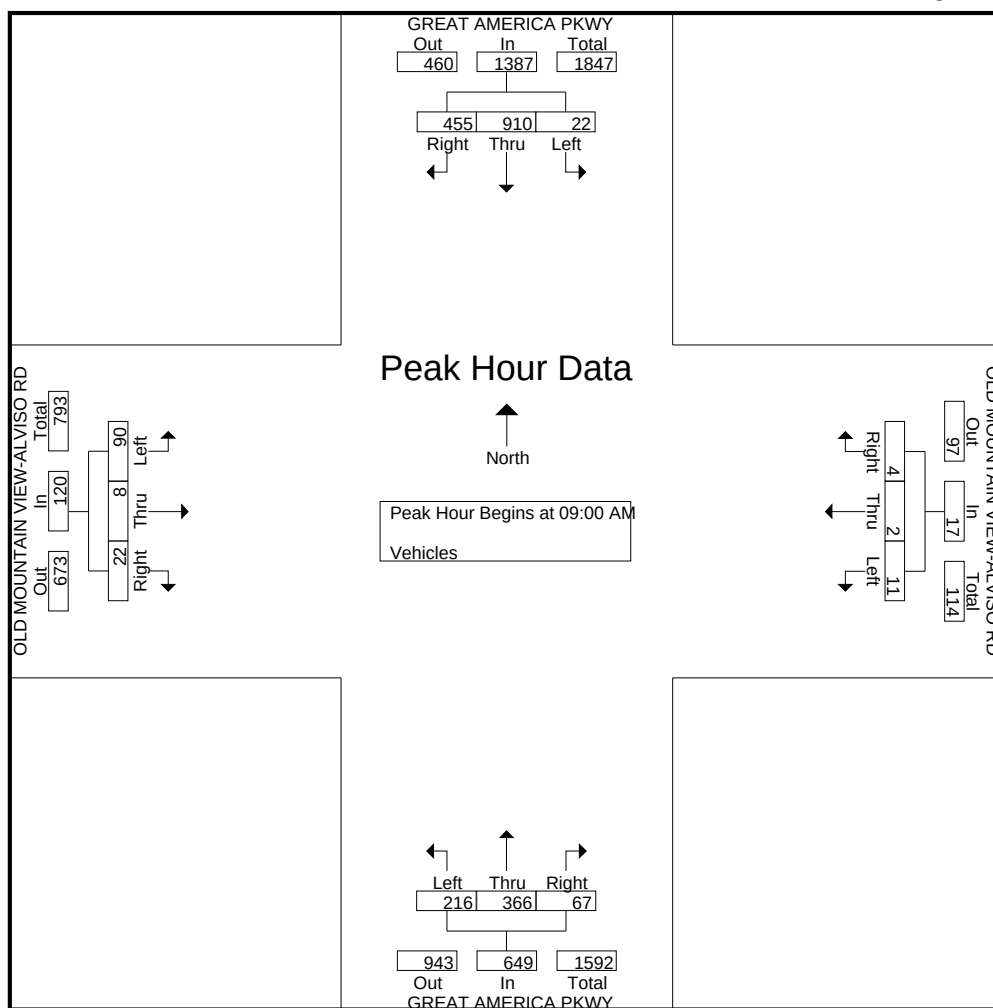
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File Name : 4AM FINAL

Site Code : 00000004

Start Date : 3/11/2014

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Groups Printed- Bikes

	GREAT AMERICA PKWY Southbound					OLD MOUNTAIN VIEW- ALVISO RD Westbound					GREAT AMERICA PKWY Northbound					OLD MOUNTAIN VIEW- ALVISO 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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
08:00 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
08:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
08:30 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	3	0	0	4	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	5
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	2	4	0	0	6	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	7
Apprch %	33.3	66.7	0	0		0	0	0	0		0	0	0	0		100	0	0	0		
Total %	28.6	57.1	0	0	85.7	0	0	0	0	0	0	0	0	0	0	14.3	0	0	0	14.3	

	GREAT AMERICA PKWY Southbound				OLD MOUNTAIN VIEW- ALVISO RD Westbound				GREAT AMERICA PKWY Northbound				OLD MOUNTAIN VIEW- ALVISO 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 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
08:00 AM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
08:15 AM	0	1	0	1	0	0	0	0	0	0	0	0	1	0	0	1	2
08:30 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	2	4	0	6	0	0	0	0	0	0	0	0	1	0	0	1	7
% App. Total	33.3	66.7	0		0	0	0		0	0	0		100	0	0		
PHF	.500	.500	.000	.750	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250	.875

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Campbell, CA

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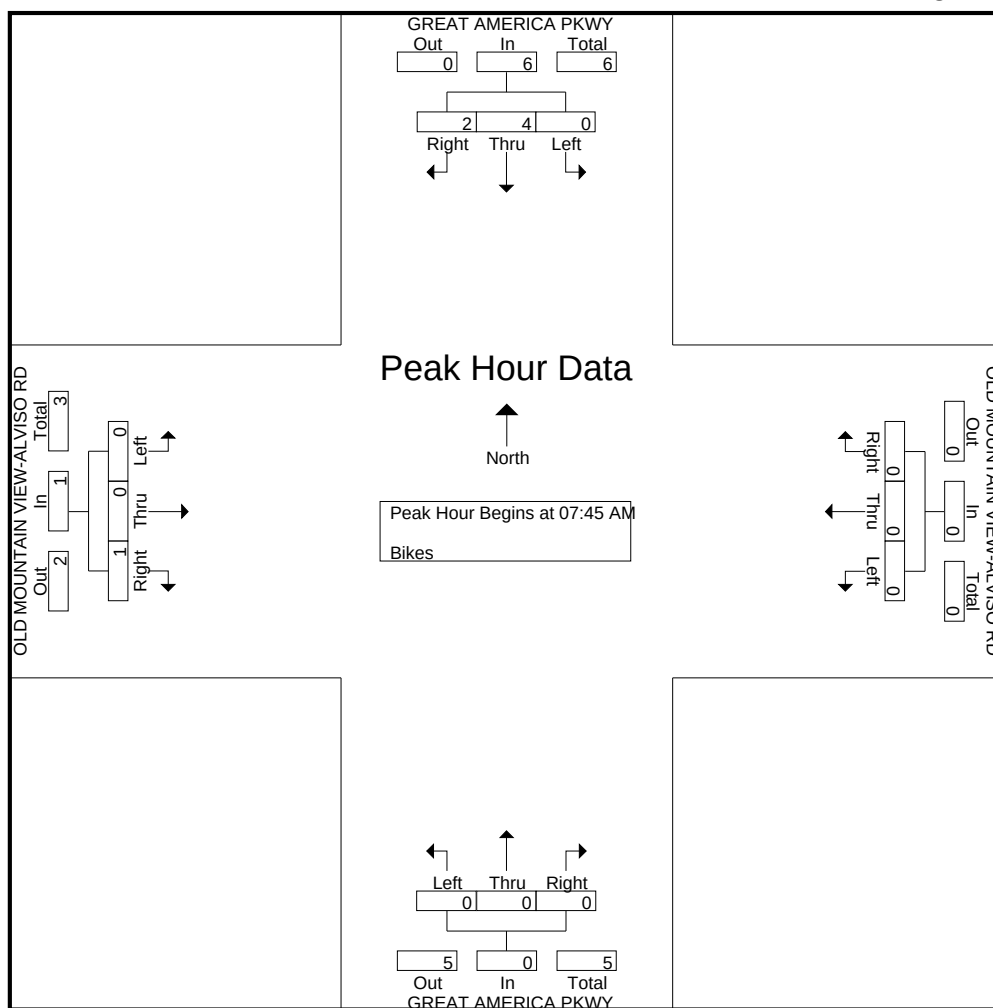
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File Name : 4AM FINAL

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Groups Printed- Heavy Vehicles

	GREAT AMERICA PKWY Southbound					OLD MOUNTAIN VIEW- ALVISO RD Westbound					GREAT AMERICA PKWY Northbound					OLD MOUNTAIN VIEW- ALVISO 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	1	2	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5
07:15 AM	1	5	0	0	6	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	7
07:30 AM	2	1	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
07:45 AM	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	0	0	1	0	1	6
Total	4	9	0	0	13	1	0	0	0	1	0	7	0	0	7	0	0	1	0	1	22
08:00 AM	0	1	0	0	1	0	0	0	0	0	0	3	1	0	4	0	0	0	0	0	5
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	4
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
08:45 AM	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Total	0	5	0	0	5	0	0	0	0	0	0	8	1	0	9	0	0	0	0	0	14
09:00 AM	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	5
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	6
09:30 AM	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	6
09:45 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Total	0	4	0	0	4	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	19
Grand Total	4	18	0	0	22	1	0	0	0	1	0	30	1	0	31	0	0	1	0	1	55
Apprch %	18.2	81.8	0	0		100	0	0	0		0	96.8	3.2	0		0	0	100	0		
Total %	7.3	32.7	0	0	40	1.8	0	0	0	1.8	0	54.5	1.8	0	56.4	0	0	1.8	0	1.8	

	GREAT AMERICA PKWY Southbound				OLD MOUNTAIN VIEW- ALVISO RD Westbound				GREAT AMERICA PKWY Northbound				OLD MOUNTAIN VIEW- ALVISO 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 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	1	2	0	3	0	0	0	0	0	2	0	2	0	0	0	0	5
07:15 AM	1	5	0	6	1	0	0	1	0	0	0	0	0	0	0	0	7
07:30 AM	2	1	0	3	0	0	0	0	0	1	0	1	0	0	0	0	4
07:45 AM	0	1	0	1	0	0	0	0	0	4	0	4	0	0	1	1	6
Total Volume	4	9	0	13	1	0	0	1	0	7	0	7	0	0	1	1	22
% App. Total	30.8	69.2	0		100	0	0		0	100	0		0	0	100		
PHF	.500	.450	.000	.542	.250	.000	.000	.250	.000	.438	.000	.438	.000	.000	.250	.250	.786

Traffic Data Service

Campbell, CA

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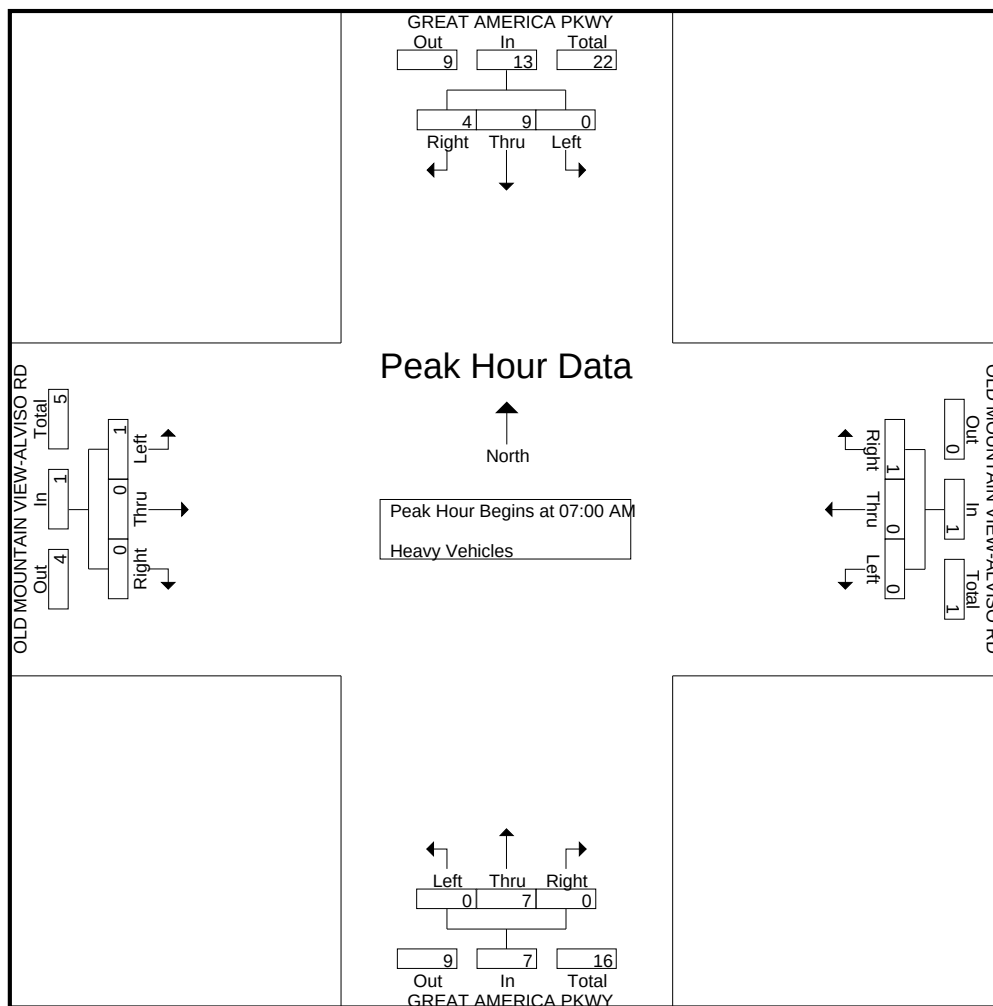
tdsbay@cs.com

File Name : 4AM FINAL

Site Code : 00000004

Start Date : 3/11/2014

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File Name : 4PM FINAL

Site Code : 00000004

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Groups Printed- Vehicles - Heavy Vehicles

	GREAT AMERICA PKWY Southbound					OLD MOUNTAIN VIEW- ALVISO RD Westbound					GREAT AMERICA PKWY Northbound					OLD MOUNTAIN VIEW- ALVISO 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
04:00 PM	22	127	1	0	150	0	2	10	1	13	2	183	13	0	198	19	0	56	1	76	437
04:15 PM	11	122	0	0	133	1	1	8	0	10	1	170	26	0	197	15	0	59	0	74	414
04:30 PM	37	175	2	3	217	0	0	10	0	10	5	171	18	0	194	17	0	78	2	97	518
04:45 PM	17	171	3	0	191	0	0	5	0	5	1	159	21	2	183	18	0	57	0	75	454
Total	87	595	6	3	691	1	3	33	1	38	9	683	78	2	772	69	0	250	3	322	1823
05:00 PM	26	167	0	0	193	1	3	13	1	18	3	187	16	0	206	28	0	100	3	131	548
05:15 PM	28	181	8	3	220	0	1	19	0	20	4	218	18	1	241	51	4	103	1	159	640
05:30 PM	23	168	10	4	205	2	1	19	2	24	2	197	19	1	219	39	3	117	2	161	609
05:45 PM	23	151	7	0	181	3	0	11	0	14	4	172	16	0	192	51	6	108	0	165	552
Total	100	667	25	7	799	6	5	62	3	76	13	774	69	2	858	169	13	428	6	616	2349
06:00 PM	22	143	4	0	169	1	0	12	0	13	2	176	17	1	196	41	5	93	0	139	517
06:15 PM	32	148	3	2	185	0	0	16	0	16	0	152	23	0	175	55	2	90	1	148	524
06:30 PM	27	138	2	0	167	0	1	15	0	16	2	167	25	0	194	57	2	114	0	173	550
06:45 PM	26	141	1	1	169	4	0	17	0	21	1	169	22	0	192	54	3	89	0	146	528
Total	107	570	10	3	690	5	1	60	0	66	5	664	87	1	757	207	12	386	1	606	2119
Grand Total	294	1832	41	13	2180	12	9	155	4	180	27	2121	234	5	2387	445	25	1064	10	1544	6291
Apprch %	13.5	84	1.9	0.6		6.7	5	86.1	2.2		1.1	88.9	9.8	0.2		28.8	1.6	68.9	0.6		
Total %	4.7	29.1	0.7	0.2	34.7	0.2	0.1	2.5	0.1	2.9	0.4	33.7	3.7	0.1	37.9	7.1	0.4	16.9	0.2	24.5	
Vehicles	287	1830	41	13	2171	12	9	155	4	180	27	2116	233	5	2381	445	25	1060	10	1540	6272
% Vehicles	97.6	99.9	100	100	99.6	100	100	100	100	100	100	99.8	99.6	100	99.7	100	100	99.6	100	99.7	99.7
Heavy Vehicles	7	2	0	0	9	0	0	0	0	0	0	5	1	0	6	0	0	4	0	4	19
% Heavy Vehicles	2.4	0.1	0	0	0.4	0	0	0	0	0	0	0.2	0.4	0	0.3	0	0	0.4	0	0.3	0.3

	GREAT AMERICA PKWY Southbound				OLD MOUNTAIN VIEW- ALVISO RD Westbound				GREAT AMERICA PKWY Northbound				OLD MOUNTAIN VIEW- ALVISO 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 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	26	167	0	193	1	3	13	17	3	187	16	206	28	0	100	128	544
05:15 PM	28	181	8	217	0	1	19	20	4	218	18	240	51	4	103	158	635
05:30 PM	23	168	10	201	2	1	19	22	2	197	19	218	39	3	117	159	600
05:45 PM	23	151	7	181	3	0	11	14	4	172	16	192	51	6	108	165	552
Total Volume	100	667	25	792	6	5	62	73	13	774	69	856	169	13	428	610	2331
% App. Total	12.6	84.2	3.2		8.2	6.8	84.9		1.5	90.4	8.1		27.7	2.1	70.2		
PHF	.893	.921	.625	.912	.500	.417	.816	.830	.813	.888	.908	.892	.828	.542	.915	.924	.918

Traffic Data Service

Campbell, CA

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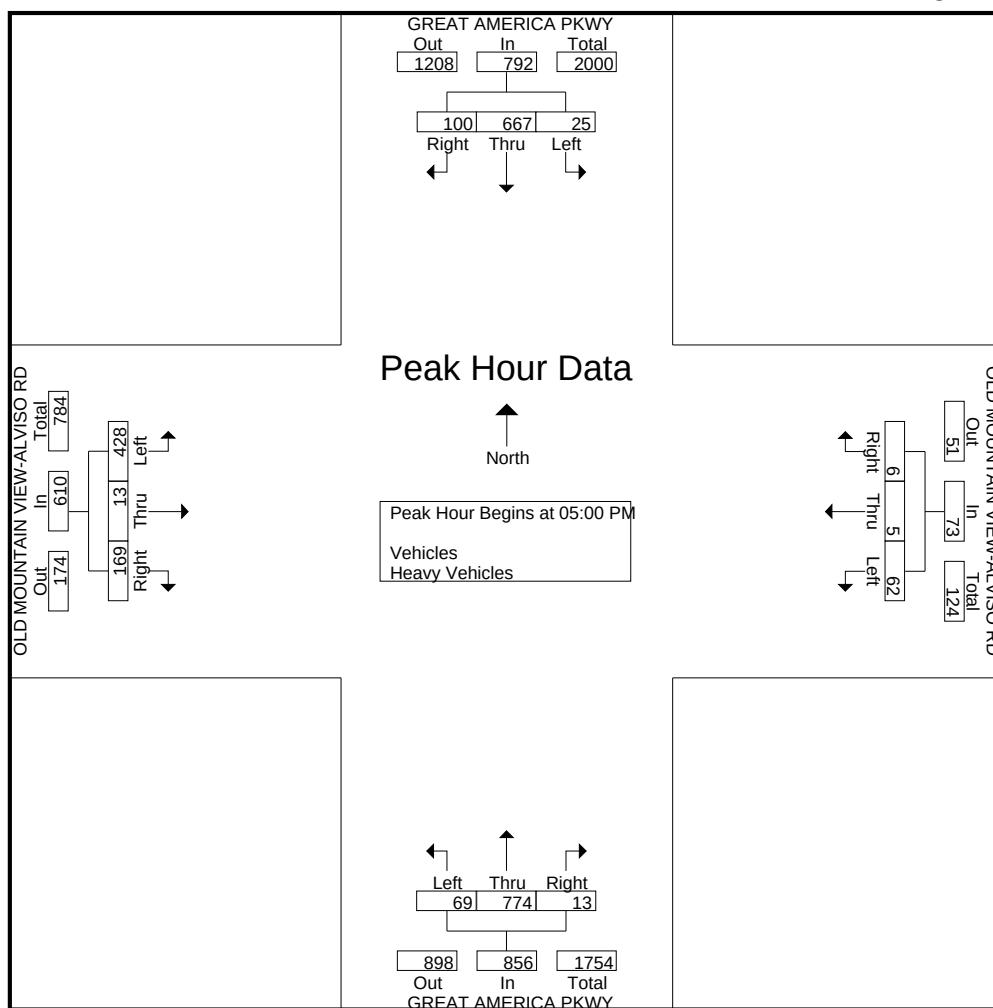
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Groups Printed- Vehicles

	GREAT AMERICA PKWY Southbound					OLD MOUNTAIN VIEW- ALVISO RD Westbound					GREAT AMERICA PKWY Northbound					OLD MOUNTAIN VIEW- ALVISO 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
04:00 PM	21	127	1	0	149	0	2	10	1	13	2	183	13	0	198	19	0	56	1	76	436
04:15 PM	11	122	0	0	133	1	1	8	0	10	1	170	26	0	197	15	0	59	0	74	414
04:30 PM	36	175	2	3	216	0	0	10	0	10	5	171	18	0	194	17	0	78	2	97	517
04:45 PM	17	171	3	0	191	0	0	5	0	5	1	158	21	2	182	18	0	57	0	75	453
Total	85	595	6	3	689	1	3	33	1	38	9	682	78	2	771	69	0	250	3	322	1820
05:00 PM	24	167	0	0	191	1	3	13	1	18	3	187	16	0	206	28	0	99	3	130	545
05:15 PM	27	181	8	3	219	0	1	19	0	20	4	218	18	1	241	51	4	102	1	158	638
05:30 PM	23	168	10	4	205	2	1	19	2	24	2	196	19	1	218	39	3	117	2	161	608
05:45 PM	23	151	7	0	181	3	0	11	0	14	4	172	16	0	192	51	6	107	0	164	551
Total	97	667	25	7	796	6	5	62	3	76	13	773	69	2	857	169	13	425	6	613	2342
06:00 PM	22	143	4	0	169	1	0	12	0	13	2	175	17	1	195	41	5	92	0	138	515
06:15 PM	32	147	3	2	184	0	0	16	0	16	0	152	23	0	175	55	2	90	1	148	523
06:30 PM	26	138	2	0	166	0	1	15	0	16	2	166	25	0	193	57	2	114	0	173	548
06:45 PM	25	140	1	1	167	4	0	17	0	21	1	168	21	0	190	54	3	89	0	146	524
Total	105	568	10	3	686	5	1	60	0	66	5	661	86	1	753	207	12	385	1	605	2110
Grand Total	287	1830	41	13	2171	12	9	155	4	180	27	2116	233	5	2381	445	25	1060	10	1540	6272
Apprch %	13.2	84.3	1.9	0.6		6.7	5	86.1	2.2		1.1	88.9	9.8	0.2		28.9	1.6	68.8	0.6		
Total %	4.6	29.2	0.7	0.2	34.6	0.2	0.1	2.5	0.1	2.9	0.4	33.7	3.7	0.1	38	7.1	0.4	16.9	0.2	24.6	

	GREAT AMERICA PKWY Southbound				OLD MOUNTAIN VIEW- ALVISO RD Westbound				GREAT AMERICA PKWY Northbound				OLD MOUNTAIN VIEW- ALVISO 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 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	24	167	0	191	1	3	13	17	3	187	16	206	28	0	99	127	541
05:15 PM	27	181	8	216	0	1	19	20	4	218	18	240	51	4	102	157	633
05:30 PM	23	168	10	201	2	1	19	22	2	196	19	217	39	3	117	159	599
05:45 PM	23	151	7	181	3	0	11	14	4	172	16	192	51	6	107	164	551
Total Volume	97	667	25	789	6	5	62	73	13	773	69	855	169	13	425	607	2324
% App. Total	12.3	84.5	3.2		8.2	6.8	84.9		1.5	90.4	8.1		27.8	2.1	70		
PHF	.898	.921	.625	.913	.500	.417	.816	.830	.813	.886	.908	.891	.828	.542	.908	.925	.918

Traffic Data Service

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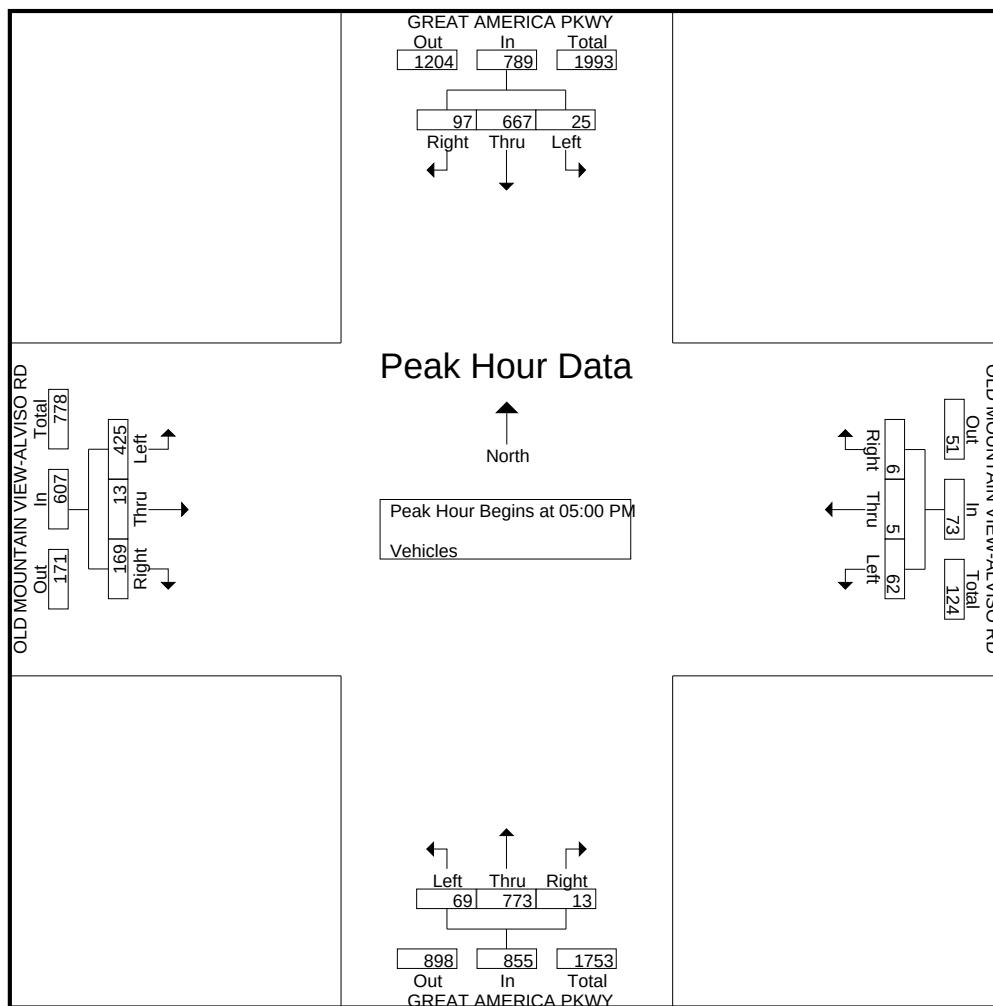
tdsbay@cs.com

File Name : 4PM FINAL

Site Code : 00000004

Start Date : 3/11/2014

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Site Code : 00000004

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Groups Printed- Bikes

	GREAT AMERICA PKWY Southbound					OLD MOUNTAIN VIEW- ALVISO RD Westbound					GREAT AMERICA PKWY Northbound					OLD MOUNTAIN VIEW- ALVISO 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
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
06:00 PM	0	0	0	0	0	0	1	2	0	3	0	0	0	0	0	0	0	0	0	0	3
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
Total	1	0	0	0	1	0	2	2	0	4	0	0	0	0	0	0	1	0	0	1	6
Grand Total	2	1	0	0	3	0	2	2	0	4	0	1	0	0	1	0	1	0	0	1	9
Apprch %	66.7	33.3	0	0		0	50	50	0		0	100	0	0		0	100	0	0		
Total %	22.2	11.1	0	0	33.3	0	22.2	22.2	0	44.4	0	11.1	0	0	11.1	0	11.1	0	0	11.1	

	GREAT AMERICA PKWY Southbound				OLD MOUNTAIN VIEW- ALVISO RD Westbound				GREAT AMERICA PKWY Northbound				OLD MOUNTAIN VIEW- ALVISO 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 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:30 PM																	
05:30 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	1	2	3	0	0	0	0	0	0	0	0	3
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total Volume	0	1	0	1	0	1	2	3	0	1	0	1	0	1	0	1	6
% App. Total	0	100	0		0	33.3	66.7		0	100	0		0	100	0		
PHF	.000	.250	.000	.250	.000	.250	.250	.250	.000	.250	.000	.250	.000	.250	.000	.250	.500

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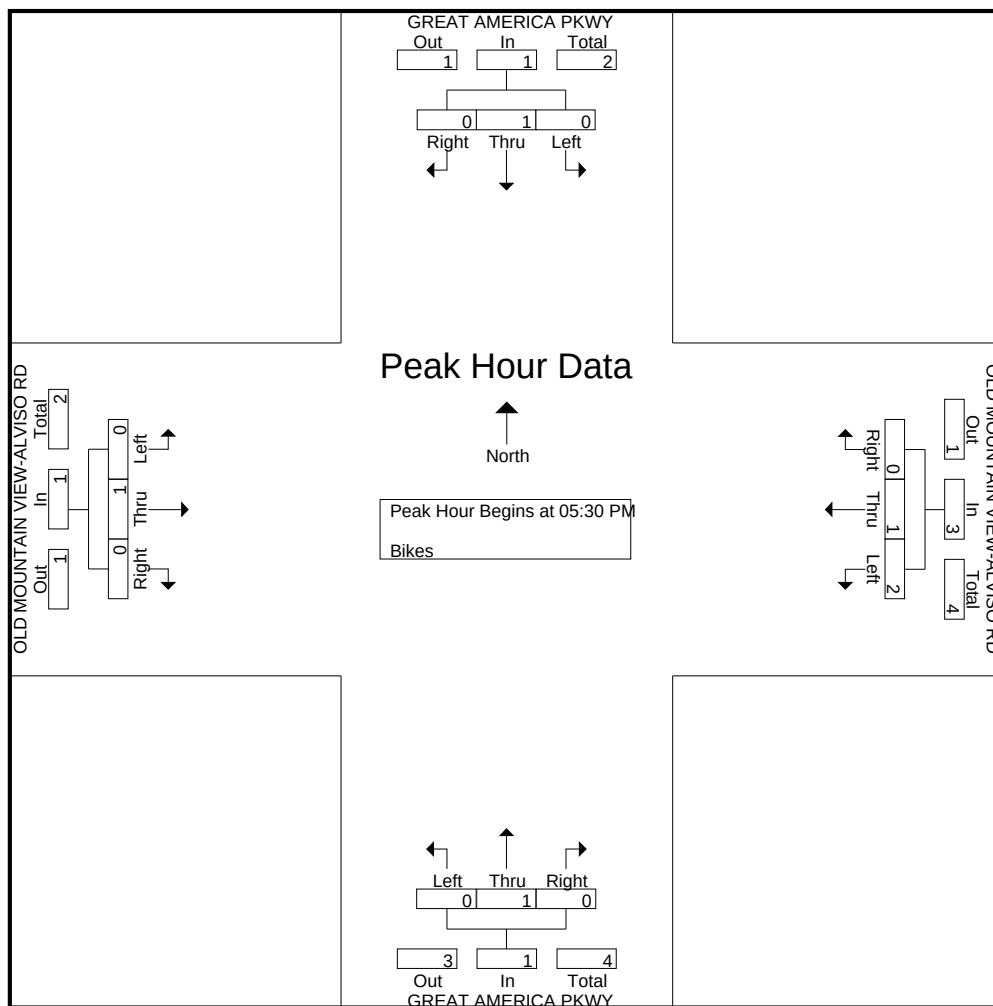
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Groups Printed- Heavy Vehicles

	GREAT AMERICA PKWY Southbound					OLD MOUNTAIN VIEW- ALVISO RD Westbound					GREAT AMERICA PKWY Northbound					OLD MOUNTAIN VIEW- ALVISO 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
04:00 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	2	0	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
05:00 PM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	3
05:15 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	3	0	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	3	0	3	7
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	2
06:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
06:30 PM	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
06:45 PM	1	1	0	0	2	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	4
Total	2	2	0	0	4	0	0	0	0	0	0	3	1	0	4	0	0	1	0	1	9
Grand Total	7	2	0	0	9	0	0	0	0	0	0	5	1	0	6	0	0	4	0	4	19
Apprch %	77.8	22.2	0	0		0	0	0	0		0	83.3	16.7	0		0	0	100	0		
Total %	36.8	10.5	0	0	47.4	0	0	0	0	0	0	26.3	5.3	0	31.6	0	0	21.1	0	21.1	

	GREAT AMERICA PKWY Southbound				OLD MOUNTAIN VIEW- ALVISO RD Westbound				GREAT AMERICA PKWY Northbound				OLD MOUNTAIN VIEW- ALVISO 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 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 06:00 PM																	
06:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	1	2
06:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
06:30 PM	1	0	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
06:45 PM	1	1	0	2	0	0	0	0	0	1	1	2	0	0	0	0	4
Total Volume	2	2	0	4	0	0	0	0	0	3	1	4	0	0	1	1	9
% App. Total	50	50	0		0	0	0		0	75	25		0	0	100		
PHF	.500	.500	.000	.500	.000	.000	.000	.000	.000	.750	.250	.500	.000	.000	.250	.250	.563

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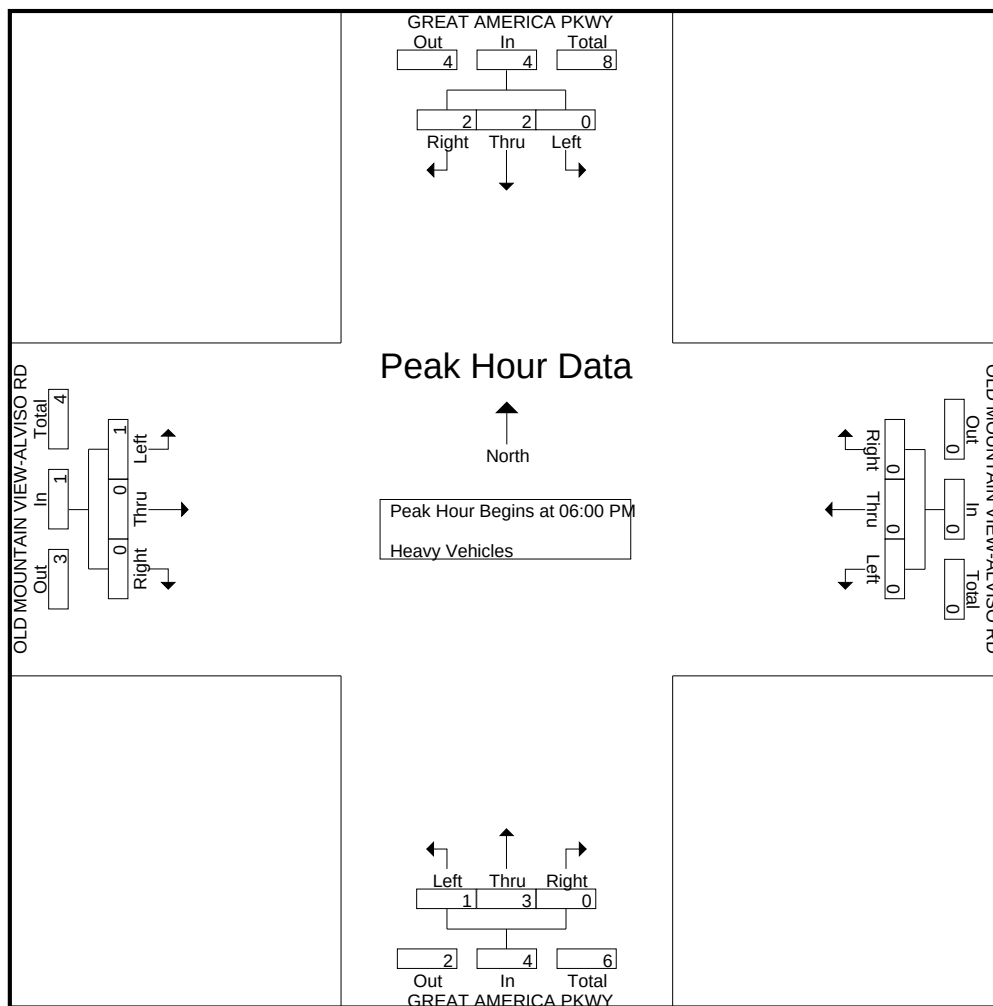
tdsbay@cs.com

File Name : 4PM FINAL

Site Code : 00000004

Start Date : 3/11/2014

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(408) 377-2988
tdsbay@cs.com

File Name : 6AM FINAL
Site Code : 00000006
Start Date : 3/11/2014
Page No : 1

Groups Printed- Vehicles - Heavy Vehicles

	GREAT AMERICA PKWY Southbound					TASMAN DR Westbound					GREAT AMERICA PKWY Northbound					TASMAN 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	2	76	29	1	108	28	50	36	0	114	62	100	45	1	208	8	17	7	1	33	463
07:15 AM	5	81	20	0	106	44	55	55	1	155	55	137	50	2	244	14	15	8	0	37	542
07:30 AM	4	93	30	4	131	57	82	85	3	227	55	159	49	1	264	13	36	14	0	63	685
07:45 AM	7	118	19	2	146	65	97	70	0	232	68	171	71	1	311	9	45	19	0	73	762
Total	18	368	98	7	491	194	284	246	4	728	240	567	215	5	1027	44	113	48	1	206	2452
08:00 AM	9	136	19	1	165	46	87	63	0	196	76	178	57	0	311	12	57	25	0	94	766
08:15 AM	4	127	30	0	161	46	129	80	0	255	99	181	85	4	369	10	73	36	0	119	904
08:30 AM	44	120	28	0	192	45	228	87	0	360	96	225	71	2	394	10	58	27	0	95	1041
08:45 AM	3	142	19	0	164	90	146	104	0	340	92	173	63	0	328	24	62	31	0	117	949
Total	60	525	96	1	682	227	590	334	0	1151	363	757	276	6	1402	56	250	119	0	425	3660
09:00 AM	6	155	16	3	180	67	86	96	0	249	97	207	46	0	350	11	41	28	0	80	859
09:15 AM	6	167	19	2	194	66	101	83	0	250	88	237	51	2	378	18	85	18	0	121	943
09:30 AM	11	150	31	1	193	67	79	56	2	204	71	187	55	2	315	14	61	14	0	89	801
09:45 AM	13	149	16	4	182	35	71	63	2	171	63	185	53	2	303	14	66	25	0	105	761
Total	36	621	82	10	749	235	337	298	4	874	319	816	205	6	1346	57	253	85	0	395	3364
Grand Total	114	1514	276	18	1922	656	1211	878	8	2753	922	2140	696	17	3775	157	616	252	1	1026	9476
Apprch %	5.9	78.8	14.4	0.9		23.8	44	31.9	0.3		24.4	56.7	18.4	0.5		15.3	60	24.6	0.1		
Total %	1.2	16	2.9	0.2	20.3	6.9	12.8	9.3	0.1	29.1	9.7	22.6	7.3	0.2	39.8	1.7	6.5	2.7	0	10.8	
Vehicles	113	1508	265	18	1904	643	1202	874	8	2727	916	2130	693	17	3756	157	613	252	1	1023	9410
% Vehicles	99.1	99.6	96	100	99.1	98	99.3	99.5	100	99.1	99.3	99.5	99.6	100	99.5	100	99.5	100	100	99.7	99.3
Heavy Vehicles	1	6	11	0	18	13	9	4	0	26	6	10	3	0	19	0	3	0	0	3	66
% Heavy Vehicles	0.9	0.4	4	0	0.9	2	0.7	0.5	0	0.9	0.7	0.5	0.4	0	0.5	0	0.5	0	0	0.3	0.7

	GREAT AMERICA PKWY Southbound					TASMAN DR Westbound					GREAT AMERICA PKWY Northbound					TASMAN 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 08:30 AM																					
08:30 AM	44	120	28	192		45	228	87	360		96	225	71	392		10	58	27	95		1039
08:45 AM	3	142	19	164		90	146	104	340		92	173	63	328		24	62	31	117		949
09:00 AM	6	155	16	177		67	86	96	249		97	207	46	350		11	41	28	80		856
09:15 AM	6	167	19	192		66	101	83	250		88	237	51	376		18	85	18	121		939
Total Volume	59	584	82	725		268	561	370	1199		373	842	231	1446		63	246	104	413		3783
% App. Total	8.1	80.6	11.3			22.4	46.8	30.9			25.8	58.2	16			15.3	59.6	25.2			
PHF	.335	.874	.732	.944		.744	.615	.889	.833		.961	.888	.813	.922		.656	.724	.839	.853		.910

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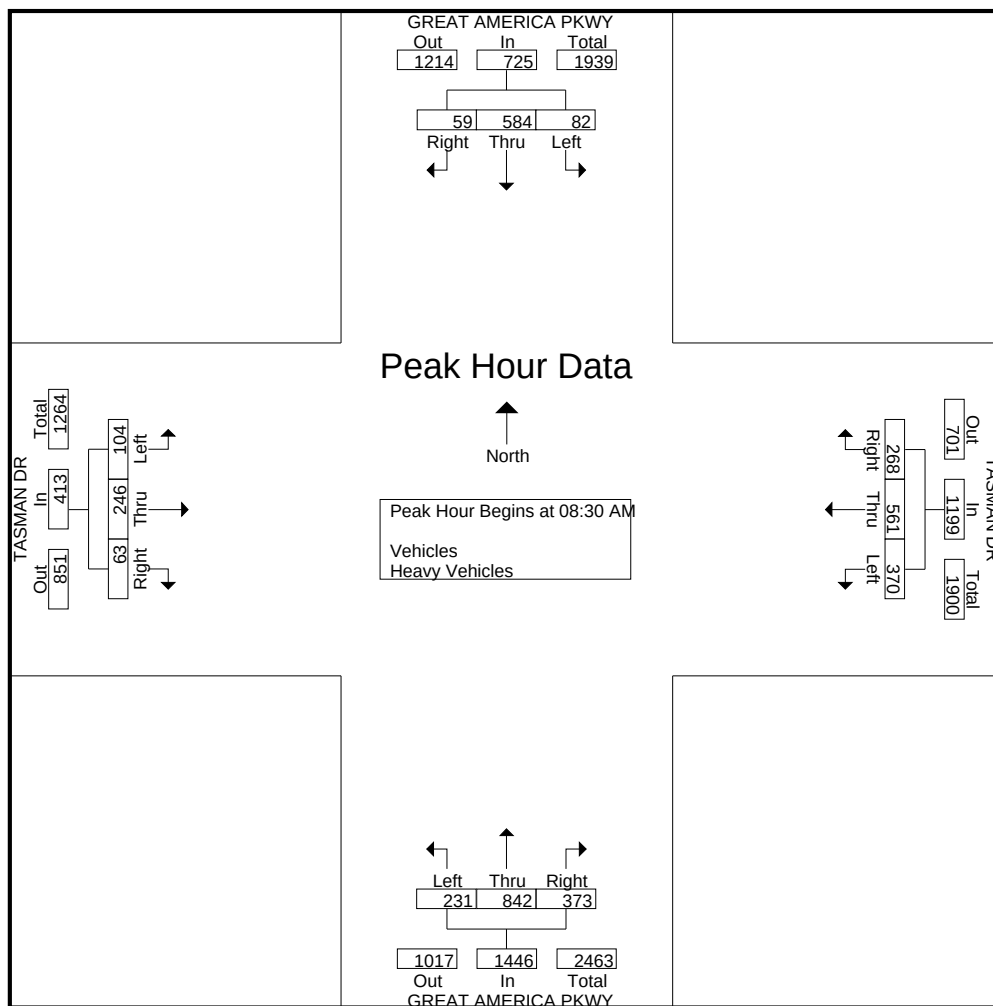
tdsbay@cs.com

File Name : 6AM FINAL

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Site Code : 00000006

Start Date : 3/11/2014

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Groups Printed- Vehicles

	GREAT AMERICA PKWY Southbound					TASMAN DR Westbound					GREAT AMERICA PKWY Northbound					TASMAN 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	2	75	28	1	106	28	50	36	0	114	62	99	45	1	207	8	17	7	1	33	460
07:15 AM	4	79	18	0	101	44	55	55	1	155	54	137	48	2	241	14	15	8	0	37	534
07:30 AM	4	93	29	4	130	56	82	85	3	226	54	159	49	1	263	13	36	14	0	63	682
07:45 AM	7	117	19	2	145	62	96	70	0	228	68	170	70	1	309	9	45	19	0	73	755
Total	17	364	94	7	482	190	283	246	4	723	238	565	212	5	1020	44	113	48	1	206	2431
08:00 AM	9	136	18	1	164	46	86	61	0	193	76	176	57	0	309	12	57	25	0	94	760
08:15 AM	4	127	29	0	160	46	124	80	0	250	99	179	85	4	367	10	73	36	0	119	896
08:30 AM	44	119	27	0	190	45	226	87	0	358	96	224	71	2	393	10	57	27	0	94	1035
08:45 AM	3	142	17	0	162	90	146	104	0	340	91	173	63	0	327	24	61	31	0	116	945
Total	60	524	91	1	676	227	582	332	0	1141	362	752	276	6	1396	56	248	119	0	423	3636
09:00 AM	6	155	15	3	179	66	86	94	0	246	96	206	46	0	348	11	40	28	0	79	852
09:15 AM	6	167	19	2	194	60	101	83	0	244	88	237	51	2	378	18	85	18	0	121	937
09:30 AM	11	150	30	1	192	66	79	56	2	203	70	185	55	2	312	14	61	14	0	89	796
09:45 AM	13	148	16	4	181	34	71	63	2	170	62	185	53	2	302	14	66	25	0	105	758
Total	36	620	80	10	746	226	337	296	4	863	316	813	205	6	1340	57	252	85	0	394	3343
Grand Total	113	1508	265	18	1904	643	1202	874	8	2727	916	2130	693	17	3756	157	613	252	1	1023	9410
Apprch %	5.9	79.2	13.9	0.9		23.6	44.1	32	0.3		24.4	56.7	18.5	0.5		15.3	59.9	24.6	0.1		
Total %	1.2	16	2.8	0.2	20.2	6.8	12.8	9.3	0.1	29	9.7	22.6	7.4	0.2	39.9	1.7	6.5	2.7	0	10.9	

	GREAT AMERICA PKWY Southbound					TASMAN DR Westbound					GREAT AMERICA PKWY Northbound					TASMAN 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 08:30 AM																					
08:30 AM	44	119	27	190		45	226	87	358		96	224	71	391		10	57	27	94		1033
08:45 AM	3	142	17	162		90	146	104	340		91	173	63	327		24	61	31	116		945
09:00 AM	6	155	15	176		66	86	94	246		96	206	46	348		11	40	28	79		849
09:15 AM	6	167	19	192		60	101	83	244		88	237	51	376		18	85	18	121		933
Total Volume	59	583	78	720		261	559	368	1188		371	840	231	1442		63	243	104	410		3760
% App. Total	8.2	81	10.8			22	47.1	31			25.7	58.3	16			15.4	59.3	25.4			
PHF	.335	.873	.722	.938		.725	.618	.885	.830		.966	.886	.813	.922		.656	.715	.839	.847		.910

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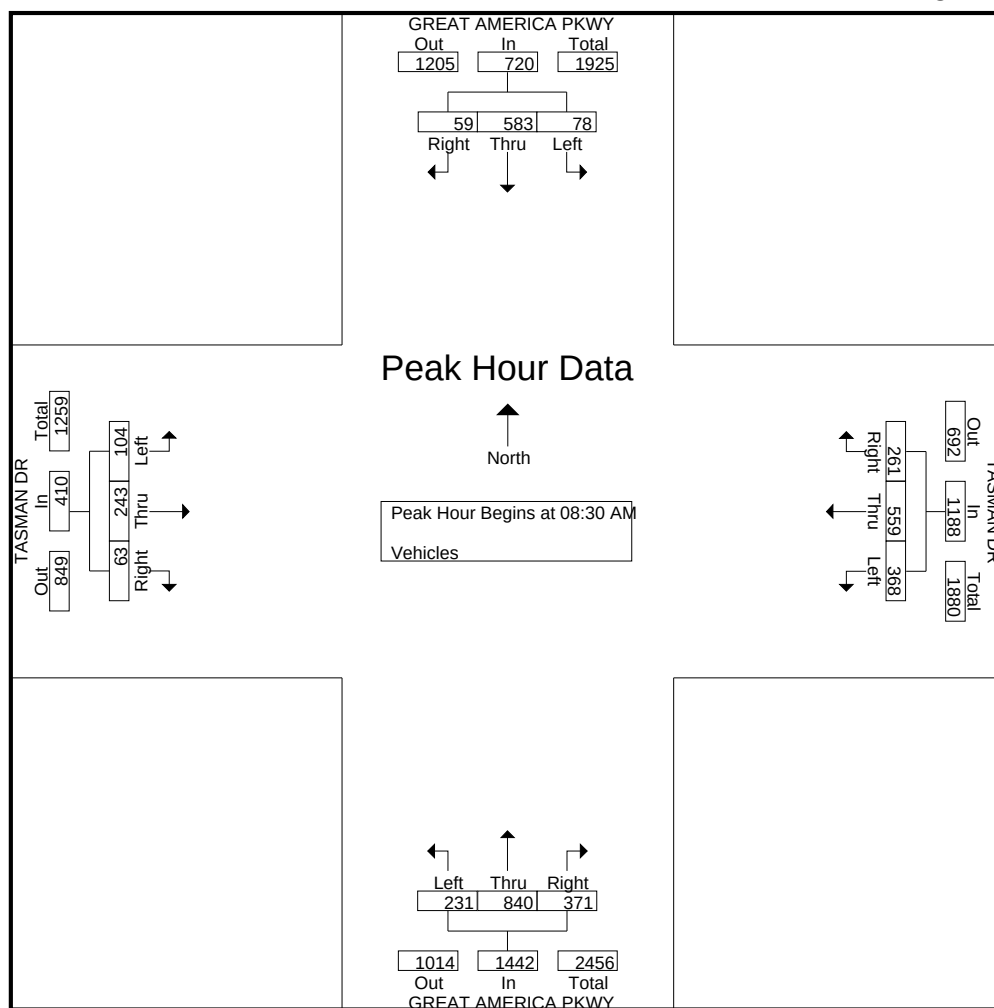
tdsbay@cs.com

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Site Code : 00000006

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Groups Printed- Bikes

	GREAT AMERICA PKWY Southbound					TASMAN DR Westbound					GREAT AMERICA PKWY Northbound					TASMAN 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	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
07:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	2	0	2	0	1	0	0	1	4
Total	0	0	0	0	0	0	2	1	0	3	0	1	2	0	3	0	2	0	0	2	8
08:00 AM	0	1	0	0	1	1	0	0	0	1	0	1	0	0	1	0	1	0	0	1	4
08:15 AM	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	3
08:30 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	2
08:45 AM	0	0	0	0	0	0	1	1	0	2	0	1	0	0	1	0	1	0	0	1	4
Total	0	1	0	0	1	3	3	1	0	7	0	2	0	0	2	0	3	0	0	3	13
09:00 AM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	3
09:15 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	3
09:45 AM	0	1	0	0	1	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	4
Total	0	1	0	0	1	1	3	0	0	4	0	4	1	0	5	0	1	0	0	1	11
Grand Total	0	2	0	0	2	4	8	2	0	14	0	7	3	0	10	0	6	0	0	6	32
Apprch %	0	100	0	0		28.6	57.1	14.3	0		0	70	30	0		0	100	0	0		
Total %	0	6.2	0	0	6.2	12.5	25	6.2	0	43.8	0	21.9	9.4	0	31.2	0	18.8	0	0	18.8	

	GREAT AMERICA PKWY Southbound					TASMAN DR Westbound					GREAT AMERICA PKWY Northbound					TASMAN 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 07:30 AM																					
07:30 AM	0	0	0	0		0	0	0	0		0	1	0	1		0	1	0	1		2
07:45 AM	0	0	0	0		0	1	0	1		0	0	2	2		0	1	0	1		4
08:00 AM	0	1	0	1		1	0	0	1		0	1	0	1		0	1	0	1		4
08:15 AM	0	0	0	0		1	2	0	3		0	0	0	0		0	0	0	0		3
Total Volume	0	1	0	1		2	3	0	5		0	2	2	4		0	3	0	3		13
% App. Total	0	100	0			40	60	0			0	50	50			0	100	0			
PHF	.000	.250	.000	.250		.500	.375	.000	.417		.000	.500	.250	.500		.000	.750	.000	.750		.813

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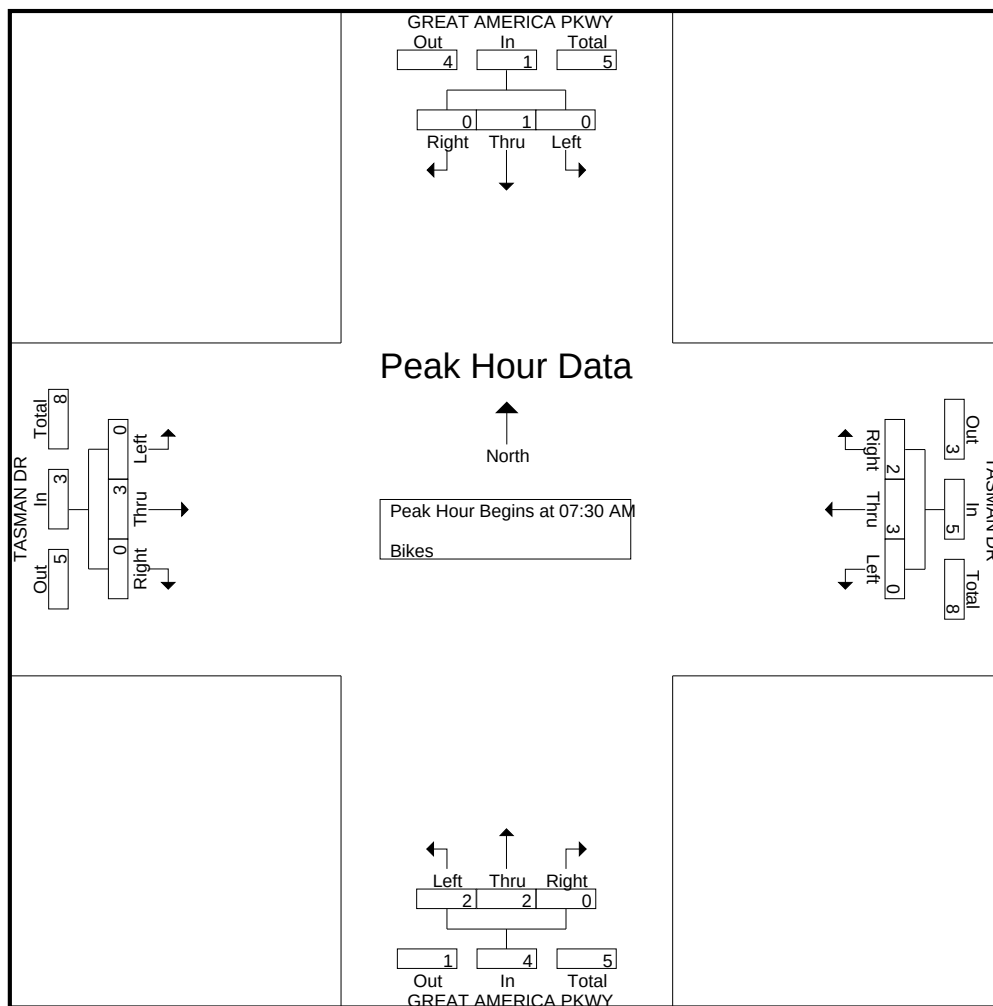
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Groups Printed- Heavy Vehicles

	GREAT AMERICA PKWY Southbound					TASMAN DR Westbound					GREAT AMERICA PKWY Northbound					TASMAN 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	1	1	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
07:15 AM	1	2	2	0	5	0	0	0	0	0	1	0	2	0	3	0	0	0	0	0	8
07:30 AM	0	0	1	0	1	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	3
07:45 AM	0	1	0	0	1	3	1	0	0	4	0	1	1	0	2	0	0	0	0	0	7
Total	1	4	4	0	9	4	1	0	0	5	2	2	3	0	7	0	0	0	0	0	21
08:00 AM	0	0	1	0	1	0	1	2	0	3	0	2	0	0	2	0	0	0	0	0	6
08:15 AM	0	0	1	0	1	0	5	0	0	5	0	2	0	0	2	0	0	0	0	0	8
08:30 AM	0	1	1	0	2	0	2	0	0	2	0	1	0	0	1	0	1	0	0	1	6
08:45 AM	0	0	2	0	2	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	4
Total	0	1	5	0	6	0	8	2	0	10	1	5	0	0	6	0	2	0	0	2	24
09:00 AM	0	0	1	0	1	1	0	2	0	3	1	1	0	0	2	0	1	0	0	1	7
09:15 AM	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	0	0	0	0	0	6
09:30 AM	0	0	1	0	1	1	0	0	0	1	1	2	0	0	3	0	0	0	0	0	5
09:45 AM	0	1	0	0	1	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	3
Total	0	1	2	0	3	9	0	2	0	11	3	3	0	0	6	0	1	0	0	1	21
Grand Total	1	6	11	0	18	13	9	4	0	26	6	10	3	0	19	0	3	0	0	3	66
Apprch %	5.6	33.3	61.1	0		50	34.6	15.4	0		31.6	52.6	15.8	0		0	100	0	0		
Total %	1.5	9.1	16.7	0	27.3	19.7	13.6	6.1	0	39.4	9.1	15.2	4.5	0	28.8	0	4.5	0	0	4.5	

	GREAT AMERICA PKWY Southbound					TASMAN DR Westbound					GREAT AMERICA PKWY Northbound					TASMAN 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	1	0	1		3	1	0	4		0	1	1	2		0	0	0	0		7
08:00 AM	0	0	1	1		0	1	2	3		0	2	0	2		0	0	0	0		6
08:15 AM	0	0	1	1		0	5	0	5		0	2	0	2		0	0	0	0		8
08:30 AM	0	1	1	2		0	2	0	2		0	1	0	1		0	1	0	1		6
Total Volume	0	2	3	5		3	9	2	14		0	6	1	7		0	1	0	1		27
% App. Total	0	40	60			21.4	64.3	14.3			0	85.7	14.3			0	100	0			
PHF	.000	.500	.750	.625		.250	.450	.250	.700		.000	.750	.250	.875		.000	.250	.000	.250		.844

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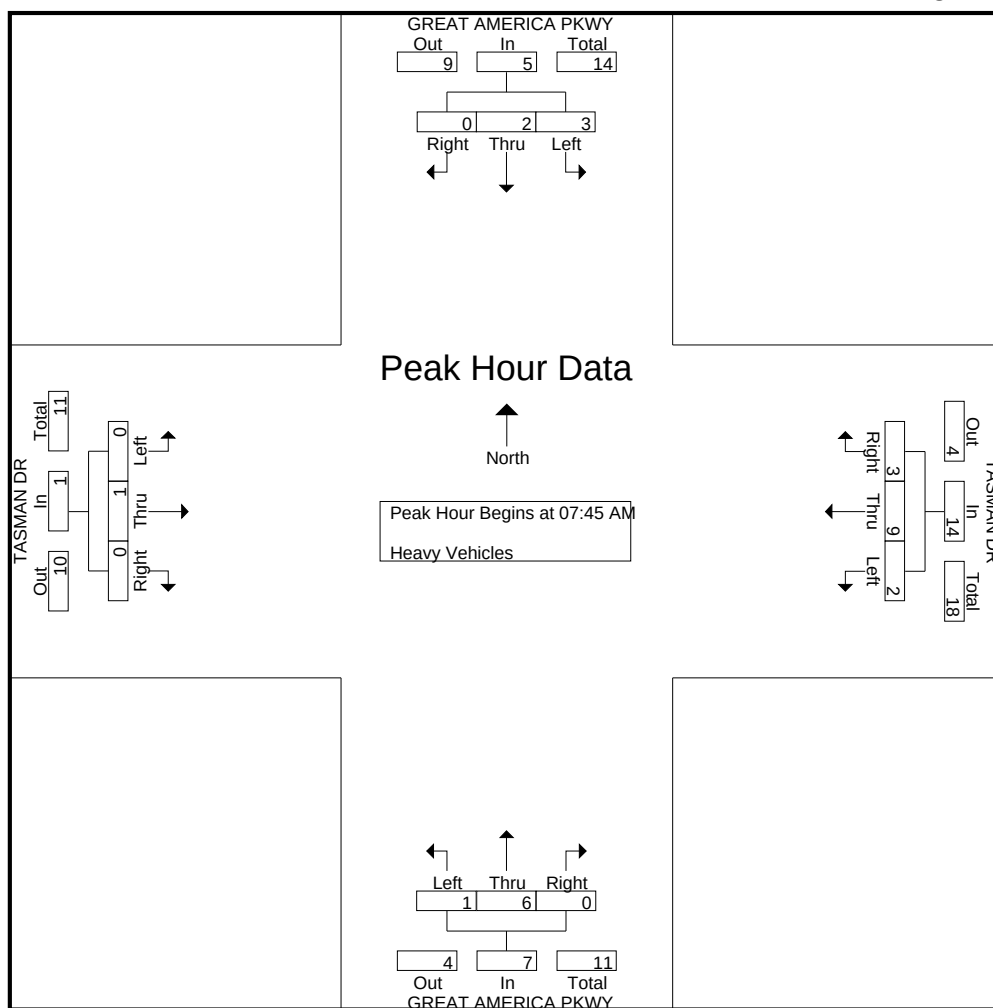
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File Name : 6AM FINAL

Site Code : 00000006

Start Date : 3/11/2014

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File Name : 6PM FINAL

Site Code : 00000006

Start Date : 3/11/2014

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Groups Printed- Vehicles - Heavy Vehicles

	GREAT AMERICA PKWY Southbound					TASMAN DR Westbound					GREAT AMERICA PKWY Northbound					TASMAN 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	14	195	58	1	268	40	37	93	2	172	58	131	24	4	217	28	90	12	0	130	787
04:15 PM	13	152	53	2	220	30	52	81	1	164	84	115	21	1	221	27	100	9	3	139	744
04:30 PM	15	203	60	3	281	16	68	75	1	160	89	110	22	5	226	30	131	12	3	176	843
04:45 PM	10	207	71	1	289	32	81	128	1	242	83	120	23	1	227	34	130	15	2	181	939
Total	52	757	242	7	1058	118	238	377	5	738	314	476	90	11	891	119	451	48	8	626	3313
05:00 PM	24	256	85	3	368	38	85	109	2	234	108	145	30	6	289	33	119	17	3	172	1063
05:15 PM	21	290	91	2	404	24	102	147	0	273	107	134	29	1	271	34	154	13	1	202	1150
05:30 PM	15	183	85	5	288	28	102	110	2	242	130	136	24	3	293	37	217	16	1	271	1094
05:45 PM	10	190	72	1	273	26	80	94	2	202	113	128	21	2	264	35	211	15	1	262	1001
Total	70	919	333	11	1333	116	369	460	6	951	458	543	104	12	1117	139	701	61	6	907	4308
06:00 PM	6	204	66	2	278	30	82	114	2	228	100	122	15	4	241	31	199	19	0	249	996
06:15 PM	11	221	95	2	329	21	59	104	2	186	105	123	19	1	248	27	167	15	1	210	973
06:30 PM	11	202	76	2	291	22	81	102	2	207	95	130	18	2	245	28	187	6	0	221	964
06:45 PM	25	239	93	1	358	23	56	78	2	159	68	146	19	1	234	25	137	19	2	183	934
Total	53	866	330	7	1256	96	278	398	8	780	368	521	71	8	968	111	690	59	3	863	3867
Grand Total	175	2542	905	25	3647	330	885	1235	19	2469	1140	1540	265	31	2976	369	1842	168	17	2396	11488
Apprch %	4.8	69.7	24.8	0.7		13.4	35.8	50	0.8		38.3	51.7	8.9	1		15.4	76.9	7	0.7		
Total %	1.5	22.1	7.9	0.2	31.7	2.9	7.7	10.8	0.2	21.5	9.9	13.4	2.3	0.3	25.9	3.2	16	1.5	0.1	20.9	
Vehicles	175	2539	905	25	3644	328	884	1235	19	2466	1140	1537	263	31	2971	368	1839	168	17	2392	11473
% Vehicles	100	99.9	100	100	99.9	99.4	99.9	100	100	99.9	100	99.8	99.2	100	99.8	99.7	99.8	100	100	99.8	99.9
Heavy Vehicles	0	3	0	0	3	2	1	0	0	3	0	3	2	0	5	1	3	0	0	4	15
% Heavy Vehicles	0	0.1	0	0	0.1	0.6	0.1	0	0	0.1	0	0.2	0.8	0	0.2	0.3	0.2	0	0	0.2	0.1

	GREAT AMERICA PKWY Southbound					TASMAN DR Westbound					GREAT AMERICA PKWY Northbound					TASMAN 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 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	24	256	85	365		38	85	109	232		108	145	30	283		33	119	17	169		1049
05:15 PM	21	290	91	402		24	102	147	273		107	134	29	270		34	154	13	201		1146
05:30 PM	15	183	85	283		28	102	110	240		130	136	24	290		37	217	16	270		1083
05:45 PM	10	190	72	272		26	80	94	200		113	128	21	262		35	211	15	261		995
Total Volume	70	919	333	1322		116	369	460	945		458	543	104	1105		139	701	61	901		4273
% App. Total	5.3	69.5	25.2			12.3	39	48.7			41.4	49.1	9.4			15.4	77.8	6.8			
PHF	.729	.792	.915	.822		.763	.904	.782	.865		.881	.936	.867	.953		.939	.808	.897	.834		.932

Traffic Data Service

Campbell, CA

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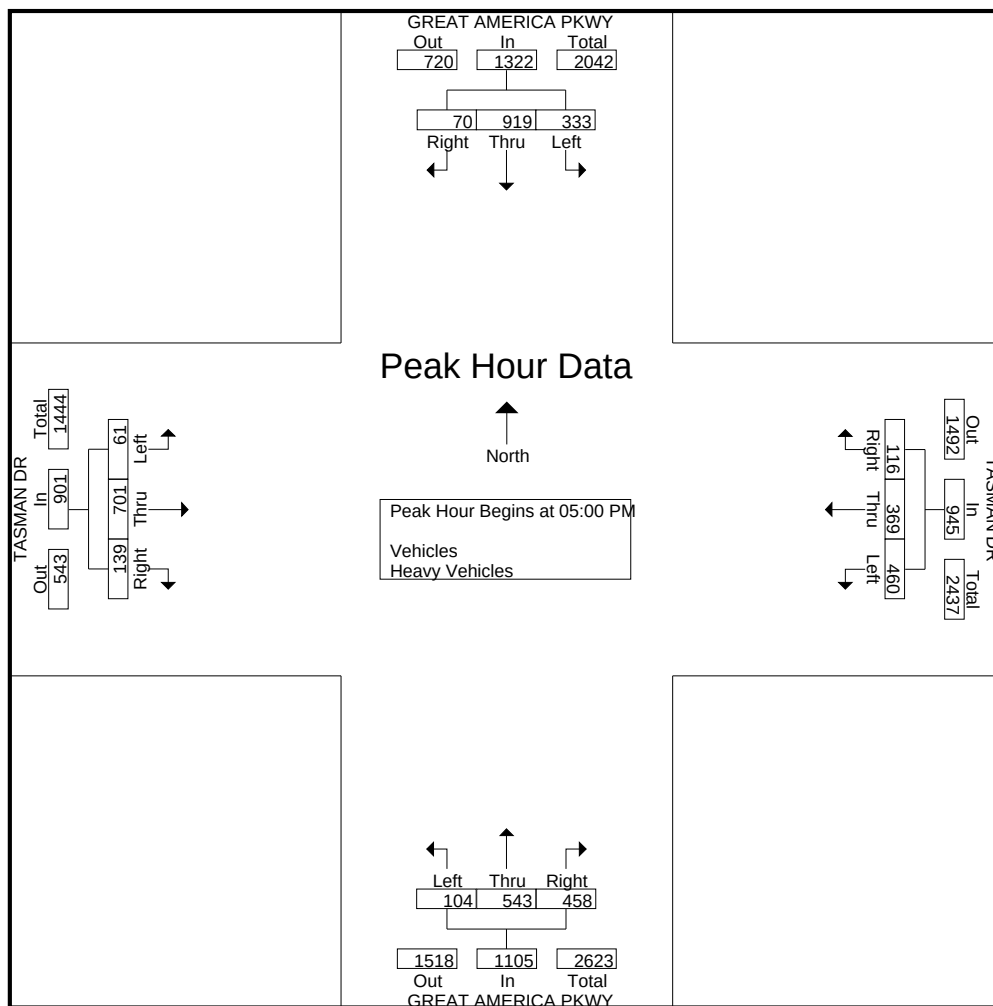
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Groups Printed- Vehicles

	GREAT AMERICA PKWY Southbound					TASMAN DR Westbound					GREAT AMERICA PKWY Northbound					TASMAN 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	14	194	58	1	267	40	37	93	2	172	58	131	24	4	217	28	90	12	0	130	786
04:15 PM	13	152	53	2	220	30	52	81	1	164	84	115	21	1	221	27	99	9	3	138	743
04:30 PM	15	203	60	3	281	16	68	75	1	160	89	110	22	5	226	30	131	12	3	176	843
04:45 PM	10	206	71	1	288	31	81	128	1	241	83	120	23	1	227	34	129	15	2	180	936
Total	52	755	242	7	1056	117	238	377	5	737	314	476	90	11	891	119	449	48	8	624	3308
05:00 PM	24	256	85	3	368	38	85	109	2	234	108	145	29	6	288	33	119	17	3	172	1062
05:15 PM	21	290	91	2	404	24	101	147	0	272	107	134	29	1	271	34	154	13	1	202	1149
05:30 PM	15	183	85	5	288	28	102	110	2	242	130	135	24	3	292	37	217	16	1	271	1093
05:45 PM	10	190	72	1	273	26	80	94	2	202	113	128	21	2	264	34	211	15	1	261	1000
Total	70	919	333	11	1333	116	368	460	6	950	458	542	103	12	1115	138	701	61	6	906	4304
06:00 PM	6	204	66	2	278	30	82	114	2	228	100	121	15	4	240	31	198	19	0	248	994
06:15 PM	11	220	95	2	328	21	59	104	2	186	105	123	19	1	248	27	167	15	1	210	972
06:30 PM	11	202	76	2	291	22	81	102	2	207	95	130	18	2	245	28	187	6	0	221	964
06:45 PM	25	239	93	1	358	22	56	78	2	158	68	145	18	1	232	25	137	19	2	183	931
Total	53	865	330	7	1255	95	278	398	8	779	368	519	70	8	965	111	689	59	3	862	3861
Grand Total	175	2539	905	25	3644	328	884	1235	19	2466	1140	1537	263	31	2971	368	1839	168	17	2392	11473
Apprch %	4.8	69.7	24.8	0.7		13.3	35.8	50.1	0.8		38.4	51.7	8.9	1		15.4	76.9	7	0.7		
Total %	1.5	22.1	7.9	0.2	31.8	2.9	7.7	10.8	0.2	21.5	9.9	13.4	2.3	0.3	25.9	3.2	16	1.5	0.1	20.8	

	GREAT AMERICA PKWY Southbound				TASMAN DR Westbound				GREAT AMERICA PKWY Northbound				TASMAN 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 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	24	256	85	365	38	85	109	232	108	145	29	282	33	119	17	169	1048
05:15 PM	21	290	91	402	24	101	147	272	107	134	29	270	34	154	13	201	1145
05:30 PM	15	183	85	283	28	102	110	240	130	135	24	289	37	217	16	270	1082
05:45 PM	10	190	72	272	26	80	94	200	113	128	21	262	34	211	15	260	994
Total Volume	70	919	333	1322	116	368	460	944	458	542	103	1103	138	701	61	900	4269
% App. Total	5.3	69.5	25.2		12.3	39	48.7		41.5	49.1	9.3		15.3	77.9	6.8		
PHF	.729	.792	.915	.822	.763	.902	.782	.868	.881	.934	.888	.954	.932	.808	.897	.833	.932

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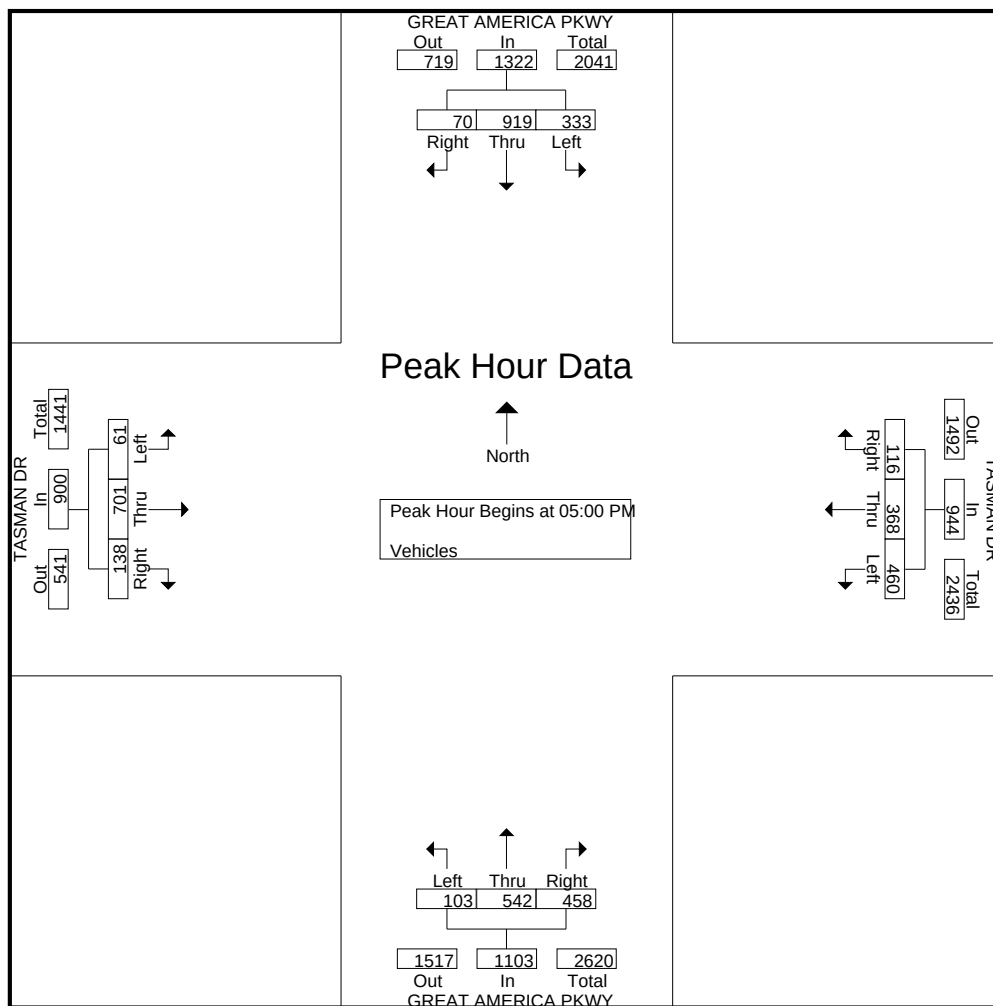
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Groups Printed- Bikes

	GREAT AMERICA PKWY Southbound					TASMAN DR Westbound					GREAT AMERICA PKWY Northbound					TASMAN 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	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
04:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
Total	0	2	0	0	2	0	2	0	0	2	0	0	0	0	0	1	2	0	0	3	7
05:00 PM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	3
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	2
05:30 PM	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
05:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	3
Total	0	3	1	0	4	0	1	0	0	1	0	0	0	0	0	1	4	0	0	5	10
06:00 PM	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	5
06:15 PM	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	4
06:30 PM	0	1	0	0	1	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	3
06:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
Total	0	5	0	0	5	0	4	1	0	5	0	0	0	0	0	0	4	0	0	4	14
Grand Total	0	10	1	0	11	0	7	1	0	8	0	0	0	0	0	2	10	0	0	12	31
Apprch %	0	90.9	9.1	0		0	87.5	12.5	0		0	0	0	0		16.7	83.3	0	0		
Total %	0	32.3	3.2	0	35.5	0	22.6	3.2	0	25.8	0	0	0	0	0	6.5	32.3	0	0	38.7	

	GREAT AMERICA PKWY Southbound				TASMAN DR Westbound				GREAT AMERICA PKWY Northbound				TASMAN 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 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:45 PM																	
05:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	2	0	2	3
06:00 PM	0	2	0	2	0	1	0	1	0	0	0	0	0	2	0	2	5
06:15 PM	0	1	0	1	0	2	0	2	0	0	0	0	0	1	0	1	4
06:30 PM	0	1	0	1	0	1	1	2	0	0	0	0	0	0	0	0	3
Total Volume	0	5	0	5	0	4	1	5	0	0	0	0	0	5	0	5	15
% App. Total	0	100	0		0	80	20		0	0	0		0	100	0		
PHF	.000	.625	.000	.625	.000	.500	.250	.625	.000	.000	.000	.000	.000	.625	.000	.625	.750

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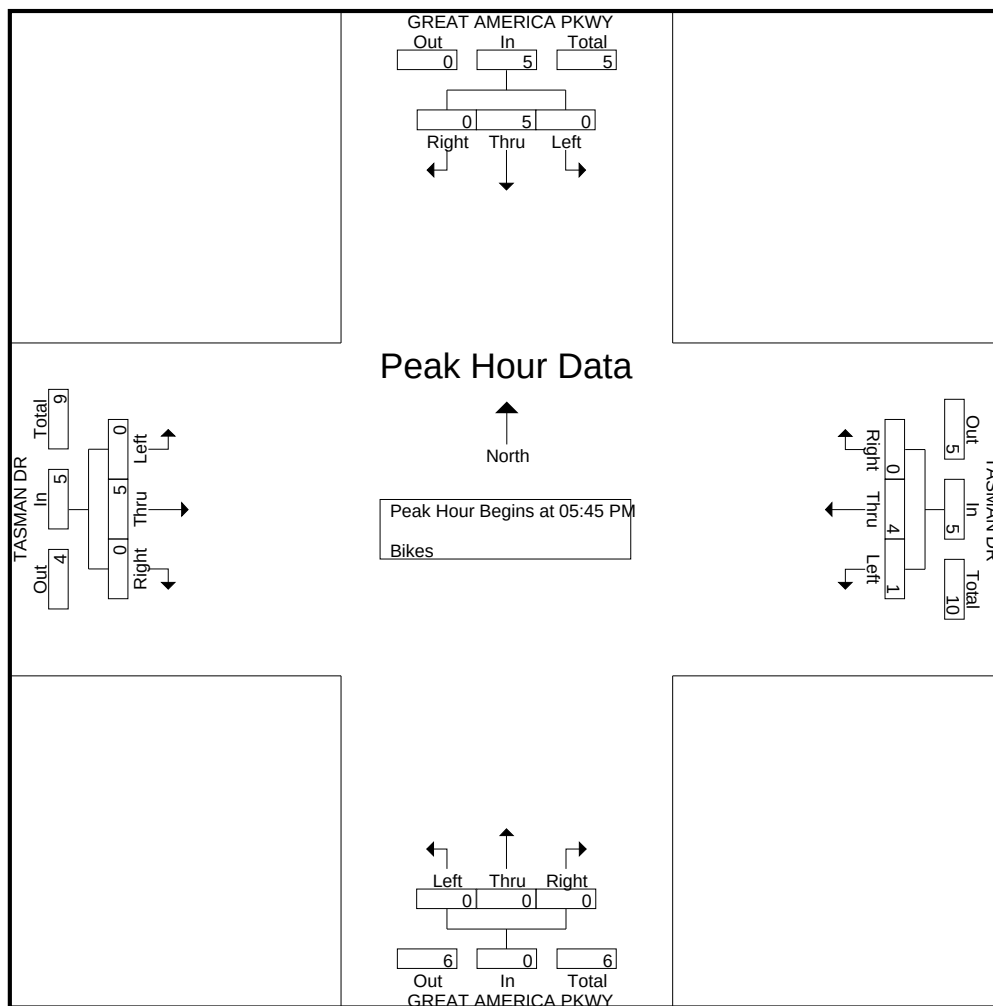
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Groups Printed- Heavy Vehicles

	GREAT AMERICA PKWY Southbound					TASMAN DR Westbound					GREAT AMERICA PKWY Northbound					TASMAN 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	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	3
Total	0	2	0	0	2	1	0	0	0	1	0	0	0	0	0	0	2	0	0	2	5
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
Total	0	0	0	0	0	0	1	0	0	1	0	1	1	0	2	1	0	0	0	1	4
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
06:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	1	0	0	0	1	0	1	1	0	2	0	0	0	0	0	3
Total	0	1	0	0	1	1	0	0	0	1	0	2	1	0	3	0	1	0	0	1	6
Grand Total	0	3	0	0	3	2	1	0	0	3	0	3	2	0	5	1	3	0	0	4	15
Apprch %	0	100	0	0		66.7	33.3	0	0		0	60	40	0		25	75	0	0		
Total %	0	20	0	0	20	13.3	6.7	0	0	20	0	20	13.3	0	33.3	6.7	20	0	0	26.7	

	GREAT AMERICA PKWY Southbound				TASMAN DR Westbound				GREAT AMERICA PKWY Northbound				TASMAN 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 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	1	0	1	1	0	0	1	0	0	0	0	0	1	0	1	3
05:00 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
05:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total Volume	0	1	0	1	1	1	0	2	0	1	1	2	0	1	0	1	6
% App. Total	0	100	0		50	50	0		0	50	50		0	100	0		
PHF	.000	.250	.000	.250	.250	.250	.000	.500	.000	.250	.250	.500	.000	.250	.000	.250	.500

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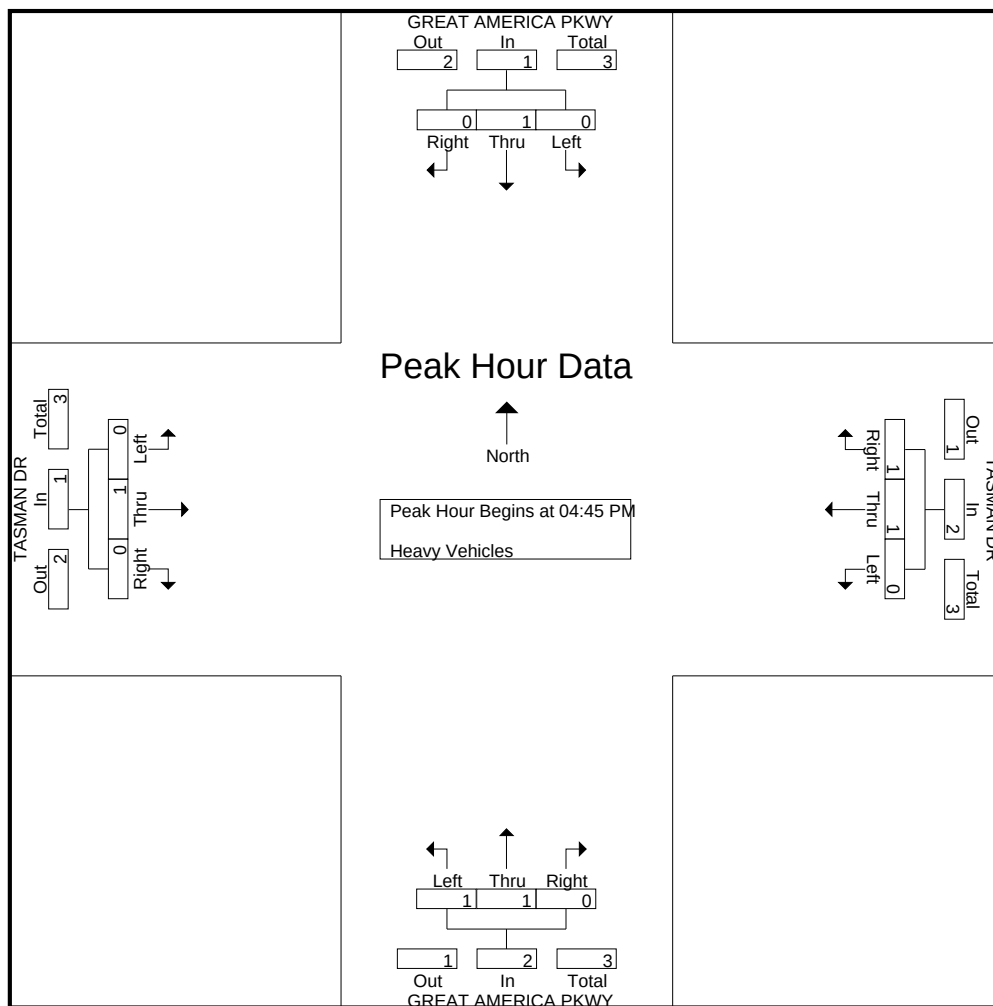
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File Name : 2AM FINAL
Site Code : 00000002
Start Date : 5/24/2017
Page No : 1

Groups Printed- Lights - Buses - Trucks

	GREAT AMERICA PKWY Southbound					MISSION COLLEGE BLVD Westbound					GREAT AMERICA PKWY Northbound					MISSION COLLEGE 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	14	98	17	4	133	51	19	80	3	153	46	163	44	0	253	1	14	7	3	25	564
07:15 AM	15	102	21	1	139	54	15	81	2	152	55	205	66	1	327	0	14	11	3	28	646
07:30 AM	17	158	30	7	212	76	39	97	8	220	72	204	69	0	345	0	16	14	7	37	814
07:45 AM	19	155	37	6	217	95	45	131	2	273	85	250	86	0	421	0	19	15	5	39	950
Total	65	513	105	18	701	276	118	389	15	798	258	822	265	1	1346	1	63	47	18	129	2974
08:00 AM	25	148	36	4	213	79	24	142	1	246	81	273	87	0	441	15	11	16	2	44	944
08:15 AM	28	165	40	4	237	70	60	105	5	240	119	314	89	0	522	8	22	23	1	54	1053
08:30 AM	44	203	38	4	289	70	47	94	7	218	152	284	126	0	562	22	34	20	6	82	1151
08:45 AM	43	150	64	4	261	68	52	113	5	238	147	333	168	1	649	29	40	27	1	97	1245
Total	140	666	178	16	1000	287	183	454	18	942	499	1204	470	1	2174	74	107	86	10	277	4393
Grand Total	205	1179	283	34	1701	563	301	843	33	1740	757	2026	735	2	3520	75	170	133	28	406	7367
Apprch %	12.1	69.3	16.6	2		32.4	17.3	48.4	1.9		21.5	57.6	20.9	0.1		18.5	41.9	32.8	6.9		
Total %	2.8	16	3.8	0.5	23.1	7.6	4.1	11.4	0.4	23.6	10.3	27.5	10	0	47.8	1	2.3	1.8	0.4	5.5	
Lights	189	1131	265	30	1615	537	293	825	33	1688	725	1970	723	2	3420	72	161	124	28	385	7108
% Lights	92.2	95.9	93.6	88.2	94.9	95.4	97.3	97.9	100	97	95.8	97.2	98.4	100	97.2	96	94.7	93.2	100	94.8	96.5
Buses	8	15	7	2	32	9	4	0	0	13	1	18	6	0	25	2	3	7	0	12	82
% Buses	3.9	1.3	2.5	5.9	1.9	1.6	1.3	0	0	0.7	0.1	0.9	0.8	0	0.7	2.7	1.8	5.3	0	3	1.1
Trucks	8	33	11	2	54	17	4	18	0	39	31	38	6	0	75	1	6	2	0	9	177
% Trucks	3.9	2.8	3.9	5.9	3.2	3	1.3	2.1	0	2.2	4.1	1.9	0.8	0	2.1	1.3	3.5	1.5	0	2.2	2.4

	GREAT AMERICA PKWY Southbound				MISSION COLLEGE BLVD Westbound				GREAT AMERICA PKWY Northbound				MISSION COLLEGE 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 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	25	148	36	209	79	24	142	245	81	273	87	441	15	11	16	42	937
08:15 AM	28	165	40	233	70	60	105	235	119	314	89	522	8	22	23	53	1043
08:30 AM	44	203	38	285	70	47	94	211	152	284	126	562	22	34	20	76	1134
08:45 AM	43	150	64	257	68	52	113	233	147	333	168	648	29	40	27	96	1234
Total Volume	140	666	178	984	287	183	454	924	499	1204	470	2173	74	107	86	267	4348
% App. Total	14.2	67.7	18.1		31.1	19.8	49.1		23	55.4	21.6		27.7	40.1	32.2		
PHF	.795	.820	.695	.863	.908	.763	.799	.943	.821	.904	.699	.838	.638	.669	.796	.695	.881

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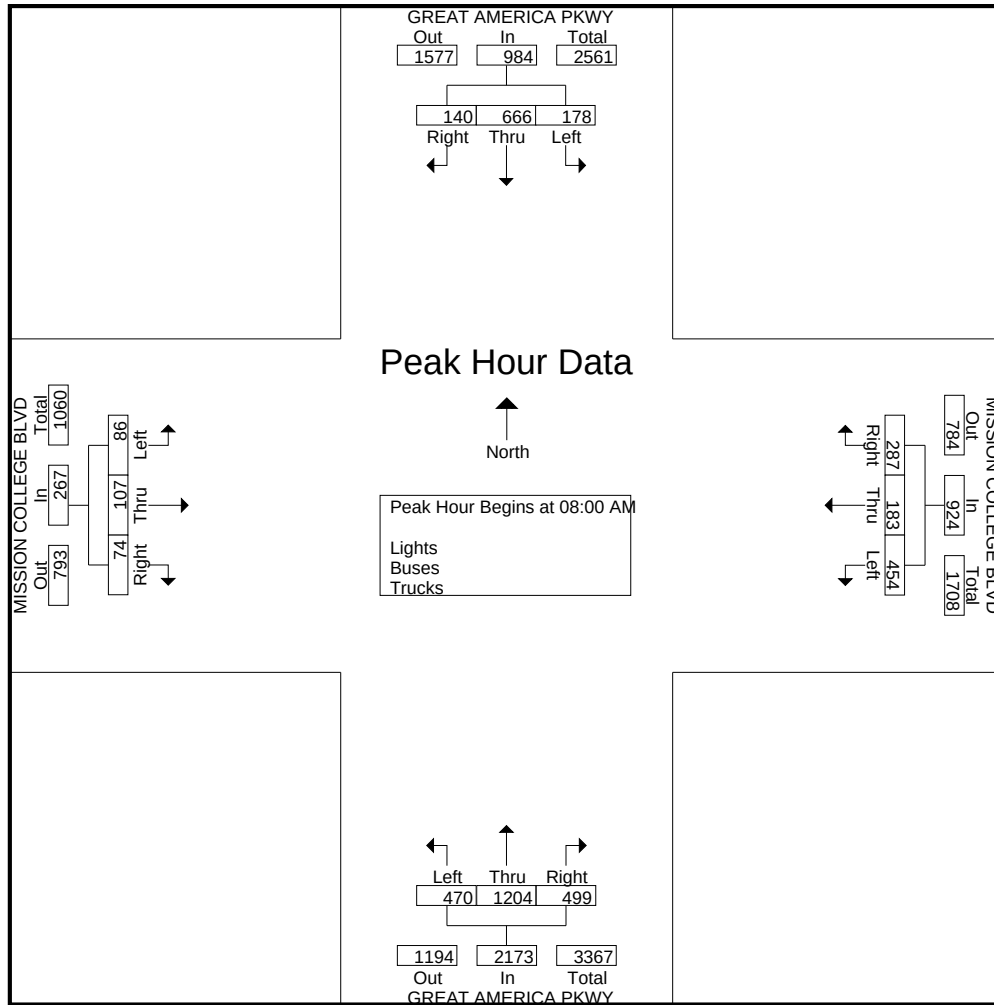
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Site Code : 00000002
Start Date : 5/24/2017
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Groups Printed- Bikes

	GREAT AMERICA PKWY Southbound					MISSION COLLEGE BLVD Westbound					GREAT AMERICA PKWY Northbound					MISSION COLLEGE 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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
08:45 AM	2	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	5
Total	3	1	0	0	4	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	7
Grand Total	3	1	0	0	4	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	7
Apprch %	75	25	0	0		0	0	0	0		0	0	0	0		0	100	0	0		
Total %	42.9	14.3	0	0	57.1	0	0	0	0	0	0	0	0	0	0	0	42.9	0	0	42.9	

	GREAT AMERICA PKWY Southbound				MISSION COLLEGE BLVD Westbound				GREAT AMERICA PKWY Northbound				MISSION COLLEGE 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 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
08:45 AM	2	1	0	3	0	0	0	0	0	0	0	0	0	2	0	2	5
Total Volume	3	1	0	4	0	0	0	0	0	0	0	0	0	3	0	3	7
% App. Total	75	25	0		0	0	0		0	0	0		0	100	0		
PHF	.375	.250	.000	.333	.000	.000	.000	.000	.000	.000	.000	.000	.000	.375	.000	.375	.350

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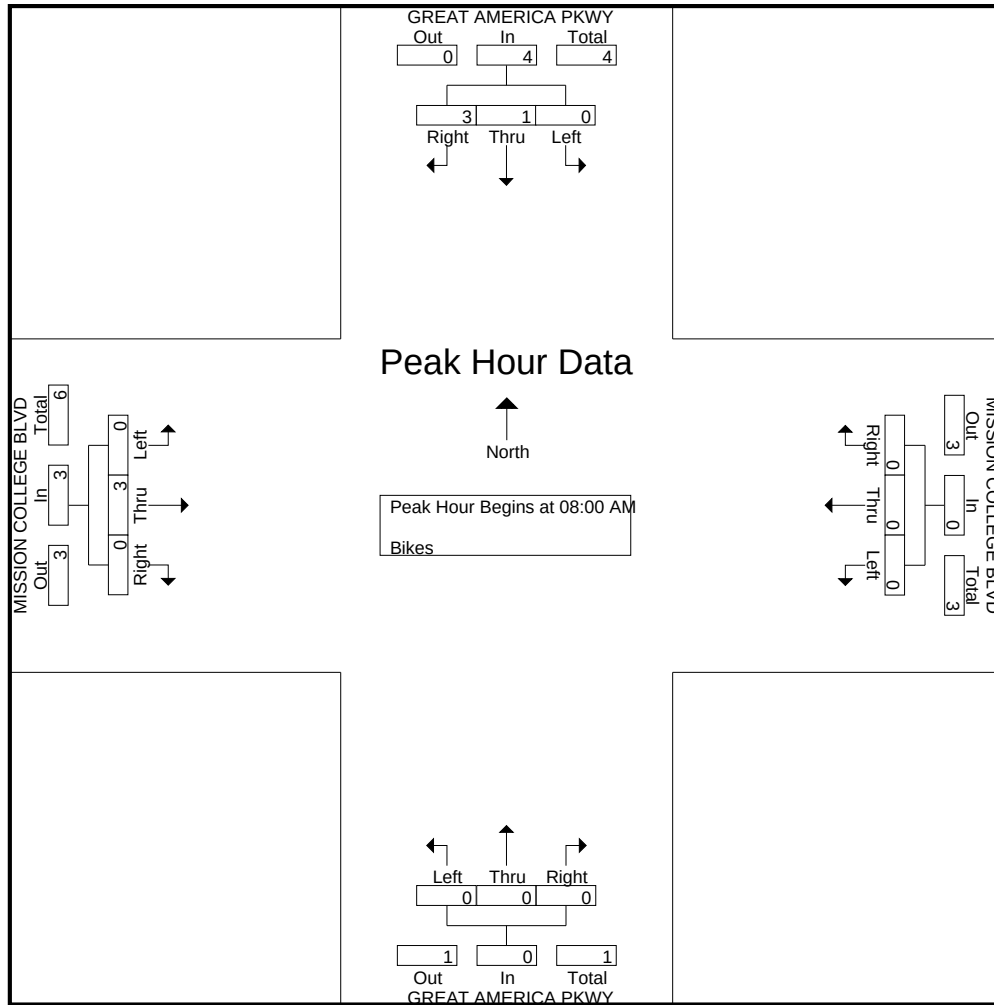
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File Name : 2AM FINAL

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Groups Printed- Lights - Buses - Trucks

	GREAT AMERICA PKWY Southbound					MISSION COLLEGE BLVD Westbound					GREAT AMERICA PKWY Northbound					MISSION COLLEGE 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
04:00 PM	17	384	92	1	494	41	29	91	2	163	70	195	64	0	329	55	63	38	5	161	1147
04:15 PM	35	423	84	1	543	54	23	118	1	196	62	212	67	0	341	45	61	41	1	148	1228
04:30 PM	17	292	74	4	387	55	28	134	9	226	59	193	86	0	338	50	86	36	3	175	1126
04:45 PM	37	366	59	4	466	62	32	145	4	243	54	164	80	0	298	61	89	59	2	211	1218
Total	106	1465	309	10	1890	212	112	488	16	828	245	764	297	0	1306	211	299	174	11	695	4719
05:00 PM	26	430	78	0	534	89	40	157	3	289	92	233	108	1	434	71	73	45	1	190	1447
05:15 PM	19	299	89	6	413	54	57	208	5	324	72	216	83	0	371	46	117	34	0	197	1305
05:30 PM	39	506	70	2	617	73	68	172	1	314	74	220	99	0	393	56	129	46	3	234	1558
05:45 PM	33	387	68	3	491	54	57	169	5	285	95	220	98	0	413	49	126	43	2	220	1409
Total	117	1622	305	11	2055	270	222	706	14	1212	333	889	388	1	1611	222	445	168	6	841	5719
Grand Total	223	3087	614	21	3945	482	334	1194	30	2040	578	1653	685	1	2917	433	744	342	17	1536	10438
Apprch %	5.7	78.3	15.6	0.5		23.6	16.4	58.5	1.5		19.8	56.7	23.5	0		28.2	48.4	22.3	1.1		
Total %	2.1	29.6	5.9	0.2	37.8	4.6	3.2	11.4	0.3	19.5	5.5	15.8	6.6	0	27.9	4.1	7.1	3.3	0.2	14.7	
Lights	211	3050	596	21	3878	470	331	1192	30	2023	572	1624	679	0	2875	427	734	332	17	1510	10286
% Lights	94.6	98.8	97.1	100	98.3	97.5	99.1	99.8	100	99.2	99	98.2	99.1	0	98.6	98.6	98.7	97.1	100	98.3	98.5
Buses	10	22	6	0	38	6	3	0	0	9	2	8	4	0	14	4	5	8	0	17	78
% Buses	4.5	0.7	1	0	1	1.2	0.9	0	0	0.4	0.3	0.5	0.6	0	0.5	0.9	0.7	2.3	0	1.1	0.7
Trucks	2	15	12	0	29	6	0	2	0	8	4	21	2	1	28	2	5	2	0	9	74
% Trucks	0.9	0.5	2	0	0.7	1.2	0	0.2	0	0.4	0.7	1.3	0.3	100	1	0.5	0.7	0.6	0	0.6	0.7

	GREAT AMERICA PKWY Southbound				MISSION COLLEGE BLVD Westbound				GREAT AMERICA PKWY Northbound				MISSION COLLEGE 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 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	26	430	78	534	89	40	157	286	92	233	108	433	71	73	45	189	1442
05:15 PM	19	299	89	407	54	57	208	319	72	216	83	371	46	117	34	197	1294
05:30 PM	39	506	70	615	73	68	172	313	74	220	99	393	56	129	46	231	1552
05:45 PM	33	387	68	488	54	57	169	280	95	220	98	413	49	126	43	218	1399
Total Volume	117	1622	305	2044	270	222	706	1198	333	889	388	1610	222	445	168	835	5687
% App. Total	5.7	79.4	14.9		22.5	18.5	58.9		20.7	55.2	24.1		26.6	53.3	20.1		
PHF	.750	.801	.857	.831	.758	.816	.849	.939	.876	.954	.898	.930	.782	.862	.913	.904	.916

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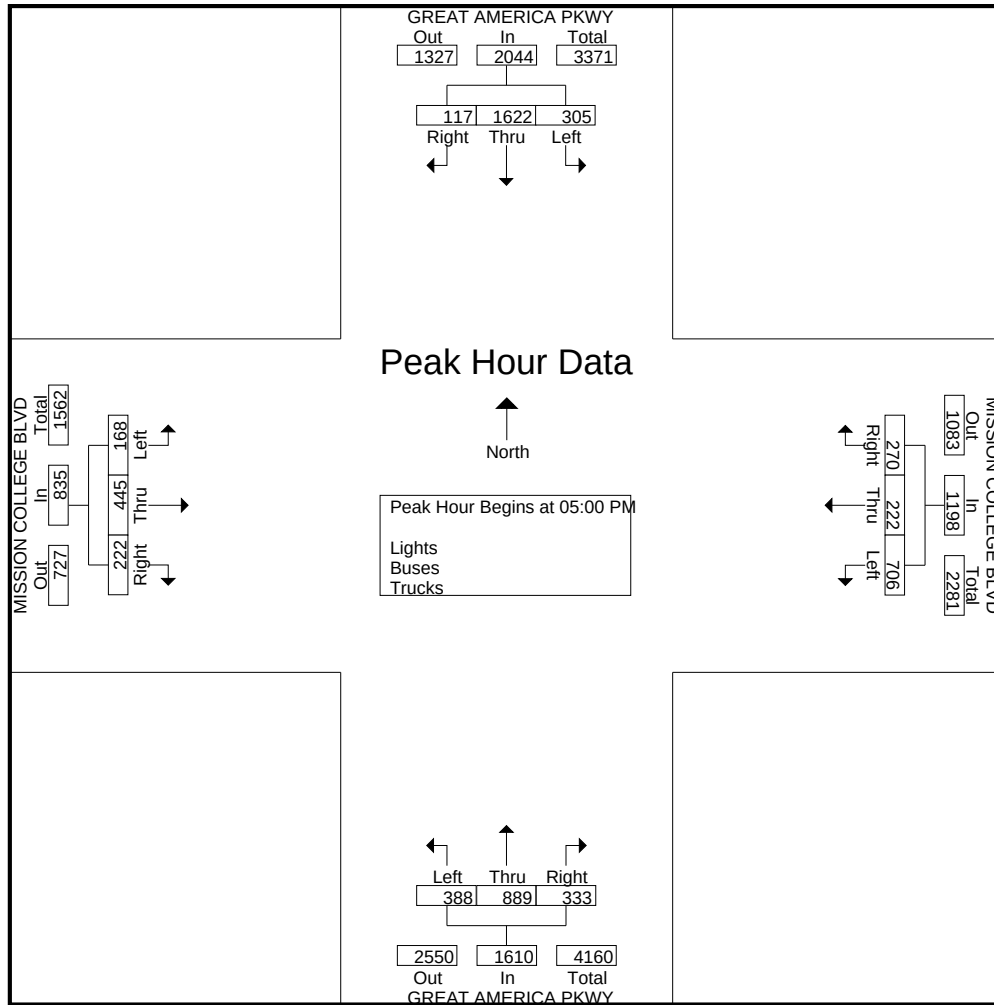
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Groups Printed- Bikes

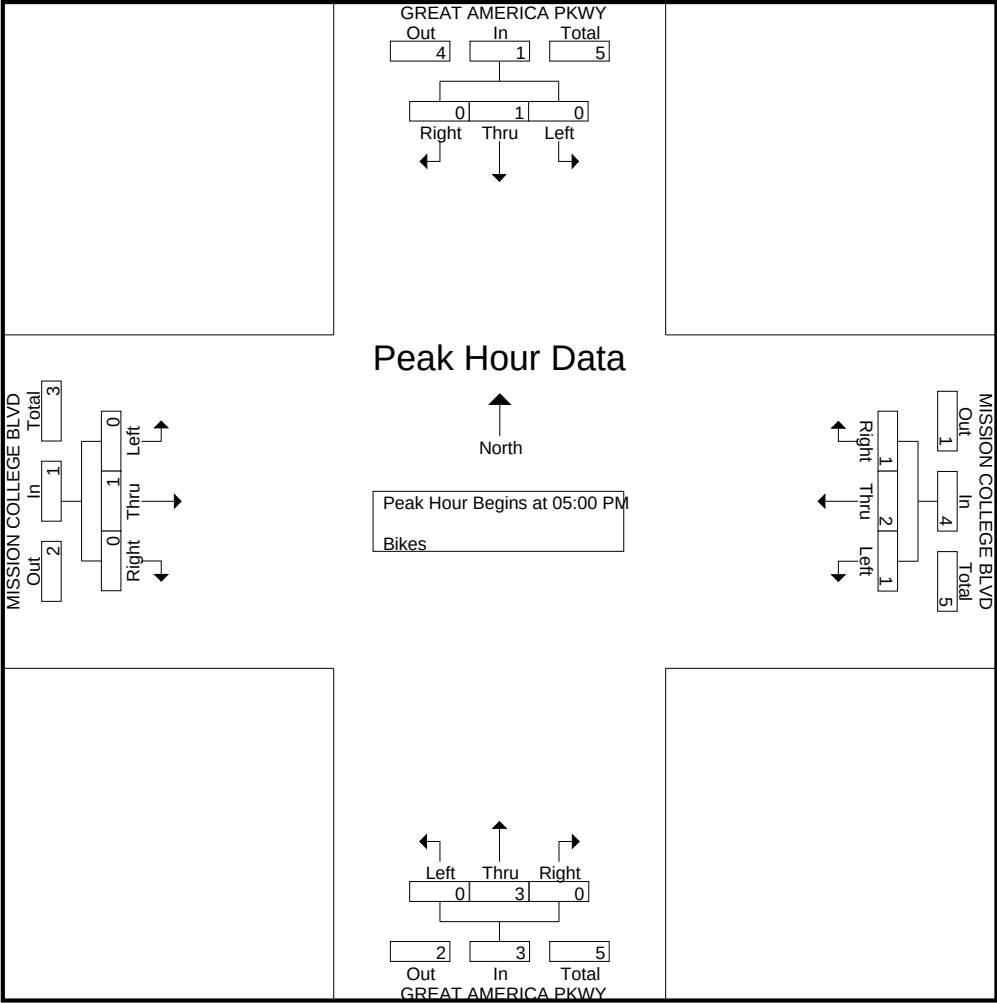
	GREAT AMERICA PKWY Southbound					MISSION COLLEGE BLVD Westbound					GREAT AMERICA PKWY Northbound					MISSION COLLEGE BLVD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
05:00 PM	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	3
05:15 PM	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
05:45 PM	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	3
Total	0	1	0	0	1	1	2	1	0	4	0	3	0	0	3	0	1	0	0	1	9
Grand Total	0	1	0	0	1	1	2	1	0	4	0	4	0	0	4	0	1	0	0	1	10
Apprch %	0	100	0	0		25	50	25	0		0	100	0	0		0	100	0	0		
Total %	0	10	0	0	10	10	20	10	0	40	0	40	0	0	40	0	10	0	0	10	

	GREAT AMERICA PKWY Southbound				MISSION COLLEGE BLVD Westbound				GREAT AMERICA PKWY Northbound				MISSION COLLEGE 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 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	2	0	2	0	1	0	1	0	0	0	0	3
05:15 PM	0	0	0	0	1	0	0	1	0	1	0	1	0	0	0	0	2
05:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
05:45 PM	0	1	0	1	0	0	1	1	0	0	0	0	0	1	0	1	3
Total Volume	0	1	0	1	1	2	1	4	0	3	0	3	0	1	0	1	9
% App. Total	0	100	0		25	50	25		0	100	0		0	100	0		
PHF	.000	.250	.000	.250	.250	.250	.250	.500	.000	.750	.000	.750	.000	.250	.000	.250	.750

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Groups Printed- Lights - Buses - Trucks

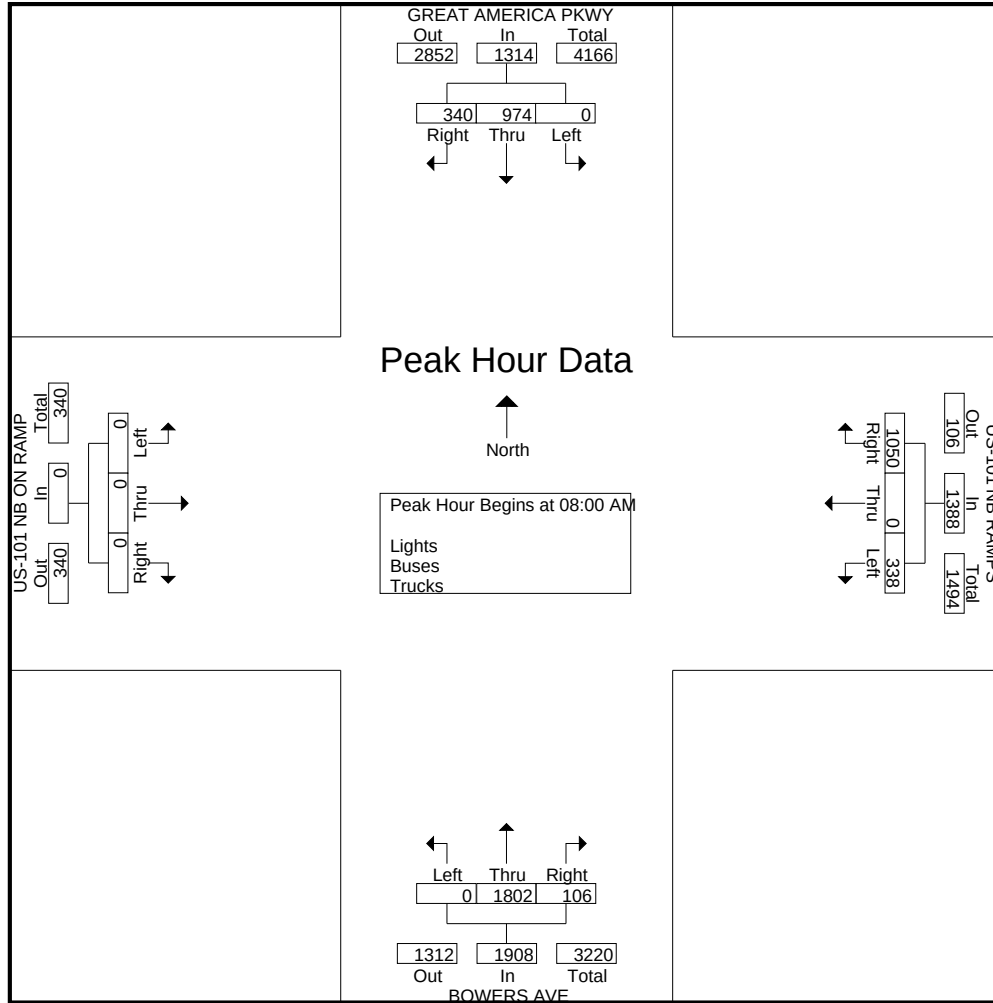
	GREAT AMERICA PKWY Southbound					US-101 NB RAMPS Westbound					BOWERS AVE Northbound					US-101 NB ON RAMP Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	70	124	0	0	194	173	0	77	0	250	23	168	0	0	191	0	0	0	0	0	635
07:15 AM	63	149	0	0	212	169	0	59	0	228	35	188	0	0	223	0	0	0	0	0	663
07:30 AM	78	209	0	0	287	172	0	62	0	234	21	268	0	0	289	0	0	0	0	0	810
07:45 AM	100	238	0	0	338	223	0	73	1	297	22	305	0	0	327	0	0	0	0	0	962
Total	311	720	0	0	1031	737	0	271	1	1009	101	929	0	0	1030	0	0	0	0	0	3070
08:00 AM	99	223	0	0	322	247	0	76	0	323	24	348	0	0	372	0	0	0	0	0	1017
08:15 AM	78	217	0	0	295	240	0	73	0	313	22	467	0	0	489	0	0	0	0	0	1097
08:30 AM	85	241	0	0	326	263	0	92	0	355	33	439	0	0	472	0	0	0	0	0	1153
08:45 AM	78	293	0	0	371	300	0	97	0	397	27	548	0	0	575	0	0	0	0	0	1343
Total	340	974	0	0	1314	1050	0	338	0	1388	106	1802	0	0	1908	0	0	0	0	0	4610
Grand Total	651	1694	0	0	2345	1787	0	609	1	2397	207	2731	0	0	2938	0	0	0	0	0	7680
Apprch %	27.8	72.2	0	0		74.6	0	25.4	0		7	93	0	0		0	0	0	0		
Total %	8.5	22.1	0	0	30.5	23.3	0	7.9	0	31.2	2.7	35.6	0	0	38.3	0	0	0	0	0	
Lights	635	1634	0	0	2269	1735	0	592	1	2328	192	2670	0	0	2862	0	0	0	0	0	7459
% Lights	97.5	96.5	0	0	96.8	97.1	0	97.2	100	97.1	92.8	97.8	0	0	97.4	0	0	0	0	0	97.1
Buses	3	19	0	0	22	5	0	1	0	6	6	25	0	0	31	0	0	0	0	0	59
% Buses	0.5	1.1	0	0	0.9	0.3	0	0.2	0	0.3	2.9	0.9	0	0	1.1	0	0	0	0	0	0.8
Trucks	13	41	0	0	54	47	0	16	0	63	9	36	0	0	45	0	0	0	0	0	162
% Trucks	2	2.4	0	0	2.3	2.6	0	2.6	0	2.6	4.3	1.3	0	0	1.5	0	0	0	0	0	2.1

	GREAT AMERICA PKWY Southbound				US-101 NB RAMPS Westbound				BOWERS AVE Northbound				US-101 NB ON RAMP 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	223	0	322	247	0	76	323	24	348	0	372	0	0	0	0	1017
08:15 AM	78	217	0	295	240	0	73	313	22	467	0	489	0	0	0	0	1097
08:30 AM	85	241	0	326	263	0	92	355	33	439	0	472	0	0	0	0	1153
08:45 AM	78	293	0	371	300	0	97	397	27	548	0	575	0	0	0	0	1343
Total Volume	340	974	0	1314	1050	0	338	1388	106	1802	0	1908	0	0	0	0	4610
% App. Total	25.9	74.1	0		75.6	0	24.4		5.6	94.4	0		0	0	0		
PHF	.859	.831	.000	.885	.875	.000	.871	.874	.803	.822	.000	.830	.000	.000	.000	.000	.858

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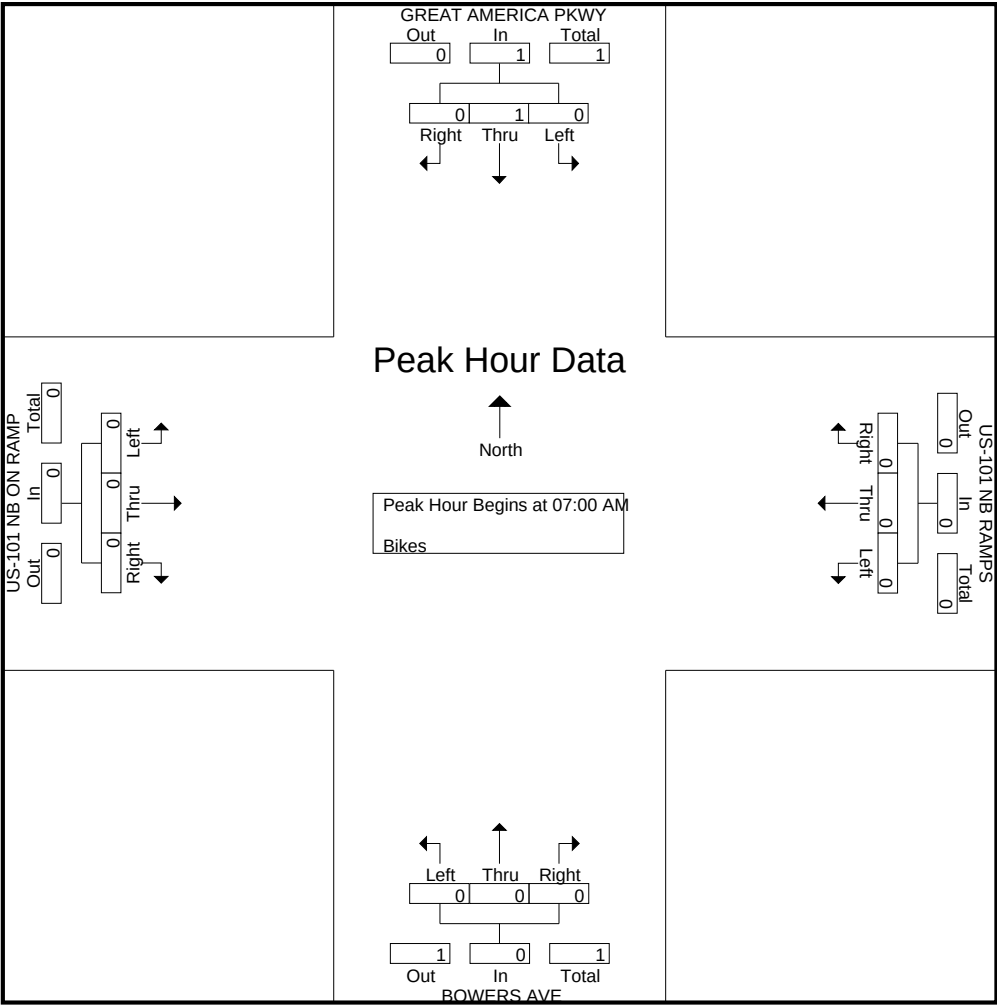
Groups Printed- Bikes

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File Name : 3PM FINAL
Site Code : 00000003
Start Date : 5/24/2017
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Groups Printed- Lights - Buses - Trucks

	GREAT AMERICA PKWY Southbound					US-101 NB RAMPS Westbound					BOWERS AVE Northbound					US-101 NB ON RAMP 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	125	434	0	0	559	137	0	46	1	184	55	238	0	0	293	0	0	0	0	0	1036
04:15 PM	150	515	1	0	666	119	0	55	1	175	48	232	0	0	280	0	0	0	0	0	1121
04:30 PM	144	429	0	0	573	152	0	48	0	200	47	227	0	0	274	0	0	0	0	0	1047
04:45 PM	131	473	0	0	604	148	0	67	1	216	52	240	0	0	292	0	0	0	0	0	1112
Total	550	1851	1	0	2402	556	0	216	3	775	202	937	0	0	1139	0	0	0	0	0	4316
05:00 PM	184	467	0	0	651	159	0	71	0	230	63	280	0	0	343	0	0	0	0	0	1224
05:15 PM	181	614	0	0	795	142	0	79	2	223	50	279	0	0	329	0	0	0	0	0	1347
05:30 PM	186	588	0	0	774	183	0	90	0	273	69	284	0	0	353	0	0	0	0	0	1400
05:45 PM	167	504	0	0	671	188	0	103	0	291	51	278	0	0	329	0	0	0	1	1	1292
Total	718	2173	0	0	2891	672	0	343	2	1017	233	1121	0	0	1354	0	0	0	1	1	5263
Grand Total	1268	4024	1	0	5293	1228	0	559	5	1792	435	2058	0	0	2493	0	0	0	1	1	9579
Apprch %	24	76	0	0		68.5	0	31.2	0.3		17.4	82.6	0	0		0	0	0	100		
Total %	13.2	42	0	0	55.3	12.8	0	5.8	0.1	18.7	4.5	21.5	0	0	26	0	0	0	0	0	
Lights	1260	3983	1	0	5244	1208	0	555	5	1768	430	2030	0	0	2460	0	0	0	1	1	9473
% Lights	99.4	99	100	0	99.1	98.4	0	99.3	100	98.7	98.9	98.6	0	0	98.7	0	0	0	100	100	98.9
Buses	1	18	0	0	19	5	0	0	0	5	1	13	0	0	14	0	0	0	0	0	38
% Buses	0.1	0.4	0	0	0.4	0.4	0	0	0	0.3	0.2	0.6	0	0	0.6	0	0	0	0	0	0.4
Trucks	7	23	0	0	30	15	0	4	0	19	4	15	0	0	19	0	0	0	0	0	68
% Trucks	0.6	0.6	0	0	0.6	1.2	0	0.7	0	1.1	0.9	0.7	0	0	0.8	0	0	0	0	0	0.7

	GREAT AMERICA PKWY Southbound				US-101 NB RAMPS Westbound				BOWERS AVE Northbound				US-101 NB ON RAMP 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	184	467	0	651	159	0	71	230	63	280	0	343	0	0	0	0	1224
05:15 PM	181	614	0	795	142	0	79	221	50	279	0	329	0	0	0	0	1345
05:30 PM	186	588	0	774	183	0	90	273	69	284	0	353	0	0	0	0	1400
05:45 PM	167	504	0	671	188	0	103	291	51	278	0	329	0	0	0	0	1291
Total Volume	718	2173	0	2891	672	0	343	1015	233	1121	0	1354	0	0	0	0	5260
% App. Total	24.8	75.2	0		66.2	0	33.8		17.2	82.8	0		0	0	0		
PHF	.965	.885	.000	.909	.894	.000	.833	.872	.844	.987	.000	.959	.000	.000	.000	.000	.939

Traffic Data Service

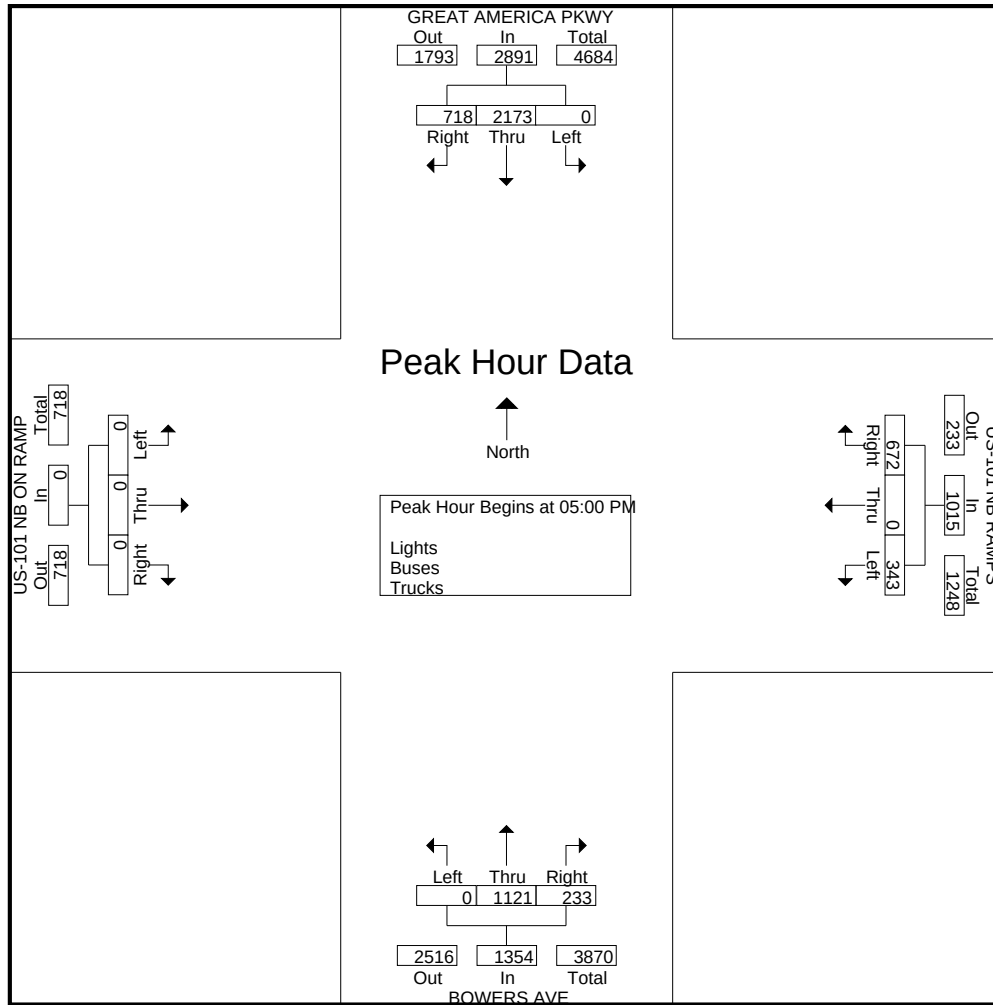
San Jose, CA
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File Name : 3PM FINAL

Site Code : 00000003

Start Date : 5/24/2017

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Groups Printed- Bikes

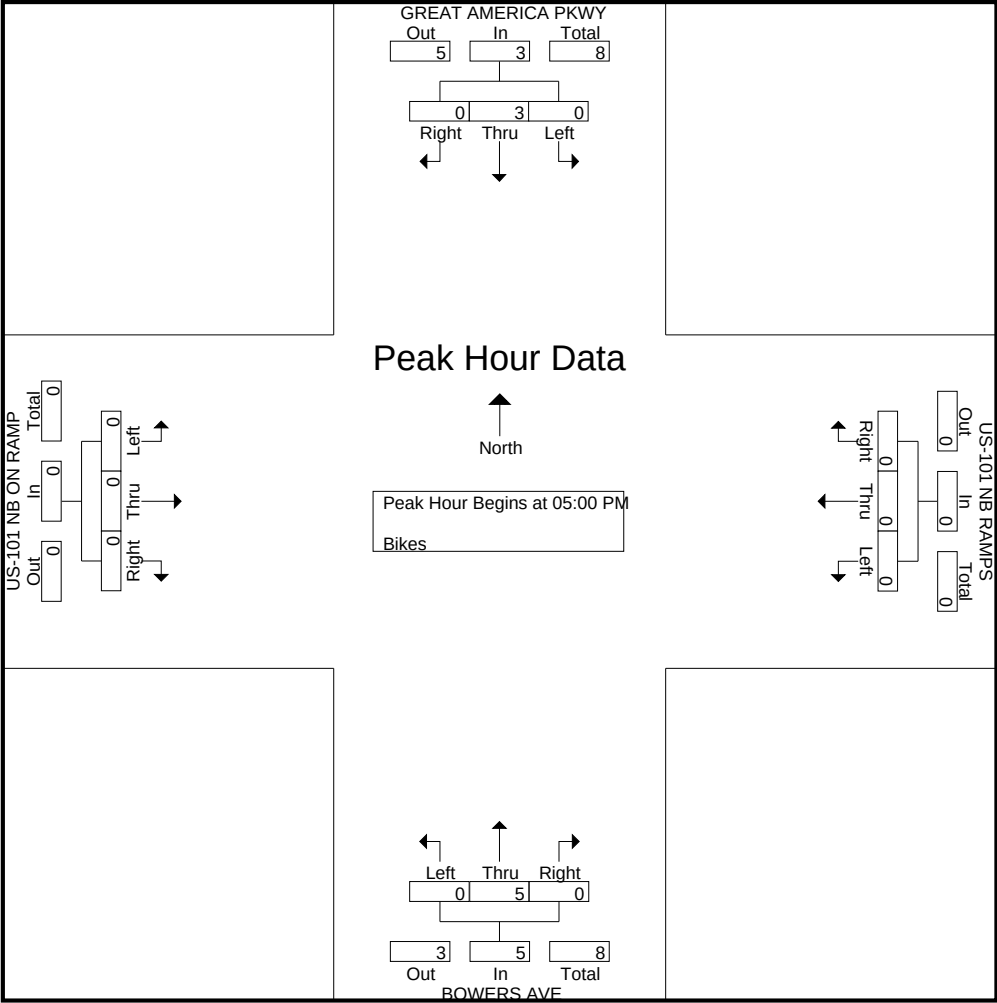
	GREAT AMERICA PKWY Southbound					US-101 NB RAMPS Westbound					BOWERS AVE Northbound					US-101 NB ON RAMP Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
04:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
05:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
Total	0	3	0	0	3	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	8
Grand Total	0	6	0	0	6	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	12
Apprch %	0	100	0	0		0	0	0	0		0	100	0	0		0	0	0	0		
Total %	0	50	0	0	50	0	0	0	0	0	0	50	0	0	50	0	0	0	0	0	

	GREAT AMERICA PKWY Southbound					US-101 NB RAMPS Westbound					BOWERS AVE Northbound					US-101 NB ON RAMP 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	0	0	0	0		0	0	0	0		0	2	0	2		0	0	0	0		2
05:15 PM	0	0	0	0		0	0	0	0		0	1	0	1		0	0	0	0		1
05:30 PM	0	1	0	1		0	0	0	0		0	0	0	0		0	0	0	0		1
05:45 PM	0	2	0	2		0	0	0	0		0	2	0	2		0	0	0	0		4
Total Volume	0	3	0	3		0	0	0	0		0	5	0	5		0	0	0	0		8
% App. Total	0	100	0			0	0	0			0	100	0			0	0	0			
PHF	.000	.375	.000	.375		.000	.000	.000	.000		.000	.625	.000	.625		.000	.000	.000	.000		.500

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File Name : 3PM FINAL
Site Code : 00000003
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File Name : 4AM FINAL
Site Code : 00000004
Start Date : 5/24/2017
Page No : 1

Groups Printed- Lights - Buses - Trucks

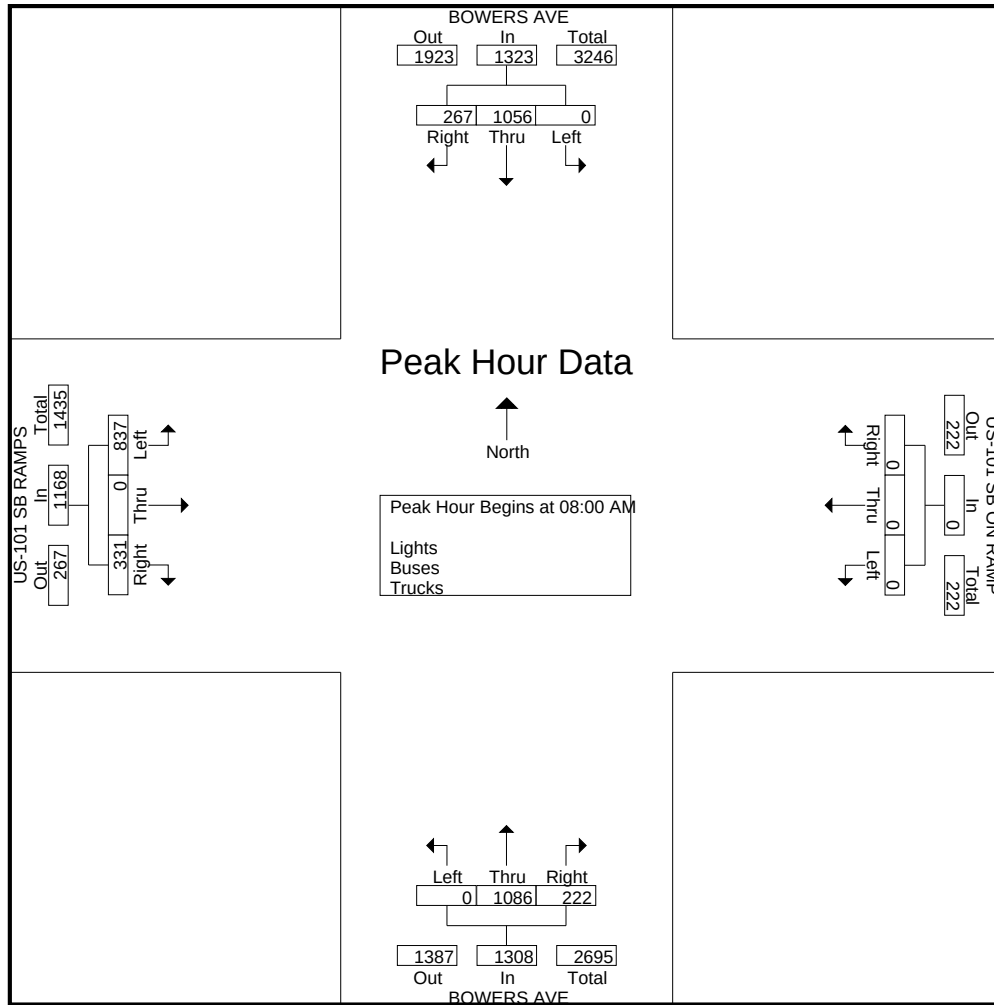
	BOWERS AVE Southbound					US-101 SB ON RAMP Westbound					BOWERS AVE Northbound					US-101 SB RAMPS Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	49	164	0	0	213	0	0	0	0	0	37	124	0	0	161	58	0	80	0	138	512
07:15 AM	43	165	0	0	208	0	0	0	0	0	42	140	0	0	182	80	0	110	1	191	581
07:30 AM	59	218	0	0	277	0	0	0	0	0	37	142	0	0	179	62	0	153	1	216	672
07:45 AM	75	224	0	0	299	0	0	0	0	0	47	191	0	0	238	82	0	136	2	220	757
Total	226	771	0	0	997	0	0	0	0	0	163	597	0	0	760	282	0	479	4	765	2522
08:00 AM	58	246	0	0	304	0	0	0	0	0	58	210	0	0	268	76	0	171	1	248	820
08:15 AM	65	222	0	0	287	0	0	0	1	1	59	267	0	0	326	90	0	197	0	287	901
08:30 AM	62	294	0	0	356	0	0	0	2	2	62	292	0	0	354	89	0	199	0	288	1000
08:45 AM	82	294	0	0	376	0	0	0	2	2	43	317	0	0	360	76	0	270	0	346	1084
Total	267	1056	0	0	1323	0	0	0	5	5	222	1086	0	0	1308	331	0	837	1	1169	3805
Grand Total	493	1827	0	0	2320	0	0	0	5	5	385	1683	0	0	2068	613	0	1316	5	1934	6327
Apprch %	21.2	78.8	0	0		0	0	0	100		18.6	81.4	0	0		31.7	0	68	0.3		
Total %	7.8	28.9	0	0	36.7	0	0	0	0.1	0.1	6.1	26.6	0	0	32.7	9.7	0	20.8	0.1	30.6	
Lights	480	1769	0	0	2249	0	0	0	5	5	368	1627	0	0	1995	600	0	1298	5	1903	6152
% Lights	97.4	96.8	0	0	96.9	0	0	0	100	100	95.6	96.7	0	0	96.5	97.9	0	98.6	100	98.4	97.2
Buses	3	17	0	0	20	0	0	0	0	0	5	15	0	0	20	6	0	8	0	14	54
% Buses	0.6	0.9	0	0	0.9	0	0	0	0	0	1.3	0.9	0	0	1	1	0	0.6	0	0.7	0.9
Trucks	10	41	0	0	51	0	0	0	0	0	12	41	0	0	53	7	0	10	0	17	121
% Trucks	2	2.2	0	0	2.2	0	0	0	0	0	3.1	2.4	0	0	2.6	1.1	0	0.8	0	0.9	1.9

	BOWERS AVE Southbound				US-101 SB ON RAMP Westbound				BOWERS AVE Northbound				US-101 SB RAMPS 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	58	246	0	304	0	0	0	0	58	210	0	268	76	0	171	247	819
08:15 AM	65	222	0	287	0	0	0	0	59	267	0	326	90	0	197	287	900
08:30 AM	62	294	0	356	0	0	0	0	62	292	0	354	89	0	199	288	998
08:45 AM	82	294	0	376	0	0	0	0	43	317	0	360	76	0	270	346	1082
Total Volume	267	1056	0	1323	0	0	0	0	222	1086	0	1308	331	0	837	1168	3799
% App. Total	20.2	79.8	0		0	0	0		17	83	0		28.3	0	71.7		
PHF	.814	.898	.000	.880	.000	.000	.000	.000	.895	.856	.000	.908	.919	.000	.775	.844	.878

Traffic Data Service

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File Name : 4AM FINAL
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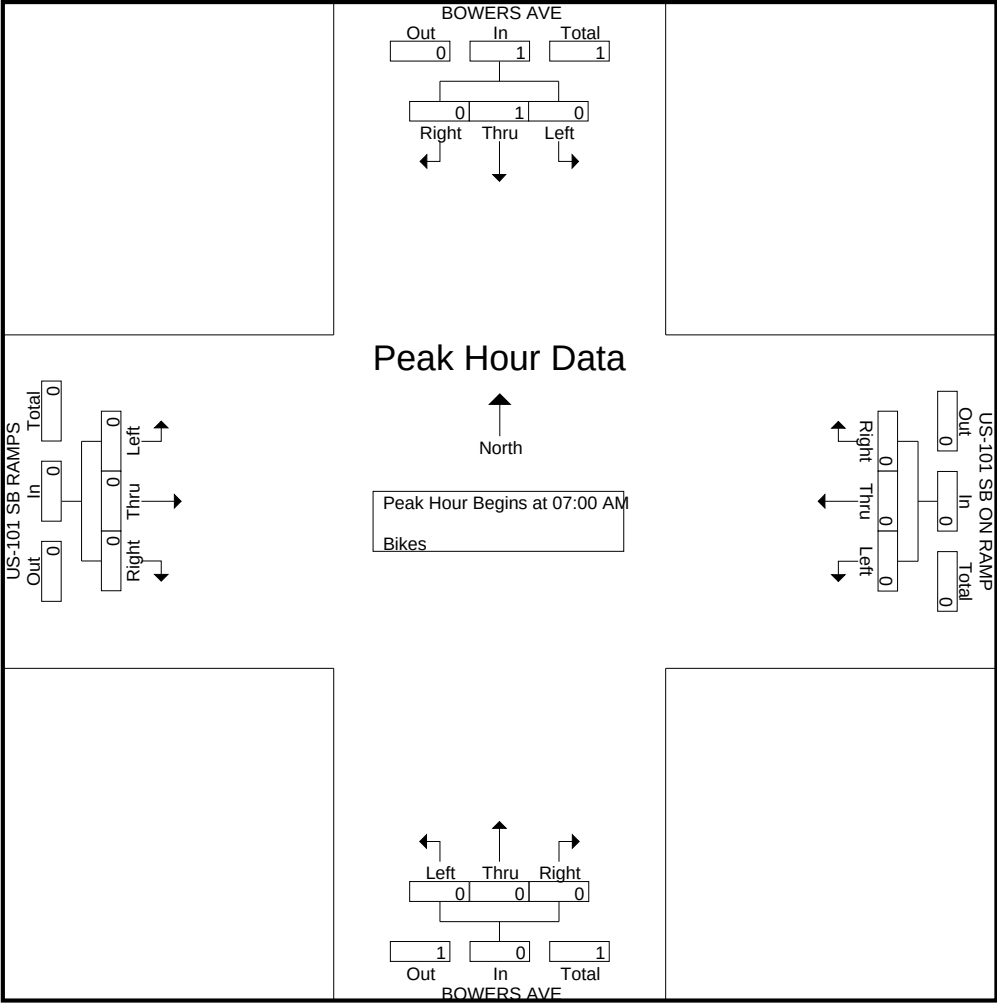
Groups Printed- Bikes

[illegible]

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File Name : 4PM FINAL
Site Code : 00000004
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Groups Printed- Lights - Buses - Trucks

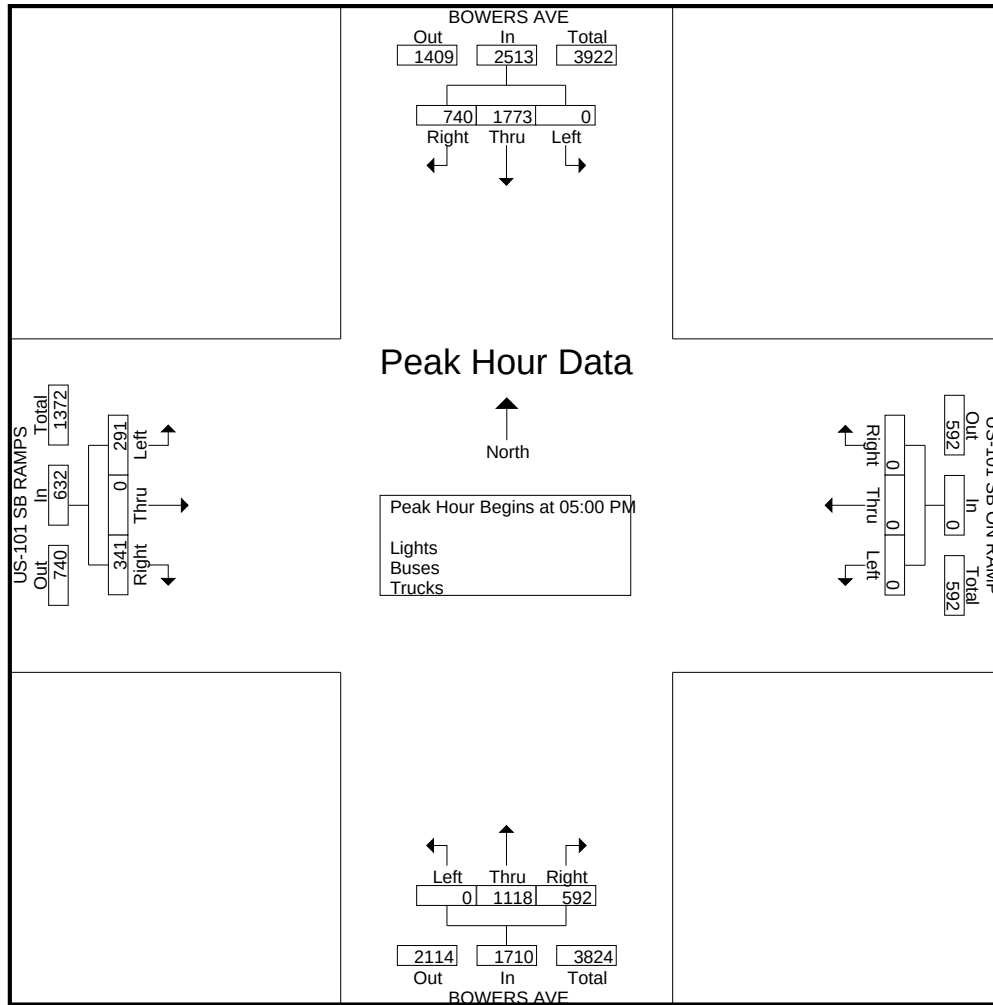
	BOWERS AVE Southbound					US-101 SB ON RAMP Westbound					BOWERS AVE Northbound					US-101 SB RAMPS Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	171	304	0	0	475	0	0	0	1	1	106	213	0	0	319	92	0	80	0	172	967
04:15 PM	188	379	0	0	567	0	0	0	0	0	133	225	0	0	358	82	0	55	2	139	1064
04:30 PM	168	293	0	0	461	0	0	0	0	0	127	230	0	0	357	77	0	42	1	120	938
04:45 PM	157	383	0	0	540	0	0	0	1	1	117	242	0	0	359	93	0	52	0	145	1045
Total	684	1359	0	0	2043	0	0	0	2	2	483	910	0	0	1393	344	0	229	3	576	4014
05:00 PM	166	390	0	0	556	0	0	0	2	2	164	310	0	0	474	84	0	71	0	155	1187
05:15 PM	191	487	0	0	678	0	0	0	1	1	154	263	0	0	417	72	0	68	0	140	1236
05:30 PM	180	485	0	0	665	0	0	0	0	0	143	281	0	0	424	90	0	61	0	151	1240
05:45 PM	203	411	0	0	614	0	0	0	2	2	131	264	0	0	395	95	0	91	0	186	1197
Total	740	1773	0	0	2513	0	0	0	5	5	592	1118	0	0	1710	341	0	291	0	632	4860
Grand Total	1424	3132	0	0	4556	0	0	0	7	7	1075	2028	0	0	3103	685	0	520	3	1208	8874
Apprch %	31.3	68.7	0	0		0	0	0	100		34.6	65.4	0	0		56.7	0	43	0.2		
Total %	16	35.3	0	0	51.3	0	0	0	0.1	0.1	12.1	22.9	0	0	35	7.7	0	5.9	0	13.6	
Lights	1396	3104	0	0	4500	0	0	0	7	7	1052	2001	0	0	3053	679	0	512	3	1194	8754
% Lights	98	99.1	0	0	98.8	0	0	0	100	100	97.9	98.7	0	0	98.4	99.1	0	98.5	100	98.8	98.6
Buses	2	12	0	0	14	0	0	0	0	0	1	13	0	0	14	2	0	1	0	3	31
% Buses	0.1	0.4	0	0	0.3	0	0	0	0	0	0.1	0.6	0	0	0.5	0.3	0	0.2	0	0.2	0.3
Trucks	26	16	0	0	42	0	0	0	0	0	22	14	0	0	36	4	0	7	0	11	89
% Trucks	1.8	0.5	0	0	0.9	0	0	0	0	0	2	0.7	0	0	1.2	0.6	0	1.3	0	0.9	1

	BOWERS AVE Southbound				US-101 SB ON RAMP Westbound				BOWERS AVE Northbound				US-101 SB RAMPS 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	166	390	0	556	0	0	0	0	164	310	0	474	84	0	71	155	1185
05:15 PM	191	487	0	678	0	0	0	0	154	263	0	417	72	0	68	140	1235
05:30 PM	180	485	0	665	0	0	0	0	143	281	0	424	90	0	61	151	1240
05:45 PM	203	411	0	614	0	0	0	0	131	264	0	395	95	0	91	186	1195
Total Volume	740	1773	0	2513	0	0	0	0	592	1118	0	1710	341	0	291	632	4855
% App. Total	29.4	70.6	0		0	0	0		34.6	65.4	0		54	0	46		
PHF	.911	.910	.000	.927	.000	.000	.000	.000	.902	.902	.000	.902	.897	.000	.799	.849	.979

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File Name : 4PM FINAL
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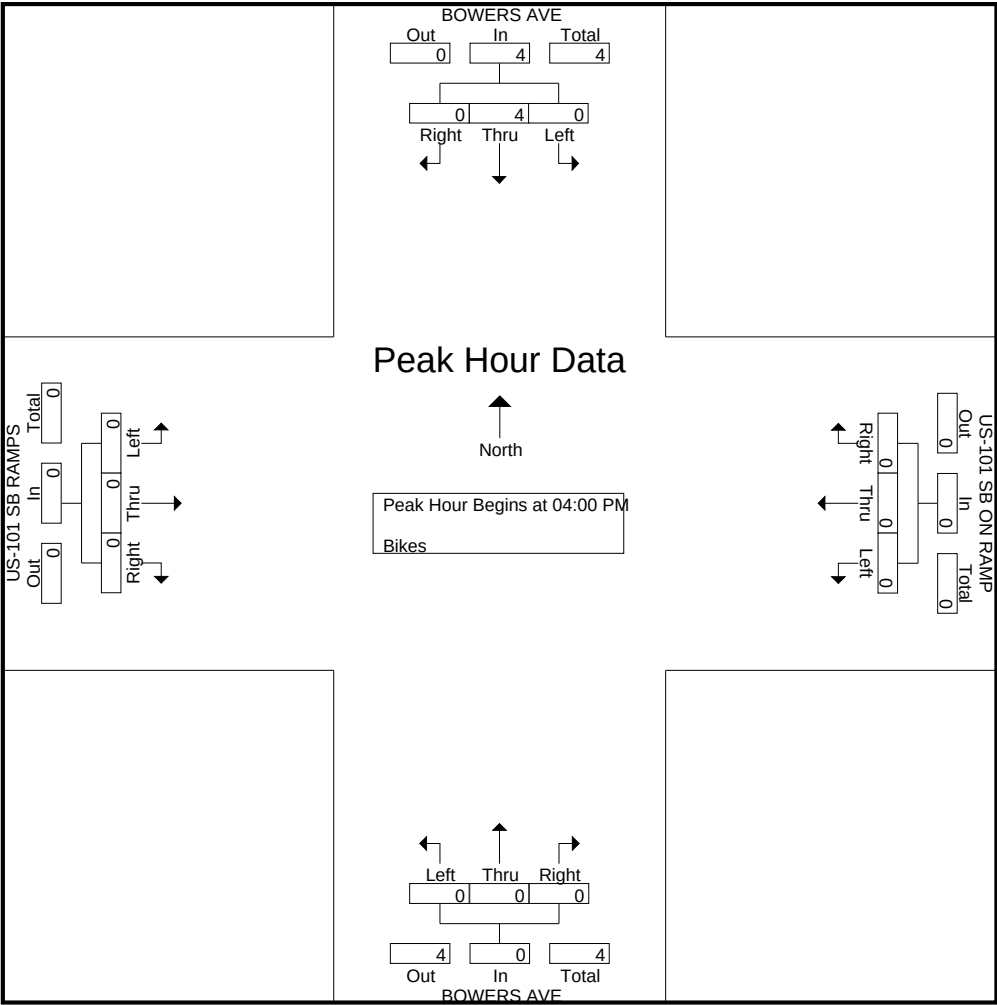
Groups Printed- Bikes

[illegible]

Traffic Data Service

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File Name : 4PM FINAL
Site Code : 00000004
Start Date : 5/24/2017
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Traffic Data Service

Campbell, CA

(408) 377-2988

tdsbay@cs.com

File Name : 7AM FINAL

Site Code : 00000007

Start Date : 3/11/2014

Page No : 1

Groups Printed- Vehicles - Heavy Vehicles

	CENTENNIAL BLVD Southbound					TASMAN DR Westbound					CENTENNIAL BLVD Northbound					TASMAN 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	4	1	0	9	14	11	126	2	19	158	0	0	2	8	10	2	40	23	0	65	247
07:15 AM	11	1	4	8	24	7	160	0	12	179	0	0	0	4	4	0	43	17	0	60	267
07:30 AM	56	2	17	5	80	11	190	1	2	204	0	1	0	4	5	2	80	17	0	99	388
07:45 AM	11	0	1	4	16	10	180	1	5	196	0	1	2	2	5	0	89	29	0	118	335
Total	82	4	22	26	134	39	656	4	38	737	0	2	4	18	24	4	252	86	0	342	1237
08:00 AM	3	0	1	2	6	15	201	1	3	220	0	0	1	1	2	1	102	25	0	128	356
08:15 AM	23	0	2	1	26	14	186	0	3	203	0	2	1	0	3	0	129	27	0	156	388
08:30 AM	9	0	6	3	18	19	221	0	4	244	0	0	0	0	0	0	111	24	0	135	397
08:45 AM	52	0	12	1	65	17	210	1	4	232	0	0	0	0	0	0	140	23	0	163	460
Total	87	0	21	7	115	65	818	2	14	899	0	2	2	1	5	1	482	99	0	582	1601
09:00 AM	20	0	9	1	30	11	266	0	3	280	1	0	1	2	4	0	94	32	0	126	440
09:15 AM	21	1	4	2	28	9	233	0	3	245	0	0	1	0	1	0	133	29	0	162	436
09:30 AM	6	0	5	3	14	3	164	0	4	171	0	0	1	1	2	1	119	99	0	219	406
09:45 AM	9	0	6	3	18	9	194	1	2	206	0	0	0	7	7	0	114	63	0	177	408
Total	56	1	24	9	90	32	857	1	12	902	1	0	3	10	14	1	460	223	0	684	1690
Grand Total	225	5	67	42	339	136	2331	7	64	2538	1	4	9	29	43	6	1194	408	0	1608	4528
Apprch %	66.4	1.5	19.8	12.4		5.4	91.8	0.3	2.5		2.3	9.3	20.9	67.4		0.4	74.3	25.4	0		
Total %	5	0.1	1.5	0.9	7.5	3	51.5	0.2	1.4	56.1	0	0.1	0.2	0.6	0.9	0.1	26.4	9	0	35.5	
Vehicles	214	5	66	41	326	131	2323	7	64	2525	1	4	9	29	43	6	1189	398	0	1593	4487
% Vehicles	95.1	100	98.5	97.6	96.2	96.3	99.7	100	100	99.5	100	100	100	100	100	100	99.6	97.5	0	99.1	99.1
Heavy Vehicles	11	0	1	1	13	5	8	0	0	13	0	0	0	0	0	0	5	10	0	15	41
% Heavy Vehicles	4.9	0	1.5	2.4	3.8	3.7	0.3	0	0	0.5	0	0	0	0	0	0	0.4	2.5	0	0.9	0.9

	CENTENNIAL BLVD Southbound					TASMAN DR Westbound					CENTENNIAL BLVD Northbound					TASMAN DR Eastbound					
Start Time	Right	Thru	Left	App. Total	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 08:45 AM																					
08:45 AM	52	0	12	64	17	210	1	228	0	0	0	0	0	140	23	163					455
09:00 AM	20	0	9	29	11	266	0	277	1	0	1	2	0	94	32	126					434
09:15 AM	21	1	4	26	9	233	0	242	0	0	1	1	0	133	29	162					431
09:30 AM	6	0	5	11	3	164	0	167	0	0	1	1	1	119	99	219					398
Total Volume	99	1	30	130	40	873	1	914	1	0	3	4	1	486	183	670					1718
% App. Total	76.2	0.8	23.1		4.4	95.5	0.1		25	0	75		0.1	72.5	27.3						
PHF	.476	.250	.625	.508	.588	.820	.250	.825	.250	.000	.750	.500	.250	.868	.462	.765					.944

Traffic Data Service

Campbell, CA

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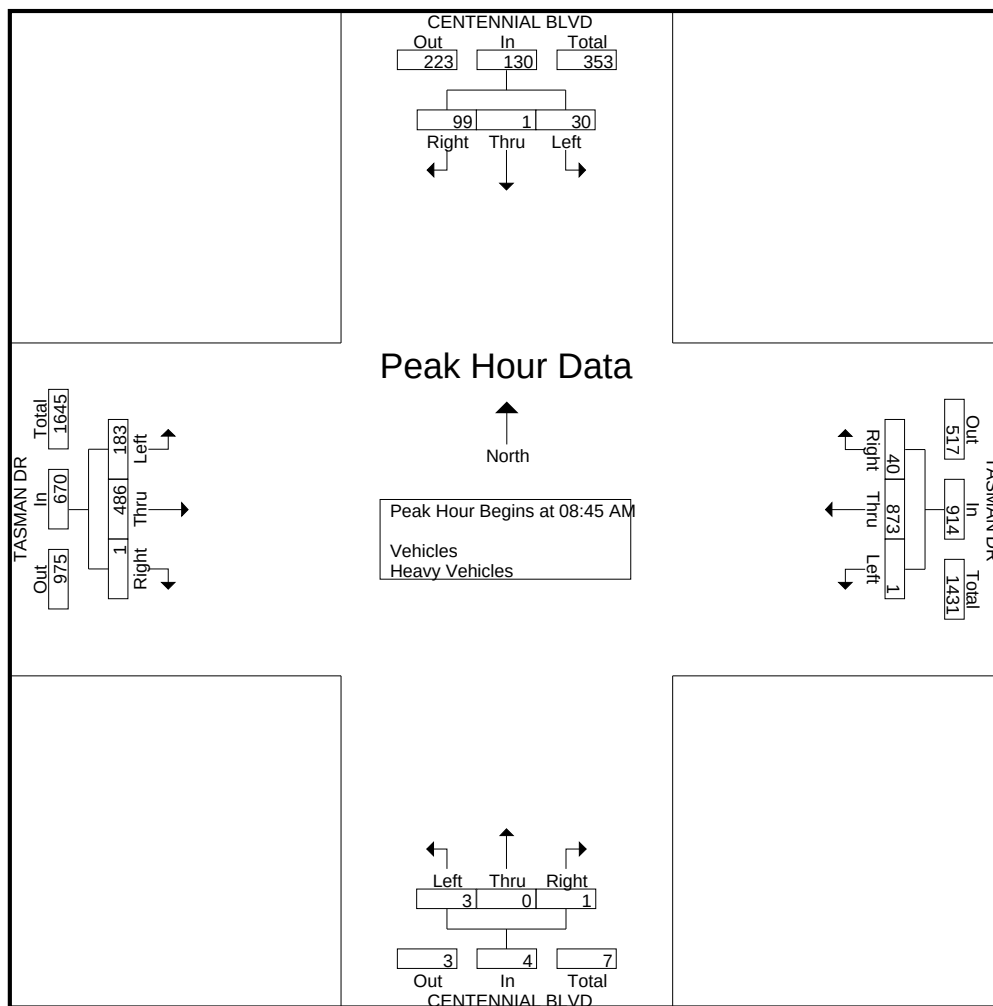
tdsbay@cs.com

File Name : 7AM FINAL

Site Code : 00000007

Start Date : 3/11/2014

Page No : 2



Traffic Data Service

Campbell, CA

(408) 377-2988

tdsbay@cs.com

File Name : 7AM FINAL

Site Code : 00000007

Start Date : 3/11/2014

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Groups Printed- Vehicles

	CENTENNIAL BLVD Southbound					TASMAN DR Westbound					CENTENNIAL BLVD Northbound					TASMAN 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	4	1	0	9	14	10	126	2	19	157	0	0	2	8	10	2	40	21	0	63	244
07:15 AM	11	1	3	8	23	7	160	0	12	179	0	0	0	4	4	0	43	16	0	59	265
07:30 AM	56	2	17	4	79	11	188	1	2	202	0	1	0	4	5	2	80	16	0	98	384
07:45 AM	8	0	1	4	13	10	180	1	5	196	0	1	2	2	5	0	89	28	0	117	331
Total	79	4	21	25	129	38	654	4	38	734	0	2	4	18	24	4	252	81	0	337	1224
08:00 AM	3	0	1	2	6	15	199	1	3	218	0	0	1	1	2	1	101	25	0	127	353
08:15 AM	22	0	2	1	25	14	186	0	3	203	0	2	1	0	3	0	129	26	0	155	386
08:30 AM	9	0	6	3	18	16	221	0	4	241	0	0	0	0	0	0	110	24	0	134	393
08:45 AM	52	0	12	1	65	16	210	1	4	231	0	0	0	0	0	0	139	21	0	160	456
Total	86	0	21	7	114	61	816	2	14	893	0	2	2	1	5	1	479	96	0	576	1588
09:00 AM	18	0	9	1	28	11	264	0	3	278	1	0	1	2	4	0	93	31	0	124	434
09:15 AM	17	1	4	2	24	9	232	0	3	244	0	0	1	0	1	0	133	29	0	162	431
09:30 AM	6	0	5	3	14	3	164	0	4	171	0	0	1	1	2	1	119	99	0	219	406
09:45 AM	8	0	6	3	17	9	193	1	2	205	0	0	0	7	7	0	113	62	0	175	404
Total	49	1	24	9	83	32	853	1	12	898	1	0	3	10	14	1	458	221	0	680	1675
Grand Total	214	5	66	41	326	131	2323	7	64	2525	1	4	9	29	43	6	1189	398	0	1593	4487
Apprch %	65.6	1.5	20.2	12.6		5.2	92	0.3	2.5		2.3	9.3	20.9	67.4		0.4	74.6	25	0		
Total %	4.8	0.1	1.5	0.9	7.3	2.9	51.8	0.2	1.4	56.3	0	0.1	0.2	0.6	1	0.1	26.5	8.9	0	35.5	

	CENTENNIAL BLVD Southbound				TASMAN DR Westbound				CENTENNIAL BLVD Northbound				TASMAN 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 08:45 AM																	
08:45 AM	52	0	12	64	16	210	1	227	0	0	0	0	0	139	21	160	451
09:00 AM	18	0	9	27	11	264	0	275	1	0	1	2	0	93	31	124	428
09:15 AM	17	1	4	22	9	232	0	241	0	0	1	1	0	133	29	162	426
09:30 AM	6	0	5	11	3	164	0	167	0	0	1	1	1	119	99	219	398
Total Volume	93	1	30	124	39	870	1	910	1	0	3	4	1	484	180	665	1703
% App. Total	75	0.8	24.2		4.3	95.6	0.1		25	0	75		0.2	72.8	27.1		
PHF	.447	.250	.625	.484	.609	.824	.250	.827	.250	.000	.750	.500	.250	.871	.455	.759	.944

Traffic Data Service

Campbell, CA

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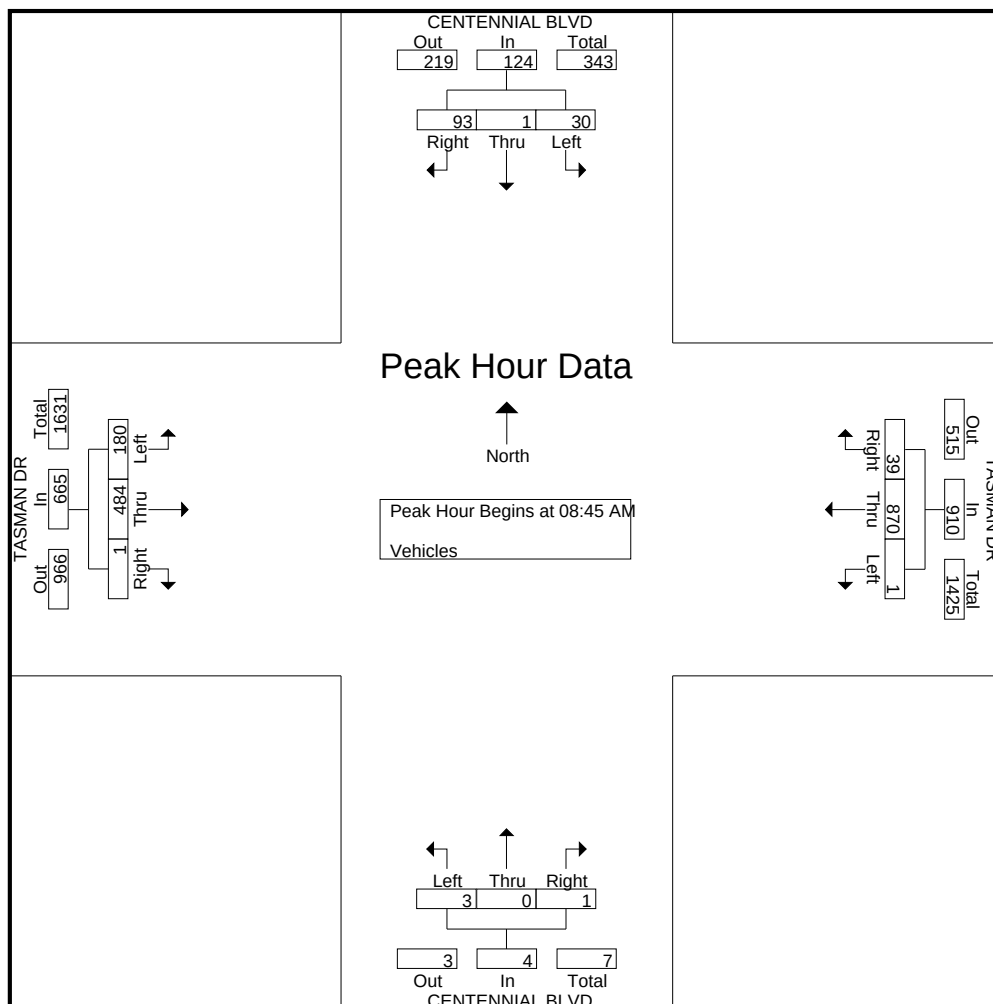
tdsbay@cs.com

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Groups Printed- Bikes

	CENTENNIAL BLVD Southbound					TASMAN DR Westbound					CENTENNIAL BLVD Northbound					TASMAN 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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	3	0	1	0	4	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	5
07:30 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
07:45 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3
Total	3	0	2	0	5	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	10
08:00 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
08:15 AM	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	3
08:30 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	6
08:45 AM	1	0	0	0	1	0	5	0	0	5	0	0	0	0	0	0	1	0	0	1	7
Total	1	0	0	0	1	1	13	0	0	14	0	0	0	0	0	0	3	0	0	3	18
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	3
09:45 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3
Total	1	0	0	0	1	0	5	0	0	5	0	0	0	0	0	0	1	0	0	1	7
Grand Total	5	0	2	0	7	1	21	0	0	22	0	0	0	0	0	0	6	0	0	6	35
Apprch %	71.4	0	28.6	0		4.5	95.5	0	0		0	0	0	0		0	100	0	0		
Total %	14.3	0	5.7	0	20	2.9	60	0	0	62.9	0	0	0	0	0	0	17.1	0	0	17.1	

	CENTENNIAL BLVD Southbound					TASMAN DR Westbound					CENTENNIAL BLVD Northbound					TASMAN 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 08:00 AM																					
08:00 AM	0	0	0	0		0	2	0	2		0	0	0	0		0	0	0	0		2
08:15 AM	0	0	0	0		1	2	0	3		0	0	0	0		0	0	0	0		3
08:30 AM	0	0	0	0		0	4	0	4		0	0	0	0		0	2	0	2		6
08:45 AM	1	0	0	1		0	5	0	5		0	0	0	0		0	1	0	1		7
Total Volume	1	0	0	1		1	13	0	14		0	0	0	0		0	3	0	3		18
% App. Total	100	0	0			7.1	92.9	0			0	0	0			0	100	0			
PHF	.250	.000	.000	.250		.250	.650	.000	.700		.000	.000	.000	.000		.000	.375	.000	.375		.643

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Campbell, CA

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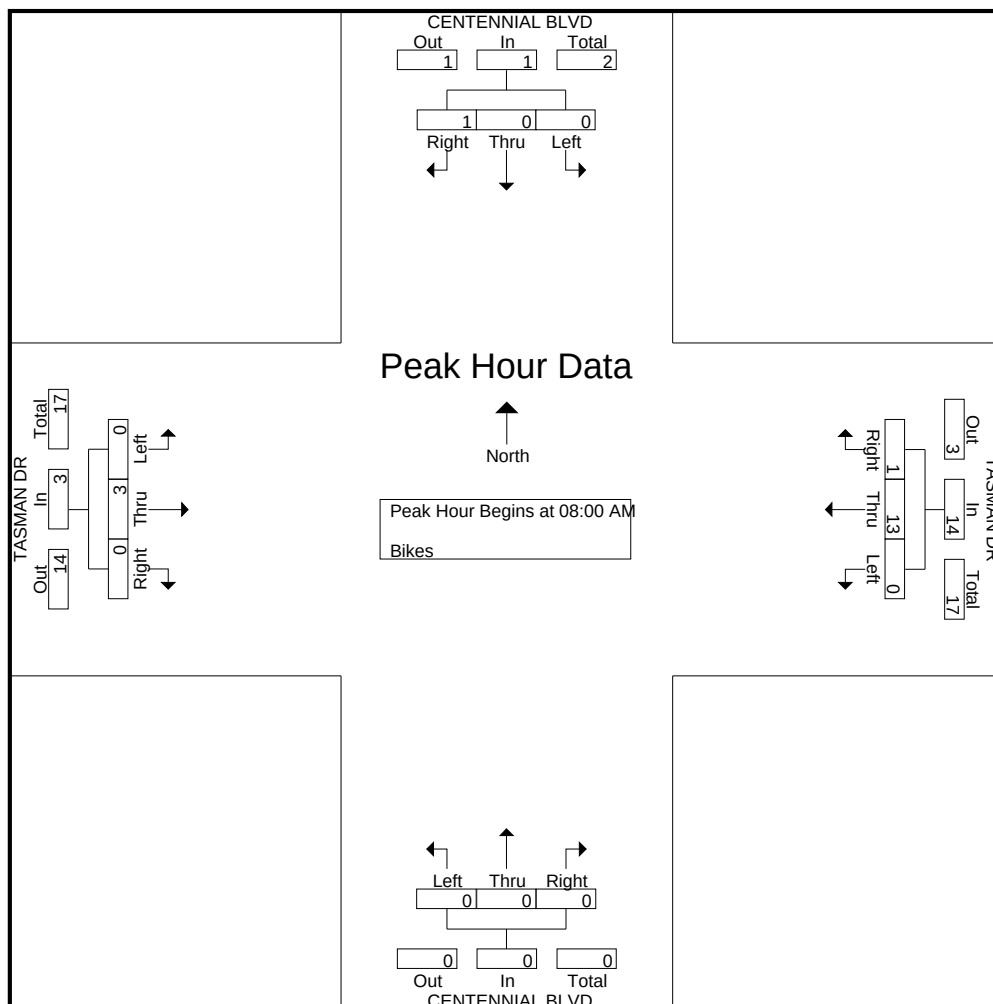
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Groups Printed- Heavy Vehicles

	CENTENNIAL BLVD Southbound					TASMAN DR Westbound					CENTENNIAL BLVD Northbound					TASMAN 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	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	2	0	2	3
07:15 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
07:30 AM	0	0	0	1	1	0	2	0	0	2	0	0	0	0	0	0	0	1	0	1	4
07:45 AM	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	4
Total	3	0	1	1	5	1	2	0	0	3	0	0	0	0	0	0	0	5	0	5	13
08:00 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3
08:15 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
08:30 AM	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	1	0	0	1	4
08:45 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	2	0	3	4
Total	1	0	0	0	1	4	2	0	0	6	0	0	0	0	0	0	3	3	0	6	13
09:00 AM	2	0	0	0	2	0	2	0	0	2	0	0	0	0	0	0	1	1	0	2	6
09:15 AM	4	0	0	0	4	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	5
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	1	1	0	2	4
Total	7	0	0	0	7	0	4	0	0	4	0	0	0	0	0	0	2	2	0	4	15
Grand Total	11	0	1	1	13	5	8	0	0	13	0	0	0	0	0	0	5	10	0	15	41
Apprch %	84.6	0	7.7	7.7		38.5	61.5	0	0		0	0	0	0		0	33.3	66.7	0		
Total %	26.8	0	2.4	2.4	31.7	12.2	19.5	0	0	31.7	0	0	0	0	0	0	12.2	24.4	0	36.6	

	CENTENNIAL BLVD Southbound				TASMAN DR Westbound				CENTENNIAL BLVD Northbound				TASMAN 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 08:30 AM																	
08:30 AM	0	0	0	0	3	0	0	3	0	0	0	0	0	1	0	1	4
08:45 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	1	2	3	4
09:00 AM	2	0	0	2	0	2	0	2	0	0	0	0	0	1	1	2	6
09:15 AM	4	0	0	4	0	1	0	1	0	0	0	0	0	0	0	0	5
Total Volume	6	0	0	6	4	3	0	7	0	0	0	0	0	3	3	6	19
% App. Total	100	0	0		57.1	42.9	0		0	0	0		0	50	50		
PHF	.375	.000	.000	.375	.333	.375	.000	.583	.000	.000	.000	.000	.000	.750	.375	.500	.792

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Campbell, CA

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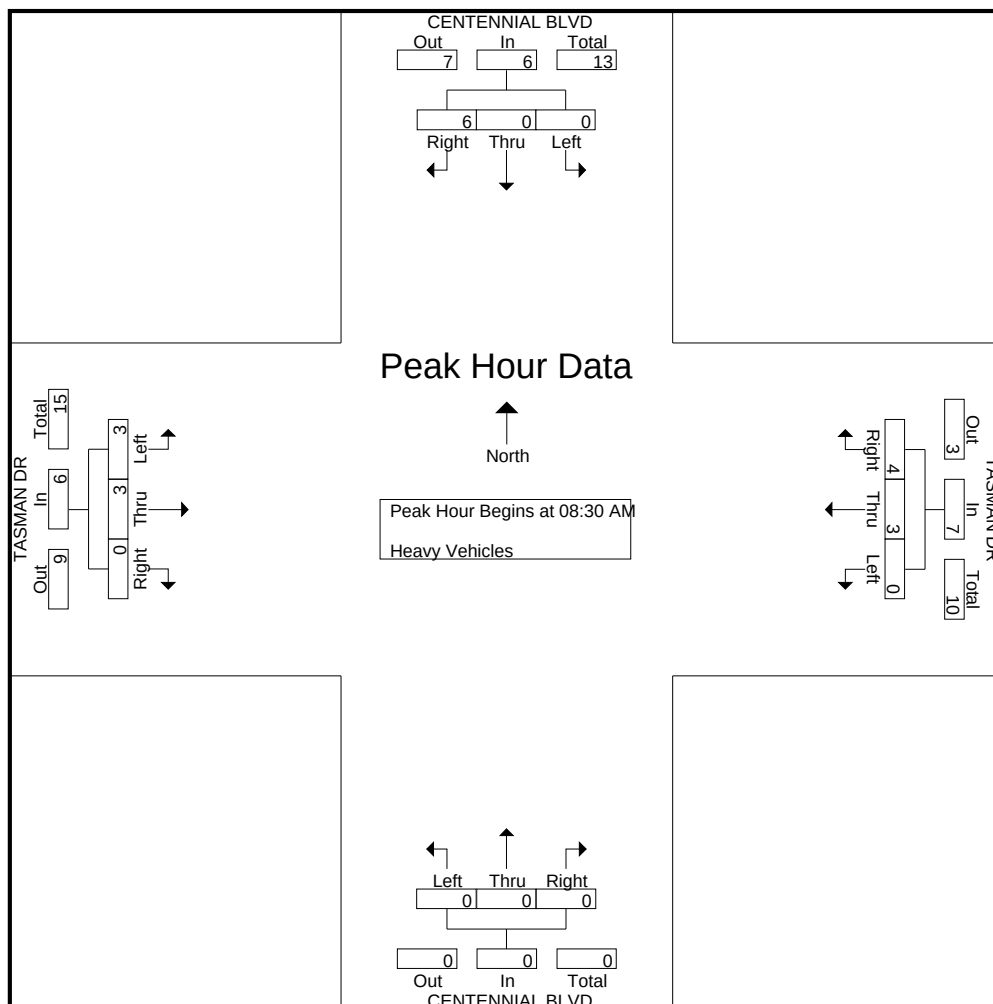
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Groups Printed- Vehicles - Heavy Vehicles

	CENTENNIAL BLVD Southbound					TASMAN DR Westbound					CENTENNIAL BLVD Northbound					TASMAN 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	30	0	17	1	48	7	83	0	1	91	0	2	0	1	3	1	177	29	0	207	349
04:15 PM	22	0	17	3	42	11	92	1	2	106	0	0	0	1	1	2	202	38	0	242	391
04:30 PM	32	0	12	3	47	16	117	0	3	136	1	0	0	2	3	0	242	42	0	284	470
04:45 PM	40	0	12	6	58	8	132	0	8	148	0	0	0	2	2	0	291	28	0	319	527
Total	124	0	58	13	195	42	424	1	14	481	1	2	0	6	9	3	912	137	0	1052	1737
05:00 PM	31	0	14	6	51	5	175	1	2	183	2	0	0	0	2	0	278	31	0	309	545
05:15 PM	24	0	10	4	38	7	214	0	8	229	0	1	0	4	5	0	325	43	0	368	640
05:30 PM	23	0	18	4	45	17	167	0	4	188	1	0	0	1	2	0	410	54	0	464	699
05:45 PM	27	0	17	4	48	10	173	0	3	186	0	0	0	2	2	0	357	35	0	392	628
Total	105	0	59	18	182	39	729	1	17	786	3	1	0	7	11	0	1370	163	0	1533	2512
06:00 PM	43	11	10	3	67	10	146	2	14	172	0	0	0	13	13	0	363	28	0	391	643
06:15 PM	28	15	15	4	62	6	154	0	2	162	0	0	0	2	2	0	331	38	1	370	596
06:30 PM	48	24	25	3	100	11	105	0	3	119	0	0	0	0	0	0	311	27	0	338	557
06:45 PM	15	18	18	0	51	8	121	0	0	129	0	0	0	0	0	0	302	17	0	319	499
Total	134	68	68	10	280	35	526	2	19	582	0	0	0	15	15	0	1307	110	1	1418	2295
Grand Total	363	68	185	41	657	116	1679	4	50	1849	4	3	0	28	35	3	3589	410	1	4003	6544
Apprch %	55.3	10.4	28.2	6.2		6.3	90.8	0.2	2.7		11.4	8.6	0	80		0.1	89.7	10.2	0		
Total %	5.5	1	2.8	0.6	10	1.8	25.7	0.1	0.8	28.3	0.1	0	0	0.4	0.5	0	54.8	6.3	0	61.2	
Vehicles	362	68	184	41	655	115	1678	4	50	1847	4	3	0	28	35	3	3584	410	1	3998	6535
% Vehicles	99.7	100	99.5	100	99.7	99.1	99.9	100	100	99.9	100	100	0	100	100	100	99.9	100	100	99.9	99.9
Heavy Vehicles	1	0	1	0	2	1	1	0	0	2	0	0	0	0	0	0	5	0	0	5	9
% Heavy Vehicles	0.3	0	0.5	0	0.3	0.9	0.1	0	0	0.1	0	0	0	0	0	0	0.1	0	0	0.1	0.1

	CENTENNIAL BLVD Southbound					TASMAN DR Westbound					CENTENNIAL BLVD Northbound					TASMAN 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 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:15 PM																					
05:15 PM	24	0	10	34		7	214	0	221		0	1	0	1		0	325	43	368		624
05:30 PM	23	0	18	41		17	167	0	184		1	0	0	1		0	410	54	464		690
05:45 PM	27	0	17	44		10	173	0	183		0	0	0	0		0	357	35	392		619
06:00 PM	43	11	10	64		10	146	2	158		0	0	0	0		0	363	28	391		613
Total Volume	117	11	55	183		44	700	2	746		1	1	0	2		0	1455	160	1615		2546
% App. Total	63.9	6	30.1			5.9	93.8	0.3			50	50	0			0	90.1	9.9			
PHF	.680	.250	.764	.715		.647	.818	.250	.844		.250	.250	.000	.500		.000	.887	.741	.870		.922

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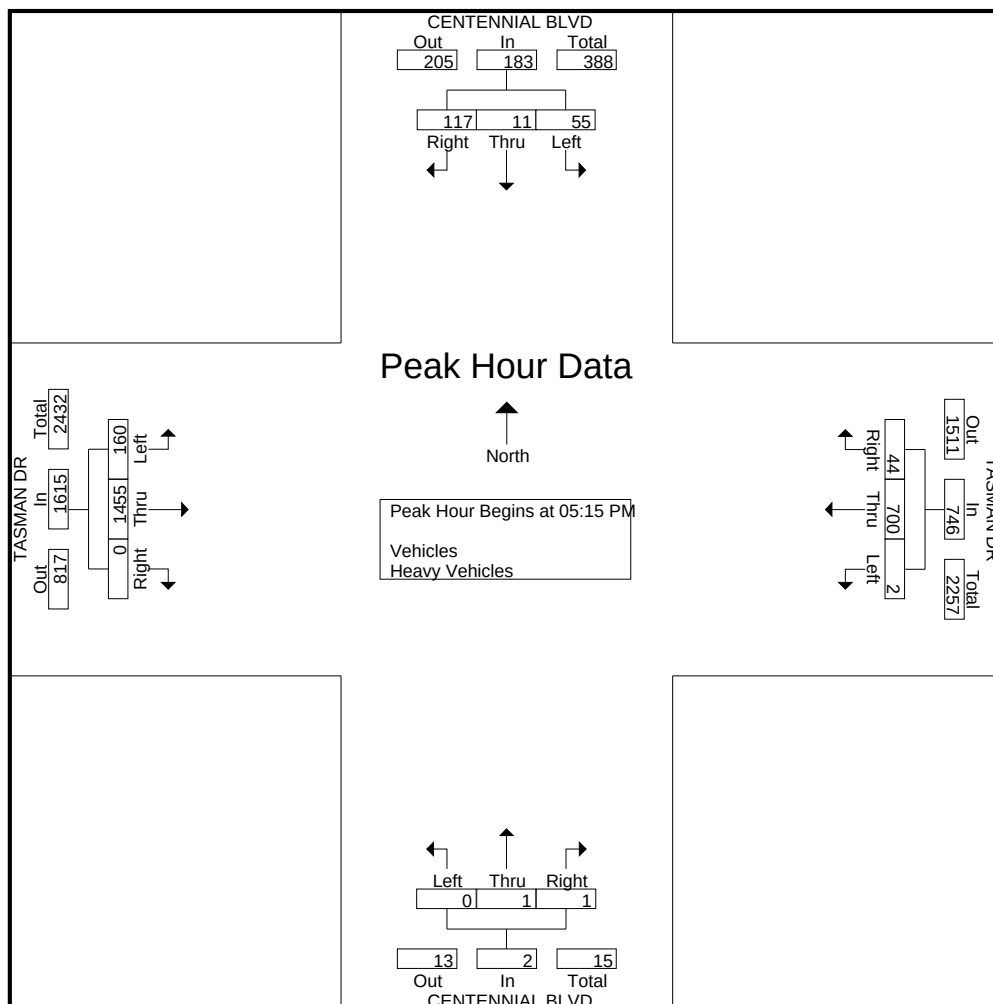
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Groups Printed- Vehicles

	CENTENNIAL BLVD Southbound					TASMAN DR Westbound					CENTENNIAL BLVD Northbound					TASMAN 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	30	0	17	1	48	7	83	0	1	91	0	2	0	1	3	1	177	29	0	207	349
04:15 PM	22	0	17	3	42	11	92	1	2	106	0	0	0	1	1	2	201	38	0	241	390
04:30 PM	32	0	12	3	47	16	117	0	3	136	1	0	0	2	3	0	242	42	0	284	470
04:45 PM	39	0	12	6	57	8	132	0	8	148	0	0	0	2	2	0	290	28	0	318	525
Total	123	0	58	13	194	42	424	1	14	481	1	2	0	6	9	3	910	137	0	1050	1734
05:00 PM	31	0	14	6	51	4	175	1	2	182	2	0	0	0	2	0	278	31	0	309	544
05:15 PM	24	0	10	4	38	7	213	0	8	228	0	1	0	4	5	0	324	43	0	367	638
05:30 PM	23	0	18	4	45	17	167	0	4	188	1	0	0	1	2	0	410	54	0	464	699
05:45 PM	27	0	16	4	47	10	173	0	3	186	0	0	0	2	2	0	356	35	0	391	626
Total	105	0	58	18	181	38	728	1	17	784	3	1	0	7	11	0	1368	163	0	1531	2507
06:00 PM	43	11	10	3	67	10	146	2	14	172	0	0	0	13	13	0	362	28	0	390	642
06:15 PM	28	15	15	4	62	6	154	0	2	162	0	0	0	2	2	0	331	38	1	370	596
06:30 PM	48	24	25	3	100	11	105	0	3	119	0	0	0	0	0	0	311	27	0	338	557
06:45 PM	15	18	18	0	51	8	121	0	0	129	0	0	0	0	0	0	302	17	0	319	499
Total	134	68	68	10	280	35	526	2	19	582	0	0	0	15	15	0	1306	110	1	1417	2294
Grand Total	362	68	184	41	655	115	1678	4	50	1847	4	3	0	28	35	3	3584	410	1	3998	6535
Apprch %	55.3	10.4	28.1	6.3		6.2	90.9	0.2	2.7		11.4	8.6	0	80		0.1	89.6	10.3	0		
Total %	5.5	1	2.8	0.6	10	1.8	25.7	0.1	0.8	28.3	0.1	0	0	0.4	0.5	0	54.8	6.3	0	61.2	

	CENTENNIAL BLVD Southbound				TASMAN DR Westbound				CENTENNIAL BLVD Northbound				TASMAN 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 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:15 PM																	
05:15 PM	24	0	10	34	7	213	0	220	0	1	0	1	0	324	43	367	622
05:30 PM	23	0	18	41	17	167	0	184	1	0	0	1	0	410	54	464	690
05:45 PM	27	0	16	43	10	173	0	183	0	0	0	0	0	356	35	391	617
06:00 PM	43	11	10	64	10	146	2	158	0	0	0	0	0	362	28	390	612
Total Volume	117	11	54	182	44	699	2	745	1	1	0	2	0	1452	160	1612	2541
% App. Total	64.3	6	29.7		5.9	93.8	0.3		50	50	0		0	90.1	9.9		
PHF	.680	.250	.750	.711	.647	.820	.250	.847	.250	.250	.000	.500	.000	.885	.741	.869	.921

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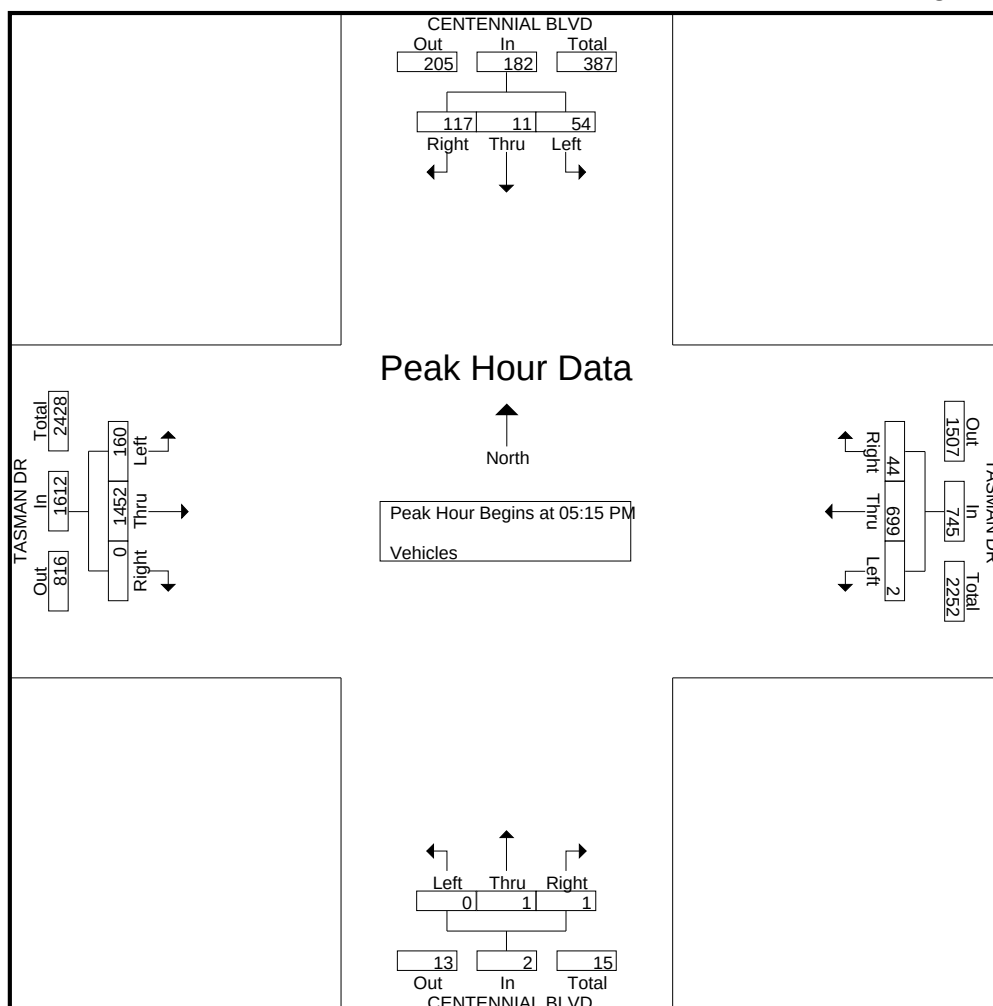
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Groups Printed- Bikes

	CENTENNIAL BLVD Southbound					TASMAN DR Westbound					CENTENNIAL BLVD Northbound					TASMAN 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	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	2	0	0	0	2	4
04:30 PM	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
Total	0	0	1	0	1	1	3	0	0	4	0	0	0	0	0	0	3	0	0	0	3	8
05:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	0	0	0	3	4
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	3	1	0	0	4	0	0	0	0	0	0	3	0	0	0	3	7
05:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	0	1	3
Total	0	0	0	0	0	3	4	0	0	7	0	0	0	0	0	0	7	0	0	0	7	14
06:00 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	0	0	0	1	2
06:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3	0	0	0	3	5
06:30 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
06:45 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	0	0	0	1	2
Total	0	0	0	0	0	3	2	0	0	5	0	0	0	0	0	0	5	0	0	0	5	10
Grand Total	0	0	1	0	1	7	9	0	0	16	0	0	0	0	0	0	15	0	0	0	15	32
Apprch %	0	0	100	0		43.8	56.2	0	0		0	0	0	0		0	100	0	0			
Total %	0	0	3.1	0	3.1	21.9	28.1	0	0	50	0	0	0	0	0	0	46.9	0	0	0	46.9	

	CENTENNIAL BLVD Southbound					TASMAN DR Westbound					CENTENNIAL BLVD Northbound					TASMAN 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 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:30 PM																					
05:30 PM	0	0	0	0		3	1	0	4		0	0	0	0		0	3	0	3		7
05:45 PM	0	0	0	0		0	2	0	2		0	0	0	0		0	1	0	1		3
06:00 PM	0	0	0	0		1	0	0	1		0	0	0	0		0	1	0	1		2
06:15 PM	0	0	0	0		0	2	0	2		0	0	0	0		0	3	0	3		5
Total Volume	0	0	0	0		4	5	0	9		0	0	0	0		0	8	0	8		17
% App. Total	0	0	0			44.4	55.6	0			0	0	0			0	100	0			
PHF	.000	.000	.000	.000		.333	.625	.000	.563		.000	.000	.000	.000		.000	.667	.000	.667		.607

Traffic Data Service

Campbell, CA

(408) 377-2988

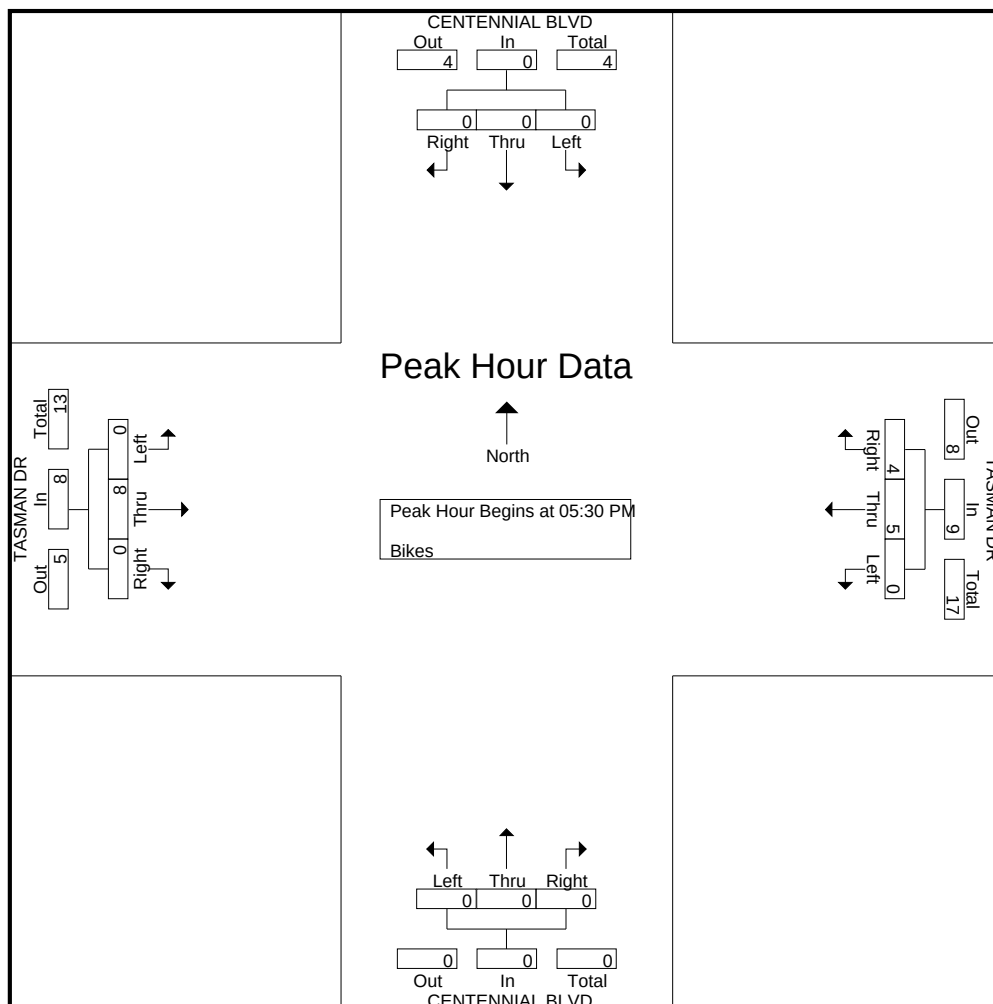
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Site Code : 00000007

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Site Code : 00000007

Start Date : 3/11/2014

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Groups Printed- Heavy Vehicles

	CENTENNIAL BLVD Southbound					TASMAN DR Westbound					CENTENNIAL BLVD Northbound					TASMAN 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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
Total	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2
05:00 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
Total	0	0	1	0	1	1	1	0	0	2	0	0	0	0	0	0	2	0	0	0	2
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
Grand Total	1	0	1	0	2	1	1	0	0	2	0	0	0	0	0	0	5	0	0	0	5
Apprch %	50	0	50	0		50	50	0	0		0	0	0	0		0	100	0	0		
Total %	11.1	0	11.1	0	22.2	11.1	11.1	0	0	22.2	0	0	0	0	0	0	55.6	0	0	55.6	

	CENTENNIAL BLVD Southbound					TASMAN DR Westbound					CENTENNIAL BLVD Northbound					TASMAN 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 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0
04:45 PM	1	0	0	1		0	0	0	0		0	0	0	0		0	1	0	1		2
05:00 PM	0	0	0	0		1	0	0	1		0	0	0	0		0	0	0	0		1
05:15 PM	0	0	0	0		0	1	0	1		0	0	0	0		0	1	0	1		2
Total Volume	1	0	0	1		1	1	0	2		0	0	0	0		0	2	0	2		5
% App. Total	100	0	0			50	50	0			0	0	0			0	100	0			
PHF	.250	.000	.000	.250		.250	.250	.000	.500		.000	.000	.000	.000		.000	.500	.000	.500		.625

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Campbell, CA

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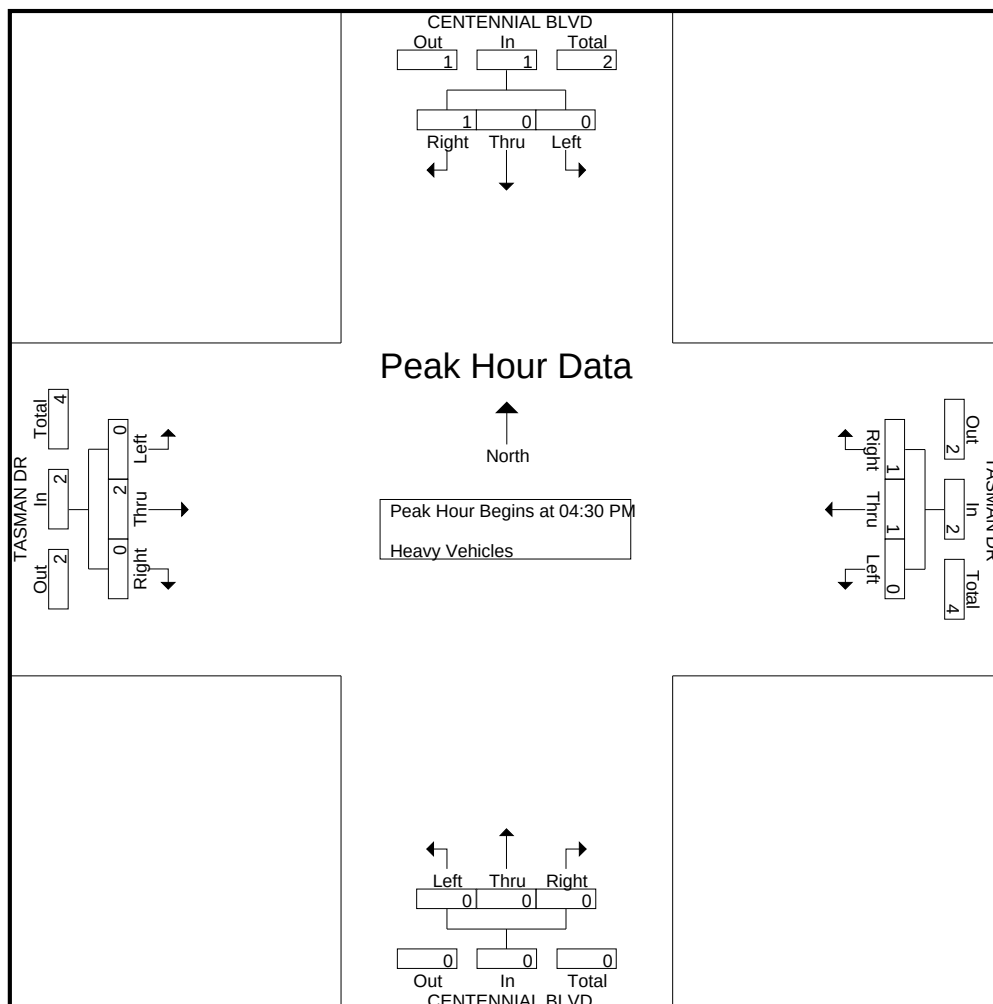
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tdsbay@cs.com

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Site Code : 00000009

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Groups Printed- Vehicles

	LAFAYETTE ST Southbound					DRIVEWAY Westbound					LAFAYETTE ST Northbound					GREAT AMERICA WAY 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	25	0	1	26	0	0	0	0	0	0	50	46	0	96	8	0	0	0	8	130
07:15 AM	6	25	0	0	31	0	0	0	0	0	0	89	44	0	133	14	0	1	0	15	179
07:30 AM	1	35	0	1	37	0	0	0	0	0	0	95	69	0	164	7	0	2	1	10	211
07:45 AM	7	48	1	0	56	0	0	0	0	0	0	121	66	0	187	12	0	1	0	13	256
Total	14	133	1	2	150	0	0	0	0	0	0	355	225	0	580	41	0	4	1	46	776
08:00 AM	6	40	0	1	47	0	0	0	0	0	0	120	67	0	187	10	0	1	1	12	246
08:15 AM	3	40	0	0	43	0	0	0	0	0	0	140	86	0	226	13	0	0	0	13	282
08:30 AM	8	37	0	1	46	0	0	0	0	0	0	124	65	0	189	18	0	0	1	19	254
08:45 AM	2	34	0	0	36	0	0	0	0	0	0	151	66	0	217	18	0	0	0	18	271
Total	19	151	0	2	172	0	0	0	0	0	0	535	284	0	819	59	0	1	2	62	1053
09:00 AM	7	34	0	0	41	0	0	0	0	0	0	130	65	0	195	16	0	2	0	18	254
09:15 AM	6	39	2	0	47	0	0	0	0	0	0	121	81	0	202	11	0	1	0	12	261
09:30 AM	4	21	0	0	25	0	0	0	0	0	0	117	62	0	179	16	0	3	0	19	223
09:45 AM	4	35	0	0	39	0	0	0	1	1	0	97	54	0	151	15	0	1	0	16	207
Total	21	129	2	0	152	0	0	0	1	1	0	465	262	0	727	58	0	7	0	65	945
Grand Total	54	413	3	4	474	0	0	0	1	1	0	1355	771	0	2126	158	0	12	3	173	2774
Apprch %	11.4	87.1	0.6	0.8		0	0	0	100		0	63.7	36.3	0		91.3	0	6.9	1.7		
Total %	1.9	14.9	0.1	0.1	17.1	0	0	0	0	0	0	48.8	27.8	0	76.6	5.7	0	0.4	0.1	6.2	

	LAFAYETTE ST Southbound				DRIVEWAY Westbound				LAFAYETTE ST Northbound				GREAT AMERICA WAY 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	3	40	0	43	0	0	0	0	0	140	86	226	13	0	0	13	282
08:30 AM	8	37	0	45	0	0	0	0	0	124	65	189	18	0	0	18	252
08:45 AM	2	34	0	36	0	0	0	0	0	151	66	217	18	0	0	18	271
09:00 AM	7	34	0	41	0	0	0	0	0	130	65	195	16	0	2	18	254
Total Volume	20	145	0	165	0	0	0	0	0	545	282	827	65	0	2	67	1059
% App. Total	12.1	87.9	0		0	0	0		0	65.9	34.1		97	0	3		
PHF	.625	.906	.000	.917	.000	.000	.000	.000	.000	.902	.820	.915	.903	.000	.250	.931	.939

Traffic Data Service

Campbell, CA

(408) 377-2988

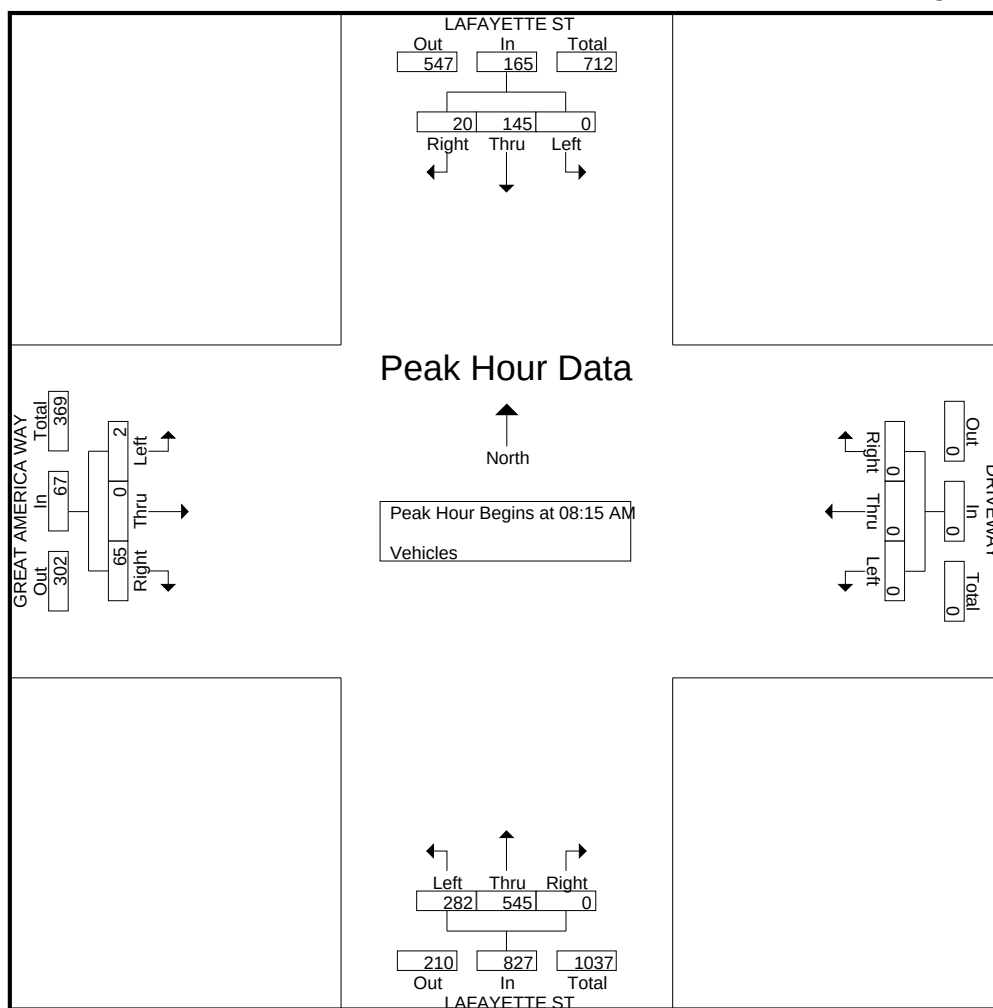
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Site Code : 00000009

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Groups Printed- Bikes

	LAFAYETTE ST Southbound					DRIVEWAY Westbound					LAFAYETTE ST Northbound					GREAT AMERICA WAY 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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
07:45 AM	0	0	2	0	2	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	3
Total	0	0	2	0	2	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	4
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
08:15 AM	0	1	3	0	4	0	2	0	0	2	0	2	0	0	2	0	0	0	0	0	8
08:30 AM	1	1	0	0	2	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	6
08:45 AM	0	0	3	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
Total	1	2	6	0	9	0	2	0	0	2	0	7	1	0	8	0	0	0	0	0	19
09:00 AM	0	1	1	0	2	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	5
09:15 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	2
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
Total	0	1	2	0	3	0	0	0	0	0	0	5	2	0	7	0	0	0	0	0	10
Grand Total	1	3	10	0	14	0	2	0	0	2	0	13	4	0	17	0	0	0	0	0	33
Apprch %	7.1	21.4	71.4	0		0	100	0	0		0	76.5	23.5	0		0	0	0	0		
Total %	3	9.1	30.3	0	42.4	0	6.1	0	0	6.1	0	39.4	12.1	0	51.5	0	0	0	0	0	

	LAFAYETTE ST Southbound				DRIVEWAY Westbound				LAFAYETTE ST Northbound				GREAT AMERICA WAY 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	1	3	4	0	2	0	2	0	2	0	2	0	0	0	0	8
08:30 AM	1	1	0	2	0	0	0	0	0	4	0	4	0	0	0	0	6
08:45 AM	0	0	3	3	0	0	0	0	0	1	0	1	0	0	0	0	4
09:00 AM	0	1	1	2	0	0	0	0	0	2	1	3	0	0	0	0	5
Total Volume	1	3	7	11	0	2	0	2	0	9	1	10	0	0	0	0	23
% App. Total	9.1	27.3	63.6		0	100	0		0	90	10		0	0	0		
PHF	.250	.750	.583	.688	.000	.250	.000	.250	.000	.563	.250	.625	.000	.000	.000	.000	.719

Traffic Data Service

Campbell, CA

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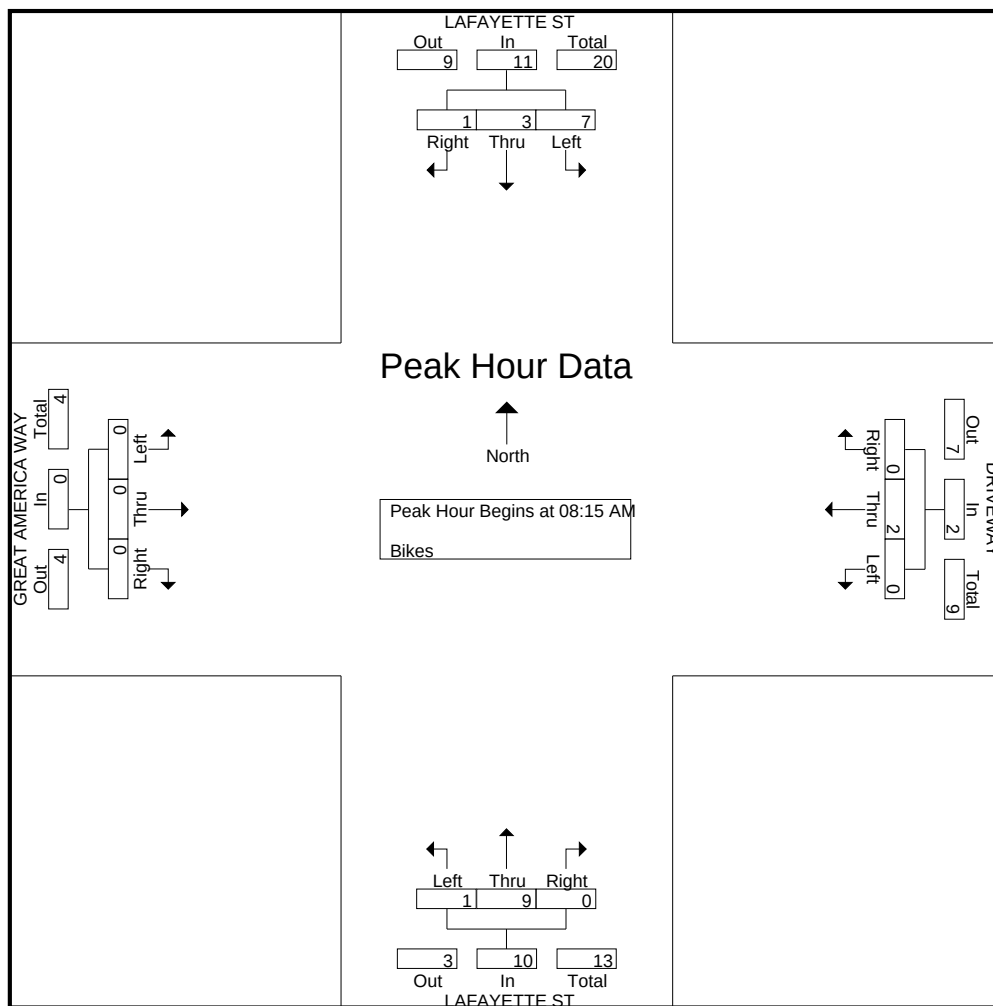
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Groups Printed- Vehicles

	LAFAYETTE ST Southbound					DRIVEWAY Westbound					LAFAYETTE ST Northbound					GREAT AMERICA WAY 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	4	88	0	0	92	0	0	0	0	0	0	45	9	0	54	47	0	3	0	50	196
04:15 PM	2	76	0	1	79	0	0	0	0	0	0	36	10	0	46	63	0	6	1	70	195
04:30 PM	2	100	0	0	102	0	1	0	0	1	0	40	16	0	56	66	0	2	0	68	227
04:45 PM	1	107	0	1	109	0	0	0	0	0	0	49	15	0	64	89	0	9	0	98	271
Total	9	371	0	2	382	0	1	0	0	1	0	170	50	0	220	265	0	20	1	286	889
05:00 PM	3	110	0	0	113	0	0	0	0	0	1	42	20	0	63	97	0	15	0	112	288
05:15 PM	2	97	0	0	99	0	0	0	0	0	1	56	18	0	75	88	0	21	0	109	283
05:30 PM	3	124	1	0	128	0	0	1	0	1	0	50	11	0	61	111	0	11	0	122	312
05:45 PM	1	115	0	0	116	0	0	0	0	0	0	43	11	0	54	92	0	10	0	102	272
Total	9	446	1	0	456	0	0	1	0	1	2	191	60	0	253	388	0	57	0	445	1155
06:00 PM	2	112	0	0	114	0	0	0	0	0	1	39	17	0	57	100	0	18	0	118	289
06:15 PM	2	98	1	2	103	0	0	1	0	1	0	39	22	0	61	108	0	14	0	122	287
06:30 PM	2	82	0	0	84	0	0	1	0	1	0	46	16	0	62	84	0	13	0	97	244
06:45 PM	2	76	0	6	84	0	0	0	1	1	0	42	21	0	63	80	0	9	0	89	237
Total	8	368	1	8	385	0	0	2	1	3	1	166	76	0	243	372	0	54	0	426	1057
Grand Total	26	1185	2	10	1223	0	1	3	1	5	3	527	186	0	716	1025	0	131	1	1157	3101
Apprch %	2.1	96.9	0.2	0.8		0	20	60	20		0.4	73.6	26	0		88.6	0	11.3	0.1		
Total %	0.8	38.2	0.1	0.3	39.4	0	0	0.1	0	0.2	0.1	17	6	0	23.1	33.1	0	4.2	0	37.3	

	LAFAYETTE ST Southbound				DRIVEWAY Westbound				LAFAYETTE ST Northbound				GREAT AMERICA WAY 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 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:30 PM																	
05:30 PM	3	124	1	128	0	0	1	1	0	50	11	61	111	0	11	122	312
05:45 PM	1	115	0	116	0	0	0	0	0	43	11	54	92	0	10	102	272
06:00 PM	2	112	0	114	0	0	0	0	1	39	17	57	100	0	18	118	289
06:15 PM	2	98	1	101	0	0	1	1	0	39	22	61	108	0	14	122	285
Total Volume	8	449	2	459	0	0	2	2	1	171	61	233	411	0	53	464	1158
% App. Total	1.7	97.8	0.4		0	0	100		0.4	73.4	26.2		88.6	0	11.4		
PHF	.667	.905	.500	.896	.000	.000	.500	.500	.250	.855	.693	.955	.926	.000	.736	.951	.928

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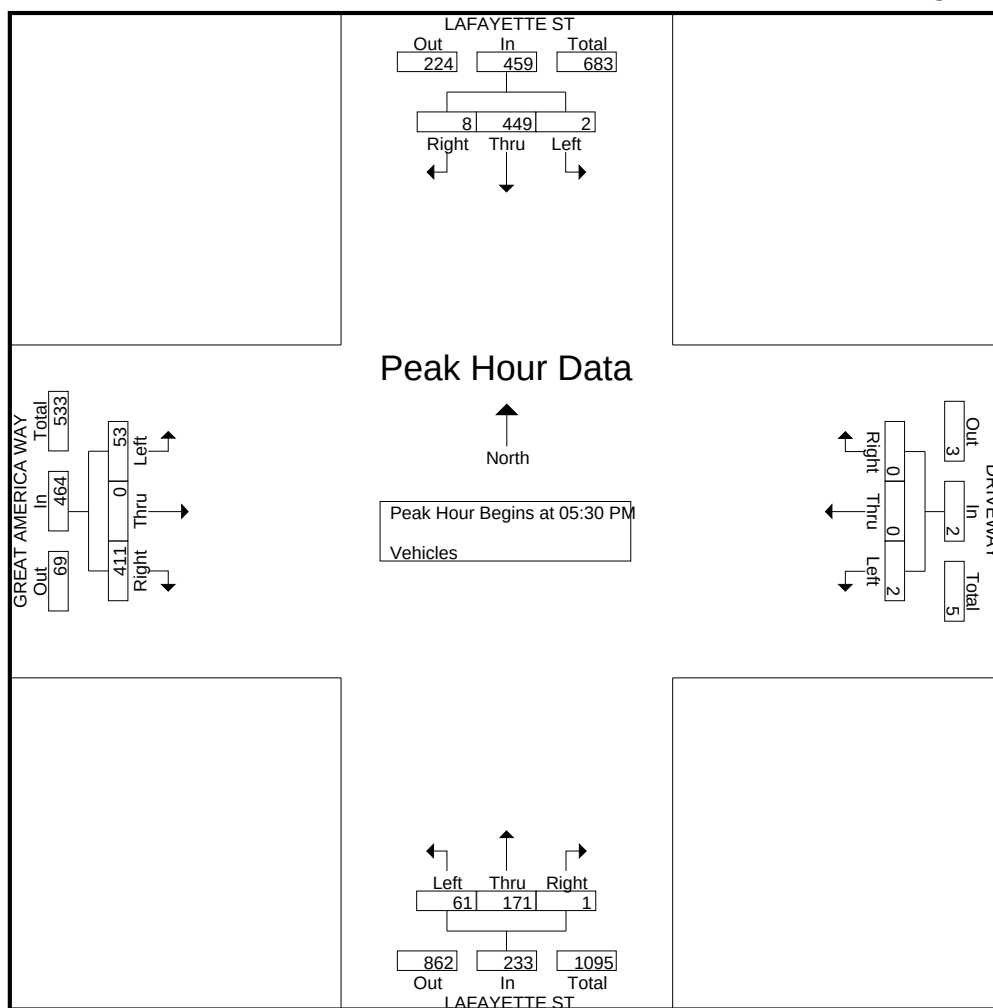
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Groups Printed- Bikes

	LAFAYETTE ST Southbound					DRIVEWAY Westbound					LAFAYETTE ST Northbound					GREAT AMERICA WAY 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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	3
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	1	0	1	0	0	0	0	0	0	4	0	0	4	0	0	1	0	1	6
05:00 PM	0	1	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	4
05:15 PM	0	1	6	0	7	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	8
05:30 PM	0	0	7	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
05:45 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	2	16	0	18	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	20
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	2
06:15 PM	0	0	15	0	15	0	0	0	0	0	0	1	0	0	1	0	0	2	0	2	18
06:30 PM	0	0	5	0	5	0	0	0	0	0	0	1	0	0	1	0	0	2	0	2	8
06:45 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	21	0	21	0	0	0	0	0	0	3	0	0	3	0	0	5	0	5	29
Grand Total	0	2	38	0	40	0	0	0	0	0	0	7	0	0	7	0	0	8	0	8	55
Apprch %	0	5	95	0		0	0	0	0		0	100	0	0		0	0	100	0		
Total %	0	3.6	69.1	0	72.7	0	0	0	0	0	0	12.7	0	0	12.7	0	0	14.5	0	14.5	

	LAFAYETTE ST Southbound				DRIVEWAY Westbound				LAFAYETTE ST Northbound				GREAT AMERICA WAY 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 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:45 PM																	
05:45 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
06:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	1	2
06:15 PM	0	0	15	15	0	0	0	0	0	1	0	1	0	0	2	2	18
06:30 PM	0	0	5	5	0	0	0	0	0	1	0	1	0	0	2	2	8
Total Volume	0	0	21	21	0	0	0	0	0	3	0	3	0	0	5	5	29
% App. Total	0	0	100		0	0	0		0	100	0		0	0	100		
PHF	.000	.000	.350	.350	.000	.000	.000	.000	.000	.750	.000	.750	.000	.000	.625	.625	.403

Traffic Data Service

Campbell, CA

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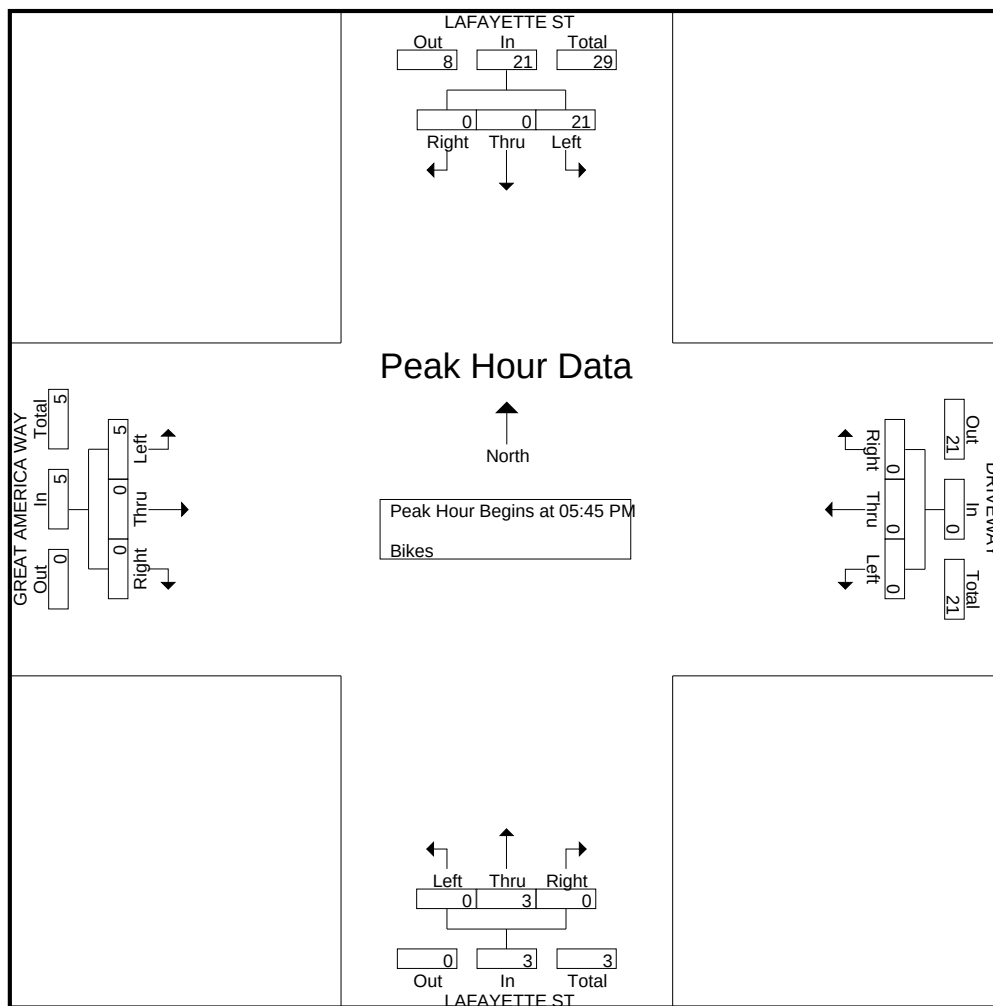
tdsbay@cs.com

File Name : 9PM FINAL

Site Code : 00000009

Start Date : 4/10/2014

Page No : 2



Traffic Data Service

Campbell, CA

(408) 377-2988

tdsbay@cs.com

File Name : 89AM FINAL

Site Code : 00000089

Start Date : 1/6/2015

Page No : 1

Groups Printed- Vehicles

	LAFAYETTE ST Southbound					CALLE DEL MUNDO Westbound					LAFAYETTE ST Northbound					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	31	4	0	35	2	0	3	0	5	2	87	1	0	90	0	0	0	0	0	130
07:15 AM	0	34	3	0	37	2	0	0	0	2	10	131	0	0	141	0	0	0	0	0	180
07:30 AM	0	51	3	0	54	6	0	3	0	9	7	153	0	0	160	0	0	0	0	0	223
07:45 AM	0	46	7	0	53	1	0	0	0	1	4	206	0	0	210	0	0	0	0	0	264
Total	0	162	17	0	179	11	0	6	0	17	23	577	1	0	601	0	0	0	0	0	797
08:00 AM	0	46	5	0	51	1	0	0	0	1	3	213	0	0	216	0	0	0	0	0	268
08:15 AM	0	33	5	0	38	3	0	1	0	4	0	233	1	0	234	0	0	0	0	0	276
08:30 AM	0	48	7	0	55	2	0	1	0	3	2	231	0	0	233	0	0	0	0	0	291
08:45 AM	0	50	5	0	55	0	0	0	0	0	4	238	0	0	242	0	0	0	0	0	297
Total	0	177	22	0	199	6	0	2	0	8	9	915	1	0	925	0	0	0	0	0	1132
Grand Total	0	339	39	0	378	17	0	8	0	25	32	1492	2	0	1526	0	0	0	0	0	1929
Apprch %	0	89.7	10.3	0		68	0	32	0		2.1	97.8	0.1	0		0	0	0	0	0	
Total %	0	17.6	2	0	19.6	0.9	0	0.4	0	1.3	1.7	77.3	0.1	0	79.1	0	0	0	0	0	

	LAFAYETTE ST Southbound				CALLE DEL MUNDO Westbound				LAFAYETTE ST Northbound				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	0	46	5	51	1	0	0	1	3	213	0	216	0	0	0	0	268
08:15 AM	0	33	5	38	3	0	1	4	0	233	1	234	0	0	0	0	276
08:30 AM	0	48	7	55	2	0	1	3	2	231	0	233	0	0	0	0	291
08:45 AM	0	50	5	55	0	0	0	0	4	238	0	242	0	0	0	0	297
Total Volume	0	177	22	199	6	0	2	8	9	915	1	925	0	0	0	0	1132
% App. Total	0	88.9	11.1		75	0	25		1	98.9	0.1		0	0	0		
PHF	.000	.885	.786	.905	.500	.000	.500	.500	.563	.961	.250	.956	.000	.000	.000	.000	.953

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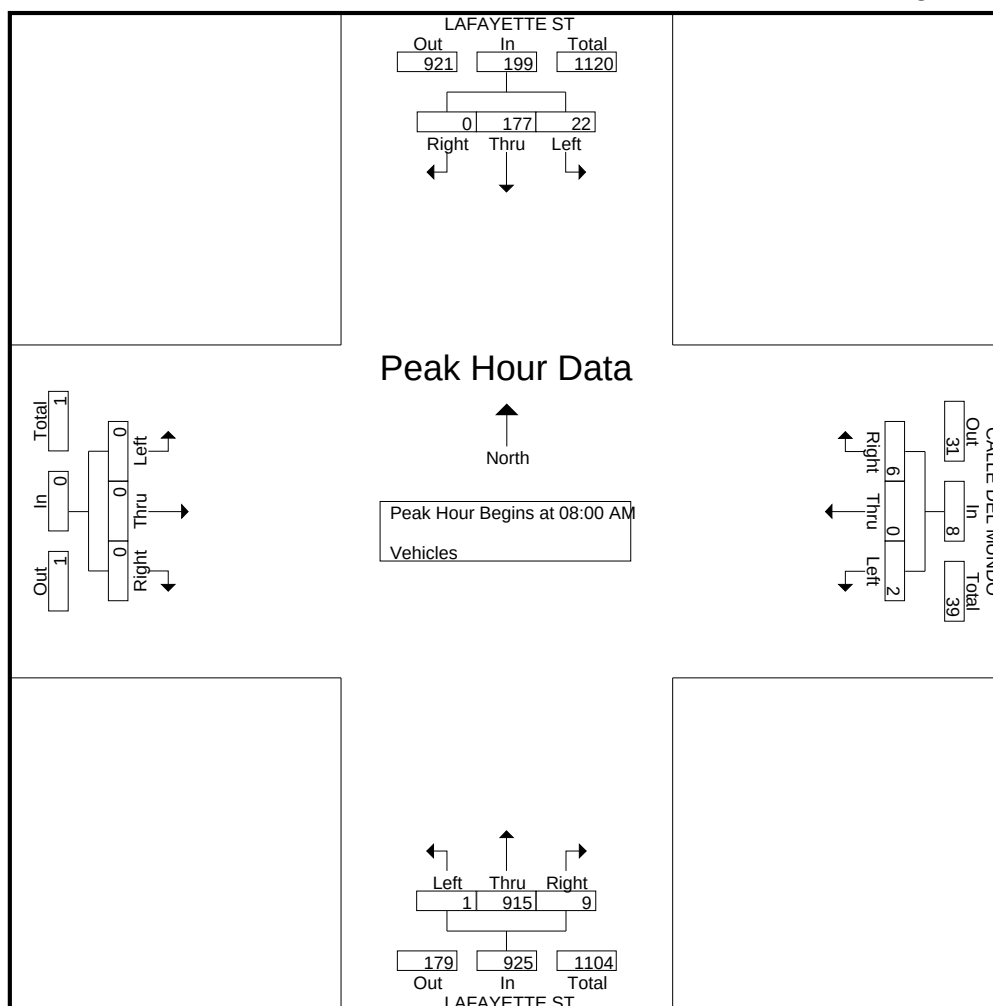
tdsbay@cs.com

File Name : 89AM FINAL

Site Code : 00000089

Start Date : 1/6/2015

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(408) 377-2988
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Start Date : 1/6/2015
Page No : 1

Groups Printed- Vehicles

	LAFAYETTE ST Southbound					CALLE DEL MUNDO Westbound					LAFAYETTE ST Northbound					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	0	137	1	0	138	7	0	3	0	10	1	45	0	0	46	0	0	0	0	0	194
04:15 PM	0	149	0	0	149	5	0	4	0	9	5	51	0	0	56	0	0	0	0	0	214
04:30 PM	0	214	1	0	215	6	0	9	1	16	2	47	1	0	50	0	0	0	0	0	281
04:45 PM	0	197	1	0	198	7	0	4	0	11	2	57	0	0	59	0	0	0	0	0	268
Total	0	697	3	0	700	25	0	20	1	46	10	200	1	0	211	0	0	0	0	0	957
05:00 PM	0	238	2	0	240	7	0	7	0	14	0	58	1	0	59	0	0	0	0	0	313
05:15 PM	0	252	2	0	254	1	0	1	2	4	2	73	1	0	76	0	0	0	0	0	334
05:30 PM	0	266	1	0	267	1	0	2	0	3	3	57	1	0	61	0	0	0	0	0	331
05:45 PM	0	242	3	0	245	1	0	0	0	1	1	77	1	0	79	0	0	0	0	0	325
Total	0	998	8	0	1006	10	0	10	2	22	6	265	4	0	275	0	0	0	0	0	1303
Grand Total	0	1695	11	0	1706	35	0	30	3	68	16	465	5	0	486	0	0	0	0	0	2260
Apprch %	0	99.4	0.6	0		51.5	0	44.1	4.4		3.3	95.7	1	0		0	0	0	0	0	
Total %	0	75	0.5	0	75.5	1.5	0	1.3	0.1	3	0.7	20.6	0.2	0	21.5	0	0	0	0	0	

	LAFAYETTE ST Southbound				CALLE DEL MUNDO Westbound				LAFAYETTE ST Northbound				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	0	238	2	240	7	0	7	14	0	58	1	59	0	0	0	0	313
05:15 PM	0	252	2	254	1	0	1	2	2	73	1	76	0	0	0	0	332
05:30 PM	0	266	1	267	1	0	2	3	3	57	1	61	0	0	0	0	331
05:45 PM	0	242	3	245	1	0	0	1	1	77	1	79	0	0	0	0	325
Total Volume	0	998	8	1006	10	0	10	20	6	265	4	275	0	0	0	0	1301
% App. Total	0	99.2	0.8		50	0	50		2.2	96.4	1.5		0	0	0		
PHF	.000	.938	.667	.942	.357	.000	.357	.357	.500	.860	1.00	.870	.000	.000	.000	.000	.980

Traffic Data Service

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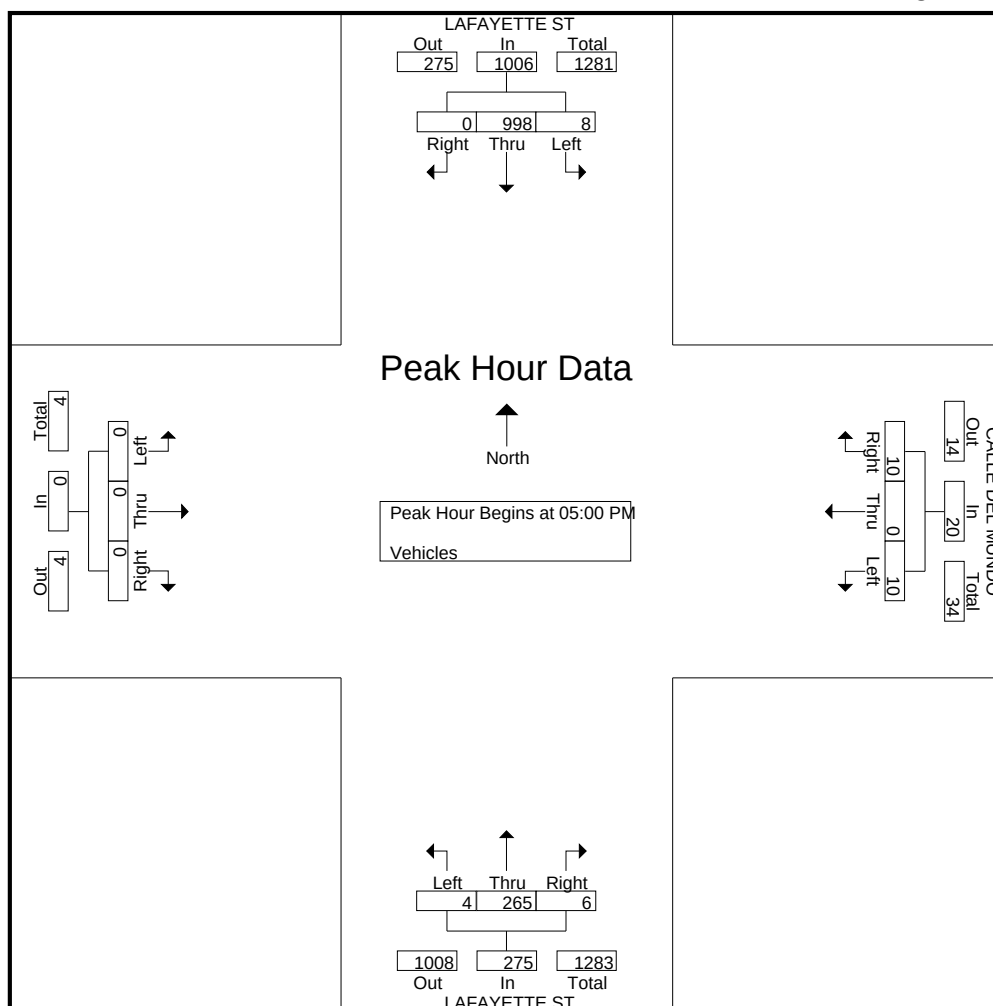
tdsbay@cs.com

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Site Code : 00000089

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Groups Printed- Bikes

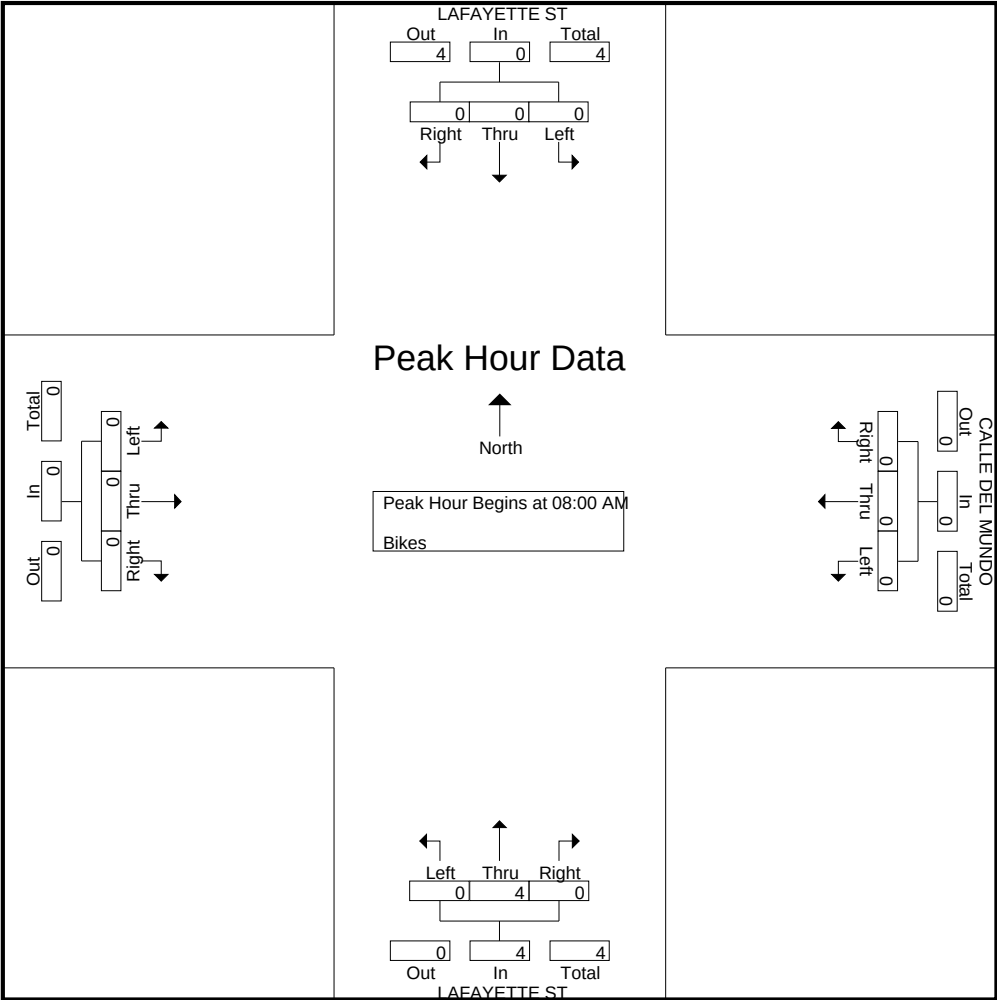
	LAFAYETTE ST Southbound					CALLE DEL MUNDO Westbound					LAFAYETTE ST Northbound					Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	4
Grand Total	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	6
Apprch %	0	0	0	0		0	0	0	0		0	100	0	0		0	0	0	0		
Total %	0	0	0	0	0	0	0	0	0	0	0	100	0	0	100	0	0	0	0	0	

	LAFAYETTE ST Southbound				CALLE DEL MUNDO Westbound				LAFAYETTE ST Northbound				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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	3
08:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total Volume	0	0	0	0	0	0	0	0	0	4	0	4	0	0	0	0	4
% App. Total	0	0	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.333	.000	.333	.000	.000	.000	.000	.333

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Groups Printed- Bikes

[illegible][illegible]

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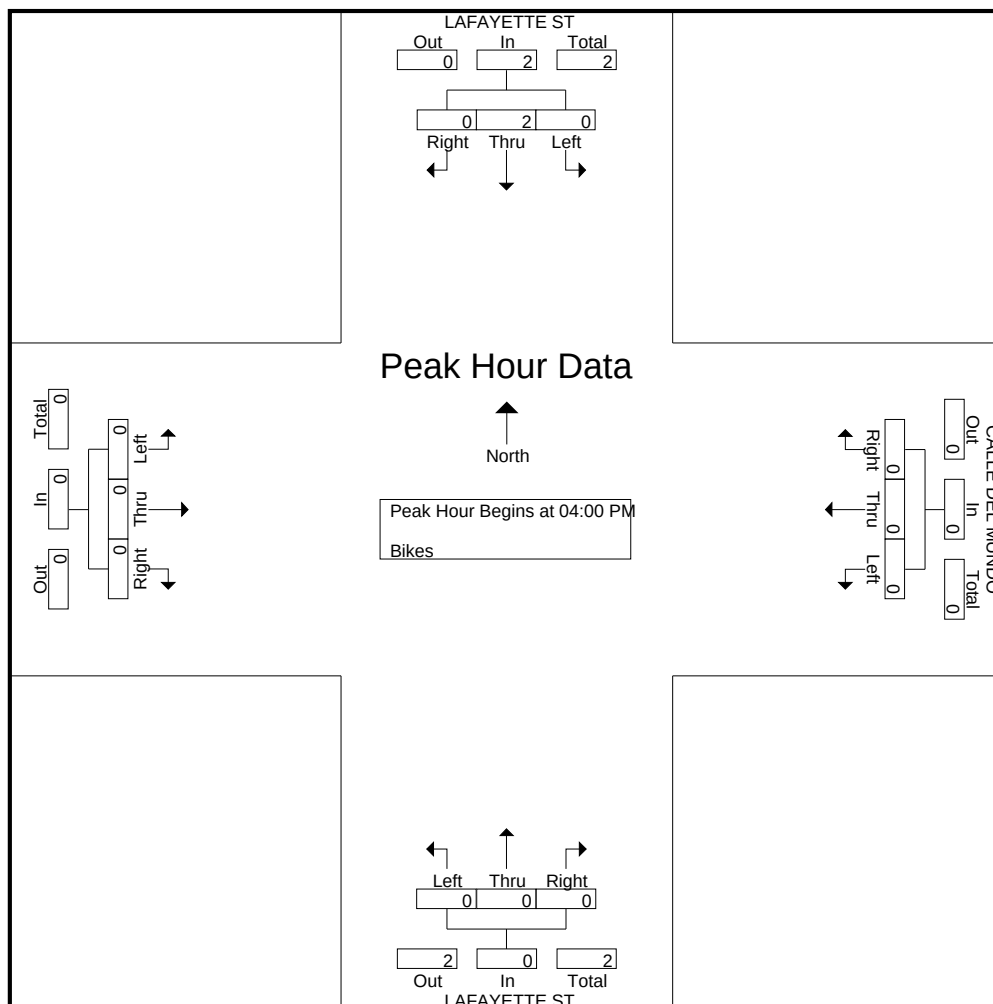
tdsbay@cs.com

File Name : 89PM FINAL

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File Name : 20AM FINAL

Site Code : 00000020

Start Date : 8/12/2014

Page No : 1

Groups Printed- Vehicles

	LAFAYETTE ST Southbound					CALLE DE LUNA Westbound					LAFAYETTE ST Northbound					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	29	2	0	31	8	0	8	0	16	30	96	1	0	127	0	0	0	0	0	174
07:15 AM	0	32	1	1	34	10	0	9	0	19	29	102	0	0	131	0	0	0	0	0	184
07:30 AM	0	29	2	6	37	19	0	19	0	38	31	157	1	0	189	0	0	0	0	0	264
07:45 AM	0	40	4	0	44	13	0	25	0	38	34	178	0	0	212	0	0	0	0	0	294
Total	0	130	9	7	146	50	0	61	0	111	124	533	2	0	659	0	0	0	0	0	916
08:00 AM	0	53	7	0	60	15	0	16	0	31	45	191	0	0	236	0	0	0	0	0	327
08:15 AM	0	35	8	11	54	29	0	15	0	44	65	188	1	0	254	0	0	0	0	0	352
08:30 AM	0	55	7	9	71	33	0	27	0	60	54	207	0	0	261	0	0	0	0	0	392
08:45 AM	0	45	13	2	60	23	0	24	0	47	68	212	0	0	280	0	0	0	0	0	387
Total	0	188	35	22	245	100	0	82	0	182	232	798	1	0	1031	0	0	0	0	0	1458
Grand Total	0	318	44	29	391	150	0	143	0	293	356	1331	3	0	1690	0	0	0	0	0	2374
Apprch %	0	81.3	11.3	7.4		51.2	0	48.8	0		21.1	78.8	0.2	0		0	0	0	0	0	
Total %	0	13.4	1.9	1.2	16.5	6.3	0	6	0	12.3	15	56.1	0.1	0	71.2	0	0	0	0	0	

	LAFAYETTE ST Southbound					CALLE DE LUNA Westbound					LAFAYETTE ST Northbound					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	0	53	7	60		15	0	16	31		45	191	0	236		0	0	0	0		327
08:15 AM	0	35	8	43		29	0	15	44		65	188	1	254		0	0	0	0		341
08:30 AM	0	55	7	62		33	0	27	60		54	207	0	261		0	0	0	0		383
08:45 AM	0	45	13	58		23	0	24	47		68	212	0	280		0	0	0	0		385
Total Volume	0	188	35	223		100	0	82	182		232	798	1	1031		0	0	0	0		1436
% App. Total	0	84.3	15.7			54.9	0	45.1			22.5	77.4	0.1			0	0	0			
PHF	.000	.855	.673	.899		.758	.000	.759	.758		.853	.941	.250	.921		.000	.000	.000	.000		.932

Traffic Data Service

Campbell, CA

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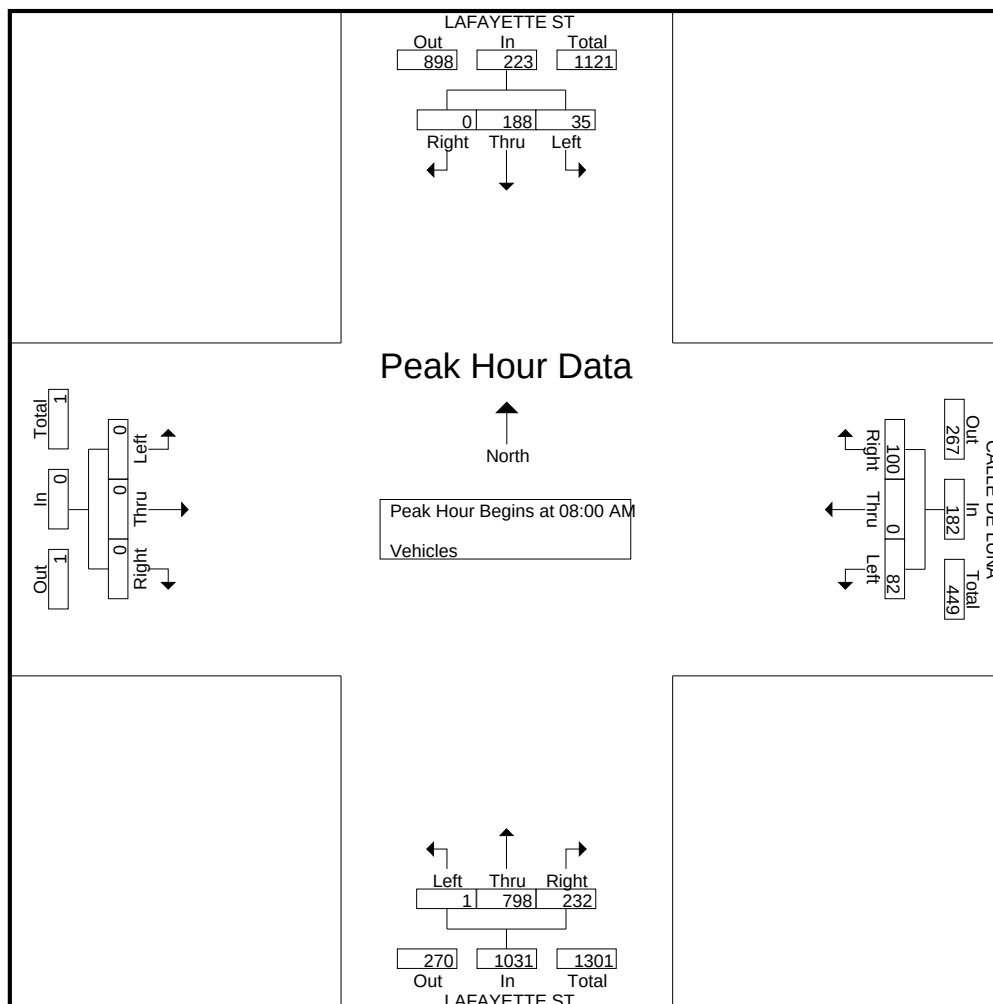
tdsbay@cs.com

File Name : 20AM FINAL

Site Code : 00000020

Start Date : 8/12/2014

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File Name : 20PM FINAL
Site Code : 00000020
Start Date : 8/12/2014
Page No : 1

Groups Printed- Vehicles

	LAFAYETTE ST Southbound					CALLE DE LUNA Westbound					LAFAYETTE ST Northbound					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	0	130	17	1	148	10	0	48	0	58	29	47	0	0	76	0	0	0	0	0	282
04:15 PM	0	155	22	5	182	12	0	39	0	51	31	40	2	0	73	0	0	0	0	0	306
04:30 PM	0	169	21	12	202	7	0	45	6	58	31	45	0	0	76	0	0	0	0	0	336
04:45 PM	0	190	23	0	213	10	0	85	0	95	34	54	0	0	88	0	0	0	0	0	396
Total	0	644	83	18	745	39	0	217	6	262	125	186	2	0	313	0	0	0	0	0	1320
05:00 PM	0	242	32	0	274	13	0	79	0	92	39	55	0	0	94	0	0	0	0	0	460
05:15 PM	0	193	41	2	236	13	0	82	0	95	41	64	0	0	105	0	0	0	0	0	436
05:30 PM	0	213	40	3	256	12	0	92	0	104	37	58	0	0	95	0	0	0	0	0	455
05:45 PM	0	226	37	3	266	9	0	77	0	86	32	60	0	0	92	0	0	0	0	0	444
Total	0	874	150	8	1032	47	0	330	0	377	149	237	0	0	386	0	0	0	0	0	1795
Grand Total	0	1518	233	26	1777	86	0	547	6	639	274	423	2	0	699	0	0	0	0	0	3115
Apprch %	0	85.4	13.1	1.5		13.5	0	85.6	0.9		39.2	60.5	0.3	0		0	0	0	0	0	
Total %	0	48.7	7.5	0.8	57	2.8	0	17.6	0.2	20.5	8.8	13.6	0.1	0	22.4	0	0	0	0	0	

	LAFAYETTE ST Southbound					CALLE DE LUNA Westbound					LAFAYETTE ST Northbound					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	0	242	32	274	13	0	79	92	39	55	0	94	0	0	0	0	460				
05:15 PM	0	193	41	234	13	0	82	95	41	64	0	105	0	0	0	0	434				
05:30 PM	0	213	40	253	12	0	92	104	37	58	0	95	0	0	0	0	452				
05:45 PM	0	226	37	263	9	0	77	86	32	60	0	92	0	0	0	0	441				
Total Volume	0	874	150	1024	47	0	330	377	149	237	0	386	0	0	0	0	1787				
% App. Total	0	85.4	14.6		12.5	0	87.5		38.6	61.4	0		0	0	0						
PHF	.000	.903	.915	.934	.904	.000	.897	.906	.909	.926	.000	.919	.000	.000	.000	.000	.971				

Traffic Data Service

Campbell, CA

(408) 377-2988

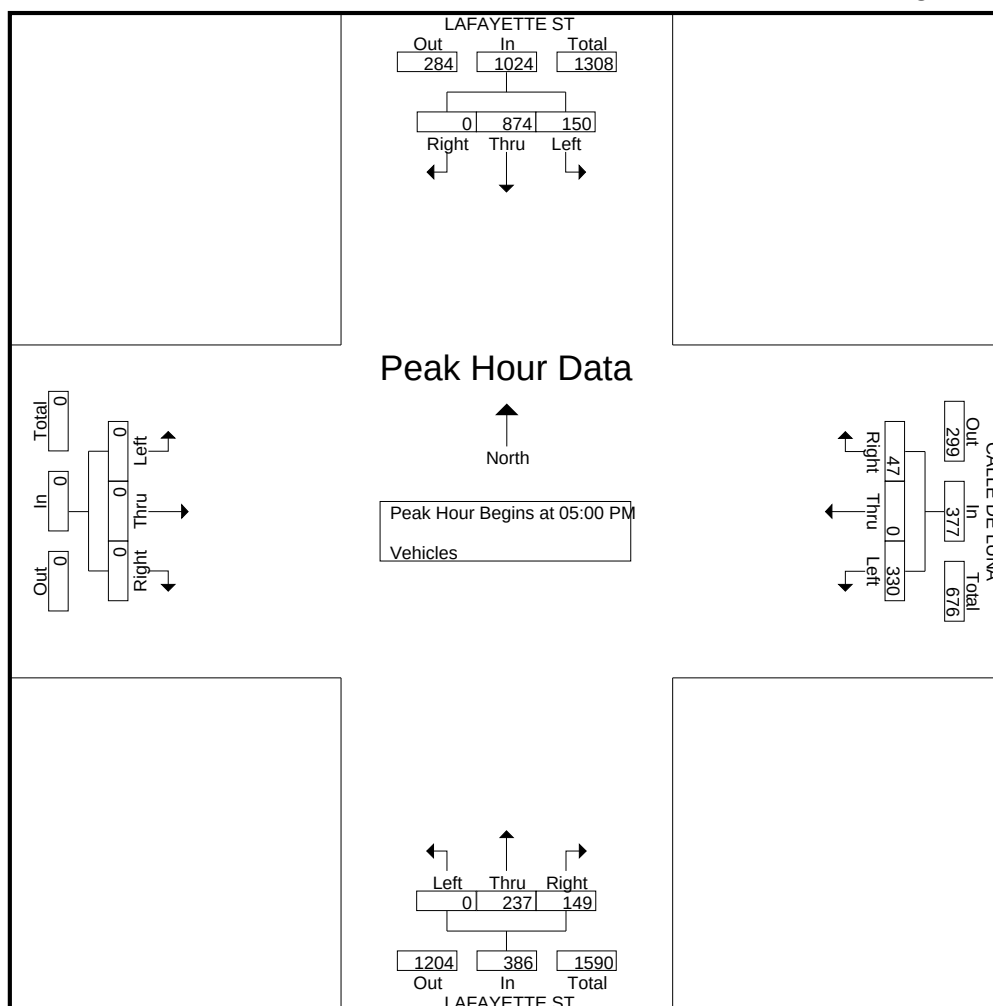
tdsbay@cs.com

File Name : 20PM FINAL

Site Code : 00000020

Start Date : 8/12/2014

Page No : 2



Traffic Data Service

Campbell, CA
(408) 377-2988
tdsbay@cs.com

File Name : 20AM FINAL
Site Code : 00000020
Start Date : 8/12/2014
Page No : 1

Groups Printed- Bikes

	LAFAYETTE ST Southbound					CALLE DE LUNA Westbound					LAFAYETTE ST Northbound					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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	1	0	1	1	2	0	0	3	0	0	0	0	0	4
07:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
07:45 AM	0	1	0	0	1	0	0	0	0	0	2	1	0	0	3	0	0	0	0	0	4
Total	0	1	0	0	1	0	0	1	0	1	4	3	0	0	7	0	0	0	0	0	9
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
08:15 AM	0	0	0	0	0	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	3
08:30 AM	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	2
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	0	0	0	0	0	1	0	0	0	1	1	6	0	0	7	0	0	0	0	0	8
Grand Total	0	1	0	0	1	1	0	1	0	2	5	9	0	0	14	0	0	0	0	0	17
Apprch %	0	100	0	0		50	0	50	0		35.7	64.3	0	0		0	0	0	0		
Total %	0	5.9	0	0	5.9	5.9	0	5.9	0	11.8	29.4	52.9	0	0	82.4	0	0	0	0	0	

	LAFAYETTE ST Southbound				CALLE DE LUNA Westbound				LAFAYETTE ST Northbound				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 07:15 AM																	
07:15 AM	0	0	0	0	0	0	1	1	1	2	0	3	0	0	0	0	4
07:30 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
07:45 AM	0	1	0	1	0	0	0	0	2	1	0	3	0	0	0	0	4
08:00 AM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
Total Volume	0	1	0	1	0	0	1	1	4	5	0	9	0	0	0	0	11
% App. Total	0	100	0		0	0	100		44.4	55.6	0		0	0	0		
PHF	.000	.250	.000	.250	.000	.000	.250	.250	.500	.625	.000	.750	.000	.000	.000	.000	.688

Traffic Data Service

Campbell, CA

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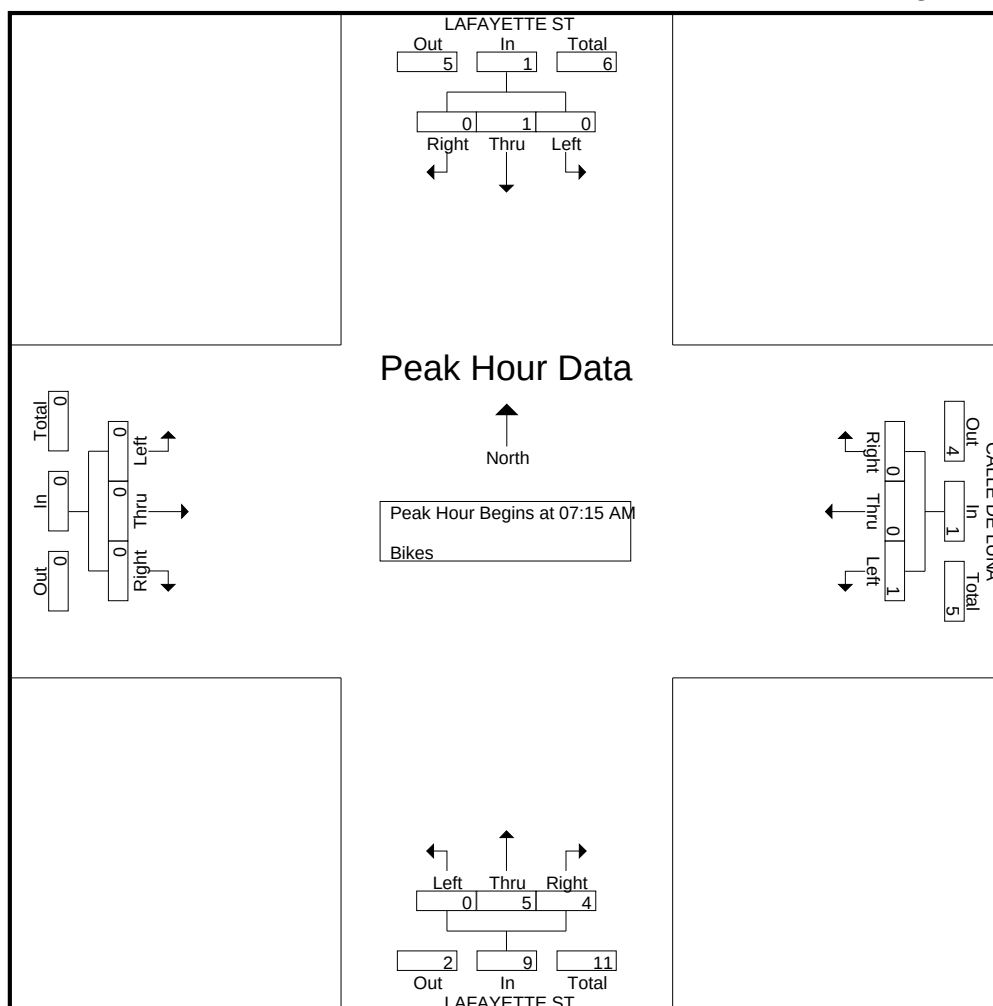
tdsbay@cs.com

File Name : 20AM FINAL

Site Code : 00000020

Start Date : 8/12/2014

Page No : 2



Traffic Data Service

Campbell, CA
(408) 377-2988
tdsbay@cs.com

File Name : 20PM FINAL
Site Code : 00000020
Start Date : 8/12/2014
Page No : 1

Groups Printed- Bikes

	LAFAYETTE ST Southbound					CALLE DE LUNA Westbound					LAFAYETTE ST Northbound					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	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
05:00 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	2
Total	0	1	0	0	1	0	0	2	0	2	1	0	0	0	1	0	0	0	0	0	4
Grand Total	0	1	0	0	1	0	0	2	0	2	1	1	0	0	2	0	0	0	0	0	5
Apprch %	0	100	0	0		0	0	100	0		50	50	0	0		0	0	0	0		
Total %	0	20	0	0	20	0	0	40	0	40	20	20	0	0	40	0	0	0	0	0	

	LAFAYETTE ST Southbound				CALLE DE LUNA Westbound				LAFAYETTE ST Northbound				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	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
05:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	1	1	1	0	0	1	0	0	0	0	2
Total Volume	0	1	0	1	0	0	2	2	1	0	0	1	0	0	0	0	4
% App. Total	0	100	0		0	0	100		100	0	0		0	0	0		
PHF	.000	.250	.000	.250	.000	.000	.500	.500	.250	.000	.000	.250	.000	.000	.000	.000	.500

Traffic Data Service

Campbell, CA

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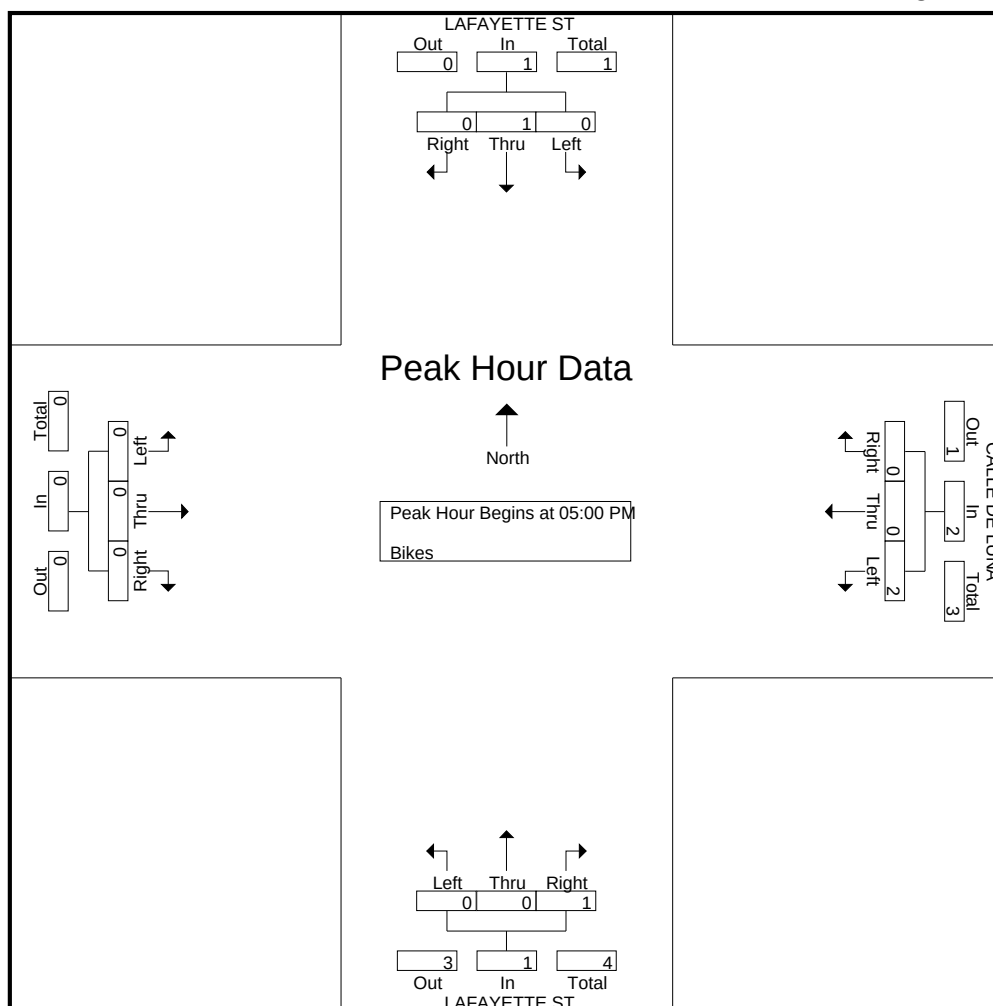
tdsbay@cs.com

File Name : 20PM FINAL

Site Code : 00000020

Start Date : 8/12/2014

Page No : 2



Traffic Data Service

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

File Name : 1AM FINAL
Site Code : 00000001
Start Date : 5/24/2017
Page No : 1

Groups Printed- Lights - Buses - Trucks

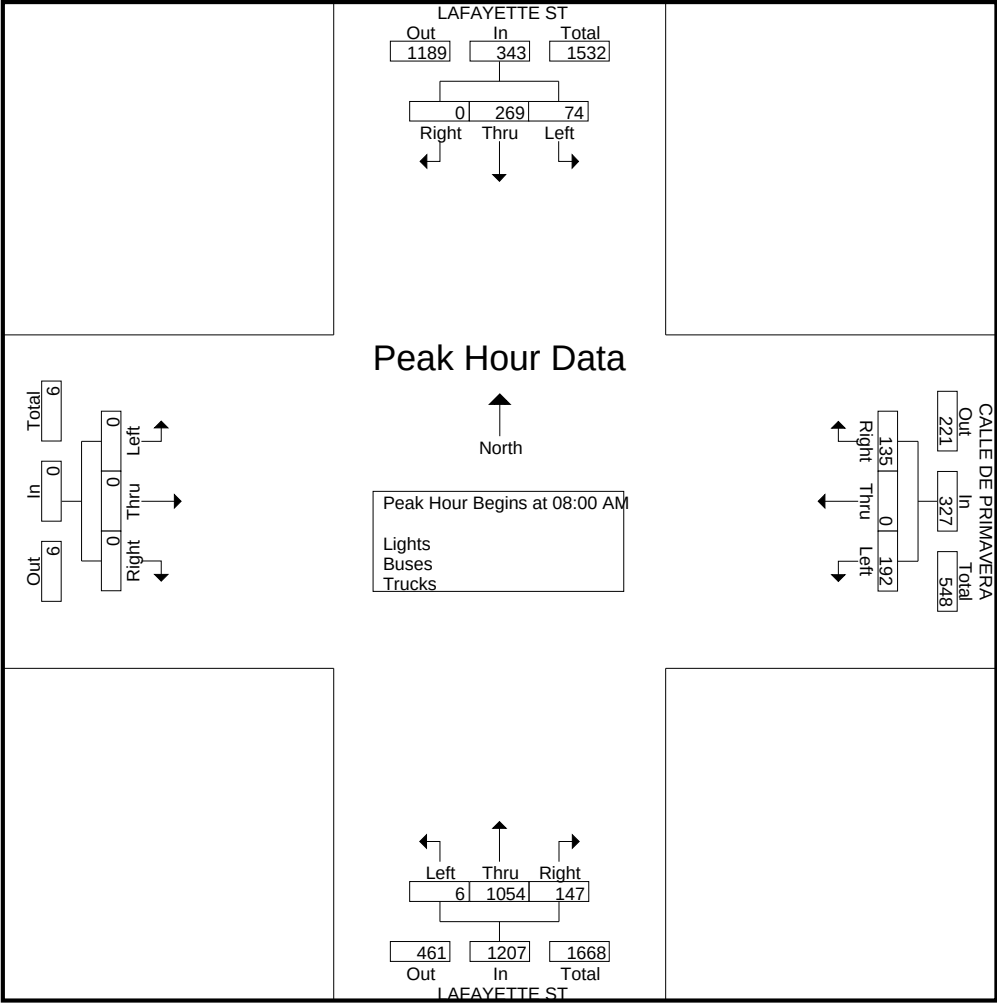
	LAFAYETTE ST Southbound					CALLE DE PRIMAVERA Westbound					LAFAYETTE ST Northbound					Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	47	2	0	49	13	0	14	0	27	6	123	0	0	129	0	0	0	0	0	205
07:15 AM	0	47	10	0	57	12	0	14	1	27	10	162	0	0	172	0	0	0	0	0	256
07:30 AM	0	58	4	0	62	25	0	20	1	46	14	174	1	0	189	0	0	0	0	0	297
07:45 AM	0	77	19	0	96	18	0	40	0	58	34	227	0	0	261	0	0	0	0	0	415
Total	0	229	35	0	264	68	0	88	2	158	64	686	1	0	751	0	0	0	0	0	1173
08:00 AM	0	77	39	0	116	46	0	67	0	113	83	230	2	0	315	0	0	0	0	0	544
08:15 AM	0	65	23	0	88	53	0	73	1	127	37	251	1	0	289	0	0	0	0	0	504
08:30 AM	0	68	8	0	76	16	0	26	6	48	11	280	2	0	293	0	0	0	0	0	417
08:45 AM	0	59	4	0	63	20	0	26	2	48	16	293	1	0	310	0	0	0	0	0	421
Total	0	269	74	0	343	135	0	192	9	336	147	1054	6	0	1207	0	0	0	0	0	1886
Grand Total	0	498	109	0	607	203	0	280	11	494	211	1740	7	0	1958	0	0	0	0	0	3059
Apprch %	0	82	18	0		41.1	0	56.7	2.2		10.8	88.9	0.4	0		0	0	0	0	0	
Total %	0	16.3	3.6	0	19.8	6.6	0	9.2	0.4	16.1	6.9	56.9	0.2	0	64	0	0	0	0	0	
Lights	0	478	107	0	585	200	0	278	11	489	209	1705	7	0	1921	0	0	0	0	0	2995
% Lights	0	96	98.2	0	96.4	98.5	0	99.3	100	99	99.1	98	100	0	98.1	0	0	0	0	0	97.9
Buses	0	6	2	0	8	2	0	2	0	4	1	6	0	0	7	0	0	0	0	0	19
% Buses	0	1.2	1.8	0	1.3	1	0	0.7	0	0.8	0.5	0.3	0	0	0.4	0	0	0	0	0	0.6
Trucks	0	14	0	0	14	1	0	0	0	1	1	29	0	0	30	0	0	0	0	0	45
% Trucks	0	2.8	0	0	2.3	0.5	0	0	0	0.2	0.5	1.7	0	0	1.5	0	0	0	0	0	1.5

	LAFAYETTE ST Southbound				CALLE DE PRIMAVERA Westbound				LAFAYETTE ST Northbound				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	0	77	39	116	46	0	67	113	83	230	2	315	0	0	0	0	544
08:15 AM	0	65	23	88	53	0	73	126	37	251	1	289	0	0	0	0	503
08:30 AM	0	68	8	76	16	0	26	42	11	280	2	293	0	0	0	0	411
08:45 AM	0	59	4	63	20	0	26	46	16	293	1	310	0	0	0	0	419
Total Volume	0	269	74	343	135	0	192	327	147	1054	6	1207	0	0	0	0	1877
% App. Total	0	78.4	21.6		41.3	0	58.7		12.2	87.3	0.5		0	0	0		
PHF	.000	.873	.474	.739	.637	.000	.658	.649	.443	.899	.750	.958	.000	.000	.000	.000	.863

Traffic Data Service

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

File Name : 1AM FINAL
Site Code : 00000001
Start Date : 5/24/2017
Page No : 2



Traffic Data Service

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

File Name : 1AM FINAL
Site Code : 00000001
Start Date : 5/24/2017
Page No : 1

Groups Printed- Bikes

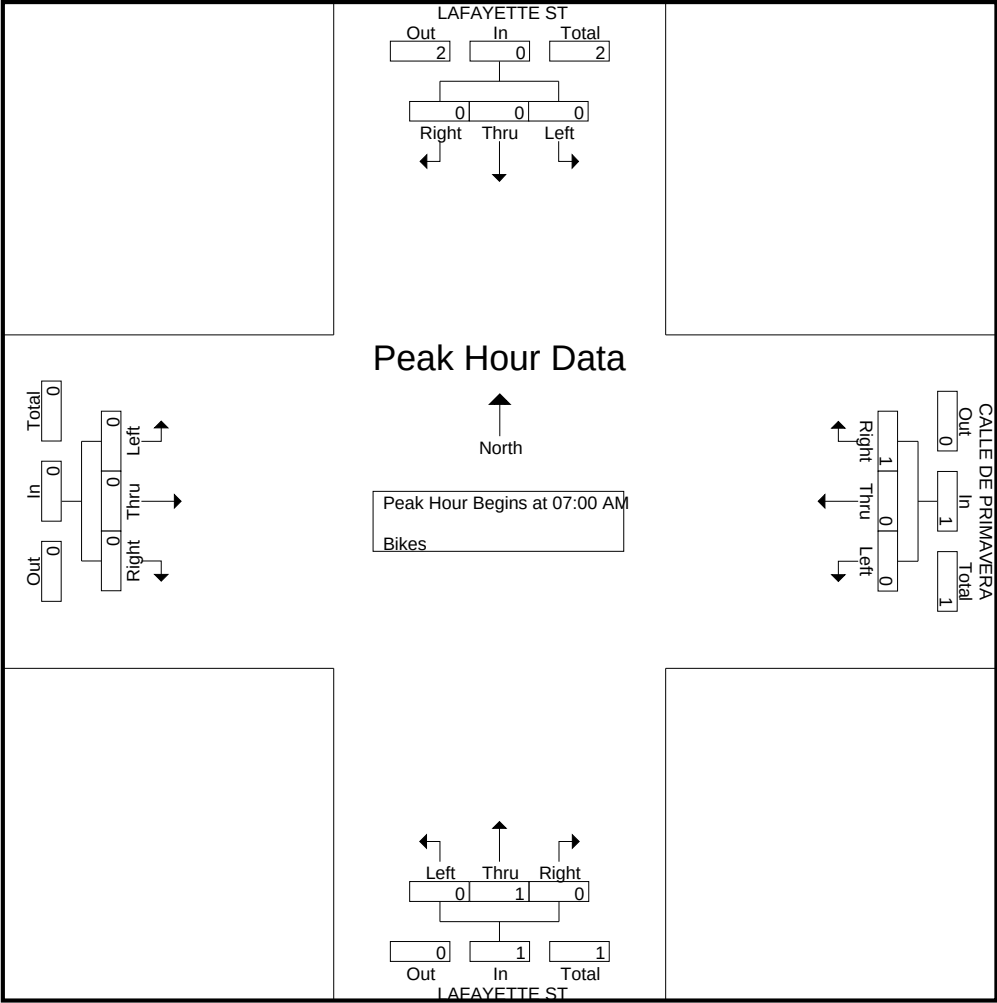
	LAFAYETTE ST Southbound					CALLE DE PRIMAVERA Westbound					LAFAYETTE ST Northbound					Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	2
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Grand Total	0	0	0	0	0	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	3
Apprch %	0	0	0	0		100	0	0	0		0	100	0	0		0	0	0	0		
Total %	0	0	0	0	0	33.3	0	0	0	33.3	0	66.7	0	0	66.7	0	0	0	0	0	

	LAFAYETTE ST Southbound				CALLE DE PRIMAVERA Westbound				LAFAYETTE ST Northbound				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 07:00 AM																	
07:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	1	0	0	1	0	1	0	1	0	0	0	0	2
% App. Total	0	0	0		100	0	0		0	100	0		0	0	0		
PHF	.000	.000	.000	.000	.250	.000	.000	.250	.000	.250	.000	.250	.000	.000	.000	.000	.500

Traffic Data Service

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

File Name : 1AM FINAL
Site Code : 00000001
Start Date : 5/24/2017
Page No : 2



Traffic Data Service

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

File Name : 1PM FINAL
Site Code : 00000001
Start Date : 5/24/2017
Page No : 1

Groups Printed- Lights - Buses - Trucks

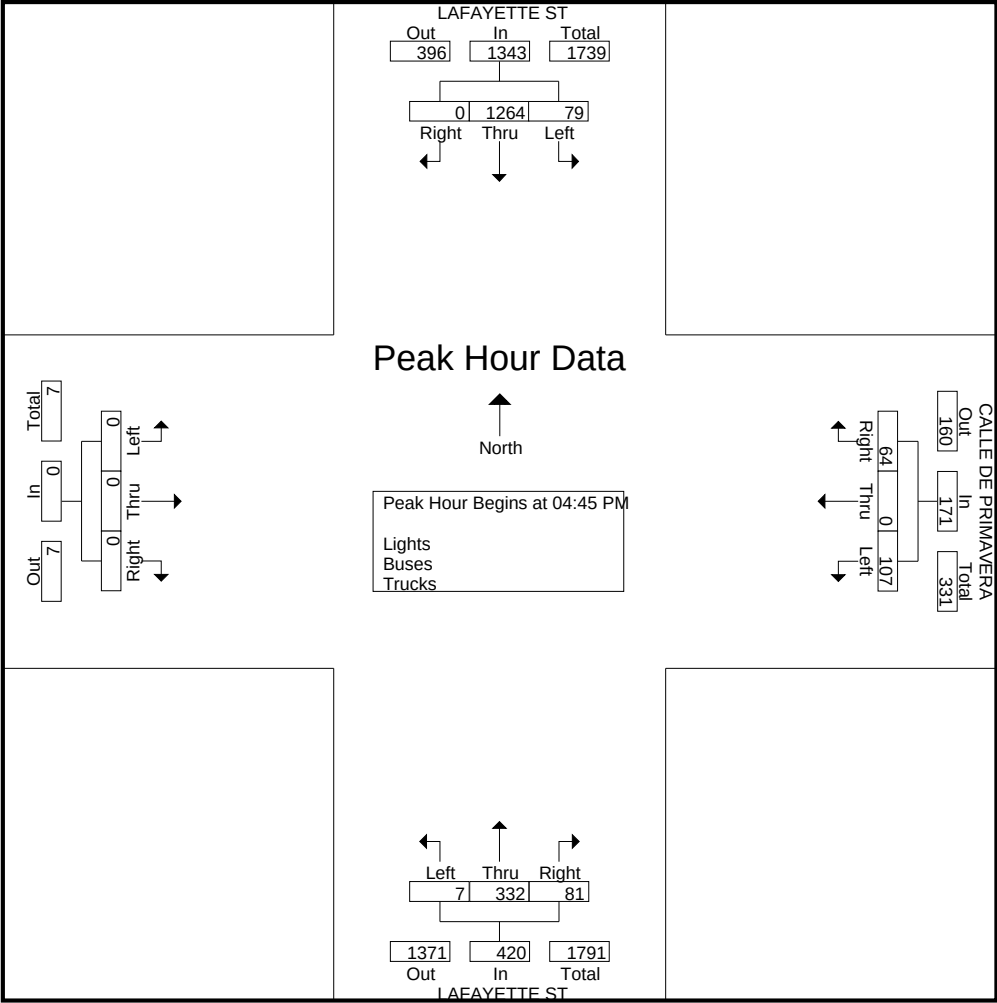
	LAFAYETTE ST Southbound					CALLE DE PRIMAVERA Westbound					LAFAYETTE ST Northbound					Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	227	12	0	239	8	0	12	2	22	17	67	0	0	84	0	0	0	0	0	345
04:15 PM	0	257	14	0	271	5	0	6	0	11	21	60	0	0	81	0	0	0	0	0	363
04:30 PM	0	268	22	0	290	7	0	10	0	17	24	66	1	0	91	0	0	0	0	0	398
04:45 PM	0	307	13	0	320	35	0	49	1	85	29	77	5	0	111	0	0	0	0	0	516
Total	0	1059	61	0	1120	55	0	77	3	135	91	270	6	0	367	0	0	0	0	0	1622
05:00 PM	0	308	16	0	324	9	0	19	1	29	21	75	0	0	96	0	0	0	0	0	449
05:15 PM	0	332	22	0	354	11	0	14	2	27	13	96	0	0	109	0	0	0	0	0	490
05:30 PM	0	317	28	0	345	9	0	25	2	36	18	84	2	0	104	0	0	0	0	0	485
05:45 PM	0	304	24	0	328	7	0	14	1	22	21	100	2	0	123	0	0	0	0	0	473
Total	0	1261	90	0	1351	36	0	72	6	114	73	355	4	0	432	0	0	0	0	0	1897
Grand Total	0	2320	151	0	2471	91	0	149	9	249	164	625	10	0	799	0	0	0	0	0	3519
Apprch %	0	93.9	6.1	0		36.5	0	59.8	3.6		20.5	78.2	1.3	0		0	0	0	0	0	
Total %	0	65.9	4.3	0	70.2	2.6	0	4.2	0.3	7.1	4.7	17.8	0.3	0	22.7	0	0	0	0	0	
Lights	0	2283	146	0	2429	89	0	144	9	242	162	606	10	0	778	0	0	0	0	0	3449
% Lights	0	98.4	96.7	0	98.3	97.8	0	96.6	100	97.2	98.8	97	100	0	97.4	0	0	0	0	0	98
Buses	0	5	3	0	8	1	0	2	0	3	0	6	0	0	6	0	0	0	0	0	17
% Buses	0	0.2	2	0	0.3	1.1	0	1.3	0	1.2	0	1	0	0	0.8	0	0	0	0	0	0.5
Trucks	0	32	2	0	34	1	0	3	0	4	2	13	0	0	15	0	0	0	0	0	53
% Trucks	0	1.4	1.3	0	1.4	1.1	0	2	0	1.6	1.2	2.1	0	0	1.9	0	0	0	0	0	1.5

	LAFAYETTE ST Southbound				CALLE DE PRIMAVERA Westbound				LAFAYETTE ST Northbound				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 04:45 PM																	
04:45 PM	0	307	13	320	35	0	49	84	29	77	5	111	0	0	0	0	515
05:00 PM	0	308	16	324	9	0	19	28	21	75	0	96	0	0	0	0	448
05:15 PM	0	332	22	354	11	0	14	25	13	96	0	109	0	0	0	0	488
05:30 PM	0	317	28	345	9	0	25	34	18	84	2	104	0	0	0	0	483
Total Volume	0	1264	79	1343	64	0	107	171	81	332	7	420	0	0	0	0	1934
% App. Total	0	94.1	5.9		37.4	0	62.6		19.3	79	1.7		0	0	0		
PHF	.000	.952	.705	.948	.457	.000	.546	.509	.698	.865	.350	.946	.000	.000	.000	.000	.939

Traffic Data Service

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

File Name : 1PM FINAL
Site Code : 00000001
Start Date : 5/24/2017
Page No : 2



San Jose, CA
(408) 622-4787
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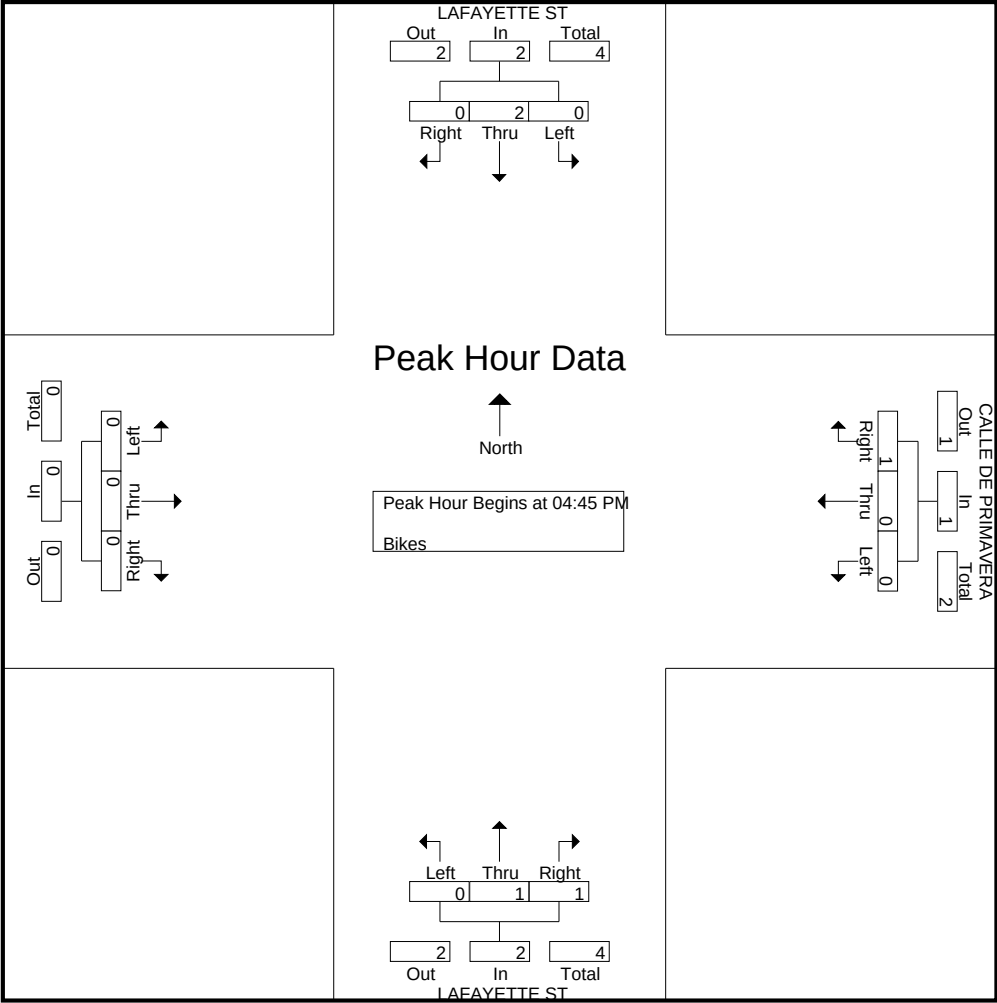
Groups Printed- Bikes

	LAFAYETTE ST Southbound				CALLE DE PRIMAVERA Westbound				LAFAYETTE ST Northbound				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 04:45 PM																	
04:45 PM	0	0	0	0	1	0	0	1	1	0	0	1	0	0	0	0	2
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
Total Volume	0	2	0	2	1	0	0	1	1	1	0	2	0	0	0	0	5
% App. Total	0	100	0		100	0	0		50	50	0		0	0	0		
PHF	.000	.500	.000	.500	.250	.000	.000	.250	.250	.250	.000	.500	.000	.000	.000	.000	.625

Traffic Data Service

San Jose, CA
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tdsbay@cs.com

File Name : 1PM FINAL
Site Code : 00000001
Start Date : 5/24/2017
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Traffic Data Service

Campbell, CA
(408) 377-2988
tdsbay@cs.com

File Name : 21AM FINAL
Site Code : 00000021
Start Date : 8/12/2014
Page No : 1

Groups Printed- Vehicles

	LAFAYETTE ST Southbound					HOGAN DR Westbound					LAFAYETTE ST Northbound					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	46	0	0	46	14	0	6	3	23	2	115	0	0	117	0	0	0	0	0	186
07:15 AM	0	35	1	0	36	5	0	3	1	9	3	111	1	0	115	0	0	0	0	0	160
07:30 AM	0	68	4	0	72	10	0	5	1	16	3	176	2	0	181	0	0	0	0	0	269
07:45 AM	0	79	3	0	82	14	0	8	0	22	3	217	1	0	221	0	0	0	0	0	325
Total	0	228	8	0	236	43	0	22	5	70	11	619	4	0	634	0	0	0	0	0	940
08:00 AM	0	84	3	0	87	11	0	7	0	18	3	225	0	0	228	0	0	0	0	0	333
08:15 AM	0	70	3	0	73	8	0	6	0	14	1	233	0	0	234	0	0	0	0	0	321
08:30 AM	0	93	3	1	97	8	0	10	2	20	2	267	1	0	270	0	0	0	0	0	387
08:45 AM	0	76	3	1	80	5	0	7	3	15	2	255	1	1	259	0	0	0	0	0	354
Total	0	323	12	2	337	32	0	30	5	67	8	980	2	1	991	0	0	0	0	0	1395
Grand Total	0	551	20	2	573	75	0	52	10	137	19	1599	6	1	1625	0	0	0	0	0	2335
Apprch %	0	96.2	3.5	0.3		54.7	0	38	7.3		1.2	98.4	0.4	0.1		0	0	0	0	0	
Total %	0	23.6	0.9	0.1	24.5	3.2	0	2.2	0.4	5.9	0.8	68.5	0.3	0	69.6	0	0	0	0	0	

	LAFAYETTE ST Southbound					HOGAN DR Westbound					LAFAYETTE ST Northbound					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	0	84	3	87	11	0	7	18	3	225	0	228	0	0	0	0	333				
08:15 AM	0	70	3	73	8	0	6	14	1	233	0	234	0	0	0	0	321				
08:30 AM	0	93	3	96	8	0	10	18	2	267	1	270	0	0	0	0	384				
08:45 AM	0	76	3	79	5	0	7	12	2	255	1	258	0	0	0	0	349				
Total Volume	0	323	12	335	32	0	30	62	8	980	2	990	0	0	0	0	1387				
% App. Total	0	96.4	3.6		51.6	0	48.4		0.8	99	0.2		0	0	0						
PHF	.000	.868	1.00	.872	.727	.000	.750	.861	.667	.918	.500	.917	.000	.000	.000	.000	.903				

Traffic Data Service

Campbell, CA

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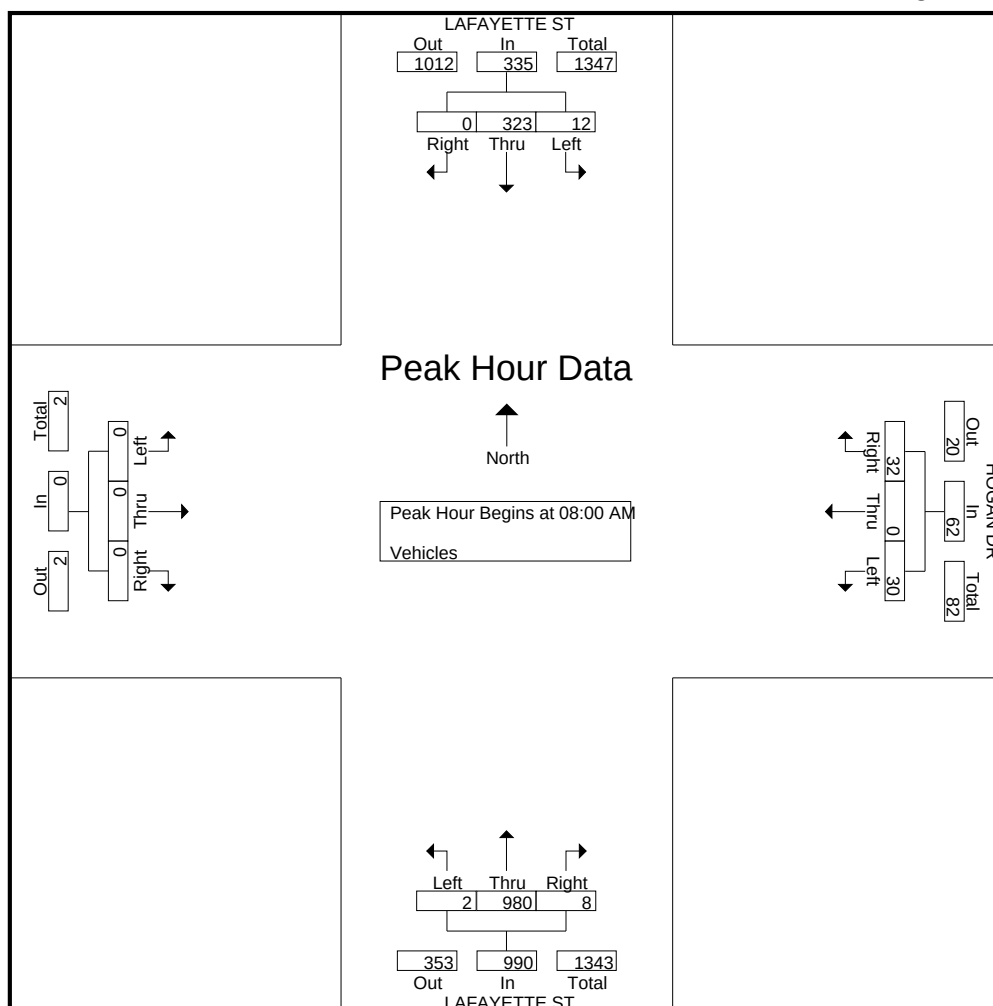
tdsbay@cs.com

File Name : 21AM FINAL

Site Code : 00000021

Start Date : 8/12/2014

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Traffic Data Service

Campbell, CA
(408) 377-2988
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File Name : 21PM FINAL
Site Code : 00000021
Start Date : 8/12/2014
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Groups Printed- Vehicles

	LAFAYETTE ST Southbound					HOGAN DR Westbound					LAFAYETTE ST Northbound					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	0	156	8	0	164	7	0	3	0	10	8	80	1	0	89	0	0	0	0	0	263
04:15 PM	0	182	11	0	193	2	0	11	2	15	7	74	1	0	82	0	0	0	0	0	290
04:30 PM	0	192	14	0	206	4	0	7	2	13	2	86	2	0	90	0	0	0	0	0	309
04:45 PM	0	258	18	0	276	5	0	8	1	14	11	89	1	0	101	0	0	0	0	0	391
Total	0	788	51	0	839	18	0	29	5	52	28	329	5	0	362	0	0	0	0	0	1253
05:00 PM	0	311	16	0	327	9	0	14	2	25	10	101	2	0	113	0	0	0	0	0	465
05:15 PM	0	284	14	0	298	15	0	11	0	26	12	115	1	0	128	0	0	0	0	0	452
05:30 PM	0	316	9	0	325	8	0	21	1	30	7	98	1	0	106	0	0	0	0	0	461
05:45 PM	0	317	14	0	331	6	0	1	1	8	5	99	0	0	104	0	0	0	0	0	443
Total	0	1228	53	0	1281	38	0	47	4	89	34	413	4	0	451	0	0	0	0	0	1821
Grand Total	0	2016	104	0	2120	56	0	76	9	141	62	742	9	0	813	0	0	0	0	0	3074
Apprch %	0	95.1	4.9	0		39.7	0	53.9	6.4		7.6	91.3	1.1	0		0	0	0	0	0	
Total %	0	65.6	3.4	0	69	1.8	0	2.5	0.3	4.6	2	24.1	0.3	0	26.4	0	0	0	0	0	

	LAFAYETTE ST Southbound				HOGAN DR Westbound				LAFAYETTE ST Northbound				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	0	311	16	327	9	0	14	23	10	101	2	113	0	0	0	0	463
05:15 PM	0	284	14	298	15	0	11	26	12	115	1	128	0	0	0	0	452
05:30 PM	0	316	9	325	8	0	21	29	7	98	1	106	0	0	0	0	460
05:45 PM	0	317	14	331	6	0	1	7	5	99	0	104	0	0	0	0	442
Total Volume	0	1228	53	1281	38	0	47	85	34	413	4	451	0	0	0	0	1817
% App. Total	0	95.9	4.1		44.7	0	55.3		7.5	91.6	0.9		0	0	0		
PHF	.000	.968	.828	.968	.633	.000	.560	.733	.708	.898	.500	.881	.000	.000	.000	.000	.981

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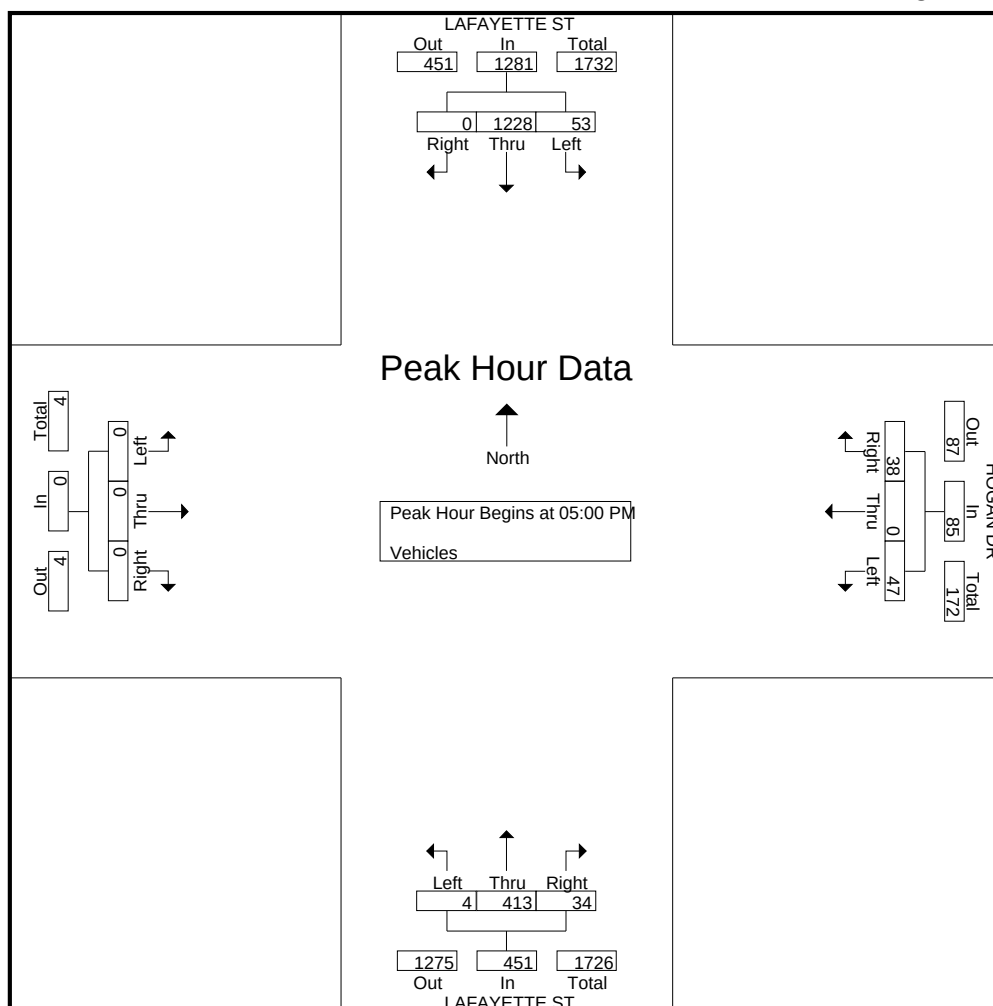
tdsbay@cs.com

File Name : 21PM FINAL

Site Code : 00000021

Start Date : 8/12/2014

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Campbell, CA

(408) 377-2988

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File Name : 21AM FINAL

Site Code : 00000021

Start Date : 8/12/2014

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Groups Printed- Bikes

	LAFAYETTE ST Southbound					HOGAN DR Westbound					LAFAYETTE ST Northbound					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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
07:30 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
07:45 AM	0	1	0	0	1	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	3
Total	0	2	0	0	2	0	0	1	0	1	0	3	0	0	3	0	0	0	0	0	6
08:00 AM	0	0	0	0	0	3	0	0	0	3	0	1	0	0	1	0	0	0	0	0	4
08:15 AM	0	0	0	0	0	3	0	0	0	3	0	2	0	0	2	0	0	0	0	0	5
08:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	6	0	0	0	6	0	3	0	0	3	0	0	0	0	0	10
Grand Total	0	3	0	0	3	6	0	1	0	7	0	6	0	0	6	0	0	0	0	0	16
Apprch %	0	100	0	0		85.7	0	14.3	0		0	100	0	0		0	0	0	0		
Total %	0	18.8	0	0	18.8	37.5	0	6.2	0	43.8	0	37.5	0	0	37.5	0	0	0	0	0	

	LAFAYETTE ST Southbound				HOGAN DR Westbound				LAFAYETTE ST Northbound				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 07:30 AM																	
07:30 AM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
07:45 AM	0	1	0	1	0	0	1	1	0	1	0	1	0	0	0	0	3
08:00 AM	0	0	0	0	3	0	0	3	0	1	0	1	0	0	0	0	4
08:15 AM	0	0	0	0	3	0	0	3	0	2	0	2	0	0	0	0	5
Total Volume	0	2	0	2	6	0	1	7	0	5	0	5	0	0	0	0	14
% App. Total	0	100	0		85.7	0	14.3		0	100	0		0	0	0		
PHF	.000	.500	.000	.500	.500	.000	.250	.583	.000	.625	.000	.625	.000	.000	.000	.000	.700

Traffic Data Service

Campbell, CA

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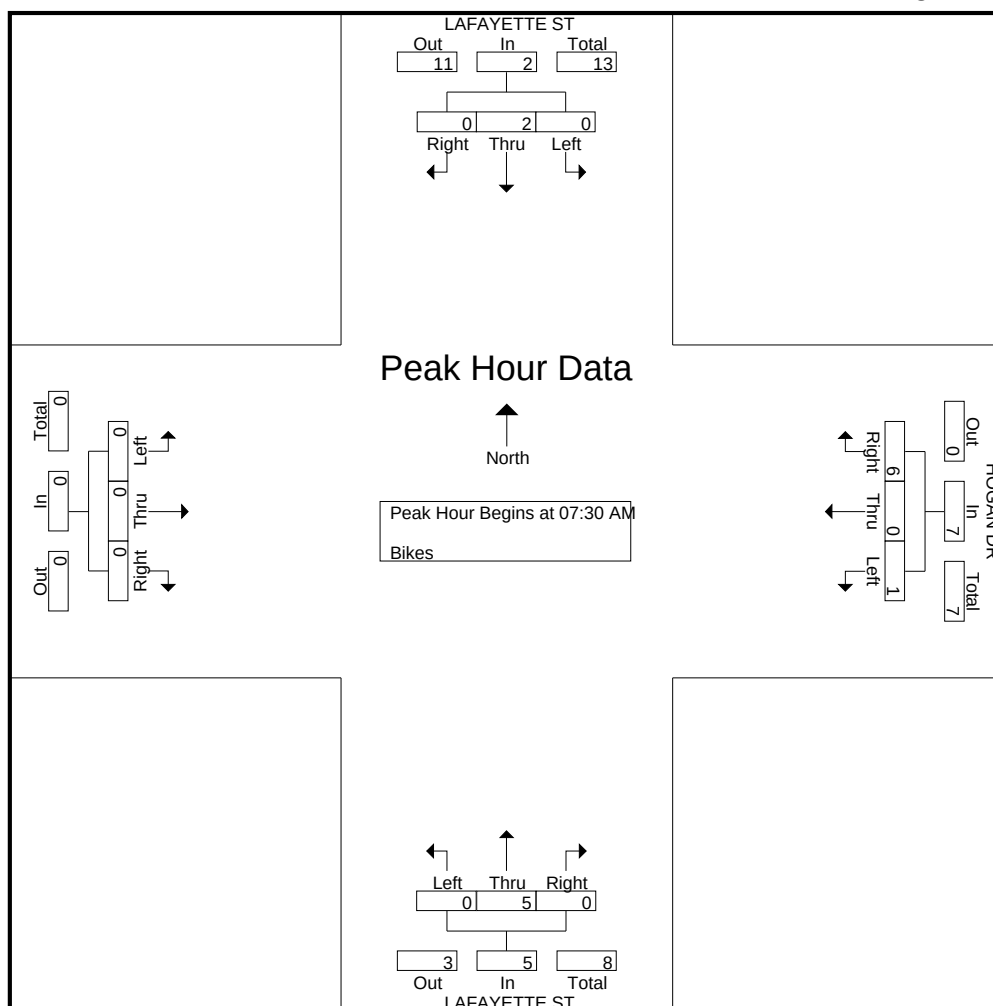
tdsbay@cs.com

File Name : 21AM FINAL

Site Code : 00000021

Start Date : 8/12/2014

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Campbell, CA
(408) 377-2988
tdsbay@cs.com

File Name : 21PM FINAL
Site Code : 00000021
Start Date : 8/12/2014
Page No : 1

Groups Printed- Bikes

	LAFAYETTE ST Southbound					HOGAN DR Westbound					LAFAYETTE ST Northbound					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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
05:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
Total	0	8	0	0	8	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	9
Grand Total	0	8	0	0	8	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	9
Apprch %	0	100	0	0		0	0	0	0		100	0	0	0		0	0	0	0		
Total %	0	88.9	0	0	88.9	0	0	0	0	0	11.1	0	0	0	11.1	0	0	0	0	0	

	LAFAYETTE ST Southbound				HOGAN DR Westbound				LAFAYETTE ST Northbound				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	0	7	0	7	0	0	0	0	0	0	0	0	0	0	0	0	7
05:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
Total Volume	0	8	0	8	0	0	0	0	1	0	0	1	0	0	0	0	9
% App. Total	0	100	0		0	0	0		100	0	0		0	0	0		
PHF	.000	.286	.000	.286	.000	.000	.000	.000	.250	.000	.000	.250	.000	.000	.000	.000	.321

Traffic Data Service

Campbell, CA

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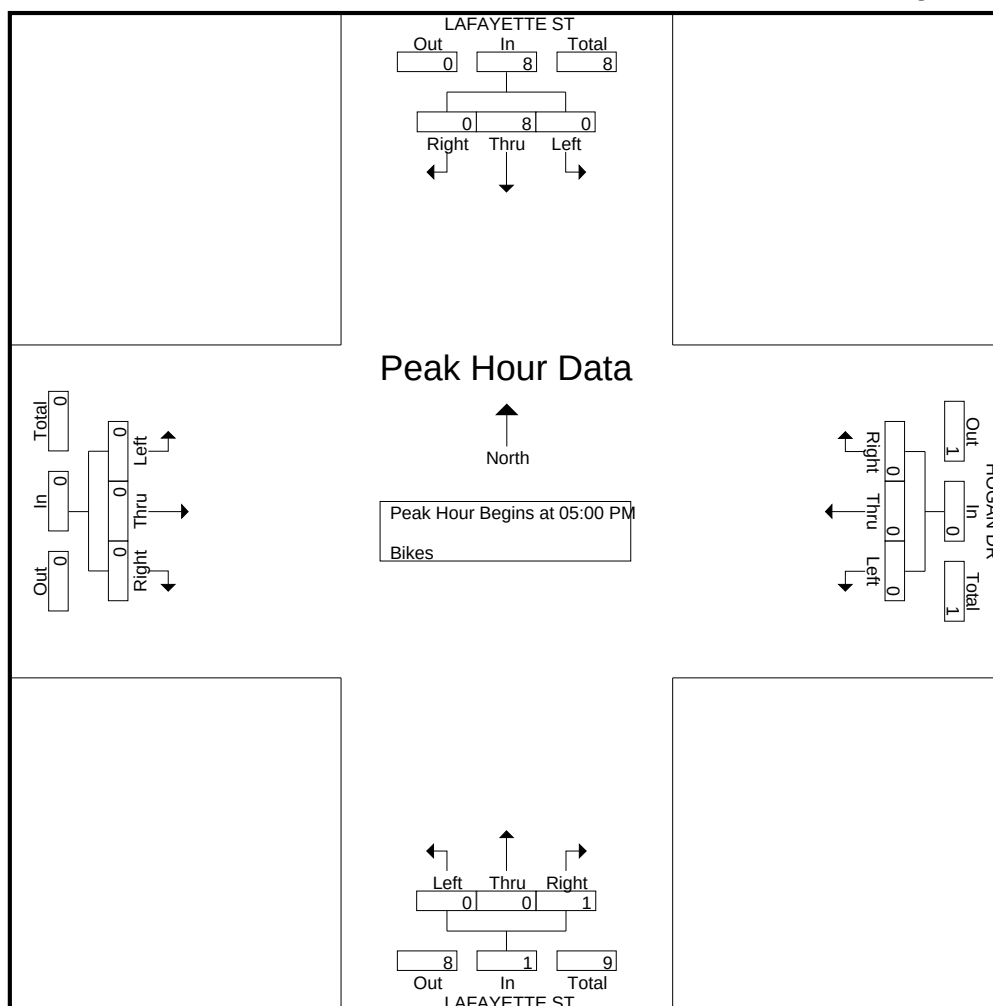
tdsbay@cs.com

File Name : 21PM FINAL

Site Code : 00000021

Start Date : 8/12/2014

Page No : 2



Traffic Data Service

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tdsbay@cs.com

File Name : 23AM FINAL
Site Code : 00000023
Start Date : 8/12/2014
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Groups Printed- Vehicles

	LAFAYETTE ST Southbound					HOPE DR Westbound					LAFAYETTE ST Northbound					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	60	4	0	64	4	0	25	1	30	7	109	1	0	117	0	0	0	0	0	211
07:15 AM	0	46	2	0	48	13	0	21	2	36	9	107	2	0	118	0	0	0	0	0	202
07:30 AM	0	78	2	0	80	21	0	38	3	62	12	165	2	0	179	0	0	0	0	0	321
07:45 AM	0	103	6	0	109	33	0	43	2	78	24	187	2	0	213	0	0	0	0	0	400
Total	0	287	14	0	301	71	0	127	8	206	52	568	7	0	627	0	0	0	0	0	1134
08:00 AM	0	106	4	0	110	27	0	36	0	63	24	205	1	0	230	0	0	0	0	0	403
08:15 AM	0	101	4	0	105	43	0	47	3	93	20	207	6	0	233	0	0	0	0	0	431
08:30 AM	0	112	5	0	117	38	0	58	0	96	34	231	3	0	268	0	0	0	0	0	481
08:45 AM	0	113	10	0	123	37	0	63	3	103	36	235	5	0	276	0	0	0	0	0	502
Total	0	432	23	0	455	145	0	204	6	355	114	878	15	0	1007	0	0	0	0	0	1817
Grand Total	0	719	37	0	756	216	0	331	14	561	166	1446	22	0	1634	0	0	0	0	0	2951
Apprch %	0	95.1	4.9	0		38.5	0	59	2.5		10.2	88.5	1.3	0		0	0	0	0	0	
Total %	0	24.4	1.3	0	25.6	7.3	0	11.2	0.5	19	5.6	49	0.7	0	55.4	0	0	0	0	0	

	LAFAYETTE ST Southbound				HOPE DR Westbound				LAFAYETTE ST Northbound				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	0	106	4	110	27	0	36	63	24	205	1	230	0	0	0	0	403
08:15 AM	0	101	4	105	43	0	47	90	20	207	6	233	0	0	0	0	428
08:30 AM	0	112	5	117	38	0	58	96	34	231	3	268	0	0	0	0	481
08:45 AM	0	113	10	123	37	0	63	100	36	235	5	276	0	0	0	0	499
Total Volume	0	432	23	455	145	0	204	349	114	878	15	1007	0	0	0	0	1811
% App. Total	0	94.9	5.1		41.5	0	58.5		11.3	87.2	1.5		0	0	0		
PHF	.000	.956	.575	.925	.843	.000	.810	.873	.792	.934	.625	.912	.000	.000	.000	.000	.907

Traffic Data Service

Campbell, CA

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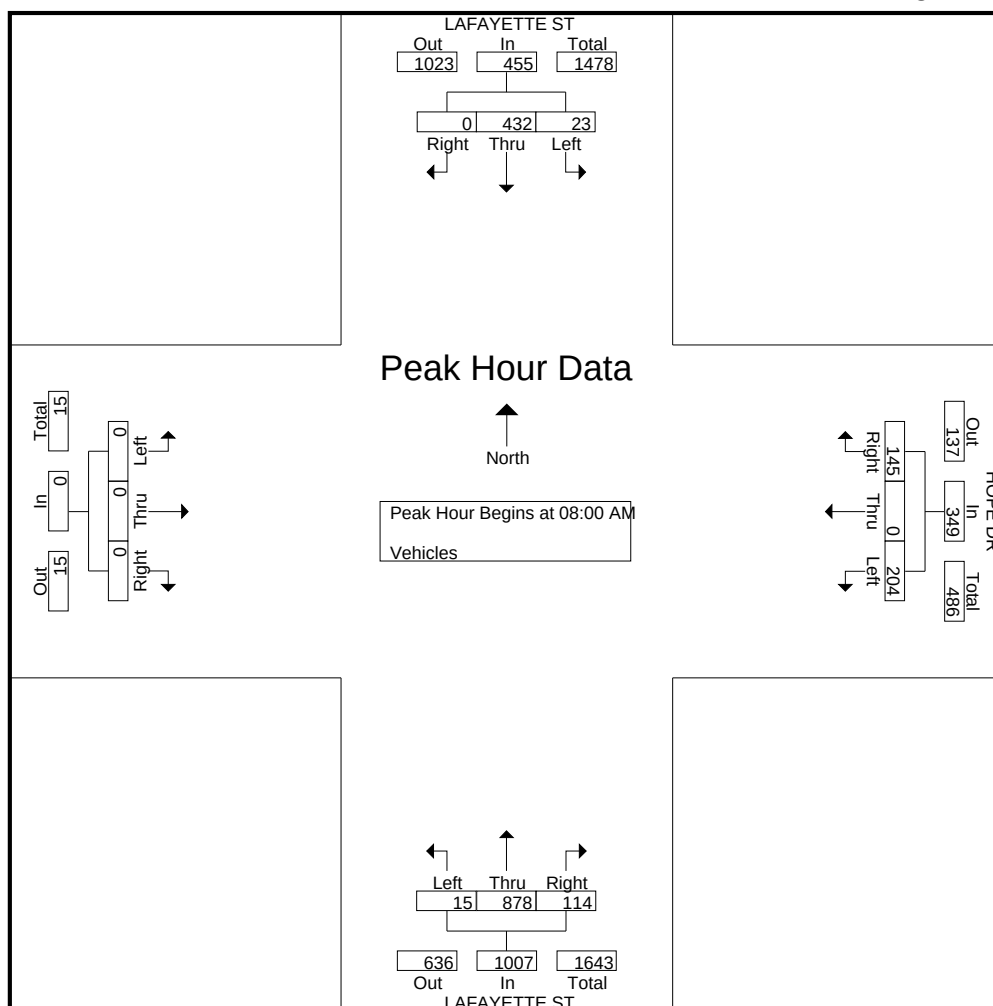
tdsbay@cs.com

File Name : 23AM FINAL

Site Code : 00000023

Start Date : 8/12/2014

Page No : 2



Traffic Data Service

Campbell, CA
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File Name : 23PM FINAL
Site Code : 00000023
Start Date : 8/12/2014
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Groups Printed- Vehicles

	LAFAYETTE ST Southbound					HOPE DR Westbound					LAFAYETTE ST Northbound					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	0	146	13	0	159	8	0	19	1	28	26	92	3	0	121	0	0	0	0	0	308
04:15 PM	0	185	14	0	199	11	0	19	2	32	19	100	2	0	121	0	0	0	0	0	352
04:30 PM	0	178	20	0	198	5	0	23	3	31	31	111	1	0	143	0	0	0	0	0	372
04:45 PM	0	242	29	0	271	10	0	18	0	28	36	104	4	0	144	0	0	0	0	0	443
Total	0	751	76	0	827	34	0	79	6	119	112	407	10	0	529	0	0	0	0	0	1475
05:00 PM	0	283	31	0	314	6	0	36	0	42	51	130	3	0	184	0	0	0	0	0	540
05:15 PM	0	268	24	0	292	14	0	19	1	34	57	146	1	0	204	0	0	0	0	0	530
05:30 PM	0	296	32	0	328	8	0	29	1	38	66	133	2	0	201	0	0	0	0	0	567
05:45 PM	0	267	32	0	299	9	0	28	1	38	77	123	1	0	201	0	0	0	0	0	538
Total	0	1114	119	0	1233	37	0	112	3	152	251	532	7	0	790	0	0	0	0	0	2175
Grand Total	0	1865	195	0	2060	71	0	191	9	271	363	939	17	0	1319	0	0	0	0	0	3650
Apprch %	0	90.5	9.5	0		26.2	0	70.5	3.3		27.5	71.2	1.3	0		0	0	0	0	0	
Total %	0	51.1	5.3	0	56.4	1.9	0	5.2	0.2	7.4	9.9	25.7	0.5	0	36.1	0	0	0	0	0	

	LAFAYETTE ST Southbound				HOPE DR Westbound				LAFAYETTE ST Northbound				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	0	283	31	314	6	0	36	42	51	130	3	184	0	0	0	0	540
05:15 PM	0	268	24	292	14	0	19	33	57	146	1	204	0	0	0	0	529
05:30 PM	0	296	32	328	8	0	29	37	66	133	2	201	0	0	0	0	566
05:45 PM	0	267	32	299	9	0	28	37	77	123	1	201	0	0	0	0	537
Total Volume	0	1114	119	1233	37	0	112	149	251	532	7	790	0	0	0	0	2172
% App. Total	0	90.3	9.7		24.8	0	75.2		31.8	67.3	0.9		0	0	0		
PHF	.000	.941	.930	.940	.661	.000	.778	.887	.815	.911	.583	.968	.000	.000	.000	.000	.959

Traffic Data Service

Campbell, CA

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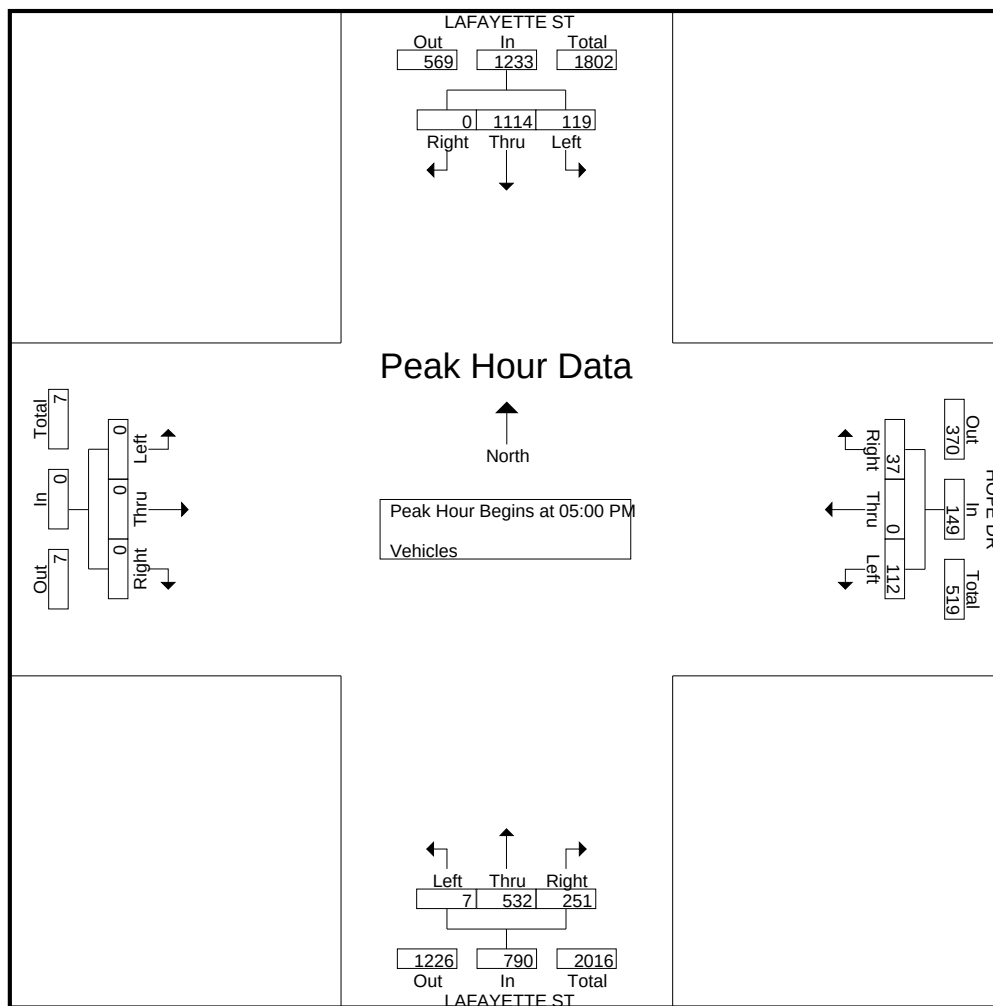
tdsbay@cs.com

File Name : 23PM FINAL

Site Code : 00000023

Start Date : 8/12/2014

Page No : 2



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Site Code : 00000023
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Groups Printed- Bikes

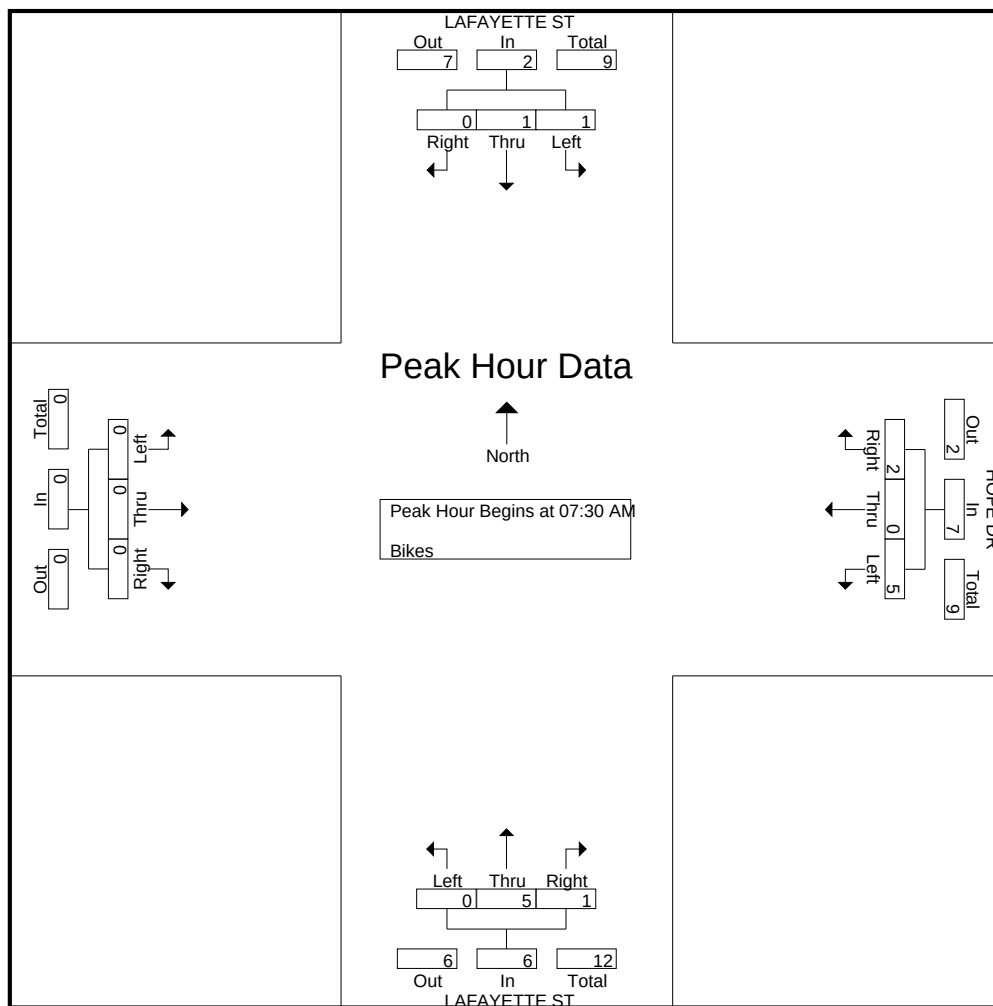
	LAFAYETTE ST Southbound					HOPE DR Westbound					LAFAYETTE ST Northbound					Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	2
07:15 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	1	0	1	1	0	2	0	3	0	1	0	0	1	0	0	0	0	0	5
07:45 AM	0	0	0	0	0	0	0	1	0	1	1	2	0	0	3	0	0	0	0	0	4
Total	0	0	1	0	1	2	0	5	0	7	1	3	0	0	4	0	0	0	0	0	12
08:00 AM	0	0	0	0	0	1	0	2	0	3	0	0	0	0	0	0	0	0	0	0	3
08:15 AM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
08:30 AM	0	1	0	0	1	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	3
08:45 AM	0	0	0	0	0	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	2
Total	0	2	0	0	2	2	0	5	0	7	0	2	0	0	2	0	0	0	0	0	11
Grand Total	0	2	1	0	3	4	0	10	0	14	1	5	0	0	6	0	0	0	0	0	23
Apprch %	0	66.7	33.3	0		28.6	0	71.4	0		16.7	83.3	0	0		0	0	0	0		
Total %	0	8.7	4.3	0	13	17.4	0	43.5	0	60.9	4.3	21.7	0	0	26.1	0	0	0	0	0	

	LAFAYETTE ST Southbound				HOPE DR Westbound				LAFAYETTE ST Northbound				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 07:30 AM																	
07:30 AM	0	0	1	1	1	0	2	3	0	1	0	1	0	0	0	0	5
07:45 AM	0	0	0	0	0	0	1	1	1	2	0	3	0	0	0	0	4
08:00 AM	0	0	0	0	1	0	2	3	0	0	0	0	0	0	0	0	3
08:15 AM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
Total Volume	0	1	1	2	2	0	5	7	1	5	0	6	0	0	0	0	15
% App. Total	0	50	50		28.6	0	71.4		16.7	83.3	0		0	0	0		
PHF	.000	.250	.250	.500	.500	.000	.625	.583	.250	.625	.000	.500	.000	.000	.000	.000	.750

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Start Date : 8/12/2014
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Groups Printed- Bikes

	LAFAYETTE ST Southbound					HOPE DR Westbound					LAFAYETTE ST Northbound					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	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	1	0	1	0	3	0	0	3	0	0	0	0	0	4
05:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	1	0	0	1	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	3
05:30 PM	0	1	0	0	1	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	3
05:45 PM	0	1	0	0	1	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	3
Total	0	4	0	0	4	0	0	2	0	2	2	2	0	0	4	0	0	0	0	0	10
Grand Total	0	4	0	0	4	0	0	3	0	3	2	5	0	0	7	0	0	0	0	0	14
Apprch %	0	100	0	0		0	0	100	0		28.6	71.4	0	0		0	0	0	0		
Total %	0	28.6	0	0	28.6	0	0	21.4	0	21.4	14.3	35.7	0	0	50	0	0	0	0	0	

	LAFAYETTE ST Southbound				HOPE DR Westbound				LAFAYETTE ST Northbound				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	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	1	0	1	0	0	1	1	0	1	0	1	0	0	0	0	3
05:30 PM	0	1	0	1	0	0	0	0	2	0	0	2	0	0	0	0	3
05:45 PM	0	1	0	1	0	0	1	1	0	1	0	1	0	0	0	0	3
Total Volume	0	4	0	4	0	0	2	2	2	2	0	4	0	0	0	0	10
% App. Total	0	100	0		0	0	100		50	50	0		0	0	0		
PHF	.000	1.00	.000	1.00	.000	.000	.500	.500	.250	.500	.000	.500	.000	.000	.000	.000	.833

Traffic Data Service

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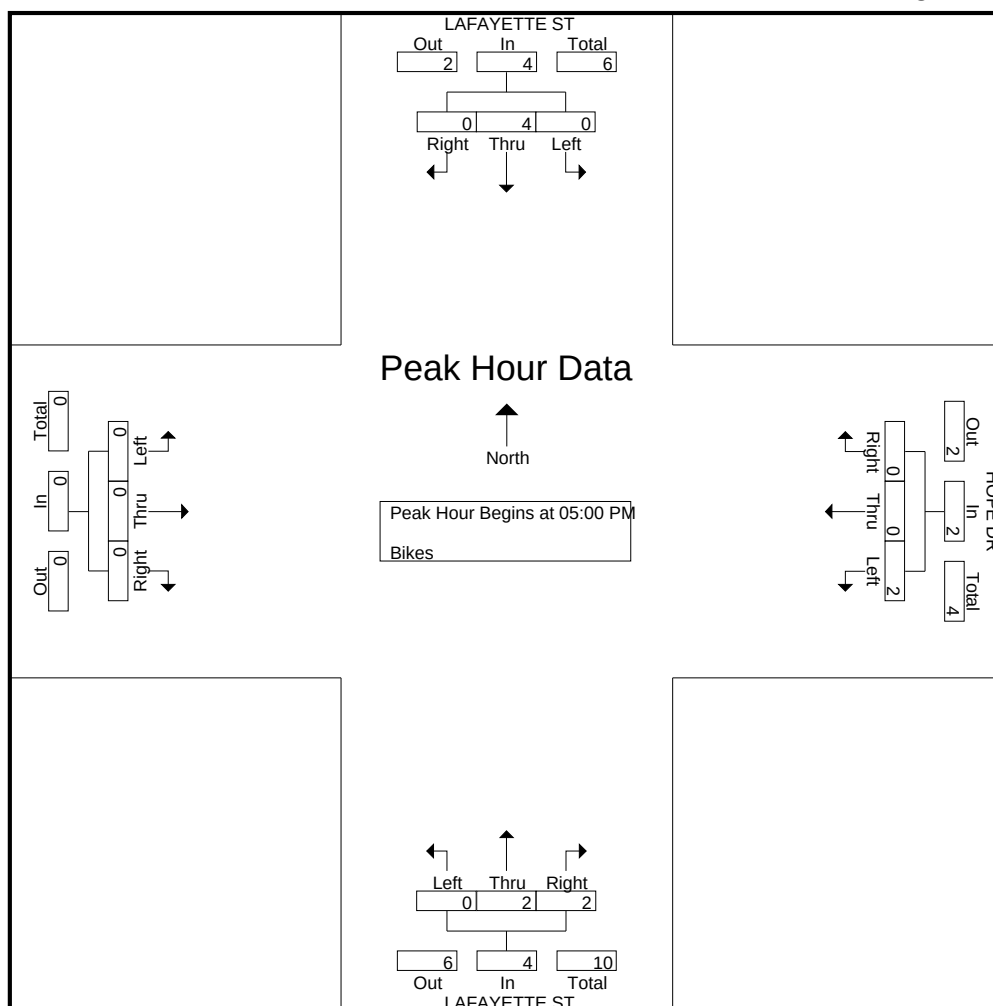
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Site Code : 00000024

Start Date : 8/12/2014

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Groups Printed- Vehicles

	LAFAYETTE ST Southbound					AGNEW RD Westbound					LAFAYETTE ST Northbound					AGNEW 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	12	70	6	1	89	22	22	8	1	53	4	87	7	1	99	14	13	12	0	39	280
07:15 AM	15	51	5	1	72	31	25	10	0	66	3	81	9	1	94	12	8	14	0	34	266
07:30 AM	16	93	7	3	119	41	36	9	4	90	8	107	13	1	129	27	14	23	0	64	402
07:45 AM	44	89	9	7	149	49	39	9	0	97	7	129	14	1	151	29	22	39	0	90	487
Total	87	303	27	12	429	143	122	36	5	306	22	404	43	4	473	82	57	88	0	227	1435
08:00 AM	25	99	20	0	144	50	52	18	0	120	8	155	14	0	177	28	14	28	0	70	511
08:15 AM	30	95	10	2	137	42	44	14	1	101	7	150	18	0	175	28	15	36	0	79	492
08:30 AM	27	102	21	2	152	55	59	15	1	130	6	178	29	2	215	33	22	33	0	88	585
08:45 AM	47	119	12	5	183	54	49	13	3	119	15	191	23	1	230	27	21	31	0	79	611
Total	129	415	63	9	616	201	204	60	5	470	36	674	84	3	797	116	72	128	0	316	2199
Grand Total	216	718	90	21	1045	344	326	96	10	776	58	1078	127	7	1270	198	129	216	0	543	3634
Apprch %	20.7	68.7	8.6	2		44.3	42	12.4	1.3		4.6	84.9	10	0.6		36.5	23.8	39.8	0		
Total %	5.9	19.8	2.5	0.6	28.8	9.5	9	2.6	0.3	21.4	1.6	29.7	3.5	0.2	34.9	5.4	3.5	5.9	0	14.9	

	LAFAYETTE ST Southbound				AGNEW RD Westbound				LAFAYETTE ST Northbound				AGNEW 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	25	99	20	144	50	52	18	120	8	155	14	177	28	14	28	70	511
08:15 AM	30	95	10	135	42	44	14	100	7	150	18	175	28	15	36	79	489
08:30 AM	27	102	21	150	55	59	15	129	6	178	29	213	33	22	33	88	580
08:45 AM	47	119	12	178	54	49	13	116	15	191	23	229	27	21	31	79	602
Total Volume	129	415	63	607	201	204	60	465	36	674	84	794	116	72	128	316	2182
% App. Total	21.3	68.4	10.4		43.2	43.9	12.9		4.5	84.9	10.6		36.7	22.8	40.5		
PHF	.686	.872	.750	.853	.914	.864	.833	.901	.600	.882	.724	.867	.879	.818	.889	.898	.906

Traffic Data Service

Campbell, CA

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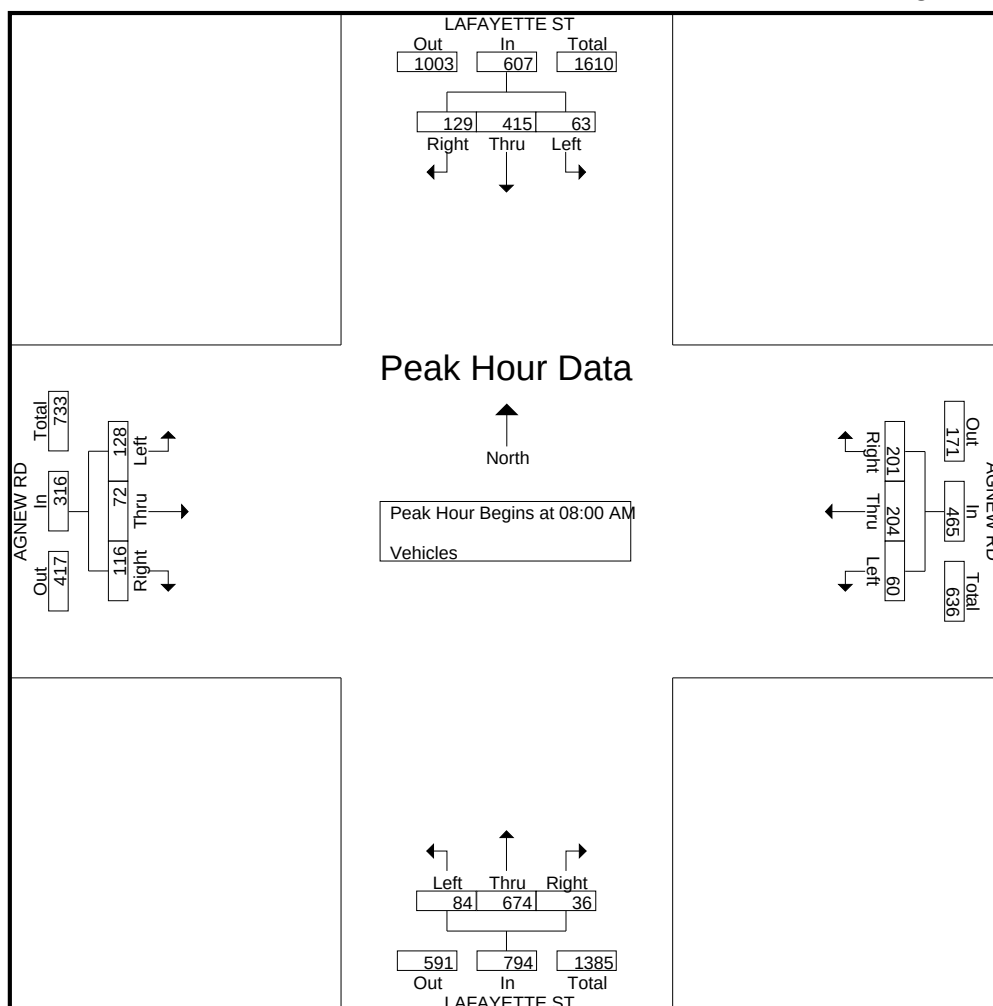
tdsbay@cs.com

File Name : 24AM FINAL

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(408) 377-2988
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Site Code : 00000024

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Groups Printed- Vehicles

	LAFAYETTE ST Southbound					AGNEW RD Westbound					LAFAYETTE ST Northbound					AGNEW 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
04:00 PM	27	127	10	0	164	21	26	7	1	55	6	78	19	2	105	24	42	20	0	86	410
04:15 PM	26	149	31	0	206	24	22	11	2	59	11	77	24	1	113	21	46	18	0	85	463
04:30 PM	28	164	27	0	219	19	37	14	2	72	12	91	18	2	123	16	53	26	0	95	509
04:45 PM	37	203	29	1	270	20	28	7	1	56	11	91	18	0	120	24	53	26	0	103	549
Total	118	643	97	1	859	84	113	39	6	242	40	337	79	5	461	85	194	90	0	369	1931
05:00 PM	31	235	36	1	303	27	39	6	0	72	9	104	18	3	134	17	54	43	0	114	623
05:15 PM	32	215	38	5	290	37	37	15	0	89	11	112	23	0	146	17	60	53	0	130	655
05:30 PM	60	214	41	2	317	39	52	16	0	107	12	109	26	1	148	17	69	49	0	135	707
05:45 PM	50	237	35	10	332	45	47	14	1	107	20	112	23	0	155	31	69	51	0	151	745
Total	173	901	150	18	1242	148	175	51	1	375	52	437	90	4	583	82	252	196	0	530	2730
Grand Total	291	1544	247	19	2101	232	288	90	7	617	92	774	169	9	1044	167	446	286	0	899	4661
Apprch %	13.9	73.5	11.8	0.9		37.6	46.7	14.6	1.1		8.8	74.1	16.2	0.9		18.6	49.6	31.8	0		
Total %	6.2	33.1	5.3	0.4	45.1	5	6.2	1.9	0.2	13.2	2	16.6	3.6	0.2	22.4	3.6	9.6	6.1	0	19.3	

	LAFAYETTE ST Southbound				AGNEW RD Westbound				LAFAYETTE ST Northbound				AGNEW 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 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	31	235	36	302	27	39	6	72	9	104	18	131	17	54	43	114	619
05:15 PM	32	215	38	285	37	37	15	89	11	112	23	146	17	60	53	130	650
05:30 PM	60	214	41	315	39	52	16	107	12	109	26	147	17	69	49	135	704
05:45 PM	50	237	35	322	45	47	14	106	20	112	23	155	31	69	51	151	734
Total Volume	173	901	150	1224	148	175	51	374	52	437	90	579	82	252	196	530	2707
% App. Total	14.1	73.6	12.3		39.6	46.8	13.6		9	75.5	15.5		15.5	47.5	37		
PHF	.721	.950	.915	.950	.822	.841	.797	.874	.650	.975	.865	.934	.661	.913	.925	.877	.922

Traffic Data Service

Campbell, CA

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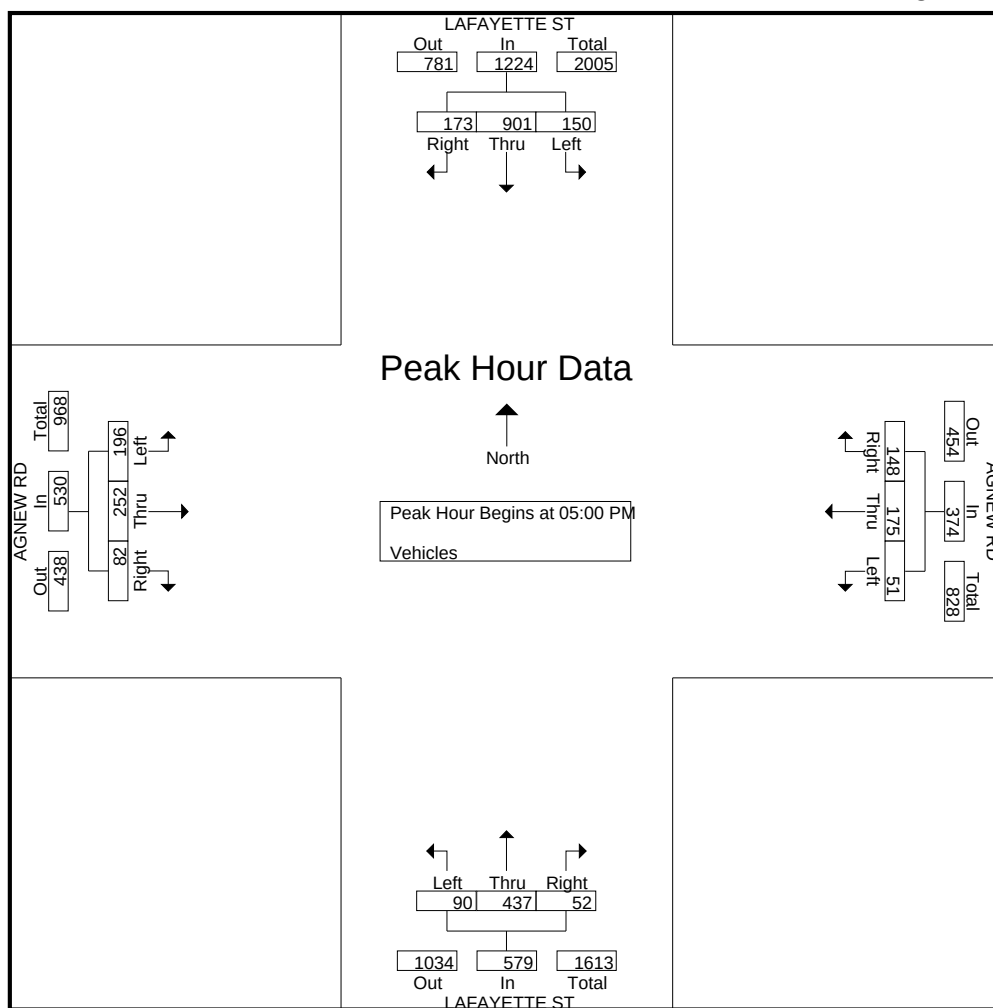
tdsbay@cs.com

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File Name : 24AM FINAL

Site Code : 00000024

Start Date : 8/12/2014

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Groups Printed- Bikes

	LAFAYETTE ST Southbound					AGNEW RD Westbound					LAFAYETTE ST Northbound					AGNEW 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	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	3
07:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
07:30 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	6
07:45 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	5	1	0	6	9
Total	1	0	0	0	1	0	7	0	0	7	0	0	0	0	0	0	11	1	0	12	20
08:00 AM	0	2	0	0	2	0	0	1	0	1	0	0	0	0	0	0	6	0	0	6	9
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	8	0	0	9	10
08:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	5
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	6
Total	0	3	0	0	3	0	0	1	0	1	0	1	0	0	1	1	24	0	0	25	30
Grand Total	1	3	0	0	4	0	7	1	0	8	0	1	0	0	1	1	35	1	0	37	50
Apprch %	25	75	0	0		0	87.5	12.5	0		0	100	0	0		2.7	94.6	2.7	0		
Total %	2	6	0	0	8	0	14	2	0	16	0	2	0	0	2	2	70	2	0	74	

	LAFAYETTE ST Southbound				AGNEW RD Westbound				LAFAYETTE ST Northbound				AGNEW 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 07:30 AM																	
07:30 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	4	0	4	6
07:45 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	5	1	6	9
08:00 AM	0	2	0	2	0	0	1	1	0	0	0	0	0	6	0	6	9
08:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	1	8	0	9	10
Total Volume	0	2	0	2	0	5	1	6	0	1	0	1	1	23	1	25	34
% App. Total	0	100	0		0	83.3	16.7		0	100	0		4	92	4		
PHF	.000	.250	.000	.250	.000	.417	.250	.500	.000	.250	.000	.250	.250	.719	.250	.694	.850

Traffic Data Service

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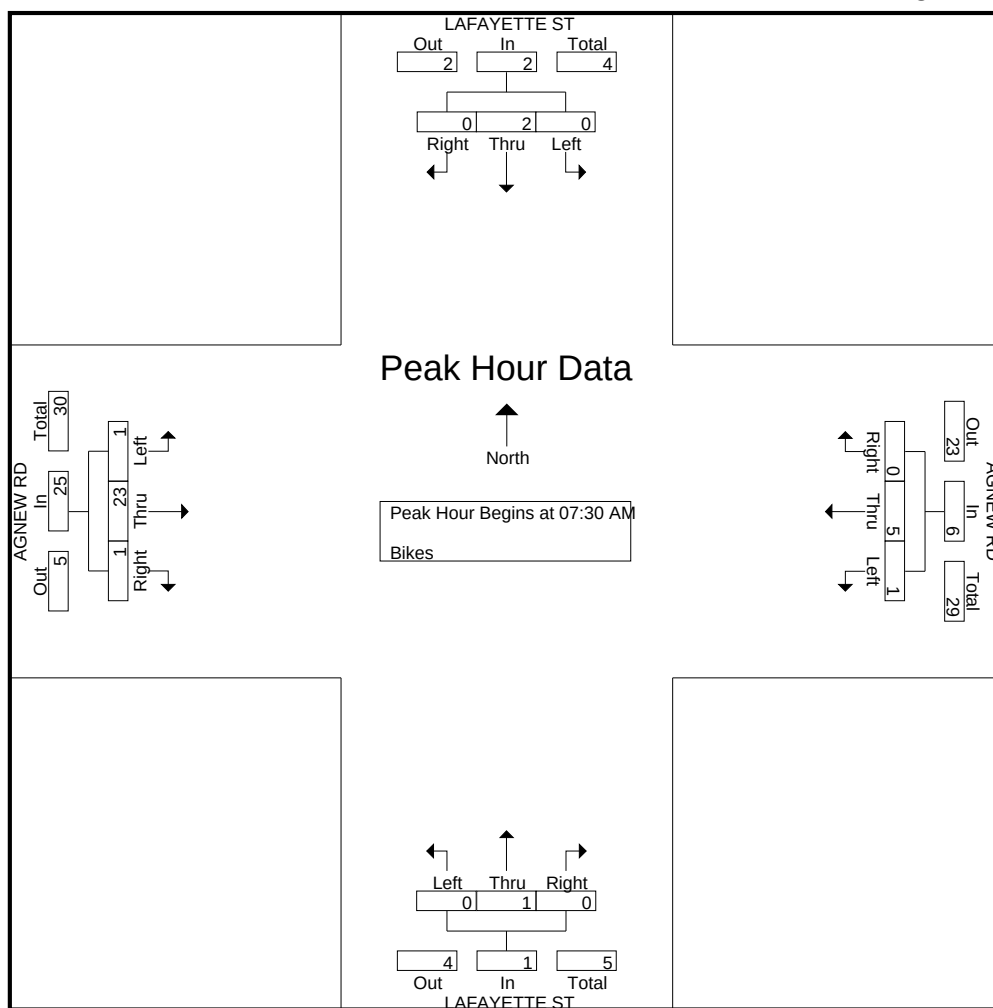
tdsbay@cs.com

File Name : 24AM FINAL

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File Name : 24PM FINAL
Site Code : 00000024
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Groups Printed- Bikes

	LAFAYETTE ST Southbound					AGNEW RD Westbound					LAFAYETTE ST Northbound					AGNEW 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
04:00 PM	0	0	0	0	0	0	1	0	0	1	0	1	1	0	2	0	3	0	0	3	6
04:15 PM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	1	0	0	1	7
04:30 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	6
04:45 PM	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	0	0	2	0	2	5
Total	0	1	0	0	1	0	13	0	0	13	0	1	1	0	2	0	6	2	0	8	24
05:00 PM	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	0	2	2	0	4	15
05:15 PM	1	1	0	0	2	2	6	0	0	8	0	0	0	0	0	0	1	0	0	1	11
05:30 PM	1	0	1	0	2	0	6	0	0	6	0	1	0	0	1	0	6	2	0	8	17
05:45 PM	1	0	0	0	1	0	8	0	0	8	0	0	0	0	0	0	4	4	0	8	17
Total	3	1	1	0	5	2	31	0	0	33	0	1	0	0	1	0	13	8	0	21	60
Grand Total	3	2	1	0	6	2	44	0	0	46	0	2	1	0	3	0	19	10	0	29	84
Apprch %	50	33.3	16.7	0		4.3	95.7	0	0		0	66.7	33.3	0		0	65.5	34.5	0		
Total %	3.6	2.4	1.2	0	7.1	2.4	52.4	0	0	54.8	0	2.4	1.2	0	3.6	0	22.6	11.9	0	34.5	

	LAFAYETTE ST Southbound				AGNEW RD Westbound				LAFAYETTE ST Northbound				AGNEW 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 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	11	0	11	0	0	0	0	0	2	2	4	15
05:15 PM	1	1	0	2	2	6	0	8	0	0	0	0	0	1	0	1	11
05:30 PM	1	0	1	2	0	6	0	6	0	1	0	1	0	6	2	8	17
05:45 PM	1	0	0	1	0	8	0	8	0	0	0	0	0	4	4	8	17
Total Volume	3	1	1	5	2	31	0	33	0	1	0	1	0	13	8	21	60
% App. Total	60	20	20		6.1	93.9	0		0	100	0		0	61.9	38.1		
PHF	.750	.250	.250	.625	.250	.705	.000	.750	.000	.250	.000	.250	.000	.542	.500	.656	.882

Traffic Data Service

Campbell, CA

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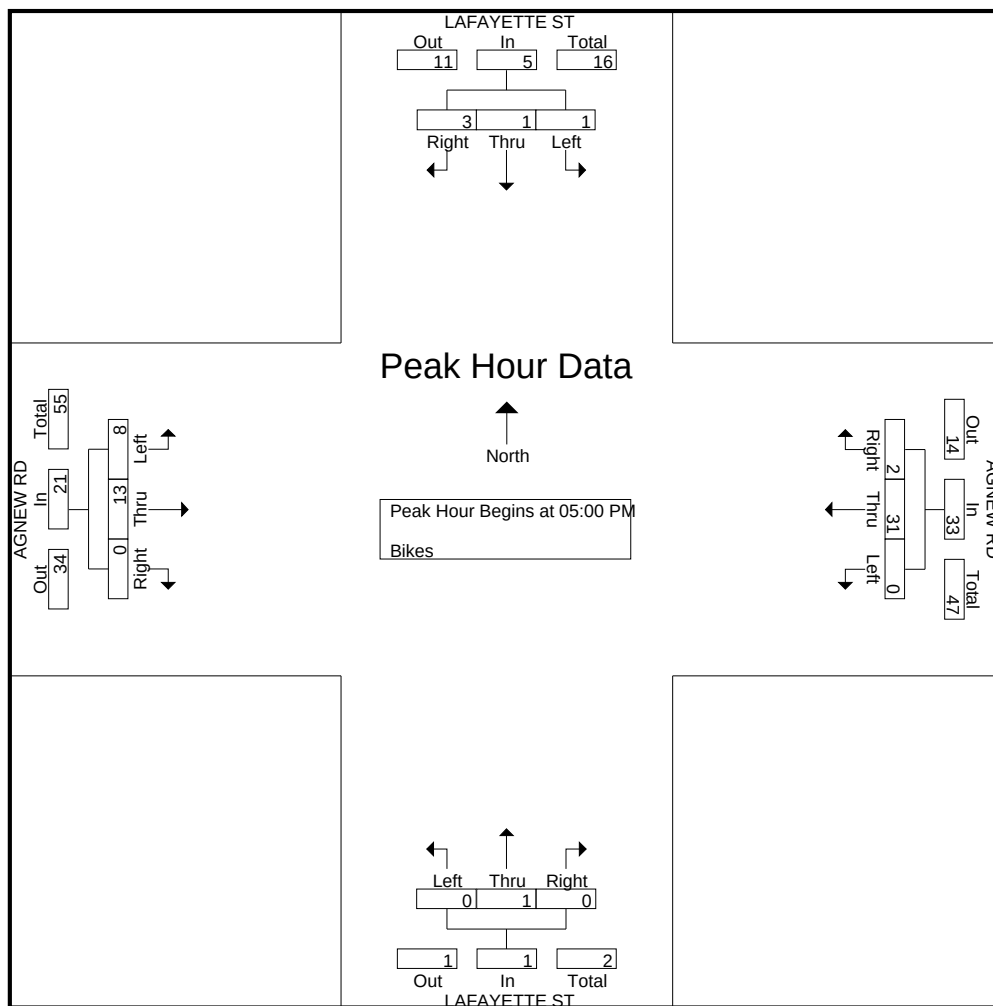
tdsbay@cs.com

File Name : 24PM FINAL

Site Code : 00000024

Start Date : 8/12/2014

Page No : 2



Traffic Data Service

Campbell, CA

(408) 377-2988

tdsbay@cs.com

File Name : 26AM FINAL

Site Code : 00000026

Start Date : 8/12/2014

Page No : 1

Groups Printed- Vehicles

	LAFAYETTE ST Southbound					MONTAGUE EXPY WB RAMPS Westbound					LAFAYETTE ST Northbound					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	54	37	0	91	7	0	13	0	20	24	101	0	0	125	0	0	0	0	0	236
07:15 AM	0	35	31	0	66	14	0	24	2	40	23	116	0	0	139	0	0	0	0	0	245
07:30 AM	0	64	64	0	128	9	0	29	1	39	37	161	0	0	198	0	0	0	0	0	365
07:45 AM	0	65	49	1	115	19	0	26	2	47	21	169	0	0	190	0	0	0	0	0	352
Total	0	218	181	1	400	49	0	92	5	146	105	547	0	0	652	0	0	0	0	0	1198
08:00 AM	0	81	52	0	133	14	0	35	0	49	26	202	0	0	228	0	0	0	0	0	410
08:15 AM	0	76	62	0	138	19	0	25	0	44	34	194	0	0	228	0	0	0	0	0	410
08:30 AM	0	94	64	0	158	17	0	34	0	51	36	242	0	0	278	0	0	0	0	0	487
08:45 AM	0	95	60	0	155	32	0	24	0	56	25	229	0	0	254	0	0	0	0	0	465
Total	0	346	238	0	584	82	0	118	0	200	121	867	0	0	988	0	0	0	0	0	1772
Grand Total	0	564	419	1	984	131	0	210	5	346	226	1414	0	0	1640	0	0	0	0	0	2970
Apprch %	0	57.3	42.6	0.1		37.9	0	60.7	1.4		13.8	86.2	0	0		0	0	0	0		
Total %	0	19	14.1	0	33.1	4.4	0	7.1	0.2	11.6	7.6	47.6	0	0	55.2	0	0	0	0	0	

	LAFAYETTE ST Southbound				MONTAGUE EXPY WB RAMPS Westbound				LAFAYETTE ST Northbound				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	0	81	52	133	14	0	35	49	26	202	0	228	0	0	0	0	410
08:15 AM	0	76	62	138	19	0	25	44	34	194	0	228	0	0	0	0	410
08:30 AM	0	94	64	158	17	0	34	51	36	242	0	278	0	0	0	0	487
08:45 AM	0	95	60	155	32	0	24	56	25	229	0	254	0	0	0	0	465
Total Volume	0	346	238	584	82	0	118	200	121	867	0	988	0	0	0	0	1772
% App. Total	0	59.2	40.8		41	0	59		12.2	87.8	0		0	0	0		
PHF	.000	.911	.930	.924	.641	.000	.843	.893	.840	.896	.000	.888	.000	.000	.000	.000	.910

Traffic Data Service

Campbell, CA

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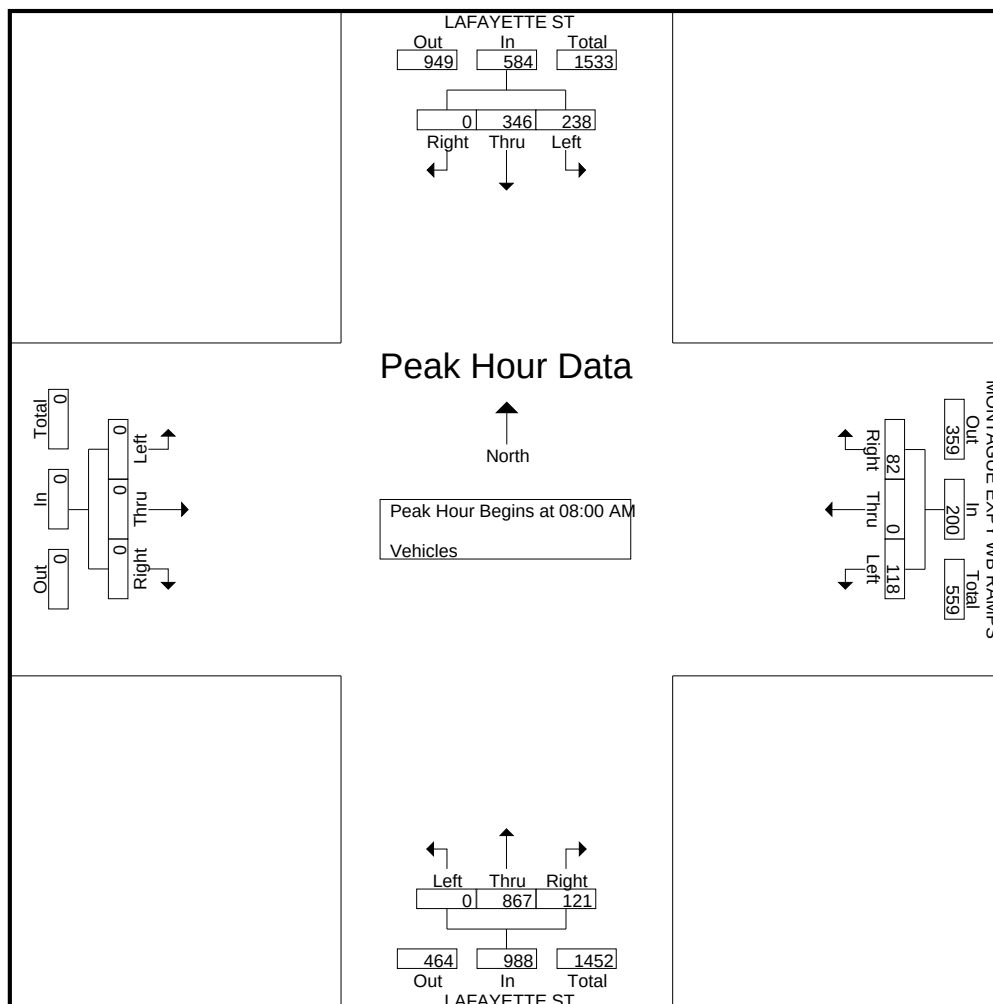
tdsbay@cs.com

File Name : 26AM FINAL

Site Code : 00000026

Start Date : 8/12/2014

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Groups Printed- Vehicles

	LAFAYETTE ST Southbound				MONTAGUE EXPY WB RAMPS Westbound				LAFAYETTE ST Northbound				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	0	240	72	312	4	0	18	22	21	121	0	142	0	0	0	0	476
05:15 PM	0	221	73	294	6	0	28	34	16	153	0	169	0	0	0	0	497
05:30 PM	0	232	55	287	0	0	22	22	14	164	0	178	0	0	0	0	487
05:45 PM	0	241	60	301	3	0	23	26	18	158	0	176	0	0	0	0	503
Total Volume	0	934	260	1194	13	0	91	104	69	596	0	665	0	0	0	0	1963
% App. Total	0	78.2	21.8		12.5	0	87.5		10.4	89.6	0		0	0	0		
PHF	.000	.969	.890	.957	.542	.000	.813	.765	.821	.909	.000	.934	.000	.000	.000	.000	.976

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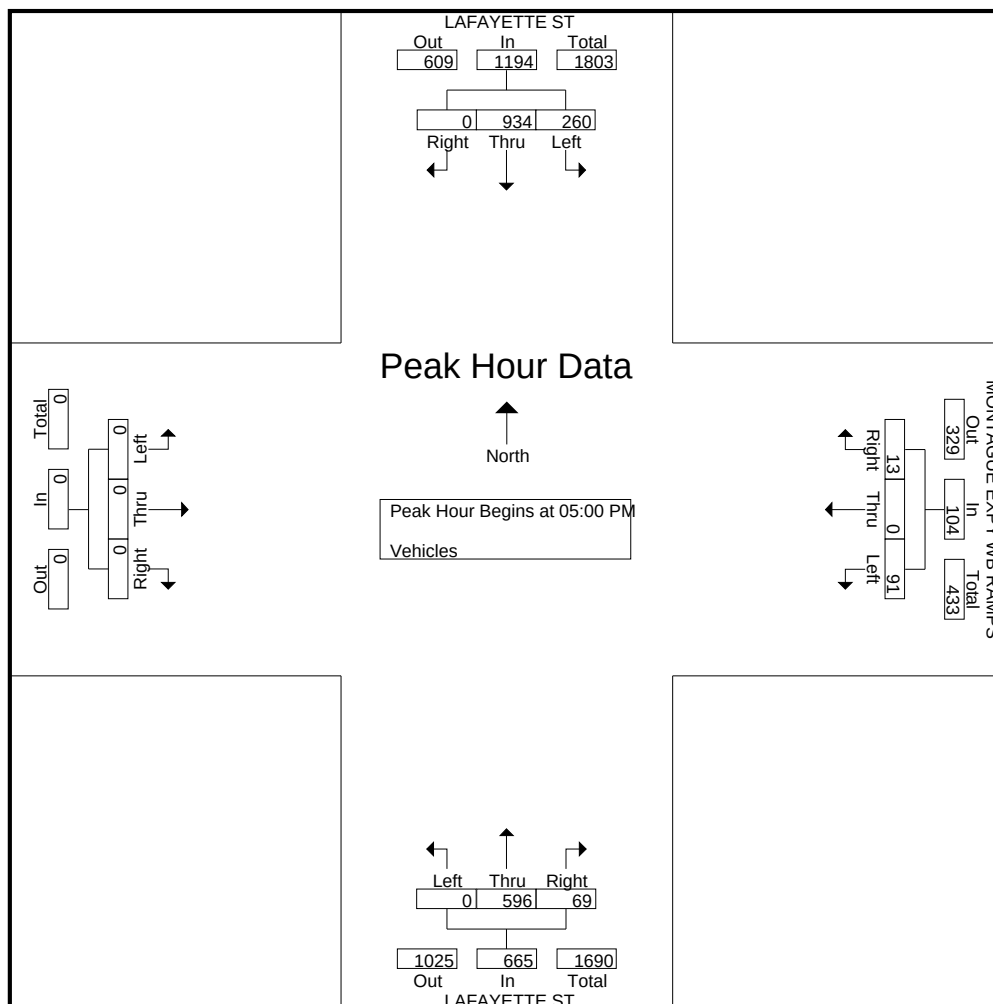
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Groups Printed- Bikes

	LAFAYETTE ST Southbound					MONTAGUE EXPY WB RAMPS Westbound					LAFAYETTE ST Northbound					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	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
08:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
Total	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	5
Grand Total	0	1	0	0	1	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	7
Apprch %	0	100	0	0		0	0	0	0		0	100	0	0		0	0	0	0		
Total %	0	14.3	0	0	14.3	0	0	0	0	0	0	85.7	0	0	85.7	0	0	0	0	0	

	LAFAYETTE ST Southbound				MONTAGUE EXPY WB RAMPS Westbound				LAFAYETTE ST Northbound				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	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	3
Total Volume	0	1	0	1	0	0	0	0	0	4	0	4	0	0	0	0	5
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.333	.000	.333	.000	.000	.000	.000	.417

Traffic Data Service

Campbell, CA

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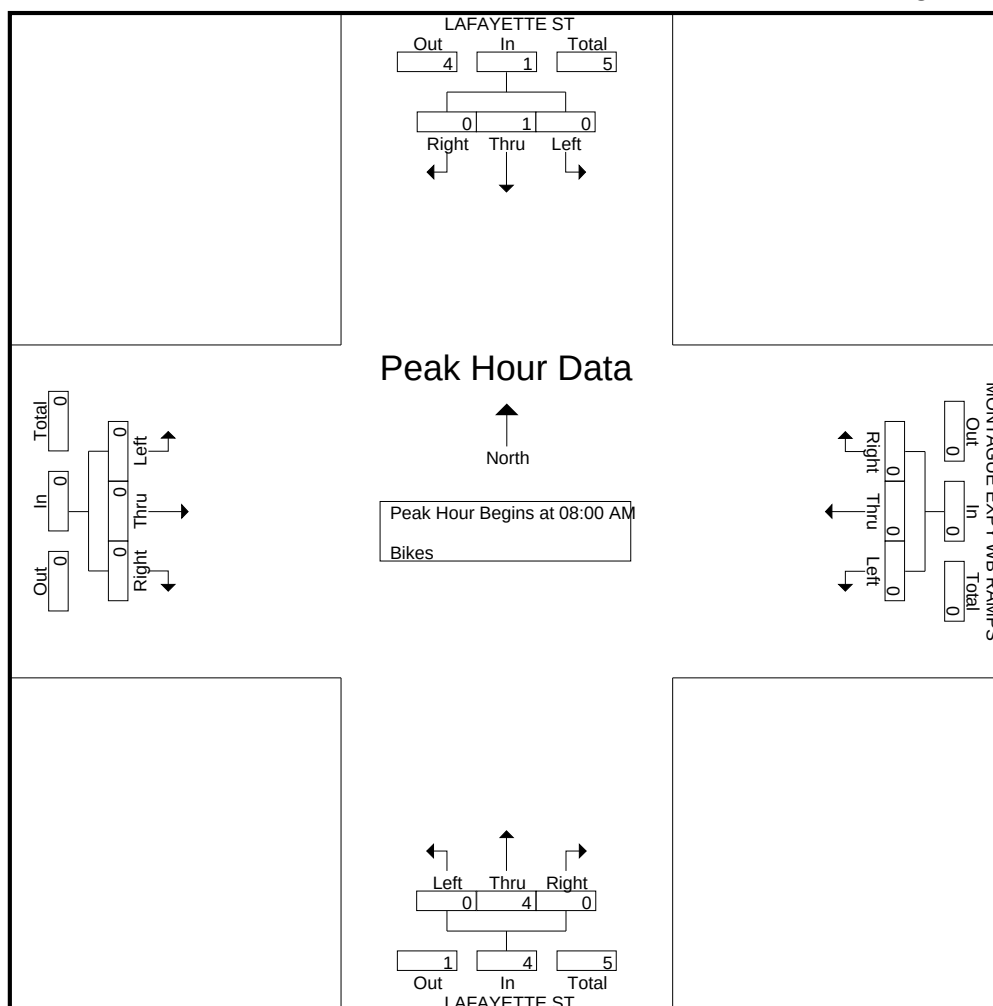
tdsbay@cs.com

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	LAFAYETTE ST Southbound				MONTAGUE EXPY WB RAMPS Westbound				LAFAYETTE ST Northbound				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 04:00 PM																	
04:00 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total Volume	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	3
% App. Total	0	0	0	0	0	0	0	0	0	100	0	0	0	0	0	0	0
PHE	.000	.000	.000	.000	.000	.000	.000	.000	.000	.375	.000	.375	.000	.000	.000	.000	.375

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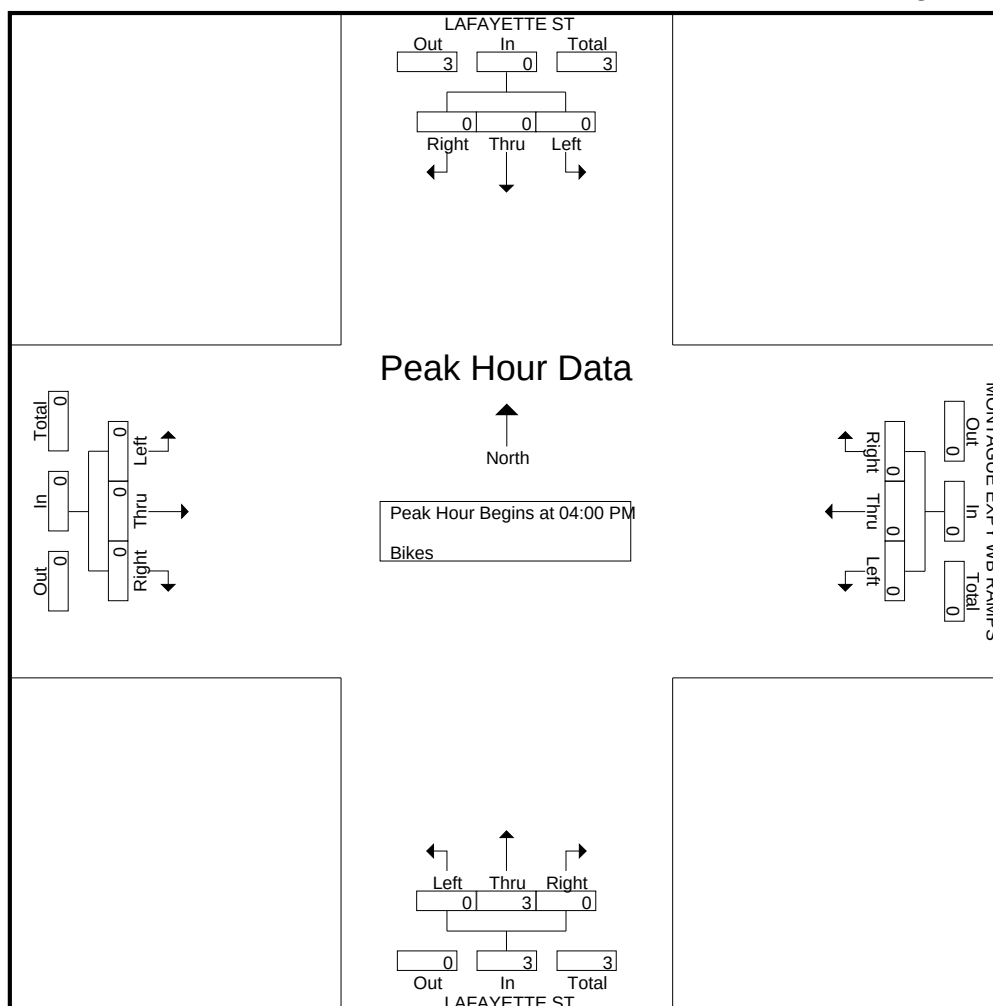
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Start Date : 8/12/2014

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Site Code : 00000027

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Groups Printed- Vehicles

	LAFAYETTE ST Southbound					MONTAGUE EXPY EB RAMPS Westbound					LAFAYETTE ST Northbound					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	57	5	0	62	34	0	12	0	46	20	96	0	0	116	0	0	0	0	0	224
07:15 AM	0	59	5	0	64	47	0	5	2	54	17	93	0	0	110	0	0	0	0	0	228
07:30 AM	0	90	6	0	96	50	0	5	1	56	28	148	0	0	176	0	0	0	0	0	328
07:45 AM	0	92	5	0	97	67	0	8	2	77	38	119	0	0	157	0	0	0	0	0	331
Total	0	298	21	0	319	198	0	30	5	233	103	456	0	0	559	0	0	0	0	0	1111
08:00 AM	0	109	7	0	116	67	0	14	0	81	22	154	0	0	176	0	0	0	0	0	373
08:15 AM	0	97	2	0	99	75	0	3	0	78	35	158	0	0	193	0	0	0	0	0	370
08:30 AM	0	122	4	0	126	81	0	3	0	84	31	202	0	0	233	0	0	0	0	0	443
08:45 AM	0	109	5	0	114	73	0	9	0	82	15	185	0	0	200	0	0	0	0	0	396
Total	0	437	18	0	455	296	0	29	0	325	103	699	0	0	802	0	0	0	0	0	1582
Grand Total	0	735	39	0	774	494	0	59	5	558	206	1155	0	0	1361	0	0	0	0	0	2693
Apprch %	0	95	5	0		88.5	0	10.6	0.9		15.1	84.9	0	0		0	0	0	0		
Total %	0	27.3	1.4	0	28.7	18.3	0	2.2	0.2	20.7	7.6	42.9	0	0	50.5	0	0	0	0	0	

	LAFAYETTE ST Southbound				MONTAGUE EXPY EB RAMPS Westbound				LAFAYETTE ST Northbound				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	0	109	7	116	67	0	14	81	22	154	0	176	0	0	0	0	373
08:15 AM	0	97	2	99	75	0	3	78	35	158	0	193	0	0	0	0	370
08:30 AM	0	122	4	126	81	0	3	84	31	202	0	233	0	0	0	0	443
08:45 AM	0	109	5	114	73	0	9	82	15	185	0	200	0	0	0	0	396
Total Volume	0	437	18	455	296	0	29	325	103	699	0	802	0	0	0	0	1582
% App. Total	0	96	4		91.1	0	8.9		12.8	87.2	0		0	0	0		
PHF	.000	.895	.643	.903	.914	.000	.518	.967	.736	.865	.000	.861	.000	.000	.000	.000	.893

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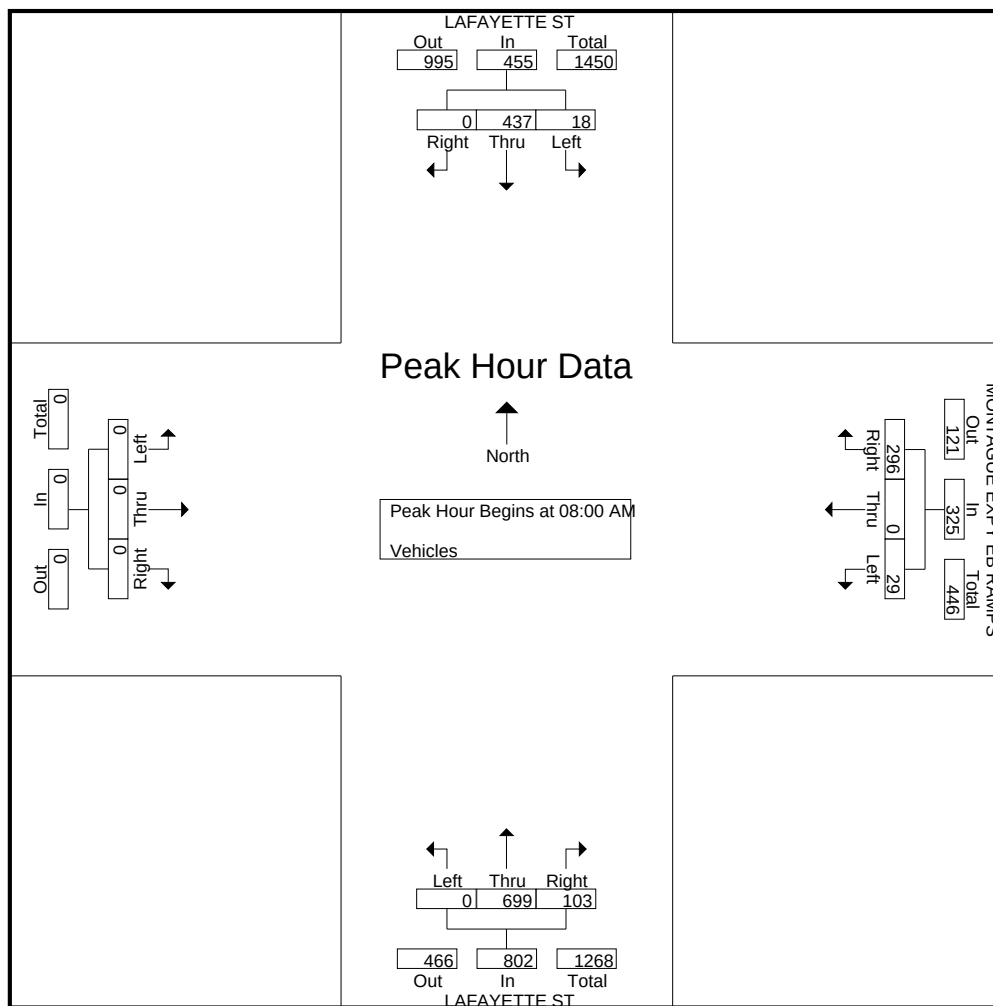
tdsbay@cs.com

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Site Code : 00000027

Start Date : 8/12/2014

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Groups Printed- Vehicles

	LAFAYETTE ST Southbound					MONTAGUE EXPY EB RAMPS Westbound					LAFAYETTE ST Northbound					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	0	161	16	0	177	47	0	10	1	58	31	72	0	0	103	0	0	0	0	0	338
04:15 PM	0	170	17	0	187	42	0	14	2	58	38	90	0	0	128	0	0	0	0	0	373
04:30 PM	0	173	12	0	185	52	0	13	0	65	41	98	0	0	139	0	0	0	0	0	389
04:45 PM	0	183	10	0	193	48	0	6	1	55	34	80	0	0	114	0	0	0	0	0	362
Total	0	687	55	0	742	189	0	43	4	236	144	340	0	0	484	0	0	0	0	0	1462
05:00 PM	0	238	26	0	264	53	0	17	1	71	44	84	0	0	128	0	0	0	0	0	463
05:15 PM	0	238	23	0	261	71	0	11	1	83	36	98	0	0	134	0	0	0	0	0	478
05:30 PM	0	235	21	0	256	85	0	14	0	99	27	90	0	0	117	0	0	0	0	0	472
05:45 PM	0	233	19	0	252	78	0	13	1	92	26	98	0	0	124	0	0	0	0	0	468
Total	0	944	89	0	1033	287	0	55	3	345	133	370	0	0	503	0	0	0	0	0	1881
Grand Total	0	1631	144	0	1775	476	0	98	7	581	277	710	0	0	987	0	0	0	0	0	3343
Apprch %	0	91.9	8.1	0		81.9	0	16.9	1.2		28.1	71.9	0	0		0	0	0	0		
Total %	0	48.8	4.3	0	53.1	14.2	0	2.9	0.2	17.4	8.3	21.2	0	0	29.5	0	0	0	0	0	

	LAFAYETTE ST Southbound				MONTAGUE EXPY EB RAMPS Westbound				LAFAYETTE ST Northbound				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	0	238	26	264	53	0	17	70	44	84	0	128	0	0	0	0	462
05:15 PM	0	238	23	261	71	0	11	82	36	98	0	134	0	0	0	0	477
05:30 PM	0	235	21	256	85	0	14	99	27	90	0	117	0	0	0	0	472
05:45 PM	0	233	19	252	78	0	13	91	26	98	0	124	0	0	0	0	467
Total Volume	0	944	89	1033	287	0	55	342	133	370	0	503	0	0	0	0	1878
% App. Total	0	91.4	8.6		83.9	0	16.1		26.4	73.6	0		0	0	0		
PHF	.000	.992	.856	.978	.844	.000	.809	.864	.756	.944	.000	.938	.000	.000	.000	.000	.984

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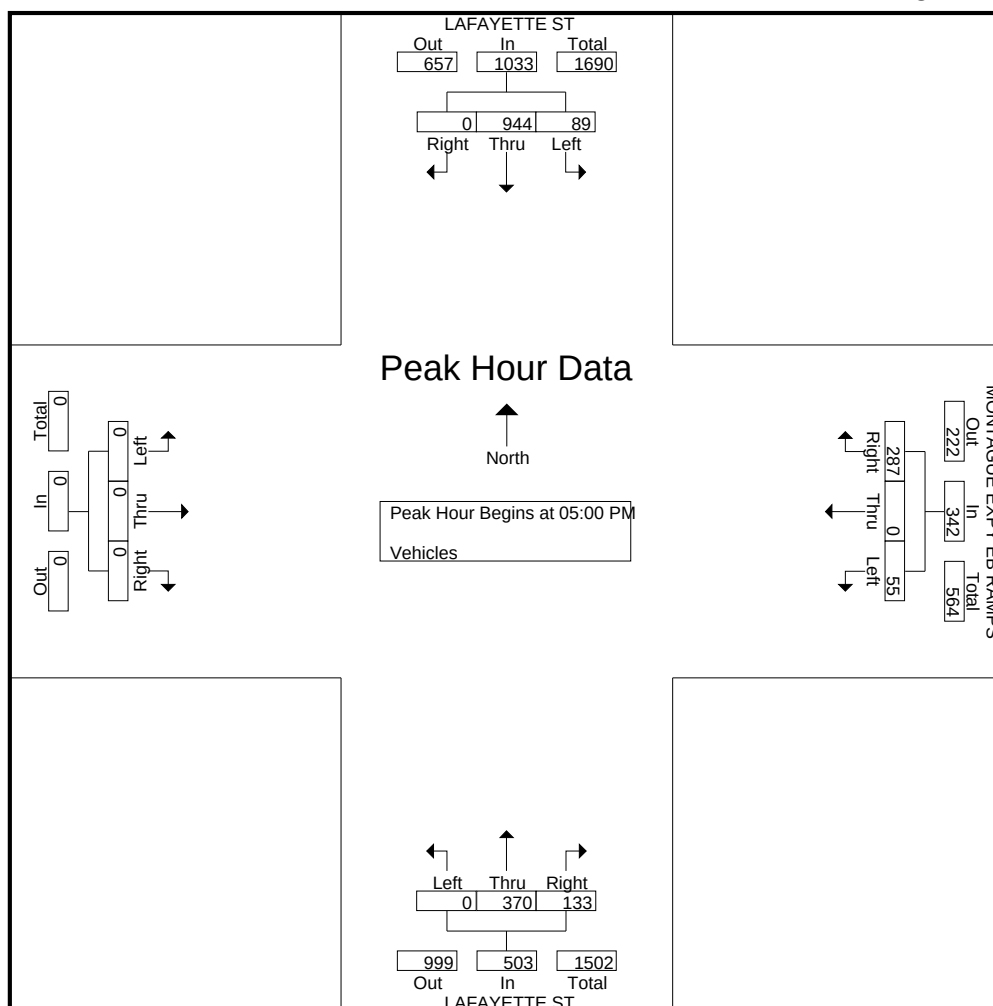
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File Name : 27AM FINAL

Site Code : 00000027

Start Date : 8/12/2014

Page No : 1

Groups Printed- Bikes

	LAFAYETTE ST Southbound					MONTAGUE EXPY EB RAMPS Westbound					LAFAYETTE ST Northbound					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	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
08:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
Total	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	6
Grand Total	0	2	0	0	2	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	8
Apprch %	0	100	0	0		0	0	0	0		0	100	0	0		0	0	0	0		
Total %	0	25	0	0	25	0	0	0	0	0	0	75	0	0	75	0	0	0	0	0	

	LAFAYETTE ST Southbound				MONTAGUE EXPY EB RAMPS Westbound				LAFAYETTE ST Northbound				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	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	3
Total Volume	0	2	0	2	0	0	0	0	0	4	0	4	0	0	0	0	6
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.333	.000	.333	.000	.000	.000	.000	.500

Traffic Data Service

Campbell, CA

(408) 377-2988

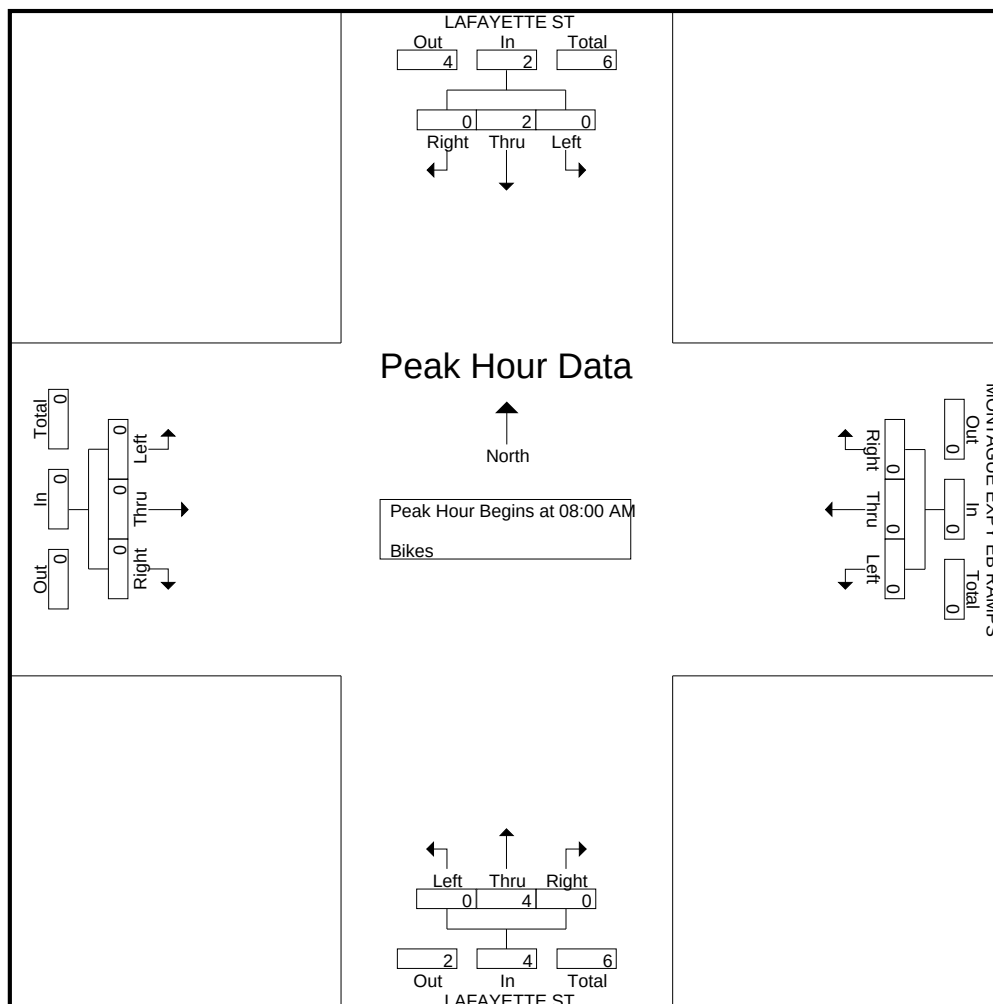
tdsbay@cs.com

File Name : 27AM FINAL

Site Code : 00000027

Start Date : 8/12/2014

Page No : 2



Traffic Data Service

Campbell, CA
(408) 377-2988
tdsbay@cs.com

File Name : 27PM FINAL
Site Code : 00000027
Start Date : 8/12/2014
Page No : 1

Groups Printed- Bikes

	LAFAYETTE ST Southbound					MONTAGUE EXPY EB RAMPS Westbound					LAFAYETTE ST Northbound					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	0	0	0	0	0	0	0	0	0	0	2	2	0	0	4	0	0	0	0	0	4
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	2	3	0	0	5	0	0	0	0	0	5
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Grand Total	0	3	0	0	3	0	0	0	0	0	2	3	0	0	5	0	0	0	0	0	8
Apprch %	0	100	0	0		0	0	0	0		40	60	0	0		0	0	0	0		
Total %	0	37.5	0	0	37.5	0	0	0	0	0	25	37.5	0	0	62.5	0	0	0	0	0	

	LAFAYETTE ST Southbound				MONTAGUE EXPY EB RAMPS Westbound				LAFAYETTE ST Northbound				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 04:00 PM																	
04:00 PM	0	0	0	0	0	0	0	0	2	2	0	4	0	0	0	0	4
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	2	3	0	5	0	0	0	0	5
% App. Total	0	0	0		0	0	0		40	60	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.250	.375	.000	.313	.000	.000	.000	.000	.313

Traffic Data Service

Campbell, CA

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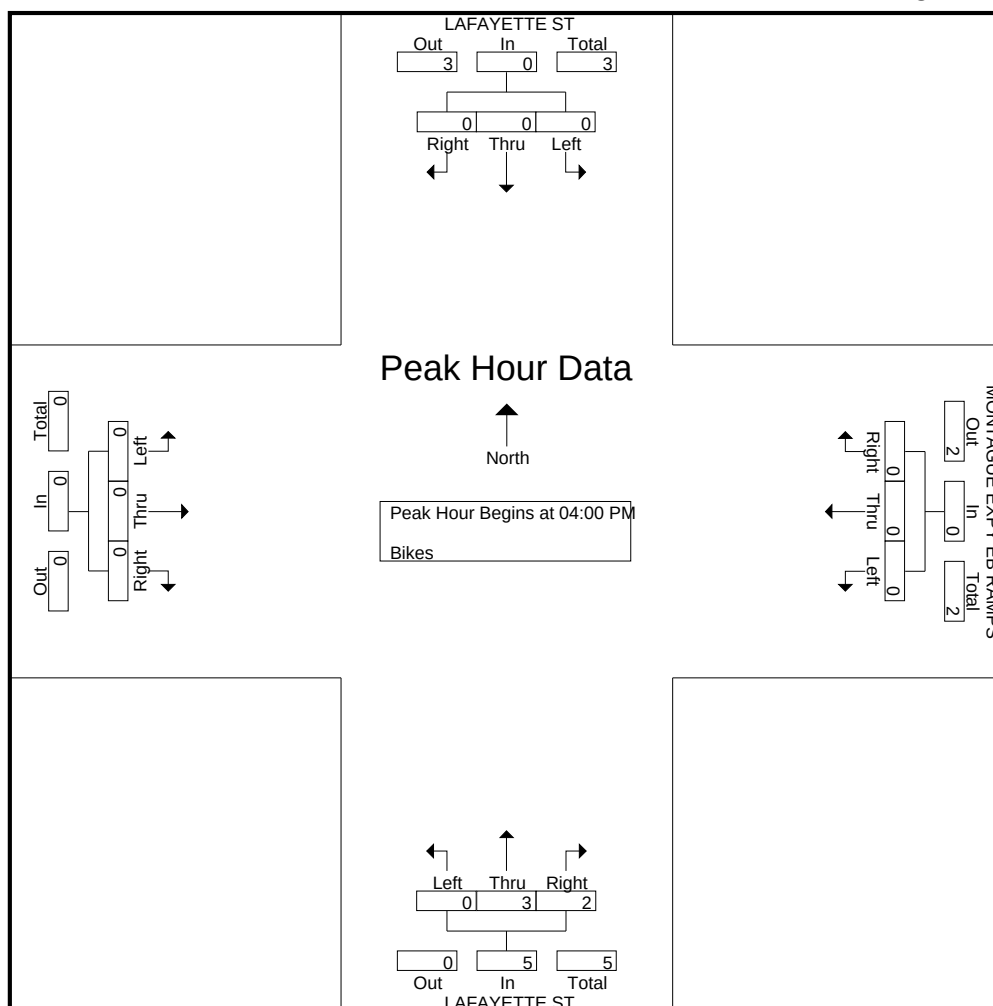
tdsbay@cs.com

File Name : 27PM FINAL

Site Code : 00000027

Start Date : 8/12/2014

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Traffic Data Service

Campbell, CA
(408) 377-2988
tdsbay@cs.com

File Name : 6AM FINAL

Site Code : 00000006

Start Date : 8/12/2014

Page No : 1

Groups Printed- Vehicles

	CALLE DE SOL Southbound					TASMAN DR Westbound					Northbound					TASMAN 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	17	0	14	0	31	15	87	0	2	104	0	0	0	0	0	0	22	9	0	31	166
07:15 AM	14	0	18	1	33	18	99	0	11	128	0	0	0	0	0	0	44	7	0	51	212
07:30 AM	24	0	9	0	33	35	157	0	7	199	0	0	0	0	0	0	55	12	0	67	299
07:45 AM	20	0	15	0	35	38	147	0	3	188	0	0	0	0	0	0	57	8	0	65	288
Total	75	0	56	1	132	106	490	0	23	619	0	0	0	0	0	0	178	36	0	214	965
08:00 AM	24	0	31	1	56	33	157	0	2	192	0	0	0	0	0	0	66	7	1	74	322
08:15 AM	34	0	31	0	65	43	192	0	14	249	0	0	0	0	0	0	59	11	0	70	384
08:30 AM	30	0	25	0	55	52	222	0	10	284	0	0	0	0	0	0	76	14	0	90	429
08:45 AM	43	0	35	0	78	37	273	0	13	323	0	0	0	0	0	0	43	8	0	51	452
Total	131	0	122	1	254	165	844	0	39	1048	0	0	0	0	0	0	244	40	1	285	1587
Grand Total	206	0	178	2	386	271	1334	0	62	1667	0	0	0	0	0	0	422	76	1	499	2552
Apprch %	53.4	0	46.1	0.5		16.3	80	0	3.7		0	0	0	0		0	84.6	15.2	0.2		
Total %	8.1	0	7	0.1	15.1	10.6	52.3	0	2.4	65.3	0	0	0	0	0	0	16.5	3	0	19.6	

	CALLE DE SOL Southbound				TASMAN DR Westbound				Northbound				TASMAN 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	24	0	31	55	33	157	0	190	0	0	0	0	0	66	7	73	318
08:15 AM	34	0	31	65	43	192	0	235	0	0	0	0	0	59	11	70	370
08:30 AM	30	0	25	55	52	222	0	274	0	0	0	0	0	76	14	90	419
08:45 AM	43	0	35	78	37	273	0	310	0	0	0	0	0	43	8	51	439
Total Volume	131	0	122	253	165	844	0	1009	0	0	0	0	0	244	40	284	1546
% App. Total	51.8	0	48.2		16.4	83.6	0		0	0	0		0	85.9	14.1		
PHF	.762	.000	.871	.811	.793	.773	.000	.814	.000	.000	.000	.000	.000	.803	.714	.789	.880

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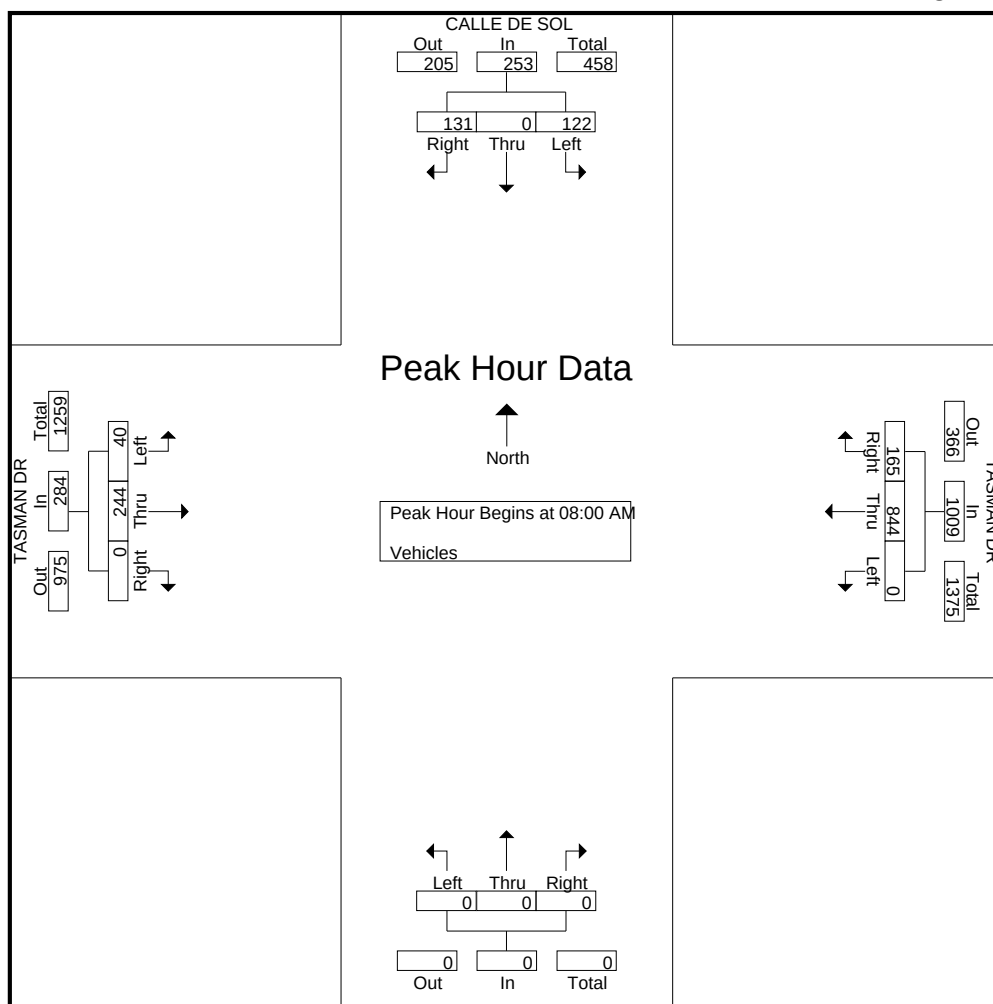
tdsbay@cs.com

File Name : 6AM FINAL

Site Code : 00000006

Start Date : 8/12/2014

Page No : 2



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Campbell, CA
(408) 377-2988
tdsbay@cs.com

File Name : 6PM FINAL

Site Code : 00000006

Start Date : 8/12/2014

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Groups Printed- Vehicles

	CALLE DE SOL Southbound					TASMAN DR Westbound					Northbound					TASMAN 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	16	0	36	0	52	28	64	0	9	101	0	0	0	0	0	0	160	21	0	181	334
04:15 PM	27	0	43	0	70	28	97	0	22	147	0	0	0	0	0	0	199	28	1	228	445
04:30 PM	21	0	42	3	66	25	92	0	11	128	0	0	0	0	0	0	208	27	2	237	431
04:45 PM	17	0	48	0	65	55	122	0	7	184	0	0	0	0	0	0	214	31	0	245	494
Total	81	0	169	3	253	136	375	0	49	560	0	0	0	0	0	0	781	107	3	891	1704
05:00 PM	18	0	57	0	75	63	116	0	3	182	0	0	0	0	0	0	249	27	0	276	533
05:15 PM	17	0	71	1	89	52	150	1	14	217	0	0	0	0	0	0	290	32	0	322	628
05:30 PM	20	0	71	1	92	68	153	0	25	246	0	0	0	0	0	0	258	35	0	293	631
05:45 PM	12	0	63	0	75	46	131	0	18	195	0	0	0	0	0	0	306	37	0	343	613
Total	67	0	262	2	331	229	550	1	60	840	0	0	0	0	0	0	1103	131	0	1234	2405
Grand Total	148	0	431	5	584	365	925	1	109	1400	0	0	0	0	0	0	1884	238	3	2125	4109
Apprch %	25.3	0	73.8	0.9		26.1	66.1	0.1	7.8		0	0	0	0		0	88.7	11.2	0.1		
Total %	3.6	0	10.5	0.1	14.2	8.9	22.5	0	2.7	34.1	0	0	0	0	0	0	45.9	5.8	0.1	51.7	

	CALLE DE SOL Southbound				TASMAN DR Westbound				Northbound				TASMAN 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	18	0	57	75	63	116	0	179	0	0	0	0	0	249	27	276	530
05:15 PM	17	0	71	88	52	150	1	203	0	0	0	0	0	290	32	322	613
05:30 PM	20	0	71	91	68	153	0	221	0	0	0	0	0	258	35	293	605
05:45 PM	12	0	63	75	46	131	0	177	0	0	0	0	0	306	37	343	595
Total Volume	67	0	262	329	229	550	1	780	0	0	0	0	0	1103	131	1234	2343
% App. Total	20.4	0	79.6		29.4	70.5	0.1		0	0	0		0	89.4	10.6		
PHF	.838	.000	.923	.904	.842	.899	.250	.882	.000	.000	.000	.000	.000	.901	.885	.899	.956

Traffic Data Service

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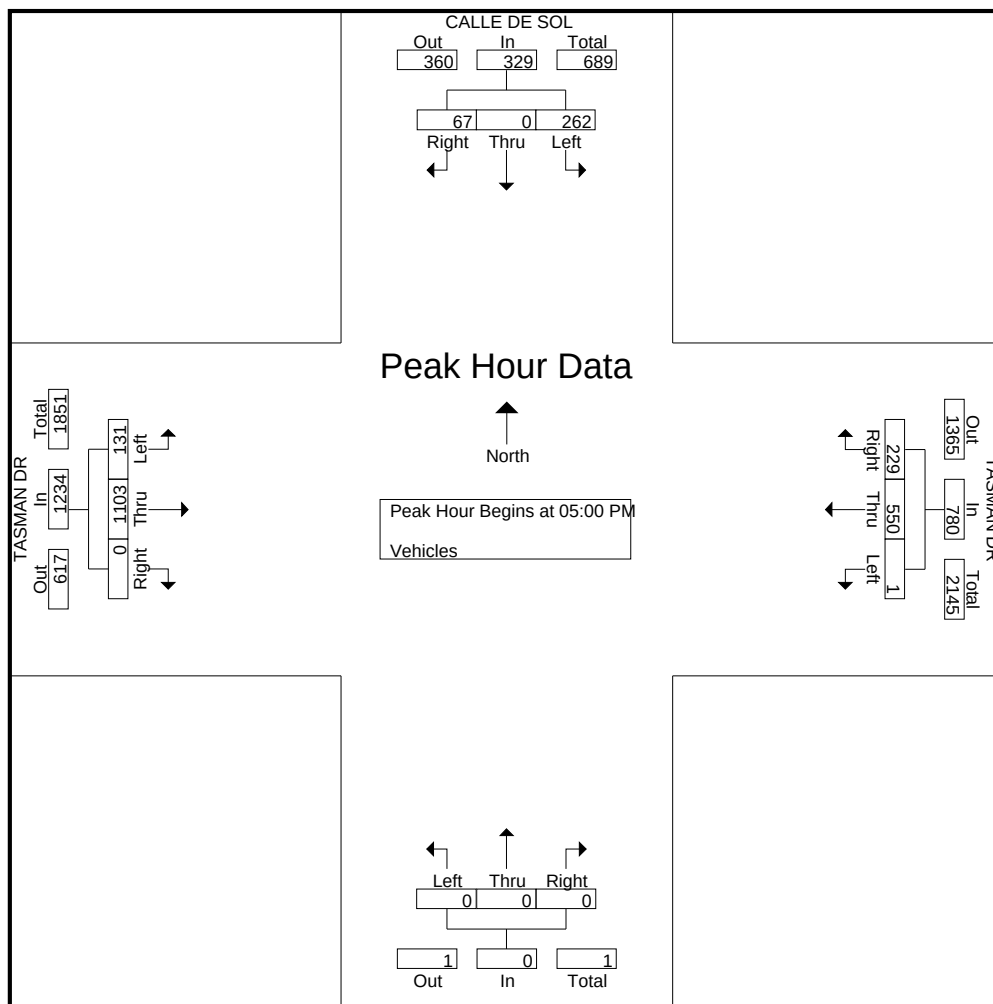
tdsbay@cs.com

File Name : 6PM FINAL

Site Code : 00000006

Start Date : 8/12/2014

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tdsbay@cs.com

File Name : 6AM FINAL

Site Code : 00000006

Start Date : 8/12/2014

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Groups Printed- Bikes

	CALLE DE SOL Southbound					TASMAN DR Westbound					Northbound					TASMAN 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	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
07:15 AM	0	0	5	0	5	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	8
07:30 AM	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	8	0	0	8	11
07:45 AM	0	0	1	0	1	0	5	0	0	5	0	0	0	0	0	0	5	0	0	5	11
Total	0	0	9	0	9	0	8	0	0	8	0	0	0	0	0	0	15	0	0	15	32
08:00 AM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	3	0	0	3	8
08:15 AM	0	0	5	0	5	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	10
08:30 AM	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	4	0	0	4	7
08:45 AM	0	0	3	0	3	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	9
Total	0	0	8	0	8	1	14	0	0	15	0	0	0	0	0	0	11	0	0	11	34
Grand Total	0	0	17	0	17	1	22	0	0	23	0	0	0	0	0	0	26	0	0	26	66
Apprch %	0	0	100	0		4.3	95.7	0	0		0	0	0	0	0	0	100	0	0		
Total %	0	0	25.8	0	25.8	1.5	33.3	0	0	34.8	0	0	0	0	0	0	39.4	0	0	39.4	

	CALLE DE SOL Southbound				TASMAN DR Westbound				Northbound				TASMAN 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 07:30 AM																	
07:30 AM	0	0	3	3	0	0	0	0	0	0	0	0	0	8	0	8	11
07:45 AM	0	0	1	1	0	5	0	5	0	0	0	0	0	5	0	5	11
08:00 AM	0	0	0	0	0	5	0	5	0	0	0	0	0	3	0	3	8
08:15 AM	0	0	5	5	0	3	0	3	0	0	0	0	0	2	0	2	10
Total Volume	0	0	9	9	0	13	0	13	0	0	0	0	0	18	0	18	40
% App. Total	0	0	100		0	100	0		0	0	0	0	0	100	0		
PHF	.000	.000	.450	.450	.000	.650	.000	.650	.000	.000	.000	.000	.000	.563	.000	.563	.909

Traffic Data Service

Campbell, CA

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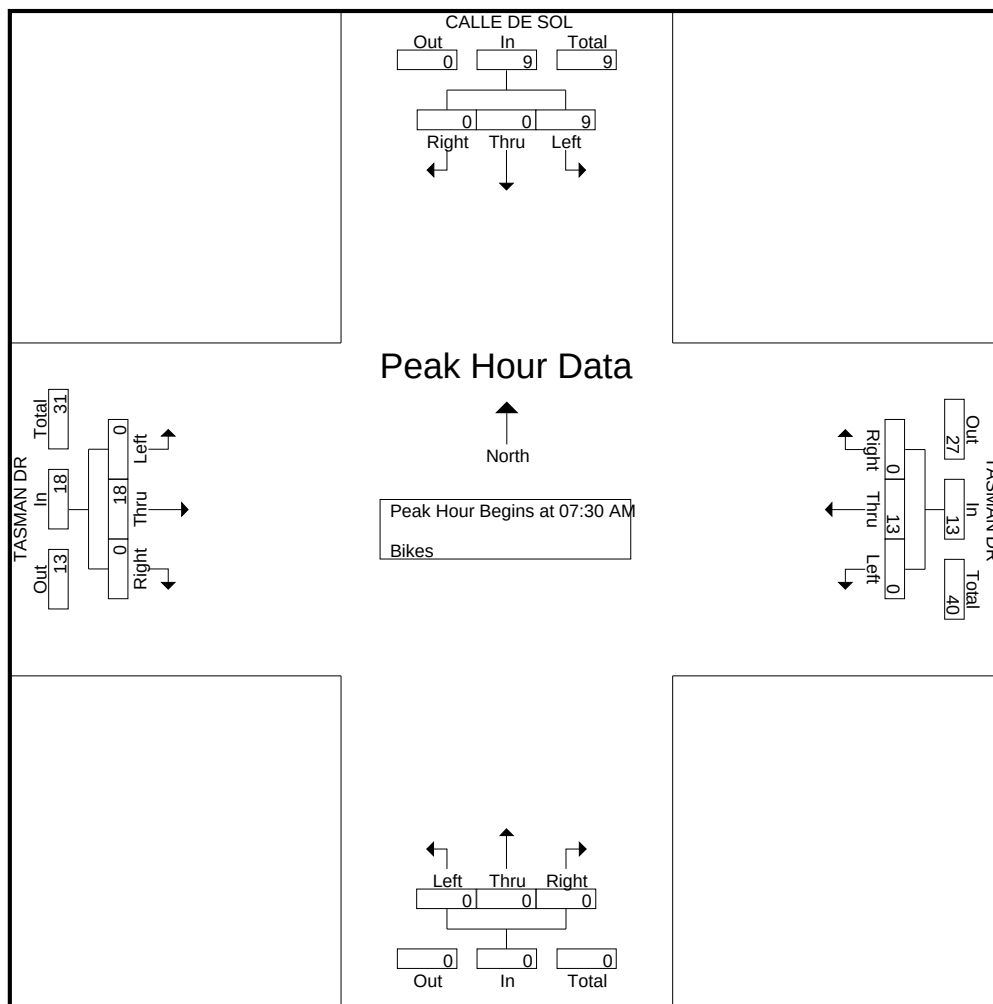
tdsbay@cs.com

File Name : 6AM FINAL

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tdsbay@cs.com

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Start Date : 8/12/2014

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Groups Printed- Bikes

	CALLE DE SOL Southbound					TASMAN DR Westbound					Northbound					TASMAN 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	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
04:15 PM	0	0	0	0	0	2	1	0	0	3	0	0	0	0	0	0	2	0	0	2	5
04:30 PM	0	0	1	0	1	2	3	0	0	5	0	0	0	0	0	0	0	0	0	0	6
04:45 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	3	0	0	3	4
Total	0	0	1	0	1	5	6	0	0	11	0	0	0	0	0	0	5	0	0	5	17
05:00 PM	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	2	0	0	2	4
05:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	4
05:30 PM	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	3	0	0	3	10
05:45 PM	0	0	1	0	1	5	4	0	0	9	0	0	0	0	0	0	4	0	0	4	14
Total	0	0	1	0	1	6	13	0	0	19	0	0	0	0	0	0	12	0	0	12	32
Grand Total	0	0	2	0	2	11	19	0	0	30	0	0	0	0	0	0	17	0	0	17	49
Apprch %	0	0	100	0		36.7	63.3	0	0		0	0	0	0		0	100	0	0		
Total %	0	0	4.1	0	4.1	22.4	38.8	0	0	61.2	0	0	0	0	0	0	34.7	0	0	34.7	

	CALLE DE SOL Southbound				TASMAN DR Westbound				Northbound				TASMAN 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	0	0	0	0	1	1	0	2	0	0	0	0	0	2	0	2	4
05:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	3	4
05:30 PM	0	0	0	0	0	7	0	7	0	0	0	0	0	3	0	3	10
05:45 PM	0	0	1	1	5	4	0	9	0	0	0	0	0	4	0	4	14
Total Volume	0	0	1	1	6	13	0	19	0	0	0	0	0	12	0	12	32
% App. Total	0	0	100		31.6	68.4	0		0	0	0		0	100	0		
PHF	.000	.000	.250	.250	.300	.464	.000	.528	.000	.000	.000	.000	.000	.750	.000	.750	.571

Traffic Data Service

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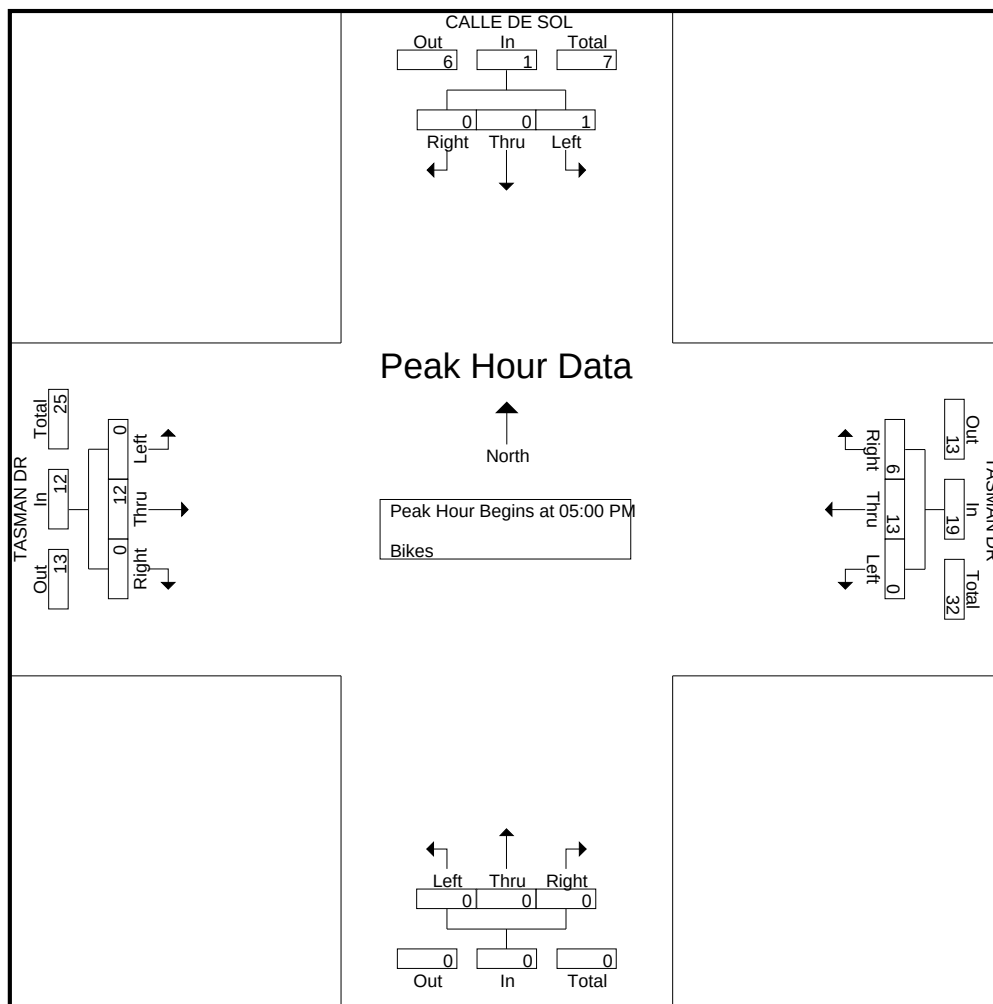
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Campbell, CA

(408) 377-2988

tdsbay@cs.com

File Name : 8AM FINAL

Site Code : 00000008

Start Date : 3/11/2014

Page No : 1

Groups Printed- Vehicles - Heavy Vehicles

	DRIVEWAY Southbound					TASMAN DR Westbound					LICK MILL BLVD Northbound					TASMAN 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	0	0	2	2	1	119	11	0	131	22	3	31	0	56	7	38	2	2	49	238
07:15 AM	0	0	0	1	1	1	138	16	1	156	29	2	30	2	63	12	48	1	2	63	283
07:30 AM	2	2	0	4	8	9	143	38	1	191	53	1	49	1	104	18	71	4	7	100	403
07:45 AM	1	2	0	3	6	3	142	52	1	198	74	6	55	1	136	14	76	9	3	102	442
Total	3	4	0	10	17	14	542	117	3	676	178	12	165	4	359	51	233	16	14	314	1366
08:00 AM	0	1	0	3	4	7	179	46	0	232	85	2	69	0	156	16	94	4	5	119	511
08:15 AM	0	0	0	4	4	2	171	16	0	189	75	1	63	2	141	12	147	7	6	172	506
08:30 AM	1	0	0	3	4	6	177	30	2	215	79	10	70	2	161	18	125	2	2	147	527
08:45 AM	0	1	1	6	8	5	140	21	0	166	92	13	90	4	199	17	132	5	6	160	533
Total	1	2	1	16	20	20	667	113	2	802	331	26	292	8	657	63	498	18	19	598	2077
09:00 AM	0	2	1	5	8	6	214	21	0	241	90	9	66	1	166	12	115	10	2	139	554
09:15 AM	1	0	0	1	2	6	162	24	3	195	108	5	69	3	185	14	140	2	4	160	542
09:30 AM	0	0	0	5	5	7	151	23	1	182	87	1	44	0	132	10	106	2	2	120	439
09:45 AM	0	1	0	5	6	5	139	24	1	169	85	4	48	2	139	16	119	3	4	142	456
Total	1	3	1	16	21	24	666	92	5	787	370	19	227	6	622	52	480	17	12	561	1991
Grand Total	5	9	2	42	58	58	1875	322	10	2265	879	57	684	18	1638	166	1211	51	45	1473	5434
Apprch %	8.6	15.5	3.4	72.4		2.6	82.8	14.2	0.4		53.7	3.5	41.8	1.1		11.3	82.2	3.5	3.1		
Total %	0.1	0.2	0	0.8	1.1	1.1	34.5	5.9	0.2	41.7	16.2	1	12.6	0.3	30.1	3.1	22.3	0.9	0.8	27.1	
Vehicles	5	9	2	42	58	58	1870	322	10	2260	878	57	681	18	1634	166	1204	51	45	1466	5418
% Vehicles	100	100	100	100	100	100	99.7	100	100	99.8	99.9	100	99.6	100	99.8	100	99.4	100	100	99.5	99.7
Heavy Vehicles	0	0	0	0	0	0	5	0	0	5	1	0	3	0	4	0	7	0	0	7	16
% Heavy Vehicles	0	0	0	0	0	0	0.3	0	0	0.2	0.1	0	0.4	0	0.2	0	0.6	0	0	0.5	0.3

	DRIVEWAY Southbound				TASMAN DR Westbound				LICK MILL BLVD Northbound				TASMAN 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 08:30 AM																	
08:30 AM	1	0	0	1	6	177	30	213	79	10	70	159	18	125	2	145	518
08:45 AM	0	1	1	2	5	140	21	166	92	13	90	195	17	132	5	154	517
09:00 AM	0	2	1	3	6	214	21	241	90	9	66	165	12	115	10	137	546
09:15 AM	1	0	0	1	6	162	24	192	108	5	69	182	14	140	2	156	531
Total Volume	2	3	2	7	23	693	96	812	369	37	295	701	61	512	19	592	2112
% App. Total	28.6	42.9	28.6		2.8	85.3	11.8		52.6	5.3	42.1		10.3	86.5	3.2		
PHF	.500	.375	.500	.583	.958	.810	.800	.842	.854	.712	.819	.899	.847	.914	.475	.949	.967

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Campbell, CA

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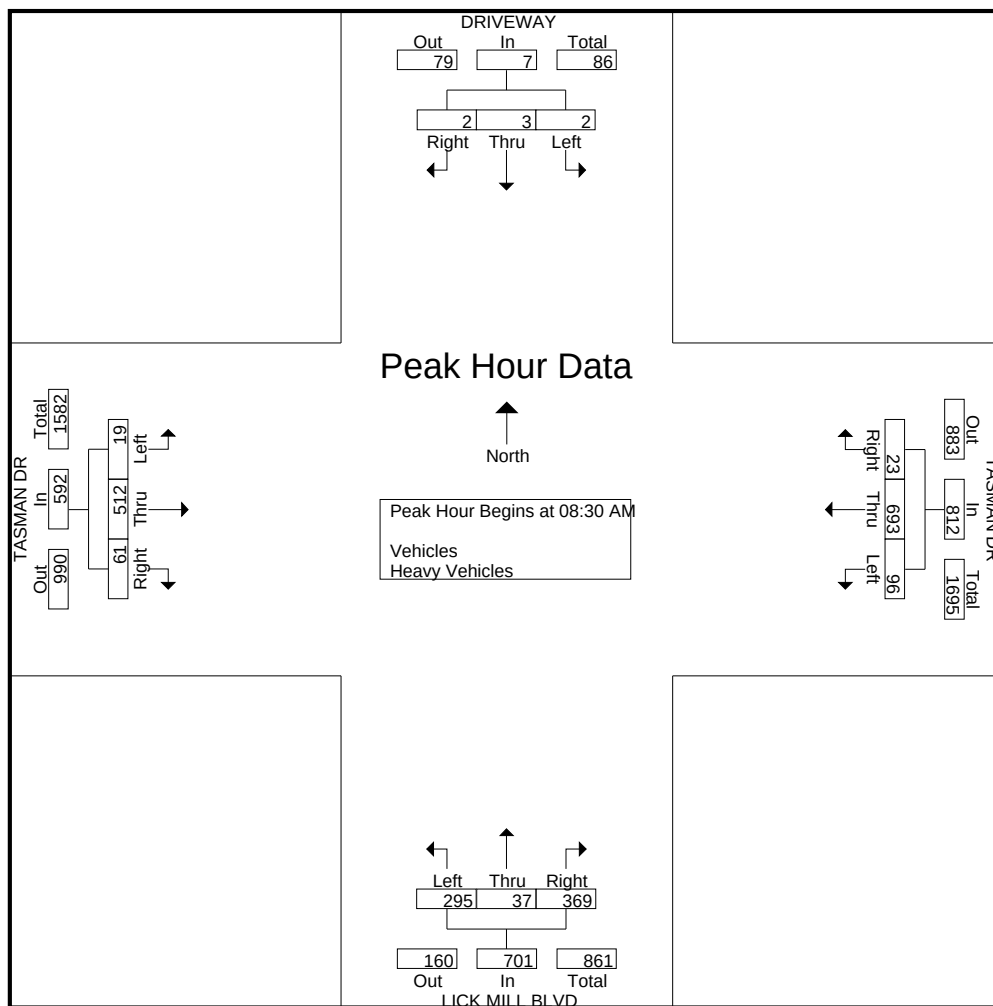
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Groups Printed- Vehicles

	DRIVEWAY Southbound					TASMAN DR Westbound					LICK MILL BLVD Northbound					TASMAN 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	0	0	2	2	1	119	11	0	131	22	3	31	0	56	7	37	2	2	48	237
07:15 AM	0	0	0	1	1	1	138	16	1	156	29	2	30	2	63	12	47	1	2	62	282
07:30 AM	2	2	0	4	8	9	142	38	1	190	53	1	49	1	104	18	71	4	7	100	402
07:45 AM	1	2	0	3	6	3	142	52	1	198	74	6	55	1	136	14	76	9	3	102	442
Total	3	4	0	10	17	14	541	117	3	675	178	12	165	4	359	51	231	16	14	312	1363
08:00 AM	0	1	0	3	4	7	178	46	0	231	85	2	69	0	156	16	93	4	5	118	509
08:15 AM	0	0	0	4	4	2	170	16	0	188	75	1	63	2	141	12	147	7	6	172	505
08:30 AM	1	0	0	3	4	6	176	30	2	214	79	10	67	2	158	18	125	2	2	147	523
08:45 AM	0	1	1	6	8	5	140	21	0	166	92	13	90	4	199	17	131	5	6	159	532
Total	1	2	1	16	20	20	664	113	2	799	331	26	289	8	654	63	496	18	19	596	2069
09:00 AM	0	2	1	5	8	6	214	21	0	241	89	9	66	1	165	12	112	10	2	136	550
09:15 AM	1	0	0	1	2	6	162	24	3	195	108	5	69	3	185	14	140	2	4	160	542
09:30 AM	0	0	0	5	5	7	150	23	1	181	87	1	44	0	132	10	106	2	2	120	438
09:45 AM	0	1	0	5	6	5	139	24	1	169	85	4	48	2	139	16	119	3	4	142	456
Total	1	3	1	16	21	24	665	92	5	786	369	19	227	6	621	52	477	17	12	558	1986
Grand Total	5	9	2	42	58	58	1870	322	10	2260	878	57	681	18	1634	166	1204	51	45	1466	5418
Apprch %	8.6	15.5	3.4	72.4		2.6	82.7	14.2	0.4		53.7	3.5	41.7	1.1		11.3	82.1	3.5	3.1		
Total %	0.1	0.2	0	0.8	1.1	1.1	34.5	5.9	0.2	41.7	16.2	1.1	12.6	0.3	30.2	3.1	22.2	0.9	0.8	27.1	

	DRIVEWAY Southbound				TASMAN DR Westbound				LICK MILL BLVD Northbound				TASMAN 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 08:30 AM																	
08:30 AM	1	0	0	1	6	176	30	212	79	10	67	156	18	125	2	145	514
08:45 AM	0	1	1	2	5	140	21	166	92	13	90	195	17	131	5	153	516
09:00 AM	0	2	1	3	6	214	21	241	89	9	66	164	12	112	10	134	542
09:15 AM	1	0	0	1	6	162	24	192	108	5	69	182	14	140	2	156	531
Total Volume	2	3	2	7	23	692	96	811	368	37	292	697	61	508	19	588	2103
% App. Total	28.6	42.9	28.6		2.8	85.3	11.8		52.8	5.3	41.9		10.4	86.4	3.2		
PHF	.500	.375	.500	.583	.958	.808	.800	.841	.852	.712	.811	.894	.847	.907	.475	.942	.970

Traffic Data Service

Campbell, CA

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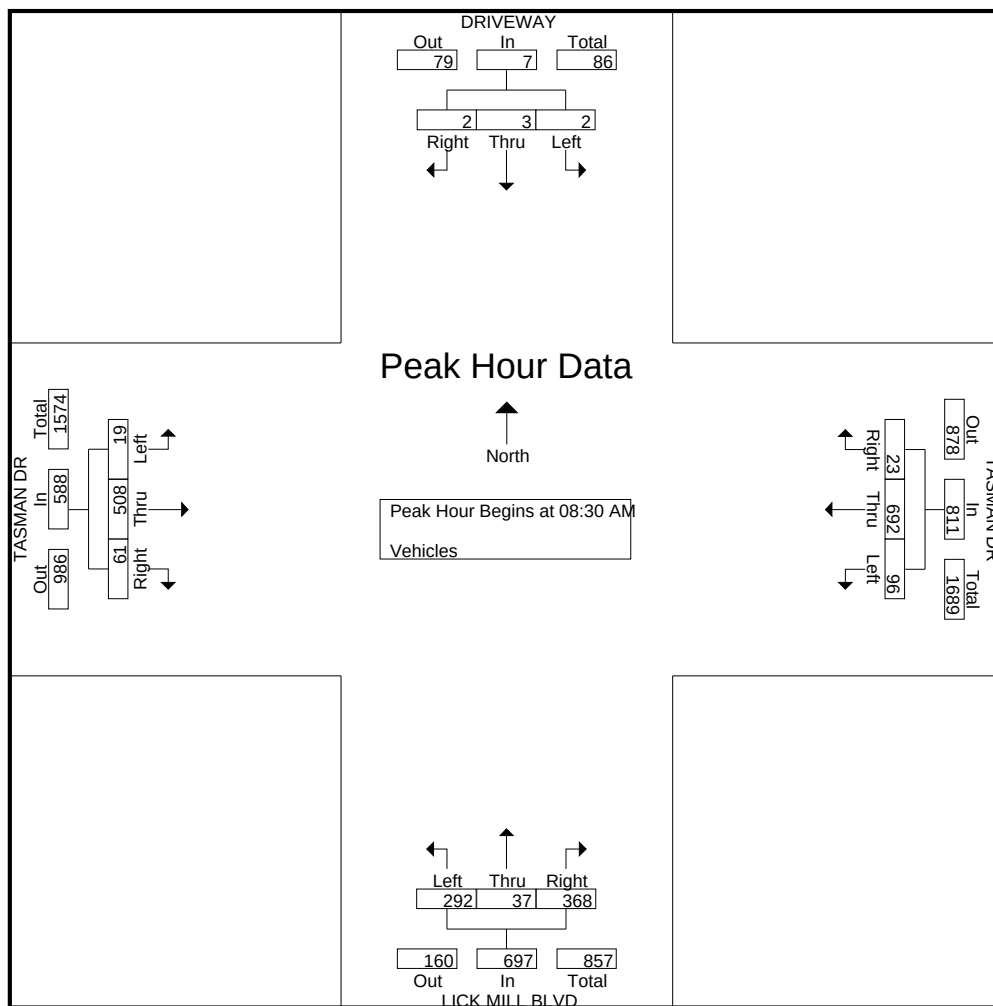
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Groups Printed- Bikes

	DRIVEWAY Southbound					TASMAN DR Westbound					LICK MILL BLVD Northbound					TASMAN 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	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
07:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	1	3	0	0	4	6
07:30 AM	0	0	0	0	0	0	1	0	1	2	2	0	0	0	2	0	4	0	0	4	8
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	0	4	0	1	5	2	0	1	0	3	1	8	0	0	9	17
08:00 AM	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	0	1	0	0	1	4
08:15 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	6	0	0	6	8
08:30 AM	0	0	0	0	0	1	4	0	0	5	1	0	1	0	2	0	1	0	0	1	8
08:45 AM	0	0	0	0	0	0	5	0	0	5	0	0	2	0	2	0	7	0	0	7	14
Total	0	0	0	0	0	1	13	0	0	14	2	0	3	0	5	0	15	0	0	15	34
09:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	5
09:15 AM	0	0	0	0	0	0	4	0	0	4	0	0	1	0	1	0	2	0	0	2	7
09:30 AM	0	0	0	0	0	0	2	0	0	2	0	0	2	0	2	0	2	0	0	2	6
09:45 AM	0	0	0	0	0	0	2	0	0	2	1	0	1	0	2	0	2	0	0	2	6
Total	0	0	0	0	0	0	9	0	0	9	1	0	4	0	5	0	10	0	0	10	24
Grand Total	0	0	0	0	0	1	26	0	1	28	5	0	8	0	13	1	33	0	0	34	75
Apprch %	0	0	0	0		3.6	92.9	0	3.6		38.5	0	61.5	0		2.9	97.1	0	0		
Total %	0	0	0	0	0	1.3	34.7	0	1.3	37.3	6.7	0	10.7	0	17.3	1.3	44	0	0	45.3	

	DRIVEWAY Southbound					TASMAN DR Westbound					LICK MILL BLVD Northbound					TASMAN 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 08:15 AM																					
08:15 AM	0	0	0	0		0	2	0	2		0	0	0	0		0	6	0	6		8
08:30 AM	0	0	0	0		1	4	0	5		1	0	1	2		0	1	0	1		8
08:45 AM	0	0	0	0		0	5	0	5		0	0	2	2		0	7	0	7		14
09:00 AM	0	0	0	0		0	1	0	1		0	0	0	0		0	4	0	4		5
Total Volume	0	0	0	0		1	12	0	13		1	0	3	4		0	18	0	18		35
% App. Total	0	0	0			7.7	92.3	0			25	0	75			0	100	0			
PHF	.000	.000	.000	.000		.250	.600	.000	.650		.250	.000	.375	.500		.000	.643	.000	.643		.625

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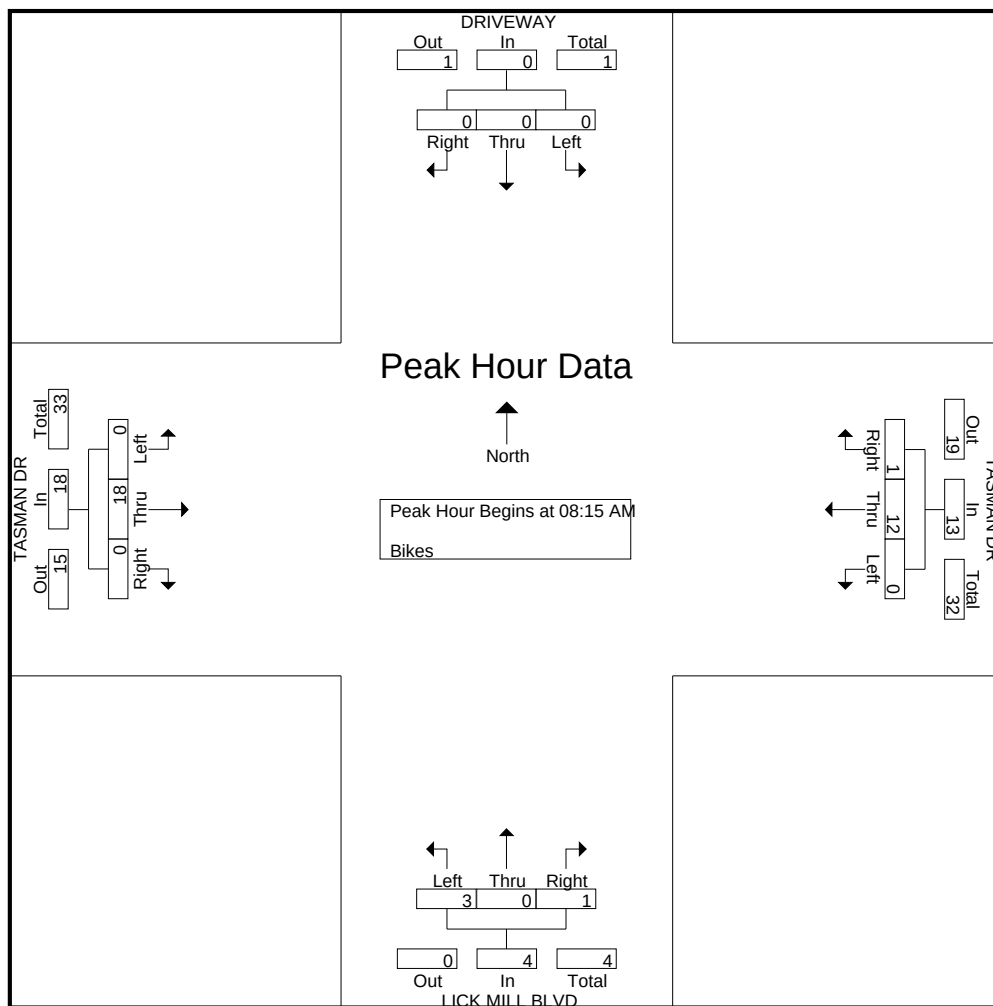
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Groups Printed- Heavy Vehicles

	DRIVEWAY Southbound					TASMAN DR Westbound					LICK MILL BLVD Northbound					TASMAN 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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
07:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	0	2	3
08:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	0	1	2
08:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	3	0	3	0	0	0	0	0	0	4
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
Total	0	0	0	0	0	0	3	0	0	3	0	0	3	0	3	0	2	0	0	0	2	8
09:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	3	0	0	0	3	4
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	3	0	0	0	3	5
Grand Total	0	0	0	0	0	0	5	0	0	5	1	0	3	0	4	0	7	0	0	0	7	16
Apprch %	0	0	0	0		0	100	0	0		25	0	75	0		0	100	0	0			
Total %	0	0	0	0	0	0	31.2	0	0	31.2	6.2	0	18.8	0	25	0	43.8	0	0	43.8		

	DRIVEWAY Southbound					TASMAN DR Westbound					LICK MILL BLVD Northbound					TASMAN 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 08:15 AM																					
08:15 AM	0	0	0	0		0	1	0	1		0	0	0	0		0	0	0	0		1
08:30 AM	0	0	0	0		0	1	0	1		0	0	3	3		0	0	0	0		4
08:45 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	1	0	1		1
09:00 AM	0	0	0	0		0	0	0	0		1	0	0	1		0	3	0	3		4
Total Volume	0	0	0	0		0	2	0	2		1	0	3	4		0	4	0	4		10
% App. Total	0	0	0			0	100	0			25	0	75			0	100	0			
PHF	.000	.000	.000	.000		.000	.500	.000	.500		.250	.000	.250	.333		.000	.333	.000	.333		.625

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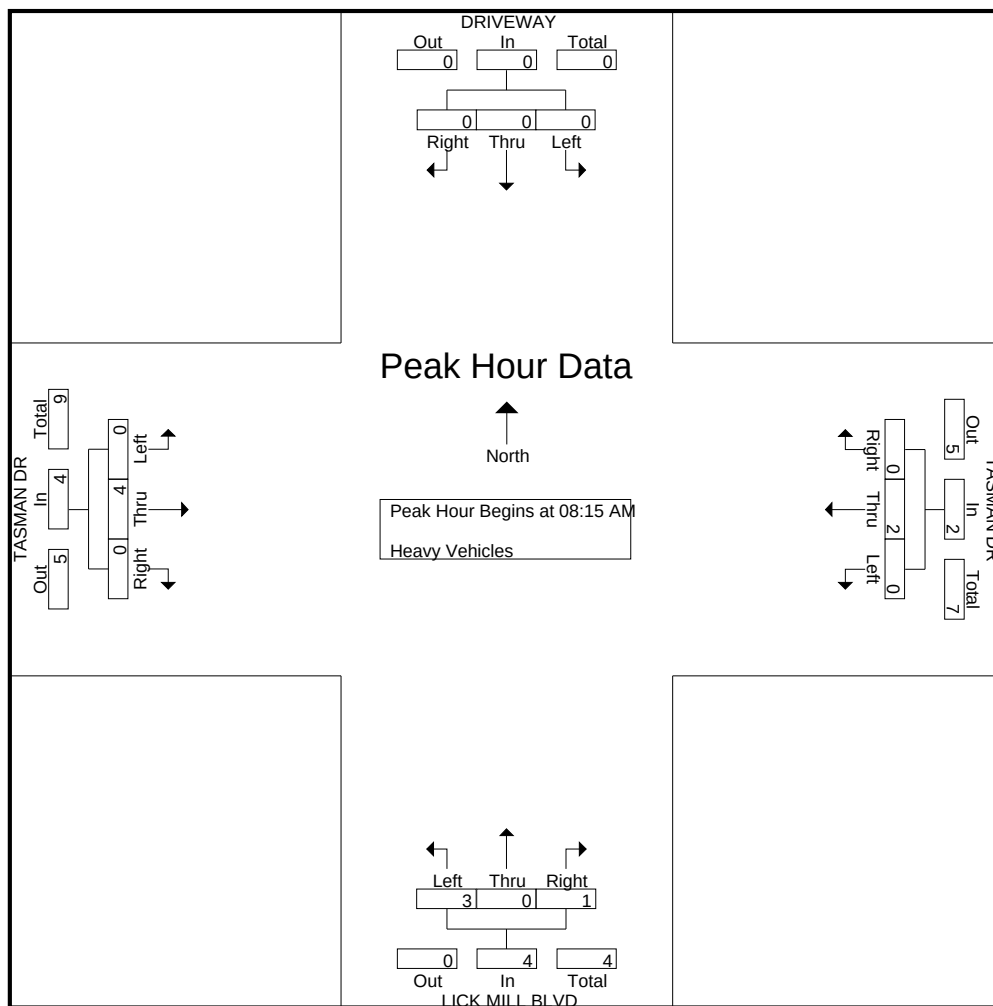
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Traffic Data Service

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File Name : 8PM FINAL

Site Code : 00000008

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Groups Printed- Vehicles - Heavy Vehicles

	DRIVEWAY Southbound					TASMAN DR Westbound					LICK MILL BLVD Northbound					TASMAN 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	1	4	2	4	11	2	86	32	3	123	43	0	11	0	54	62	146	4	4	216	404
04:15 PM	4	5	2	13	24	0	109	46	1	156	30	2	18	7	57	56	159	1	9	225	462
04:30 PM	3	8	7	8	26	1	131	42	2	176	35	0	11	5	51	71	197	3	13	284	537
04:45 PM	1	7	6	1	15	1	145	66	0	212	39	0	25	6	70	72	222	1	2	297	594
Total	9	24	17	26	76	4	471	186	6	667	147	2	65	18	232	261	724	9	28	1022	1997
05:00 PM	2	2	4	4	12	3	224	71	5	303	31	1	17	3	52	96	233	1	3	333	700
05:15 PM	2	14	7	0	23	7	235	78	0	320	50	0	22	3	75	101	260	2	0	363	781
05:30 PM	1	7	6	0	14	4	200	65	2	271	34	0	15	7	56	122	278	1	0	401	742
05:45 PM	2	12	1	0	15	8	208	75	1	292	55	1	28	6	90	130	292	1	0	423	820
Total	7	35	18	4	64	22	867	289	8	1186	170	2	82	19	273	449	1063	5	3	1520	3043
06:00 PM	3	8	6	2	19	5	198	69	5	277	42	0	6	5	53	115	244	2	2	363	712
06:15 PM	2	10	5	8	25	6	141	72	2	221	56	1	15	7	79	104	288	3	2	397	722
06:30 PM	2	4	3	8	17	1	140	65	0	206	52	0	17	0	69	99	282	1	1	383	675
06:45 PM	3	1	4	3	11	0	137	57	0	194	49	0	11	2	62	94	229	3	0	326	593
Total	10	23	18	21	72	12	616	263	7	898	199	1	49	14	263	412	1043	9	5	1469	2702
Grand Total	26	82	53	51	212	38	1954	738	21	2751	516	5	196	51	768	1122	2830	23	36	4011	7742
Apprch %	12.3	38.7	25	24.1		1.4	71	26.8	0.8		67.2	0.7	25.5	6.6		28	70.6	0.6	0.9		
Total %	0.3	1.1	0.7	0.7	2.7	0.5	25.2	9.5	0.3	35.5	6.7	0.1	2.5	0.7	9.9	14.5	36.6	0.3	0.5	51.8	
Vehicles	26	82	53	51	212	38	1953	737	21	2749	516	5	196	51	768	1121	2825	23	36	4005	7734
% Vehicles	100	100	100	100	100	100	99.9	99.9	100	99.9	100	100	100	100	100	99.9	99.8	100	100	99.9	99.9
Heavy Vehicles	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	1	5	0	0	6	8
% Heavy Vehicles	0	0	0	0	0	0	0.1	0.1	0	0.1	0	0	0	0	0	0.1	0.2	0	0	0.1	0.1

	DRIVEWAY Southbound					TASMAN DR Westbound					LICK MILL BLVD Northbound					TASMAN 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 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:15 PM																					
05:15 PM	2	14	7	23		7	235	78	320		50	0	22	72		101	260	2	363		778
05:30 PM	1	7	6	14		4	200	65	269		34	0	15	49		122	278	1	401		733
05:45 PM	2	12	1	15		8	208	75	291		55	1	28	84		130	292	1	423		813
06:00 PM	3	8	6	17		5	198	69	272		42	0	6	48		115	244	2	361		698
Total Volume	8	41	20	69		24	841	287	1152		181	1	71	253		468	1074	6	1548		3022
% App. Total	11.6	59.4	29			2.1	73	24.9			71.5	0.4	28.1			30.2	69.4	0.4			
PHF	.667	.732	.714	.750		.750	.895	.920	.900		.823	.250	.634	.753		.900	.920	.750	.915		.929

Traffic Data Service

Campbell, CA

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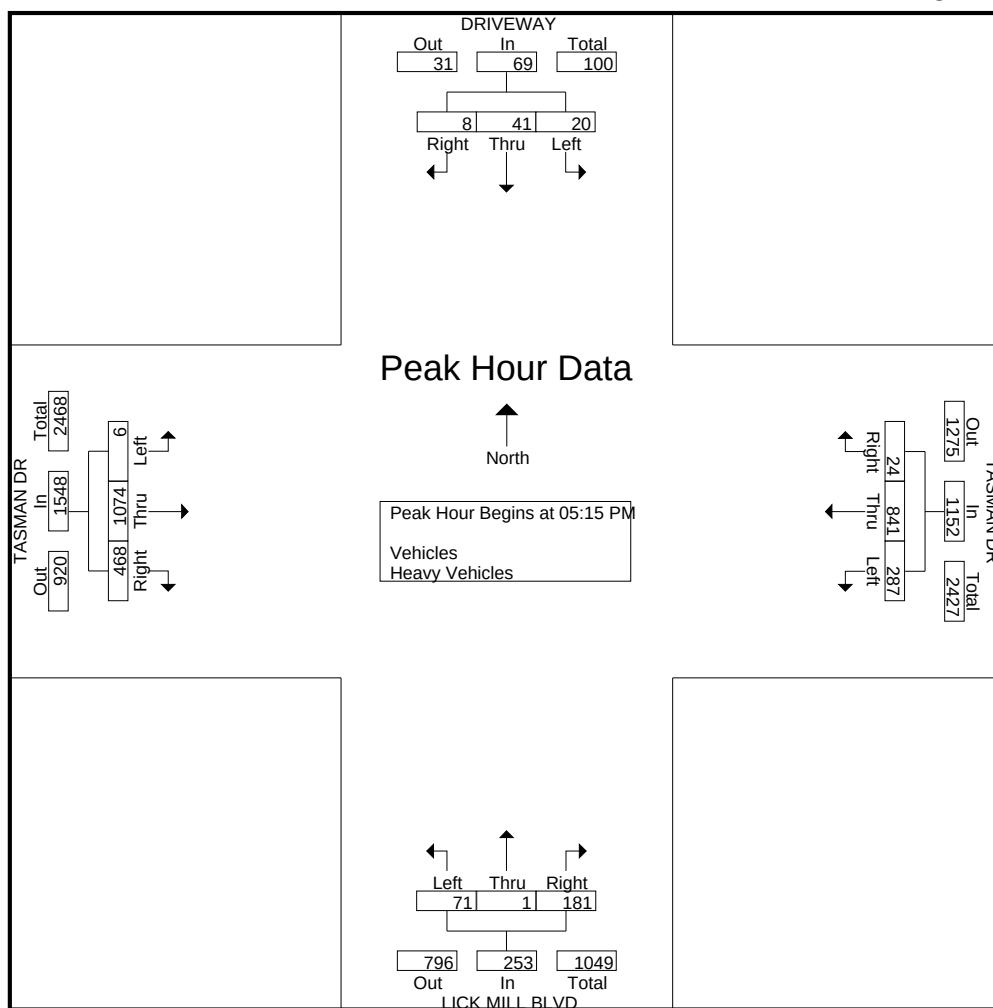
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Groups Printed- Vehicles

	DRIVEWAY Southbound					TASMAN DR Westbound					LICK MILL BLVD Northbound					TASMAN 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	1	4	2	4	11	2	86	32	3	123	43	0	11	0	54	62	146	4	4	216	404
04:15 PM	4	5	2	13	24	0	109	46	1	156	30	2	18	7	57	56	159	1	9	225	462
04:30 PM	3	8	7	8	26	1	131	42	2	176	35	0	11	5	51	70	197	3	13	283	536
04:45 PM	1	7	6	1	15	1	145	65	0	211	39	0	25	6	70	72	221	1	2	296	592
Total	9	24	17	26	76	4	471	185	6	666	147	2	65	18	232	260	723	9	28	1020	1994
05:00 PM	2	2	4	4	12	3	223	71	5	302	31	1	17	3	52	96	233	1	3	333	699
05:15 PM	2	14	7	0	23	7	235	78	0	320	50	0	22	3	75	101	260	2	0	363	781
05:30 PM	1	7	6	0	14	4	200	65	2	271	34	0	15	7	56	122	278	1	0	401	742
05:45 PM	2	12	1	0	15	8	208	75	1	292	55	1	28	6	90	130	290	1	0	421	818
Total	7	35	18	4	64	22	866	289	8	1185	170	2	82	19	273	449	1061	5	3	1518	3040
06:00 PM	3	8	6	2	19	5	198	69	5	277	42	0	6	5	53	115	243	2	2	362	711
06:15 PM	2	10	5	8	25	6	141	72	2	221	56	1	15	7	79	104	287	3	2	396	721
06:30 PM	2	4	3	8	17	1	140	65	0	206	52	0	17	0	69	99	282	1	1	383	675
06:45 PM	3	1	4	3	11	0	137	57	0	194	49	0	11	2	62	94	229	3	0	326	593
Total	10	23	18	21	72	12	616	263	7	898	199	1	49	14	263	412	1041	9	5	1467	2700
Grand Total	26	82	53	51	212	38	1953	737	21	2749	516	5	196	51	768	1121	2825	23	36	4005	7734
Apprch %	12.3	38.7	25	24.1		1.4	71	26.8	0.8		67.2	0.7	25.5	6.6		28	70.5	0.6	0.9		
Total %	0.3	1.1	0.7	0.7	2.7	0.5	25.3	9.5	0.3	35.5	6.7	0.1	2.5	0.7	9.9	14.5	36.5	0.3	0.5	51.8	

	DRIVEWAY Southbound				TASMAN DR Westbound				LICK MILL BLVD Northbound				TASMAN 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 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:15 PM																	
05:15 PM	2	14	7	23	7	235	78	320	50	0	22	72	101	260	2	363	778
05:30 PM	1	7	6	14	4	200	65	269	34	0	15	49	122	278	1	401	733
05:45 PM	2	12	1	15	8	208	75	291	55	1	28	84	130	290	1	421	811
06:00 PM	3	8	6	17	5	198	69	272	42	0	6	48	115	243	2	360	697
Total Volume	8	41	20	69	24	841	287	1152	181	1	71	253	468	1071	6	1545	3019
% App. Total	11.6	59.4	29		2.1	73	24.9		71.5	0.4	28.1		30.3	69.3	0.4		
PHF	.667	.732	.714	.750	.750	.895	.920	.900	.823	.250	.634	.753	.900	.923	.750	.917	.931

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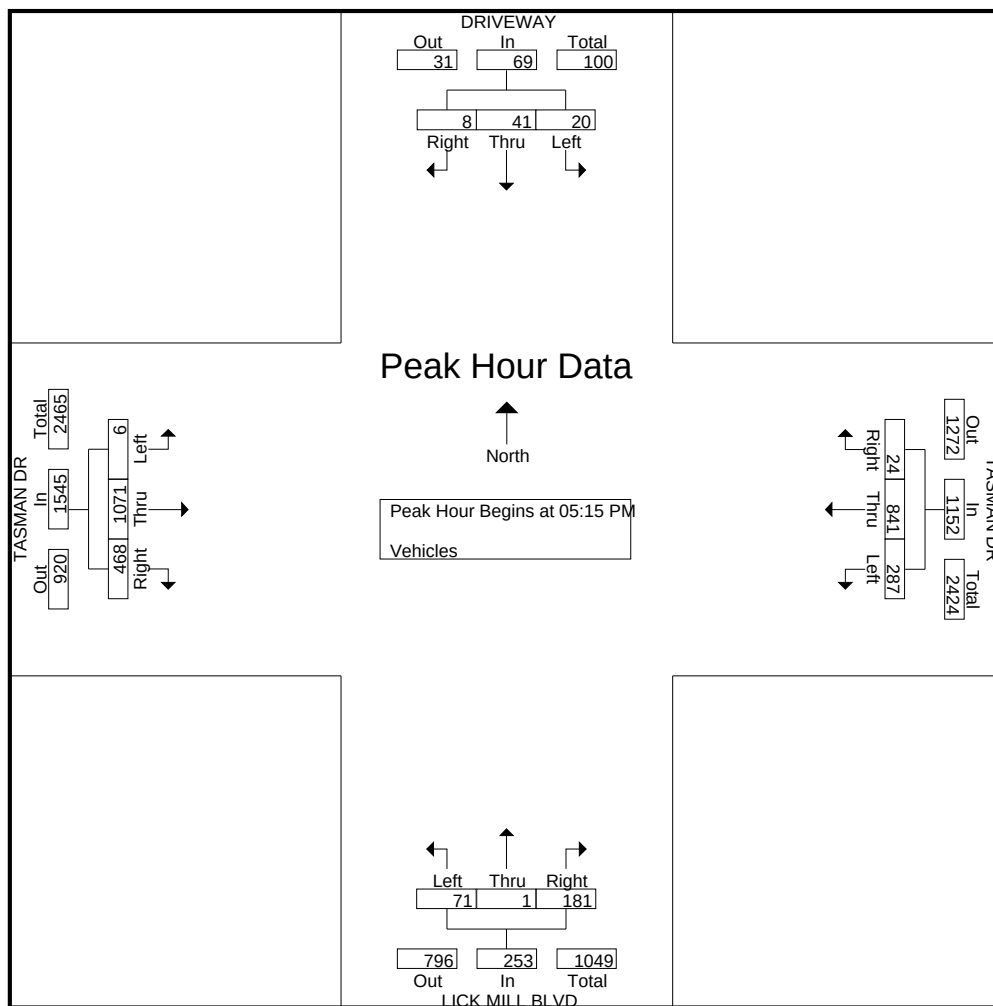
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Groups Printed- Bikes

	DRIVEWAY Southbound					TASMAN DR Westbound					LICK MILL BLVD Northbound					TASMAN 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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
04:30 PM	0	0	0	0	0	0	0	1	1	2	0	0	1	0	1	0	1	0	0	1	4
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	1	1	2	0	0	1	0	1	0	2	0	0	2	5
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
05:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3
05:30 PM	0	0	0	0	0	0	1	2	0	3	0	0	0	0	0	1	1	0	0	2	5
05:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	2	0	0	3	4
Total	0	0	0	0	0	0	4	2	0	6	0	0	0	0	0	2	5	0	0	7	13
06:00 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	6
06:15 PM	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	2	0	0	0	2	5
06:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	2
06:45 PM	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	1	0	0	0	1	3
Total	0	0	0	0	0	2	7	0	0	9	0	0	0	0	0	4	3	0	0	7	16
Grand Total	0	0	0	0	0	2	11	3	1	17	0	0	1	0	1	6	10	0	0	16	34
Apprch %	0	0	0	0		11.8	64.7	17.6	5.9		0	0	100	0		37.5	62.5	0	0		
Total %	0	0	0	0	0	5.9	32.4	8.8	2.9	50	0	0	2.9	0	2.9	17.6	29.4	0	0	47.1	

	DRIVEWAY Southbound					TASMAN DR Westbound					LICK MILL BLVD Northbound					TASMAN 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 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:30 PM																					
05:30 PM	0	0	0	0		0	1	2	3		0	0	0	0		1	1	0	2		5
05:45 PM	0	0	0	0		0	1	0	1		0	0	0	0		1	2	0	3		4
06:00 PM	0	0	0	0		0	3	0	3		0	0	0	0		0	3	0	3		6
06:15 PM	0	0	0	0		1	2	0	3		0	0	0	0		2	0	0	2		5
Total Volume	0	0	0	0		1	7	2	10		0	0	0	0		4	6	0	10		20
% App. Total	0	0	0			10	70	20			0	0	0			40	60	0			
PHF	.000	.000	.000	.000		.250	.583	.250	.833		.000	.000	.000	.000		.500	.500	.000	.833		.833

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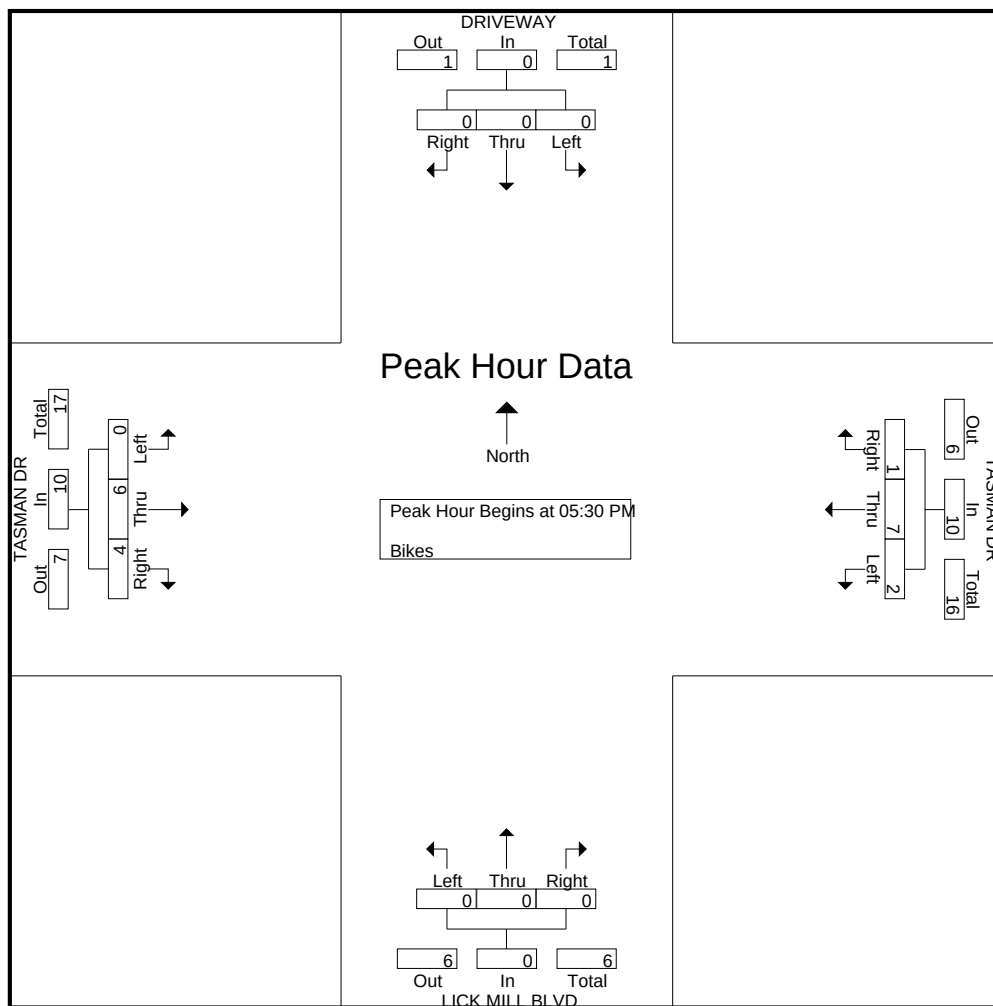
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Groups Printed- Heavy Vehicles

	DRIVEWAY Southbound					TASMAN DR Westbound					LICK MILL BLVD Northbound					TASMAN 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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
04:45 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	0	0	1	2
Total	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	1	0	0	2	3
05:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
Grand Total	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	1	5	0	0	6	8
Apprch %	0	0	0	0		0	50	50	0		0	0	0	0		16.7	83.3	0	0		
Total %	0	0	0	0	0	0	12.5	12.5	0	25	0	0	0	0	0	12.5	62.5	0	0	75	

	DRIVEWAY Southbound				TASMAN DR Westbound				LICK MILL BLVD Northbound				TASMAN 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 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
04:45 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	1	0	1	2
05:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	1	1	2	0	0	0	0	1	1	0	2	4
% App. Total	0	0	0		0	50	50		0	0	0		50	50	0		
PHF	.000	.000	.000	.000	.000	.250	.250	.500	.000	.000	.000	.000	.250	.250	.000	.500	.500

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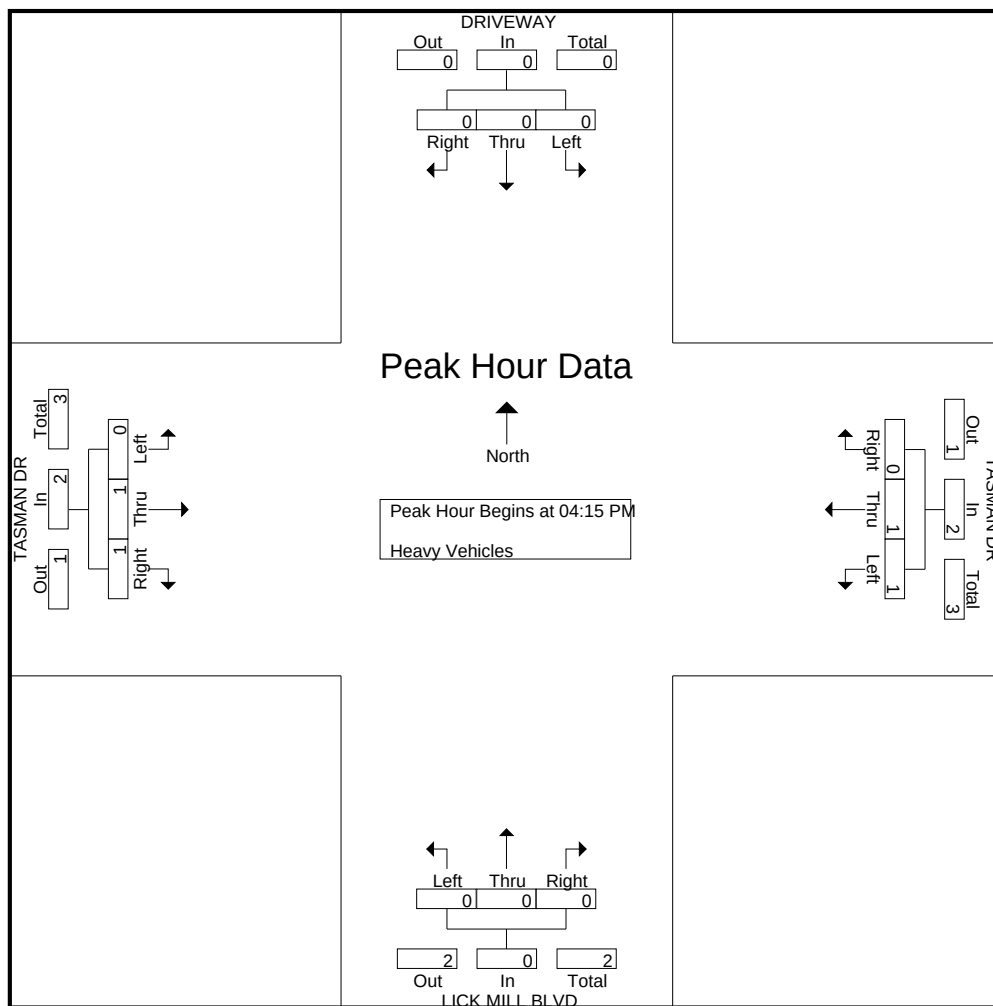
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File Name : 115AM FINAL

Site Code : 00000115

Start Date : 1/8/2015

Page No : 1

Groups Printed- Vehicles

	LICK MILL BLVD Southbound					CARLYLE CT Westbound					LICK MILL BLVD Northbound					HOPE 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	3	35	0	0	38	0	2	4	1	7	0	40	7	0	47	12	0	8	4	24	116
07:15 AM	12	41	0	1	54	0	1	3	0	4	2	37	9	0	48	8	0	11	2	21	127
07:30 AM	8	50	1	2	61	4	4	6	2	16	0	68	11	0	79	33	0	8	4	45	201
07:45 AM	10	88	0	2	100	2	3	7	1	13	0	73	39	0	112	69	1	12	2	84	309
Total	33	214	1	5	253	6	10	20	4	40	2	218	66	0	286	122	1	39	12	174	753
08:00 AM	13	62	0	2	77	1	15	6	4	26	1	97	89	2	189	105	3	22	2	132	424
08:15 AM	12	33	0	1	46	2	5	10	3	20	2	109	16	1	128	23	3	18	2	46	240
08:30 AM	15	42	0	1	58	1	2	3	3	9	1	109	14	2	126	24	0	24	2	50	243
08:45 AM	16	42	1	1	60	0	4	4	19	27	1	111	17	0	129	21	1	29	0	51	267
Total	56	179	1	5	241	4	26	23	29	82	5	426	136	5	572	173	7	93	6	279	1174
Grand Total	89	393	2	10	494	10	36	43	33	122	7	644	202	5	858	295	8	132	18	453	1927
Apprch %	18	79.6	0.4	2		8.2	29.5	35.2	27		0.8	75.1	23.5	0.6		65.1	1.8	29.1	4		
Total %	4.6	20.4	0.1	0.5	25.6	0.5	1.9	2.2	1.7	6.3	0.4	33.4	10.5	0.3	44.5	15.3	0.4	6.9	0.9	23.5	

	LICK MILL BLVD Southbound				CARLYLE CT Westbound				LICK MILL BLVD Northbound				HOPE 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 07:45 AM																	
07:45 AM	10	88	0	98	2	3	7	12	0	73	39	112	69	1	12	82	304
08:00 AM	13	62	0	75	1	15	6	22	1	97	89	187	105	3	22	130	414
08:15 AM	12	33	0	45	2	5	10	17	2	109	16	127	23	3	18	44	233
08:30 AM	15	42	0	57	1	2	3	6	1	109	14	124	24	0	24	48	235
Total Volume	50	225	0	275	6	25	26	57	4	388	158	550	221	7	76	304	1186
% App. Total	18.2	81.8	0		10.5	43.9	45.6		0.7	70.5	28.7		72.7	2.3	25		
PHF	.833	.639	.000	.702	.750	.417	.650	.648	.500	.890	.444	.735	.526	.583	.792	.585	.716

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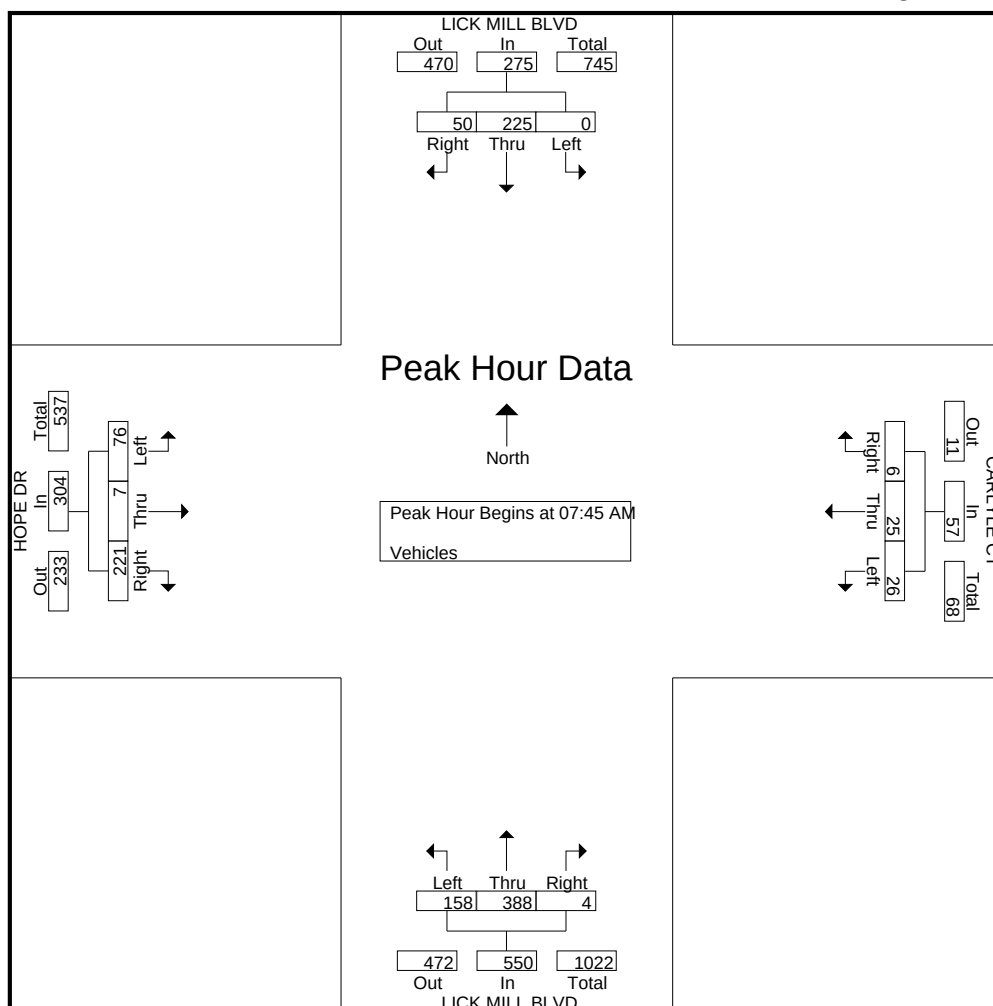
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Groups Printed- Vehicles

	LICK MILL BLVD Southbound					CARLYLE CT Westbound					LICK MILL BLVD Northbound					HOPE 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	16	113	1	1	131	2	0	1	1	4	0	36	10	0	46	17	1	13	3	34	215
04:15 PM	11	103	1	0	115	1	2	0	0	3	1	58	17	1	77	21	2	15	4	42	237
04:30 PM	16	107	0	0	123	0	1	2	1	4	1	50	13	0	64	20	3	16	8	47	238
04:45 PM	15	110	0	3	128	2	2	3	3	10	3	47	19	3	72	29	4	22	7	62	272
Total	58	433	2	4	497	5	5	6	5	21	5	191	59	4	259	87	10	66	22	185	962
05:00 PM	22	150	2	0	174	0	2	1	1	4	9	59	24	2	94	19	1	13	3	36	308
05:15 PM	17	112	1	1	131	2	2	4	2	10	6	73	20	5	104	34	5	27	4	70	315
05:30 PM	24	165	2	0	191	0	1	3	2	6	5	67	24	2	98	21	5	29	5	60	355
05:45 PM	29	164	3	1	197	1	0	4	4	9	3	62	26	2	93	31	2	37	7	77	376
Total	92	591	8	2	693	3	5	12	9	29	23	261	94	11	389	105	13	106	19	243	1354
Grand Total	150	1024	10	6	1190	8	10	18	14	50	28	452	153	15	648	192	23	172	41	428	2316
Apprch %	12.6	86.1	0.8	0.5		16	20	36	28		4.3	69.8	23.6	2.3		44.9	5.4	40.2	9.6		
Total %	6.5	44.2	0.4	0.3	51.4	0.3	0.4	0.8	0.6	2.2	1.2	19.5	6.6	0.6	28	8.3	1	7.4	1.8	18.5	

	LICK MILL BLVD Southbound				CARLYLE CT Westbound				LICK MILL BLVD Northbound				HOPE 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	22	150	2	174	0	2	1	3	9	59	24	92	19	1	13	33	302
05:15 PM	17	112	1	130	2	2	4	8	6	73	20	99	34	5	27	66	303
05:30 PM	24	165	2	191	0	1	3	4	5	67	24	96	21	5	29	55	346
05:45 PM	29	164	3	196	1	0	4	5	3	62	26	91	31	2	37	70	362
Total Volume	92	591	8	691	3	5	12	20	23	261	94	378	105	13	106	224	1313
% App. Total	13.3	85.5	1.2		15	25	60		6.1	69	24.9		46.9	5.8	47.3		
PHF	.793	.895	.667	.881	.375	.625	.750	.625	.639	.894	.904	.955	.772	.650	.716	.800	.907

Traffic Data Service

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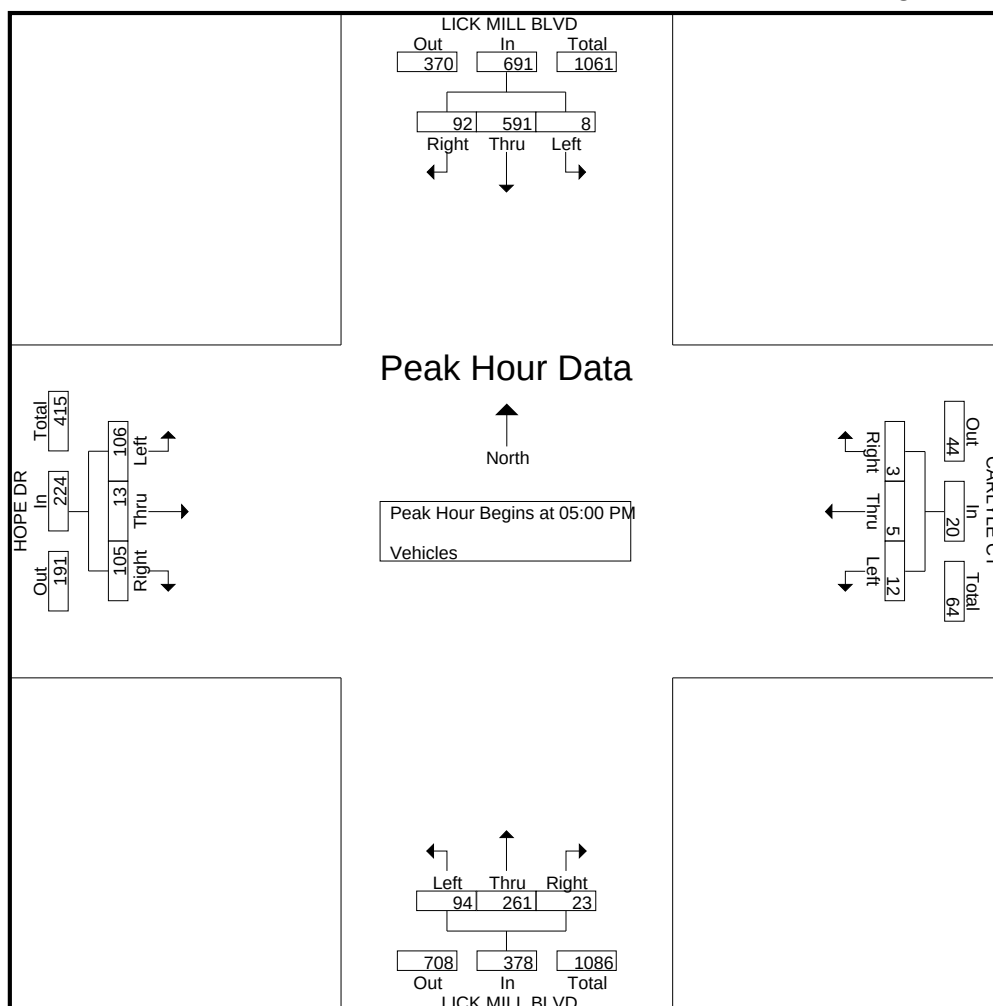
tdsbay@cs.com

File Name : 115PM FINAL

Site Code : 00000115

Start Date : 1/8/2015

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Groups Printed- Bikes

	LICK MILL BLVD Southbound				CARLYLE CT Westbound				LICK MILL BLVD Northbound				HOPE 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 07:00 AM																	
07:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	3	0	3	0	0	0	0	0	1	0	1	0	0	0	0	4
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	4	0	4	0	0	0	0	0	1	0	1	0	0	0	0	5
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHE	.000	.333	.000	.333	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.313

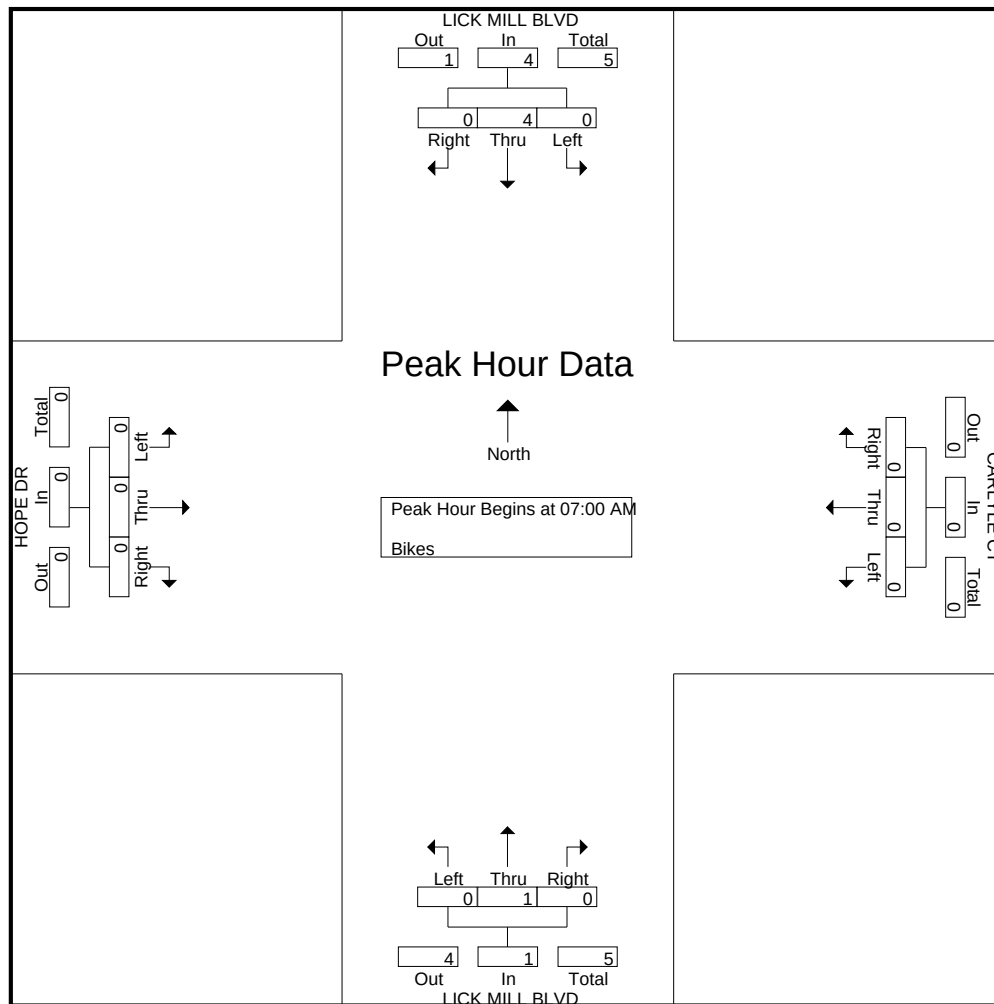
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File Name : 115AM FINAL

Site Code : 00000115

Start Date : 1/8/2015

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File Name : 115PM FINAL

Site Code : 00000115

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Groups Printed- Bikes

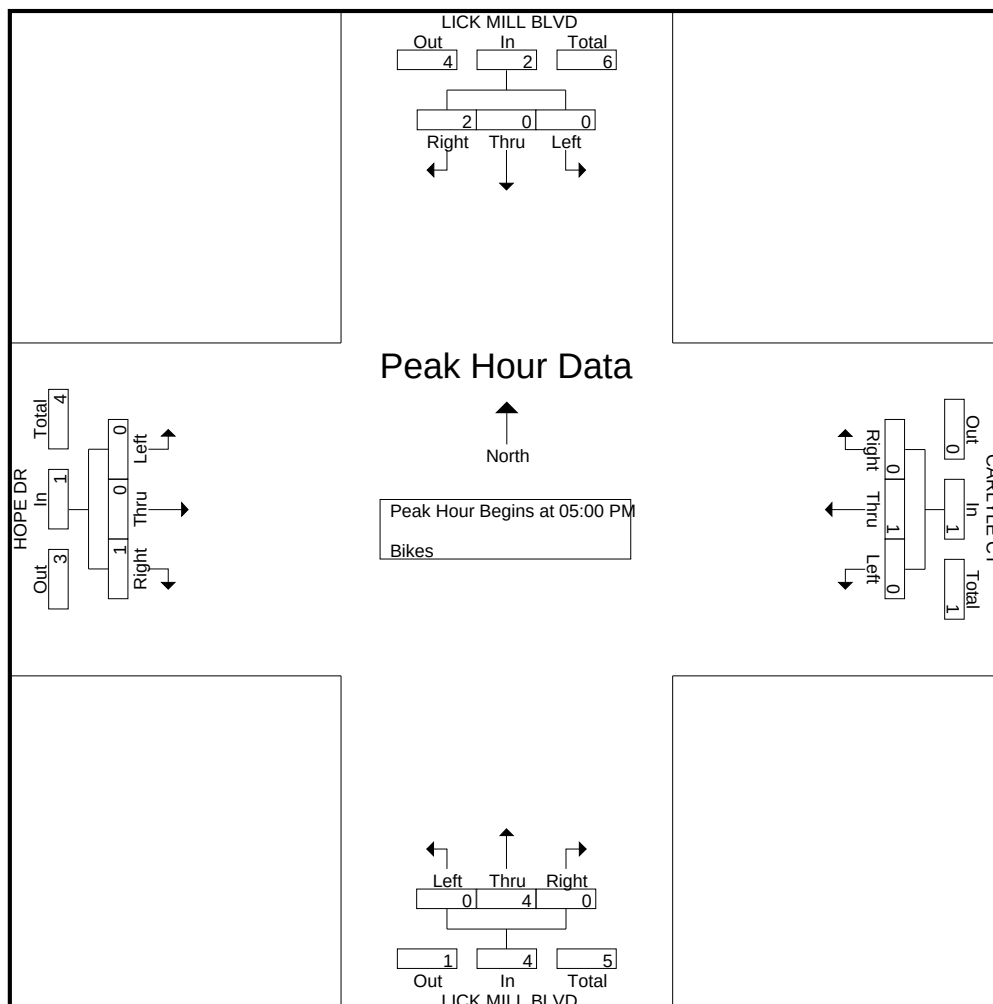
	LICK MILL BLVD Southbound					CARLYLE CT Westbound					LICK MILL BLVD Northbound					HOPE DR Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
05:30 PM	1	0	0	0	1	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	4
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	2
Total	2	0	0	0	2	0	1	0	0	1	0	4	0	0	4	1	0	0	0	1	8
Grand Total	2	1	0	0	3	0	1	0	0	1	0	6	0	0	6	1	0	0	0	1	11
Apprch %	66.7	33.3	0	0		0	100	0	0		0	100	0	0		100	0	0	0		
Total %	18.2	9.1	0	0	27.3	0	9.1	0	0	9.1	0	54.5	0	0	54.5	9.1	0	0	0	9.1	

	LICK MILL BLVD Southbound				CARLYLE CT Westbound				LICK MILL BLVD Northbound				HOPE 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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	1	0	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
05:30 PM	1	0	0	1	0	1	0	1	0	2	0	2	0	0	0	0	4
05:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	1	2
Total Volume	2	0	0	2	0	1	0	1	0	4	0	4	1	0	0	1	8
% App. Total	100	0	0		0	100	0		0	100	0		100	0	0		
PHF	.500	.000	.000	.500	.000	.250	.000	.250	.000	.500	.000	.500	.250	.000	.000	.250	.500

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File Name : 115PM FINAL
Site Code : 00000115
Start Date : 1/8/2015
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File Name : 30AM FINAL

Site Code : 00000030

Start Date : 8/19/2014

Page No : 1

Groups Printed- Vehicles

	LICK MILL BLVD Southbound					MONTAGUE EXPY Westbound					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	0	23	2	91	31	440	0	0	471	0	0	0	0	0	0	0	0	0	0	562
07:15 AM	67	0	29	1	97	41	562	0	0	603	0	0	0	0	0	0	0	0	0	0	700
07:30 AM	83	0	57	0	140	48	511	0	0	559	0	0	0	0	0	0	0	0	0	0	699
07:45 AM	72	0	70	5	147	47	521	0	0	568	0	0	0	0	0	0	351	40	0	391	1106
Total	288	0	179	8	475	167	2034	0	0	2201	0	0	0	0	0	0	351	40	0	391	3067
08:00 AM	107	0	35	1	143	37	496	1	0	534	0	0	0	0	0	0	427	39	0	466	1143
08:15 AM	88	0	65	0	153	54	553	0	0	607	0	0	0	0	0	0	508	31	0	539	1299
08:30 AM	79	0	67	1	147	54	514	0	0	568	0	0	0	0	0	0	506	42	0	548	1263
08:45 AM	70	0	72	1	143	46	518	0	0	564	0	0	0	0	0	0	600	59	0	659	1366
Total	344	0	239	3	586	191	2081	1	0	2273	0	0	0	0	0	0	2041	171	0	2212	5071
Grand Total	632	0	418	11	1061	358	4115	1	0	4474	0	0	0	0	0	0	2392	211	0	2603	8138
Apprch %	59.6	0	39.4	1		8	92	0	0		0	0	0	0		0	91.9	8.1	0		
Total %	7.8	0	5.1	0.1	13	4.4	50.6	0	0	55	0	0	0	0	0	0	29.4	2.6	0	32	

	LICK MILL BLVD Southbound					MONTAGUE EXPY Westbound					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
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	107	0	35	1	143	37	496	1	0	534	0	0	0	0	0	0	427	39	0	466	1143
08:15 AM	88	0	65	0	153	54	553	0	0	607	0	0	0	0	0	0	508	31	0	539	1299
08:30 AM	79	0	67	1	147	54	514	0	0	568	0	0	0	0	0	0	506	42	0	548	1263
08:45 AM	70	0	72	1	143	46	518	0	0	564	0	0	0	0	0	0	600	59	0	659	1366
Total Volume	344	0	239	3	586	191	2081	1	0	2273	0	0	0	0	0	0	2041	171	0	2212	5071
% App. Total	58.7	0	40.8	0.5		8.4	91.6	0	0		0	0	0	0		0	92.3	7.7	0		
PHF	.804	.000	.830	.750	.958	.884	.941	.250	.000	.936	.000	.000	.000	.000	.000	.000	.850	.725	.000	.839	.928

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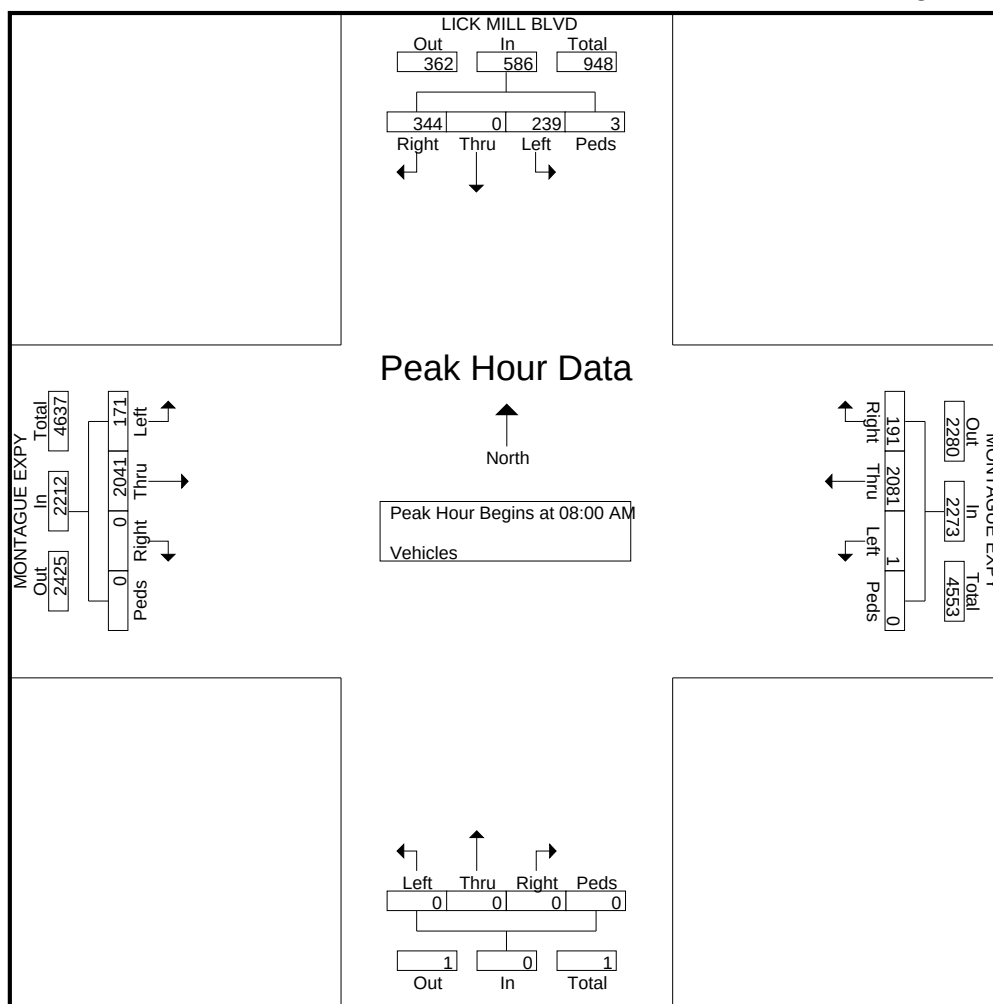
tdsbay@cs.com

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Site Code : 00000030

Start Date : 8/19/2014

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Site Code : 00000030

Start Date : 8/19/2014

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Groups Printed- Vehicles

	LICK MILL BLVD Southbound					MONTAGUE EXPY Westbound					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
04:00 PM	37	0	56	2	95	39	348	0	0	387	0	0	0	0	0	0	313	30	0	343	825
04:15 PM	35	0	56	1	92	40	405	0	0	445	0	0	0	0	0	0	420	86	0	506	1043
04:30 PM	46	0	68	2	116	38	405	0	0	443	0	0	0	0	0	0	475	50	0	525	1084
04:45 PM	33	0	69	1	103	56	418	0	0	474	0	0	0	0	0	0	374	53	0	427	1004
Total	151	0	249	6	406	173	1576	0	0	1749	0	0	0	0	0	0	1582	219	0	1801	3956
05:00 PM	48	0	61	2	111	65	521	0	0	586	0	0	0	0	0	0	421	59	0	480	1177
05:15 PM	42	0	73	1	116	65	525	0	0	590	0	0	0	0	0	0	388	77	0	465	1171
05:30 PM	55	0	75	1	131	68	610	0	0	678	0	0	0	0	0	0	585	94	0	679	1488
05:45 PM	44	0	68	5	117	87	542	0	0	629	0	0	0	0	0	0	658	78	0	736	1482
Total	189	0	277	9	475	285	2198	0	0	2483	0	0	0	0	0	0	2052	308	0	2360	5318
Grand Total	340	0	526	15	881	458	3774	0	0	4232	0	0	0	0	0	0	3634	527	0	4161	9274
Apprch %	38.6	0	59.7	1.7		10.8	89.2	0	0		0	0	0	0		0	87.3	12.7	0		
Total %	3.7	0	5.7	0.2	9.5	4.9	40.7	0	0	45.6	0	0	0	0	0	0	39.2	5.7	0	44.9	

	LICK MILL BLVD Southbound					MONTAGUE EXPY Westbound					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
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	48	0	61	2	111	65	521	0	0	586	0	0	0	0	0	0	421	59	0	480	1177
05:15 PM	42	0	73	1	116	65	525	0	0	590	0	0	0	0	0	0	388	77	0	465	1171
05:30 PM	55	0	75	1	131	68	610	0	0	678	0	0	0	0	0	0	585	94	0	679	1488
05:45 PM	44	0	68	5	117	87	542	0	0	629	0	0	0	0	0	0	658	78	0	736	1482
Total Volume	189	0	277	9	475	285	2198	0	0	2483	0	0	0	0	0	0	2052	308	0	2360	5318
% App. Total	39.8	0	58.3	1.9		11.5	88.5	0	0		0	0	0	0		0	86.9	13.1	0		
PHF	.859	.000	.923	.450	.906	.819	.901	.000	.000	.916	.000	.000	.000	.000	.000	.000	.780	.819	.000	.802	.893

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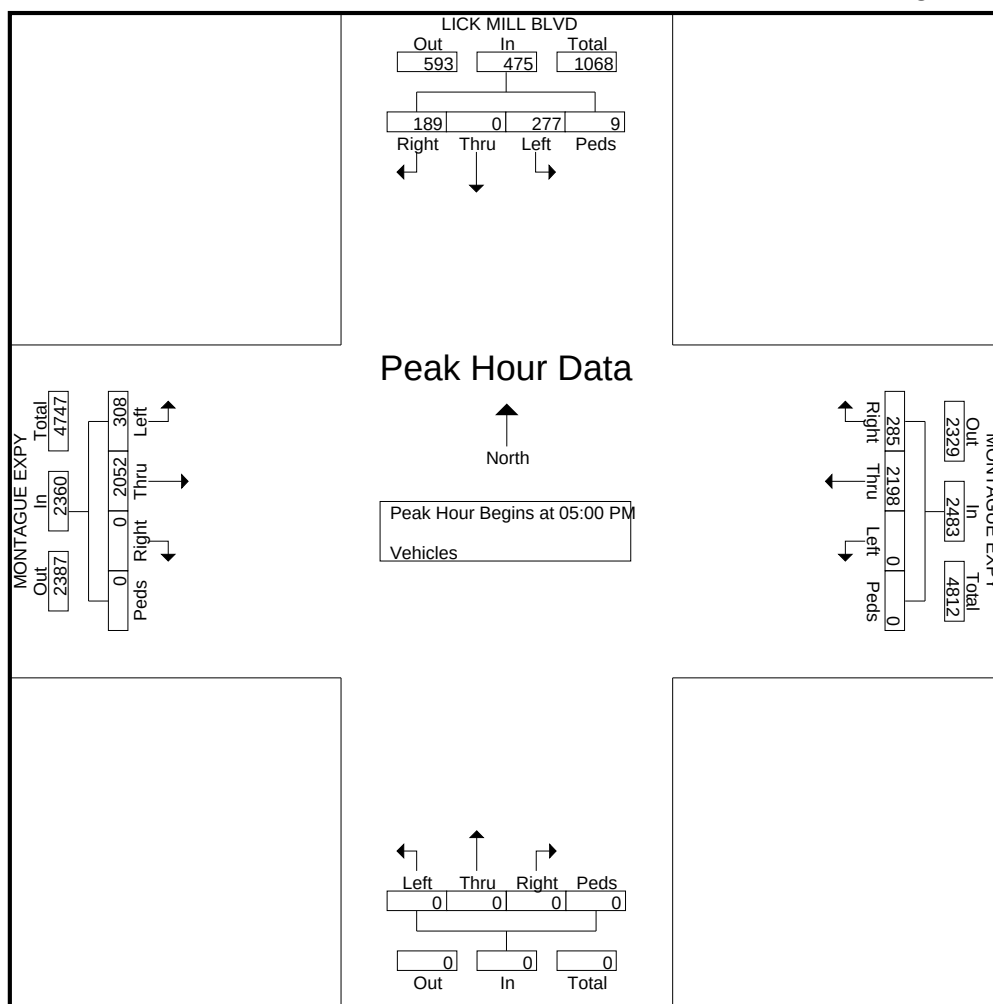
tdsbay@cs.com

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Site Code : 00000030
Start Date : 8/19/2014
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Groups Printed- Bikes

	LICK MILL BLVD Southbound					MONTAGUE EXPY Westbound					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	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3
08:00 AM	0	0	2	0	2	1	3	0	0	4	0	0	0	0	0	0	3	1	0	4	10
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	2	0	2	1	4	0	0	5	0	0	0	0	0	0	4	1	0	5	12
Grand Total	0	0	2	0	2	1	6	0	0	7	0	0	0	0	0	0	5	1	0	6	15
Apprch %	0	0	100	0		14.3	85.7	0	0		0	0	0	0		0	83.3	16.7	0		
Total %	0	0	13.3	0	13.3	6.7	40	0	0	46.7	0	0	0	0	0	0	33.3	6.7	0	40	

	LICK MILL BLVD Southbound					MONTAGUE EXPY Westbound					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
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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
08:00 AM	0	0	2	0	2	1	3	0	0	4	0	0	0	0	0	0	3	1	0	4	10
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
Total Volume	0	0	2	0	2	1	4	0	0	5	0	0	0	0	0	0	5	1	0	6	13
% App. Total	0	0	100	0		20	80	0	0		0	0	0	0		0	83.3	16.7	0		
PHF	.000	.000	.250	.000	.250	.250	.333	.000	.000	.313	.000	.000	.000	.000	.000	.000	.417	.250	.000	.375	.325

Traffic Data Service

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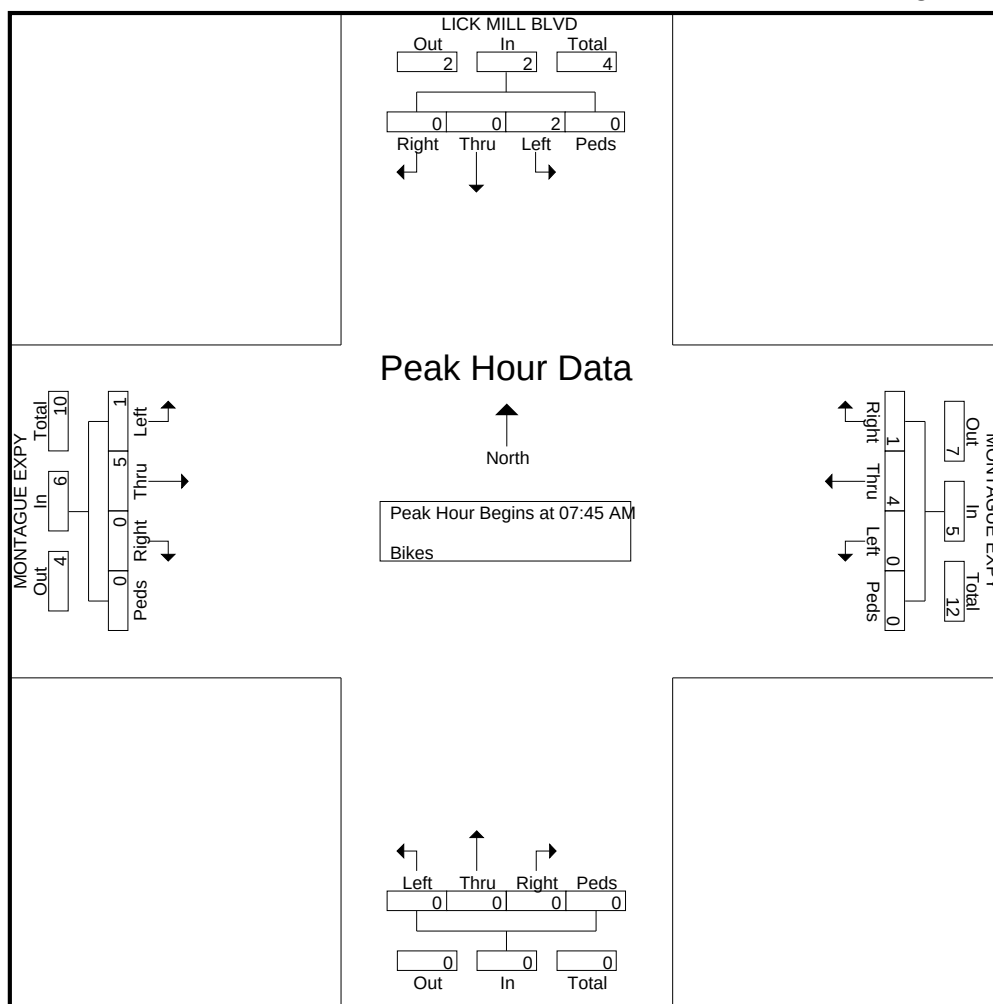
tdsbay@cs.com

File Name : 30AM FINAL

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File Name : 30PM FINAL
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Groups Printed- Bikes

	LICK MILL BLVD Southbound					MONTAGUE EXPY Westbound					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
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
04:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4
05:00 PM	0	0	0	0	0	1	5	0	0	6	0	0	0	0	0	0	2	0	0	2	8
05:15 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	4
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
05:45 PM	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	0	2	10	0	0	12	0	0	0	0	0	0	3	0	0	3	15
Grand Total	0	0	0	0	0	2	12	0	0	14	0	0	0	0	0	0	5	0	0	5	19
Apprch %	0	0	0	0		14.3	85.7	0	0		0	0	0	0		0	100	0	0		
Total %	0	0	0	0	0	10.5	63.2	0	0	73.7	0	0	0	0	0	0	26.3	0	0	26.3	

	LICK MILL BLVD Southbound					MONTAGUE EXPY Westbound					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
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	0	0	0	0	0	1	5	0	0	6	0	0	0	0	0	0	2	0	0	2	8
05:15 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	4
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
05:45 PM	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Total Volume	0	0	0	0	0	2	10	0	0	12	0	0	0	0	0	0	3	0	0	3	15
% App. Total	0	0	0	0		16.7	83.3	0	0		0	0	0	0		0	100	0	0		
PHF	.000	.000	.000	.000	.000	.500	.500	.000	.000	.500	.000	.000	.000	.000	.000	.000	.375	.000	.000	.375	.469

Traffic Data Service

Campbell, CA

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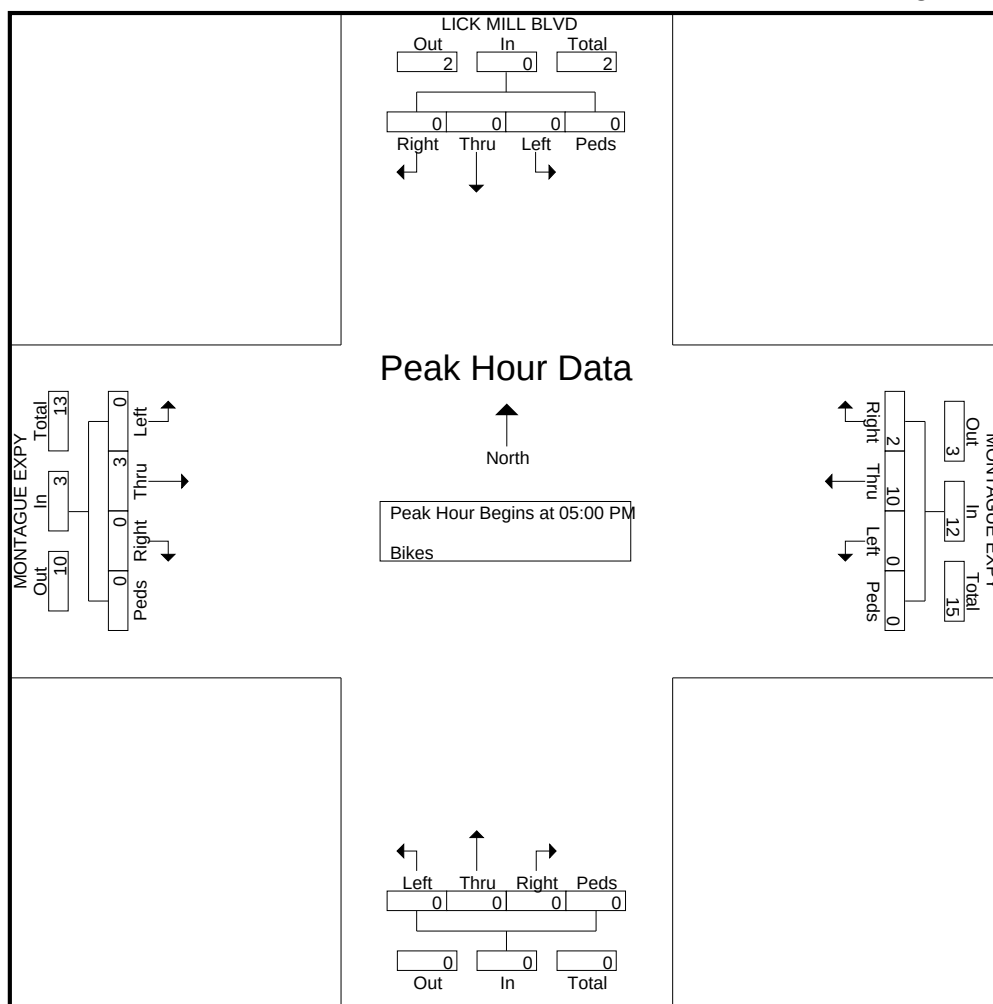
tdsbay@cs.com

File Name : 30PM FINAL

Site Code : 00000030

Start Date : 8/19/2014

Page No : 2



Traffic Data Service

Campbell, CA
(408) 377-2988
tdsbay@cs.com

File Name : 35AM FINAL
Site Code : 00000035
Start Date : 8/21/2014
Page No : 1

Groups Printed- Vehicles

	RENAISSANCE DR Southbound					W TASMAN DR Westbound					DRIVEWAY Northbound					W TASMAN 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	22	4	7	2	35	5	97	0	0	102	1	0	0	2	3	2	70	9	0	81	221
07:15 AM	40	0	5	2	47	4	167	0	0	171	0	0	2	2	4	0	68	10	0	78	300
07:30 AM	71	0	6	8	85	3	156	3	0	162	0	0	0	2	2	0	97	8	1	106	355
07:45 AM	78	0	6	0	84	4	172	0	0	176	0	0	1	3	4	1	146	20	0	167	431
Total	211	4	24	12	251	16	592	3	0	611	1	0	3	9	13	3	381	47	1	432	1307
08:00 AM	76	0	6	2	84	1	157	0	0	158	0	0	0	4	4	0	111	22	2	135	381
08:15 AM	39	0	4	2	45	2	173	0	1	176	0	0	0	3	3	0	165	25	0	190	414
08:30 AM	39	0	9	3	51	6	123	1	0	130	0	0	0	1	1	3	161	13	1	178	360
08:45 AM	41	0	13	0	54	7	186	0	0	193	0	0	0	1	1	1	168	28	0	197	445
Total	195	0	32	7	234	16	639	1	1	657	0	0	0	9	9	4	605	88	3	700	1600
Grand Total	406	4	56	19	485	32	1231	4	1	1268	1	0	3	18	22	7	986	135	4	1132	2907
Apprch %	83.7	0.8	11.5	3.9		2.5	97.1	0.3	0.1		4.5	0	13.6	81.8		0.6	87.1	11.9	0.4		
Total %	14	0.1	1.9	0.7	16.7	1.1	42.3	0.1	0	43.6	0	0	0.1	0.6	0.8	0.2	33.9	4.6	0.1	38.9	

	RENAISSANCE DR Southbound					W TASMAN DR Westbound					DRIVEWAY Northbound					W TASMAN 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
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	76	0	6	2	84	1	157	0	0	158	0	0	0	4	4	0	111	22	2	135	381
08:15 AM	39	0	4	2	45	2	173	0	1	176	0	0	0	3	3	0	165	25	0	190	414
08:30 AM	39	0	9	3	51	6	123	1	0	130	0	0	0	1	1	3	161	13	1	178	360
08:45 AM	41	0	13	0	54	7	186	0	0	193	0	0	0	1	1	1	168	28	0	197	445
Total Volume	195	0	32	7	234	16	639	1	1	657	0	0	0	9	9	4	605	88	3	700	1600
% App. Total	83.3	0	13.7	3		2.4	97.3	0.2	0.2		0	0	0	100		0.6	86.4	12.6	0.4		
PHF	.641	.000	.615	.583	.696	.571	.859	.250	.250	.851	.000	.000	.000	.563	.563	.333	.900	.786	.375	.888	.899

Traffic Data Service

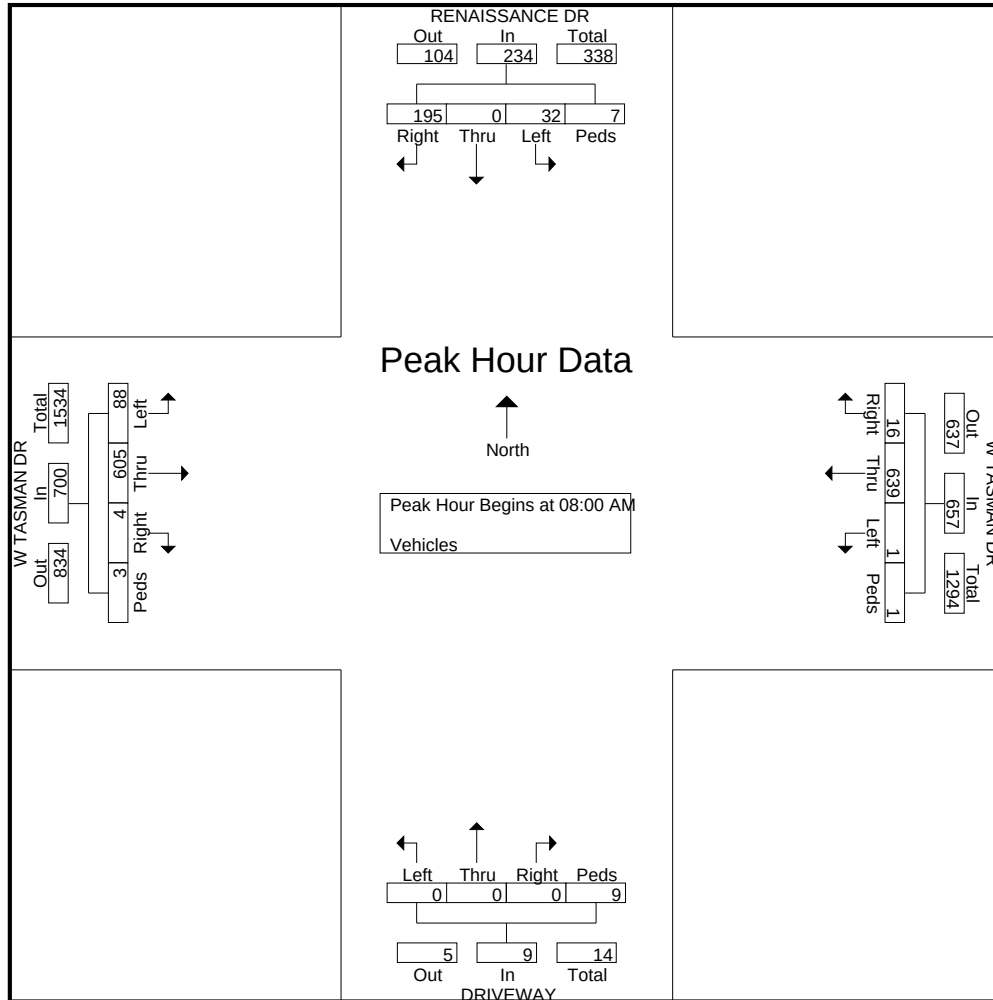
Campbell, CA
(408) 377-2988
tdsbay@cs.com

File Name : 35AM FINAL

Site Code : 00000035

Start Date : 8/21/2014

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File Name : 35PM FINAL

Site Code : 00000035

Start Date : 8/21/2014

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Groups Printed- Vehicles

	RENAISSANCE DR Southbound					W TASMAN DR Westbound					DRIVEWAY Northbound					W TASMAN 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	16	1	5	0	22	4	132	0	0	136	0	0	0	1	1	1	141	21	0	163	322
04:15 PM	8	0	6	2	16	1	104	0	0	105	1	0	0	4	5	0	168	27	0	195	321
04:30 PM	11	0	5	0	16	4	144	0	0	148	0	0	1	4	5	0	190	31	0	221	390
04:45 PM	11	0	11	1	23	4	149	1	0	154	0	0	2	3	5	0	231	38	0	269	451
Total	46	1	27	3	77	13	529	1	0	543	1	0	3	12	16	1	730	117	0	848	1484
05:00 PM	22	0	4	1	27	5	227	0	0	232	0	0	2	4	6	0	235	23	0	258	523
05:15 PM	16	0	6	2	24	12	248	0	0	260	0	0	1	2	3	0	237	56	0	293	580
05:30 PM	27	0	2	0	29	6	269	0	0	275	0	0	2	0	2	1	200	48	0	249	555
05:45 PM	15	0	8	2	25	9	209	0	0	218	0	0	2	1	3	1	239	64	0	304	550
Total	80	0	20	5	105	32	953	0	0	985	0	0	7	7	14	2	911	191	0	1104	2208
Grand Total	126	1	47	8	182	45	1482	1	0	1528	1	0	10	19	30	3	1641	308	0	1952	3692
Apprch %	69.2	0.5	25.8	4.4		2.9	97	0.1	0		3.3	0	33.3	63.3		0.2	84.1	15.8	0		
Total %	3.4	0	1.3	0.2	4.9	1.2	40.1	0	0	41.4	0	0	0.3	0.5	0.8	0.1	44.4	8.3	0	52.9	

	RENAISSANCE DR Southbound					W TASMAN DR Westbound					DRIVEWAY Northbound					W TASMAN 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
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	22	0	4	1	27	5	227	0	0	232	0	0	2	4	6	0	235	23	0	258	523
05:15 PM	16	0	6	2	24	12	248	0	0	260	0	0	1	2	3	0	237	56	0	293	580
05:30 PM	27	0	2	0	29	6	269	0	0	275	0	0	2	0	2	1	200	48	0	249	555
05:45 PM	15	0	8	2	25	9	209	0	0	218	0	0	2	1	3	1	239	64	0	304	550
Total Volume	80	0	20	5	105	32	953	0	0	985	0	0	7	7	14	2	911	191	0	1104	2208
% App. Total	76.2	0	19	4.8		3.2	96.8	0	0		0	0	50	50		0.2	82.5	17.3	0		
PHF	.741	.000	.625	.625	.905	.667	.886	.000	.000	.895	.000	.000	.875	.438	.583	.500	.953	.746	.000	.908	.952

Traffic Data Service

Campbell, CA

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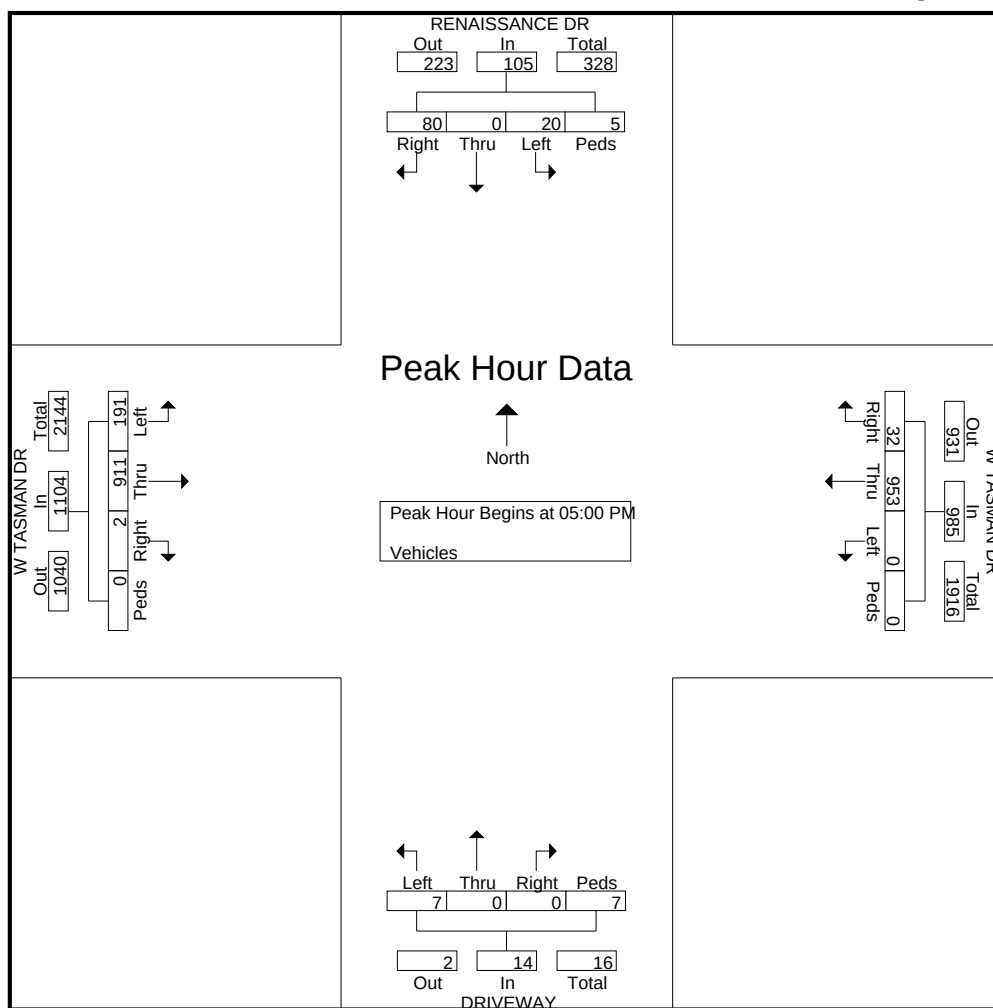
tdsbay@cs.com

File Name : 35PM FINAL

Site Code : 00000035

Start Date : 8/21/2014

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File Name : 35AM FINAL
Site Code : 00000035
Start Date : 8/21/2014
Page No : 1

Groups Printed- Bikes

	RENAISSANCE DR Southbound					W TASMAN DR Westbound					DRIVEWAY Northbound					W TASMAN 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	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	3	1	0	4	7
07:15 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	8	0	0	8	9
07:30 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	8	1	0	9	12
07:45 AM	0	0	1	0	1	0	3	0	0	3	0	0	0	0	0	0	4	1	0	5	9
Total	1	0	1	0	2	0	9	0	0	9	0	0	0	0	0	0	23	3	0	26	37
08:00 AM	4	0	0	0	4	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	11
08:15 AM	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	0	6	0	0	6	9
08:30 AM	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	0	14	0	0	14	17
08:45 AM	1	0	1	0	2	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	7
Total	7	0	1	0	8	0	9	0	0	9	0	0	0	0	0	0	27	0	0	27	44
Grand Total	8	0	2	0	10	0	18	0	0	18	0	0	0	0	0	0	50	3	0	53	81
Apprch %	80	0	20	0		0	100	0	0		0	0	0	0		0	94.3	5.7	0		
Total %	9.9	0	2.5	0	12.3	0	22.2	0	0	22.2	0	0	0	0	0	0	61.7	3.7	0	65.4	

	RENAISSANCE DR Southbound					W TASMAN DR Westbound					DRIVEWAY Northbound					W TASMAN 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
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	0	0	1	0	1	0	3	0	0	3	0	0	0	0	0	0	4	1	0	5	9
08:00 AM	4	0	0	0	4	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	11
08:15 AM	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	0	6	0	0	6	9
08:30 AM	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	0	14	0	0	14	17
Total Volume	6	0	1	0	7	0	10	0	0	10	0	0	0	0	0	0	28	1	0	29	46
% App. Total	85.7	0	14.3	0		0	100	0	0		0	0	0	0		0	96.6	3.4	0		
PHF	.375	.000	.250	.000	.438	.000	.833	.000	.000	.833	.000	.000	.000	.000	.000	.000	.500	.250	.000	.518	.676

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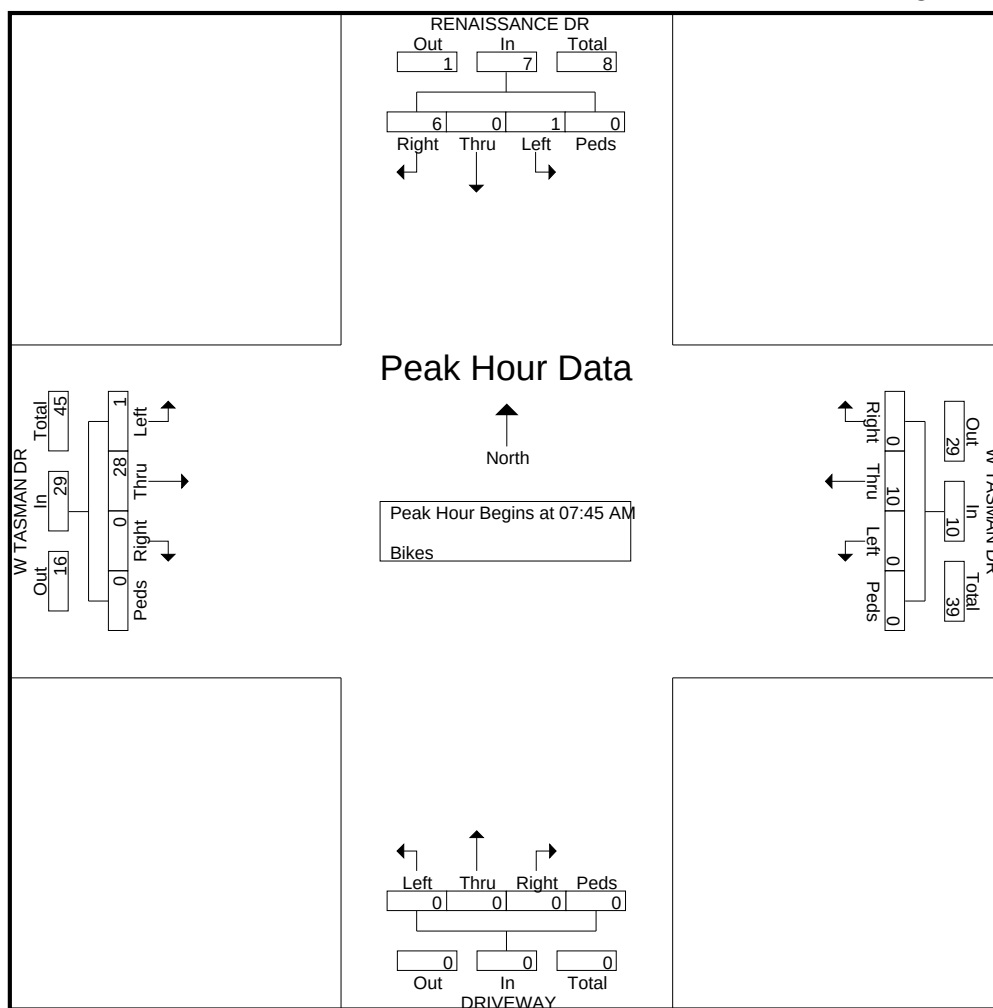
tdsbay@cs.com

File Name : 35AM FINAL

Site Code : 00000035

Start Date : 8/21/2014

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File Name : 35PM FINAL
Site Code : 00000035
Start Date : 8/21/2014
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Groups Printed- Bikes

	RENAISSANCE DR Southbound					W TASMAN DR Westbound					DRIVEWAY Northbound					W TASMAN 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	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	1	3	0	0	4	8
04:15 PM	1	0	0	0	1	0	6	0	0	6	0	0	0	0	0	0	2	0	0	2	9
04:30 PM	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	2	3	0	5	12
04:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1	0	2	3
Total	1	0	0	0	1	0	18	0	0	18	0	0	0	0	0	1	8	4	0	13	32
05:00 PM	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	1	1	0	2	10
05:15 PM	2	0	0	0	2	0	11	0	0	11	0	0	0	0	0	0	3	6	0	9	22
05:30 PM	2	0	0	0	2	0	15	0	0	15	0	0	1	0	1	1	2	0	0	3	21
05:45 PM	1	0	3	0	4	0	11	0	0	11	0	0	0	0	0	0	2	5	0	7	22
Total	5	0	3	0	8	0	45	0	0	45	0	0	1	0	1	1	8	12	0	21	75
Grand Total	6	0	3	0	9	0	63	0	0	63	0	0	1	0	1	2	16	16	0	34	107
Apprch %	66.7	0	33.3	0		0	100	0	0		0	0	100	0		5.9	47.1	47.1	0		
Total %	5.6	0	2.8	0	8.4	0	58.9	0	0	58.9	0	0	0.9	0	0.9	1.9	15	15	0	31.8	

	RENAISSANCE DR Southbound					W TASMAN DR Westbound					DRIVEWAY Northbound					W TASMAN 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
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	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	1	1	0	2	10
05:15 PM	2	0	0	0	2	0	11	0	0	11	0	0	0	0	0	0	3	6	0	9	22
05:30 PM	2	0	0	0	2	0	15	0	0	15	0	0	1	0	1	1	2	0	0	3	21
05:45 PM	1	0	3	0	4	0	11	0	0	11	0	0	0	0	0	0	2	5	0	7	22
Total Volume	5	0	3	0	8	0	45	0	0	45	0	0	1	0	1	1	8	12	0	21	75
% App. Total	62.5	0	37.5	0		0	100	0	0		0	0	100	0		4.8	38.1	57.1	0		
PHF	.625	.000	.250	.000	.500	.000	.750	.000	.000	.750	.000	.000	.250	.000	.250	.250	.667	.500	.000	.583	.852

Traffic Data Service

Campbell, CA

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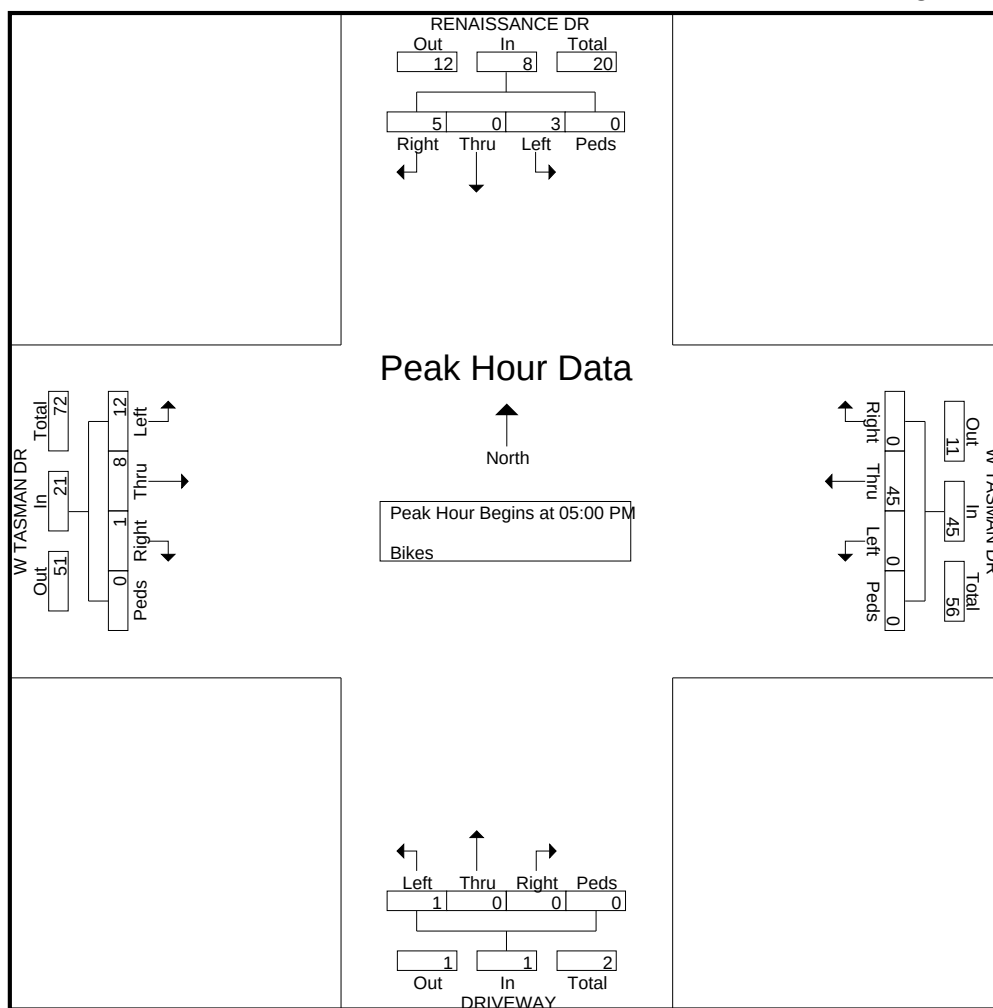
tdsbay@cs.com

File Name : 35PM FINAL

Site Code : 00000035

Start Date : 8/21/2014

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Traffic Data Service

Campbell, CA

(408) 377-2988

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File Name : 36AM FINAL

Site Code : 00000036

Start Date : 8/21/2014

Page No : 1

Groups Printed- Vehicles

	VISTA MONTANA Southbound					W TASMAN DR Westbound					DRIVEWAY Northbound					W TASMAN 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	20	2	12	2	36	5	101	2	0	108	0	0	0	2	2	0	49	31	0	80	226
07:15 AM	33	1	15	1	50	1	127	0	0	128	0	0	0	2	2	0	49	17	0	66	246
07:30 AM	28	0	13	2	43	7	134	4	6	151	0	0	0	9	9	0	63	32	1	96	299
07:45 AM	52	1	29	0	82	3	118	7	0	128	0	1	0	1	2	2	81	65	1	149	361
Total	133	4	69	5	211	16	480	13	6	515	0	1	0	14	15	2	242	145	2	391	1132
08:00 AM	22	4	21	2	49	5	144	3	0	152	0	0	0	5	5	3	71	40	0	114	320
08:15 AM	20	4	30	0	54	5	147	3	0	155	0	1	0	0	1	6	109	57	1	173	383
08:30 AM	28	1	31	1	61	8	123	4	1	136	0	0	0	3	3	1	108	56	3	168	368
08:45 AM	18	10	28	1	57	7	145	5	7	164	0	2	2	4	8	3	96	57	1	157	386
Total	88	19	110	4	221	25	559	15	8	607	0	3	2	12	17	13	384	210	5	612	1457
Grand Total	221	23	179	9	432	41	1039	28	14	1122	0	4	2	26	32	15	626	355	7	1003	2589
Apprch %	51.2	5.3	41.4	2.1		3.7	92.6	2.5	1.2		0	12.5	6.2	81.2		1.5	62.4	35.4	0.7		
Total %	8.5	0.9	6.9	0.3	16.7	1.6	40.1	1.1	0.5	43.3	0	0.2	0.1	1	1.2	0.6	24.2	13.7	0.3	38.7	

	VISTA MONTANA Southbound					W TASMAN DR Westbound					DRIVEWAY Northbound					W TASMAN 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
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	22	4	21	2	49	5	144	3	0	152	0	0	0	5	5	3	71	40	0	114	320
08:15 AM	20	4	30	0	54	5	147	3	0	155	0	1	0	0	1	6	109	57	1	173	383
08:30 AM	28	1	31	1	61	8	123	4	1	136	0	0	0	3	3	1	108	56	3	168	368
08:45 AM	18	10	28	1	57	7	145	5	7	164	0	2	2	4	8	3	96	57	1	157	386
Total Volume	88	19	110	4	221	25	559	15	8	607	0	3	2	12	17	13	384	210	5	612	1457
% App. Total	39.8	8.6	49.8	1.8		4.1	92.1	2.5	1.3		0	17.6	11.8	70.6		2.1	62.7	34.3	0.8		
PHF	.786	.475	.887	.500	.906	.781	.951	.750	.286	.925	.000	.375	.250	.600	.531	.542	.881	.921	.417	.884	.944

Traffic Data Service

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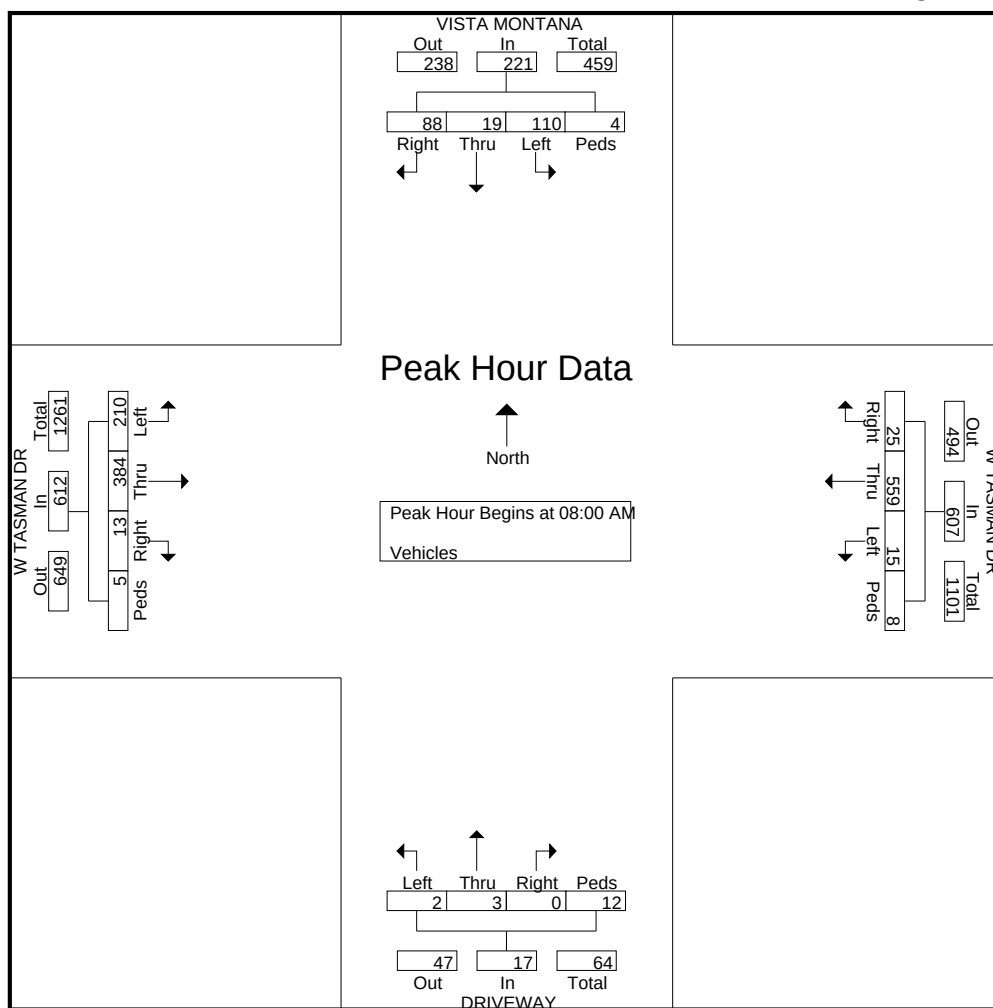
tdsbay@cs.com

File Name : 36AM FINAL

Site Code : 00000036

Start Date : 8/21/2014

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File Name : 36PM FINAL
Site Code : 00000036
Start Date : 8/21/2014
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Groups Printed- Vehicles

	VISTA MONTANA Southbound					W TASMAN DR Westbound					DRIVEWAY Northbound					W TASMAN 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	50	3	5	0	58	19	87	8	0	114	5	5	0	3	13	2	76	39	1	118	303
04:15 PM	44	4	7	8	63	19	62	8	1	90	1	2	0	3	6	0	145	47	0	192	351
04:30 PM	43	0	8	0	51	26	103	11	2	142	1	3	1	5	10	0	137	40	3	180	383
04:45 PM	57	3	3	2	65	22	108	8	2	140	3	8	3	2	16	2	155	68	1	226	447
Total	194	10	23	10	237	86	360	35	5	486	10	18	4	13	45	4	513	194	5	716	1484
05:00 PM	67	10	4	0	81	33	159	18	0	210	2	5	3	2	12	2	185	71	3	261	564
05:15 PM	87	1	8	0	96	55	155	7	0	217	2	10	6	1	19	0	162	65	0	227	559
05:30 PM	77	0	3	2	82	51	186	16	0	253	2	7	7	0	16	0	162	51	0	213	564
05:45 PM	81	4	5	2	92	47	142	8	0	197	3	3	1	1	8	0	177	72	0	249	546
Total	312	15	20	4	351	186	642	49	0	877	9	25	17	4	55	2	686	259	3	950	2233
Grand Total	506	25	43	14	588	272	1002	84	5	1363	19	43	21	17	100	6	1199	453	8	1666	3717
Apprch %	86.1	4.3	7.3	2.4		20	73.5	6.2	0.4		19	43	21	17		0.4	72	27.2	0.5		
Total %	13.6	0.7	1.2	0.4	15.8	7.3	27	2.3	0.1	36.7	0.5	1.2	0.6	0.5	2.7	0.2	32.3	12.2	0.2	44.8	

	VISTA MONTANA Southbound					W TASMAN DR Westbound					DRIVEWAY Northbound					W TASMAN 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
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	67	10	4	0	81	33	159	18	0	210	2	5	3	2	12	2	185	71	3	261	564
05:15 PM	87	1	8	0	96	55	155	7	0	217	2	10	6	1	19	0	162	65	0	227	559
05:30 PM	77	0	3	2	82	51	186	16	0	253	2	7	7	0	16	0	162	51	0	213	564
05:45 PM	81	4	5	2	92	47	142	8	0	197	3	3	1	1	8	0	177	72	0	249	546
Total Volume	312	15	20	4	351	186	642	49	0	877	9	25	17	4	55	2	686	259	3	950	2233
% App. Total	88.9	4.3	5.7	1.1		21.2	73.2	5.6	0		16.4	45.5	30.9	7.3		0.2	72.2	27.3	0.3		
PHF	.897	.375	.625	.500	.914	.845	.863	.681	.000	.867	.750	.625	.607	.500	.724	.250	.927	.899	.250	.910	.990

Traffic Data Service

Campbell, CA

(408) 377-2988

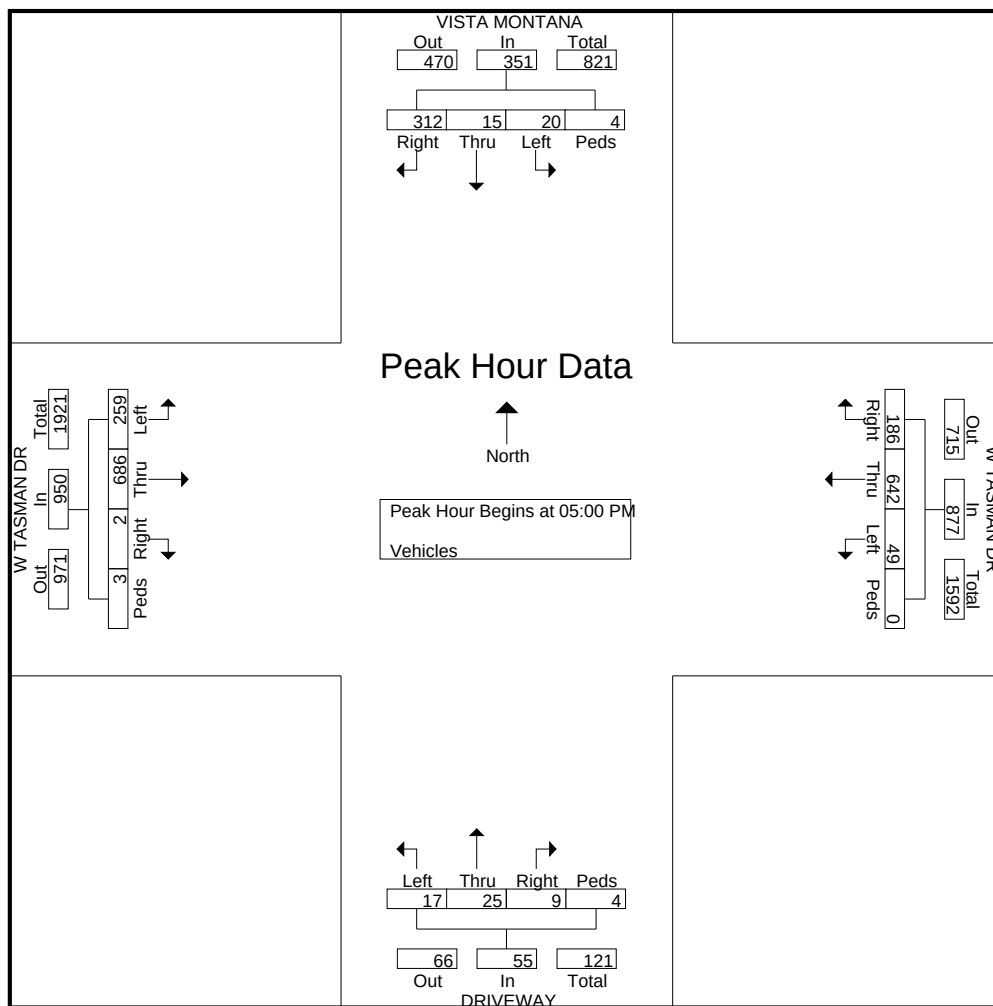
tdsbay@cs.com

File Name : 36PM FINAL

Site Code : 00000036

Start Date : 8/21/2014

Page No : 2



Traffic Data Service

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(408) 377-2988
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File Name : 36AM FINAL
Site Code : 00000036
Start Date : 8/21/2014
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Groups Printed- Bikes

	VISTA MONTANA Southbound					W TASMAN DR Westbound					DRIVEWAY Northbound					W TASMAN 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	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	2	0	2	3
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	2	0	8	8
07:30 AM	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	0	4	3	0	7	11
07:45 AM	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	0	3	2	0	5	9
Total	0	0	0	0	0	2	7	0	0	9	0	0	0	0	0	0	13	9	0	22	31
08:00 AM	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	0	1	2	0	3	6
08:15 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	5	0	0	5	8
08:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	10	4	0	14	15
08:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	2	0	4	5
Total	1	0	0	0	1	0	7	0	0	7	0	0	0	0	0	0	18	8	0	26	34
Grand Total	1	0	0	0	1	2	14	0	0	16	0	0	0	0	0	0	31	17	0	48	65
Apprch %	100	0	0	0		12.5	87.5	0	0		0	0	0	0		0	64.6	35.4	0		
Total %	1.5	0	0	0	1.5	3.1	21.5	0	0	24.6	0	0	0	0	0	0	47.7	26.2	0	73.8	

	VISTA MONTANA Southbound					W TASMAN DR Westbound					DRIVEWAY Northbound					W TASMAN 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
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	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	0	3	2	0	5	9
08:00 AM	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	0	1	2	0	3	6
08:15 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	5	0	0	5	8
08:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	10	4	0	14	15
Total Volume	1	0	0	0	1	1	9	0	0	10	0	0	0	0	0	0	19	8	0	27	38
% App. Total	100	0	0	0		10	90	0	0		0	0	0	0		0	70.4	29.6	0		
PHF	.250	.000	.000	.000	.250	.250	.750	.000	.000	.625	.000	.000	.000	.000	.000	.000	.475	.500	.000	.482	.633

Traffic Data Service

Campbell, CA

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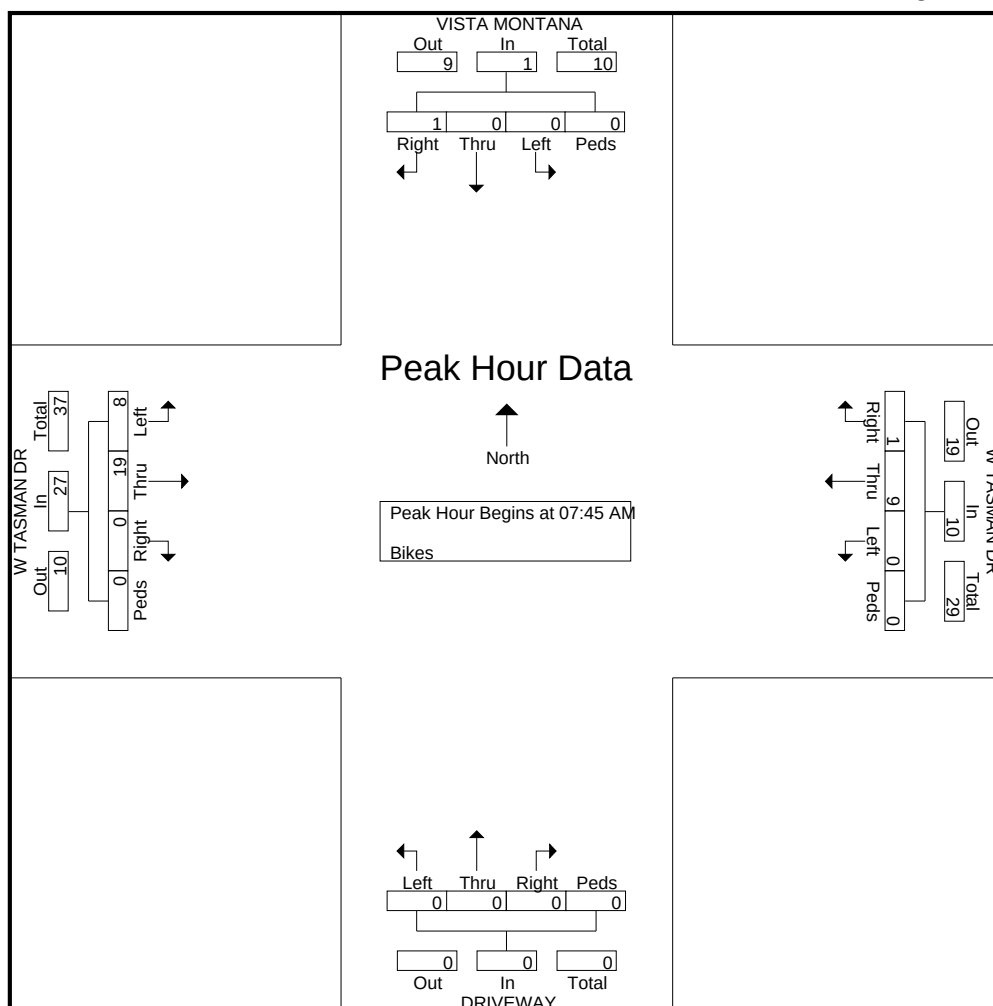
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File Name : 36AM FINAL

Site Code : 00000036

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Site Code : 00000036
Start Date : 8/21/2014
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Groups Printed- Bikes

	VISTA MONTANA Southbound					W TASMAN DR Westbound					DRIVEWAY Northbound					W TASMAN 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	2	0	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	4
04:15 PM	1	0	0	0	1	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	7
04:30 PM	2	0	0	0	2	0	4	0	0	4	0	0	2	0	2	0	0	0	0	0	8
04:45 PM	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	3
Total	6	0	0	0	6	0	10	0	0	10	0	0	2	0	2	0	3	1	0	4	22
05:00 PM	4	0	0	0	4	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	10
05:15 PM	3	0	0	0	3	0	5	0	0	5	0	0	0	0	0	1	1	0	0	2	10
05:30 PM	6	0	0	0	6	0	7	0	0	7	0	0	0	0	0	0	1	0	0	1	14
05:45 PM	3	0	0	0	3	0	8	0	0	8	0	0	0	0	0	0	5	0	0	5	16
Total	16	0	0	0	16	0	24	0	0	24	0	0	0	0	0	1	9	0	0	10	50
Grand Total	22	0	0	0	22	0	34	0	0	34	0	0	2	0	2	1	12	1	0	14	72
Apprch %	100	0	0	0		0	100	0	0		0	0	100	0		7.1	85.7	7.1	0		
Total %	30.6	0	0	0	30.6	0	47.2	0	0	47.2	0	0	2.8	0	2.8	1.4	16.7	1.4	0	19.4	

	VISTA MONTANA Southbound					W TASMAN DR Westbound					DRIVEWAY Northbound					W TASMAN 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
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	4	0	0	0	4	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	10
05:15 PM	3	0	0	0	3	0	5	0	0	5	0	0	0	0	0	1	1	0	0	2	10
05:30 PM	6	0	0	0	6	0	7	0	0	7	0	0	0	0	0	0	1	0	0	1	14
05:45 PM	3	0	0	0	3	0	8	0	0	8	0	0	0	0	0	0	5	0	0	5	16
Total Volume	16	0	0	0	16	0	24	0	0	24	0	0	0	0	0	1	9	0	0	10	50
% App. Total	100	0	0	0		0	100	0	0		0	0	0	0		10	90	0	0		
PHF	.667	.000	.000	.000	.667	.000	.750	.000	.000	.750	.000	.000	.000	.000	.000	.250	.450	.000	.000	.500	.781

Traffic Data Service

Campbell, CA

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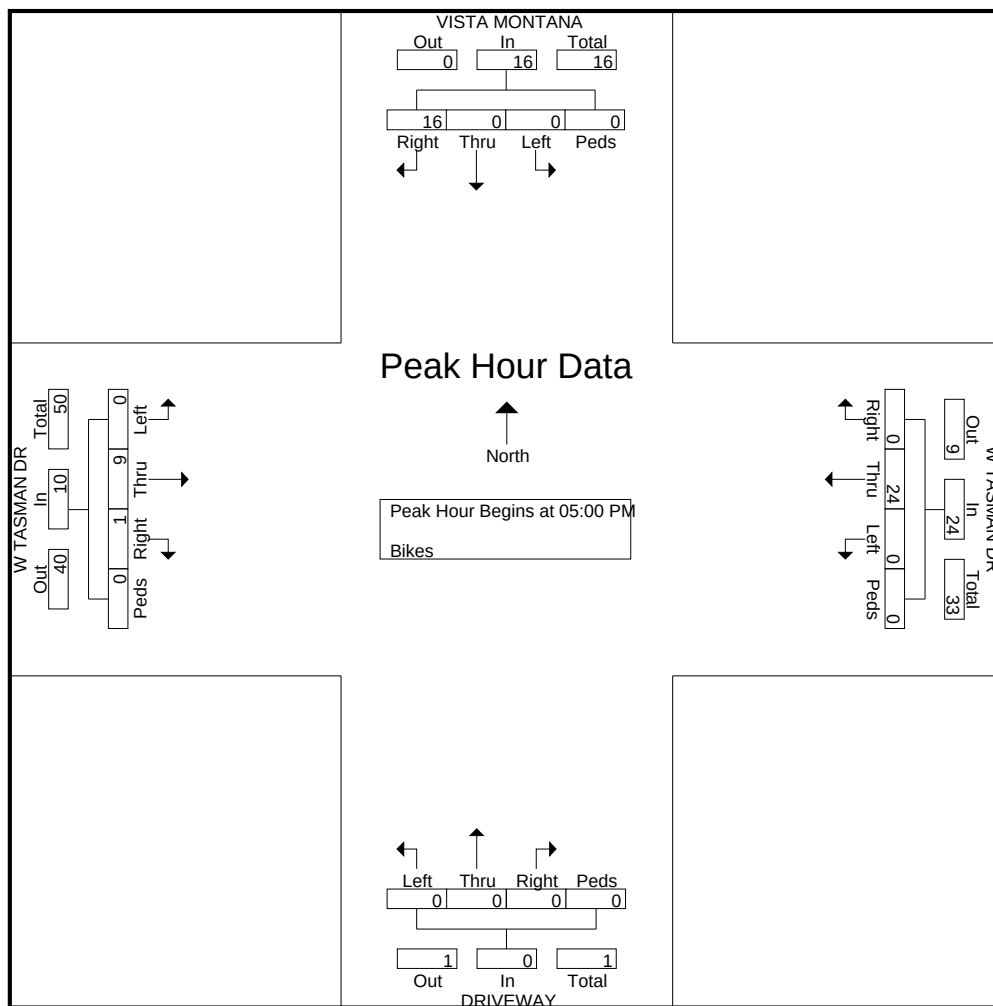
tdsbay@cs.com

File Name : 36PM FINAL

Site Code : 00000036

Start Date : 8/21/2014

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Traffic Data Service

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

File Name : 9AM FINAL
Site Code : 00000009
Start Date : 5/24/2017
Page No : 1

Groups Printed- Lights - Buses - Trucks

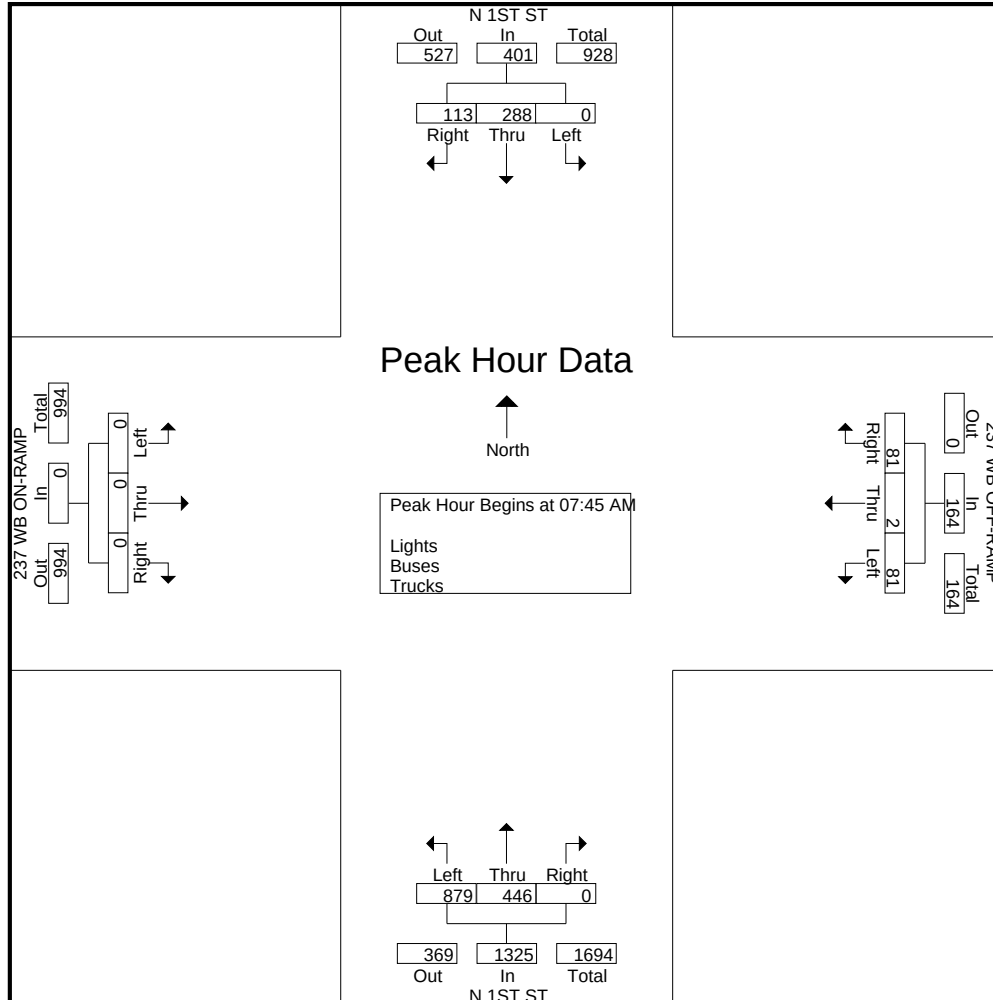
	N 1ST ST Southbound					237 WB OFF-RAMP Westbound					N 1ST ST Northbound					237 WB ON-RAMP Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	11	30	1	0	42	22	0	10	0	32	0	33	128	0	161	0	0	0	3	3	238
07:15 AM	13	43	1	0	57	19	0	9	0	28	0	62	140	0	202	0	0	0	0	0	287
07:30 AM	29	45	0	0	74	21	0	20	1	42	0	111	141	0	252	0	0	0	2	2	370
07:45 AM	33	82	0	0	115	21	0	17	0	38	0	214	221	0	435	0	0	0	1	1	589
Total	86	200	2	0	288	83	0	56	1	140	0	420	630	0	1050	0	0	0	6	6	1484
08:00 AM	43	127	0	1	171	27	0	17	0	44	0	77	190	0	267	0	0	0	2	2	484
08:15 AM	23	45	0	2	70	17	1	31	0	49	0	87	243	0	330	0	0	0	3	3	452
08:30 AM	14	34	0	1	49	16	1	16	0	33	0	68	225	0	293	0	0	0	1	1	376
08:45 AM	17	26	0	3	46	21	0	26	0	47	0	85	180	0	265	0	0	0	3	3	361
Total	97	232	0	7	336	81	2	90	0	173	0	317	838	0	1155	0	0	0	9	9	1673
Grand Total	183	432	2	7	624	164	2	146	1	313	0	737	1468	0	2205	0	0	0	15	15	3157
Apprch %	29.3	69.2	0.3	1.1		52.4	0.6	46.6	0.3		0	33.4	66.6	0		0	0	0	100		
Total %	5.8	13.7	0.1	0.2	19.8	5.2	0.1	4.6	0	9.9	0	23.3	46.5	0	69.8	0	0	0	0.5	0.5	
Lights	169	398	2	7	576	150	2	136	1	289	0	711	1443	0	2154	0	0	0	15	15	3034
% Lights	92.3	92.1	100	100	92.3	91.5	100	93.2	100	92.3	0	96.5	98.3	0	97.7	0	0	0	100	100	96.1
Buses	0	16	0	0	16	5	0	0	0	5	0	9	6	0	15	0	0	0	0	0	36
% Buses	0	3.7	0	0	2.6	3	0	0	0	1.6	0	1.2	0.4	0	0.7	0	0	0	0	0	1.1
Trucks	14	18	0	0	32	9	0	10	0	19	0	17	19	0	36	0	0	0	0	0	87
% Trucks	7.7	4.2	0	0	5.1	5.5	0	6.8	0	6.1	0	2.3	1.3	0	1.6	0	0	0	0	0	2.8

	N 1ST ST Southbound				237 WB OFF-RAMP Westbound				N 1ST ST Northbound				237 WB ON-RAMP 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	33	82	0	115	21	0	17	38	0	214	221	435	0	0	0	0	588
08:00 AM	43	127	0	170	27	0	17	44	0	77	190	267	0	0	0	0	481
08:15 AM	23	45	0	68	17	1	31	49	0	87	243	330	0	0	0	0	447
08:30 AM	14	34	0	48	16	1	16	33	0	68	225	293	0	0	0	0	374
Total Volume	113	288	0	401	81	2	81	164	0	446	879	1325	0	0	0	0	1890
% App. Total	28.2	71.8	0		49.4	1.2	49.4		0	33.7	66.3		0	0	0		
PHF	.657	.567	.000	.590	.750	.500	.653	.837	.000	.521	.904	.761	.000	.000	.000	.000	.804

Traffic Data Service

San Jose, CA
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File Name : 9AM FINAL
Site Code : 00000009
Start Date : 5/24/2017
Page No : 2



Traffic Data Service

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Site Code : 00000009
Start Date : 5/24/2017
Page No : 1

Groups Printed- Bikes

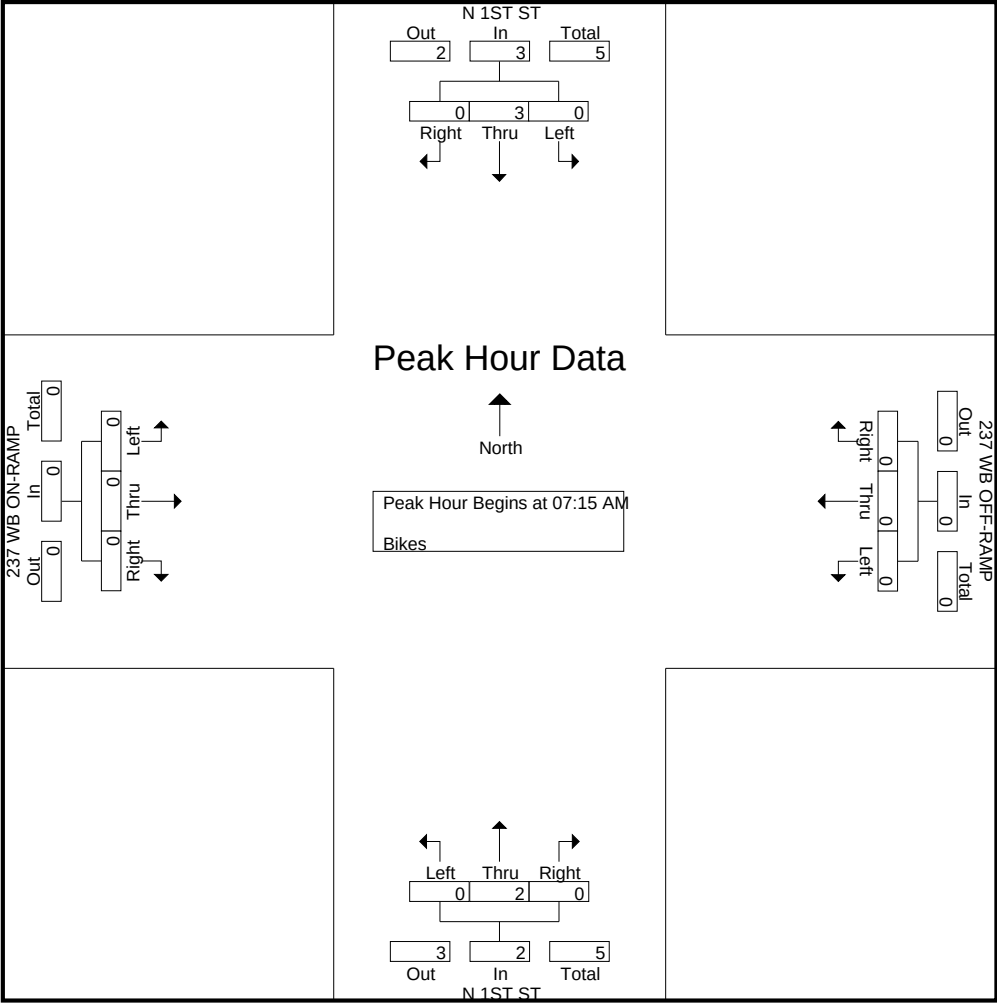
	N 1ST ST Southbound					237 WB OFF-RAMP Westbound					N 1ST ST Northbound					237 WB ON-RAMP Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
07:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
08:00 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
08:15 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5
Grand Total	0	4	0	0	4	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	8
Apprch %	0	100	0	0		0	0	0	0		0	100	0	0		0	0	0	0		
Total %	0	50	0	0	50	0	0	0	0	0	0	50	0	0	50	0	0	0	0	0	

	N 1ST ST Southbound				237 WB OFF-RAMP Westbound				N 1ST ST Northbound				237 WB ON-RAMP 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 07:15 AM																	
07:15 AM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
07:30 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
Total Volume	0	3	0	3	0	0	0	0	0	2	0	2	0	0	0	0	5
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.750	.000	.750	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.625

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File Name : 9AM FINAL
Site Code : 00000009
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File Name : 9PM FINAL
Site Code : 00000009
Start Date : 5/24/2017
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Groups Printed- Lights - Buses - Trucks

	N 1ST ST Southbound					237 WB OFF-RAMP Westbound					N 1ST ST Northbound					237 WB ON-RAMP 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	24	82	0	1	107	21	2	71	0	94	0	33	121	0	154	0	0	0	1	1	356
04:15 PM	20	120	0	0	140	25	1	53	0	79	0	21	100	0	121	0	0	0	0	0	340
04:30 PM	22	93	0	0	115	23	1	63	0	87	0	36	134	0	170	0	0	0	0	0	372
04:45 PM	21	101	0	1	123	26	0	51	0	77	0	28	133	0	161	0	0	0	1	1	362
Total	87	396	0	2	485	95	4	238	0	337	0	118	488	0	606	0	0	0	2	2	1430
05:00 PM	35	140	0	0	175	15	0	46	0	61	0	24	124	0	148	0	0	0	1	1	385
05:15 PM	27	155	0	0	182	16	0	41	1	58	0	28	135	0	163	0	0	0	1	1	404
05:30 PM	23	159	0	0	182	19	0	41	0	60	0	42	117	0	159	0	0	0	0	0	401
05:45 PM	19	135	0	0	154	31	0	59	0	90	0	42	115	0	157	0	0	0	0	0	401
Total	104	589	0	0	693	81	0	187	1	269	0	136	491	0	627	0	0	0	2	2	1591
Grand Total	191	985	0	2	1178	176	4	425	1	606	0	254	979	0	1233	0	0	0	4	4	3021
Apprch %	16.2	83.6	0	0.2		29	0.7	70.1	0.2		0	20.6	79.4	0		0	0	0	100		
Total %	6.3	32.6	0	0.1	39	5.8	0.1	14.1	0	20.1	0	8.4	32.4	0	40.8	0	0	0	0.1	0.1	
Lights	191	965	0	2	1158	164	4	423	1	592	0	246	970	0	1216	0	0	0	4	4	2970
% Lights	100	98	0	100	98.3	93.2	100	99.5	100	97.7	0	96.9	99.1	0	98.6	0	0	0	100	100	98.3
Buses	0	11	0	0	11	5	0	0	0	5	0	5	5	0	10	0	0	0	0	0	26
% Buses	0	1.1	0	0	0.9	2.8	0	0	0	0.8	0	2	0.5	0	0.8	0	0	0	0	0	0.9
Trucks	0	9	0	0	9	7	0	2	0	9	0	3	4	0	7	0	0	0	0	0	25
% Trucks	0	0.9	0	0	0.8	4	0	0.5	0	1.5	0	1.2	0.4	0	0.6	0	0	0	0	0	0.8

	N 1ST ST Southbound				237 WB OFF-RAMP Westbound				N 1ST ST Northbound				237 WB ON-RAMP 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	35	140	0	175	15	0	46	61	0	24	124	148	0	0	0	0	384
05:15 PM	27	155	0	182	16	0	41	57	0	28	135	163	0	0	0	0	402
05:30 PM	23	159	0	182	19	0	41	60	0	42	117	159	0	0	0	0	401
05:45 PM	19	135	0	154	31	0	59	90	0	42	115	157	0	0	0	0	401
Total Volume	104	589	0	693	81	0	187	268	0	136	491	627	0	0	0	0	1588
% App. Total	15	85	0		30.2	0	69.8		0	21.7	78.3		0	0	0		
PHF	.743	.926	.000	.952	.653	.000	.792	.744	.000	.810	.909	.962	.000	.000	.000	.000	.988

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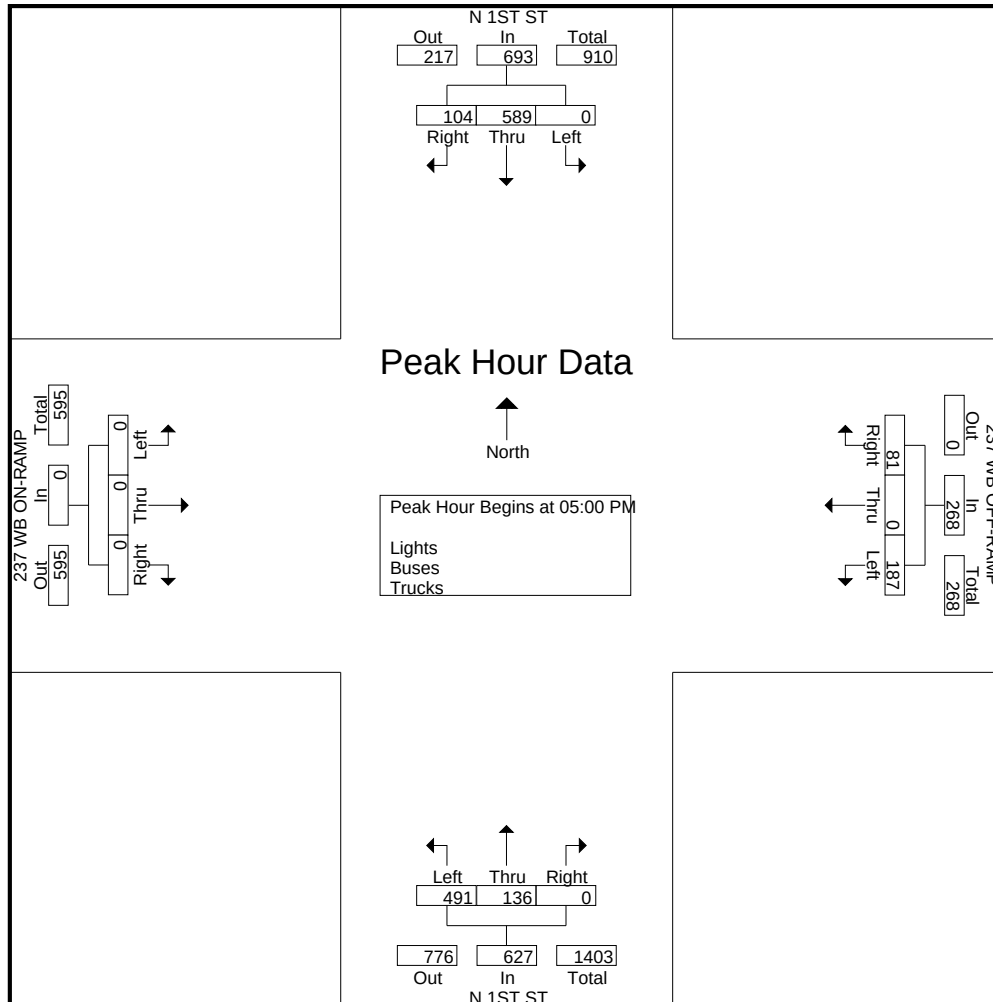
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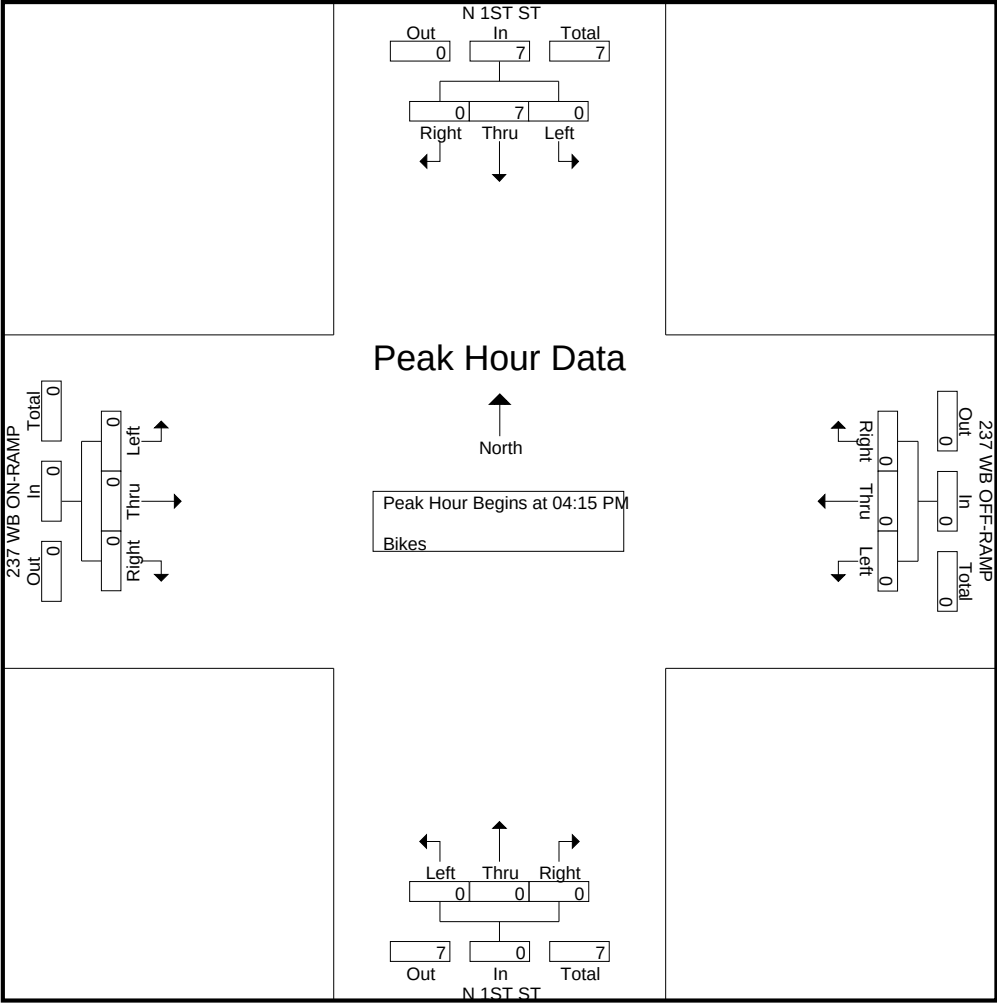
Groups Printed- Bikes

[illegible]

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File Name : 8AM FINAL
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Start Date : 5/24/2017
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Groups Printed- Lights - Buses - Trucks

	N 1ST ST Southbound					237 EB RAMPS Westbound					N 1ST ST Northbound					OAKCREST ESTATES 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	4	22	15	0	41	13	0	53	0	66	60	141	1	0	202	2	2	6	2	12	321
07:15 AM	1	26	27	0	54	26	0	72	0	98	71	169	0	0	240	1	4	2	7	14	406
07:30 AM	1	37	23	1	62	28	0	79	0	107	95	264	1	0	360	5	1	9	2	17	546
07:45 AM	2	61	33	0	96	56	0	114	0	170	60	331	1	0	392	5	1	7	3	16	674
Total	8	146	98	1	253	123	0	318	0	441	286	905	3	0	1194	13	8	24	14	59	1947
08:00 AM	3	99	43	3	148	20	2	137	3	162	71	251	2	0	324	3	3	1	3	10	644
08:15 AM	1	52	19	0	72	29	2	138	0	169	66	318	2	0	386	5	4	3	6	18	645
08:30 AM	0	32	25	0	57	19	0	176	0	195	77	258	0	0	335	1	5	9	4	19	606
08:45 AM	0	37	14	1	52	30	1	181	1	213	75	243	3	1	322	3	2	3	5	13	600
Total	4	220	101	4	329	98	5	632	4	739	289	1070	7	1	1367	12	14	16	18	60	2495
Grand Total	12	366	199	5	582	221	5	950	4	1180	575	1975	10	1	2561	25	22	40	32	119	4442
Apprch %	2.1	62.9	34.2	0.9		18.7	0.4	80.5	0.3		22.5	77.1	0.4	0		21	18.5	33.6	26.9		
Total %	0.3	8.2	4.5	0.1	13.1	5	0.1	21.4	0.1	26.6	12.9	44.5	0.2	0	57.7	0.6	0.5	0.9	0.7	2.7	
Lights	11	344	180	5	540	212	5	938	4	1159	553	1935	10	1	2499	25	22	40	32	119	4317
% Lights	91.7	94	90.5	100	92.8	95.9	100	98.7	100	98.2	96.2	98	100	100	97.6	100	100	100	100	100	97.2
Buses	0	10	6	0	16	1	0	4	0	5	2	14	0	0	16	0	0	0	0	0	37
% Buses	0	2.7	3	0	2.7	0.5	0	0.4	0	0.4	0.3	0.7	0	0	0.6	0	0	0	0	0	0.8
Trucks	1	12	13	0	26	8	0	8	0	16	20	26	0	0	46	0	0	0	0	0	88
% Trucks	8.3	3.3	6.5	0	4.5	3.6	0	0.8	0	1.4	3.5	1.3	0	0	1.8	0	0	0	0	0	2

	N 1ST ST Southbound				237 EB RAMPS Westbound				N 1ST ST Northbound				OAKCREST ESTATES 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	2	61	33	96	56	0	114	170	60	331	1	392	5	1	7	13	671
08:00 AM	3	99	43	145	20	2	137	159	71	251	2	324	3	3	1	7	635
08:15 AM	1	52	19	72	29	2	138	169	66	318	2	386	5	4	3	12	639
08:30 AM	0	32	25	57	19	0	176	195	77	258	0	335	1	5	9	15	602
Total Volume	6	244	120	370	124	4	565	693	274	1158	5	1437	14	13	20	47	2547
% App. Total	1.6	65.9	32.4		17.9	0.6	81.5		19.1	80.6	0.3		29.8	27.7	42.6		
PHF	.500	.616	.698	.638	.554	.500	.803	.888	.890	.875	.625	.916	.700	.650	.556	.783	.949

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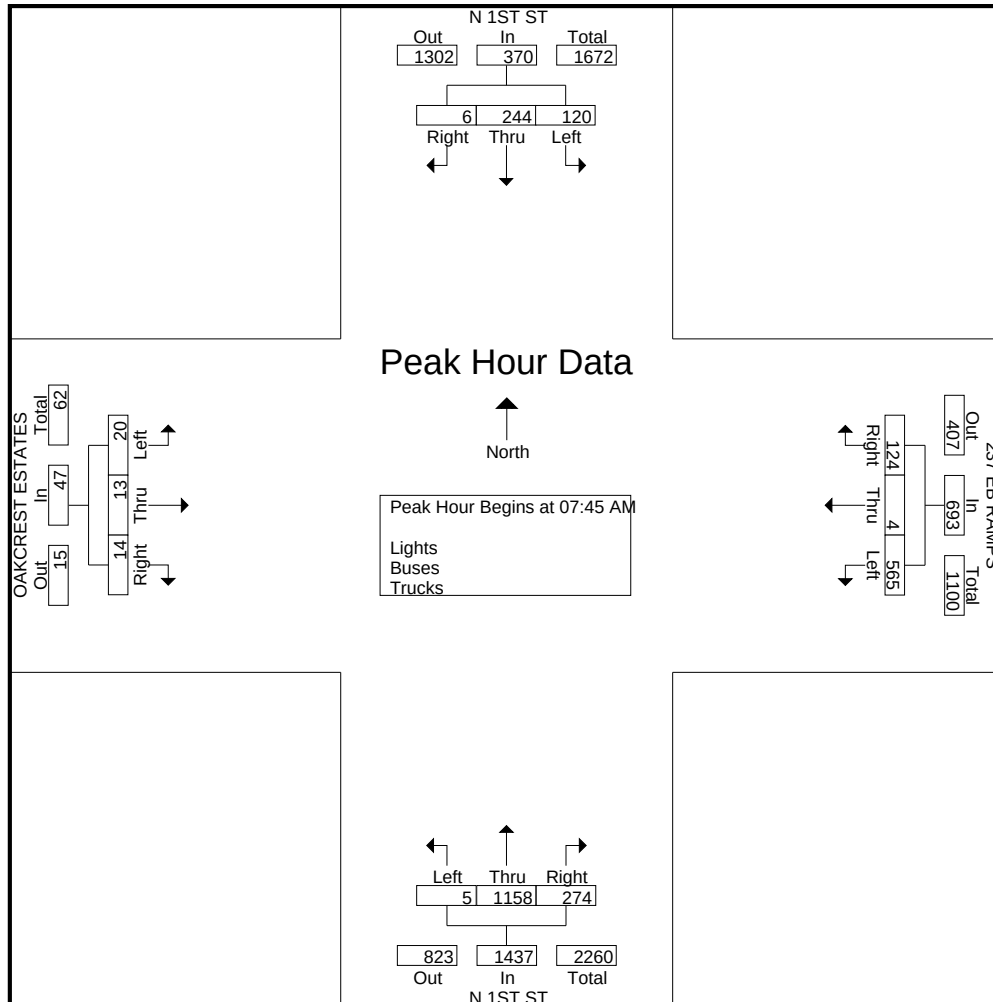
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Groups Printed- Bikes

	N 1ST ST Southbound					237 EB RAMPS Westbound					N 1ST ST Northbound					OAKCREST ESTATES 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	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:15 AM	0	1	0	0	1	0	0	0	0	0	0	1	3	0	4	0	0	0	0	0	5
07:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	5	0	0	5	0	0	0	0	0	0	1	3	0	4	0	0	0	0	0	9
08:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
08:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	5
Grand Total	0	9	0	0	9	0	0	0	0	0	0	2	3	0	5	0	0	0	0	0	14
Apprch %	0	100	0	0		0	0	0	0		0	40	60	0		0	0	0	0		
Total %	0	64.3	0	0	64.3	0	0	0	0	0	0	14.3	21.4	0	35.7	0	0	0	0	0	

	N 1ST ST Southbound				237 EB RAMPS Westbound				N 1ST ST Northbound				OAKCREST ESTATES 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
07:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:15 AM	0	1	0	1	0	0	0	0	0	1	3	4	0	0	0	0	5
07:30 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Total Volume	0	5	0	5	0	0	0	0	0	1	3	4	0	0	0	0	9
% App. Total	0	100	0		0	0	0		0	25	75		0	0	0		
PHF	.000	.625	.000	.625	.000	.000	.000	.000	.000	.250	.250	.250	.000	.000	.000	.000	.450

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:00 AM

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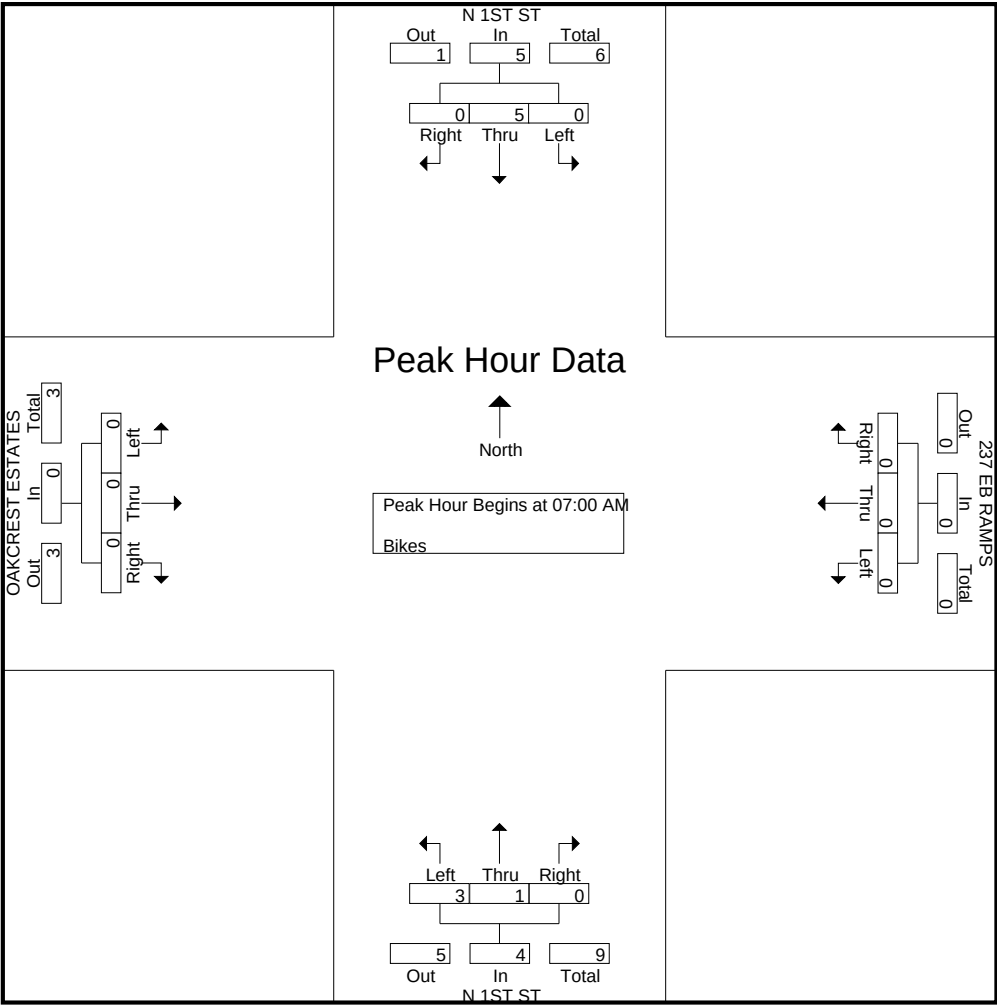
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Groups Printed- Lights - Buses - Trucks

	N 1ST ST Southbound					237 EB RAMPS Westbound					N 1ST ST Northbound					OAKCREST ESTATES 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	101	50	0	158	3	0	70	0	73	53	141	9	0	203	2	2	5	3	12	446
04:15 PM	4	99	64	0	167	1	0	56	0	57	79	133	5	0	217	3	2	3	4	12	453
04:30 PM	6	101	55	0	162	6	0	67	0	73	66	162	4	0	232	2	2	1	1	6	473
04:45 PM	4	96	45	0	145	4	0	38	0	42	78	148	7	0	233	4	0	0	4	8	428
Total	21	397	214	0	632	14	0	231	0	245	276	584	25	0	885	11	6	9	12	38	1800
05:00 PM	2	121	68	0	191	6	0	46	0	52	89	149	4	0	242	3	0	3	3	9	494
05:15 PM	6	125	66	0	197	1	0	40	2	43	74	143	6	0	223	3	0	0	4	7	470
05:30 PM	6	117	67	1	191	3	1	27	0	31	48	166	8	0	222	1	3	0	5	9	453
05:45 PM	10	116	79	0	205	2	0	55	0	57	42	131	10	0	183	2	2	1	5	10	455
Total	24	479	280	1	784	12	1	168	2	183	253	589	28	0	870	9	5	4	17	35	1872
Grand Total	45	876	494	1	1416	26	1	399	2	428	529	1173	53	0	1755	20	11	13	29	73	3672
Apprch %	3.2	61.9	34.9	0.1		6.1	0.2	93.2	0.5		30.1	66.8	3	0		27.4	15.1	17.8	39.7		
Total %	1.2	23.9	13.5	0	38.6	0.7	0	10.9	0.1	11.7	14.4	31.9	1.4	0	47.8	0.5	0.3	0.4	0.8	2	
Lights	45	867	481	1	1394	24	1	397	2	424	520	1158	52	0	1730	20	11	13	29	73	3621
% Lights	100	99	97.4	100	98.4	92.3	100	99.5	100	99.1	98.3	98.7	98.1	0	98.6	100	100	100	100	100	98.6
Buses	0	4	8	0	12	0	0	0	0	0	1	9	0	0	10	0	0	0	0	0	22
% Buses	0	0.5	1.6	0	0.8	0	0	0	0	0	0.2	0.8	0	0	0.6	0	0	0	0	0	0.6
Trucks	0	5	5	0	10	2	0	2	0	4	8	6	1	0	15	0	0	0	0	0	29
% Trucks	0	0.6	1	0	0.7	7.7	0	0.5	0	0.9	1.5	0.5	1.9	0	0.9	0	0	0	0	0	0.8

	N 1ST ST Southbound				237 EB RAMPS Westbound				N 1ST ST Northbound				OAKCREST ESTATES 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	2	121	68	191	6	0	46	52	89	149	4	242	3	0	3	6	491
05:15 PM	6	125	66	197	1	0	40	41	74	143	6	223	3	0	0	3	464
05:30 PM	6	117	67	190	3	1	27	31	48	166	8	222	1	3	0	4	447
05:45 PM	10	116	79	205	2	0	55	57	42	131	10	183	2	2	1	5	450
Total Volume	24	479	280	783	12	1	168	181	253	589	28	870	9	5	4	18	1852
% App. Total	3.1	61.2	35.8		6.6	0.6	92.8		29.1	67.7	3.2		50	27.8	22.2		
PHF	.600	.958	.886	.955	.500	.250	.764	.794	.711	.887	.700	.899	.750	.417	.333	.750	.943

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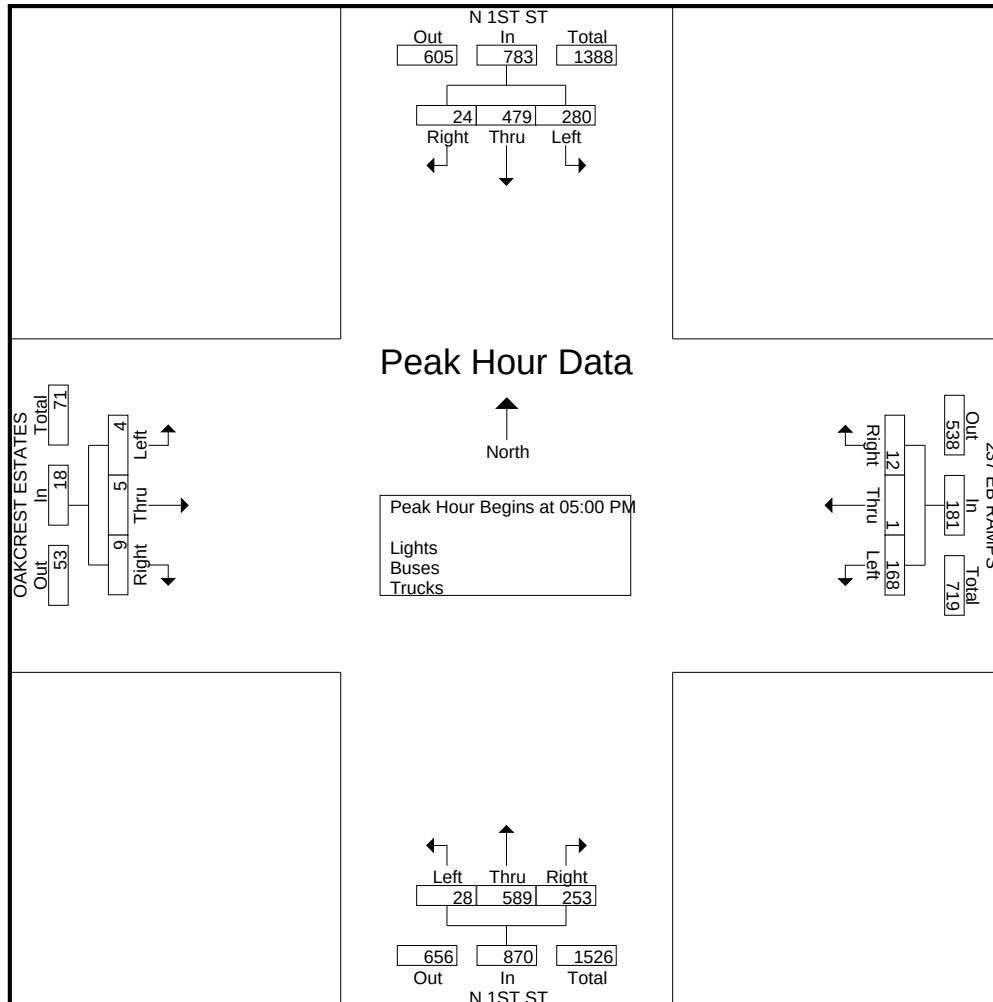
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Groups Printed- Bikes

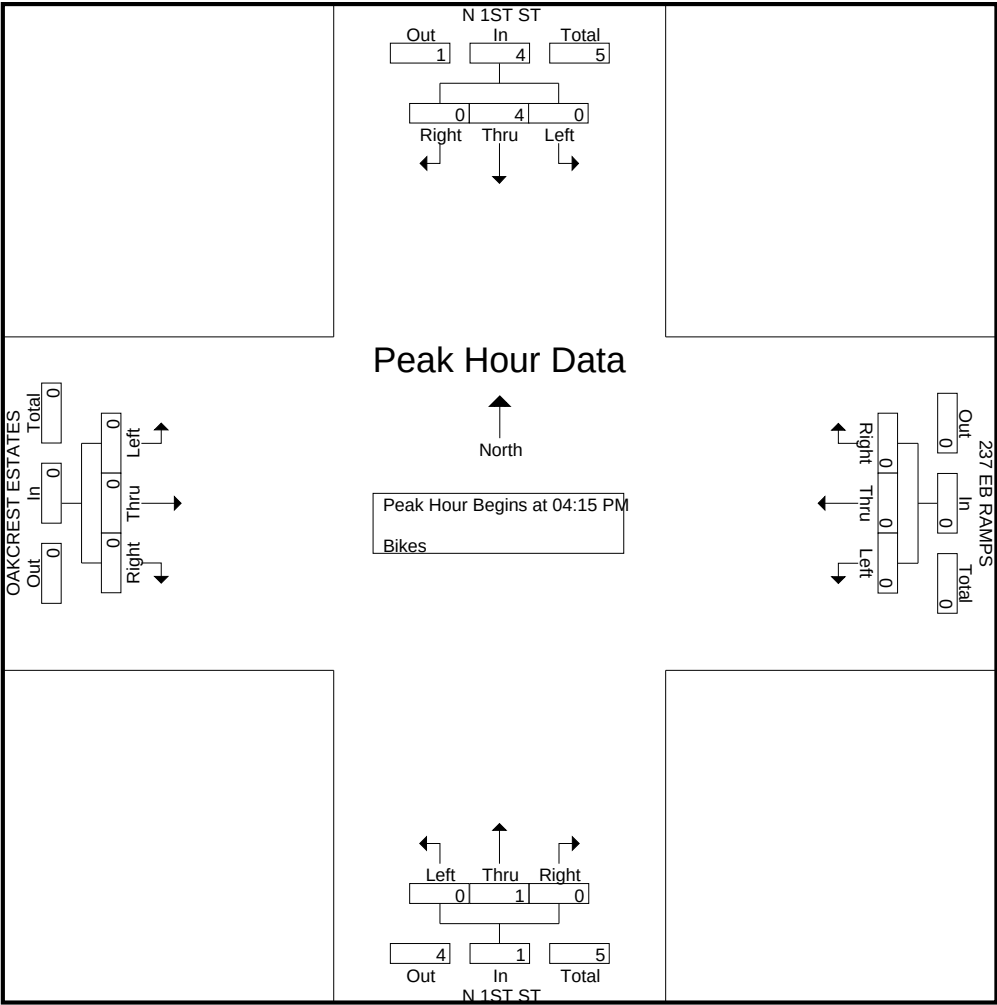
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Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
05:00 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
Grand Total	0	6	0	0	6	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	7
Apprch %	0	100	0	0		0	0	0	0		0	100	0	0		0	0	0	0		
Total %	0	85.7	0	0	85.7	0	0	0	0	0	0	14.3	0	0	14.3	0	0	0	0	0	

	N 1ST ST Southbound				237 EB RAMPS Westbound				N 1ST ST Northbound				OAKCREST ESTATES 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 04:15 PM																	
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
Total Volume	0	4	0	4	0	0	0	0	0	1	0	1	0	0	0	0	5
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.333	.000	.333	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.417

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Groups Printed- Lights - Buses - Trucks

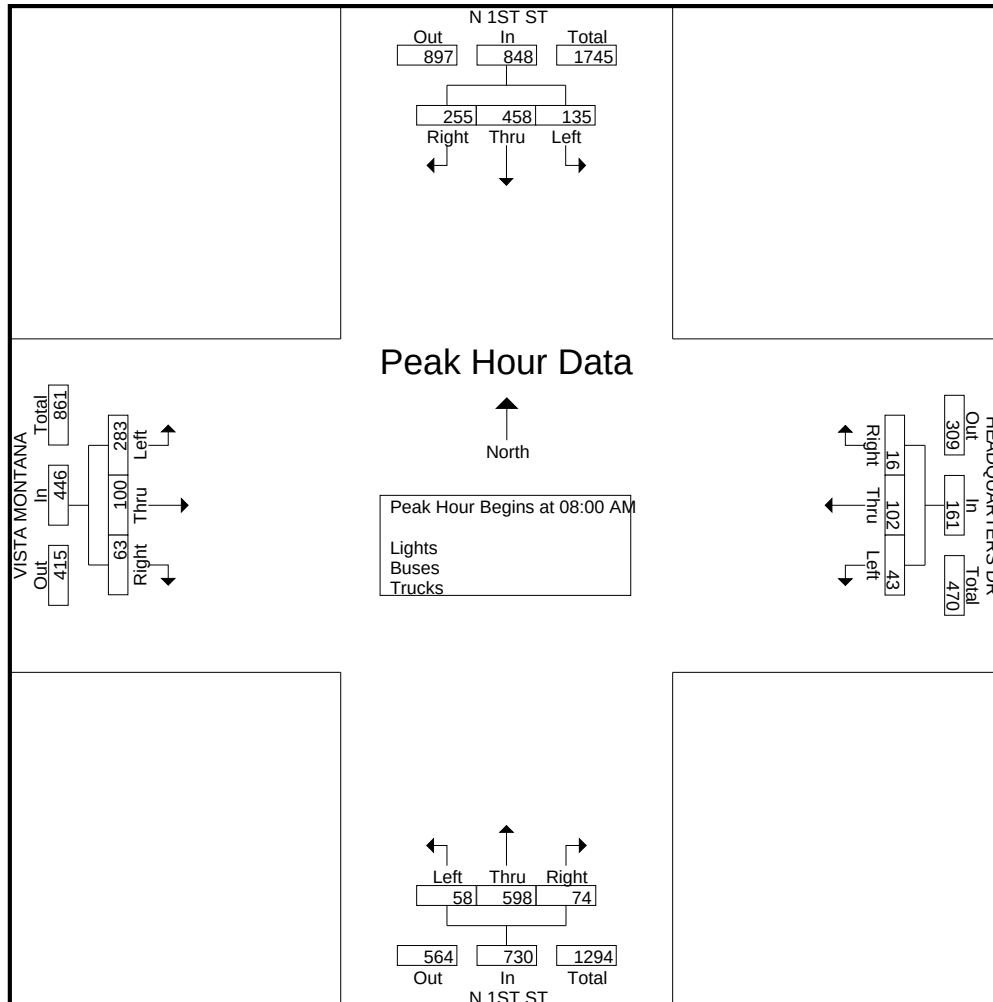
	N 1ST ST Southbound					HEADQUARTERS DR Westbound					N 1ST ST Northbound					VISTA MONTANA Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	28	40	10	0	78	2	16	8	1	27	8	106	5	0	119	6	9	45	0	60	284
07:15 AM	24	70	14	2	110	11	13	13	1	38	13	123	12	0	148	5	11	61	0	77	373
07:30 AM	29	78	22	1	130	3	13	16	1	33	22	201	9	1	233	10	15	71	0	96	492
07:45 AM	62	90	29	1	182	6	20	4	2	32	11	187	20	0	218	12	15	91	0	118	550
Total	143	278	75	4	500	22	62	41	5	130	54	617	46	1	718	33	50	268	0	351	1699
08:00 AM	69	107	37	0	213	4	24	12	3	43	17	157	11	2	187	19	24	70	2	115	558
08:15 AM	69	97	28	2	196	3	21	7	1	32	13	162	18	1	194	15	30	70	2	117	539
08:30 AM	54	113	27	3	197	1	34	12	0	47	24	137	15	1	177	14	22	75	1	112	533
08:45 AM	63	141	43	0	247	8	23	12	4	47	20	142	14	1	177	15	24	68	3	110	581
Total	255	458	135	5	853	16	102	43	8	169	74	598	58	5	735	63	100	283	8	454	2211
Grand Total	398	736	210	9	1353	38	164	84	13	299	128	1215	104	6	1453	96	150	551	8	805	3910
Apprch %	29.4	54.4	15.5	0.7		12.7	54.8	28.1	4.3		8.8	83.6	7.2	0.4		11.9	18.6	68.4	1		
Total %	10.2	18.8	5.4	0.2	34.6	1	4.2	2.1	0.3	7.6	3.3	31.1	2.7	0.2	37.2	2.5	3.8	14.1	0.2	20.6	
Lights	387	714	207	9	1317	35	162	80	13	290	124	1167	99	6	1396	93	147	543	8	791	3794
% Lights	97.2	97	98.6	100	97.3	92.1	98.8	95.2	100	97	96.9	96	95.2	100	96.1	96.9	98	98.5	100	98.3	97
Buses	7	9	0	0	16	0	2	1	0	3	0	8	2	0	10	0	2	3	0	5	34
% Buses	1.8	1.2	0	0	1.2	0	1.2	1.2	0	1	0	0.7	1.9	0	0.7	0	1.3	0.5	0	0.6	0.9
Trucks	4	13	3	0	20	3	0	3	0	6	4	40	3	0	47	3	1	5	0	9	82
% Trucks	1	1.8	1.4	0	1.5	7.9	0	3.6	0	2	3.1	3.3	2.9	0	3.2	3.1	0.7	0.9	0	1.1	2.1

	N 1ST ST Southbound				HEADQUARTERS DR Westbound				N 1ST ST Northbound				VISTA MONTANA 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	69	107	37	213	4	24	12	40	17	157	11	185	19	24	70	113	551
08:15 AM	69	97	28	194	3	21	7	31	13	162	18	193	15	30	70	115	533
08:30 AM	54	113	27	194	1	34	12	47	24	137	15	176	14	22	75	111	528
08:45 AM	63	141	43	247	8	23	12	43	20	142	14	176	15	24	68	107	573
Total Volume	255	458	135	848	16	102	43	161	74	598	58	730	63	100	283	446	2185
% App. Total	30.1	54	15.9		9.9	63.4	26.7		10.1	81.9	7.9		14.1	22.4	63.5		
PHF	.924	.812	.785	.858	.500	.750	.896	.856	.771	.923	.806	.946	.829	.833	.943	.970	.953

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Groups Printed- Bikes

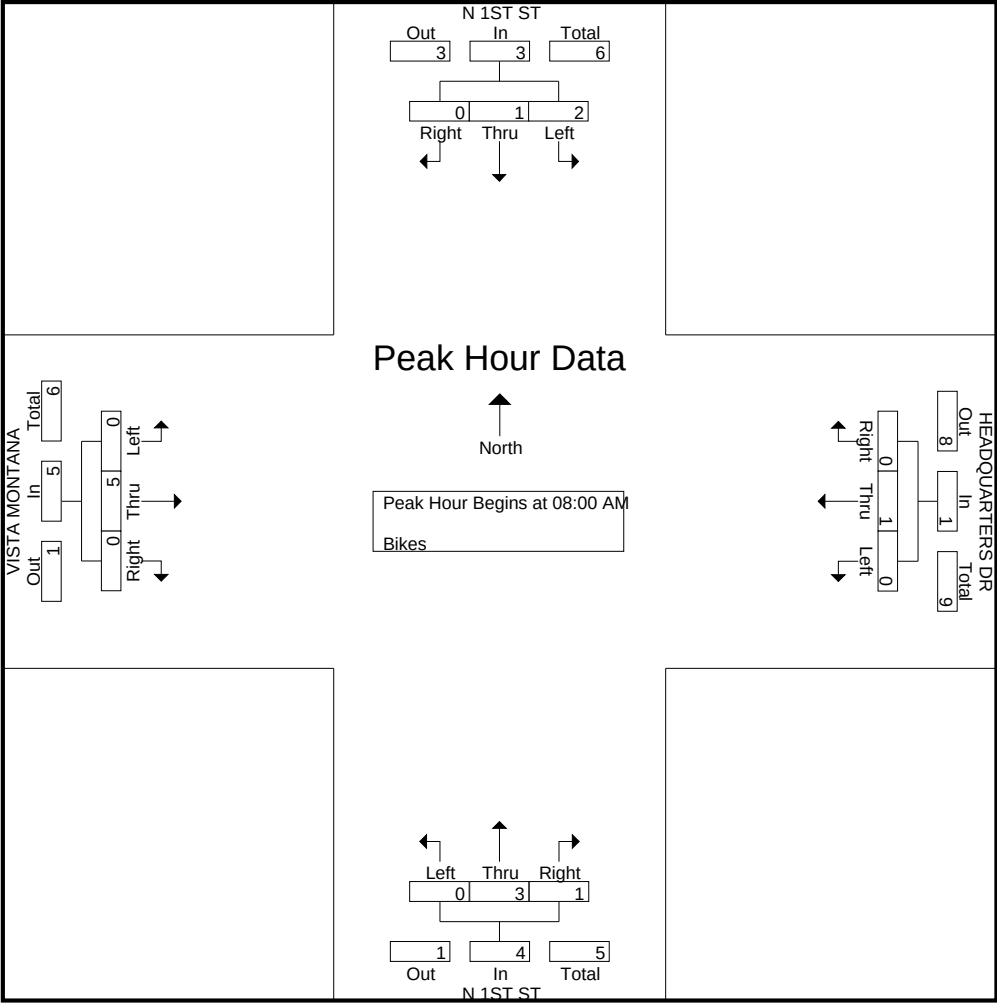
	N 1ST ST Southbound					HEADQUARTERS DR Westbound					N 1ST ST Northbound					VISTA MONTANA Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	2
07:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3
07:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
Total	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	1	5	0	0	6	9
08:00 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	0	1	1	0	2	0	1	0	0	1	0	1	0	0	1	0	2	0	0	2	6
08:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	0	0	2	3
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	3
Total	0	1	2	0	3	0	1	0	0	1	1	3	0	0	4	0	5	0	0	5	13
Grand Total	0	2	2	0	4	0	2	0	0	2	1	4	0	0	5	1	10	0	0	11	22
Apprch %	0	50	50	0		0	100	0	0		20	80	0	0		9.1	90.9	0	0		
Total %	0	9.1	9.1	0	18.2	0	9.1	0	0	9.1	4.5	18.2	0	0	22.7	4.5	45.5	0	0	50	

	N 1ST ST Southbound				HEADQUARTERS DR Westbound				N 1ST ST Northbound				VISTA MONTANA 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	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	0	1	1	2	0	1	0	1	0	1	0	1	0	2	0	2	6
08:30 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0	2	3
08:45 AM	0	0	0	0	0	0	0	0	0	2	0	2	0	1	0	1	3
Total Volume	0	1	2	3	0	1	0	1	1	3	0	4	0	5	0	5	13
% App. Total	0	33.3	66.7		0	100	0		25	75	0		0	100	0		
PHF	.000	.250	.500	.375	.000	.250	.000	.250	.250	.375	.000	.500	.000	.625	.000	.625	.542

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Groups Printed- Lights - Buses - Trucks

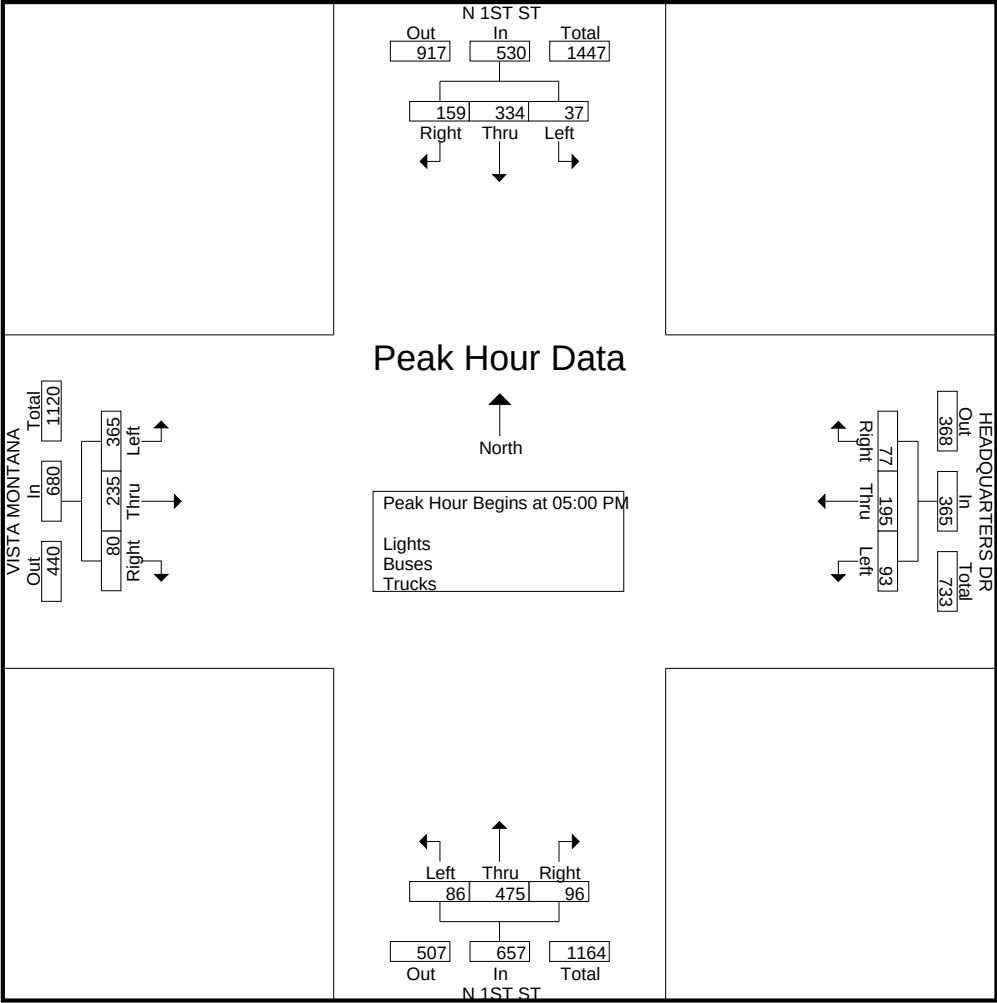
	N 1ST ST Southbound					HEADQUARTERS DR Westbound					N 1ST ST Northbound					VISTA MONTANA Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	39	83	7	1	130	23	31	25	6	85	17	99	22	1	139	20	43	77	5	145	499
04:15 PM	41	85	5	4	135	12	28	24	5	69	22	97	8	1	128	11	38	79	2	130	462
04:30 PM	34	85	11	1	131	28	34	31	0	93	15	118	19	2	154	16	54	87	1	158	536
04:45 PM	42	77	8	0	127	21	36	25	2	84	20	127	13	2	162	16	43	76	0	135	508
Total	156	330	31	6	523	84	129	105	13	331	74	441	62	6	583	63	178	319	8	568	2005
05:00 PM	40	92	10	3	145	25	42	26	2	95	18	104	14	3	139	19	72	94	3	188	567
05:15 PM	40	71	8	6	125	16	60	28	0	104	28	123	19	0	170	16	69	97	0	182	581
05:30 PM	45	83	9	5	142	17	48	14	2	81	27	140	30	3	200	18	42	82	5	147	570
05:45 PM	34	88	10	11	143	19	45	25	5	94	23	108	23	2	156	27	52	92	4	175	568
Total	159	334	37	25	555	77	195	93	9	374	96	475	86	8	665	80	235	365	12	692	2286
Grand Total	315	664	68	31	1078	161	324	198	22	705	170	916	148	14	1248	143	413	684	20	1260	4291
Apprch %	29.2	61.6	6.3	2.9		22.8	46	28.1	3.1		13.6	73.4	11.9	1.1		11.3	32.8	54.3	1.6		
Total %	7.3	15.5	1.6	0.7	25.1	3.8	7.6	4.6	0.5	16.4	4	21.3	3.4	0.3	29.1	3.3	9.6	15.9	0.5	29.4	
Lights	311	658	68	31	1068	160	320	197	22	699	167	901	148	13	1229	140	409	678	20	1247	4243
% Lights	98.7	99.1	100	100	99.1	99.4	98.8	99.5	100	99.1	98.2	98.4	100	92.9	98.5	97.9	99	99.1	100	99	98.9
Buses	2	4	0	0	6	0	2	0	0	2	0	8	0	0	8	1	2	2	0	5	21
% Buses	0.6	0.6	0	0	0.6	0	0.6	0	0	0.3	0	0.9	0	0	0.6	0.7	0.5	0.3	0	0.4	0.5
Trucks	2	2	0	0	4	1	2	1	0	4	3	7	0	1	11	2	2	4	0	8	27
% Trucks	0.6	0.3	0	0	0.4	0.6	0.6	0.5	0	0.6	1.8	0.8	0	7.1	0.9	1.4	0.5	0.6	0	0.6	0.6

	N 1ST ST Southbound				HEADQUARTERS DR Westbound				N 1ST ST Northbound				VISTA MONTANA 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	40	92	10	142	25	42	26	93	18	104	14	136	19	72	94	185	556
05:15 PM	40	71	8	119	16	60	28	104	28	123	19	170	16	69	97	182	575
05:30 PM	45	83	9	137	17	48	14	79	27	140	30	197	18	42	82	142	555
05:45 PM	34	88	10	132	19	45	25	89	23	108	23	154	27	52	92	171	546
Total Volume	159	334	37	530	77	195	93	365	96	475	86	657	80	235	365	680	2232
% App. Total	30	63	7		21.1	53.4	25.5		14.6	72.3	13.1		11.8	34.6	53.7		
PHF	.883	.908	.925	.933	.770	.813	.830	.877	.857	.848	.717	.834	.741	.816	.941	.919	.970

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Site Code : 00000007
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Groups Printed- Bikes

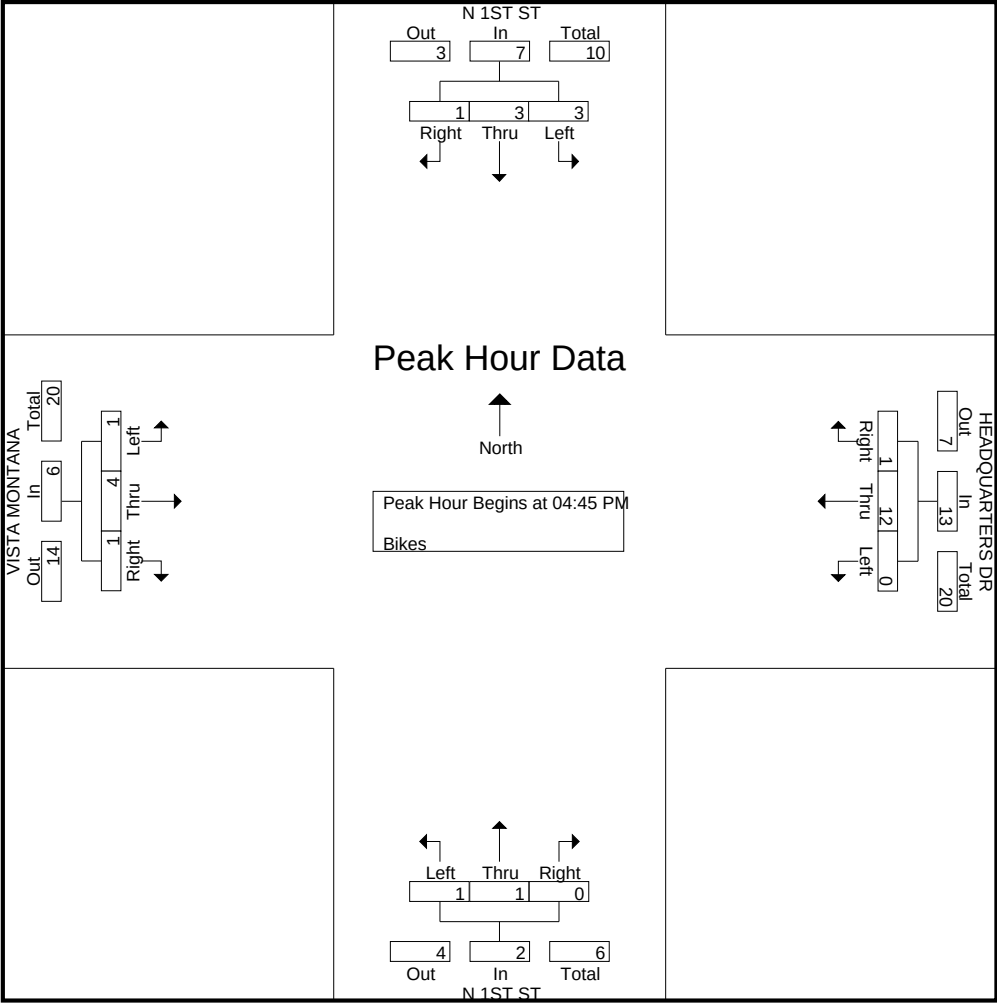
	N 1ST ST Southbound					HEADQUARTERS DR Westbound					N 1ST ST Northbound					VISTA MONTANA Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	1	0	0	1	0	2	0	0	2	0	1	0	0	1	1	1	0	0	2	6
04:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	2
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
04:45 PM	0	1	3	0	4	0	1	0	0	1	0	0	1	0	1	0	1	0	0	1	7
Total	0	2	3	0	5	0	4	0	0	4	0	1	1	0	2	2	3	0	0	5	16
05:00 PM	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	1	1	0	0	2	4
05:15 PM	1	1	0	0	2	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	7
05:30 PM	0	1	0	0	1	0	5	0	0	5	0	1	0	0	1	0	2	1	0	3	10
05:45 PM	0	2	0	0	2	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	4
Total	1	4	0	0	5	1	12	0	0	13	0	2	0	0	2	1	3	1	0	5	25
Grand Total	1	6	3	0	10	1	16	0	0	17	0	3	1	0	4	3	6	1	0	10	41
Apprch %	10	60	30	0		5.9	94.1	0	0		0	75	25	0		30	60	10	0		
Total %	2.4	14.6	7.3	0	24.4	2.4	39	0	0	41.5	0	7.3	2.4	0	9.8	7.3	14.6	2.4	0	24.4	

	N 1ST ST Southbound				HEADQUARTERS DR Westbound				N 1ST ST Northbound				VISTA MONTANA 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 04:45 PM																	
04:45 PM	0	1	3	4	0	1	0	1	0	0	1	1	0	1	0	1	7
05:00 PM	0	0	0	0	1	1	0	2	0	0	0	0	1	1	0	2	4
05:15 PM	1	1	0	2	0	5	0	5	0	0	0	0	0	0	0	0	7
05:30 PM	0	1	0	1	0	5	0	5	0	1	0	1	0	2	1	3	10
Total Volume	1	3	3	7	1	12	0	13	0	1	1	2	1	4	1	6	28
% App. Total	14.3	42.9	42.9		7.7	92.3	0		0	50	50		16.7	66.7	16.7		
PHF	.250	.750	.250	.438	.250	.600	.000	.650	.000	.250	.250	.500	.250	.500	.250	.500	.700

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Groups Printed- Lights - Buses - Trucks

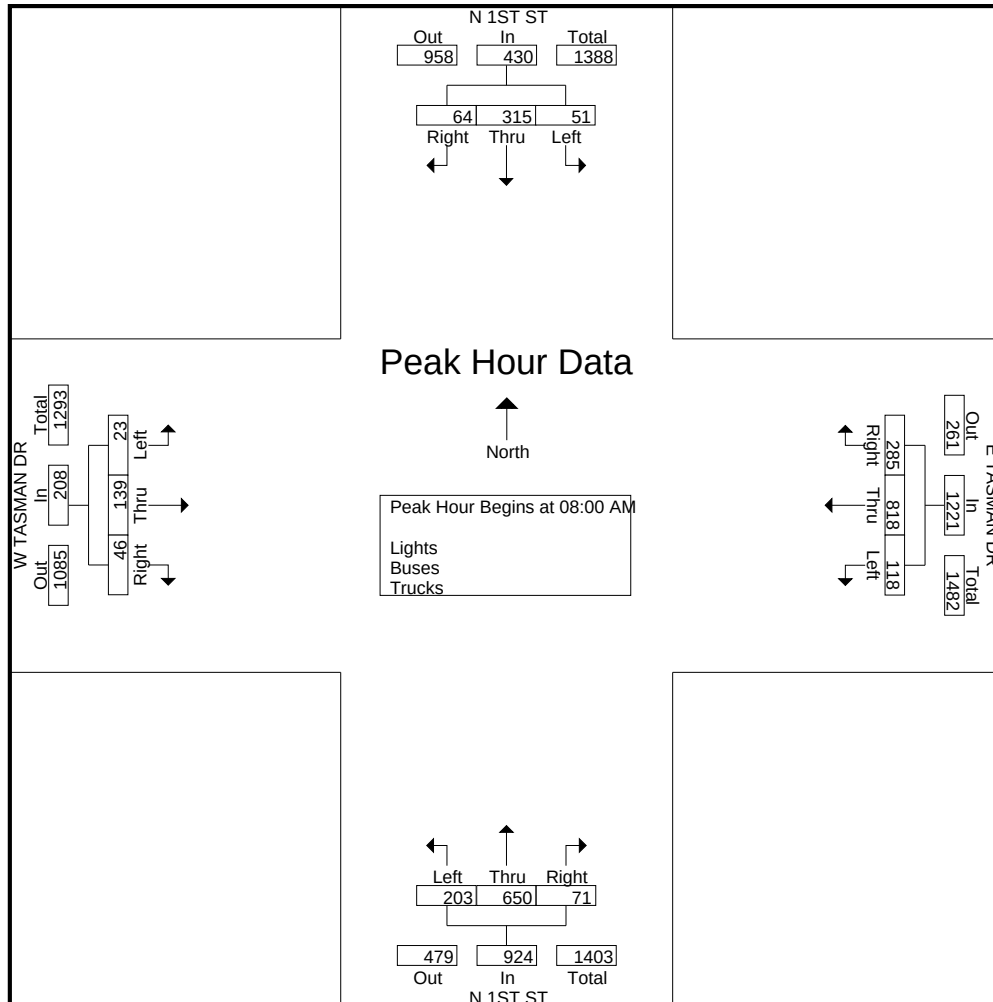
	N 1ST ST Southbound					E TASMAN DR Westbound					N 1ST ST Northbound					W TASMAN DR Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	9	65	6	1	81	46	98	18	3	165	7	98	22	5	132	2	7	0	2	11	389
07:15 AM	13	68	14	2	97	43	142	19	11	215	17	101	39	9	166	7	26	0	6	39	517
07:30 AM	17	74	12	2	105	69	200	34	6	309	15	149	25	19	208	8	27	2	6	43	665
07:45 AM	13	57	20	3	93	83	196	30	3	312	17	148	38	14	217	8	25	8	3	44	666
Total	52	264	52	8	376	241	636	101	23	1001	56	496	124	47	723	25	85	10	17	137	2237
08:00 AM	15	86	13	0	114	81	178	24	5	288	22	132	45	11	210	6	33	3	7	49	661
08:15 AM	13	71	15	2	101	58	206	33	7	304	16	191	48	13	268	9	30	6	8	53	726
08:30 AM	19	70	12	4	105	77	222	30	13	342	19	151	48	19	237	15	37	9	9	70	754
08:45 AM	17	88	11	2	118	69	212	31	5	317	14	176	62	18	270	16	39	5	5	65	770
Total	64	315	51	8	438	285	818	118	30	1251	71	650	203	61	985	46	139	23	29	237	2911
Grand Total	116	579	103	16	814	526	1454	219	53	2252	127	1146	327	108	1708	71	224	33	46	374	5148
Apprch %	14.3	71.1	12.7	2		23.4	64.6	9.7	2.4		7.4	67.1	19.1	6.3		19	59.9	8.8	12.3		
Total %	2.3	11.2	2	0.3	15.8	10.2	28.2	4.3	1	43.7	2.5	22.3	6.4	2.1	33.2	1.4	4.4	0.6	0.9	7.3	
Lights	111	566	97	16	790	513	1420	206	53	2192	119	1110	314	108	1651	58	209	33	46	346	4979
% Lights	95.7	97.8	94.2	100	97.1	97.5	97.7	94.1	100	97.3	93.7	96.9	96	100	96.7	81.7	93.3	100	100	92.5	96.7
Buses	3	1	3	0	7	4	6	9	0	19	4	3	10	0	17	10	8	0	0	18	61
% Buses	2.6	0.2	2.9	0	0.9	0.8	0.4	4.1	0	0.8	3.1	0.3	3.1	0	1	14.1	3.6	0	0	4.8	1.2
Trucks	2	12	3	0	17	9	28	4	0	41	4	33	3	0	40	3	7	0	0	10	108
% Trucks	1.7	2.1	2.9	0	2.1	1.7	1.9	1.8	0	1.8	3.1	2.9	0.9	0	2.3	4.2	3.1	0	0	2.7	2.1

	N 1ST ST Southbound				E TASMAN DR Westbound				N 1ST ST Northbound				W TASMAN 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	15	86	13	114	81	178	24	283	22	132	45	199	6	33	3	42	638
08:15 AM	13	71	15	99	58	206	33	297	16	191	48	255	9	30	6	45	696
08:30 AM	19	70	12	101	77	222	30	329	19	151	48	218	15	37	9	61	709
08:45 AM	17	88	11	116	69	212	31	312	14	176	62	252	16	39	5	60	740
Total Volume	64	315	51	430	285	818	118	1221	71	650	203	924	46	139	23	208	2783
% App. Total	14.9	73.3	11.9		23.3	67	9.7		7.7	70.3	22		22.1	66.8	11.1		
PHF	.842	.895	.850	.927	.880	.921	.894	.928	.807	.851	.819	.906	.719	.891	.639	.852	.940

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Groups Printed- Bikes

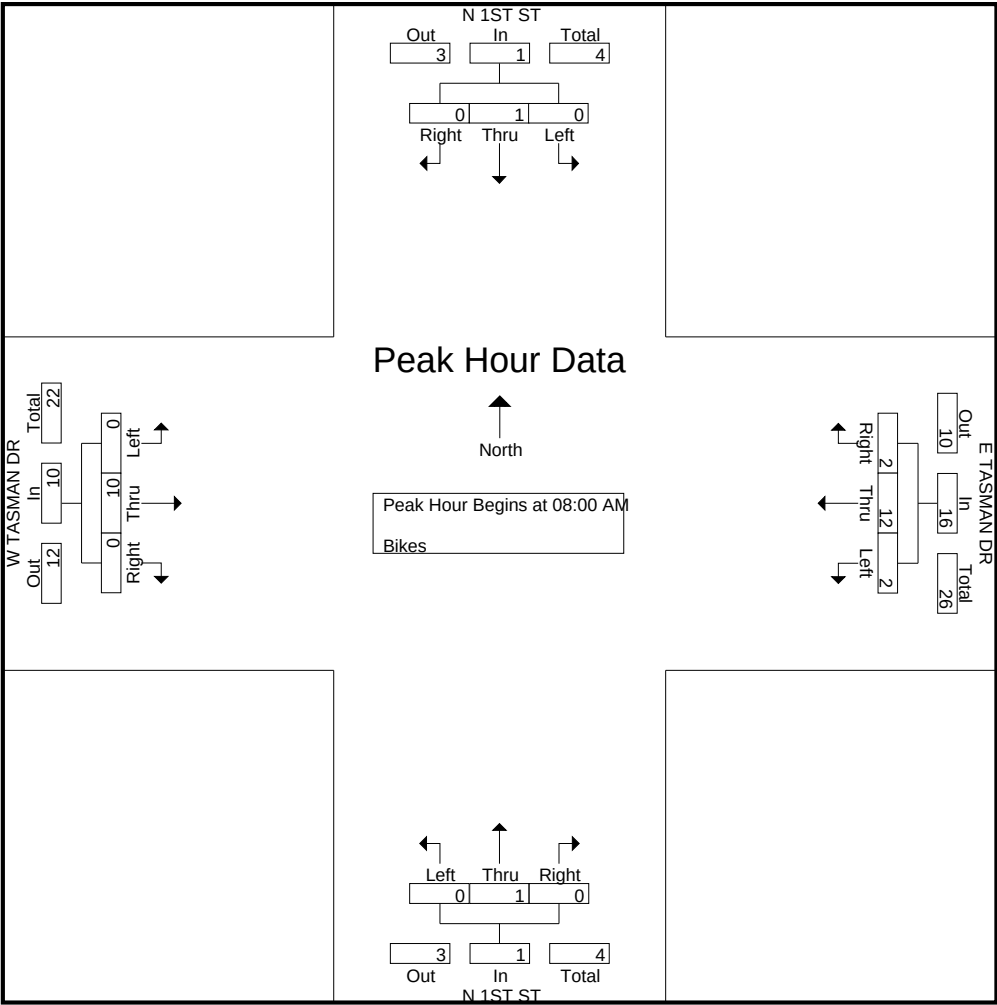
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Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
07:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:30 AM	0	1	0	0	1	1	5	1	0	7	0	0	0	0	0	0	1	0	0	0	1	9
07:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	2	0	0	2	1	6	1	0	8	0	0	0	0	0	0	2	0	0	0	2	12
08:00 AM	0	0	0	0	0	0	3	1	0	4	0	0	0	0	0	0	1	0	0	0	1	5
08:15 AM	0	0	0	0	0	1	4	1	0	6	0	1	0	1	2	0	3	0	0	0	3	11
08:30 AM	0	1	0	0	1	1	4	0	0	5	0	0	0	0	0	0	5	0	0	0	5	11
08:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	0	1	2
Total	0	1	0	0	1	2	12	2	0	16	0	1	0	1	2	0	10	0	0	0	10	29
Grand Total	0	3	0	0	3	3	18	3	0	24	0	1	0	1	2	0	12	0	0	0	12	41
Apprch %	0	100	0	0		12.5	75	12.5	0		0	50	0	50		0	100	0	0			
Total %	0	7.3	0	0	7.3	7.3	43.9	7.3	0	58.5	0	2.4	0	2.4	4.9	0	29.3	0	0	29.3		

	N 1ST ST Southbound				E TASMAN DR Westbound				N 1ST ST Northbound				W TASMAN 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	0	0	0	0	0	3	1	4	0	0	0	0	0	1	0	1	5
08:15 AM	0	0	0	0	1	4	1	6	0	1	0	1	0	3	0	3	10
08:30 AM	0	1	0	1	1	4	0	5	0	0	0	0	0	5	0	5	11
08:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
Total Volume	0	1	0	1	2	12	2	16	0	1	0	1	0	10	0	10	28
% App. Total	0	100	0		12.5	75	12.5		0	100	0		0	100	0		
PHF	.000	.250	.000	.250	.500	.750	.500	.667	.000	.250	.000	.250	.000	.500	.000	.500	.636

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Groups Printed- Lights - Buses - Trucks

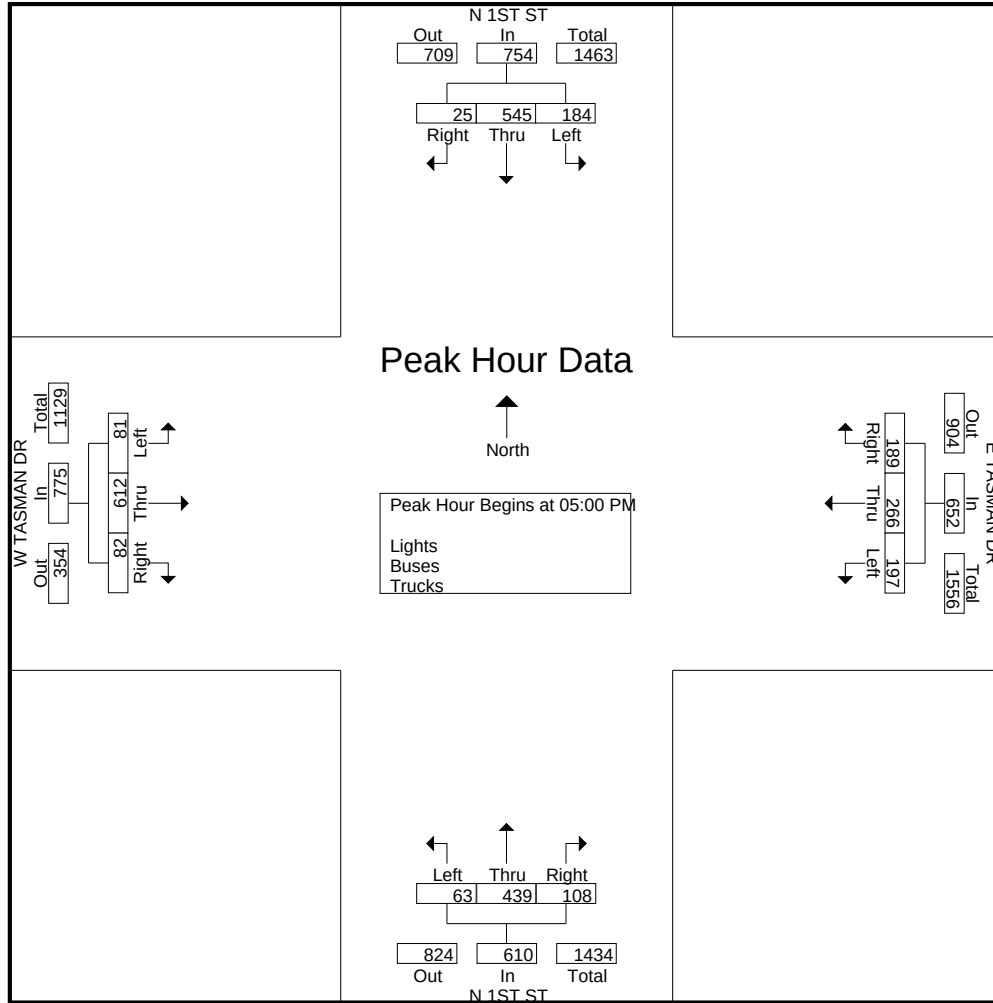
	N 1ST ST Southbound					E TASMAN DR Westbound					N 1ST ST Northbound					W TASMAN DR Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	15	136	32	2	185	31	31	21	4	87	22	65	10	7	104	18	144	17	5	184	560
04:15 PM	5	109	26	6	146	22	44	28	9	103	30	100	8	15	153	29	125	15	9	178	580
04:30 PM	14	154	48	4	220	39	32	42	12	125	34	83	6	13	136	18	123	30	13	184	665
04:45 PM	10	101	38	2	151	44	41	41	17	143	31	82	10	12	135	25	183	26	3	237	666
Total	44	500	144	14	702	136	148	132	42	458	117	330	34	47	528	90	575	88	30	783	2471
05:00 PM	4	161	56	1	222	44	58	49	10	161	25	102	12	9	148	26	164	23	7	220	751
05:15 PM	8	143	41	4	196	47	63	32	13	155	27	107	17	5	156	14	161	15	10	200	707
05:30 PM	8	111	50	6	175	42	86	65	8	201	31	102	15	13	161	19	167	18	7	211	748
05:45 PM	5	130	37	5	177	56	59	51	12	178	25	128	19	12	184	23	120	25	6	174	713
Total	25	545	184	16	770	189	266	197	43	695	108	439	63	39	649	82	612	81	30	805	2919
Grand Total	69	1045	328	30	1472	325	414	329	85	1153	225	769	97	86	1177	172	1187	169	60	1588	5390
Apprch %	4.7	71	22.3	2		28.2	35.9	28.5	7.4		19.1	65.3	8.2	7.3		10.8	74.7	10.6	3.8		
Total %	1.3	19.4	6.1	0.6	27.3	6	7.7	6.1	1.6	21.4	4.2	14.3	1.8	1.6	21.8	3.2	22	3.1	1.1	29.5	
Lights	68	1042	322	30	1462	318	399	314	85	1116	211	758	87	85	1141	162	1162	169	60	1553	5272
% Lights	98.6	99.7	98.2	100	99.3	97.8	96.4	95.4	100	96.8	93.8	98.6	89.7	98.8	96.9	94.2	97.9	100	100	97.8	97.8
Buses	1	1	4	0	6	6	13	12	0	31	12	5	10	0	27	10	10	0	0	20	84
% Buses	1.4	0.1	1.2	0	0.4	1.8	3.1	3.6	0	2.7	5.3	0.7	10.3	0	2.3	5.8	0.8	0	0	1.3	1.6
Trucks	0	2	2	0	4	1	2	3	0	6	2	6	0	1	9	0	15	0	0	15	34
% Trucks	0	0.2	0.6	0	0.3	0.3	0.5	0.9	0	0.5	0.9	0.8	0	1.2	0.8	0	1.3	0	0	0.9	0.6

	N 1ST ST Southbound				E TASMAN DR Westbound				N 1ST ST Northbound				W TASMAN 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	4	161	56	221	44	58	49	151	25	102	12	139	26	164	23	213	724
05:15 PM	8	143	41	192	47	63	32	142	27	107	17	151	14	161	15	190	675
05:30 PM	8	111	50	169	42	86	65	193	31	102	15	148	19	167	18	204	714
05:45 PM	5	130	37	172	56	59	51	166	25	128	19	172	23	120	25	168	678
Total Volume	25	545	184	754	189	266	197	652	108	439	63	610	82	612	81	775	2791
% App. Total	3.3	72.3	24.4		29	40.8	30.2		17.7	72	10.3		10.6	79	10.5		
PHF	.781	.846	.821	.853	.844	.773	.758	.845	.871	.857	.829	.887	.788	.916	.810	.910	.964

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Groups Printed- Bikes

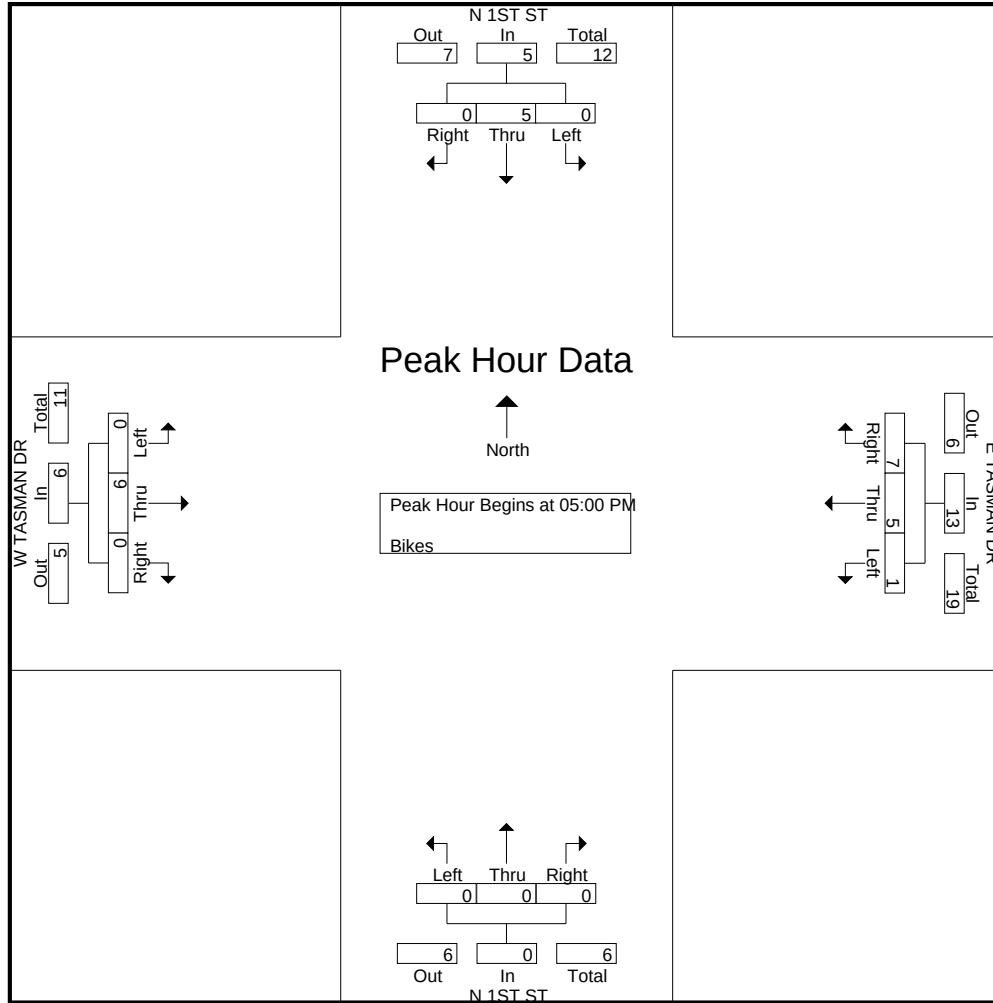
	N 1ST ST Southbound					E TASMAN DR Westbound					N 1ST ST Northbound					W TASMAN DR Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
04:15 PM	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	2
04:30 PM	0	2	0	0	2	0	2	0	0	2	0	2	0	0	2	0	2	0	0	2	8
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
Total	0	2	0	0	2	1	5	0	0	6	0	2	0	0	2	0	4	0	0	4	14
05:00 PM	0	0	0	0	0	2	1	0	0	3	0	0	0	0	0	0	2	0	0	2	5
05:15 PM	0	2	0	0	2	2	0	0	0	2	0	0	0	0	0	0	3	0	0	3	7
05:30 PM	0	1	0	0	1	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	3
05:45 PM	0	2	0	0	2	2	4	0	0	6	0	0	0	0	0	0	1	0	0	1	9
Total	0	5	0	0	5	7	5	1	0	13	0	0	0	0	0	0	6	0	0	6	24
Grand Total	0	7	0	0	7	8	10	1	0	19	0	2	0	0	2	0	10	0	0	10	38
Apprch %	0	100	0	0		42.1	52.6	5.3	0		0	100	0	0		0	100	0	0		
Total %	0	18.4	0	0	18.4	21.1	26.3	2.6	0	50	0	5.3	0	0	5.3	0	26.3	0	0	26.3	

	N 1ST ST Southbound				E TASMAN DR Westbound				N 1ST ST Northbound				W TASMAN 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	0	0	0	0	2	1	0	3	0	0	0	0	0	2	0	2	5
05:15 PM	0	2	0	2	2	0	0	2	0	0	0	0	0	3	0	3	7
05:30 PM	0	1	0	1	1	0	1	2	0	0	0	0	0	0	0	0	3
05:45 PM	0	2	0	2	2	4	0	6	0	0	0	0	0	1	0	1	9
Total Volume	0	5	0	5	7	5	1	13	0	0	0	0	0	6	0	6	24
% App. Total	0	100	0		53.8	38.5	7.7		0	0	0		0	100	0		
PHF	.000	.625	.000	.625	.875	.313	.250	.542	.000	.000	.000	.000	.000	.500	.000	.500	.667

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Site Code : 00000006
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Groups Printed- Lights - Buses - Trucks

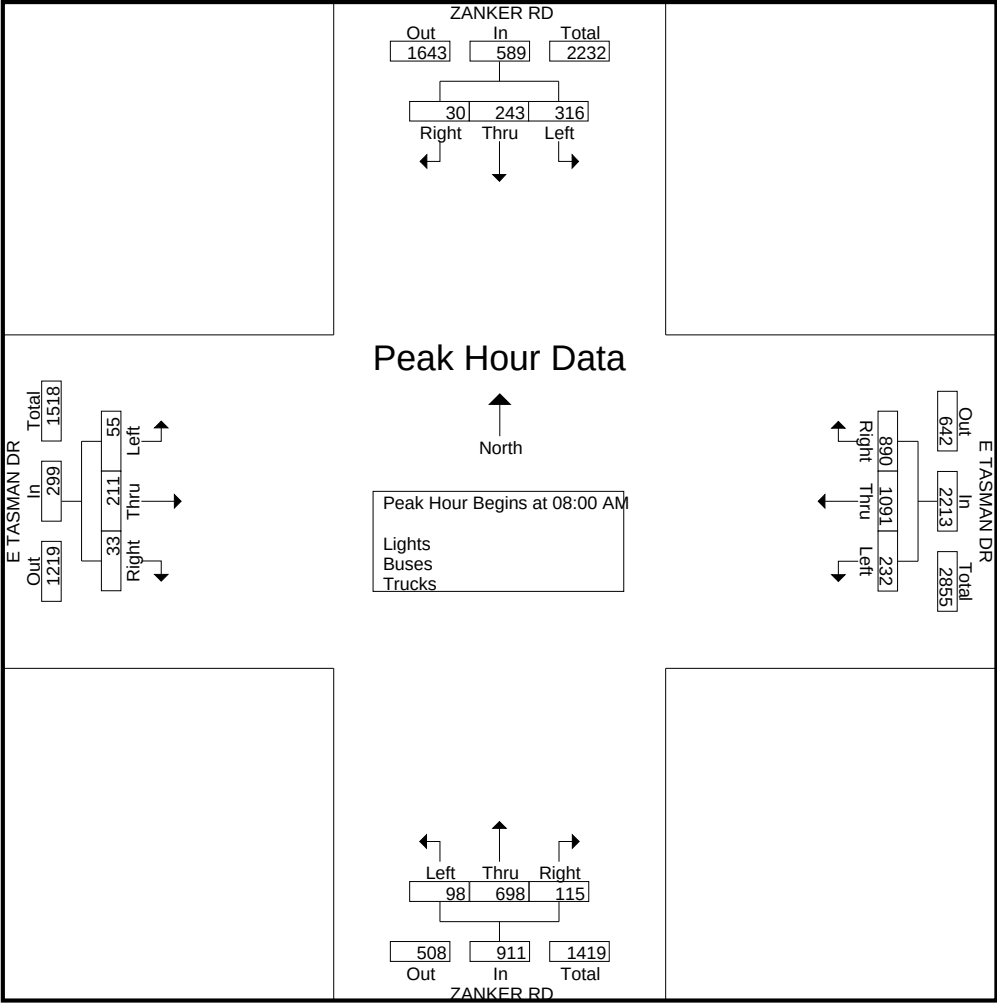
	ZANKER RD Southbound					E TASMAN DR Westbound					ZANKER RD Northbound					E TASMAN DR Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	9	20	29	0	58	135	162	23	0	320	8	73	16	1	98	1	23	11	0	35	511
07:15 AM	5	38	30	1	74	153	197	13	1	364	17	94	15	3	129	2	38	6	1	47	614
07:30 AM	7	53	58	0	118	177	251	34	2	464	22	140	13	0	175	7	28	2	2	39	796
07:45 AM	10	59	62	4	135	233	319	49	3	604	28	132	20	4	184	10	45	15	2	72	995
Total	31	170	179	5	385	698	929	119	6	1752	75	439	64	8	586	20	134	34	5	193	2916
08:00 AM	7	56	50	0	113	237	255	63	0	555	21	165	14	0	200	5	41	12	0	58	926
08:15 AM	8	63	85	0	156	247	307	51	0	605	26	134	22	2	184	5	59	19	7	90	1035
08:30 AM	1	63	88	3	155	209	273	48	1	531	29	186	28	4	247	8	52	11	1	72	1005
08:45 AM	14	61	93	2	170	197	256	70	7	530	39	213	34	7	293	15	59	13	3	90	1083
Total	30	243	316	5	594	890	1091	232	8	2221	115	698	98	13	924	33	211	55	11	310	4049
Grand Total	61	413	495	10	979	1588	2020	351	14	3973	190	1137	162	21	1510	53	345	89	16	503	6965
Apprch %	6.2	42.2	50.6	1		40	50.8	8.8	0.4		12.6	75.3	10.7	1.4		10.5	68.6	17.7	3.2		
Total %	0.9	5.9	7.1	0.1	14.1	22.8	29	5	0.2	57	2.7	16.3	2.3	0.3	21.7	0.8	5	1.3	0.2	7.2	
Lights	56	376	488	10	930	1558	1972	342	13	3885	188	1091	151	21	1451	41	325	86	16	468	6734
% Lights	91.8	91	98.6	100	95	98.1	97.6	97.4	92.9	97.8	98.9	96	93.2	100	96.1	77.4	94.2	96.6	100	93	96.7
Buses	0	13	0	0	13	7	15	3	0	25	0	8	5	0	13	8	13	0	0	21	72
% Buses	0	3.1	0	0	1.3	0.4	0.7	0.9	0	0.6	0	0.7	3.1	0	0.9	15.1	3.8	0	0	4.2	1
Trucks	5	24	7	0	36	23	33	6	1	63	2	38	6	0	46	4	7	3	0	14	159
% Trucks	8.2	5.8	1.4	0	3.7	1.4	1.6	1.7	7.1	1.6	1.1	3.3	3.7	0	3	7.5	2	3.4	0	2.8	2.3

	ZANKER RD Southbound				E TASMAN DR Westbound				ZANKER RD Northbound				E TASMAN 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	7	56	50	113	237	255	63	555	21	165	14	200	5	41	12	58	926
08:15 AM	8	63	85	156	247	307	51	605	26	134	22	182	5	59	19	83	1026
08:30 AM	1	63	88	152	209	273	48	530	29	186	28	243	8	52	11	71	996
08:45 AM	14	61	93	168	197	256	70	523	39	213	34	286	15	59	13	87	1064
Total Volume	30	243	316	589	890	1091	232	2213	115	698	98	911	33	211	55	299	4012
% App. Total	5.1	41.3	53.7		40.2	49.3	10.5		12.6	76.6	10.8		11	70.6	18.4		
PHF	.536	.964	.849	.876	.901	.888	.829	.914	.737	.819	.721	.796	.550	.894	.724	.859	.943

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Groups Printed- Bikes

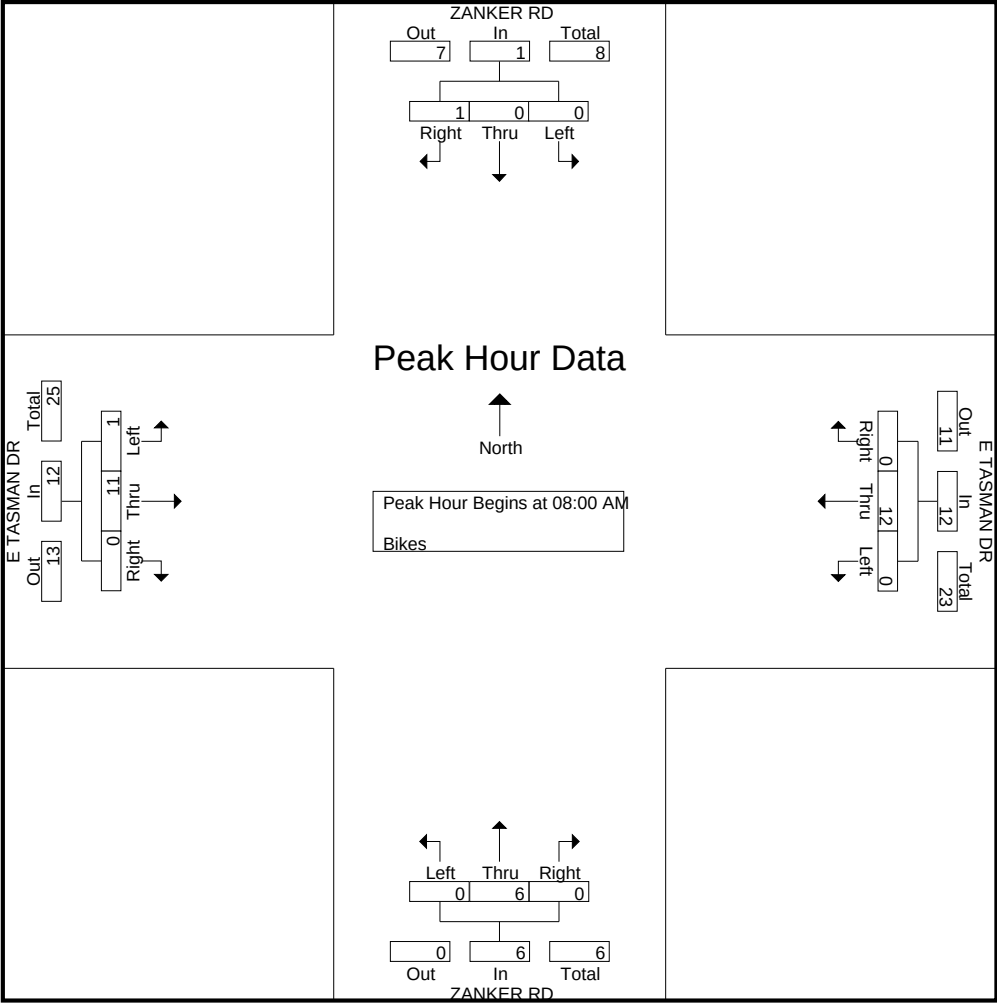
	ZANKER RD Southbound					E TASMAN DR Westbound					ZANKER RD Northbound					E TASMAN DR Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	1	0	0	1	3
07:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
07:30 AM	1	0	0	0	1	0	5	0	0	5	0	0	0	0	0	0	1	0	0	1	7
07:45 AM	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	3
Total	1	1	0	0	2	0	9	0	0	9	1	0	0	0	1	0	2	0	0	2	14
08:00 AM	0	0	0	0	0	0	2	0	0	2	0	3	0	0	3	0	2	0	0	2	7
08:15 AM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	4	0	0	4	9
08:30 AM	0	0	0	0	0	0	5	0	0	5	0	1	0	0	1	0	2	0	0	2	8
08:45 AM	1	0	0	0	1	0	0	0	0	0	0	2	0	0	2	0	3	1	0	4	7
Total	1	0	0	0	1	0	12	0	0	12	0	6	0	0	6	0	11	1	0	12	31
Grand Total	2	1	0	0	3	0	21	0	0	21	1	6	0	0	7	0	13	1	0	14	45
Apprch %	66.7	33.3	0	0		0	100	0	0		14.3	85.7	0	0		0	92.9	7.1	0		
Total %	4.4	2.2	0	0	6.7	0	46.7	0	0	46.7	2.2	13.3	0	0	15.6	0	28.9	2.2	0	31.1	

	ZANKER RD Southbound				E TASMAN DR Westbound				ZANKER RD Northbound				E TASMAN 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	0	0	0	0	0	2	0	2	0	3	0	3	0	2	0	2	7
08:15 AM	0	0	0	0	0	5	0	5	0	0	0	0	0	4	0	4	9
08:30 AM	0	0	0	0	0	5	0	5	0	1	0	1	0	2	0	2	8
08:45 AM	1	0	0	1	0	0	0	0	0	2	0	2	0	3	1	4	7
Total Volume	1	0	0	1	0	12	0	12	0	6	0	6	0	11	1	12	31
% App. Total	100	0	0		0	100	0		0	100	0		0	91.7	8.3		
PHF	.250	.000	.000	.250	.000	.600	.000	.600	.000	.500	.000	.500	.000	.688	.250	.750	.861

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Groups Printed- Lights - Buses - Trucks

	ZANKER RD Southbound					E TASMAN DR Westbound					ZANKER RD Northbound					E TASMAN 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	16	138	38	8	200	58	60	30	3	151	28	82	29	5	144	22	174	30	0	226	721
04:15 PM	7	95	37	2	141	53	65	43	1	162	21	113	35	2	171	20	134	20	0	174	648
04:30 PM	8	109	39	0	156	81	84	55	1	221	30	109	47	5	191	21	181	28	1	231	799
04:45 PM	17	112	41	2	172	71	72	60	1	204	26	154	55	5	240	17	177	36	2	232	848
Total	48	454	155	12	669	263	281	188	6	738	105	458	166	17	746	80	666	114	3	863	3016
05:00 PM	12	133	55	11	211	89	109	63	4	265	36	154	43	2	235	23	201	54	1	279	990
05:15 PM	16	114	36	7	173	74	143	66	4	287	40	155	73	2	270	30	196	31	1	258	988
05:30 PM	23	142	45	11	221	61	94	64	2	221	39	128	56	2	225	23	139	35	4	201	868
05:45 PM	19	99	34	5	157	83	127	97	2	309	50	134	58	4	246	37	158	38	7	240	952
Total	70	488	170	34	762	307	473	290	12	1082	165	571	230	10	976	113	694	158	13	978	3798
Grand Total	118	942	325	46	1431	570	754	478	18	1820	270	1029	396	27	1722	193	1360	272	16	1841	6814
Apprch %	8.2	65.8	22.7	3.2		31.3	41.4	26.3	1		15.7	59.8	23	1.6		10.5	73.9	14.8	0.9		
Total %	1.7	13.8	4.8	0.7	21	8.4	11.1	7	0.3	26.7	4	15.1	5.8	0.4	25.3	2.8	20	4	0.2	27	
Lights	117	925	324	46	1412	565	728	477	18	1788	269	1017	391	27	1704	182	1332	271	16	1801	6705
% Lights	99.2	98.2	99.7	100	98.7	99.1	96.6	99.8	100	98.2	99.6	98.8	98.7	100	99	94.3	97.9	99.6	100	97.8	98.4
Buses	0	7	1	0	8	4	24	0	0	28	1	0	5	0	6	6	14	0	0	20	62
% Buses	0	0.7	0.3	0	0.6	0.7	3.2	0	0	1.5	0.4	0	1.3	0	0.3	3.1	1	0	0	1.1	0.9
Trucks	1	10	0	0	11	1	2	1	0	4	0	12	0	0	12	5	14	1	0	20	47
% Trucks	0.8	1.1	0	0	0.8	0.2	0.3	0.2	0	0.2	0	1.2	0	0	0.7	2.6	1	0.4	0	1.1	0.7

	ZANKER RD Southbound				E TASMAN DR Westbound				ZANKER RD Northbound				E TASMAN 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	12	133	55	200	89	109	63	261	36	154	43	233	23	201	54	278	972
05:15 PM	16	114	36	166	74	143	66	283	40	155	73	268	30	196	31	257	974
05:30 PM	23	142	45	210	61	94	64	219	39	128	56	223	23	139	35	197	849
05:45 PM	19	99	34	152	83	127	97	307	50	134	58	242	37	158	38	233	934
Total Volume	70	488	170	728	307	473	290	1070	165	571	230	966	113	694	158	965	3729
% App. Total	9.6	67	23.4		28.7	44.2	27.1		17.1	59.1	23.8		11.7	71.9	16.4		
PHF	.761	.859	.773	.867	.862	.827	.747	.871	.825	.921	.788	.901	.764	.863	.731	.868	.957

Traffic Data Service

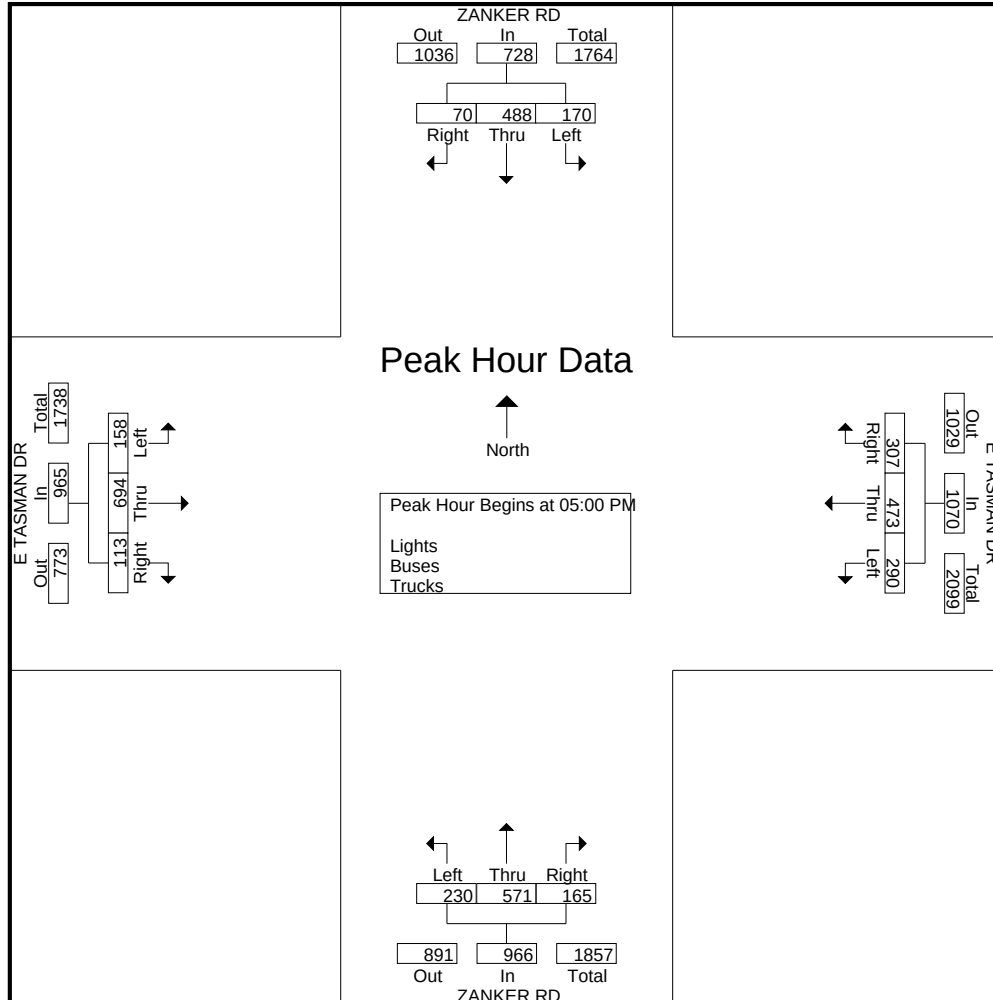
San Jose, CA
(408) 622-4787
tdsbay@cs.com

File Name : 6PM FINAL

Site Code : 00000006

Start Date : 5/24/2017

Page No : 2



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File Name : 6PM FINAL
Site Code : 00000006
Start Date : 5/24/2017
Page No : 1

Groups Printed- Bikes

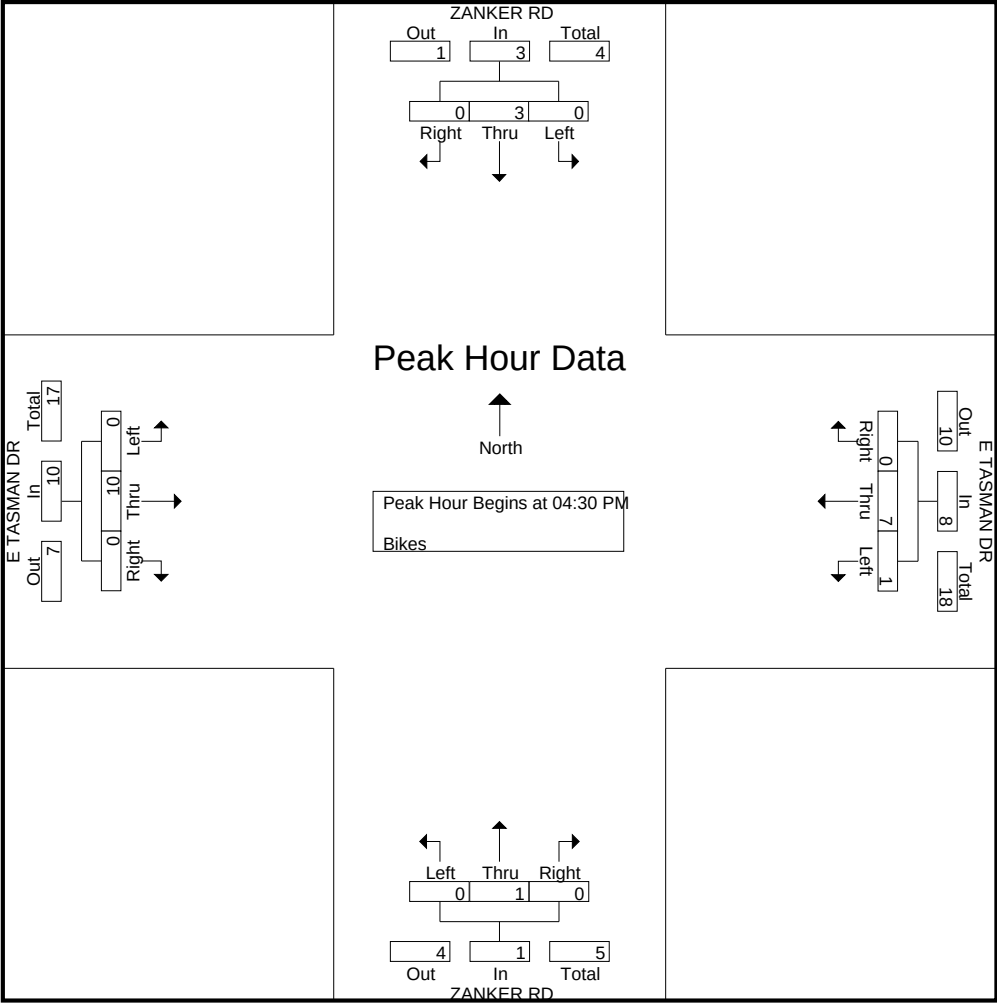
	ZANKER RD Southbound					E TASMAN DR Westbound					ZANKER RD Northbound					E TASMAN DR Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	3
04:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3
04:30 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	4
04:45 PM	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	0	2	0	0	2	5
Total	0	1	0	0	1	0	5	1	0	6	0	2	0	0	2	0	6	0	0	6	15
05:00 PM	0	2	0	0	2	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	7
05:15 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	6
05:30 PM	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
05:45 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	5
Total	0	2	1	0	3	0	9	0	0	9	0	0	0	0	0	0	8	0	0	8	20
Grand Total	0	3	1	0	4	0	14	1	0	15	0	2	0	0	2	0	14	0	0	14	35
Apprch %	0	75	25	0		0	93.3	6.7	0		0	100	0	0		0	100	0	0		
Total %	0	8.6	2.9	0	11.4	0	40	2.9	0	42.9	0	5.7	0	0	5.7	0	40	0	0	40	

	ZANKER RD Southbound				E TASMAN DR Westbound				ZANKER RD Northbound				E TASMAN 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 04:30 PM																	
04:30 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	2	0	2	4
04:45 PM	0	0	0	0	0	2	1	3	0	0	0	0	0	2	0	2	5
05:00 PM	0	2	0	2	0	2	0	2	0	0	0	0	0	3	0	3	7
05:15 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	3	0	3	6
Total Volume	0	3	0	3	0	7	1	8	0	1	0	1	0	10	0	10	22
% App. Total	0	100	0		0	87.5	12.5		0	100	0		0	100	0		
PHF	.000	.375	.000	.375	.000	.583	.250	.667	.000	.250	.000	.250	.000	.833	.000	.833	.786

Traffic Data Service

San Jose, CA
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File Name : 6PM FINAL
Site Code : 00000006
Start Date : 5/24/2017
Page No : 2

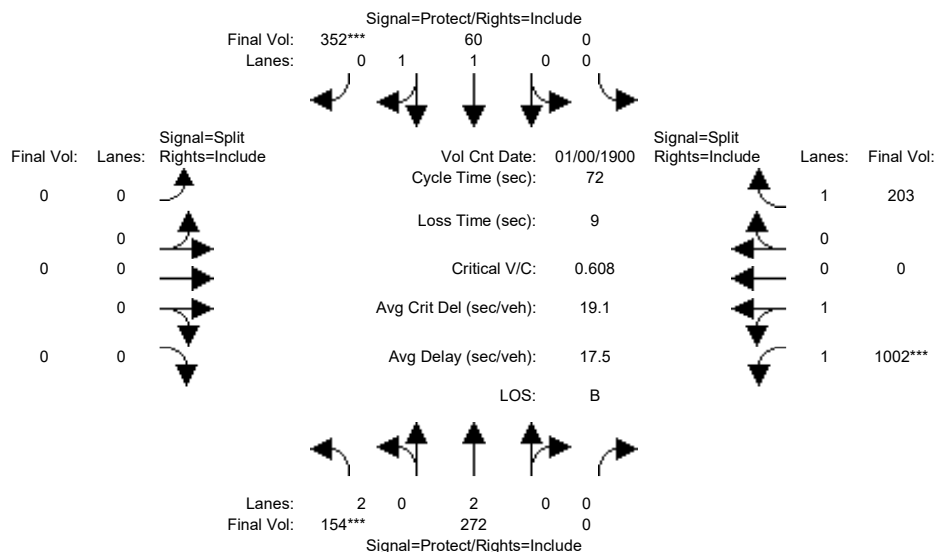


Appendix B. Intersection & Freeway Segment Level of Service Calculations

Tasman East Focus Area Plan
SJ16-1669
Existing AM

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

Intersection #1: Great America Parkway / WB SR 237

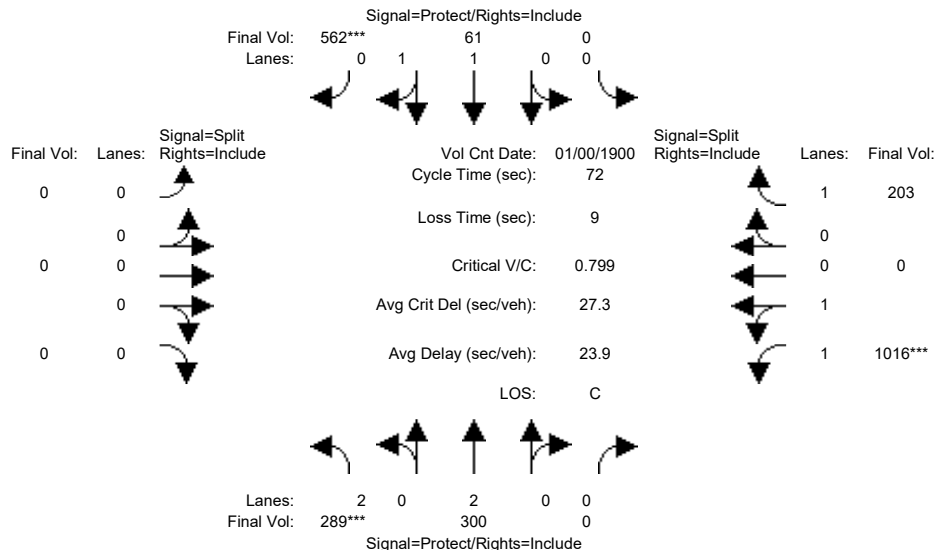


Street Name:	Great America Parkway						WB SR 237										
Approach:	North Bound			South Bound			East Bound			West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R		
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----																	
Min. Green:	7	10		0		0	10		10		0	0	0		10	10	10
Y+R:	4.0	4.0		4.0		4.0	4.0		4.0		4.0	4.0	4.0		4.0	4.0	4.0
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----																	
Volume Module: >>	Count	Date:		0	Jan	1900	<<	12:00:00		AM							
Base Vol:	154	272		0		0	60		352		0	0		0	1002	0	203
Growth Adj:	1.00	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	272		0		0	60		352		0	0		0	1002	0	203
Added Vol:	0	0		0		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	272		0		0	60		352		0	0		0	1002	0	203
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	272		0		0	60		352		0	0		0	1002	0	203
Reduct Vol:	0	0		0		0	0		0		0	0		0	0	0	0
Reduced Vol:	154	272		0		0	60		352		0	0		0	1002	0	203
PCE Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00	1.00
FinalVolume:	154	272		0		0	60		352		0	0		0	1002	0	203
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----																	
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	0.93	1.00	0.92
Lanes:	2.00	2.00		0.00		0.00	1.00		1.00		0.00	0.00		0.00	2.00	0.00	1.00
Final Sat.:	3150	3800		0		0	1900		1750		0	0		0	3550	0	1750
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----																	
Capacity Analysis Module:																	
Vol/Sat:	0.05	0.07		0.00		0.00	0.03		0.20		0.00	0.00		0.00	0.28	0.00	0.12
Crit Moves:	****								****						****		
Green Time:	7.0	30.3		0.0		0.0	23.3		23.3		0.0	0.0		0.0	32.7	0.0	32.7
Volume/Cap:	0.50	0.17		0.00		0.00	0.10		0.62		0.00	0.00		0.00	0.62	0.00	0.26
Delay/Veh:	32.2	13.1		0.0		0.0	17.0		22.4		0.0	0.0		0.0	15.7	0.0	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:	32.2	13.1		0.0		0.0	17.0		22.4		0.0	0.0		0.0	15.7	0.0	12.3
LOS by Move:	C-	B		A		A	B		C+		A	A		A	B	A	B
HCM2kAvgQ:	2	2		0		0	1		7		0	0		0	10	0	3
Note: Queue reported is the number of cars per lane.																	

Tasman East Focus Area Plan
SJ16-1669
Existing AM

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

Intersection #1: Great America Parkway / WB SR 237

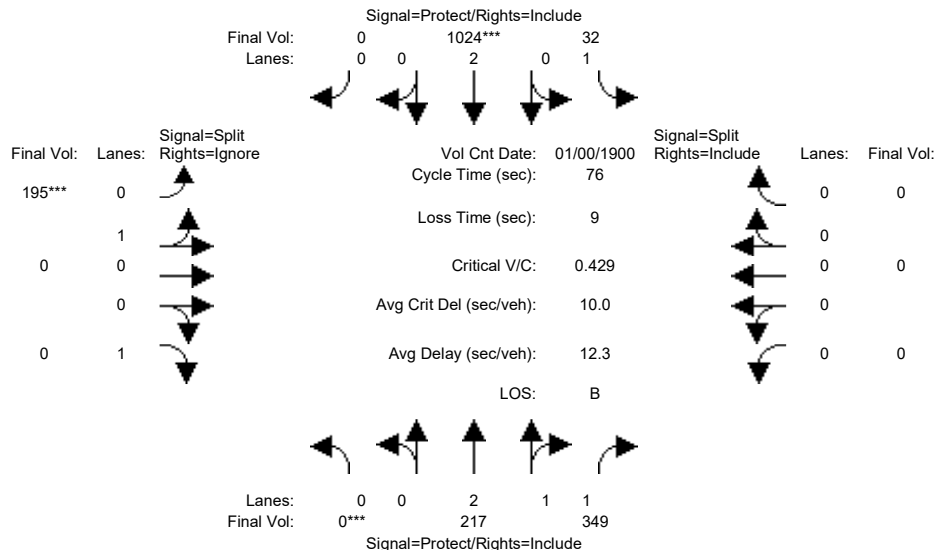


Street Name:	Great America Parkway						WB SR 237								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Min. Green:	7	10	0		0	10	10	0	0	0	10	10	10		
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		
Volume Module: >> Count	Date: 0 Jan 1900 << 12:00:00 AM														
Base Vol:	154	272	0		0	60	352	0	0	0	1002	0	203		
Growth Adj:	1.00	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	272	0		0	60	352	0	0	0	1002	0	203		
Added Vol:	135	28	0		0	1	210	0	0	0	14	0	0		
PasserByVol:	0	0	0		0	0	0	0	0	0	0	0	0		
Initial Fut:	289	300	0		0	61	562	0	0	0	1016	0	203		
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Volume:	289	300	0		0	61	562	0	0	0	1016	0	203		
Reduct Vol:	0	0	0		0	0	0	0	0	0	0	0	0		
Reduced Vol:	289	300	0		0	61	562	0	0	0	1016	0	203		
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
FinalVolume:	289	300	0		0	61	562	0	0	0	1016	0	203		
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	0.93	1.00	0.92		
Lanes:	2.00	2.00	0.00		0.00	1.00	1.00	0.00	0.00	0.00	2.00	0.00	1.00		
Final Sat.:	3150	3800	0		0	1900	1750	0	0	0	3550	0	1750		
Capacity Analysis Module:															
Vol/Sat:	0.09	0.08	0.00		0.00	0.03	0.32	0.00	0.00	0.00	0.29	0.00	0.12		
Crit Moves:	****						****				****				
Green Time:	8.3	37.2	0.0		0.0	28.9	28.9	0.0	0.0	0.0	25.8	0.0	25.8		
Volume/Cap:	0.80	0.15	0.00		0.00	0.08	0.80	0.00	0.00	0.00	0.80	0.00	0.32		
Delay/Veh:	42.9	9.2	0.0		0.0	13.3	24.8	0.0	0.0	0.0	24.4	0.0	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:	42.9	9.2	0.0		0.0	13.3	24.8	0.0	0.0	0.0	24.4	0.0	17.1		
LOS by Move:	D	A	A		A	B	C	A	A	A	C	A	B		
HCM2kAvgQ:	4	2	0		0	1	13	0	0	0	13	0	4		
Note: Queue reported is the number of cars per lane.															

Tasman East Focus Area Plan
SJ16-1669
Existing AM

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

Intersection #2: Great America Parkway / EB SR 237

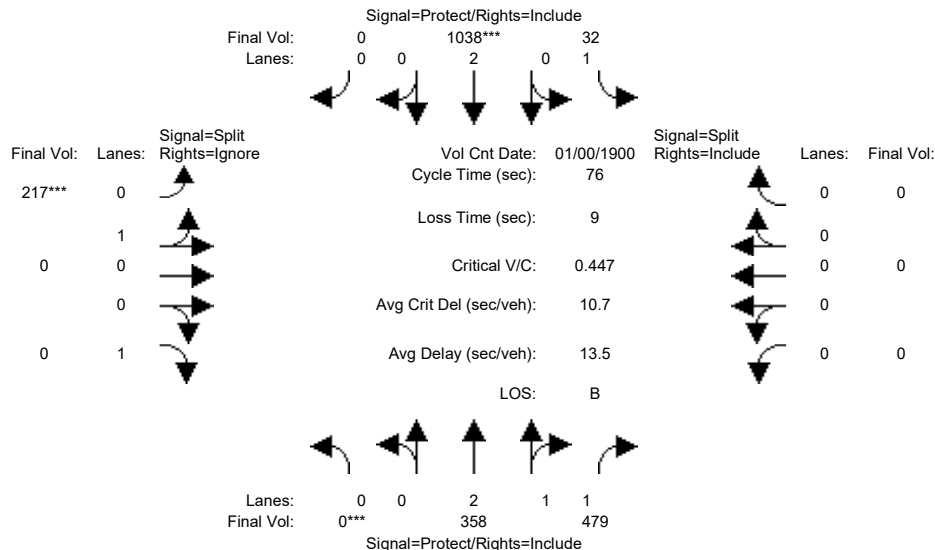


Street Name:	Great America Parkway						EB SR 237									
Approach:	North Bound			South Bound			East Bound			West Bound						
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	
Min. Green:	0	10	10			7	10	0			10	10	10	0	0	0
Y+R:	4.0	4.0	4.0			4.0	4.0	4.0			4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count	Date: 0 Jan 1900 << 12:00:00 AM															
Base Vol:	0	217	349			32	1024	0	195	0	489	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	1.00	1.00
Initial Bse:	0	217	349			32	1024	0	195	0	489	0	0	0		
Added Vol:	0	0	0			0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0			0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	217	349			32	1024	0	195	0	489	0	0	0		
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	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	1.00	1.00
PHF Volume:	0	217	349			32	1024	0	195	0	0	0	0	0	0	0
Reduct Vol:	0	0	0			0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	217	349			32	1024	0	195	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	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	1.00	1.00
FinalVolume:	0	217	349			32	1024	0	195	0	0	0	0	0	0	0
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900			1900	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	1.00	0.92	0.92	0.92
Lanes:	0.00	2.00	2.00			1.00	2.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	3800	3500			1750	3800	0	1800	0	1750	0	0	0	0	0
Capacity Analysis Module:																
Vol/Sat:	0.00	0.06	0.10			0.02	0.27	0.00	0.11	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****					****			****							
Green Time:	0.0	28.1	28.1			19.7	47.8	0.0	19.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.15	0.27			0.07	0.43	0.00	0.43	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	16.0	16.8			21.3	7.3	0.0	24.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	16.0	16.8			21.3	7.3	0.0	24.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	B	B			C+	A	A	C	A	A	A	A	A	A	A
HCM2kAvgQ:	0	2	3			1	6	0	4	0	0	0	0	0	0	0
Note: Queue reported is the number of cars per lane.																

Tasman East Focus Area Plan
SJ16-1669
Existing AM

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

Intersection #2: Great America Parkway / EB SR 237

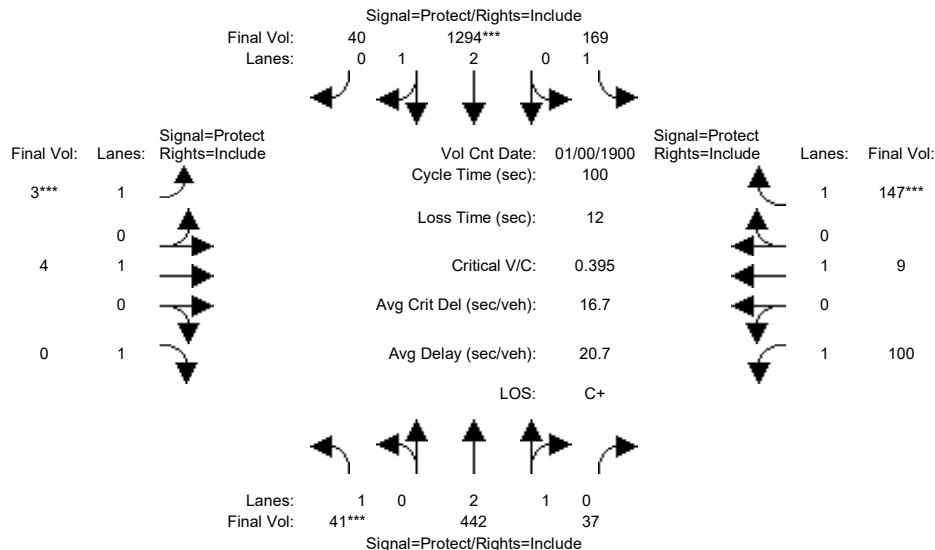


Street Name:	Great America Parkway						EB SR 237								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Min. Green:	0		10		10	7		10		0	10		10		10
Y+R:	4.0		4.0		4.0	4.0		4.0		4.0	4.0		4.0		4.0
Volume Module: >> Count	Date: 0 Jan 1900			<< 12:00:00 AM											
Base Vol:	0	217	349	32	1024	0	195	0	489	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	217	349	32	1024	0	195	0	489	0	0	0			
Added Vol:	0	141	130	0	14	0	22	0	14	0	0	0			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	0	358	479	32	1038	0	217	0	503	0	0	0			
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:	0	358	479	32	1038	0	217	0	0	0	0	0			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	0	358	479	32	1038	0	217	0	0	0	0	0			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	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:	0	358	479	32	1038	0	217	0	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	0.92	1.00	0.92	0.95	0.95	0.92	0.92	1.00	0.92			
Lanes:	0.00	2.00	2.00	1.00	2.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00			
Final Sat.:	0	3800	3500	1750	3800	0	1800	0	1750	0	0	0			
Capacity Analysis Module:															
Vol/Sat:	0.00	0.09	0.14	0.02	0.27	0.00	0.12	0.00	0.00	0.00	0.00	0.00			
Crit Moves:	****			****			****								
Green Time:	0.0	27.8	27.8	18.7	46.5	0.0	20.5	0.0	0.0	0.0	0.0	0.0			
Volume/Cap:	0.00	0.26	0.37	0.07	0.45	0.00	0.45	0.00	0.00	0.00	0.00	0.00			
Delay/Veh:	0.0	16.9	17.8	22.1	8.0	0.0	23.7	0.0	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	16.9	17.8	22.1	8.0	0.0	23.7	0.0	0.0	0.0	0.0	0.0			
LOS by Move:	A	B	B	C+	A	A	C	A	A	A	A	A			
HCM2kAvgQ:	0	3	4	1	6	0	5	0	0	0	0	0			
Note: Queue reported is the number of cars per lane.															

Tasman East Focus Area Plan
SJ16-1669
Existing AM

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Intersection #3: Great America Parkway / Great America Way



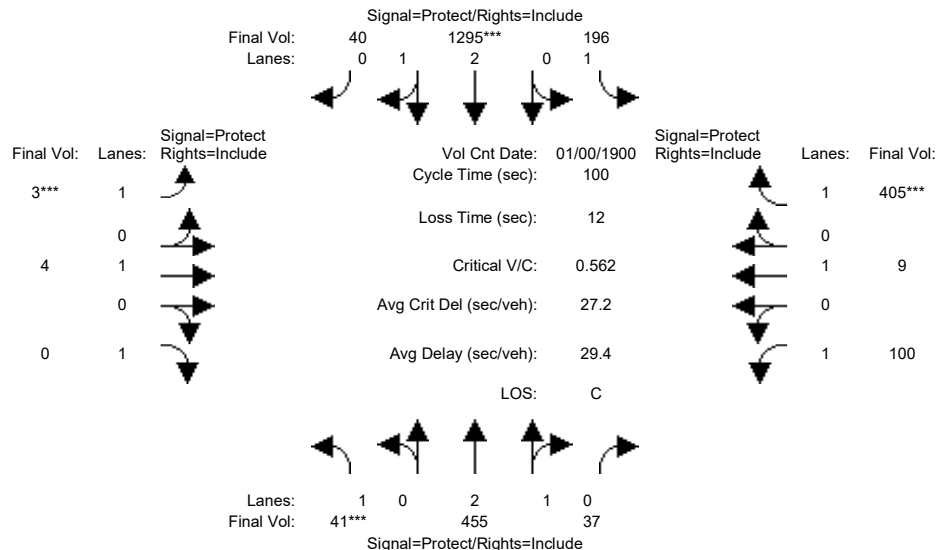
Street Name:	Great America Parkway						Great America Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	41	442	37	169	1294	40	3	4	0	100	9	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:	41	442	37	169	1294	40	3	4	0	100	9	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:	41	442	37	169	1294	40	3	4	0	100	9	147
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	442	37	169	1294	40	3	4	0	100	9	147
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	442	37	169	1294	40	3	4	0	100	9	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
Final Volume:	41	442	37	169	1294	40	3	4	0	100	9	147
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	1.00	0.92
Lanes:	1.00	2.76	0.24	1.00	2.91	0.09	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	5167	433	1750	5432	168	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.09	0.09	0.10	0.24	0.24	0.00	0.00	0.00	0.06	0.00	0.08
Crit Moves:	***			***			***					***
Green Time:	7.0	31.4	31.4	30.3	54.7	54.7	7.0	15.5	0.0	10.8	19.3	19.3
Volume/Cap:	0.33	0.27	0.27	0.32	0.44	0.44	0.02	0.01	0.00	0.53	0.02	0.44
Delay/Veh:	45.9	25.8	25.8	27.2	13.6	13.6	43.4	35.8	0.0	44.9	32.8	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:	45.9	25.8	25.8	27.2	13.6	13.6	43.4	35.8	0.0	44.9	32.8	36.5
LOS by Move:	D	C	C	C	B	B	D	D+	A	D	C-	D+
HCM2kAvgQ:	1	4	4	4	8	8	0	0	0	4	0	5

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

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SJ16-1669
Existing AM

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Existing Plus Project AM

Intersection #3: Great America Parkway / Great America Way

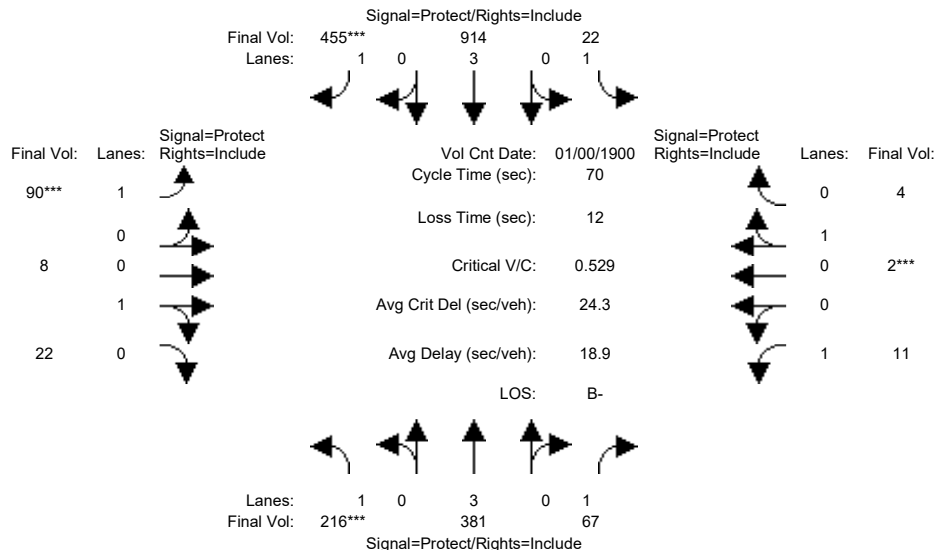


Street Name:	Great America Parkway						Great America Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	41	442	37	169	1294	40	3	4	0	100	9	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:	41	442	37	169	1294	40	3	4	0	100	9	147
Added Vol:	0	13	0	27	1	0	0	0	0	0	0	258
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	41	455	37	196	1295	40	3	4	0	100	9	405
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	455	37	196	1295	40	3	4	0	100	9	405
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	455	37	196	1295	40	3	4	0	100	9	405
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	41	455	37	196	1295	40	3	4	0	100	9	405
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	1.00	0.92
Lanes:	1.00	2.77	0.23	1.00	2.91	0.09	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	5178	421	1750	5432	168	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.09	0.09	0.11	0.24	0.24	0.00	0.00	0.00	0.06	0.00	0.23
Crit Moves:	***			***			***					***
Green Time:	7.0	21.0	21.0	23.5	37.5	37.5	7.0	25.6	0.0	17.9	36.5	36.5
Volume/Cap:	0.33	0.42	0.42	0.48	0.63	0.63	0.02	0.01	0.00	0.32	0.01	0.63
Delay/Veh:	45.9	34.4	34.4	33.8	26.3	26.3	43.4	27.8	0.0	36.3	20.3	28.4
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	34.4	34.4	33.8	26.3	26.3	43.4	27.8	0.0	36.3	20.3	28.4
LOS by Move:	D	C-	C-	C-	C	C	D	C	A	D+	C+	C
HCM2kAvgQ:	1	4	4	5	11	11	0	0	0	3	0	12
Note: Queue reported is the number of cars per lane.												

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SJ16-1669
Existing AM

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Existing AM

Intersection #4: Great America Parkway / Old Mountain View - Alviso Road



Street Name:	Great America Parkway						Old Mountain View - Alviso Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	216	381	67	22	914	455	90	8	22	11	2	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:	216	381	67	22	914	455	90	8	22	11	2	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:	216	381	67	22	914	455	90	8	22	11	2	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:	216	381	67	22	914	455	90	8	22	11	2	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	216	381	67	22	914	455	90	8	22	11	2	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
Final Volume:	216	381	67	22	914	455	90	8	22	11	2	4

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	0.27	0.73	1.00	0.33	0.67
Final Sat.:	1750	5700	1750	1750	5700	1750	1750	480	1320	1750	600	1200

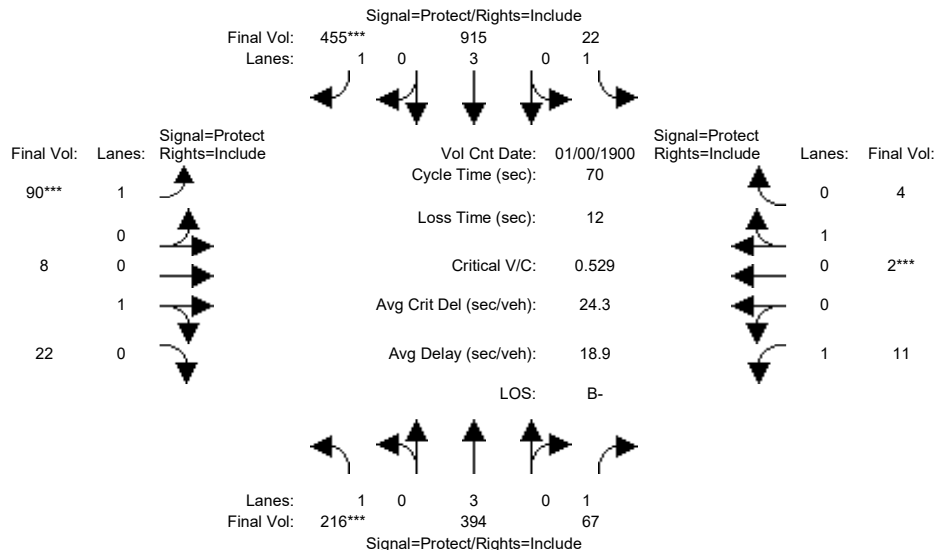
Capacity Analysis Module:												
Vol/Sat:	0.12	0.07	0.04	0.01	0.16	0.26	0.05	0.02	0.02	0.01	0.00	0.00
Crit Moves:	****					****	****				****	
Green Time:	13.2	24.1	24.1	16.9	27.8	27.8	7.0	10.0	10.0	7.0	10.0	10.0
Volume/Cap:	0.65	0.19	0.11	0.05	0.40	0.65	0.51	0.12	0.12	0.06	0.02	0.02
Delay/Veh:	31.0	16.2	15.7	20.5	15.3	19.4	32.5	26.4	26.4	28.7	25.8	25.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.0	16.2	15.7	20.5	15.3	19.4	32.5	26.4	26.4	28.7	25.8	25.8
LOS by Move:	C	B	B	C+	B	B-	C-	C	C	C	C	C
HCM2kAvgQ:	6	2	1	0	5	9	3	1	1	0	0	0

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

Tasman East Focus Area Plan
SJ16-1669
Existing AM

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

Intersection #4: Great America Parkway / Old Mountain View - Alviso Road



Street Name:	Great America Parkway						Old Mountain View - Alviso Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count	Date: 0 Jan 1900 << 12:00:00 AM											
Base Vol:	216	381	67	22	914	455	90	8	22	11	2	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:	216	381	67	22	914	455	90	8	22	11	2	4
Added Vol:	0	13	0	0	1	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	216	394	67	22	915	455	90	8	22	11	2	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:	216	394	67	22	915	455	90	8	22	11	2	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	216	394	67	22	915	455	90	8	22	11	2	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
Final Volume:	216	394	67	22	915	455	90	8	22	11	2	4

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	0.27	0.73	1.00	0.33	0.67
Final Sat.:	1750	5700	1750	1750	5700	1750	1750	480	1320	1750	600	1200

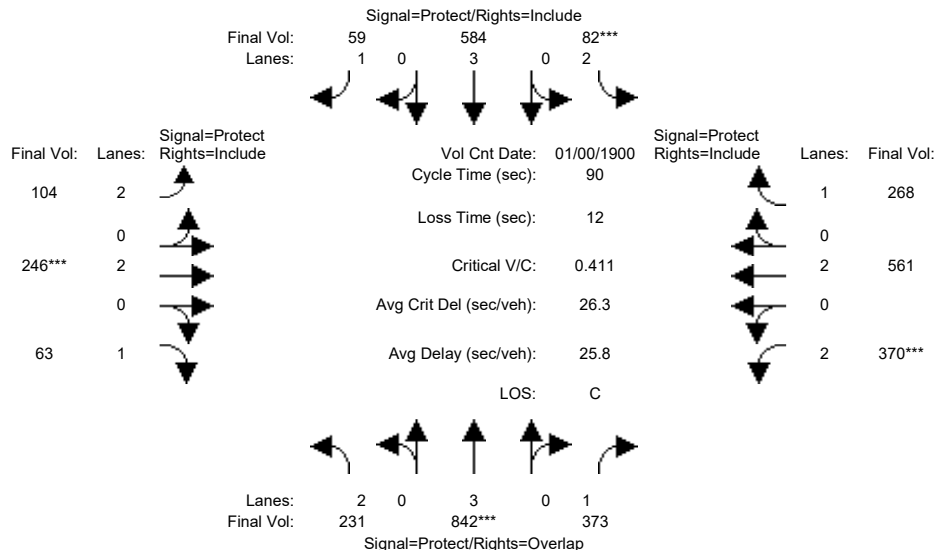
Capacity Analysis Module:												
Vol/Sat:	0.12	0.07	0.04	0.01	0.16	0.26	0.05	0.02	0.02	0.01	0.00	0.00
Crit Moves:	****					****	****				****	
Green Time:	13.2	24.1	24.1	16.9	27.8	27.8	7.0	10.0	10.0	7.0	10.0	10.0
Volume/Cap:	0.65	0.20	0.11	0.05	0.40	0.65	0.51	0.12	0.12	0.06	0.02	0.02
Delay/Veh:	31.0	16.2	15.7	20.5	15.3	19.4	32.5	26.4	26.4	28.7	25.8	25.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.0	16.2	15.7	20.5	15.3	19.4	32.5	26.4	26.4	28.7	25.8	25.8
LOS by Move:	C	B	B	C+	B	B-	C-	C	C	C	C	C
HCM2kAvgQ:	6	2	1	0	5	9	3	1	1	0	0	0

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

Tasman East Focus Area Plan
SJ16-1669
Existing AM

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

Intersection #5: Great America Parkway / Tasman Drive

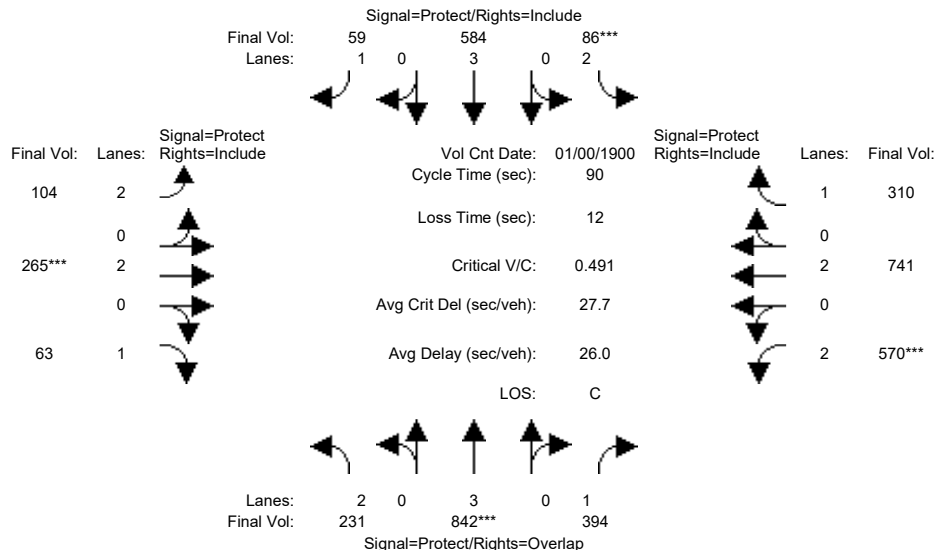


Street Name:	Great America Parkway						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	231	842	373	82	584	59	104	246	63	370	561	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:	231	842	373	82	584	59	104	246	63	370	561	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:	231	842	373	82	584	59	104	246	63	370	561	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:	231	842	373	82	584	59	104	246	63	370	561	268
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	231	842	373	82	584	59	104	246	63	370	561	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
Final Volume:	231	842	373	82	584	59	104	246	63	370	561	268
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	0.15	0.21	0.03	0.10	0.03	0.03	0.06	0.04	0.12	0.15	0.15
Crit Moves:	****			****			****			****		
Green Time:	16.0	31.8	57.1	7.0	22.8	22.8	13.2	13.9	13.9	25.3	26.0	26.0
Volume/Cap:	0.41	0.42	0.34	0.33	0.40	0.13	0.22	0.42	0.23	0.42	0.51	0.53
Delay/Veh:	33.4	22.2	7.8	40.1	28.1	26.1	34.1	34.9	33.8	26.7	27.1	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:	33.4	22.2	7.8	40.1	28.1	26.1	34.1	34.9	33.8	26.7	27.1	27.9
LOS by Move:	C-	C+	A	D	C	C	C-	C-	C-	C	C	C
HCM2kAvgQ:	4	6	5	2	5	1	1	3	2	5	6	7
Note: Queue reported is the number of cars per lane.												

Tasman East Focus Area Plan
SJ16-1669
Existing AM

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Existing Plus Project AM

Intersection #5: Great America Parkway / Tasman Drive

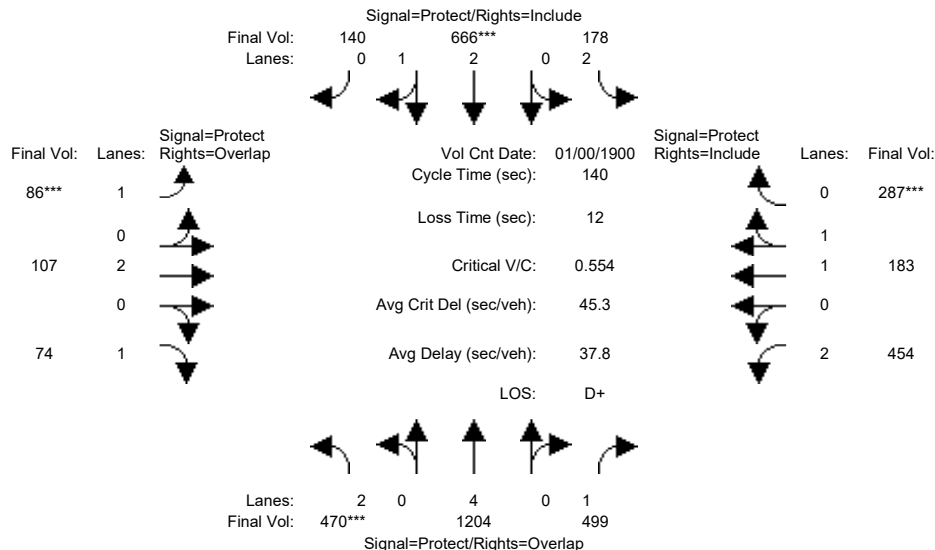


Street Name:	Great America Parkway						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	231	842	373	82	584	59	104	246	63	370	561	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:	231	842	373	82	584	59	104	246	63	370	561	268
Added Vol:	0	0	21	4	0	0	0	19	0	200	180	42
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	231	842	394	86	584	59	104	265	63	570	741	310
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	842	394	86	584	59	104	265	63	570	741	310
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	231	842	394	86	584	59	104	265	63	570	741	310
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	231	842	394	86	584	59	104	265	63	570	741	310
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	0.15	0.23	0.03	0.10	0.03	0.03	0.07	0.04	0.18	0.20	0.18
Crit Moves:	****			****			****			****		
Green Time:	13.7	26.3	58.6	7.0	19.6	19.6	12.7	12.4	12.4	32.2	31.9	31.9
Volume/Cap:	0.48	0.51	0.35	0.35	0.47	0.15	0.23	0.51	0.26	0.51	0.55	0.50
Delay/Veh:	35.6	26.7	7.3	40.2	31.0	28.7	34.6	36.7	35.3	23.0	23.8	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:	35.6	26.7	7.3	40.2	31.0	28.7	34.6	36.7	35.3	23.0	23.8	23.4
LOS by Move:	D+	C	A	D	C	C	C-	D+	D+	C+	C	C
HCM2kAvgQ:	4	7	5	2	5	1	1	3	2	7	8	7
Note: Queue reported is the number of cars per lane.												

Tasman East Focus Area Plan
SJ16-1669
Existing AM

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

Intersection #6: Great America Parkway / Mission College Boulevard

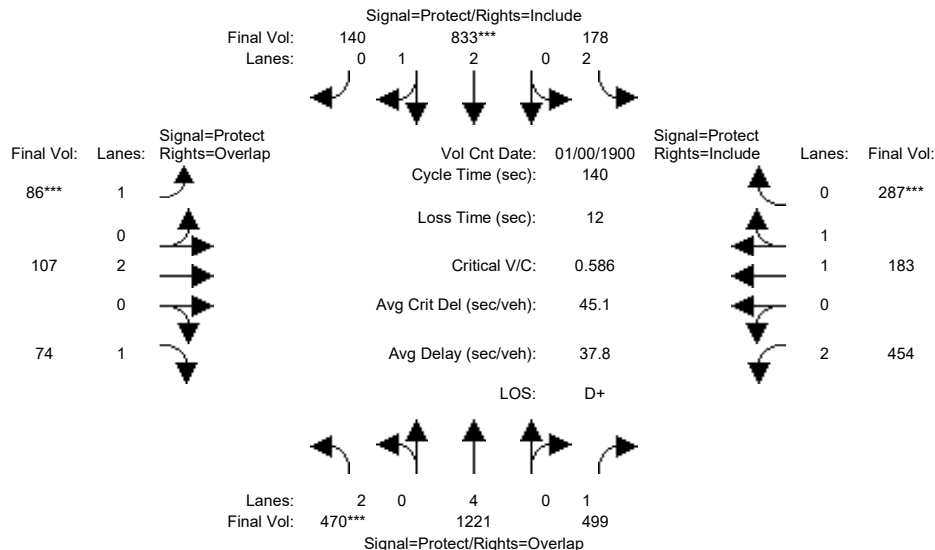


Street Name:	Great America Parkway						Mission College Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	470	1204	499	178	666	140	86	107	74	454	183	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:	470	1204	499	178	666	140	86	107	74	454	183	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:	470	1204	499	178	666	140	86	107	74	454	183	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:	470	1204	499	178	666	140	86	107	74	454	183	287
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	470	1204	499	178	666	140	86	107	74	454	183	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
Final Volume:	470	1204	499	178	666	140	86	107	74	454	183	287
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.99	0.95	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	4.00	1.00	2.00	2.46	0.54	1.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	3150	7600	1750	3150	4626	972	1750	3800	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.15	0.16	0.29	0.06	0.14	0.14	0.05	0.03	0.04	0.14	0.10	0.16
Crit Moves:	***			***			***					***
Green Time:	37.7	54.6	90.7	19.5	36.4	36.4	12.4	17.9	55.6	36.0	41.5	41.5
Volume/Cap:	0.55	0.41	0.44	0.41	0.55	0.55	0.55	0.22	0.11	0.56	0.33	0.55
Delay/Veh:	44.7	31.0	12.4	55.6	45.3	45.3	65.4	55.1	26.6	46.0	38.5	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:	44.7	31.0	12.4	55.6	45.3	45.3	65.4	55.1	26.6	46.0	38.5	42.3
LOS by Move:	D	C	B	E+	D	D	E	E+	C	D	D+	D
HCM2kAvgQ:	10	9	11	4	10	10	5	2	2	10	6	11
Note: Queue reported is the number of cars per lane.												

Tasman East Focus Area Plan
SJ16-1669
Existing AM

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

Intersection #6: Great America Parkway / Mission College Boulevard

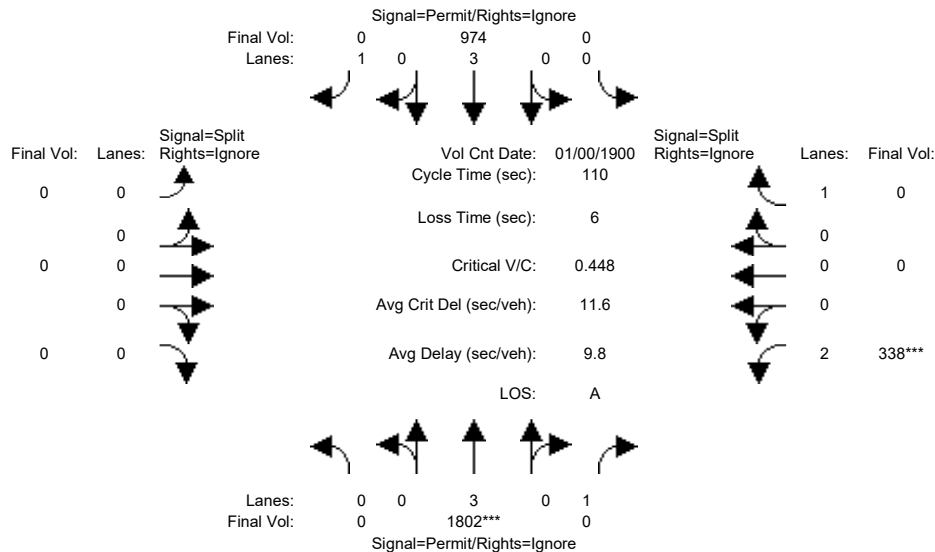


Street Name:	Great America Parkway						Mission College Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count	Date: 0 Jan 1900 << 12:00:00 AM											
Base Vol:	470	1204	499	178	666	140	86	107	74	454	183	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:	470	1204	499	178	666	140	86	107	74	454	183	287
Added Vol:	0	17	0	0	167	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	470	1221	499	178	833	140	86	107	74	454	183	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:	470	1221	499	178	833	140	86	107	74	454	183	287
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	470	1221	499	178	833	140	86	107	74	454	183	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
Final Volume:	470	1221	499	178	833	140	86	107	74	454	183	287
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.99	0.95	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	4.00	1.00	2.00	2.55	0.45	1.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	3150	7600	1750	3150	4793	806	1750	3800	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.15	0.16	0.29	0.06	0.17	0.17	0.05	0.03	0.04	0.14	0.10	0.16
Crit Moves:	***			***			***					***
Green Time:	35.6	57.0	91.1	20.1	41.5	41.5	11.7	16.9	52.5	34.0	39.2	39.2
Volume/Cap:	0.59	0.39	0.44	0.39	0.59	0.59	0.59	0.23	0.11	0.59	0.34	0.59
Delay/Veh:	46.9	29.4	12.2	55.0	42.5	42.5	67.8	56.0	28.6	48.1	40.3	44.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.9	29.4	12.2	55.0	42.5	42.5	67.8	56.0	28.6	48.1	40.3	44.6
LOS by Move:	D	C	B	E+	D	D	E	E+	C	D	D	D
HCM2kAvgQ:	10	9	11	4	12	12	5	2	2	10	6	11
Note: Queue reported is the number of cars per lane.												

Tasman East Focus Area Plan
SJ16-1669
Existing AM

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

Intersection #7: Great America Parkway - Bowers Avenue / US 101 NB Ramps



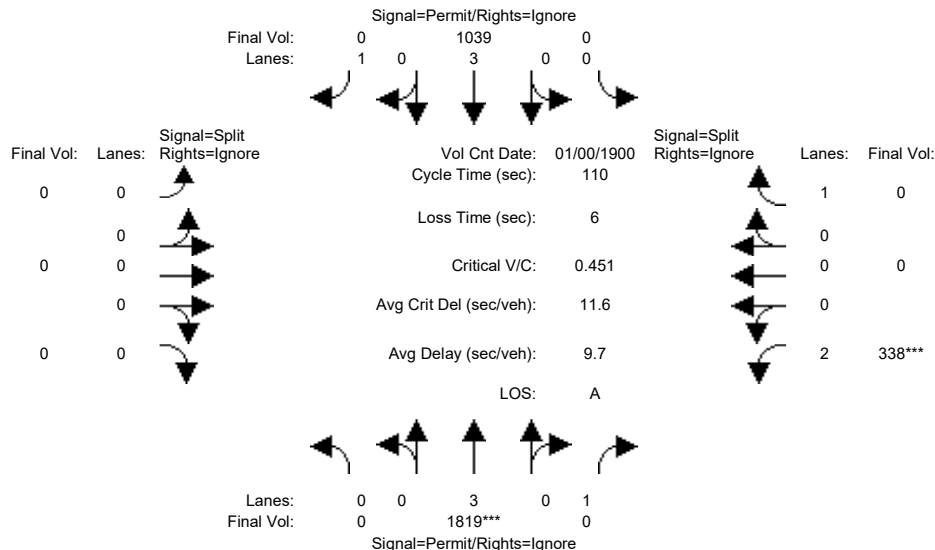
Street Name:	Great America Parkway - Bowers Av						US 101 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count	Date: 0 Jan 1900 << 12:00:00 AM											
Base Vol:	0	1802	106	0	974	340	0	0	0	338	0	1050
Growth Adj:	1.00	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	1802	106	0	974	340	0	0	0	338	0	1050
Added Vol:	0	0	0	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	1802	106	0	974	340	0	0	0	338	0	1050
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	1802	0	0	974	0	0	0	0	338	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1802	0	0	974	0	0	0	0	338	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Volume:	0	1802	0	0	974	0	0	0	0	338	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	0.83	1.00	0.92
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	5700	1750	0	5700	1750	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.32	0.00	0.00	0.17	0.00	0.00	0.00	0.00	0.11	0.00	0.00
Crit Moves:	****									****		
Green Time:	0.0	77.6	0.0	0.0	77.6	0.0	0.0	0.0	0.0	26.4	0.0	0.0
Volume/Cap:	0.00	0.45	0.00	0.00	0.24	0.00	0.00	0.00	0.00	0.45	0.00	0.00
Delay/Veh:	0.0	7.0	0.0	0.0	5.8	0.0	0.0	0.0	0.0	36.1	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	7.0	0.0	0.0	5.8	0.0	0.0	0.0	0.0	36.1	0.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	D+	A	A
HCM2kAvgQ:	0	9	0	0	4	0	0	0	0	6	0	0

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

Tasman East Focus Area Plan
SJ16-1669
Existing AM

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

Intersection #7: Great America Parkway - Bowers Avenue / US 101 NB Ramps

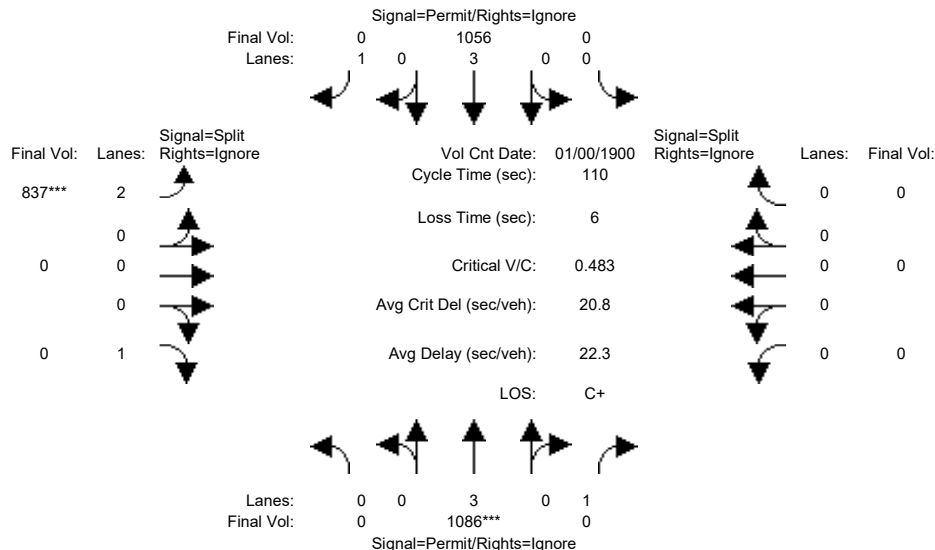


Street Name:Great America Parkway - Bowers Av							US 101 NB Ramps								
Approach: North Bound				South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Min. Green:	0		10		10	0		10		10	0		10		10
Y+R:	4.0		4.0		4.0	4.0		4.0		4.0	4.0		4.0		4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM															
Base Vol:	0		1802		106	0		974		340	0		0		338
Growth Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
Initial Bse:	0		1802		106	0		974		340	0		0		338
Added Vol:	0		17		0	0		65		102	0		0		0
PasserByVol:	0		0		0	0		0		0	0		0		0
Initial Fut:	0		1819		106	0		1039		442	0		0		338
User Adj:	1.00		1.00		0.00	1.00		1.00		0.00	1.00		1.00		0.00
PHF Adj:	1.00		1.00		0.00	1.00		1.00		0.00	1.00		1.00		0.00
PHF Volume:	0		1819		0	0		1039		0	0		0		338
Reduct Vol:	0		0		0	0		0		0	0		0		0
Reduced Vol:	0		1819		0	0		1039		0	0		0		338
PCE Adj:	1.00		1.00		0.00	1.00		1.00		0.00	1.00		1.00		0.00
MLF Adj:	1.00		1.00		0.00	1.00		1.00		0.00	1.00		1.00		0.00
FinalVolume:	0		1819		0	0		1039		0	0		0		338
Saturation Flow Module:															
Sat/Lane:	1900		1900		1900	1900		1900		1900	1900		1900		1900
Adjustment:	0.92		1.00		0.92	0.92		1.00		0.92	0.92		0.83		1.00
Lanes:	0.00		3.00		1.00	0.00		3.00		1.00	0.00		0.00		1.00
Final Sat.:	0		5700		1750	0		5700		1750	0		0		3150
Capacity Analysis Module:															
Vol/Sat:	0.00		0.32		0.00	0.00		0.18		0.00	0.00		0.00		0.00
Crit Moves:	****														
Green Time:	0.0		77.8		0.0	0.0		77.8		0.0	0.0		0.0		26.2
Volume/Cap:	0.00		0.45		0.00	0.00		0.26		0.00	0.00		0.00		0.45
Delay/Veh:	0.0		7.0		0.0	0.0		5.8		0.0	0.0		0.0		36.2
User DelAdj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
AdjDel/Veh:	0.0		7.0		0.0	0.0		5.8		0.0	0.0		0.0		36.2
LOS by Move:	A		A		A	A		A		A	A		A		A
HCM2kAvgQ:	0		9		0	0		4		0	0		0		6
Note: Queue reported is the number of cars per lane.															

Tasman East Focus Area Plan
SJ16-1669
Existing AM

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

Intersection #8: Bowers Avenue / US 101 SB Ramps

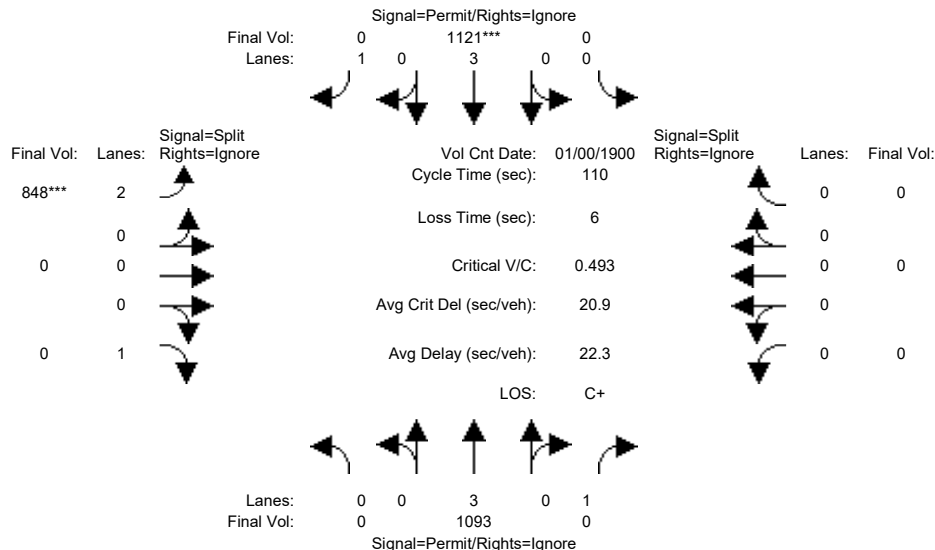


Street Name:	Bowers Avenue						US 101 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count	Date: 0 Jan 1900 << 12:00:00 AM											
Base Vol:	0	1086	222	0	1056	267	837	0	331	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	1086	222	0	1056	267	837	0	331	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	1086	222	0	1056	267	837	0	331	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	1086	0	0	1056	0	837	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1086	0	0	1056	0	837	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Volume:	0	1086	0	0	1056	0	837	0	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	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	5700	1750	0	5700	1750	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.00	0.00	0.19	0.00	0.27	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****											
Green Time:	0.0	43.4	0.0	0.0	43.4	0.0	60.6	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.48	0.00	0.00	0.47	0.00	0.48	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	25.0	0.0	0.0	24.9	0.0	15.3	0.0	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	25.0	0.0	0.0	24.9	0.0	15.3	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	C	A	A	C	A	B	A	A	A	A	A
HCM2kAvgQ:	0	9	0	0	9	0	10	0	0	0	0	0
Note: Queue reported is the number of cars per lane.												

Tasman East Focus Area Plan
SJ16-1669
Existing AM

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

Intersection #8: Bowers Avenue / US 101 SB Ramps

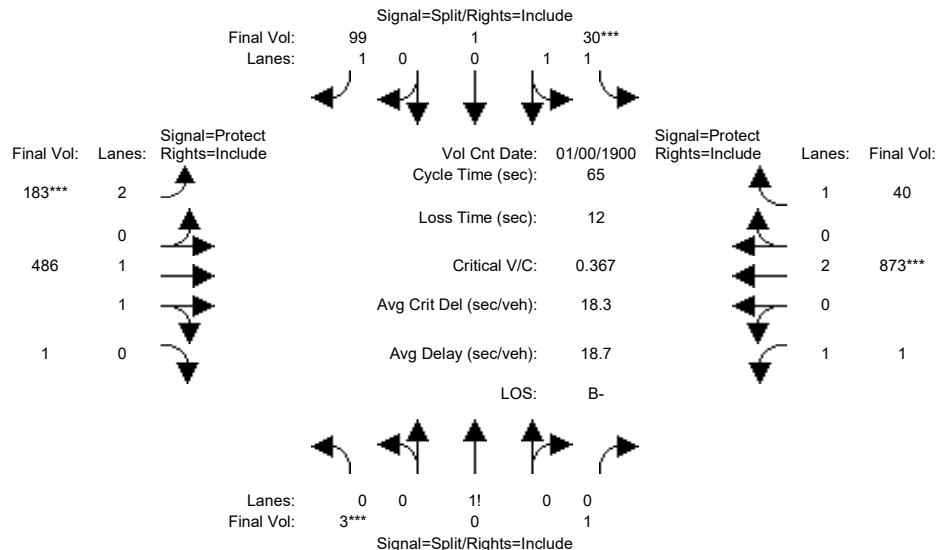


Street Name:	Bowers Avenue						US 101 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count	Date: 0 Jan 1900 << 12:00:00 AM											
Base Vol:	0	1086	222	0	1056	267	837	0	331	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	1086	222	0	1056	267	837	0	331	0	0	0
Added Vol:	0	7	0	0	65	0	11	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1093	222	0	1121	267	848	0	331	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	1093	0	0	1121	0	848	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1093	0	0	1121	0	848	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	1093	0	0	1121	0	848	0	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	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	5700	1750	0	5700	1750	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.00	0.00	0.20	0.00	0.27	0.00	0.00	0.00	0.00	0.00
Crit Moves:	*****											
Green Time:	0.0	43.9	0.0	0.0	43.9	0.0	60.1	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.48	0.00	0.00	0.49	0.00	0.49	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	24.7	0.0	0.0	24.9	0.0	15.7	0.0	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	24.7	0.0	0.0	24.9	0.0	15.7	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	C	A	A	C	A	B	A	A	A	A	A
HCM2kAvgQ:	0	9	0	0	9	0	11	0	0	0	0	0
Note: Queue reported is the number of cars per lane.												

Tasman East Focus Area Plan
SJ16-1669
Existing AM

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

Intersection #9: Centennial Drive / Tasman Drive

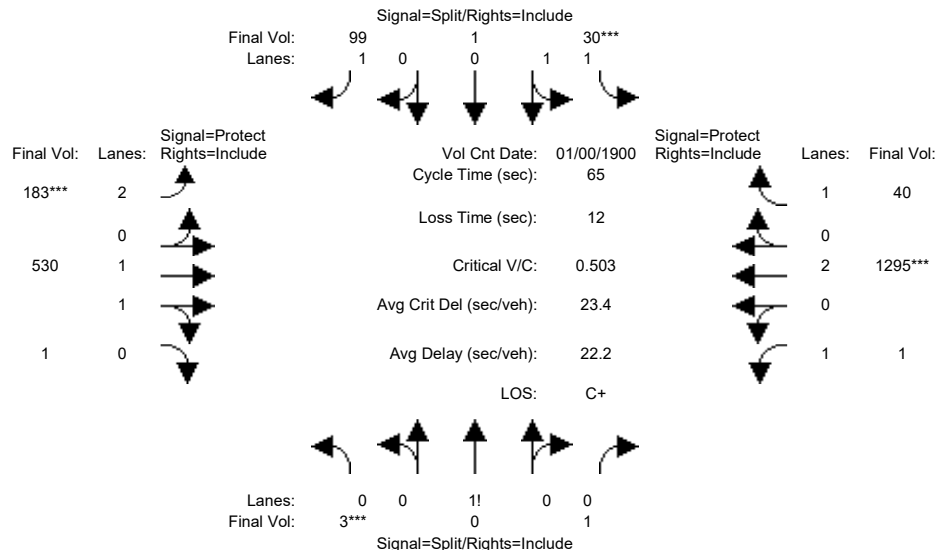


Street Name:	Centennial Drive						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	0 Jan 1900 << 12:00:00 AM											
Base Vol:	3	0	1	30	1	99	183	486	1	1	873	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	0	1	30	1	99	183	486	1	1	873	40
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	0	1	30	1	99	183	486	1	1	873	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	3	0	1	30	1	99	183	486	1	1	873	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	0	1	30	1	99	183	486	1	1	873	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	3	0	1	30	1	99	183	486	1	1	873	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.93	0.95	0.92	0.83	0.97	0.95	0.92	1.00	0.92
Lanes:	0.75	0.00	0.25	1.94	0.06	1.00	2.00	1.99	0.01	1.00	2.00	1.00
Final Sat.:	1313	0	438	3435	115	1750	3150	3692	8	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.01	0.06	0.06	0.13	0.13	0.00	0.23	0.02
Crit Moves:	****			****			****			****		
Green Time:	10.0	0.0	10.0	10.0	10.0	10.0	7.0	19.4	19.4	13.6	26.0	26.0
Volume/Cap:	0.01	0.00	0.01	0.06	0.06	0.37	0.54	0.44	0.44	0.00	0.58	0.06
Delay/Veh:	23.3	0.0	23.3	23.5	23.5	25.5	29.2	18.7	18.7	20.4	15.8	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:	23.3	0.0	23.3	23.5	23.5	25.5	29.2	18.7	18.7	20.4	15.8	12.0
LOS by Move:	C	A	C	C	C	C	C	B-	B-	C+	B	B
HCM2kAvgQ:	0	0	0	0	0	2	2	4	4	0	7	1
Note: Queue reported is the number of cars per lane.												

Tasman East Focus Area Plan
SJ16-1669
Existing AM

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

Intersection #9: Centennial Drive / Tasman Drive



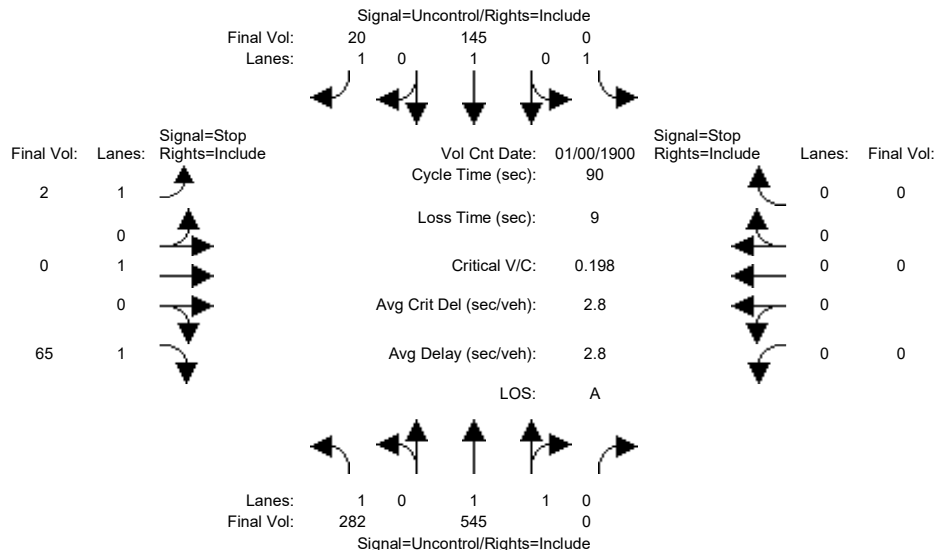
Street Name:	Centennial Drive						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	3	0	1	30	1	99	183	486	1	1	873	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	0	1	30	1	99	183	486	1	1	873	40
Added Vol:	0	0	0	0	0	0	0	44	0	0	422	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	0	1	30	1	99	183	530	1	1	1295	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	3	0	1	30	1	99	183	530	1	1	1295	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	0	1	30	1	99	183	530	1	1	1295	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	3	0	1	30	1	99	183	530	1	1	1295	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.93	0.95	0.92	0.83	0.97	0.95	0.92	1.00	0.92
Lanes:	0.75	0.00	0.25	1.94	0.06	1.00	2.00	1.99	0.01	1.00	2.00	1.00
Final Sat.:	1313	0	438	3435	115	1750	3150	3693	7	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.01	0.06	0.06	0.14	0.14	0.00	0.34	0.02
Crit Moves:	***			***			***			***		
Green Time:	10.0	0.0	10.0	10.0	10.0	10.0	7.0	19.4	19.4	13.6	26.0	26.0
Volume/Cap:	0.01	0.00	0.01	0.06	0.06	0.37	0.54	0.48	0.48	0.00	0.85	0.06
Delay/Veh:	23.3	0.0	23.3	23.5	23.5	25.5	29.2	19.0	19.0	20.3	22.6	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:	23.3	0.0	23.3	23.5	23.5	25.5	29.2	19.0	19.0	20.3	22.6	12.0
LOS by Move:	C	A	C	C	C	C	C	B-	B-	C+	C+	B
HCM2kAvgQ:	0	0	0	0	0	2	2	4	4	0	12	1

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

Tasman East Focus Area Plan
SJ16-1669
Existing AM

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

Intersection #10: Lafayette Street / Great America Way



Street Name:	Lafayette Street						Great America Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	282	545	0	0	145	20	2	0	65	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:	282	545	0	0	145	20	2	0	65	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:	282	545	0	0	145	20	2	0	65	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	282	545	0	0	145	20	2	0	65	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	282	545	0	0	145	20	2	0	65	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflct Vol:	165	xxxx	xxxxx	xxxx	xxxx	xxxxx	982	1254	145	xxxx	xxxx	xxxxx
Potent Cap.:	1426	xxxx	xxxxx	xxxx	xxxx	xxxxx	279	173	908	xxxx	xxxx	xxxxx
Move Cap.:	1426	xxxx	xxxxx	xxxx	xxxx	xxxxx	236	139	908	xxxx	xxxx	xxxxx
Volume/Cap:	0.20	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	0.00	0.07	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.7	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	0.2	xxxx	xxxx	xxxxx
Control Del:	8.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	20.4	xxxx	9.3	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	C	*	A	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			9.6			xxxxxx		
ApproachLOS:	*			*			A			*		

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

Peak Hour Delay Signal Warrant Report

Intersection #10 Lafayette Street / Great America Way

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 0 1      1 0 1 0 1      0 0 0 0 0
Initial Vol:    282 545      0 0 145 20      2 0 65      0 0 0 0
ApproachDel:    xxxxxx      xxxxxx      9.6      xxxxxx
-----|-----|-----|-----|-----|

```

Approach[eastbound][lanes=3][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.2]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=67]

FAIL - Approach volume less than 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=1059]

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 #10 Lafayette Street / Great America Way

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 0 1      1 0 1 0 1      0 0 0 0 0
Initial Vol:    282 545      0 0 145 20      2 0 65      0 0 0 0
-----|-----|-----|-----|-----|

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Major Street Volume: 992

Minor Approach Volume: 67

Minor Approach Volume Threshold: 378

SIGNAL WARRANT DISCLAIMER

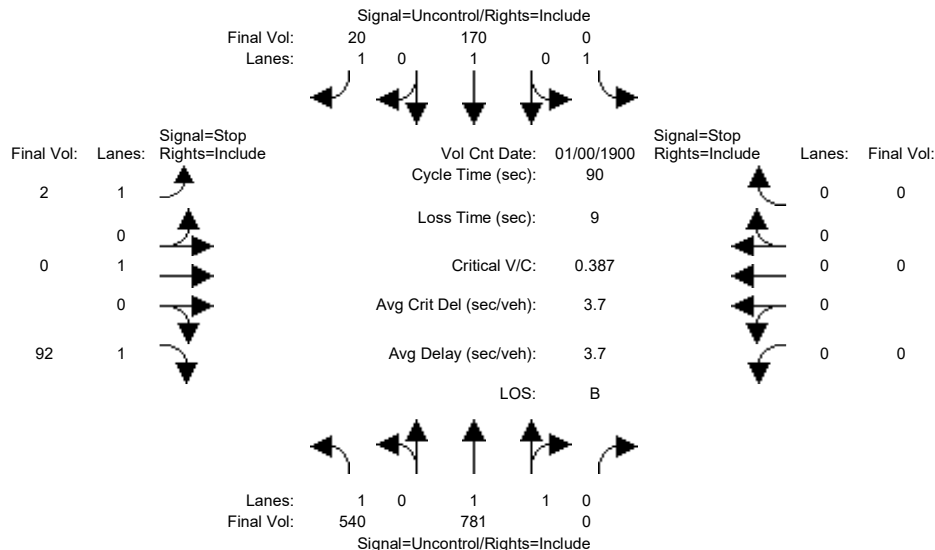
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant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

Tasman East Focus Area Plan
SJ16-1669
Existing AM

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

Intersection #10: Lafayette Street / Great America Way



Street Name:			Lafayette Street						Great America Way								
Approach:			North Bound			South Bound			East Bound			West Bound					
Movement:			L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
			-----			-----			-----			-----			-----		
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM																	
Base Vol:	282	545	0		0	145	20	2	0	65	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	1.00			
Initial Bse:	282	545	0		0	145	20	2	0	65	0	0	0				
Added Vol:	258	236	0		0	25	0	0	0	27	0	0	0				
PasserByVol:	0	0	0		0	0	0	0	0	0	0	0	0				
Initial Fut:	540	781	0		0	170	20	2	0	92	0	0	0				
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	540	781	0		0	170	20	2	0	92	0	0	0				
Reduct Vol:	0	0	0		0	0	0	0	0	0	0	0	0				
FinalVolume:	540	781	0		0	170	20	2	0	92	0	0	0				
			-----			-----			-----			-----					
Critical Gap Module:																	
Critical Gp:	4.1	xxxx	xxxxx		xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx				
FollowUpTim:	2.2	xxxx	xxxxx		xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx				
			-----			-----			-----			-----					
Capacity Module:																	
Cnflct Vol:	190	xxxx	xxxxx		xxxx	xxxx	xxxxx	1641	2031	170	xxxx	xxxx	xxxxx				
Potent Cap.:	1396	xxxx	xxxxx		xxxx	xxxx	xxxxx	111	58	879	xxxx	xxxx	xxxxx				
Move Cap.:	1396	xxxx	xxxxx		xxxx	xxxx	xxxxx	78	36	879	xxxx	xxxx	xxxxx				
Volume/Cap:	0.39	xxxx	xxxx		xxxx	xxxx	xxxx	0.03	0.00	0.10	xxxx	xxxx	xxxx				
			-----			-----			-----			-----					
Level Of Service Module:																	
2Way95thQ:	1.9	xxxx	xxxxx		xxxx	xxxx	xxxxx	0.1	xxxx	0.3	xxxx	xxxx	xxxxx				
Control Del:	9.2	xxxx	xxxxx		xxxxx	xxxx	xxxxx	52.5	xxxx	9.6	xxxxx	xxxx	xxxxx				
LOS by Move:	A	*	*		*	*	*	F	*	A	*	*	*				
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT		
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	*	*	*		*	*	*	*	*	*	*	*	*				
ApproachDel:	xxxxxx				xxxxxx			10.5			xxxxxx						
ApproachLOS:		*				*		B				*					

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

Peak Hour Delay Signal Warrant Report

Intersection #10 Lafayette Street / Great America Way

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 0 1      1 0 1 0 1      0 0 0 0 0
Initial Vol:    540 781      0 0 170 20      2 0 92      0 0 0 0
ApproachDel:     xxxxxx      xxxxxx      10.5      xxxxxx
-----|-----|-----|-----|-----|

```

Approach[eastbound][lanes=3][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.3]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=94]

FAIL - Approach volume less than 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=1605]

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 #10 Lafayette Street / Great America Way

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 0 1      1 0 1 0 1      0 0 0 0 0
Initial Vol:    540 781      0 0 170 20      2 0 92      0 0 0 0
-----|-----|-----|-----|-----|

```

Major Street Volume: 1511

Minor Approach Volume: 94

Minor Approach Volume Threshold: 197

SIGNAL WARRANT DISCLAIMER

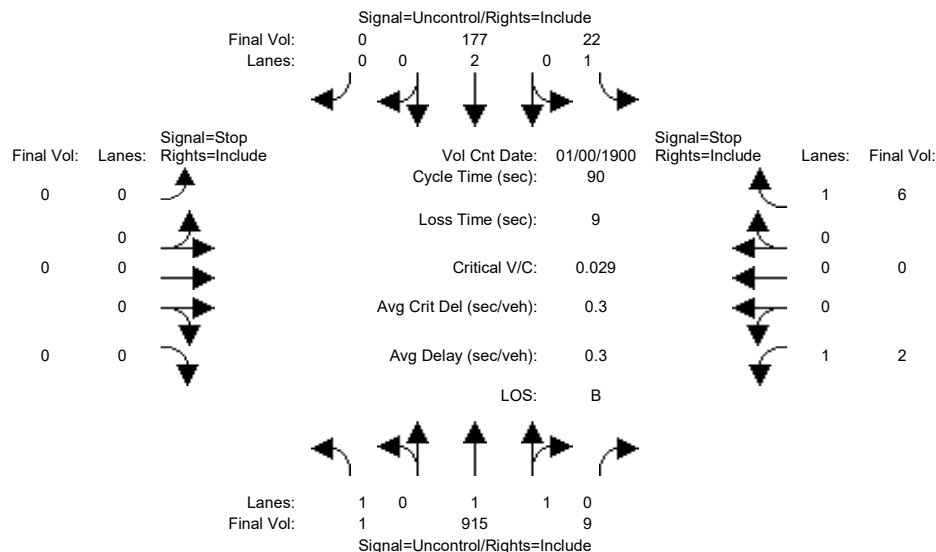
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant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

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Tasman East Focus Area Plan
SJ16-1669
Existing AM

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

Intersection #11: Lafayette Street / Calle Del Mundo



Street Name:	Lafayette Street						Calle Del Mundo					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	1	915	9	22	177	0	0	0	0	2	0	6
Growth Adj:	1.00	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	915	9	22	177	0	0	0	0	2	0	6
Added Vol:	0	0	0	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	915	9	22	177	0	0	0	0	2	0	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	915	9	22	177	0	0	0	0	2	0	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	1	915	9	22	177	0	0	0	0	2	0	6
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3
Capacity Module:												
Cnflct Vol:	177	xxxx	xxxxx	924	xxxx	xxxxx	xxxx	xxxx	xxxxx	1054	xxxx	462
Potent Cap.:	1411	xxxx	xxxxx	748	xxxx	xxxxx	xxxx	xxxx	xxxxx	225	xxxx	552
Move Cap.:	1411	xxxx	xxxxx	748	xxxx	xxxxx	xxxx	xxxx	xxxxx	219	xxxx	552
Volume/Cap:	0.00	xxxx	xxxx	0.03	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	xxxx	0.01
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	0.0
Control Del:	7.6	xxxx	xxxxx	10.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	21.6	xxxx	11.6
LOS by Move:	A	*	*	A	*	*	*	*	*	C	*	B
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			14.1		
ApproachLOS:										B		

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

Peak Hour Delay Signal Warrant Report

Intersection #11 Lafayette Street / Calle Del Mundo

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  2  0  0      0  0  0  0  0      1  0  0  0  1
Initial Vol:    1  915      9      22  177      0      0  0  0  0      2  0  0  6
ApproachDel:    xxxxxx      xxxxxx      xxxxxx      14.1
-----|-----|-----|-----|-----|

```

Approach[westbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.0]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=8]

FAIL - Approach volume less than 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=1132]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #11 Lafayette Street / Calle Del Mundo

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  2  0  0      0  0  0  0  0      1  0  0  0  1
Initial Vol:    1  915      9      22  177      0      0  0  0  0      2  0  0  6
-----|-----|-----|-----|-----|

```

Major Street Volume: 1124

Minor Approach Volume: 8

Minor Approach Volume Threshold: 324

SIGNAL WARRANT DISCLAIMER

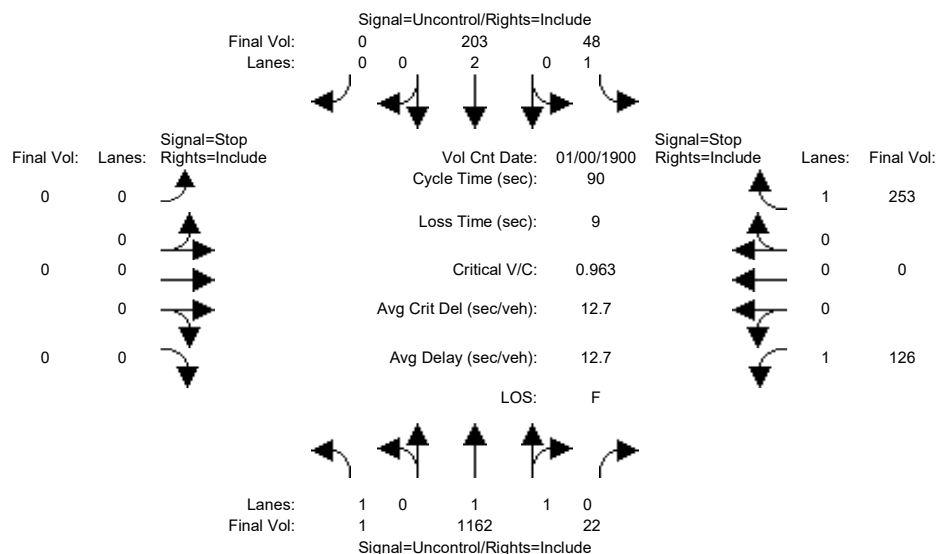
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Tasman East Focus Area Plan
SJ16-1669
Existing AM

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

Intersection #11: Lafayette Street / Calle Del Mundo



Street Name:	Lafayette Street						Calle Del Mundo					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	1	915	9	22	177	0	0	0	0	2	0	6
Growth Adj:	1.00	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	915	9	22	177	0	0	0	0	2	0	6
Added Vol:	0	247	13	26	26	0	0	0	0	124	0	247
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	1162	22	48	203	0	0	0	0	126	0	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:	1	1162	22	48	203	0	0	0	0	126	0	253
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	1	1162	22	48	203	0	0	0	0	126	0	253
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3
Capacity Module:												
Cnflct Vol:	203	xxxx	xxxxx	1184	xxxx	xxxxx	xxxxx	xxxx	xxxxx	1373	xxxx	592
Potent Cap.:	1381	xxxx	xxxxx	597	xxxx	xxxxx	xxxxx	xxxx	xxxxx	139	xxxx	454
Move Cap.:	1381	xxxx	xxxxx	597	xxxx	xxxxx	xxxxx	xxxx	xxxxx	131	xxxx	454
Volume/Cap:	0.00	xxxx	xxxx	0.08	xxxx	xxxx	xxxxx	xxxx	xxxxx	0.96	xxxx	0.56
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.6	xxxx	3.3
Control Del:	7.6	xxxx	xxxxx	11.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	133.9	xxxx	22.4
LOS by Move:	A	*	*	B	*	*	*	*	*	F	*	C
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			59.5		
ApproachLOS:										F		

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

Peak Hour Delay Signal Warrant Report

Intersection #11 Lafayette Street / Calle Del Mundo

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:        Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Lanes:          1  0  1  1  0      1  0  2  0  0      0  0  0  0  0      1  0  0  0  1
Initial Vol:    1 1162    22      48 203    0      0  0  0  0      126  0  253
ApproachDel:    xxxxxx      xxxxxx      xxxxxx      59.5
-----|-----|-----|-----|-----|

```

Approach[westbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=6.3]

SUCCEED - Vehicle-hours >= 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=379]

SUCCEED - Approach volume >= 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=1815]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #11 Lafayette Street / Calle Del Mundo

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:        Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Lanes:          1  0  1  1  0      1  0  2  0  0      0  0  0  0  0      1  0  0  0  1
Initial Vol:    1 1162    22      48 203    0      0  0  0  0      126  0  253
-----|-----|-----|-----|-----|

```

Major Street Volume: 1436

Minor Approach Volume: 379

Minor Approach Volume Threshold: 218

SIGNAL WARRANT DISCLAIMER

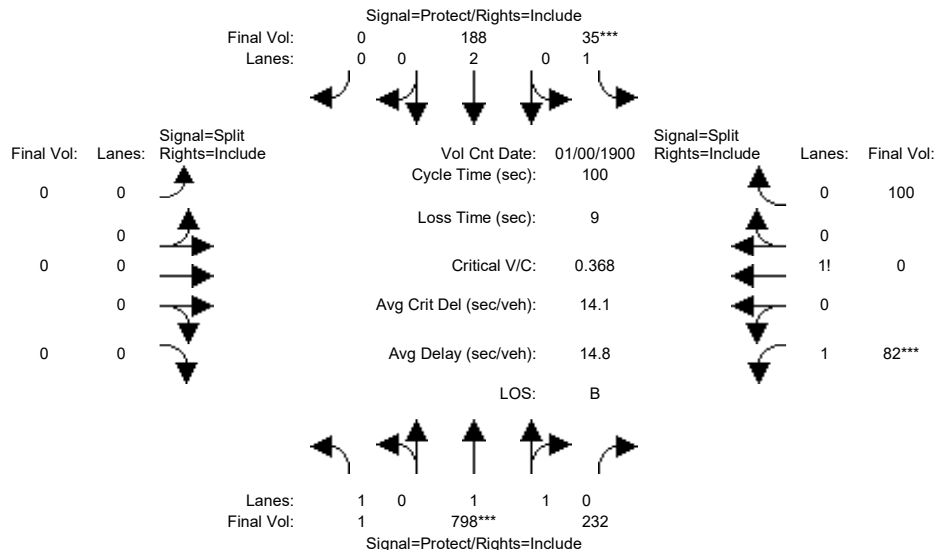
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant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

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Tasman East Focus Area Plan
SJ16-1669
Existing AM

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

Intersection #12: Lafayette Street / Calle De Luna

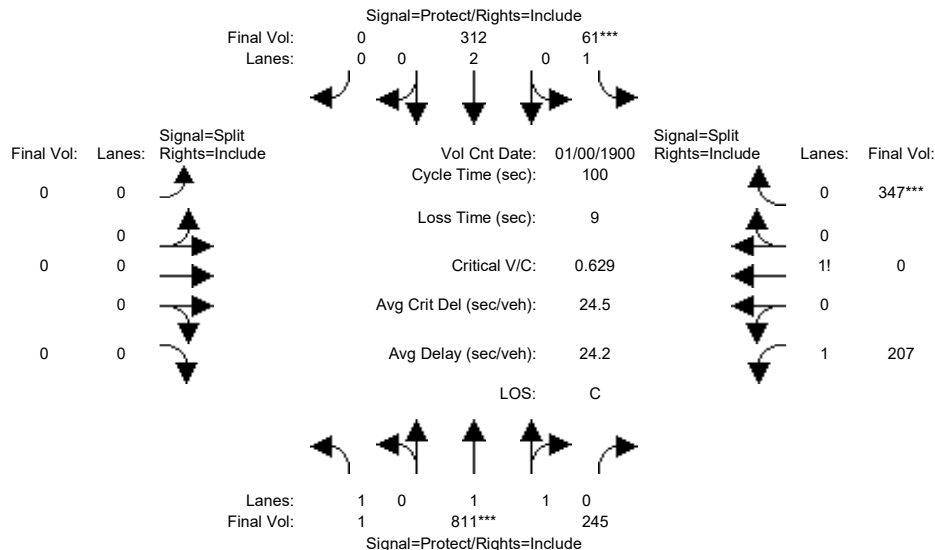


Street Name:	Lafayette Street						Calle De Luna									
Approach:	North Bound			South Bound			East Bound			West Bound						
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	
Min. Green:	7	10	10			7	10	0			0	0	0	10	0	10
Y+R:	4.0	4.0	4.0			4.0	4.0	4.0			4.0	4.0	4.0	4.0	4.0	4.0
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Volume Module: >>	Count	Date:	0	Jan	1900	<<	12:00:00	AM								
Base Vol:	1	798	232			35	188	0			0	0	0	82	0	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:	1	798	232			35	188	0			0	0	0	82	0	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:	1	798	232			35	188	0			0	0	0	82	0	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:	1	798	232			35	188	0			0	0	0	82	0	100
Reduct Vol:	0	0	0			0	0	0			0	0	0	0	0	0
Reduced Vol:	1	798	232			35	188	0			0	0	0	82	0	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:	1	798	232			35	188	0			0	0	0	82	0	100
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
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	0.95
Lanes:	1.00	1.54	0.46			1.00	2.00	0.00			0.00	0.00	0.00	1.30	0.00	0.70
Final Sat.:	1750	2866	833			1750	3800	0			0	0	0	2269	0	1266
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Capacity Analysis Module:																
Vol/Sat:	0.00	0.28	0.28			0.02	0.05	0.00			0.00	0.00	0.00	0.04	0.00	0.08
Crit Moves:	****					****					****			****		
Green Time:	28.6	62.5	62.5			7.0	40.9	0.0			0.0	0.0	0.0	21.5	0.0	21.5
Volume/Cap:	0.00	0.45	0.45			0.29	0.12	0.00			0.00	0.00	0.00	0.17	0.00	0.37
Delay/Veh:	25.5	9.9	9.9			45.4	18.4	0.0			0.0	0.0	0.0	32.1	0.0	33.9
User DelAdj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.5	9.9	9.9			45.4	18.4	0.0			0.0	0.0	0.0	32.1	0.0	33.9
LOS by Move:	C	A	A			D	B-	A			A	A	A	C-	A	C-
HCM2kAvgQ:	0	8	8			1	2	0			0	0	0	2	0	4
Note: Queue reported is the number of cars per lane.																

Tasman East Focus Area Plan
SJ16-1669
Existing AM

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

Intersection #12: Lafayette Street / Calle De Luna

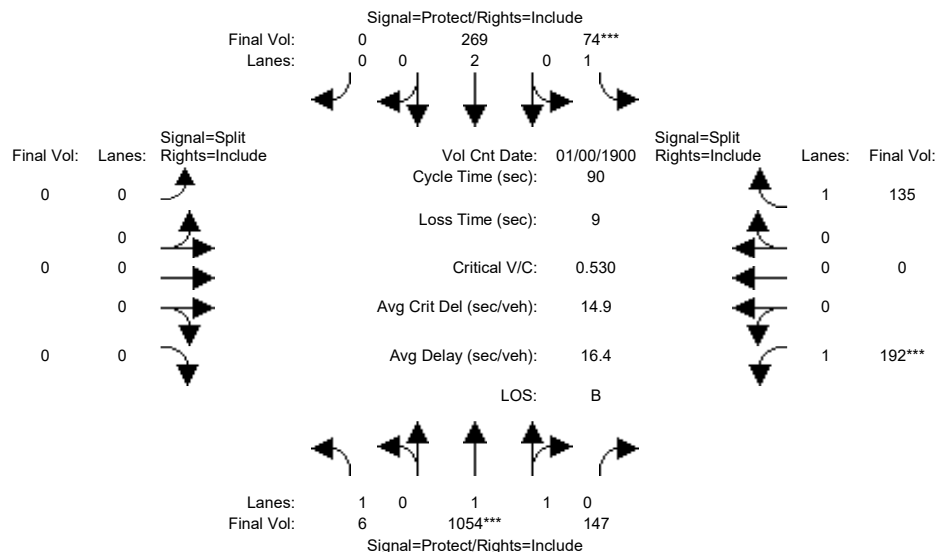


Street Name:	Lafayette Street						Calle De Luna										
Approach:	North Bound			South Bound			East Bound			West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R		
Min. Green:	7		10		10	7		10		0	0		0	10	0	10	
Y+R:	4.0		4.0		4.0	4.0		4.0		4.0	4.0		4.0	4.0		4.0	
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM																	
Base Vol:	1		798		232	35		188		0	0		0	82		100	
Growth Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	1.00		1.00	
Initial Bse:	1		798		232	35		188		0	0		0	82		100	
Added Vol:	0		13		13	26		124		0	0		0	125		247	
PasserByVol:	0		0		0	0		0		0	0		0	0		0	
Initial Fut:	1		811		245	61		312		0	0		0	207		347	
User Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	1.00		1.00	
PHF Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	1.00		1.00	
PHF Volume:	1		811		245	61		312		0	0		0	207		347	
Reduct Vol:	0		0		0	0		0		0	0		0	0		0	
Reduced Vol:	1		811		245	61		312		0	0		0	207		347	
PCE Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	1.00		1.00	
MLF Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	1.00		1.00	
FinalVolume:	1		811		245	61		312		0	0		0	207		347	
Saturation Flow Module:																	
Sat/Lane:	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		0.95	
Lanes:	1.00		1.52		0.48	1.00		2.00		0.00	0.00		0.00	0.00		0.77	
Final Sat.:	1750		2841		858	1750		3800		0	0		0	0		2161	
Capacity Analysis Module:																	
Vol/Sat:	0.00		0.29		0.29	0.03		0.08		0.00	0.00		0.00	0.00		0.25	
Crit Moves:	****			****												****	
Green Time:	21.3		44.6		44.6	7.0		30.4		0.0	0.0		0.0	0.0		39.4	
Volume/Cap:	0.00		0.64		0.64	0.50		0.27		0.00	0.00		0.00	0.00		0.64	
Delay/Veh:	31.0		22.3		22.3	48.0		26.5		0.0	0.0		0.0	0.0		26.2	
User DelAdj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	1.00		1.00	
AdjDel/Veh:	31.0		22.3		22.3	48.0		26.5		0.0	0.0		0.0	0.0		26.2	
LOS by Move:	C		C+		C+	D		C		A	A		A	A		C	
HCM2kAvgQ:	0		13		13	3		4		0	0		0	0		12	
Note: Queue reported is the number of cars per lane.																	

Tasman East Focus Area Plan
SJ16-1669
Existing AM

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

Intersection #13: Lafayette Street / Calle De Primavera



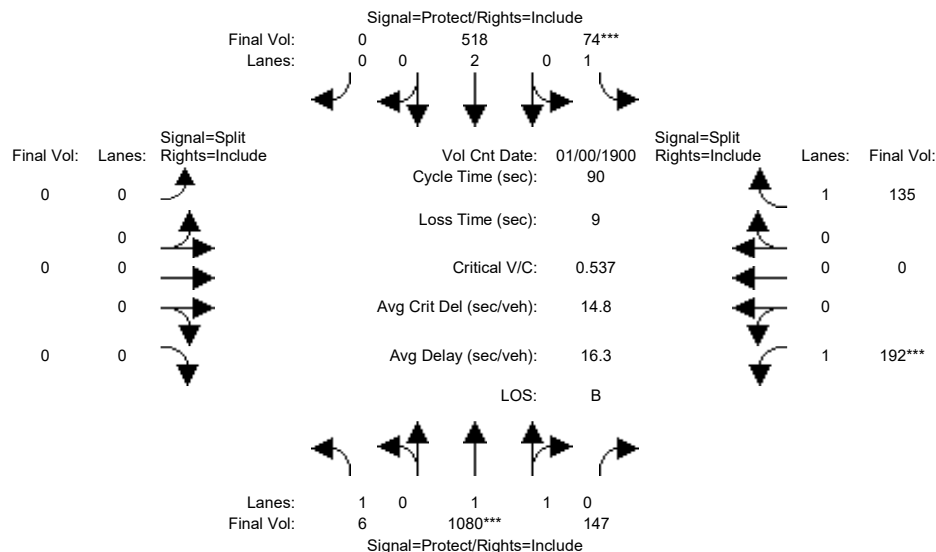
Street Name:	Lafayette Street			Calle De Primavera		
Approach:	North Bound			South Bound		
Movement:	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM						
Base Vol:	6	1054	147	74	269	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	1054	147	74	269	0
Added Vol:	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0
Initial Fut:	6	1054	147	74	269	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	1054	147	74	269	0
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	6	1054	147	74	269	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	6	1054	147	74	269	0
Saturation Flow Module:						
Sat/Lane:	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	1.75	0.25	1.00	2.00	0.00
Final Sat.:	1750	3247	453	1750	3800	0
Capacity Analysis Module:						
Vol/Sat:	0.00	0.32	0.32	0.04	0.07	0.00
Crit Moves:	****			****		
Green Time:	25.7	55.2	55.2	7.2	36.7	0.0
Volume/Cap:	0.01	0.53	0.53	0.53	0.17	0.00
Delay/Veh:	23.1	10.2	10.2	43.6	17.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.1	10.2	10.2	43.6	17.1	0.0
LOS by Move:	C	B+	B+	D	B	A
HCM2kAvgQ:	0	9	9	2	2	0

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

Tasman East Focus Area Plan
SJ16-1669
Existing AM

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

Intersection #13: Lafayette Street / Calle De Primavera



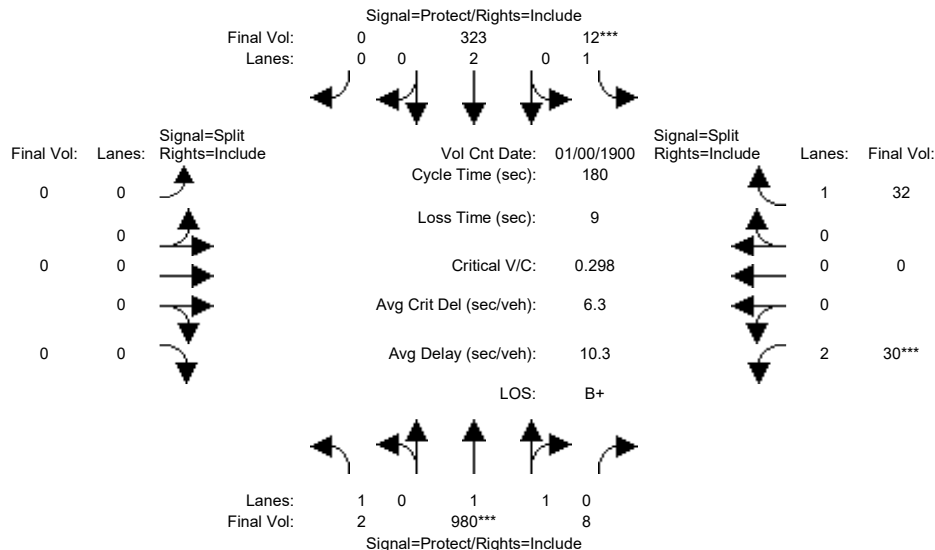
Street Name:	Lafayette Street			Calle De Primavera		
Approach:	North Bound			South Bound		
Movement:	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM						
Base Vol:	6	1054	147	74	269	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	1054	147	74	269	0
Added Vol:	0	26	0	0	249	0
PasserByVol:	0	0	0	0	0	0
Initial Fut:	6	1080	147	74	518	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	1080	147	74	518	0
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	6	1080	147	74	518	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	6	1080	147	74	518	0
Saturation Flow Module:						
Sat/Lane:	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	1.75	0.25	1.00	2.00	0.00
Final Sat.:	1750	3256	443	1750	3800	0
Capacity Analysis Module:						
Vol/Sat:	0.00	0.33	0.33	0.04	0.14	0.00
Crit Moves:	****					****
Green Time:	22.8	55.5	55.5	7.1	39.9	0.0
Volume/Cap:	0.01	0.54	0.54	0.54	0.31	0.00
Delay/Veh:	25.2	10.1	10.1	44.0	16.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.2	10.1	10.1	44.0	16.3	0.0
LOS by Move:	C	B+	B+	D	B	A
HCM2kAvgQ:	0	10	9	2	4	0

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

Tasman East Focus Area Plan
SJ16-1669
Existing AM

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

Intersection #14: Lafayette Street / Hogan Drive

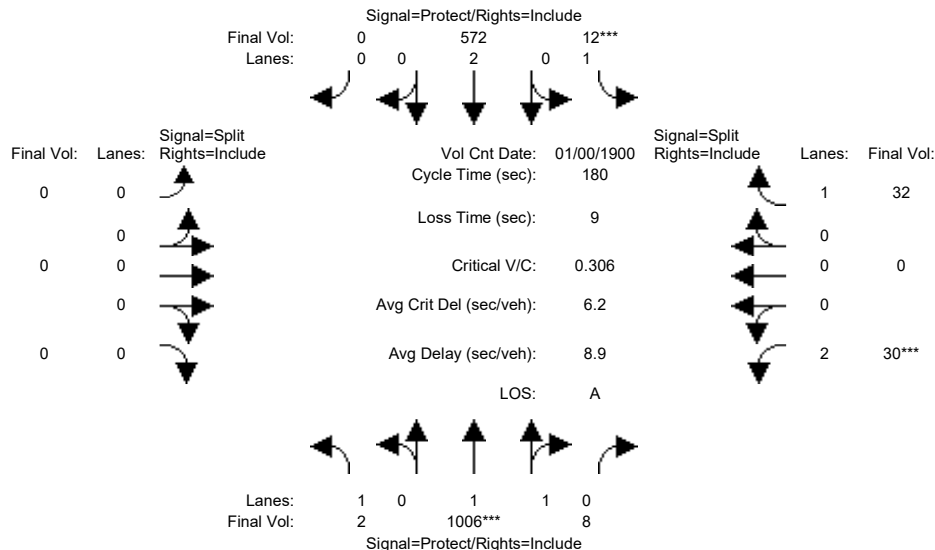


Street Name: Lafayette Street				Hogan Drive														
Approach:	North Bound				South Bound			East Bound			West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R			
Min. Green:	7		10		10	7		10		0	0		0	10		0	10	
Y+R:	4.0		4.0		4.0	4.0		4.0		4.0	4.0		4.0	4.0		4.0	4.0	
----- ----- ----- ----- -----																		
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM																		
Base Vol:	2		980		8	12		323		0	0		0	30		0	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	
Initial Bse:	2		980		8	12		323		0	0		0	30		0	32	
Added Vol:	0		0		0	0		0		0	0		0	0		0	0	
PasserByVol:	0		0		0	0		0		0	0		0	0		0	0	
Initial Fut:	2		980		8	12		323		0	0		0	30		0	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	
PHF Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	1.00		1.00	1.00	
PHF Volume:	2		980		8	12		323		0	0		0	30		0	32	
Reduct Vol:	0		0		0	0		0		0	0		0	0		0	0	
Reduced Vol:	2		980		8	12		323		0	0		0	30		0	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	
MLF Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	1.00		1.00	1.00	
FinalVolume:	2		980		8	12		323		0	0		0	30		0	32	
----- ----- ----- ----- -----																		
Saturation Flow Module:																		
Sat/Lane:	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		0.83	1.00	0.92
Lanes:	1.00		1.98		0.02	1.00		2.00		0.00	0.00		0.00	0.00		2.00	0.00	1.00
Final Sat.:	1750		3670		30	1750		3800		0	0		0	0		3150	0	1750
----- ----- ----- ----- -----																		
Capacity Analysis Module:																		
Vol/Sat:	0.00		0.27		0.27	0.01		0.09		0.00	0.00		0.00	0.00		0.01	0.00	0.02
Crit Moves:	****			****									****					
Green Time:	50.2		153		153.0	7.0		110		0.0	0.0		0.0	0.0		11.0	0.0	11.0
Volume/Cap:	0.00		0.31		0.31	0.18		0.14		0.00	0.00		0.00	0.00		0.16	0.00	0.30
Delay/Veh:	46.9		3.0		3.0	89.3		15.1		0.0	0.0		0.0	0.0		81.8	0.0	87.8
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:	46.9		3.0		3.0	89.3		15.1		0.0	0.0		0.0	0.0		81.8	0.0	87.8
LOS by Move:	D		A		A	F		B		A	A		A	A		F	A	F
HCM2kAvgQ:	0		21		21	1		7		0	0		0	0		1	0	2
Note: Queue reported is the number of cars per lane.																		

Tasman East Focus Area Plan
SJ16-1669
Existing AM

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

Intersection #14: Lafayette Street / Hogan Drive

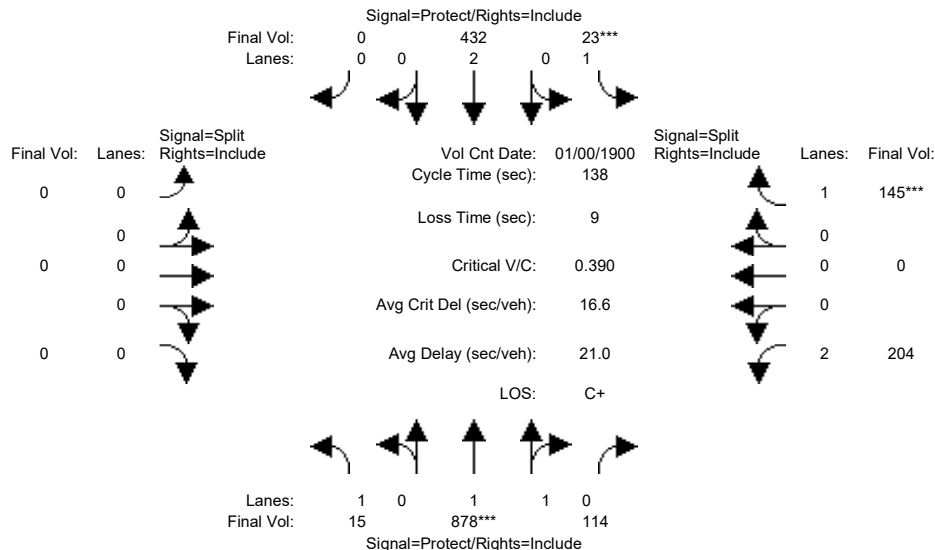


Street Name: Lafayette Street				Hogan Drive														
Approach:	North Bound				South Bound			East Bound			West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R			
Min. Green:	7		10		10	7		10		0	0		0	10		0	10	
Y+R:	4.0		4.0		4.0	4.0		4.0		4.0	4.0		4.0	4.0		4.0	4.0	
----- ----- ----- ----- -----																		
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM																		
Base Vol:	2		980		8	12		323		0	0		0	30		0	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	
Initial Bse:	2		980		8	12		323		0	0		0	30		0	32	
Added Vol:	0		26		0	0		249		0	0		0	0		0	0	
PasserByVol:	0		0		0	0		0		0	0		0	0		0	0	
Initial Fut:	2		1006		8	12		572		0	0		0	30		0	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	
PHF Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	1.00		1.00	1.00	
PHF Volume:	2		1006		8	12		572		0	0		0	30		0	32	
Reduct Vol:	0		0		0	0		0		0	0		0	0		0	0	
Reduced Vol:	2		1006		8	12		572		0	0		0	30		0	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	
MLF Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	1.00		1.00	1.00	
FinalVolume:	2		1006		8	12		572		0	0		0	30		0	32	
----- ----- ----- ----- -----																		
Saturation Flow Module:																		
Sat/Lane:	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		0.83	1.00	0.92
Lanes:	1.00		1.98		0.02	1.00		2.00		0.00	0.00		0.00	0.00		2.00	0.00	1.00
Final Sat.:	1750		3671		29	1750		3800		0	0		0	0		3150	0	1750
----- ----- ----- ----- -----																		
Capacity Analysis Module:																		
Vol/Sat:	0.00		0.27		0.27	0.01		0.15		0.00	0.00		0.00	0.00		0.01	0.00	0.02
Crit Moves:	****					****					****					****		
Green Time:	32.9		153		153.2	7.0		127		0.0	0.0		0.0	0.0		10.8	0.0	10.8
Volume/Cap:	0.01		0.32		0.32	0.18		0.21		0.00	0.00		0.00	0.00		0.16	0.00	0.31
Delay/Veh:	60.2		3.0		3.0	89.3		9.3		0.0	0.0		0.0	0.0		82.1	0.0	88.4
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:	60.2		3.0		3.0	89.3		9.3		0.0	0.0		0.0	0.0		82.1	0.0	88.4
LOS by Move:	E		A		A	F		A		A	A		A	A		F	A	F
HCM2kAvgQ:	0		22		22	1		12		0	0		0	0		1	0	2
Note: Queue reported is the number of cars per lane.																		

Tasman East Focus Area Plan
SJ16-1669
Existing AM

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

Intersection #15: Lafayette Street / Hope Drive

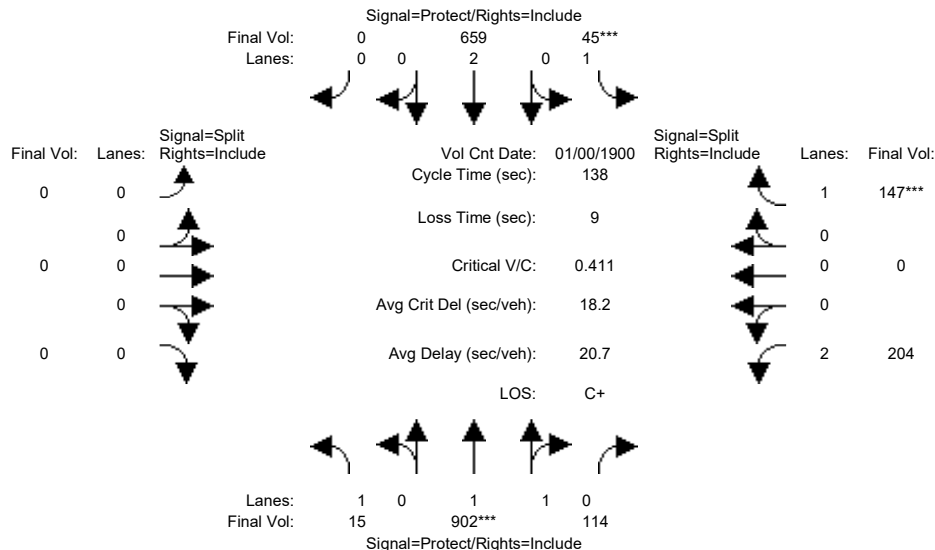


Street Name:	Lafayette Street						Hope Drive									
Approach:	North Bound			South Bound			East Bound			West Bound						
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	
Min. Green:	7	10	10			7	10	0			0	0	0	10	0	10
Y+R:	4.0	4.0	4.0			4.0	4.0	4.0			4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM																
Base Vol:	15	878	114			23	432	0			0	0	0	204	0	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:	15	878	114			23	432	0			0	0	0	204	0	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:	15	878	114			23	432	0			0	0	0	204	0	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:	15	878	114			23	432	0			0	0	0	204	0	145
Reduct Vol:	0	0	0			0	0	0			0	0	0	0	0	0
Reduced Vol:	15	878	114			23	432	0			0	0	0	204	0	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:	15	878	114			23	432	0			0	0	0	204	0	145
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	0.83	1.00	0.92
Lanes:	1.00	1.76	0.24			1.00	2.00	0.00			0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	1750	3274	425			1750	3800	0			0	0	0	3150	0	1750
Capacity Analysis Module:																
Vol/Sat:	0.01	0.27	0.27			0.01	0.11	0.00			0.00	0.00	0.00	0.06	0.00	0.08
Crit Moves:	****					****										****
Green Time:	30.9	93.2	93.2			7.0	69.3	0.0			0.0	0.0	0.0	28.8	0.0	28.8
Volume/Cap:	0.04	0.40	0.40			0.26	0.23	0.00			0.00	0.00	0.00	0.31	0.00	0.40
Delay/Veh:	42.1	10.4	10.4			70.0	19.6	0.0			0.0	0.0	0.0	47.4	0.0	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:	42.1	10.4	10.4			70.0	19.6	0.0			0.0	0.0	0.0	47.4	0.0	50.3
LOS by Move:	D	B+	B+			E	B-	A			A	A	A	D	A	D
HCM2kAvgQ:	1	10	10			1	5	0			0	0	0	4	0	6
Note: Queue reported is the number of cars per lane.																

Tasman East Focus Area Plan
SJ16-1669
Existing AM

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

Intersection #15: Lafayette Street / Hope Drive

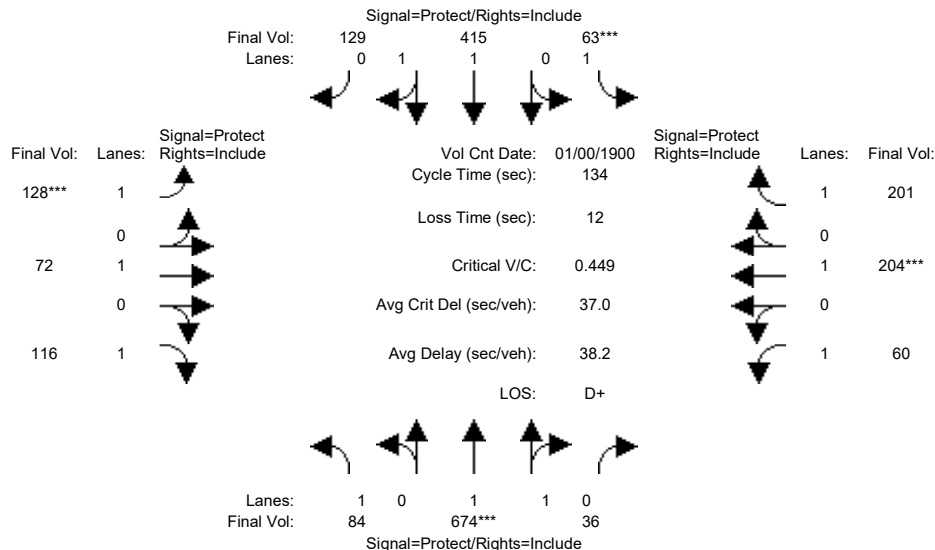


Street Name:	Lafayette Street						Hope Drive								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
-----	-----			-----			-----			-----					
Min. Green:	7	10	10	7	10	0	0	0	0	10	0	10			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
-----	-----			-----			-----			-----					
Volume Module: >>	Count	Date:	0	Jan	1900	<<	12:00:00	AM							
Base Vol:	15	878	114	23	432	0	0	0	0	204	0	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:	15	878	114	23	432	0	0	0	0	204	0	145			
Added Vol:	0	24	0	22	227	0	0	0	0	0	0	2			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	15	902	114	45	659	0	0	0	0	204	0	147			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	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	902	114	45	659	0	0	0	0	204	0	147			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	15	902	114	45	659	0	0	0	0	204	0	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:	15	902	114	45	659	0	0	0	0	204	0	147			
-----	-----			-----			-----			-----					
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	0.83	1.00	0.92			
Lanes:	1.00	1.77	0.23	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00			
Final Sat.:	1750	3285	415	1750	3800	0	0	0	0	3150	0	1750			
-----	-----			-----			-----			-----					
Capacity Analysis Module:															
Vol/Sat:	0.01	0.27	0.27	0.03	0.17	0.00	0.00	0.00	0.00	0.06	0.00	0.08			
Crit Moves:	****			****						****					
Green Time:	22.8	92.2	92.2	8.6	78.0	0.0	0.0	0.0	0.0	28.2	0.0	28.2			
Volume/Cap:	0.05	0.41	0.41	0.41	0.31	0.00	0.00	0.00	0.00	0.32	0.00	0.41			
Delay/Veh:	48.8	11.0	11.0	73.3	16.2	0.0	0.0	0.0	0.0	48.0	0.0	51.2			
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:	48.8	11.0	11.0	73.3	16.2	0.0	0.0	0.0	0.0	48.0	0.0	51.2			
LOS by Move:	D	B+	B+	E	B	A	A	A	A	D	A	D-			
HCM2kAvgQ:	1	10	10	2	7	0	0	0	0	4	0	6			
Note: Queue reported is the number of cars per lane.															

Tasman East Focus Area Plan
SJ16-1669
Existing AM

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

Intersection #16: Lafayette Street / Agnew Road

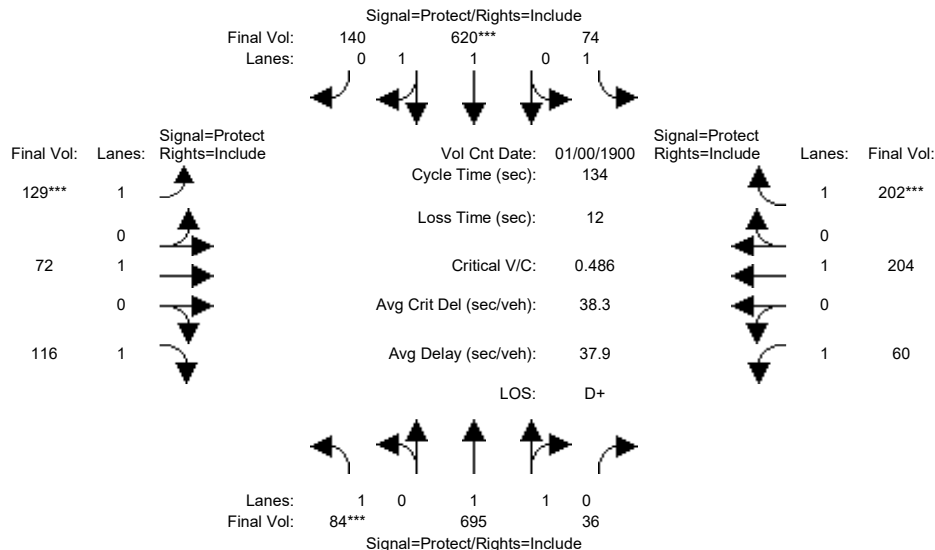


Street Name:	Lafayette Street			Agnew Road		
Approach:	North Bound			South Bound		
Movement:	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM						
Base Vol:	84	674	36	63	415	129
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	84	674	36	63	415	129
Added Vol:	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0
Initial Fut:	84	674	36	63	415	129
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	84	674	36	63	415	129
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	84	674	36	63	415	129
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	84	674	36	63	415	129
Saturation Flow Module:						
Sat/Lane:	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.90	0.10	1.00	1.51	0.49
Final Sat.:	1750	3512	188	1750	2822	877
Capacity Analysis Module:						
Vol/Sat:	0.05	0.19	0.19	0.04	0.15	0.15
Crit Moves:	****	****	****	****	****	****
Green Time:	17.8	57.3	57.3	10.8	50.2	50.2
Volume/Cap:	0.36	0.45	0.45	0.45	0.39	0.39
Delay/Veh:	57.2	28.1	28.1	68.8	31.5	31.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.2	28.1	28.1	68.8	31.5	31.5
LOS by Move:	E+	C	C	E	C	C
HCM2kAvgQ:	3	11	11	3	8	8
Note: Queue reported is the number of cars per lane.						

Tasman East Focus Area Plan
SJ16-1669
Existing AM

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

Intersection #16: Lafayette Street / Agnew Road



Street Name:	Lafayette Street			Agnew Road		
Approach:	North Bound			South Bound		
Movement:	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM						
Base Vol:	84	674	36	63	415	129
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	84	674	36	63	415	129
Added Vol:	0	21	0	11	205	11
PasserByVol:	0	0	0	0	0	0
Initial Fut:	84	695	36	74	620	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	84	695	36	74	620	140
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	84	695	36	74	620	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	84	695	36	74	620	140
Saturation Flow Module:						
Sat/Lane:	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.90	0.10	1.00	1.62	0.38
Final Sat.:	1750	3518	182	1750	3018	681
Capacity Analysis Module:						
Vol/Sat:	0.05	0.20	0.20	0.04	0.21	0.21
Crit Moves:	***			***		
Green Time:	13.2	55.3	55.3	14.6	56.6	56.6
Volume/Cap:	0.49	0.48	0.48	0.39	0.49	0.49
Delay/Veh:	66.6	29.9	29.9	61.4	29.2	29.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	66.6	29.9	29.9	61.4	29.2	29.2
LOS by Move:	E	C	C	E	C	C
HCM2kAvgQ:	4	11	11	3	12	12
Note: Queue reported is the number of cars per lane.						

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

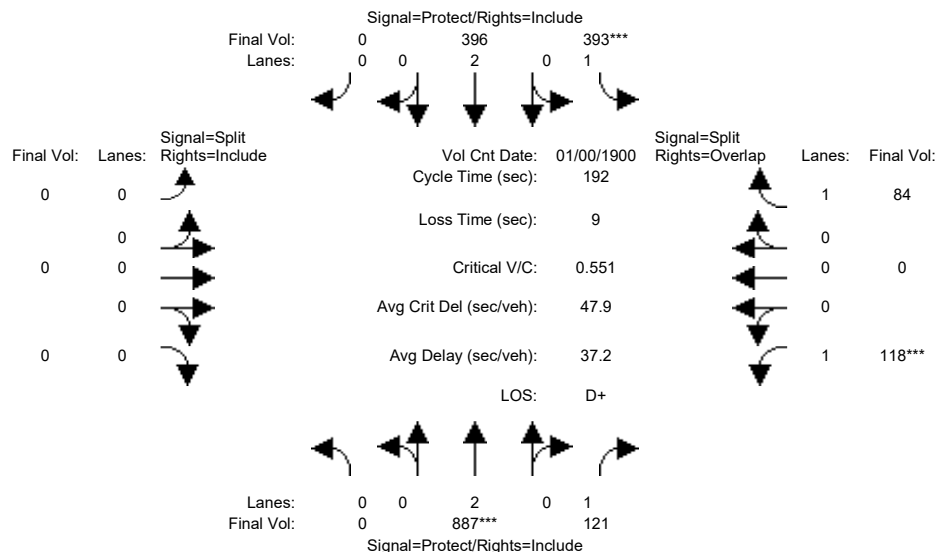
[illegible]

Street Name:		Lafayette Street						Montague Expressway WB								
Approach:		North Bound			South Bound			East Bound			West Bound					
Movement:		L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
-----		-----			-----			-----			-----			-----		
Min. Green:		0	10	10	7	10	0	0	0	0	10	0	10			
Y+R:		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
-----		-----			-----			-----			-----			-----		
Volume Module: >>		Count		Date:		0 Jan 1900		<<		12:00:00 AM						
Base Vol:		0	867	121	238	346	0	0	0	0	118	0	82			
Growth Adj:		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:		0	867	121	238	346	0	0	0	0	118	0	82			
Added Vol:		0	0	0	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	867	121	238	346	0	0	0	0	118	0	82			
User Adj:		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:		0	867	121	238	346	0	0	0	0	118	0	82			
Reduct Vol:		0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:		0	867	121	238	346	0	0	0	0	118	0	82			
PCE Adj:		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
FinalVolume:		0	867	121	238	346	0	0	0	0	118	0	82			
-----		-----			-----			-----			-----			-----		
Saturation Flow Module:																
Sat/Lane:		1900	1900	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	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00			
Final Sat.:		0	3800	1750	1750	3800	0	0	0	0	1750	0	1750			
-----		-----			-----			-----			-----			-----		
Capacity Analysis Module:																
Vol/Sat:		0.00	0.23	0.07	0.14	0.09	0.00	0.00	0.00	0.00	0.07	0.00	0.05			
Crit Moves:		****			****						****					
Green Time:		0.0	96.7	96.7	57.7	154	0.0	0.0	0.0	0.0	28.6	0.0	86.3			
Volume/Cap:		0.00	0.45	0.14	0.45	0.11	0.00	0.00	0.00	0.00	0.45	0.00	0.10			
Delay/Veh:		0.0	31.4	25.7	57.2	4.1	0.0	0.0	0.0	0.0	80.2	0.0	30.8			
User DelAdj:		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
AdjDel/Veh:		0.0	31.4	25.7	57.2	4.1	0.0	0.0	0.0	0.0	80.2	0.0	30.8			
LOS by Move:		A	C	C	E+	A	A	A	A	A	F	A	C			
HCM2kAvgQ:		0	16	4	12	2	0	0	0	0	7	0	3			
Note: Queue reported is the number of cars per lane.																

Tasman East Focus Area Plan
SJ16-1669
Existing AM

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

Intersection #17: Lafayette Street / Montague Expressway WB

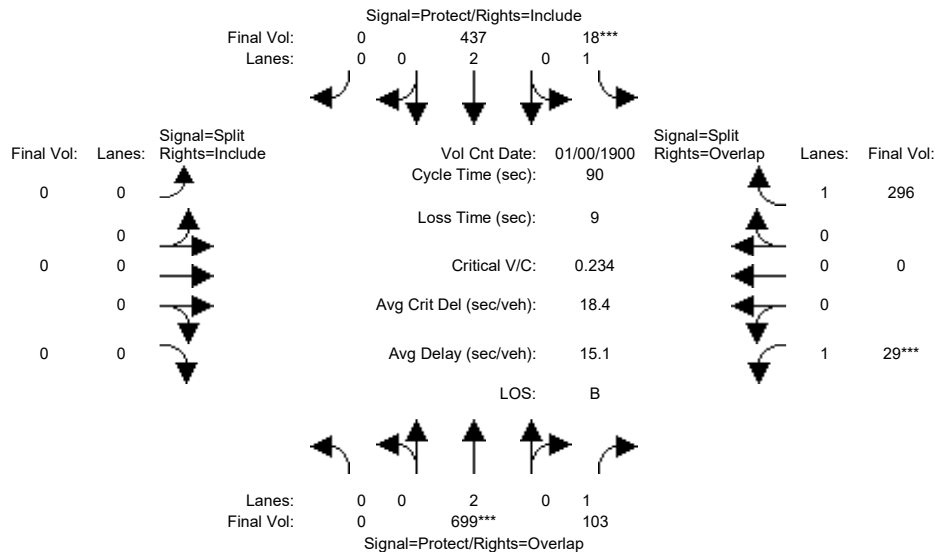


Street Name:	Lafayette Street						Montague Expressway WB								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Min. Green:	0	10	10		7	10	0		0	0	0		10	0	10
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Volume Module: >>	Count	Date:	0	Jan	1900	<<	12:00:00	AM							
Base Vol:	0	867	121		238	346	0		0	0	0		118	0	82
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
Initial Bse:	0	867	121		238	346	0		0	0	0		118	0	82
Added Vol:	0	20	0		155	50	0		0	0	0		0	0	2
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0
Initial Fut:	0	887	121		393	396	0		0	0	0		118	0	84
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
PHF Volume:	0	887	121		393	396	0		0	0	0		118	0	84
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0
Reduced Vol:	0	887	121		393	396	0		0	0	0		118	0	84
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
FinalVolume:	0	887	121		393	396	0		0	0	0		118	0	84
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Saturation Flow Module:															
Sat/Lane:	1900	1900	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		1.00	2.00	0.00		0.00	0.00	0.00		1.00	0.00	1.00
Final Sat.:	0	3800	1750		1750	3800	0		0	0	0		1750	0	1750
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Capacity Analysis Module:															
Vol/Sat:	0.00	0.23	0.07		0.22	0.10	0.00		0.00	0.00	0.00		0.07	0.00	0.05
Crit Moves:	****				****				****				****		
Green Time:	0.0	81.3	81.3		78.2	160	0.0		0.0	0.0	0.0		23.5	0.0	101.7
Volume/Cap:	0.00	0.55	0.16		0.55	0.13	0.00		0.00	0.00	0.00		0.55	0.00	0.09
Delay/Veh:	0.0	43.0	34.8		46.5	3.1	0.0		0.0	0.0	0.0		89.1	0.0	22.5
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
AdjDel/Veh:	0.0	43.0	34.8		46.5	3.1	0.0		0.0	0.0	0.0		89.1	0.0	22.5
LOS by Move:	A	D	C-		D	A	A		A	A	A		F	A	C+
HCM2kAvgQ:	0	20	5		19	2	0		0	0	0		8	0	3
Note: Queue reported is the number of cars per lane.															

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Intersection #18: Lafayette Street / Montague Expressway EB

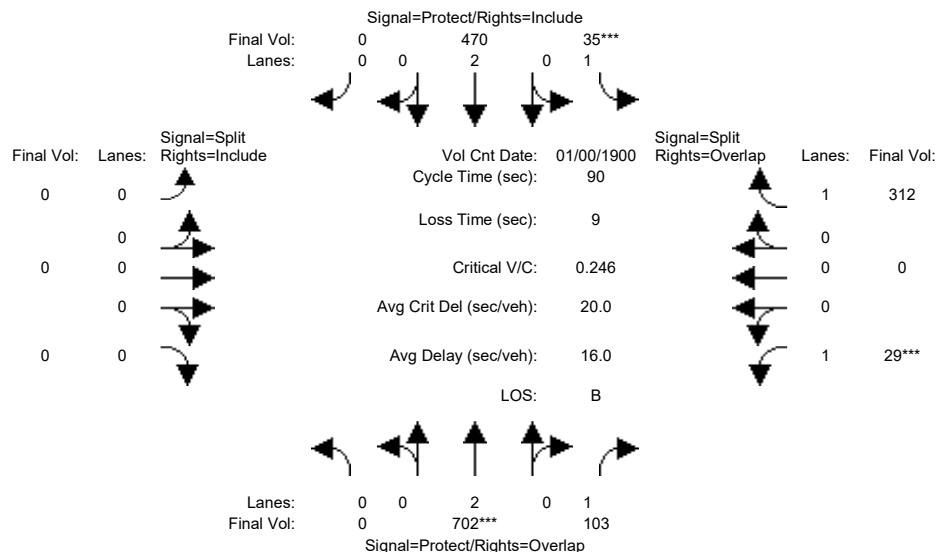


Street Name:	Lafayette Street			Montague Expressway EB		
Approach:	North Bound			South Bound		
Movement:	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM						
Base Vol:	0	699	103	18	437	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	699	103	18	437	0
Added Vol:	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0
Initial Fut:	0	699	103	18	437	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	699	103	18	437	0
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	0	699	103	18	437	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	699	103	18	437	0
Saturation Flow Module:						
Sat/Lane:	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	0	3800	1750	1750	3800	0
Capacity Analysis Module:						
Vol/Sat:	0.00	0.18	0.06	0.01	0.12	0.00
Crit Moves:	****			****		
Green Time:	0.0	38.9	74.0	7.0	45.9	0.0
Volume/Cap:	0.00	0.43	0.07	0.13	0.23	0.00
Delay/Veh:	0.0	18.0	1.5	39.1	12.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	18.0	1.5	39.1	12.3	0.0
LOS by Move:	A	B	A	D	B	A
HCM2kAvgQ:	0	7	1	0	3	0
Note: Queue reported is the number of cars per lane.						

Tasman East Focus Area Plan
SJ16-1669
Existing AM

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

Intersection #18: Lafayette Street / Montague Expressway EB

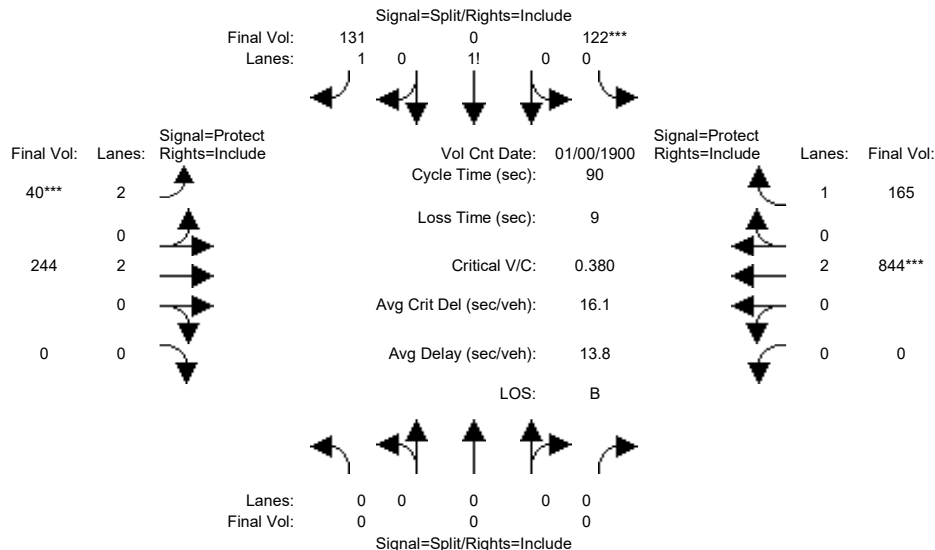


Street Name:	Lafayette Street			Montague Expressway EB		
Approach:	North Bound			South Bound		
Movement:	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM						
Base Vol:	0	699	103	18	437	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	699	103	18	437	0
Added Vol:	0	3	0	17	33	0
PasserByVol:	0	0	0	0	0	0
Initial Fut:	0	702	103	35	470	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	702	103	35	470	0
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	0	702	103	35	470	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	702	103	35	470	0
Saturation Flow Module:						
Sat/Lane:	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	0	3800	1750	1750	3800	0
Capacity Analysis Module:						
Vol/Sat:	0.00	0.18	0.06	0.02	0.12	0.00
Crit Moves:	****			****		
Green Time:	0.0	37.2	74.0	7.0	44.2	0.0
Volume/Cap:	0.00	0.45	0.07	0.26	0.25	0.00
Delay/Veh:	0.0	19.2	1.5	40.1	13.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	19.2	1.5	40.1	13.4	0.0
LOS by Move:	A	B-	A	D	B	A
HCM2kAvgQ:	0	7	1	1	4	0
Note: Queue reported is the number of cars per lane.						

Tasman East Focus Area Plan
SJ16-1669
Existing AM

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2000 HCM Operations (Future Volume Alternative)
Existing AM

Intersection #21: Calle Del Sol / Tasman Drive

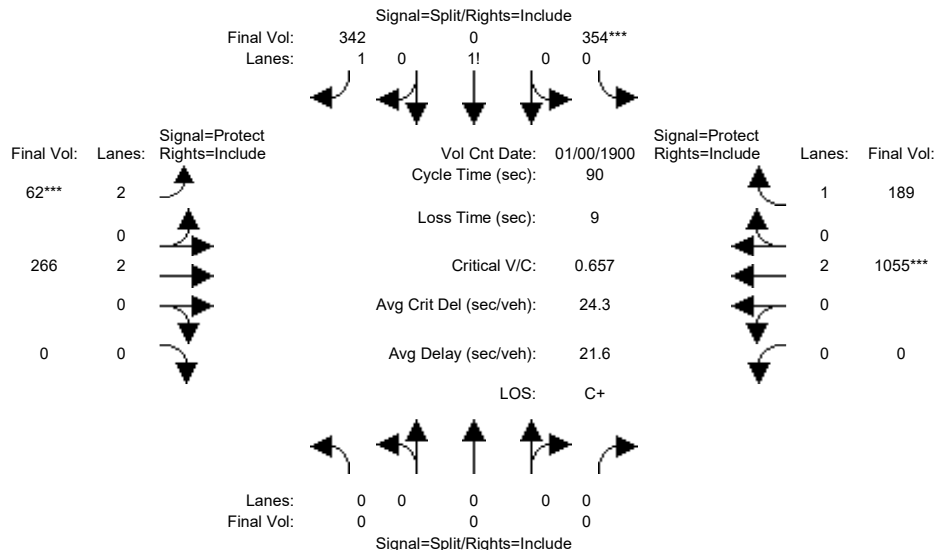


Street Name:	Calle Del Sol						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	0	0	122	0	131	40	244	0	0	844	165
Growth Adj:	1.00	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	122	0	131	40	244	0	0	844	165
Added Vol:	0	0	0	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	122	0	131	40	244	0	0	844	165
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	122	0	131	40	244	0	0	844	165
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	122	0	131	40	244	0	0	844	165
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	122	0	131	40	244	0	0	844	165
Saturation Flow Module:												
Sat/Lane:	1900	1900	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	0.00	0.00	0.65	0.00	1.35	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1139	0	2361	3150	3800	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.11	0.00	0.06	0.01	0.06	0.00	0.00	0.22	0.09
Crit Moves:				****				****				****
Green Time:	0.0	0.0	0.0	24.1	0.0	24.1	7.0	56.9	0.0	0.0	49.9	49.9
Volume/Cap:	0.00	0.00	0.00	0.40	0.00	0.21	0.16	0.10	0.00	0.00	0.40	0.17
Delay/Veh:	0.0	0.0	0.0	27.5	0.0	25.6	39.1	6.5	0.0	0.0	11.6	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:	0.0	0.0	0.0	27.5	0.0	25.6	39.1	6.5	0.0	0.0	11.6	9.9
LOS by Move:	A	A	A	C	A	C	D	A	A	A	B+	A
HCM2kAvgQ:	0	0	0	5	0	2	1	1	0	0	6	2
Note: Queue reported is the number of cars per lane.												

Tasman East Focus Area Plan
SJ16-1669
Existing AM

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

Intersection #21: Calle Del Sol / Tasman Drive

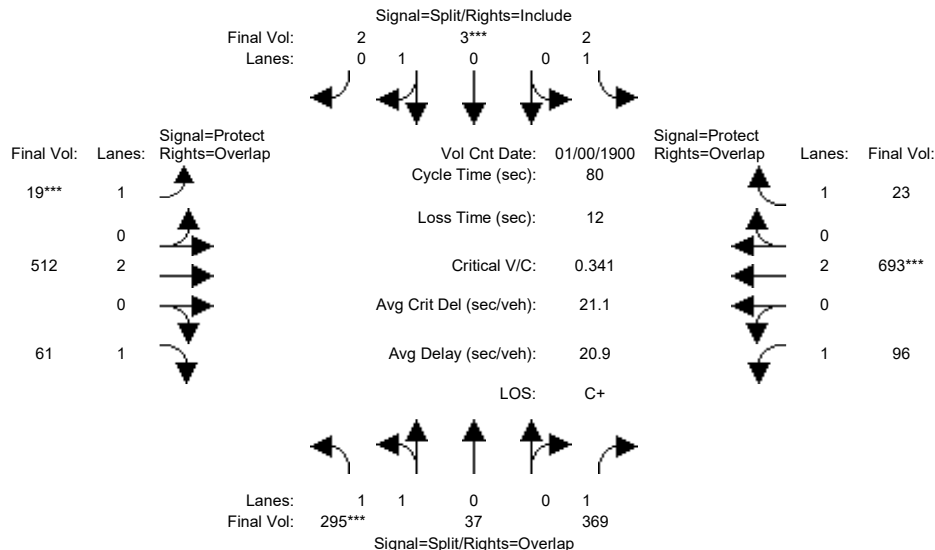


Street Name:	Calle Del Sol						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	0 Jan 1900 << 12:00:00 AM											
Base Vol:	0	0	0	122	0	131	40	244	0	0	844	165
Growth Adj:	1.00	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	122	0	131	40	244	0	0	844	165
Added Vol:	0	0	0	232	0	211	22	22	0	0	211	24
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	354	0	342	62	266	0	0	1055	189
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	354	0	342	62	266	0	0	1055	189
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	354	0	342	62	266	0	0	1055	189
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	354	0	342	62	266	0	0	1055	189
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.67	0.00	1.33	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1203	0	2331	3150	3800	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.29	0.00	0.15	0.02	0.07	0.00	0.00	0.28	0.11
Crit Moves:				****			****			****		
Green Time:	0.0	0.0	0.0	38.1	0.0	38.1	7.0	42.9	0.0	0.0	35.9	35.9
Volume/Cap:	0.00	0.00	0.00	0.70	0.00	0.35	0.25	0.15	0.00	0.00	0.70	0.27
Delay/Veh:	0.0	0.0	0.0	23.4	0.0	17.7	39.6	13.3	0.0	0.0	23.9	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:	0.0	0.0	0.0	23.4	0.0	17.7	39.6	13.3	0.0	0.0	23.9	18.4
LOS by Move:	A	A	A	C	A	B	D	B	A	A	C	B-
HCM2kAvgQ:	0	0	0	14	0	5	1	2	0	0	12	4
Note: Queue reported is the number of cars per lane.												

Tasman East Focus Area Plan
SJ16-1669
Existing AM

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

Intersection #24: Lick Mill Boulevard / Tasman Drive

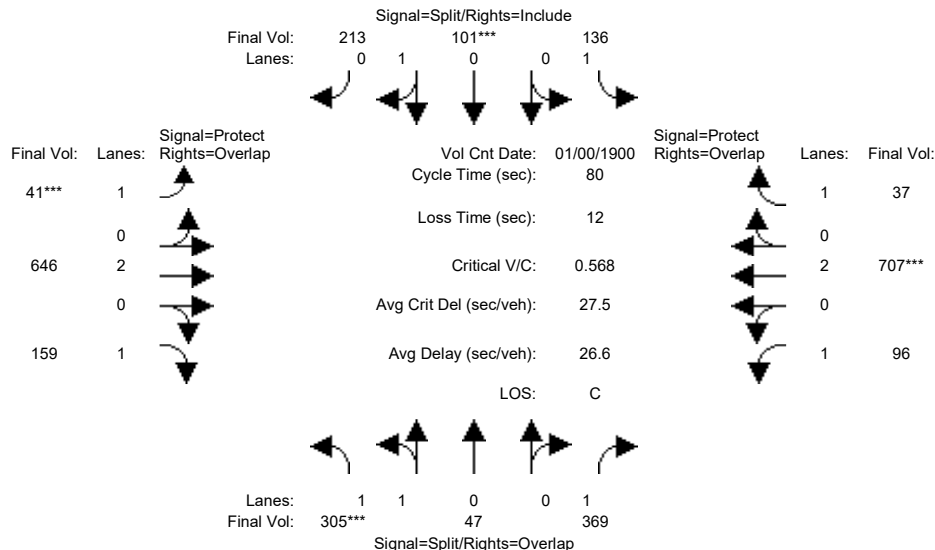


Street Name:	Lick Mill Boulevard						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	295	37	369	2	3	2	19	512	61	96	693	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:	295	37	369	2	3	2	19	512	61	96	693	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:	295	37	369	2	3	2	19	512	61	96	693	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:	295	37	369	2	3	2	19	512	61	96	693	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	295	37	369	2	3	2	19	512	61	96	693	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
Final Volume:	295	37	369	2	3	2	19	512	61	96	693	23
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.78	0.22	1.00	1.00	0.60	0.40	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3154	396	1750	1750	1080	720	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.21	0.00	0.00	0.00	0.01	0.13	0.03	0.05	0.18	0.01
Crit Moves:	***			***			***			***		
Green Time:	20.6	20.6	35.3	10.0	10.0	10.0	7.0	22.7	43.3	14.7	30.4	40.4
Volume/Cap:	0.36	0.36	0.48	0.01	0.02	0.02	0.12	0.48	0.06	0.30	0.48	0.03
Delay/Veh:	24.6	24.6	16.3	30.7	30.8	30.8	34.0	24.1	8.8	28.7	19.0	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:	24.6	24.6	16.3	30.7	30.8	30.8	34.0	24.1	8.8	28.7	19.0	9.9
LOS by Move:	C	C	B	C	C	C	C-	C	A	C	B-	A
HCM2kAvgQ:	3	3	7	0	0	0	0	5	1	2	6	0
Note: Queue reported is the number of cars per lane.												

Tasman East Focus Area Plan
SJ16-1669
Existing AM

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

Intersection #24: Lick Mill Boulevard / Tasman Drive

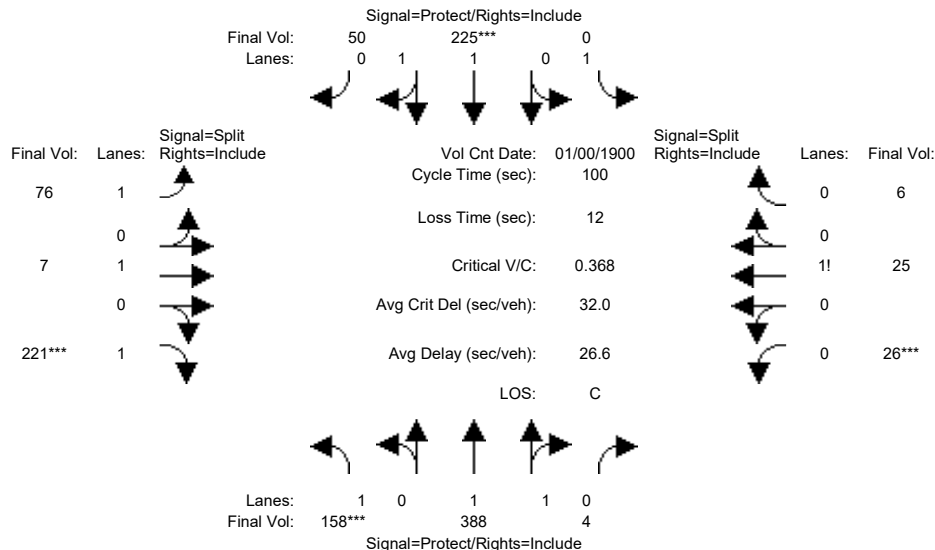


Street Name:	Lick Mill Boulevard						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count	Date: 0 Jan 1900 << 12:00:00 AM											
Base Vol:	295	37	369	2	3	2	19	512	61	96	693	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:	295	37	369	2	3	2	19	512	61	96	693	23
Added Vol:	10	10	0	134	98	211	22	134	98	0	14	14
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	305	47	369	136	101	213	41	646	159	96	707	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:	305	47	369	136	101	213	41	646	159	96	707	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	305	47	369	136	101	213	41	646	159	96	707	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
Final Volume:	305	47	369	136	101	213	41	646	159	96	707	37
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.74	0.26	1.00	1.00	0.32	0.68	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3076	474	1750	1750	579	1221	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.21	0.08	0.17	0.17	0.02	0.17	0.09	0.05	0.19	0.02
Crit Moves:	***				***		***				***	
Green Time:	15.6	15.6	25.9	22.0	22.0	22.0	7.0	20.1	35.7	10.3	23.5	45.4
Volume/Cap:	0.51	0.51	0.65	0.28	0.63	0.63	0.27	0.68	0.20	0.42	0.63	0.04
Delay/Veh:	29.5	29.5	25.9	23.1	28.2	28.2	35.0	29.0	13.6	33.4	25.8	7.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.5	29.5	25.9	23.1	28.2	28.2	35.0	29.0	13.6	33.4	25.8	7.6
LOS by Move:	C	C	C	C	C	C	D+	C	B	C-	C	A
HCM2kAvgQ:	4	4	8	3	8	8	1	7	2	2	8	0
Note: Queue reported is the number of cars per lane.												

Tasman East Focus Area Plan
SJ16-1669
Existing AM

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

Intersection #25: Lick Mill Boulevard / Hope Drive

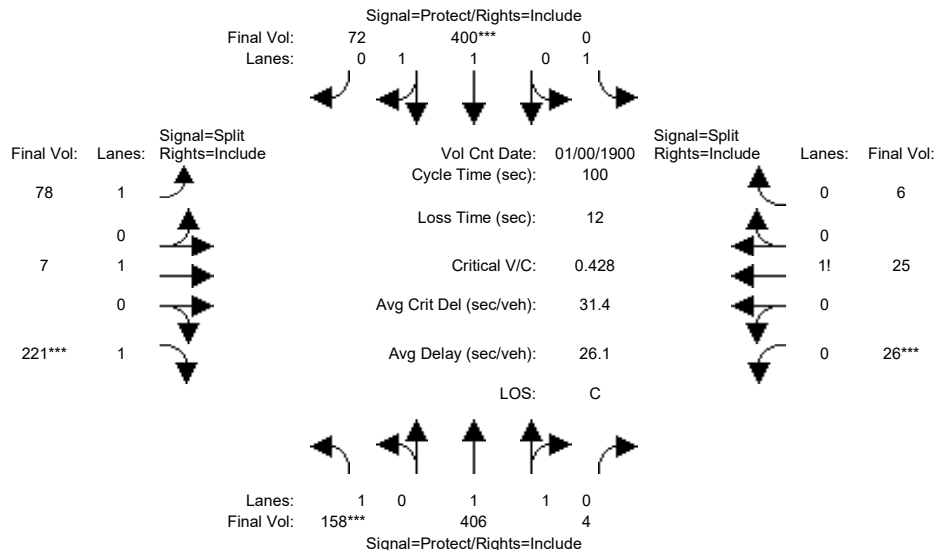


Street Name:	Lick Mill Boulevard						Hope Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	158	388	4	0	225	50	76	7	221	26	25	6
Growth Adj:	1.00	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	388	4	0	225	50	76	7	221	26	25	6
Added Vol:	0	0	0	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	388	4	0	225	50	76	7	221	26	25	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	388	4	0	225	50	76	7	221	26	25	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	158	388	4	0	225	50	76	7	221	26	25	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	158	388	4	0	225	50	76	7	221	26	25	6
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	1.00	0.92	0.92	0.92	0.92
Lanes:	1.00	1.98	0.02	1.00	1.63	0.37	1.00	1.00	1.00	0.46	0.44	0.10
Final Sat.:	1750	3662	38	1750	3027	673	1750	1900	1750	798	768	184
Capacity Analysis Module:												
Vol/Sat:	0.09	0.11	0.11	0.00	0.07	0.07	0.04	0.00	0.13	0.03	0.03	0.03
Crit Moves:	***			***					***	***		
Green Time:	24.2	44.1	44.1	0.0	19.9	19.9	33.9	33.9	33.9	10.0	10.0	10.0
Volume/Cap:	0.37	0.24	0.24	0.00	0.37	0.37	0.13	0.01	0.37	0.33	0.33	0.33
Delay/Veh:	32.1	17.5	17.5	0.0	34.9	34.9	23.0	22.0	25.4	43.0	43.0	43.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.1	17.5	17.5	0.0	34.9	34.9	23.0	22.0	25.4	43.0	43.0	43.0
LOS by Move:	C-	B	B	A	C-	C-	C+	C+	C	D	D	D
HCM2kAvgQ:	5	4	4	0	4	4	2	0	5	2	2	2
Note: Queue reported is the number of cars per lane.												

Tasman East Focus Area Plan
SJ16-1669
Existing AM

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

Intersection #25: Lick Mill Boulevard / Hope Drive

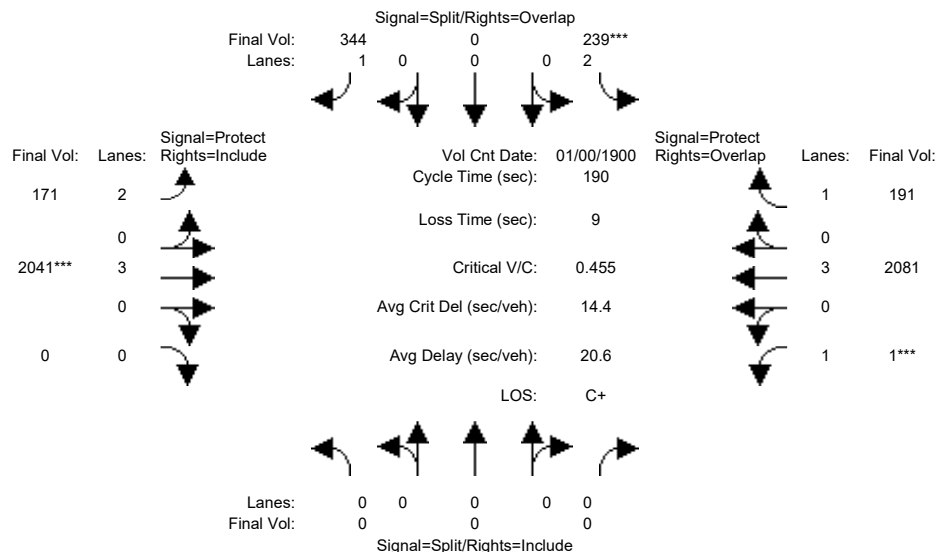


Street Name:	Lick Mill Boulevard						Hope Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	158	388	4	0	225	50	76	7	221	26	25	6
Growth Adj:	1.00	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	388	4	0	225	50	76	7	221	26	25	6
Added Vol:	0	18	0	0	175	22	2	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	158	406	4	0	400	72	78	7	221	26	25	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	406	4	0	400	72	78	7	221	26	25	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	158	406	4	0	400	72	78	7	221	26	25	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	158	406	4	0	400	72	78	7	221	26	25	6
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	1.00	0.92	0.92	0.92	0.92
Lanes:	1.00	1.98	0.02	1.00	1.69	0.31	1.00	1.00	1.00	0.46	0.44	0.10
Final Sat.:	1750	3664	36	1750	3135	564	1750	1900	1750	798	768	184
Capacity Analysis Module:												
Vol/Sat:	0.09	0.11	0.11	0.00	0.13	0.13	0.04	0.00	0.13	0.03	0.03	0.03
Crit Moves:	***			***			***		***	***		
Green Time:	20.5	49.4	49.4	0.0	28.9	28.9	28.6	28.6	28.6	10.0	10.0	10.0
Volume/Cap:	0.44	0.22	0.22	0.00	0.44	0.44	0.16	0.01	0.44	0.33	0.33	0.33
Delay/Veh:	35.6	14.5	14.5	0.0	29.3	29.3	26.8	25.6	29.8	43.0	43.0	43.0
User DelAdj:	1.00	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	14.5	14.5	0.0	29.3	29.3	26.8	25.6	29.8	43.0	43.0	43.0
LOS by Move:	D+	B	B	A	C	C	C	C	C	D	D	D
HCM2kAvgQ:	5	4	4	0	6	6	2	0	6	2	2	2
Note: Queue reported is the number of cars per lane.												

Tasman East Focus Area Plan
SJ16-1669
Existing AM

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

Intersection #26: Lick Mill Boulevard / Montague Expressway

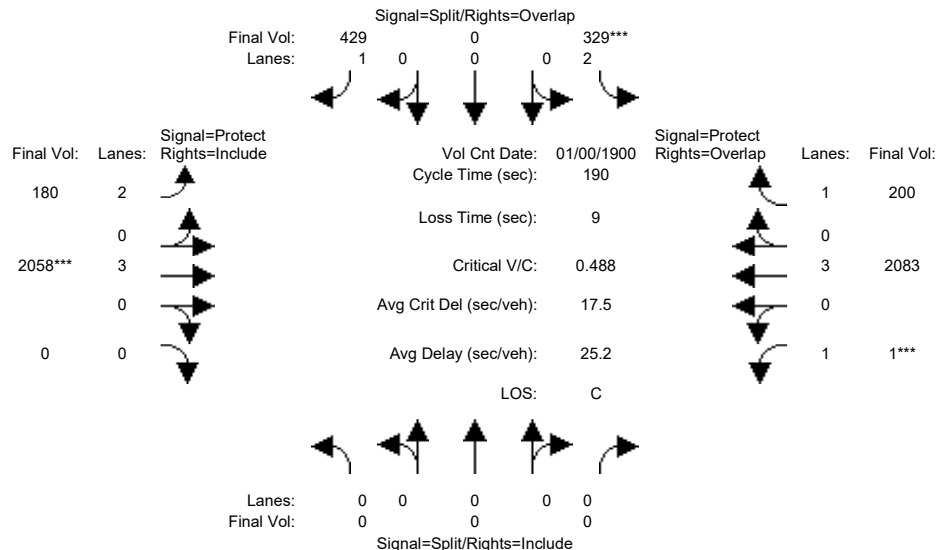


Street Name:	Lick Mill Boulevard						Montague Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	31	0	31	20	157	0	2	139	139
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	0	0	239	0	344	171	2041	0	1	2081	191
Growth Adj:	1.00	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	239	0	344	171	2041	0	1	2081	191
Added Vol:	0	0	0	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	239	0	344	171	2041	0	1	2081	191
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	239	0	344	171	2041	0	1	2081	191
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	239	0	344	171	2041	0	1	2081	191
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	239	0	344	171	2041	0	1	2081	191
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	2.00	3.00	0.00	1.00	3.00	1.00
Final Sat.:	0	0	0	3150	0	1750	3150	5700	0	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.20	0.05	0.36	0.00	0.00	0.37	0.11
Crit Moves:				****				****				****
Green Time:	0.0	0.0	0.0	29.6	0.0	48.7	19.1	150	0.0	1.9	133	162.3
Volume/Cap:	0.00	0.00	0.00	0.49	0.00	0.77	0.54	0.45	0.00	0.06	0.52	0.13
Delay/Veh:	0.0	0.0	0.0	77.5	0.0	76.3	87.0	7.0	0.0	98.9	14.4	2.4
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	0.0	0.0	77.5	0.0	76.3	87.0	7.0	0.0	98.9	14.4	2.4
LOS by Move:	A	A	A	E-	A	E-	F	A	A	F	B	A
HCM2kAvgQ:	0	0	0	8	0	22	6	13	0	0	18	2
Note: Queue reported is the number of cars per lane.												

Tasman East Focus Area Plan
SJ16-1669
Existing AM

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

Intersection #26: Lick Mill Boulevard / Montague Expressway

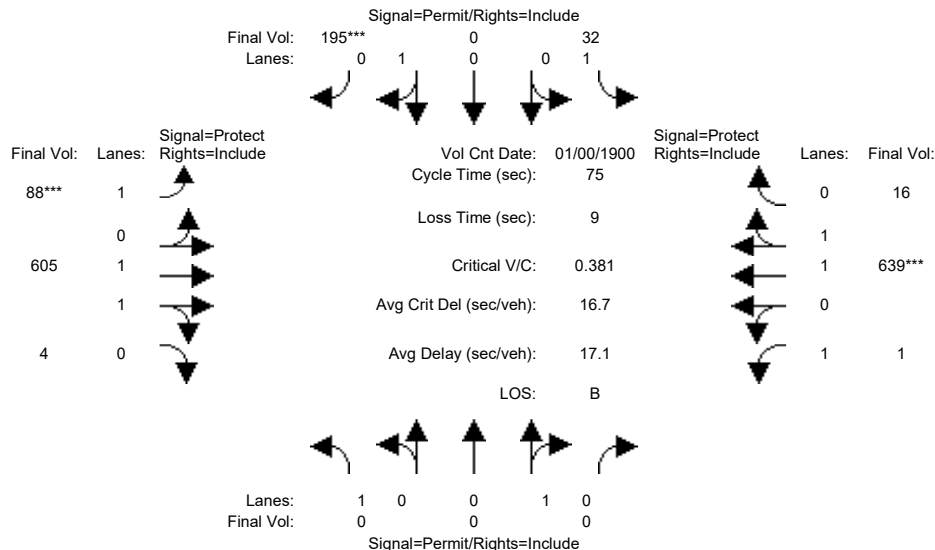


Street Name:	Lick Mill Boulevard						Montague Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	31	0	31	20	157	0	2	139	139
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	0 Jan 1900 << 12:00:00 AM											
Base Vol:	0	0	0	239	0	344	171	2041	0	1	2081	191
Growth Adj:	1.00	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	239	0	344	171	2041	0	1	2081	191
Added Vol:	0	0	0	90	0	85	9	17	0	0	2	9
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	329	0	429	180	2058	0	1	2083	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:	0	0	0	329	0	429	180	2058	0	1	2083	200
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	329	0	429	180	2058	0	1	2083	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
Final Volume:	0	0	0	329	0	429	180	2058	0	1	2083	200
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	2.00	3.00	0.00	1.00	3.00	1.00
Final Sat.:	0	0	0	3150	0	1750	3150	5700	0	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.10	0.00	0.25	0.06	0.36	0.00	0.00	0.37	0.11
Crit Moves:				****			****			****		
Green Time:	0.0	0.0	0.0	29.6	0.0	48.7	19.1	150	0.0	1.9	133	162.3
Volume/Cap:	0.00	0.00	0.00	0.67	0.00	0.96	0.57	0.46	0.00	0.06	0.52	0.13
Delay/Veh:	0.0	0.0	0.0	82.8	0.0	104.4	87.8	7.0	0.0	98.9	14.4	2.4
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	0.0	0.0	82.8	0.0	104.4	87.8	7.0	0.0	98.9	14.4	2.4
LOS by Move:	A	A	A	F	A	F	F	A	A	F	B	A
HCM2kAvgQ:	0	0	0	12	0	32	6	14	0	0	18	2
Note: Queue reported is the number of cars per lane.												

Tasman East Focus Area Plan
SJ16-1669
Existing AM

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

Intersection #27: Renaissance Drive / Tasman Drive

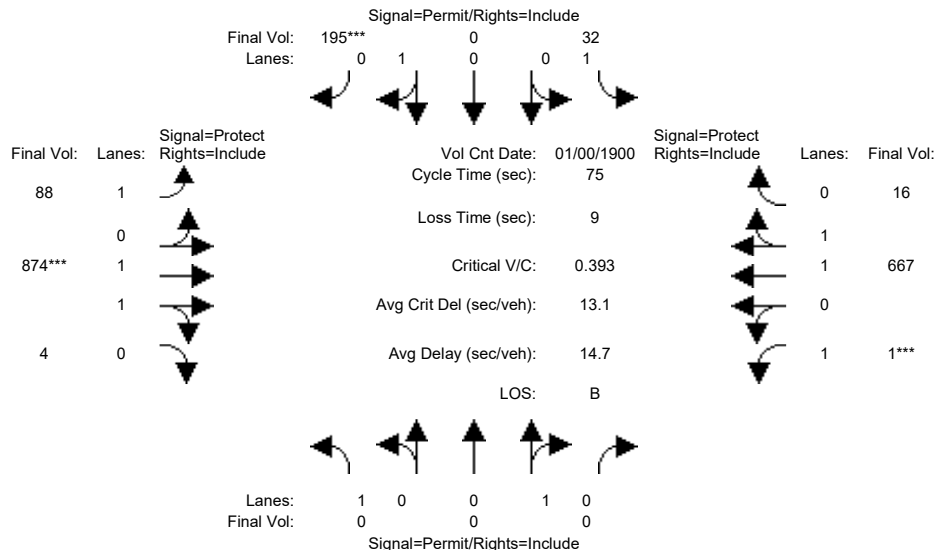


Street Name:	Renaissance Drive						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	0	0	32	0	195	88	605	4	1	639	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:	0	0	0	32	0	195	88	605	4	1	639	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:	0	0	0	32	0	195	88	605	4	1	639	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:	0	0	0	32	0	195	88	605	4	1	639	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	32	0	195	88	605	4	1	639	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
Final Volume:	0	0	0	32	0	195	88	605	4	1	639	16
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.95	0.92	0.97	0.95	0.92	0.97	0.95
Lanes:	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.99	0.01	1.00	1.95	0.05
Final Sat.:	1750	1900	0	1750	0	1800	1750	3676	24	1750	3610	90
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.11	0.05	0.16	0.16	0.00	0.18	0.18
Crit Moves:						****	****				****	
Green Time:	0.0	0.0	0.0	21.3	0.0	21.3	9.9	28.5	28.5	16.2	34.8	34.8
Volume/Cap:	0.00	0.00	0.00	0.06	0.00	0.38	0.38	0.43	0.43	0.00	0.38	0.38
Delay/Veh:	0.0	0.0	0.0	19.6	0.0	22.0	30.8	17.5	17.5	23.1	13.2	13.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	19.6	0.0	22.0	30.8	17.5	17.5	23.1	13.2	13.2
LOS by Move:	A	A	A	B-	A	C+	C	B	B	C	B	B
HCM2kAvgQ:	0	0	0	1	0	4	2	5	5	0	5	5
Note: Queue reported is the number of cars per lane.												

Tasman East Focus Area Plan
SJ16-1669
Existing AM

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

Intersection #27: Renaissance Drive / Tasman Drive

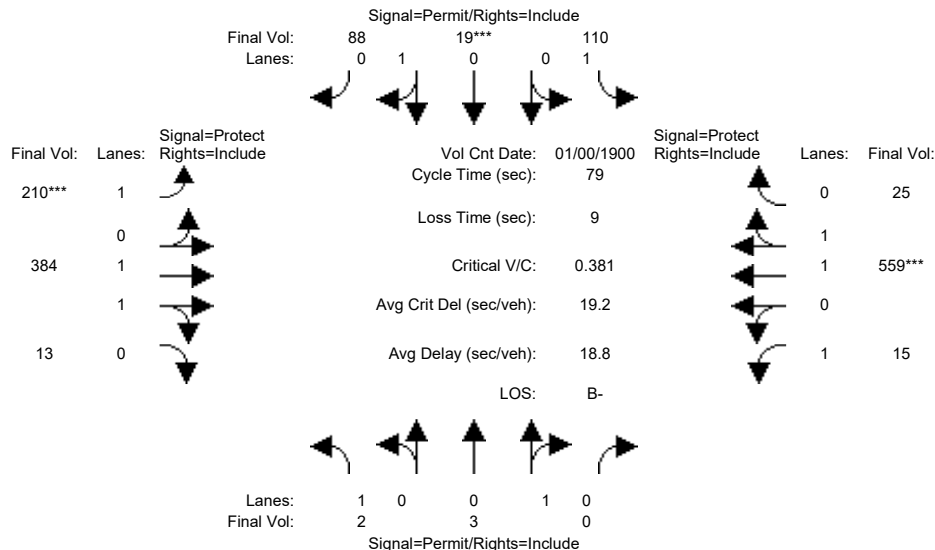


Street Name:	Renaissance Drive						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	0	0	32	0	195	88	605	4	1	639	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:	0	0	0	32	0	195	88	605	4	1	639	16
Added Vol:	0	0	0	0	0	0	0	269	0	0	28	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	32	0	195	88	874	4	1	667	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:	0	0	0	32	0	195	88	874	4	1	667	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	32	0	195	88	874	4	1	667	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
Final Volume:	0	0	0	32	0	195	88	874	4	1	667	16
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.95	0.92	0.97	0.95	0.92	0.97	0.95
Lanes:	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.99	0.01	1.00	1.95	0.05
Final Sat.:	1750	1900	0	1750	0	1800	1750	3683	17	1750	3613	87
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.11	0.05	0.24	0.24	0.00	0.18	0.18
Crit Moves:	****											
Green Time:	0.0	0.0	0.0	18.5	0.0	18.5	16.0	40.5	40.5	7.0	31.6	31.6
Volume/Cap:	0.00	0.00	0.00	0.07	0.00	0.44	0.24	0.44	0.44	0.01	0.44	0.44
Delay/Veh:	0.0	0.0	0.0	21.8	0.0	24.6	24.8	10.6	10.6	30.9	15.6	15.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	21.8	0.0	24.6	24.8	10.6	10.6	30.9	15.6	15.6
LOS by Move:	A	A	A	C+	A	C	C	B+	B+	C	B	B
HCM2kAvgQ:	0	0	0	1	0	4	2	6	6	0	6	6
Note: Queue reported is the number of cars per lane.												

Tasman East Focus Area Plan
SJ16-1669
Existing AM

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

Intersection #28: Vista Monta / Tasman Drive

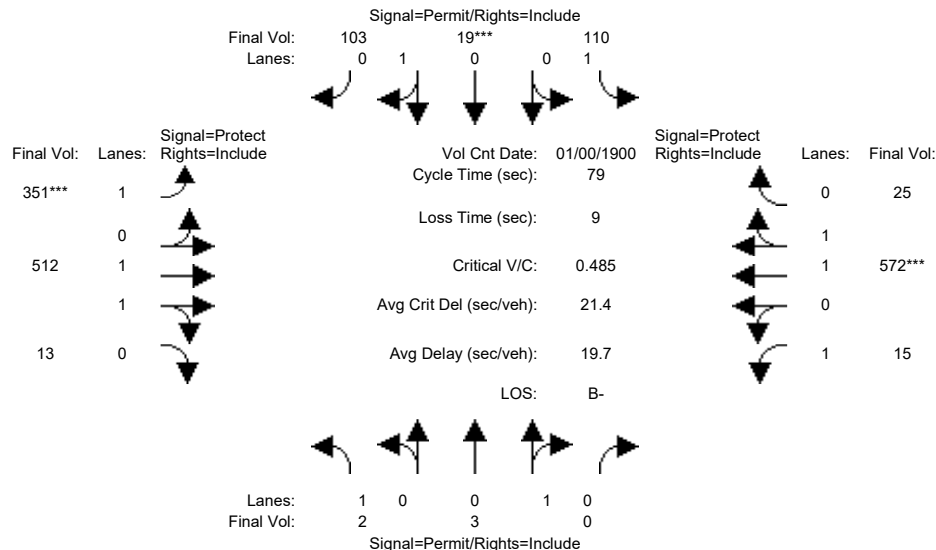


Street Name:	Vista Montana						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	2	3	0	110	19	88	210	384	13	15	559	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:	2	3	0	110	19	88	210	384	13	15	559	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:	2	3	0	110	19	88	210	384	13	15	559	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:	2	3	0	110	19	88	210	384	13	15	559	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	3	0	110	19	88	210	384	13	15	559	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
Final Volume:	2	3	0	110	19	88	210	384	13	15	559	25
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.92	0.92	0.95	0.95	0.92	0.97	0.95	0.92	0.97	0.95
Lanes:	1.00	1.00	0.00	1.00	0.18	0.82	1.00	1.93	0.07	1.00	1.91	0.09
Final Sat.:	1750	1800	0	1750	320	1480	1750	3579	121	1750	3541	158
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.06	0.06	0.12	0.11	0.11	0.01	0.16	0.16
Crit Moves:	*****											
Green Time:	12.3	12.3	0.0	12.3	12.3	12.3	24.9	33.9	33.9	23.7	32.8	32.8
Volume/Cap:	0.01	0.01	0.00	0.40	0.38	0.38	0.38	0.25	0.25	0.03	0.38	0.38
Delay/Veh:	28.2	28.2	0.0	31.0	30.8	30.8	21.5	14.5	14.5	19.5	16.2	16.2
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:	28.2	28.2	0.0	31.0	30.8	30.8	21.5	14.5	14.5	19.5	16.2	16.2
LOS by Move:	C	C	A	C	C	C	C+	B	B	B-	B	B
HCM2kAvgQ:	0	0	0	3	3	3	4	3	3	0	5	5
Note: Queue reported is the number of cars per lane.												

Tasman East Focus Area Plan
SJ16-1669
Existing AM

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

Intersection #28: Vista Monta / Tasman Drive

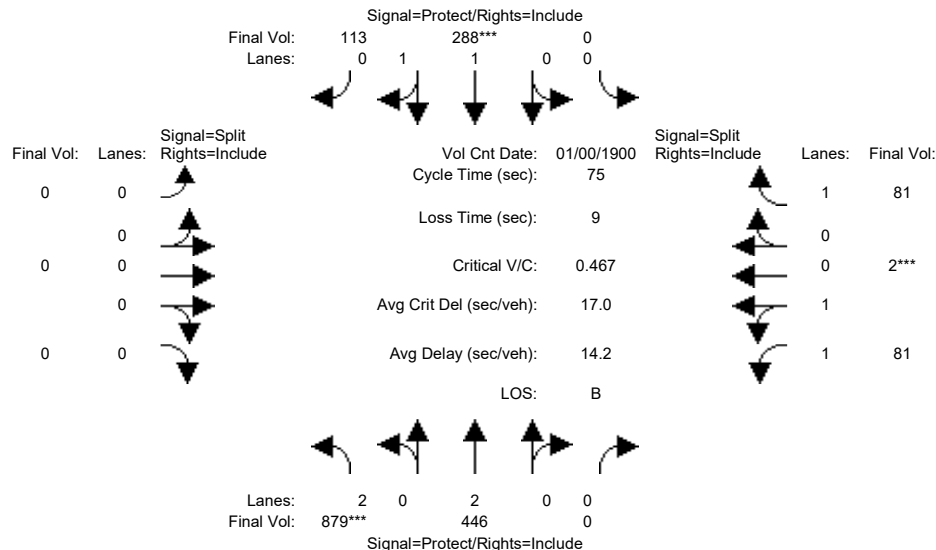


Street Name:	Vista Montana						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	2	3	0	110	19	88	210	384	13	15	559	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:	2	3	0	110	19	88	210	384	13	15	559	25
Added Vol:	0	0	0	0	0	15	141	128	0	0	13	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	3	0	110	19	103	351	512	13	15	572	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:	2	3	0	110	19	103	351	512	13	15	572	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	3	0	110	19	103	351	512	13	15	572	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
Final Volume:	2	3	0	110	19	103	351	512	13	15	572	25
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.92	0.92	0.95	0.95	0.92	0.97	0.95	0.92	0.97	0.95
Lanes:	1.00	1.00	0.00	1.00	0.16	0.84	1.00	1.95	0.05	1.00	1.91	0.09
Final Sat.:	1750	1800	0	1750	280	1520	1750	3608	92	1750	3545	155
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.07	0.07	0.20	0.14	0.14	0.01	0.16	0.16
Crit Moves:	*****											
Green Time:	11.0	11.0	0.0	11.0	11.0	11.0	32.7	36.3	36.3	22.7	26.3	26.3
Volume/Cap:	0.01	0.01	0.00	0.45	0.48	0.48	0.48	0.31	0.31	0.03	0.48	0.48
Delay/Veh:	29.3	29.3	0.0	32.5	32.8	32.8	17.5	13.6	13.6	20.3	21.3	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:	29.3	29.3	0.0	32.5	32.8	32.8	17.5	13.6	13.6	20.3	21.3	21.3
LOS by Move:	C	C	A	C-	C-	C-	B	B	B	C+	C+	C+
HCM2kAvgQ:	0	0	0	3	4	4	7	4	4	0	6	6
Note: Queue reported is the number of cars per lane.												

Tasman East Focus Area Plan
SJ16-1669
Existing AM

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

Intersection #29: 1st Street/WB 237

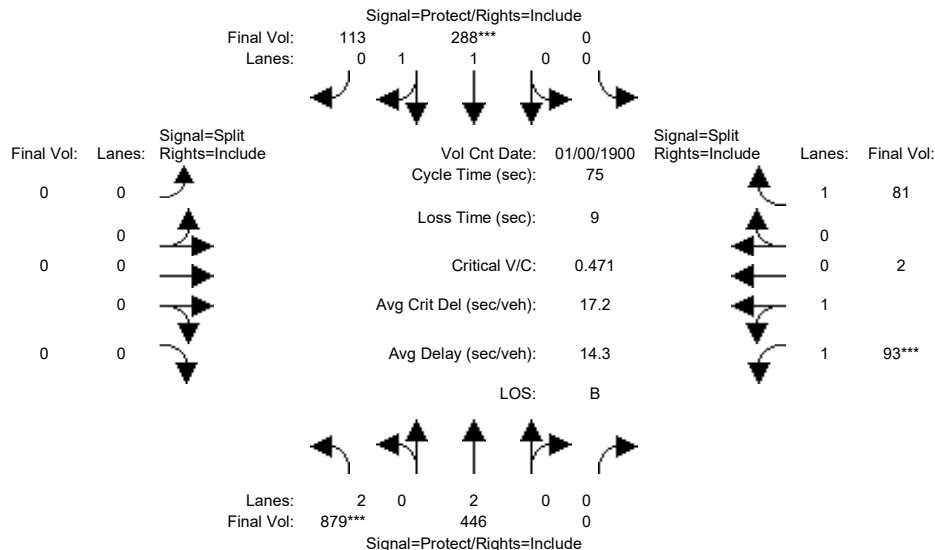


Street Name:	1st Street						WB SR 237					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count	Date: 0 Jan 1900 << 12:00:00 AM											
Base Vol:	879	446	0	0	288	113	0	0	0	81	2	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:	879	446	0	0	288	113	0	0	0	81	2	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:	879	446	0	0	288	113	0	0	0	81	2	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:	879	446	0	0	288	113	0	0	0	81	2	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	879	446	0	0	288	113	0	0	0	81	2	81
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	879	446	0	0	288	113	0	0	0	81	2	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	0.92	0.98	0.95	0.92	1.00	0.92	0.93	0.95	0.92
Lanes:	2.00	2.00	0.00	0.00	1.42	0.58	0.00	0.00	0.00	1.95	0.05	1.00
Final Sat.:	3150	3800	0	0	2657	1042	0	0	0	3464	86	1750
Capacity Analysis Module:												
Vol/Sat:	0.28	0.12	0.00	0.00	0.11	0.11	0.00	0.00	0.00	0.02	0.02	0.05
Crit Moves:	****				****					****		
Green Time:	40.3	56.0	0.0	0.0	15.7	15.7	0.0	0.0	0.0	10.0	10.0	10.0
Volume/Cap:	0.52	0.16	0.00	0.00	0.52	0.52	0.00	0.00	0.00	0.18	0.18	0.35
Delay/Veh:	11.4	2.8	0.0	0.0	26.9	26.9	0.0	0.0	0.0	29.0	29.0	30.4
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:	11.4	2.8	0.0	0.0	26.9	26.9	0.0	0.0	0.0	29.0	29.0	30.4
LOS by Move:	B+	A	A	A	C	C	A	A	A	C	C	C
HCM2kAvgQ:	7	1	0	0	5	5	0	0	0	1	1	2
Note: Queue reported is the number of cars per lane.												

Tasman East Focus Area Plan
SJ16-1669
Existing AM

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

Intersection #29: 1st Street/WB 237

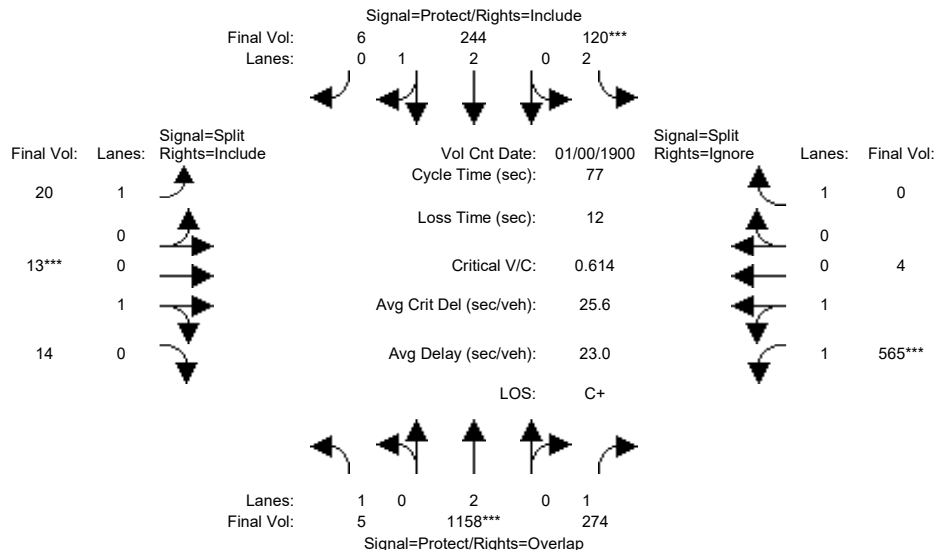


Street Name:	1st Street						WB SR 237					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count	Date: 0 Jan 1900 << 12:00:00 AM											
Base Vol:	879	446	0	0	288	113	0	0	0	81	2	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:	879	446	0	0	288	113	0	0	0	81	2	81
Added Vol:	0	0	0	0	0	0	0	0	0	12	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	879	446	0	0	288	113	0	0	0	93	2	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:	879	446	0	0	288	113	0	0	0	93	2	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	879	446	0	0	288	113	0	0	0	93	2	81
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	879	446	0	0	288	113	0	0	0	93	2	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	0.92	0.98	0.95	0.92	1.00	0.92	0.93	0.95	0.92
Lanes:	2.00	2.00	0.00	0.00	1.42	0.58	0.00	0.00	0.00	1.96	0.04	1.00
Final Sat.:	3150	3800	0	0	2657	1042	0	0	0	3475	75	1750
Capacity Analysis Module:												
Vol/Sat:	0.28	0.12	0.00	0.00	0.11	0.11	0.00	0.00	0.00	0.03	0.03	0.05
Crit Moves:	****				****					****		
Green Time:	40.3	56.0	0.0	0.0	15.7	15.7	0.0	0.0	0.0	10.0	10.0	10.0
Volume/Cap:	0.52	0.16	0.00	0.00	0.52	0.52	0.00	0.00	0.00	0.20	0.20	0.35
Delay/Veh:	11.4	2.8	0.0	0.0	26.9	26.9	0.0	0.0	0.0	29.2	29.2	30.4
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:	11.4	2.8	0.0	0.0	26.9	26.9	0.0	0.0	0.0	29.2	29.2	30.4
LOS by Move:	B+	A	A	A	C	C	A	A	A	C	C	C
HCM2kAvgQ:	7	1	0	0	5	5	0	0	0	1	1	2
Note: Queue reported is the number of cars per lane.												

Tasman East Focus Area Plan
SJ16-1669
Existing AM

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

Intersection #30: 1st Street/EB 237

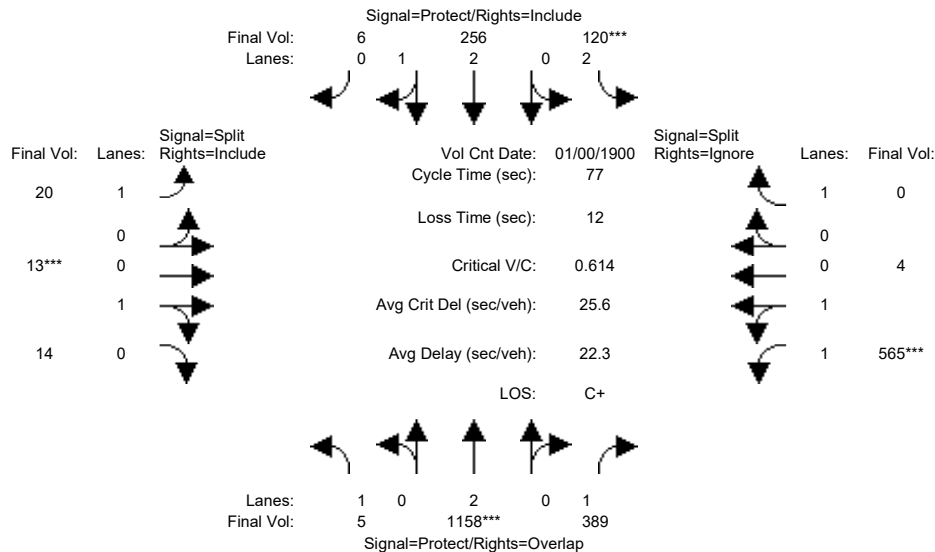


Street Name:	1st Street						EB SR 237								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Min. Green:	7	10	10			7	10	10			10	10	10		
Y+R:	4.0	4.0	4.0			4.0	4.0	4.0			4.0	4.0	4.0		
Volume Module: >> Count	Date: 0 Jan 1900 << 12:00:00 AM														
Base Vol:	5	1158	274	120	244	6	20	13	14	565	4	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	1.00		
Initial Bse:	5	1158	274	120	244	6	20	13	14	565	4	124			
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0		
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0		
Initial Fut:	5	1158	274	120	244	6	20	13	14	565	4	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	0.00		
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00		
PHF Volume:	5	1158	274	120	244	6	20	13	14	565	4	0			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0		
Reduced Vol:	5	1158	274	120	244	6	20	13	14	565	4	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	0.00		
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00		
FinalVolume:	5	1158	274	120	244	6	20	13	14	565	4	0			
Saturation Flow Module:															
Sat/Lane:	1900	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	0.92	0.95	0.95	0.93	0.95	0.92			
Lanes:	1.00	2.00	1.00	2.00	2.93	0.07	1.00	0.48	0.52	1.99	0.01	1.00			
Final Sat.:	1750	3800	1750	3150	5465	134	1750	867	933	3525	25	1750			
Capacity Analysis Module:															
Vol/Sat:	0.00	0.30	0.16	0.04	0.04	0.04	0.01	0.02	0.02	0.16	0.16	0.00			
Crit Moves:	****			****			****			****					
Green Time:	15.8	31.5	48.0	7.0	22.6	22.6	10.0	10.0	10.0	16.5	16.5	0.0			
Volume/Cap:	0.01	0.75	0.25	0.42	0.15	0.15	0.09	0.12	0.12	0.75	0.75	0.00			
Delay/Veh:	24.4	21.4	6.6	34.1	20.1	20.1	29.7	29.8	29.8	32.3	32.3	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:	24.4	21.4	6.6	34.1	20.1	20.1	29.7	29.8	29.8	32.3	32.3	0.0			
LOS by Move:	C	C+	A	C-	C+	C+	C	C	C	C-	C-	A			
HCM2kAvgQ:	0	12	3	2	1	1	1	1	1	9	9	0			
Note: Queue reported is the number of cars per lane.															

Tasman East Focus Area Plan
SJ16-1669
Existing AM

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

Intersection #30: 1st Street/EB 237

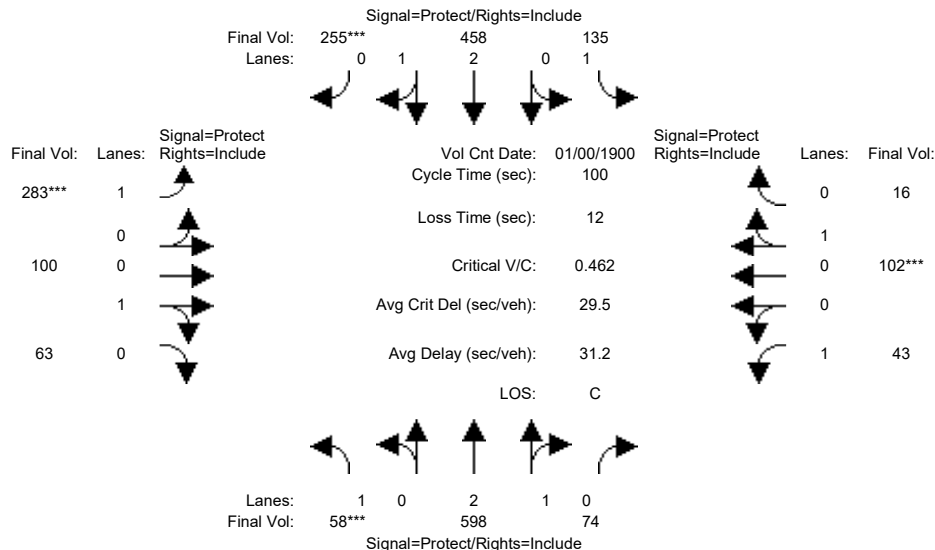


Street Name:	1st Street						EB SR 237								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Min. Green:	7	10	10			7	10	10			10	10	10		
Y+R:	4.0	4.0	4.0			4.0	4.0	4.0			4.0	4.0	4.0		
Volume Module: >> Count	Date: 0 Jan 1900 << 12:00:00 AM														
Base Vol:	5	1158	274	120	244	6	20	13	14	565	4	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	1.00		
Initial Bse:	5	1158	274	120	244	6	20	13	14	565	4	124			
Added Vol:	0	0	115	0	12	0	0	0	0	0	0	0	0		
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0		
Initial Fut:	5	1158	389	120	256	6	20	13	14	565	4	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	0.00		
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00		
PHF Volume:	5	1158	389	120	256	6	20	13	14	565	4	0			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0		
Reduced Vol:	5	1158	389	120	256	6	20	13	14	565	4	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	0.00		
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00		
FinalVolume:	5	1158	389	120	256	6	20	13	14	565	4	0			
Saturation Flow Module:															
Sat/Lane:	1900	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	0.92	0.95	0.95	0.93	0.95	0.92			
Lanes:	1.00	2.00	1.00	2.00	2.93	0.07	1.00	0.48	0.52	1.99	0.01	1.00			
Final Sat.:	1750	3800	1750	3150	5472	128	1750	867	933	3525	25	1750			
Capacity Analysis Module:															
Vol/Sat:	0.00	0.30	0.22	0.04	0.05	0.05	0.01	0.02	0.02	0.16	0.16	0.00			
Crit Moves:	****			****			****			****					
Green Time:	15.8	31.5	48.0	7.0	22.6	22.6	10.0	10.0	10.0	16.5	16.5	0.0			
Volume/Cap:	0.01	0.75	0.36	0.42	0.16	0.16	0.09	0.12	0.12	0.75	0.75	0.00			
Delay/Veh:	24.4	21.4	7.2	34.1	20.2	20.2	29.7	29.8	29.8	32.3	32.3	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:	24.4	21.4	7.2	34.1	20.2	20.2	29.7	29.8	29.8	32.3	32.3	0.0			
LOS by Move:	C	C+	A	C-	C+	C+	C	C	C	C-	C-	A			
HCM2kAvgQ:	0	12	5	2	1	1	1	1	1	9	9	0			
Note: Queue reported is the number of cars per lane.															

Tasman East Focus Area Plan
SJ16-1669
Existing AM

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

Intersection #31: 1st Street / Vista Montana

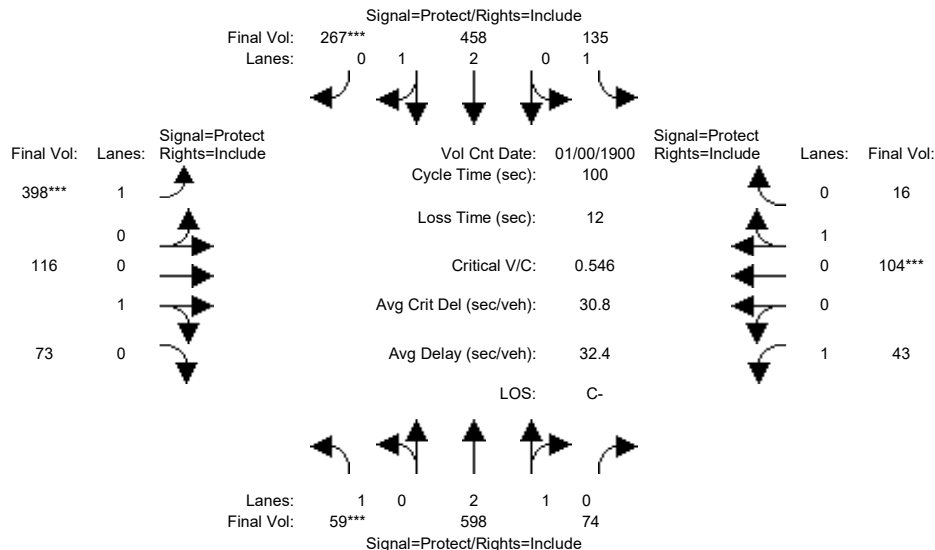


Street Name:	1st Street						Vista Montana					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	58	598	74	135	458	255	283	100	63	43	102	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:	58	598	74	135	458	255	283	100	63	43	102	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:	58	598	74	135	458	255	283	100	63	43	102	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:	58	598	74	135	458	255	283	100	63	43	102	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	598	74	135	458	255	283	100	63	43	102	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
Final Volume:	58	598	74	135	458	255	283	100	63	43	102	16
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	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	2.66	0.34	1.00	2.00	1.00	1.00	0.61	0.39	1.00	0.86	0.14
Final Sat.:	1750	4983	617	1750	3800	1750	1750	1104	696	1750	1556	244
Capacity Analysis Module:												
Vol/Sat:	0.03	0.12	0.12	0.08	0.12	0.15	0.16	0.09	0.09	0.02	0.07	0.07
Crit Moves:	****					****	****				****	
Green Time:	7.2	23.6	23.6	15.2	31.6	31.6	35.0	29.0	29.0	20.3	14.2	14.2
Volume/Cap:	0.46	0.51	0.51	0.51	0.38	0.46	0.46	0.31	0.31	0.12	0.46	0.46
Delay/Veh:	47.2	33.5	33.5	40.6	26.8	27.6	25.7	28.1	28.1	32.7	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:	47.2	33.5	33.5	40.6	26.8	27.6	25.7	28.1	28.1	32.7	40.7	40.7
LOS by Move:	D	C-	C-	D	C	C	C	C	C	C-	D	D
HCM2kAvgQ:	2	6	6	4	5	7	7	4	4	1	4	4
Note: Queue reported is the number of cars per lane.												

Tasman East Focus Area Plan
SJ16-1669
Existing AM

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

Intersection #31: 1st Street / Vista Montana

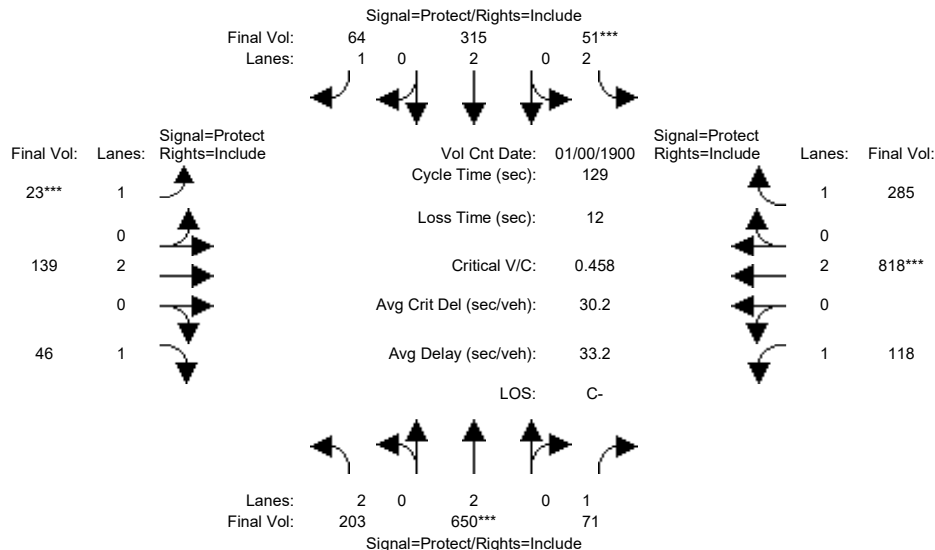


Street Name:	1st Street			Vista Montana		
Approach:	North Bound			South Bound		
Movement:	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM						
Base Vol:	58	598	74	135	458	255
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	58	598	74	135	458	255
Added Vol:	1	0	0	0	0	12
PasserByVol:	0	0	0	0	0	0
Initial Fut:	59	598	74	135	458	267
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	59	598	74	135	458	267
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	59	598	74	135	458	267
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	59	598	74	135	458	267
Saturation Flow Module:						
Sat/Lane:	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.92
Lanes:	1.00	2.66	0.34	1.00	2.00	1.00
Final Sat.:	1750	4983	617	1750	3800	1750
Capacity Analysis Module:						
Vol/Sat:	0.03	0.12	0.12	0.08	0.12	0.15
Crit Moves:	****			****		****
Green Time:	7.0	21.1	21.1	13.6	27.7	27.7
Volume/Cap:	0.48	0.57	0.57	0.57	0.44	0.55
Delay/Veh:	47.7	36.0	36.0	43.7	29.9	31.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.7	36.0	36.0	43.7	29.9	31.4
LOS by Move:	D	D+	D+	D	C	C
HCM2kAvgQ:	2	6	6	4	6	7
Note: Queue reported is the number of cars per lane.						

Tasman East Focus Area Plan
SJ16-1669
Existing AM

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

Intersection #32: 1st Street / Tasman Drive

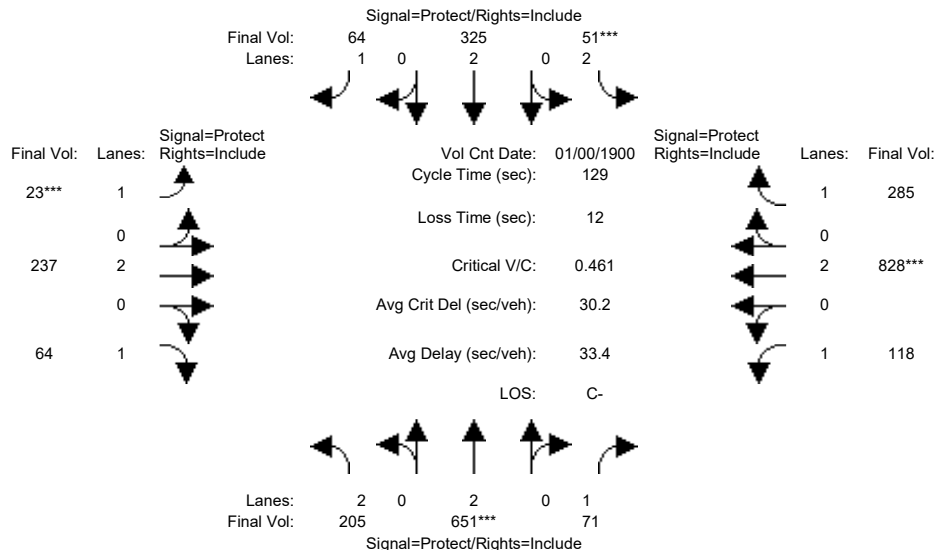


Street Name:	1st Street						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	203	650	71	51	315	64	23	139	46	118	818	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:	203	650	71	51	315	64	23	139	46	118	818	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:	203	650	71	51	315	64	23	139	46	118	818	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:	203	650	71	51	315	64	23	139	46	118	818	285
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	203	650	71	51	315	64	23	139	46	118	818	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
Final Volume:	203	650	71	51	315	64	23	139	46	118	818	285
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	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.17	0.04	0.02	0.08	0.04	0.01	0.04	0.03	0.07	0.22	0.16
Crit Moves:	****			****			****			****		
Green Time:	23.0	45.6	45.6	7.0	29.6	29.6	7.0	34.4	34.4	30.0	57.4	57.4
Volume/Cap:	0.36	0.48	0.11	0.30	0.36	0.16	0.24	0.14	0.10	0.29	0.48	0.37
Delay/Veh:	46.9	32.8	28.2	59.6	42.0	39.9	59.8	36.0	35.7	41.2	25.5	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:	46.9	32.8	28.2	59.6	42.0	39.9	59.8	36.0	35.7	41.2	25.5	24.0
LOS by Move:	D	C-	C	E+	D	D	E+	D+	D+	D	C	C
HCM2kAvgQ:	4	10	2	1	5	2	1	2	1	4	11	8
Note: Queue reported is the number of cars per lane.												

Tasman East Focus Area Plan
SJ16-1669
Existing AM

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

Intersection #32: 1st Street / Tasman Drive

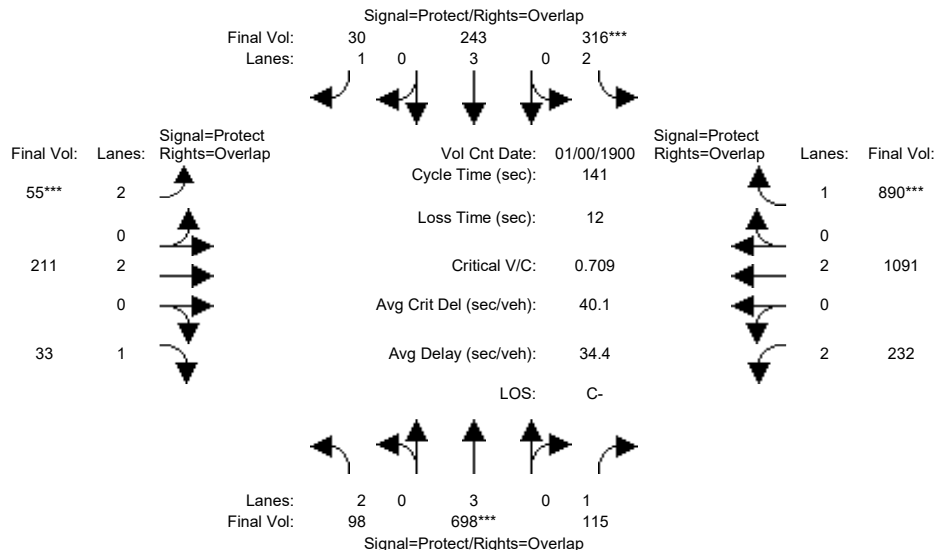


Street Name:	1st Street			Tasman Drive		
Approach:	North Bound			South Bound		
Movement:	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM						
Base Vol:	203	650	71	51	315	64
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	203	650	71	51	315	64
Added Vol:	2	1	0	0	10	0
PasserByVol:	0	0	0	0	0	0
Initial Fut:	205	651	71	51	325	64
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	205	651	71	51	325	64
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	205	651	71	51	325	64
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	205	651	71	51	325	64
Saturation Flow Module:						
Sat/Lane:	1900	1900	1900	1900	1900	1900
Adjustment:	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
Final Sat.:	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:						
Vol/Sat:	0.07	0.17	0.04	0.02	0.09	0.04
Crit Moves:	****	****	****	****	****	****
Green Time:	22.6	45.3	45.3	7.0	29.7	29.7
Volume/Cap:	0.37	0.49	0.12	0.30	0.37	0.16
Delay/Veh:	47.3	33.0	28.4	59.6	42.0	39.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.3	33.0	28.4	59.6	42.0	39.8
LOS by Move:	D	C-	C	E+	D	D+
HCM2kAvgQ:	4	10	2	1	5	2
Note: Queue reported is the number of cars per lane.						

Tasman East Focus Area Plan
SJ16-1669
Existing AM

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

Intersection #33: Zanker Road / Tasman Drive

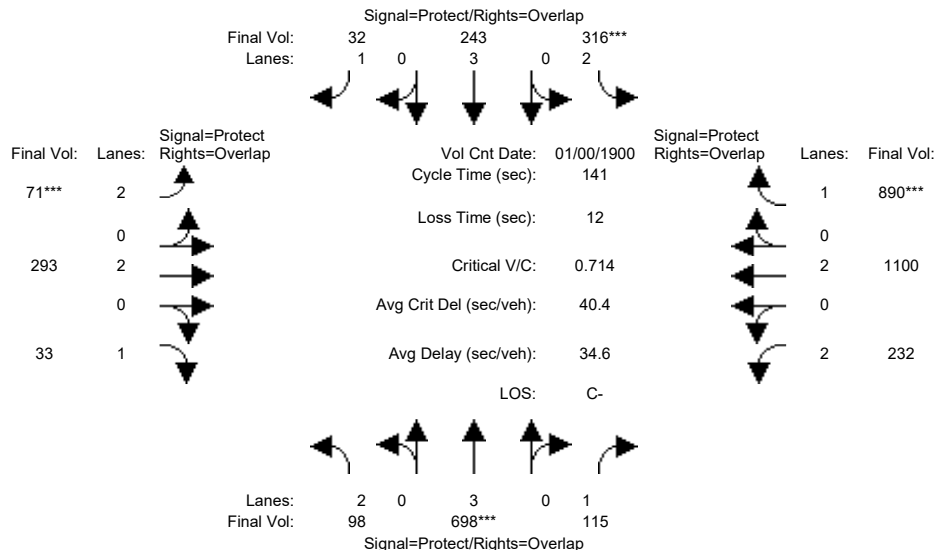


Street Name:	Zanker Road						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	98	698	115	316	243	30	55	211	33	232	1091	890
Growth Adj:	1.00	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	698	115	316	243	30	55	211	33	232	1091	890
Added Vol:	0	0	0	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	698	115	316	243	30	55	211	33	232	1091	890
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	698	115	316	243	30	55	211	33	232	1091	890
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	698	115	316	243	30	55	211	33	232	1091	890
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	98	698	115	316	243	30	55	211	33	232	1091	890
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:	0.03	0.12	0.07	0.10	0.04	0.02	0.02	0.06	0.02	0.07	0.29	0.51
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	17.7	23.7	67.5	19.4	25.3	32.3	7.0	42.2	59.9	43.8	78.9	98.3
Volume/Cap:	0.25	0.73	0.14	0.73	0.24	0.07	0.35	0.19	0.04	0.24	0.51	0.73
Delay/Veh:	55.9	58.5	20.6	64.5	49.7	42.7	66.2	36.8	23.8	36.3	19.4	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:	55.9	58.5	20.6	64.5	49.7	42.7	66.2	36.8	23.8	36.3	19.4	15.4
LOS by Move:	E+	E+	C+	E	D	D	E	D+	C	D+	B-	B
HCM2kAvgQ:	2	11	3	9	3	1	1	3	1	4	14	26
Note: Queue reported is the number of cars per lane.												

Tasman East Focus Area Plan
SJ16-1669
Existing AM

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

Intersection #33: Zanker Road / Tasman Drive

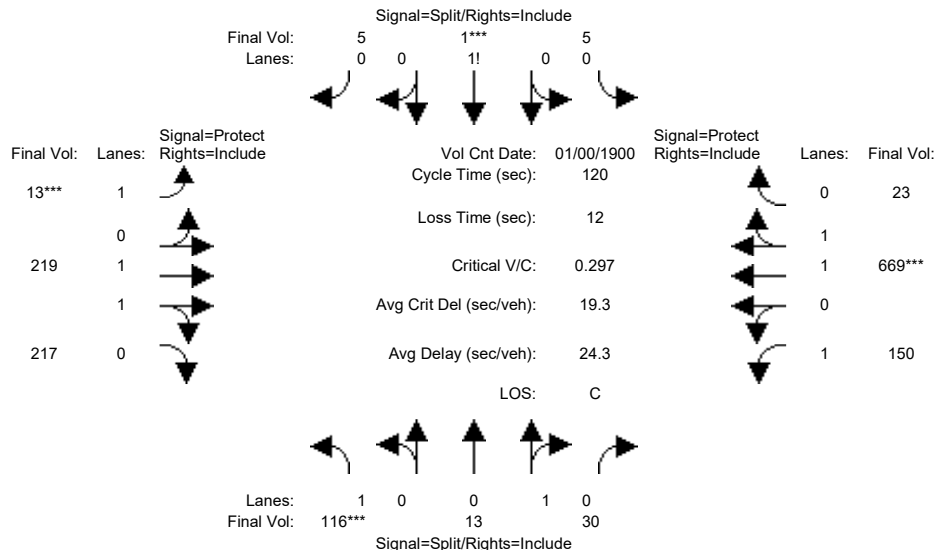


Street Name:	Zanker Road						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	-	T	-	R		L	-	T	-	R	
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	98	698	115	316	243	30	55	211	33	232	1091	890
Growth Adj:	1.00	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	698	115	316	243	30	55	211	33	232	1091	890
Added Vol:	0	0	0	0	0	0	16	82	0	0	9	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	98	698	115	316	243	32	71	293	33	232	1100	890
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	698	115	316	243	32	71	293	33	232	1100	890
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	698	115	316	243	32	71	293	33	232	1100	890
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	98	698	115	316	243	32	71	293	33	232	1100	890
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:	0.03	0.12	0.07	0.10	0.04	0.02	0.02	0.08	0.02	0.07	0.29	0.51
Crit Moves:	****			****			****			****		
Green Time:	17.7	23.7	65.7	19.4	25.3	32.3	7.0	43.9	61.7	42.0	78.9	98.3
Volume/Cap:	0.25	0.73	0.14	0.73	0.24	0.08	0.45	0.25	0.04	0.25	0.52	0.73
Delay/Veh:	55.9	58.5	21.6	64.5	49.7	42.7	67.2	36.3	22.8	37.7	19.5	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:	55.9	58.5	21.6	64.5	49.7	42.7	67.2	36.3	22.8	37.7	19.5	15.4
LOS by Move:	E+	E+	C+	E	D	D	E	D+	C+	D+	B-	B
HCM2kAvgQ:	2	11	3	9	3	1	2	4	1	4	14	26
Note: Queue reported is the number of cars per lane.												

Tasman East Focus Area Plan
SJ16-1669
Existing AM

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

Intersection #34: Rio Robles/Tasman Drive

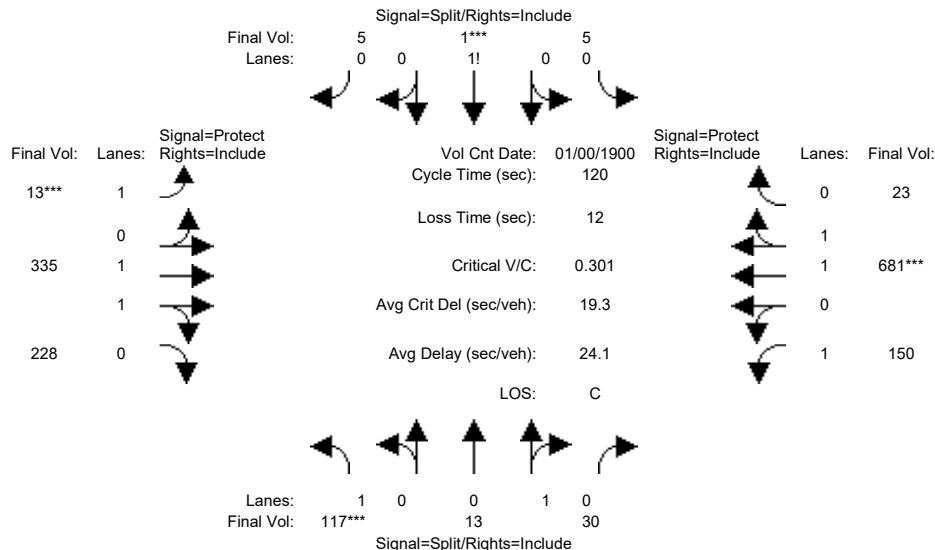


Street Name:	Rio Robles						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	116	13	30	5	1	5	13	219	217	150	669	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:	116	13	30	5	1	5	13	219	217	150	669	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:	116	13	30	5	1	5	13	219	217	150	669	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:	116	13	30	5	1	5	13	219	217	150	669	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	116	13	30	5	1	5	13	219	217	150	669	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
Final Volume:	116	13	30	5	1	5	13	219	217	150	669	23
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	0.92	0.92	0.92	1.00	0.95	0.92	0.97	0.95
Lanes:	1.00	0.30	0.70	0.46	0.09	0.45	1.00	1.00	1.00	1.00	1.93	0.07
Final Sat.:	1750	544	1256	795	159	795	1750	1900	1800	1750	3577	123
Capacity Analysis Module:												
Vol/Sat:	0.07	0.02	0.02	0.01	0.01	0.01	0.01	0.12	0.12	0.09	0.19	0.19
Crit Moves:	****			****			****			****		
Green Time:	23.8	23.8	23.8	10.0	10.0	10.0	7.0	43.4	43.4	30.8	67.2	67.2
Volume/Cap:	0.33	0.12	0.12	0.08	0.08	0.08	0.13	0.32	0.33	0.33	0.33	0.33
Delay/Veh:	41.9	39.6	39.6	51.0	51.0	51.0	54.2	27.8	28.0	36.7	14.4	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:	41.9	39.6	39.6	51.0	51.0	51.0	54.2	27.8	28.0	36.7	14.4	14.4
LOS by Move:	D	D	D	D	D	D	D-	C	C	D+	B	B
HCM2kAvgQ:	4	1	1	0	0	0	0	6	6	5	7	7
Note: Queue reported is the number of cars per lane.												

Tasman East Focus Area Plan
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Existing Plus Project AM

Intersection #34: Rio Robles/Tasman Drive

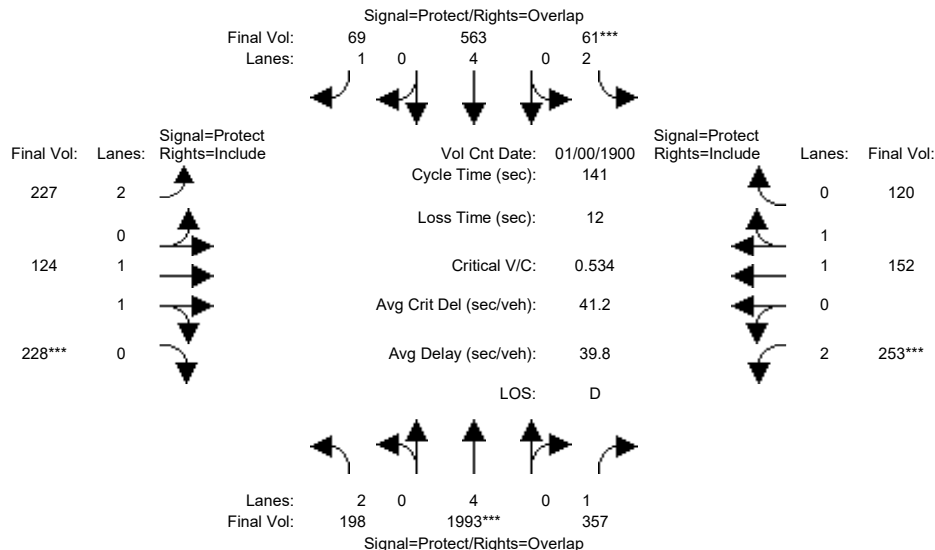


Street Name:	Rio Robles						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	116	13	30	5	1	5	13	219	217	150	669	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:	116	13	30	5	1	5	13	219	217	150	669	23
Added Vol:	1	0	0	0	0	0	0	116	11	0	12	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	117	13	30	5	1	5	13	335	228	150	681	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:	117	13	30	5	1	5	13	335	228	150	681	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	117	13	30	5	1	5	13	335	228	150	681	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
Final Volume:	117	13	30	5	1	5	13	335	228	150	681	23
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	0.92	0.92	0.92	0.99	0.95	0.92	0.97	0.95
Lanes:	1.00	0.30	0.70	0.46	0.09	0.45	1.00	1.17	0.83	1.00	1.93	0.07
Final Sat.:	1750	544	1256	795	159	795	1750	2200	1498	1750	3579	121
Capacity Analysis Module:												
Vol/Sat:	0.07	0.02	0.02	0.01	0.01	0.01	0.01	0.15	0.15	0.09	0.19	0.19
Crit Moves:	****			****			****			****		
Green Time:	23.7	23.7	23.7	10.0	10.0	10.0	7.0	47.6	47.6	26.8	67.3	67.3
Volume/Cap:	0.34	0.12	0.12	0.08	0.08	0.08	0.13	0.38	0.38	0.38	0.34	0.34
Delay/Veh:	42.0	39.8	39.8	51.0	51.0	51.0	54.2	26.0	26.0	40.2	14.4	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:	42.0	39.8	39.8	51.0	51.0	51.0	54.2	26.0	26.0	40.2	14.4	14.4
LOS by Move:	D	D	D	D	D	D	D-	C	C	D	B	B
HCM2kAvgQ:	4	1	1	0	0	0	0	7	7	5	7	7
Note: Queue reported is the number of cars per lane.												

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Intersection #35: Lawrence Expy/Tasman Dr (CMP)

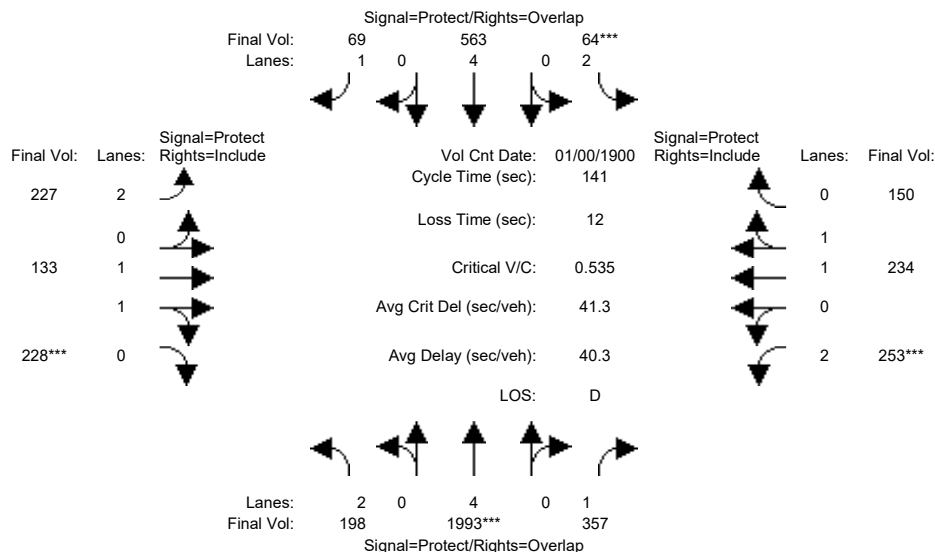


Street Name:	Lawrence Expy						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	17	61	61	12	57	57	34	40	40	27	33	33
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count	Date: 0 Jan 1900 << 12:00:00 AM											
Base Vol:	198	1993	357	61	563	69	227	124	228	253	152	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:	198	1993	357	61	563	69	227	124	228	253	152	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:	198	1993	357	61	563	69	227	124	228	253	152	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:	198	1993	357	61	563	69	227	124	228	253	152	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	198	1993	357	61	563	69	227	124	228	253	152	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
Final Volume:	198	1993	357	61	563	69	227	124	228	253	152	120
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.99	0.95
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	1.00	1.00	2.00	1.09	0.91
Final Sat.:	3150	7600	1750	3150	7600	1750	3150	1900	1750	3150	2066	1631
Capacity Analysis Module:												
Vol/Sat:	0.06	0.26	0.20	0.02	0.07	0.04	0.07	0.07	0.13	0.08	0.07	0.07
Crit Moves:	****			****			****			****		
Green Time:	15.7	57.1	82.0	11.1	52.5	83.9	31.3	36.9	36.9	24.9	30.4	30.4
Volume/Cap:	0.57	0.65	0.35	0.25	0.20	0.07	0.32	0.25	0.50	0.46	0.34	0.34
Delay/Veh:	66.7	37.2	17.0	66.8	32.6	13.1	50.1	44.7	48.5	57.0	51.1	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:	66.7	37.2	17.0	66.8	32.6	13.1	50.1	44.7	48.5	57.0	51.1	51.1
LOS by Move:	E	D+	B	E	C-	B	D	D	D	E+	D-	D-
HCM2kAvgQ:	6	19	9	2	4	1	5	4	10	6	5	5
Note: Queue reported is the number of cars per lane.												

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SJ16-1669
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Existing Plus Project AM

Intersection #35: Lawrence Expy/Tasman Dr (CMP)

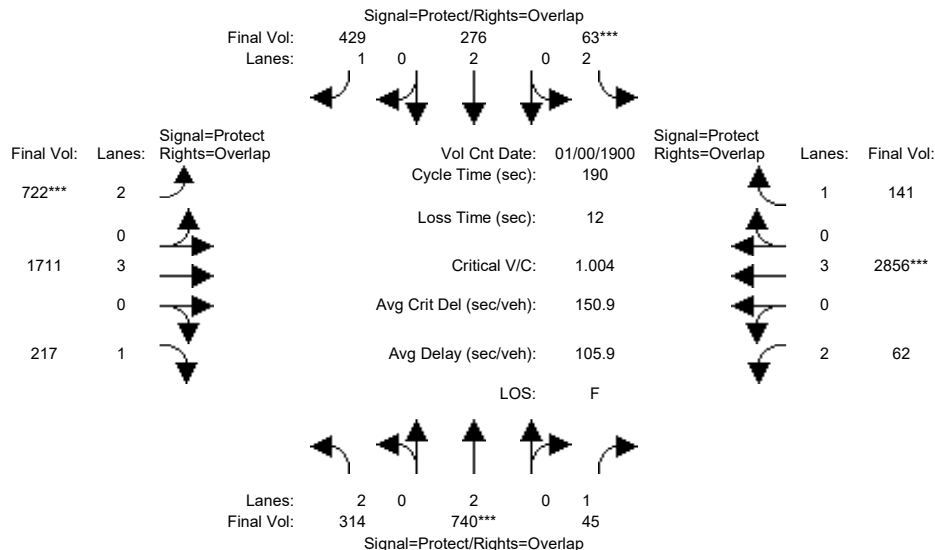


Street Name:	Lawrence Expy						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	17	61	61	12	57	57	34	40	40	27	33	33
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count	Date: 0 Jan 1900 << 12:00:00 AM											
Base Vol:	198	1993	357	61	563	69	227	124	228	253	152	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:	198	1993	357	61	563	69	227	124	228	253	152	120
Added Vol:	0	0	0	3	0	0	0	9	0	0	82	30
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	198	1993	357	64	563	69	227	133	228	253	234	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:	198	1993	357	64	563	69	227	133	228	253	234	150
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	198	1993	357	64	563	69	227	133	228	253	234	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
Final Volume:	198	1993	357	64	563	69	227	133	228	253	234	150
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	4.00	1.00	2.00	4.00	1.00	2.00	1.00	1.00	2.00	1.20	0.80
Final Sat.:	3150	7600	1750	3150	7600	1750	3150	1900	1750	3150	2254	1445
Capacity Analysis Module:												
Vol/Sat:	0.06	0.26	0.20	0.02	0.07	0.04	0.07	0.07	0.13	0.08	0.10	0.10
Crit Moves:	****			****			****			****		
Green Time:	15.7	57.1	82.0	11.1	52.5	83.9	31.3	36.9	36.9	24.9	30.4	30.4
Volume/Cap:	0.57	0.65	0.35	0.26	0.20	0.07	0.32	0.27	0.50	0.46	0.48	0.48
Delay/Veh:	66.7	37.2	17.0	66.9	32.6	13.1	50.1	45.0	48.5	57.0	53.0	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:	66.7	37.2	17.0	66.9	32.6	13.1	50.1	45.0	48.5	57.0	53.0	53.0
LOS by Move:	E	D+	B	E	C-	B	D	D	D	E+	D-	D-
HCM2kAvgQ:	6	19	9	2	4	1	5	5	10	6	8	8
Note: Queue reported is the number of cars per lane.												

Tasman East Focus Area Plan
SJ16-1669
Existing AM

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2000 HCM Operations (Future Volume Alternative)
Existing AM

Intersection #36: Montague Expy/North First Street (CMP)



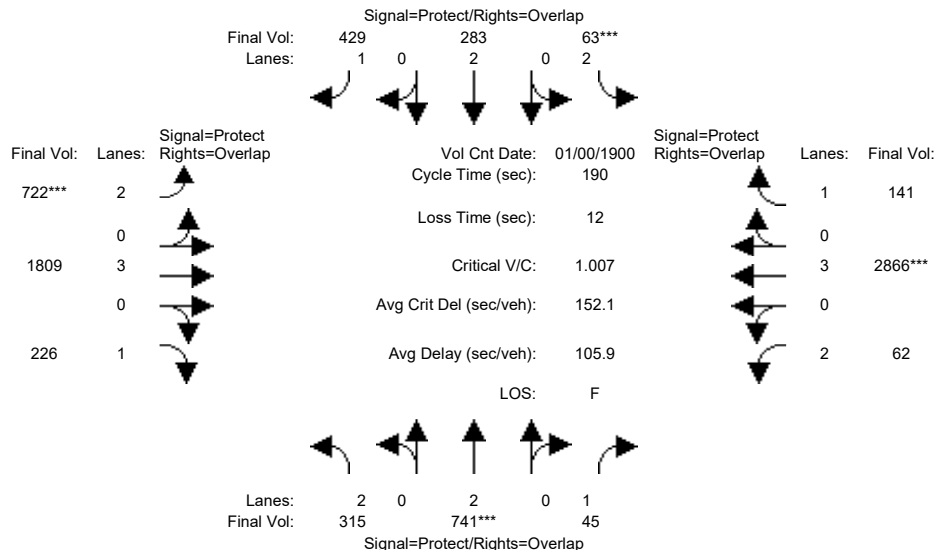
Street Name:	North First Street						Montague Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	24	48	48	20	45	45	40	106	106	15	82	82
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	314	740	45	63	276	429	722	1711	217	62	2856	141
Growth Adj:	1.00	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	740	45	63	276	429	722	1711	217	62	2856	141
Added Vol:	0	0	0	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	740	45	63	276	429	722	1711	217	62	2856	141
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	740	45	63	276	429	722	1711	217	62	2856	141
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	314	740	45	63	276	429	722	1711	217	62	2856	141
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	314	740	45	63	276	429	722	1711	217	62	2856	141
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:	0.10	0.19	0.03	0.02	0.07	0.25	0.23	0.30	0.12	0.02	0.50	0.08
Crit Moves:	****			****			****			****		
Green Time:	22.1	44.9	59.2	18.7	41.5	78.9	37.4	101	123.0	14.3	77.7	96.4
Volume/Cap:	0.86	0.82	0.08	0.20	0.33	0.59	1.16	0.57	0.19	0.26	1.23	0.16
Delay/Veh:	105.6	79.7	49.4	84.5	67.1	47.2	171.8	32.2	14.5	89.2	165	26.9
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:	105.6	79.7	49.4	84.5	67.1	47.2	171.8	32.2	14.5	89.2	165	26.9
LOS by Move:	F	E-	D	F	E	D	F	C-	B	F	F	C
HCM2kAvgQ:	14	23	2	2	7	22	35	23	6	2	80	5

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

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SJ16-1669
Existing AM

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

Intersection #36: Montague Expy/North First Street (CMP)

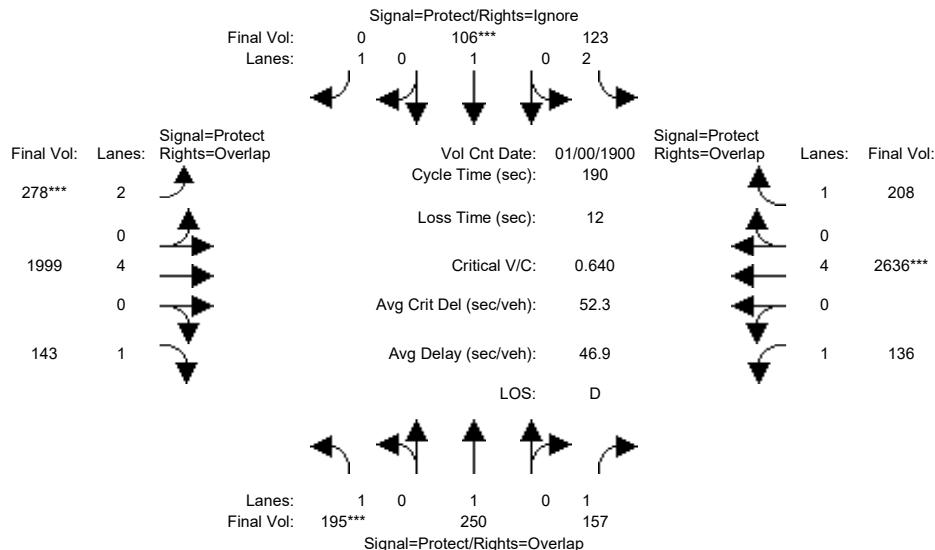


Street Name:	North First Street						Montague Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	24	48	48	20	45	45	40	106	106	15	82	82
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	314	740	45	63	276	429	722	1711	217	62	2856	141
Growth Adj:	1.00	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	740	45	63	276	429	722	1711	217	62	2856	141
Added Vol:	1	1	0	0	7	0	0	98	9	0	10	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	315	741	45	63	283	429	722	1809	226	62	2866	141
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	315	741	45	63	283	429	722	1809	226	62	2866	141
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	315	741	45	63	283	429	722	1809	226	62	2866	141
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	315	741	45	63	283	429	722	1809	226	62	2866	141
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:	0.10	0.20	0.03	0.02	0.07	0.25	0.23	0.32	0.13	0.02	0.50	0.08
Crit Moves:	****			****			****			****		
Green Time:	22.1	44.9	59.2	18.7	41.5	78.9	37.4	101	123.0	14.3	77.7	96.4
Volume/Cap:	0.86	0.82	0.08	0.20	0.34	0.59	1.16	0.60	0.20	0.26	1.23	0.16
Delay/Veh:	106.0	79.8	49.4	84.5	67.2	47.2	171.8	33.1	14.6	89.2	167	26.9
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:	106.0	79.8	49.4	84.5	67.2	47.2	171.8	33.1	14.6	89.2	167	26.9
LOS by Move:	F	E-	D	F	E	D	F	C-	B	F	F	C
HCM2kAvgQ:	14	23	2	2	7	22	35	25	6	2	81	5
Note: Queue reported is the number of cars per lane.												

Tasman East Focus Area Plan
SJ16-1669
Existing AM

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2000 HCM Operations (Future Volume Alternative)
Existing AM

Intersection #37: Montague Expy/Mission College Blvd (CMP)

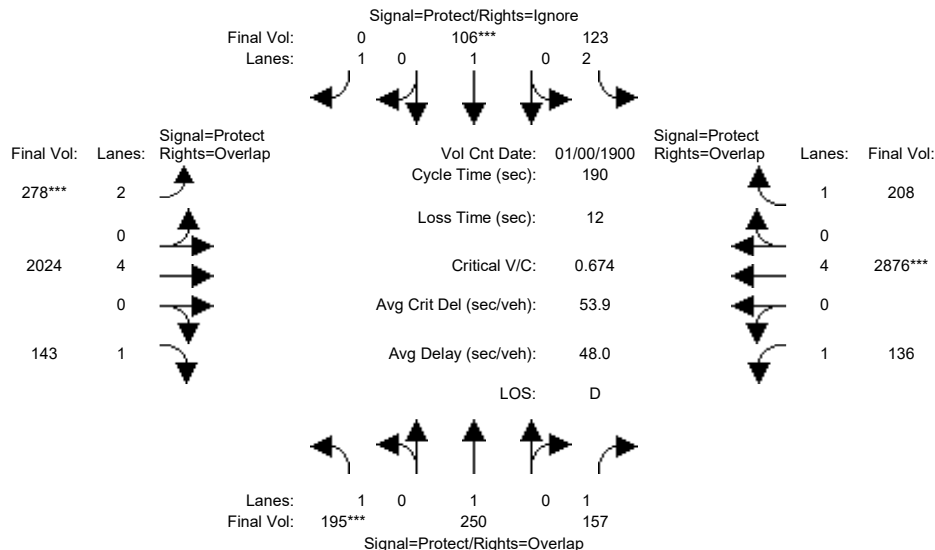


Street Name:	Mission College Blvd						Montague Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	26	49	49	19	42	42	26	103	103	19	97	97
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	195	250	157	123	106	327	278	1999	143	136	2636	208
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	195	250	157	123	106	327	278	1999	143	136	2636	208
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	195	250	157	123	106	327	278	1999	143	136	2636	208
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	195	250	157	123	106	0	278	1999	143	136	2636	208
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	195	250	157	123	106	0	278	1999	143	136	2636	208
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	195	250	157	123	106	0	278	1999	143	136	2636	208
Saturation 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	0.13	0.09	0.04	0.06	0.00	0.09	0.26	0.08	0.08	0.35	0.12
Crit Moves:	***				***		***				***	
Green Time:	24.3	45.9	63.8	17.8	39.3	0.0	24.3	97.2	121.5	17.9	90.8	108.6
Volume/Cap:	0.87	0.55	0.27	0.42	0.27	0.00	0.69	0.51	0.13	0.82	0.73	0.21
Delay/Veh:	115.4	68.6	49.4	87.7	68.0	0.0	89.6	33.0	14.4	117.5	43.1	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:	115.4	68.6	49.4	87.7	68.0	0.0	89.6	33.0	14.4	117.5	43.1	21.3
LOS by Move:	F	E	D	F	E	A	F	C-	B	F	D	C+
HCM2kAvgQ:	15	13	7	5	5	0	11	20	4	9	32	6
Note: Queue reported is the number of cars per lane.												

Tasman East Focus Area Plan
SJ16-1669
Existing AM

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Existing Plus Project AM

Intersection #37: Montague Expy/Mission College Blvd (CMP)

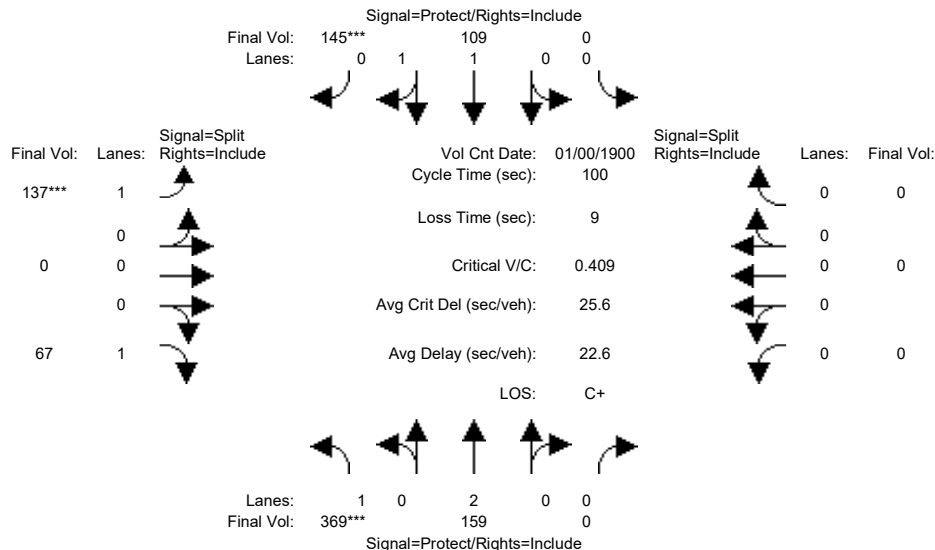


Street Name:	Mission College Blvd						Montague Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	26	49	49	19	42	42	26	103	103	19	97	97
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	195	250	157	123	106	327	278	1999	143	136	2636	208
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	195	250	157	123	106	327	278	1999	143	136	2636	208
Added Vol:	0	0	0	0	0	0	0	25	0	0	240	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	195	250	157	123	106	327	278	2024	143	136	2876	208
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	195	250	157	123	106	0	278	2024	143	136	2876	208
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	195	250	157	123	106	0	278	2024	143	136	2876	208
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	195	250	157	123	106	0	278	2024	143	136	2876	208
Saturation 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	0.13	0.09	0.04	0.06	0.00	0.09	0.27	0.08	0.08	0.38	0.12
Crit Moves:	***				***		***				***	
Green Time:	24.3	45.9	63.8	17.8	39.3	0.0	24.3	97.2	121.5	17.9	90.8	108.6
Volume/Cap:	0.87	0.55	0.27	0.42	0.27	0.00	0.69	0.52	0.13	0.82	0.79	0.21
Delay/Veh:	115.4	68.6	49.4	87.7	68.0	0.0	89.6	33.1	14.4	117.5	45.8	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:	115.4	68.6	49.4	87.7	68.0	0.0	89.6	33.1	14.4	117.5	45.8	21.3
LOS by Move:	F	E	D	F	E	A	F	C-	B	F	D	C+
HCM2kAvgQ:	15	13	7	5	5	0	11	20	4	9	37	6
Note: Queue reported is the number of cars per lane.												

Tasman East Focus Area Plan
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Existing AM

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

Intersection #38: Gold Street/Gold Street Connector

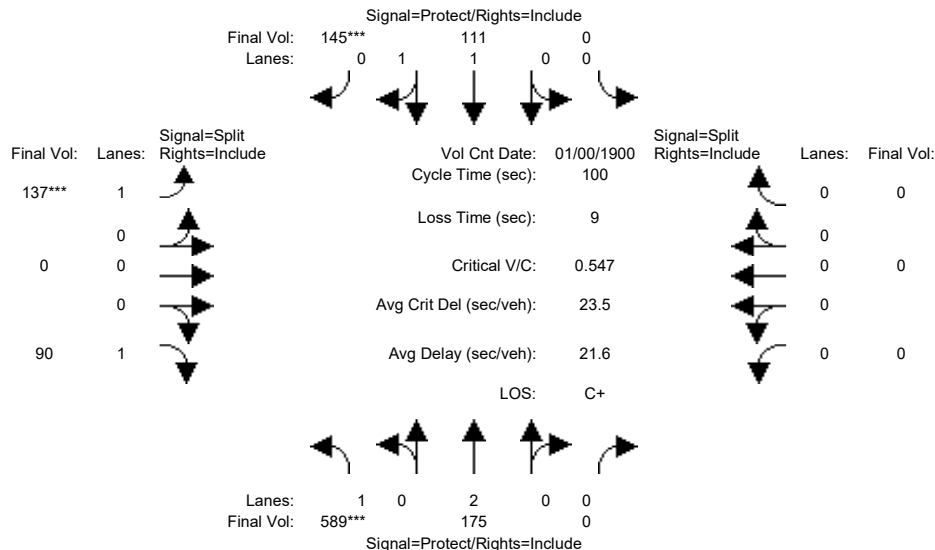


Street Name:	Gold Street						Gold Street Connector					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	369	159	0	0	109	145	137	0	67	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:	369	159	0	0	109	145	137	0	67	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:	369	159	0	0	109	145	137	0	67	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	369	159	0	0	109	145	137	0	67	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	369	159	0	0	109	145	137	0	67	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	369	159	0	0	109	145	137	0	67	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:	1.00	2.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	3800	0	0	1900	1750	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.21	0.04	0.00	0.00	0.06	0.08	0.08	0.00	0.04	0.00	0.00	0.00
Crit Moves:	****					****	****					
Green Time:	51.6	71.8	0.0	0.0	20.3	20.3	19.2	0.0	19.2	0.0	0.0	0.0
Volume/Cap:	0.41	0.06	0.00	0.00	0.28	0.41	0.41	0.00	0.20	0.00	0.00	0.00
Delay/Veh:	15.2	4.1	0.0	0.0	33.9	35.1	36.3	0.0	34.3	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:	15.2	4.1	0.0	0.0	33.9	35.1	36.3	0.0	34.3	0.0	0.0	0.0
LOS by Move:	B	A	A	A	C-	D+	D+	A	C-	A	A	A
HCM2kAvgQ:	8	1	0	0	3	4	4	0	2	0	0	0
Note: Queue reported is the number of cars per lane.												

Tasman East Focus Area Plan
SJ16-1669
Existing AM

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

Intersection #38: Gold Street/Gold Street Connector

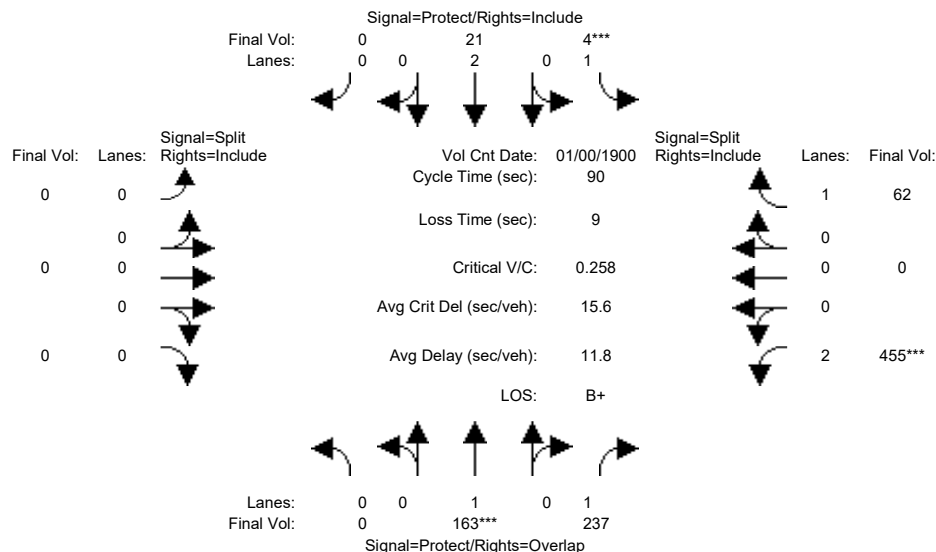


Street Name:	Gold Street			Gold Street Connector		
Approach:	North Bound			South Bound		
Movement:	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM						
Base Vol:	369	159	0	0	109	145
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	369	159	0	0	109	145
Added Vol:	220	16	0	0	2	0
PasserByVol:	0	0	0	0	0	0
Initial Fut:	589	175	0	0	111	145
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	589	175	0	0	111	145
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	589	175	0	0	111	145
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	589	175	0	0	111	145
Saturation Flow Module:						
Sat/Lane:	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	0.00	1.00	1.00
Final Sat.:	1750	3800	0	0	1900	1750
Capacity Analysis Module:						
Vol/Sat:	0.34	0.05	0.00	0.00	0.06	0.08
Crit Moves:	***	***	***	***	***	***
Green Time:	61.5	76.7	0.0	0.0	15.1	15.1
Volume/Cap:	0.55	0.06	0.00	0.00	0.39	0.55
Delay/Veh:	11.7	2.9	0.0	0.0	38.6	40.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.7	2.9	0.0	0.0	38.6	40.6
LOS by Move:	B+	A	A	A	D+	D
HCM2kAvgQ:	11	1	0	0	3	5
Note: Queue reported is the number of cars per lane.						

Tasman East Focus Area Plan
SJ16-1669
Existing AM

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2000 HCM Operations (Future Volume Alternative)
Existing AM

Intersection #39: Gold Street Connector/Great America Pkwy



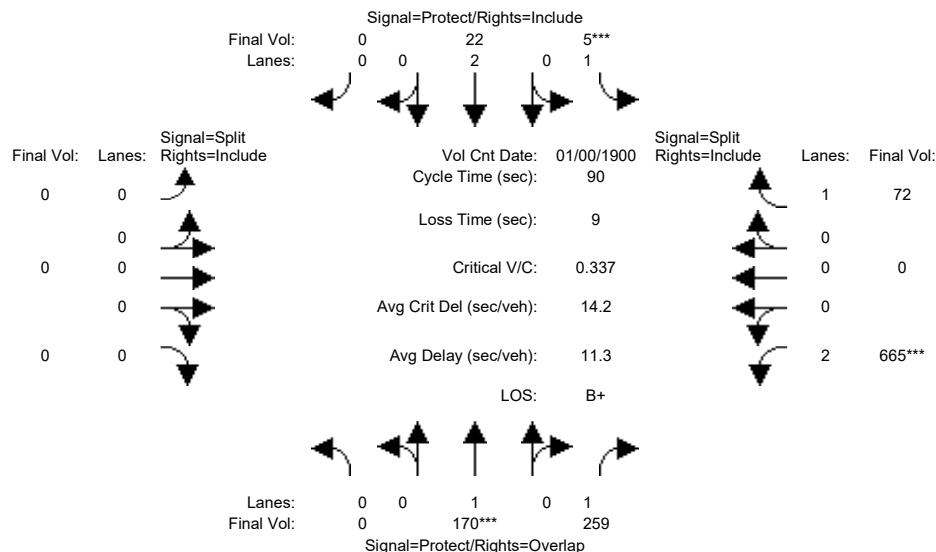
Street Name:	Great America Pkwy						Gold Street Connector					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	-	T	-	R		L	-	T	-	R	
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	163	237	4	21	0	0	0	0	455	0	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:	0	163	237	4	21	0	0	0	0	455	0	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:	0	163	237	4	21	0	0	0	0	455	0	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:	0	163	237	4	21	0	0	0	0	455	0	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	163	237	4	21	0	0	0	0	455	0	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
Final Volume:	0	163	237	4	21	0	0	0	0	455	0	62
Saturation Flow Module:												
Sat/Lane:	1900	1900	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	1.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	1900	1750	1750	3800	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.09	0.14	0.00	0.01	0.00	0.00	0.00	0.00	0.14	0.00	0.04
Crit Moves:	****			****			****			****		
Green Time:	0.0	27.6	74.0	7.0	34.6	0.0	0.0	0.0	0.0	46.4	0.0	46.4
Volume/Cap:	0.00	0.28	0.16	0.03	0.01	0.00	0.00	0.00	0.00	0.28	0.00	0.07
Delay/Veh:	0.0	23.9	1.7	38.4	17.2	0.0	0.0	0.0	0.0	12.4	0.0	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:	0.0	23.9	1.7	38.4	17.2	0.0	0.0	0.0	0.0	12.4	0.0	11.0
LOS by Move:	A	C	A	D+	B	A	A	A	A	B	A	B+
HCM2kAvgQ:	0	3	1	0	0	0	0	0	0	4	0	1

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

Tasman East Focus Area Plan
SJ16-1669
Existing AM

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

Intersection #39: Gold Street Connector/Great America Pkwy



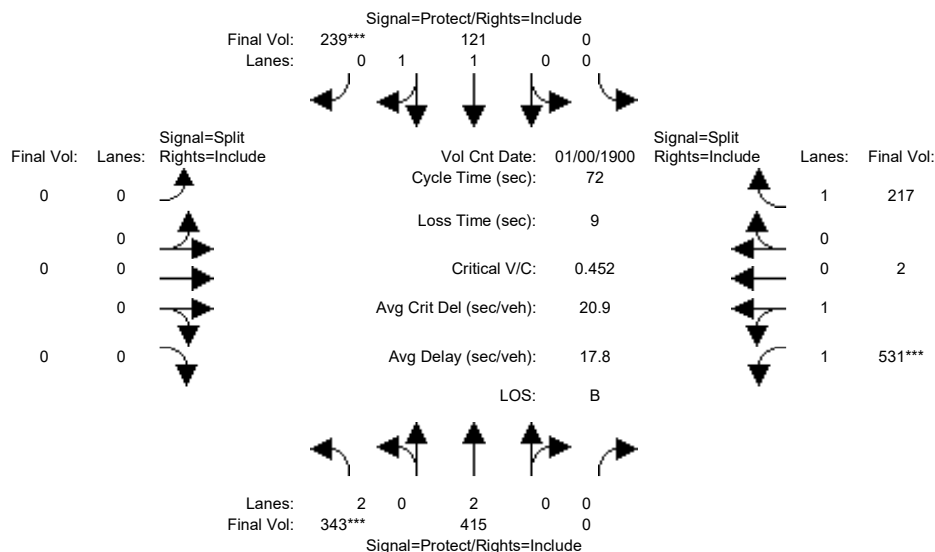
Street Name:	Great America Pkwy						Gold Street Connector					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	163	237	4	21	0	0	0	0	455	0	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:	0	163	237	4	21	0	0	0	0	455	0	62
Added Vol:	0	7	22	1	1	0	0	0	0	210	0	10
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	170	259	5	22	0	0	0	0	665	0	72
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	170	259	5	22	0	0	0	0	665	0	72
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	170	259	5	22	0	0	0	0	665	0	72
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	170	259	5	22	0	0	0	0	665	0	72
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	1.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	1900	1750	1750	3800	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.09	0.15	0.00	0.01	0.00	0.00	0.00	0.00	0.21	0.00	0.04
Crit Moves:	****			****			****			****		
Green Time:	0.0	22.0	74.0	7.0	29.0	0.0	0.0	0.0	0.0	52.0	0.0	52.0
Volume/Cap:	0.00	0.37	0.18	0.04	0.02	0.00	0.00	0.00	0.00	0.37	0.00	0.07
Delay/Veh:	0.0	28.7	1.7	38.5	20.8	0.0	0.0	0.0	0.0	10.3	0.0	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:	0.0	28.7	1.7	38.5	20.8	0.0	0.0	0.0	0.0	10.3	0.0	8.4
LOS by Move:	A	C	A	D+	C+	A	A	A	A	B+	A	A
HCM2kAvgQ:	0	4	2	0	0	0	0	0	0	6	0	1

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

Tasman East Focus Area Plan
SJ16-1669
Existing PM

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

Intersection #1: Great America Parkway / WB SR 237

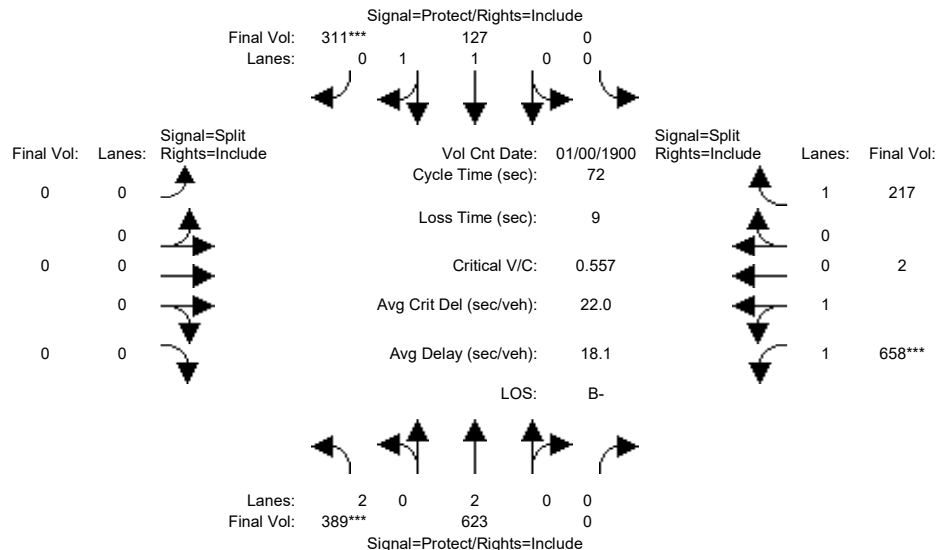


Street Name:	Great America Parkway						WB SR 237					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:	>> Count Date: 0 Jan 1900 << 12:00:00 AM											
Base Vol:	343	415	0	0	121	239	0	0	0	531	2	217
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	343	415	0	0	121	239	0	0	0	531	2	217
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	343	415	0	0	121	239	0	0	0	531	2	217
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	343	415	0	0	121	239	0	0	0	531	2	217
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	343	415	0	0	121	239	0	0	0	531	2	217
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	343	415	0	0	121	239	0	0	0	531	2	217
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	0.93	0.95	0.92
Lanes:	2.00	2.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.99	0.01	1.00
Final Sat.:	3150	3800	0	0	1900	1750	0	0	0	3537	13	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.00	0.00	0.06	0.14	0.00	0.00	0.00	0.15	0.15	0.12
Crit Moves:	****					****				****		
Green Time:	17.3	39.1	0.0	0.0	21.7	21.7	0.0	0.0	0.0	23.9	23.9	23.9
Volume/Cap:	0.45	0.20	0.00	0.00	0.21	0.45	0.00	0.00	0.00	0.45	0.45	0.37
Delay/Veh:	23.7	8.5	0.0	0.0	18.8	20.7	0.0	0.0	0.0	19.2	19.2	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:	23.7	8.5	0.0	0.0	18.8	20.7	0.0	0.0	0.0	19.2	19.2	18.7
LOS by Move:	C	A	A	A	B-	C+	A	A	A	B-	B-	B-
HCM2kAvgQ:	4	2	0	0	2	5	0	0	0	5	5	4
Note: Queue reported is the number of cars per lane.												

Tasman East Focus Area Plan
SJ16-1669
Existing PM

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

Intersection #1: Great America Parkway / WB SR 237

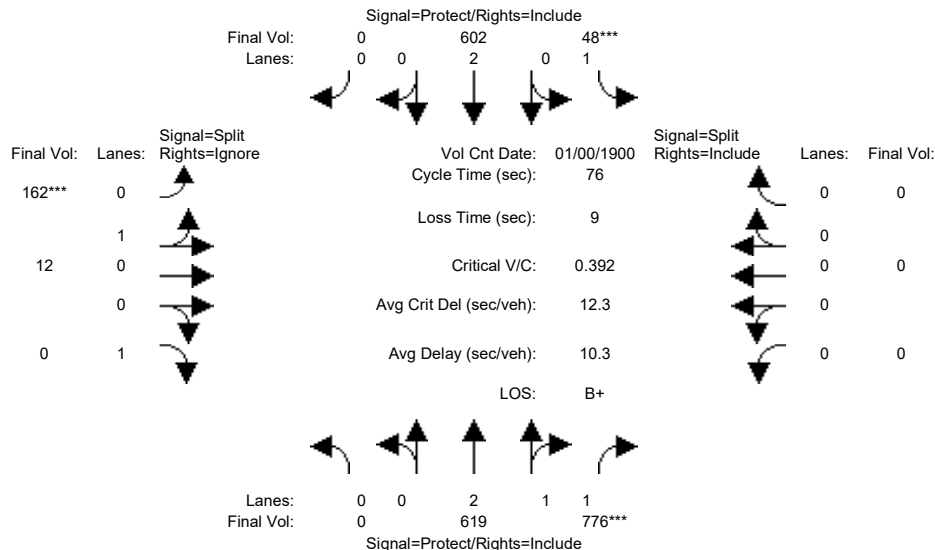


Street Name:	Great America Parkway						WB SR 237								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Min. Green:	7	10	0		0	10	10	0	0	0	10	10	10		
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		
Volume Module: >> Count	Date: 0 Jan 1900 << 12:00:00 AM														
Base Vol:	343	415	0		0	121	239	0	0	0	531	2	217		
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Initial Bse:	343	415	0		0	121	239	0	0	0	531	2	217		
Added Vol:	46	208	0		0	6	72	0	0	0	127	0	0		
PasserByVol:	0	0	0		0	0	0	0	0	0	0	0	0		
Initial Fut:	389	623	0		0	127	311	0	0	0	658	2	217		
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Volume:	389	623	0		0	127	311	0	0	0	658	2	217		
Reduct Vol:	0	0	0		0	0	0	0	0	0	0	0	0		
Reduced Vol:	389	623	0		0	127	311	0	0	0	658	2	217		
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
FinalVolume:	389	623	0		0	127	311	0	0	0	658	2	217		
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	0.93	0.95	0.92		
Lanes:	2.00	2.00	0.00		0.00	1.00	1.00	0.00	0.00	0.00	1.99	0.01	1.00		
Final Sat.:	3150	3800	0		0	1900	1750	0	0	0	3539	11	1750		
Capacity Analysis Module:															
Vol/Sat:	0.12	0.16	0.00		0.00	0.07	0.18	0.00	0.00	0.00	0.19	0.19	0.12		
Crit Moves:	****						****				****				
Green Time:	16.0	39.0	0.0		0.0	23.0	23.0	0.0	0.0	0.0	24.0	24.0	24.0		
Volume/Cap:	0.56	0.30	0.00		0.00	0.21	0.56	0.00	0.00	0.00	0.56	0.56	0.37		
Delay/Veh:	25.9	9.2	0.0		0.0	17.9	21.2	0.0	0.0	0.0	20.2	20.2	18.6		
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
AdjDel/Veh:	25.9	9.2	0.0		0.0	17.9	21.2	0.0	0.0	0.0	20.2	20.2	18.6		
LOS by Move:	C	A	A		A	B	C+	A	A	A	C+	C+	B-		
HCM2kAvgQ:	5	4	0		0	2	6	0	0	0	7	7	4		
Note: Queue reported is the number of cars per lane.															

Tasman East Focus Area Plan
SJ16-1669
Existing PM

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

Intersection #2: Great America Parkway / EB SR 237

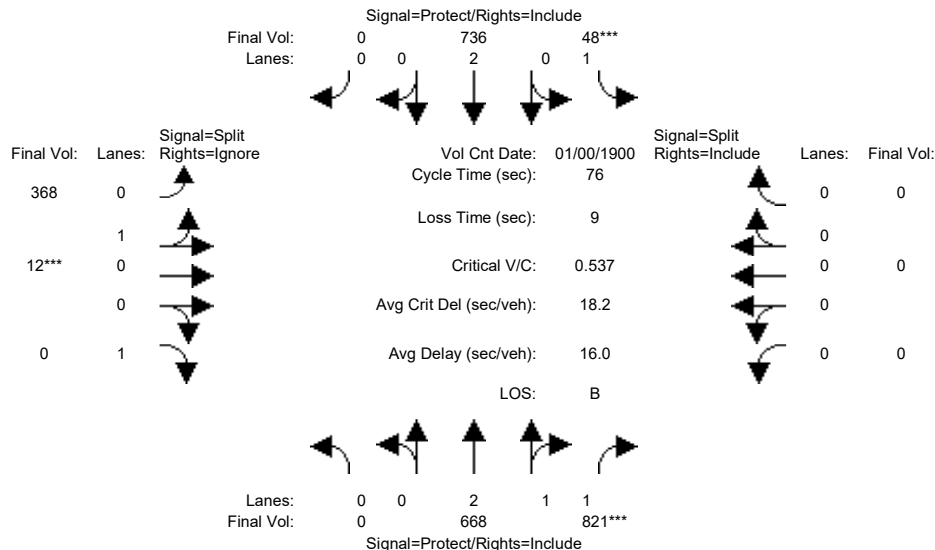


Street Name:	Great America Parkway						EB SR 237								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Min. Green:	0		10		10	7		10		0	10		10		10
Y+R:	4.0		4.0		4.0	4.0		4.0		4.0	4.0		4.0		4.0
Volume Module: >> Count	Date: 0 Jan 1900 << 12:00:00 AM														
Base Vol:	0		619		776	48		602		0	162		12		120
Growth Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
Initial Bse:	0		619		776	48		602		0	162		12		120
Added Vol:	0		0		0	0		0		0	0		0		0
PasserByVol:	0		0		0	0		0		0	0		0		0
Initial Fut:	0		619		776	48		602		0	162		12		120
User Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		0.00		1.00
PHF Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		0.00		1.00
PHF Volume:	0		619		776	48		602		0	162		12		0
Reduct Vol:	0		0		0	0		0		0	0		0		0
Reduced Vol:	0		619		776	48		602		0	162		12		0
PCE Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		0.00		1.00
MLF Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		0.00		1.00
FinalVolume:	0		619		776	48		602		0	162		12		0
Saturation Flow Module:															
Sat/Lane:	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
Lanes:	0.00		2.00		2.00	1.00		2.00		0.00	0.93		0.07		1.00
Final Sat.:	0		3800		3500	1750		3800		0	1676		124		1750
Capacity Analysis Module:															
Vol/Sat:	0.00		0.16		0.22	0.03		0.16		0.00	0.10		0.10		0.00
Crit Moves:	*****														
Green Time:	0.0		41.8		41.8	7.0		48.8		0.0	18.2		18.2		0.0
Volume/Cap:	0.00		0.30		0.40	0.30		0.25		0.00	0.40		0.40		0.00
Delay/Veh:	0.0		9.2		10.0	33.2		5.8		0.0	24.9		24.9		0.0
User DelAdj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
AdjDel/Veh:	0.0		9.2		10.0	33.2		5.8		0.0	24.9		24.9		0.0
LOS by Move:	A		A		A	C-		A		A	C		C		A
HCM2kAvgQ:	0		4		6	1		3		0	4		4		0
Note: Queue reported is the number of cars per lane.															

Tasman East Focus Area Plan
SJ16-1669
Existing PM

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

Intersection #2: Great America Parkway / EB SR 237

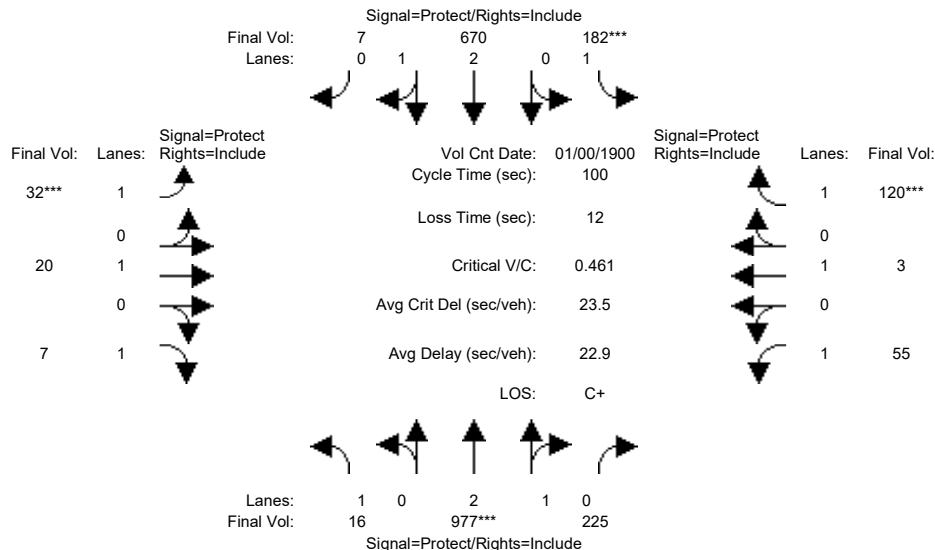


Street Name:	Great America Parkway						EB SR 237								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Min. Green:	0	10	10			7	10	0			10	10	10	0	0
Y+R:	4.0	4.0	4.0			4.0	4.0	4.0			4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count	Date: 0 Jan 1900 << 12:00:00 AM														
Base Vol:	0	619	776		48	602	0	162	12	120	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	1.00	1.00
Initial Bse:	0	619	776		48	602	0	162	12	120	0	0	0		
Added Vol:	0	49	45		0	134	0	206	0	132	0	0	0		
PasserByVol:	0	0	0		0	0	0	0	0	0	0	0	0		
Initial Fut:	0	668	821		48	736	0	368	12	252	0	0	0		
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	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	1.00	1.00
PHF Volume:	0	668	821		48	736	0	368	12	0	0	0	0		
Reduct Vol:	0	0	0		0	0	0	0	0	0	0	0	0		
Reduced Vol:	0	668	821		48	736	0	368	12	0	0	0	0		
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	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	1.00	1.00
FinalVolume:	0	668	821		48	736	0	368	12	0	0	0	0		
Saturation Flow Module:															
Sat/Lane:	1900	1900	1900		1900	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	1.00	0.92	1.00	0.92
Lanes:	0.00	2.00	2.00		1.00	2.00	0.00	0.97	0.03	1.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	3800	3500		1750	3800	0	1743	57	1750	0	0	0		
Capacity Analysis Module:															
Vol/Sat:	0.00	0.18	0.23		0.03	0.19	0.00	0.21	0.21	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****			****			****				
Green Time:	0.0	31.6	31.6		7.0	38.6	0.0	28.4	28.4	0.0	0.0	0.0	0.0		
Volume/Cap:	0.00	0.42	0.56		0.30	0.38	0.00	0.56	0.56	0.00	0.00	0.00	0.00		
Delay/Veh:	0.0	15.8	17.2		33.2	11.6	0.0	20.0	20.0	0.0	0.0	0.0	0.0		
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	15.8	17.2		33.2	11.6	0.0	20.0	20.0	0.0	0.0	0.0	0.0		
LOS by Move:	A	B	B		C-	B+	A	B-	B-	A	A	A	A		
HCM2kAvgQ:	0	5	8		1	5	0	8	8	0	0	0	0		
Note: Queue reported is the number of cars per lane.															

Tasman East Focus Area Plan
SJ16-1669
Existing PM

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

Intersection #3: Great America Parkway / Great America Way

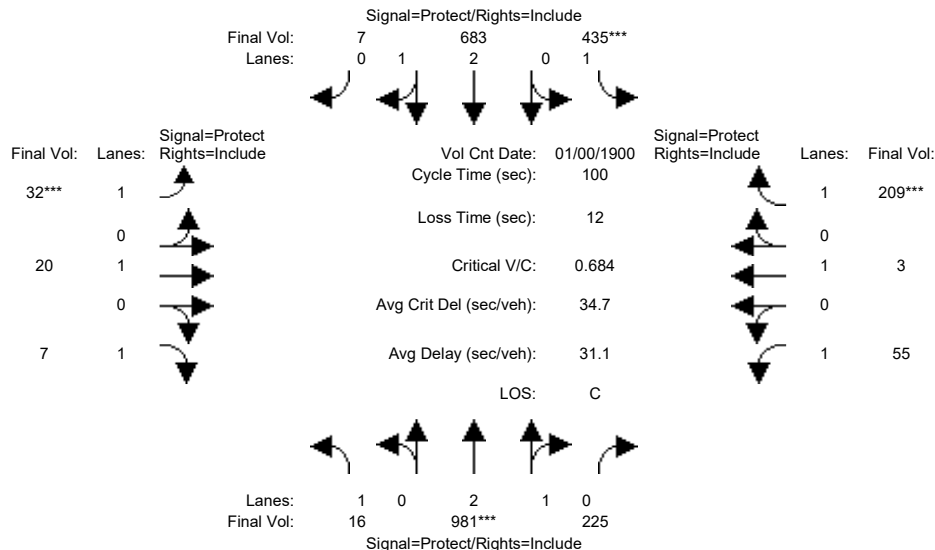


Street Name:	Great America Parkway						Great America Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count	Date: 0 Jan 1900 << 12:00:00 AM											
Base Vol:	16	977	225	182	670	7	32	20	7	55	3	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:	16	977	225	182	670	7	32	20	7	55	3	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:	16	977	225	182	670	7	32	20	7	55	3	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:	16	977	225	182	670	7	32	20	7	55	3	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	977	225	182	670	7	32	20	7	55	3	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
Final Volume:	16	977	225	182	670	7	32	20	7	55	3	120
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.42	0.58	1.00	2.97	0.03	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	4550	1048	1750	5542	58	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.21	0.21	0.10	0.12	0.12	0.02	0.01	0.00	0.03	0.00	0.07
Crit Moves:	****			****			****			****		
Green Time:	24.4	44.9	44.9	21.8	42.2	42.2	7.0	12.6	12.6	8.8	14.3	14.3
Volume/Cap:	0.04	0.48	0.48	0.48	0.29	0.29	0.26	0.08	0.03	0.36	0.01	0.48
Delay/Veh:	28.8	19.5	19.5	35.1	19.1	19.1	45.2	38.8	38.4	44.4	36.8	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:	28.8	19.5	19.5	35.1	19.1	19.1	45.2	38.8	38.4	44.4	36.8	40.8
LOS by Move:	C	B-	B-	D+	B-	B-	D	D+	D+	D	D+	D
HCM2kAvgQ:	0	8	8	5	4	4	1	1	0	2	0	4
Note: Queue reported is the number of cars per lane.												

Tasman East Focus Area Plan
SJ16-1669
Existing PM

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

Intersection #3: Great America Parkway / Great America Way

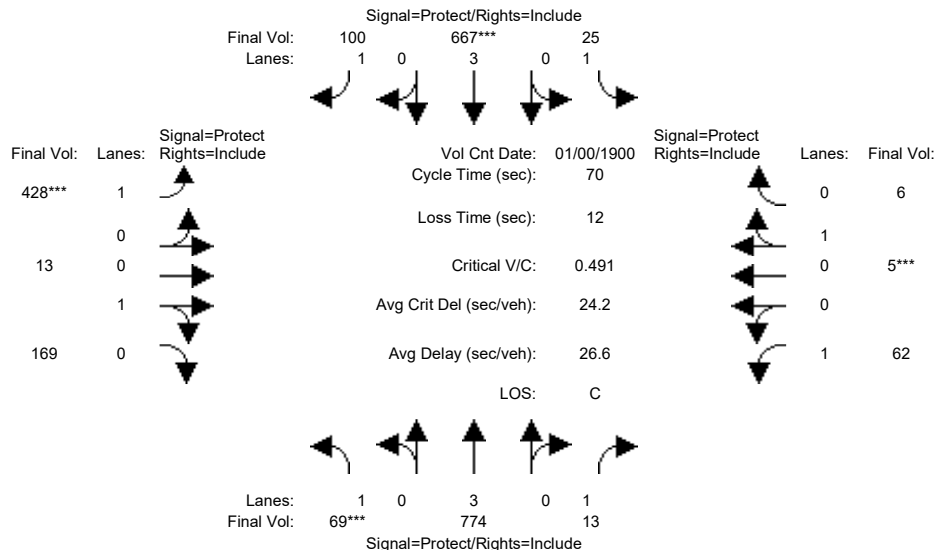


Street Name:	Great America Parkway						Great America Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:	>> Count Date: 0 Jan 1900 << 12:00:00 AM											
Base Vol:	16	977	225	182	670	7	32	20	7	55	3	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:	16	977	225	182	670	7	32	20	7	55	3	120
Added Vol:	0	4	0	253	13	0	0	0	0	0	0	89
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	981	225	435	683	7	32	20	7	55	3	209
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	16	981	225	435	683	7	32	20	7	55	3	209
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	981	225	435	683	7	32	20	7	55	3	209
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	16	981	225	435	683	7	32	20	7	55	3	209
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	1.00	0.92
Lanes:	1.00	2.42	0.58	1.00	2.97	0.03	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	4554	1044	1750	5543	57	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.22	0.22	0.25	0.12	0.12	0.02	0.01	0.00	0.03	0.00	0.12
Crit Moves:	****			****			****			****		
Green Time:	23.3	29.9	29.9	34.5	41.1	41.1	7.0	13.9	13.9	9.7	16.6	16.6
Volume/Cap:	0.04	0.72	0.72	0.72	0.30	0.30	0.26	0.08	0.03	0.32	0.01	0.72
Delay/Veh:	29.7	32.9	32.9	32.8	19.9	19.9	45.2	37.6	37.3	43.2	34.9	48.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.7	32.9	32.9	32.8	19.9	19.9	45.2	37.6	37.3	43.2	34.9	48.0
LOS by Move:	C	C-	C-	C-	B-	B-	D	D+	D+	D	C-	D
HCM2kAvgQ:	0	11	11	13	5	5	1	1	0	2	0	8
Note: Queue reported is the number of cars per lane.												

Tasman East Focus Area Plan
SJ16-1669
Existing PM

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

Intersection #4: Great America Parkway / Old Mountain View - Alviso Road



Street Name:	Great America Parkway						Old Mountain View - Alviso Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	69	774	13	25	667	100	428	13	169	62	5	6
Growth Adj:	1.00	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	774	13	25	667	100	428	13	169	62	5	6
Added Vol:	0	0	0	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	774	13	25	667	100	428	13	169	62	5	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	774	13	25	667	100	428	13	169	62	5	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	69	774	13	25	667	100	428	13	169	62	5	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	69	774	13	25	667	100	428	13	169	62	5	6

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	0.07	0.93	1.00	0.45	0.55
Final Sat.:	1750	5700	1750	1750	5700	1750	1750	129	1671	1750	818	982

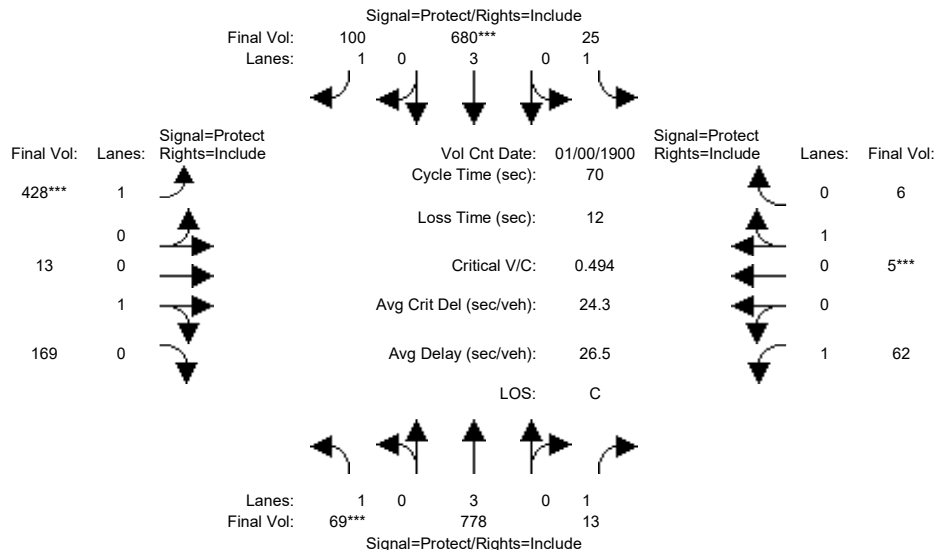
Capacity Analysis Module:												
Vol/Sat:	0.04	0.14	0.01	0.01	0.12	0.06	0.24	0.10	0.10	0.04	0.01	0.01
Crit Moves:	***				***		***				***	
Green Time:	7.0	11.9	11.9	8.3	13.3	13.3	27.7	22.2	22.2	15.5	10.0	10.0
Volume/Cap:	0.39	0.80	0.04	0.12	0.62	0.30	0.62	0.32	0.32	0.16	0.04	0.04
Delay/Veh:	31.0	32.6	24.3	27.8	27.1	24.9	18.6	18.5	18.5	22.2	25.9	25.9
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:	31.0	32.6	24.3	27.8	27.1	24.9	18.6	18.5	18.5	22.2	25.9	25.9
LOS by Move:	C	C-	C	C	C	C	B-	B-	B-	C+	C	C
HCM2kAvgQ:	2	8	0	1	4	2	9	3	3	1	0	0

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

Tasman East Focus Area Plan
SJ16-1669
Existing PM

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

Intersection #4: Great America Parkway / Old Mountain View - Alviso Road



Street Name:	Great America Parkway						Old Mountain View - Alviso Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	69	774	13	25	667	100	428	13	169	62	5	6
Growth Adj:	1.00	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	774	13	25	667	100	428	13	169	62	5	6
Added Vol:	0	4	0	0	13	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	69	778	13	25	680	100	428	13	169	62	5	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	778	13	25	680	100	428	13	169	62	5	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	69	778	13	25	680	100	428	13	169	62	5	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	69	778	13	25	680	100	428	13	169	62	5	6

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	0.07	0.93	1.00	0.45	0.55
Final Sat.:	1750	5700	1750	1750	5700	1750	1750	129	1671	1750	818	982

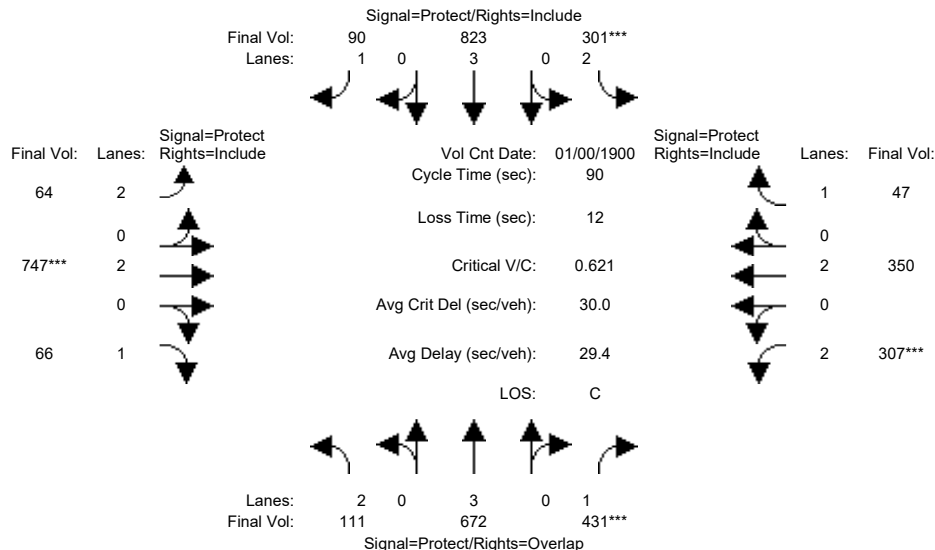
Capacity Analysis Module:												
Vol/Sat:	0.04	0.14	0.01	0.01	0.12	0.06	0.24	0.10	0.10	0.04	0.01	0.01
Crit Moves:	***				***		***				***	
Green Time:	7.0	12.0	12.0	8.4	13.4	13.4	27.6	22.1	22.1	15.5	10.0	10.0
Volume/Cap:	0.39	0.79	0.04	0.12	0.62	0.30	0.62	0.32	0.32	0.16	0.04	0.04
Delay/Veh:	31.0	32.4	24.2	27.7	27.1	24.7	18.8	18.6	18.6	22.2	25.9	25.9
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:	31.0	32.4	24.2	27.7	27.1	24.7	18.8	18.6	18.6	22.2	25.9	25.9
LOS by Move:	C	C-	C	C	C	C	B-	B-	B-	C+	C	C
HCM2kAvgQ:	2	8	0	1	5	2	9	3	3	1	0	0

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

Tasman East Focus Area Plan
SJ16-1669
Existing PM

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

Intersection #5: Great America Parkway / Tasman Drive



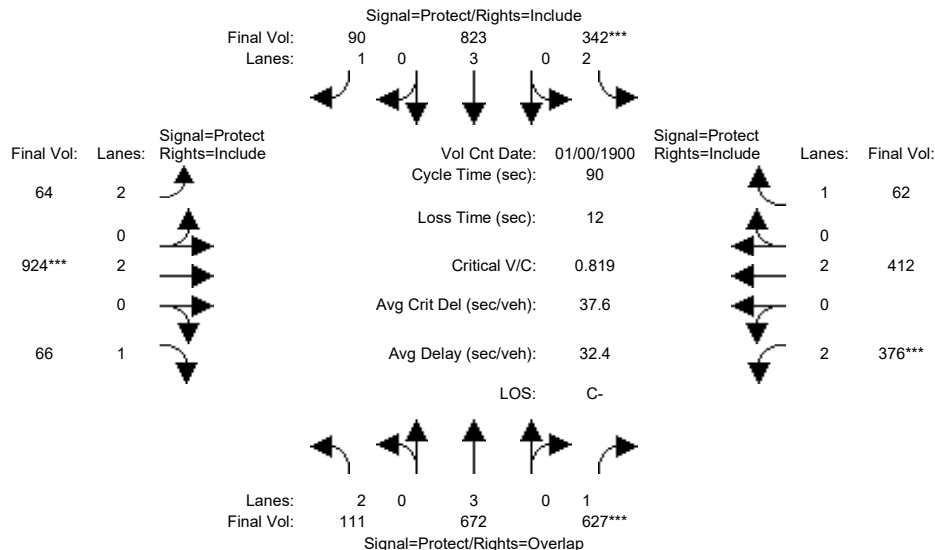
Street Name:	Great America Parkway						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	111	672	431	301	823	90	64	747	66	307	350	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:	111	672	431	301	823	90	64	747	66	307	350	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:	111	672	431	301	823	90	64	747	66	307	350	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:	111	672	431	301	823	90	64	747	66	307	350	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	111	672	431	301	823	90	64	747	66	307	350	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
Final Volume:	111	672	431	301	823	90	64	747	66	307	350	47
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:	0.04	0.12	0.25	0.10	0.14	0.05	0.02	0.20	0.04	0.10	0.09	0.03
Crit Moves:	****			****			****			****		
Green Time:	12.4	21.6	35.7	13.8	23.0	23.0	17.5	28.5	28.5	14.1	25.1	25.1
Volume/Cap:	0.26	0.49	0.62	0.62	0.56	0.20	0.10	0.62	0.12	0.62	0.33	0.10
Delay/Veh:	35.0	29.8	23.5	38.1	29.7	26.5	29.8	27.2	21.9	37.9	26.0	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:	35.0	29.8	23.5	38.1	29.7	26.5	29.8	27.2	21.9	37.9	26.0	24.2
LOS by Move:	C-	C	C	D+	C	C	C	C	C+	D+	C	C
HCM2kAvgQ:	2	6	11	6	7	2	1	9	1	5	4	1

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

Tasman East Focus Area Plan
SJ16-1669
Existing PM

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

Intersection #5: Great America Parkway / Tasman Drive



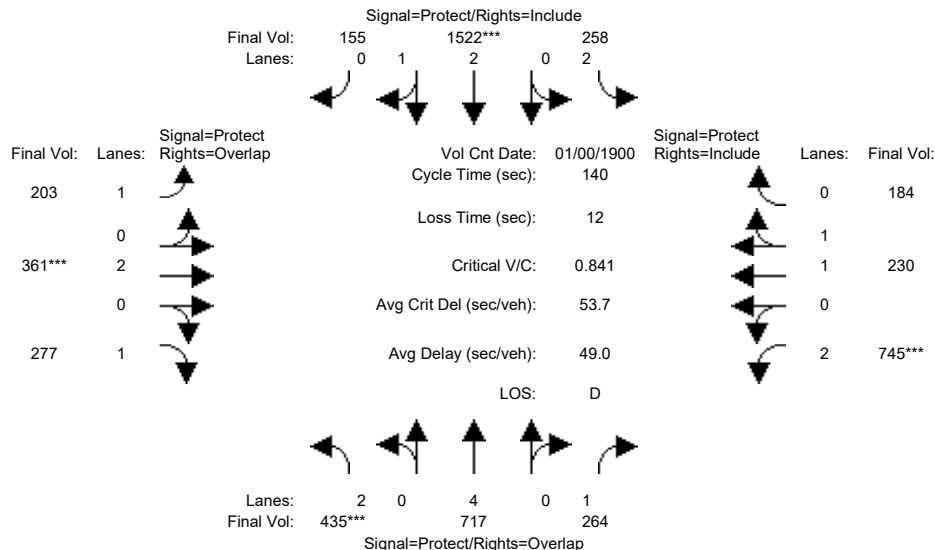
Street Name:	Great America Parkway						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count	Date: 0 Jan 1900 << 12:00:00 AM											
Base Vol:	111	672	431	301	823	90	64	747	66	307	350	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:	111	672	431	301	823	90	64	747	66	307	350	47
Added Vol:	0	0	196	41	0	0	0	177	0	69	62	15
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	111	672	627	342	823	90	64	924	66	376	412	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:	111	672	627	342	823	90	64	924	66	376	412	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	111	672	627	342	823	90	64	924	66	376	412	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
Final Volume:	111	672	627	342	823	90	64	924	66	376	412	62
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:	0.04	0.12	0.36	0.11	0.14	0.05	0.02	0.24	0.04	0.12	0.11	0.04
Crit Moves:	****			****			****			****		
Green Time:	13.4	26.2	39.4	11.9	24.8	24.8	16.4	26.7	26.7	13.1	23.4	23.4
Volume/Cap:	0.24	0.40	0.82	0.82	0.52	0.19	0.11	0.82	0.13	0.82	0.42	0.14
Delay/Veh:	34.1	25.8	29.2	50.1	27.9	25.1	30.8	34.3	23.2	48.4	27.9	25.7
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:	34.1	25.8	29.2	50.1	27.9	25.1	30.8	34.3	23.2	48.4	27.9	25.7
LOS by Move:	C-	C	C	D	C	C	C	C-	C	D	C	C
HCM2kAvgQ:	2	5	19	8	7	2	1	12	1	6	5	1

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

Tasman East Focus Area Plan
SJ16-1669
Existing PM

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

Intersection #6: Great America Parkway / Mission College Boulevard

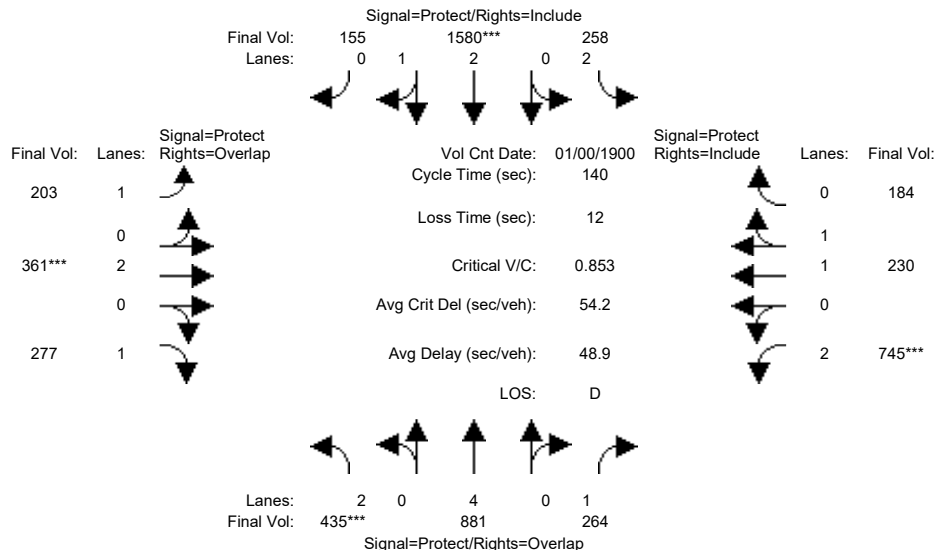


Street Name:	Great America Parkway						Mission College Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	435	717	264	258	1522	155	203	361	277	745	230	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:	435	717	264	258	1522	155	203	361	277	745	230	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:	435	717	264	258	1522	155	203	361	277	745	230	184
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	435	717	264	258	1522	155	203	361	277	745	230	184
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	435	717	264	258	1522	155	203	361	277	745	230	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
Final Volume:	435	717	264	258	1522	155	203	361	277	745	230	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	0.99	0.95	0.92	1.00	0.92	0.83	0.99	0.95
Lanes:	2.00	4.00	1.00	2.00	2.71	0.29	1.00	2.00	1.00	2.00	1.09	0.91
Final Sat.:	3150	7600	1750	3150	5082	518	1750	3800	1750	3150	2054	1643
Capacity Analysis Module:												
Vol/Sat:	0.14	0.09	0.15	0.08	0.30	0.30	0.12	0.10	0.16	0.24	0.11	0.11
Crit Moves:	***			***			***			***		
Green Time:	23.0	39.0	78.3	33.8	49.8	49.8	28.1	15.8	38.8	39.4	27.1	27.1
Volume/Cap:	0.84	0.34	0.27	0.34	0.84	0.84	0.58	0.84	0.57	0.84	0.58	0.58
Delay/Veh:	68.5	40.3	16.1	44.1	44.8	44.8	53.0	74.7	45.1	54.7	52.5	52.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	68.5	40.3	16.1	44.1	44.8	44.8	53.0	74.7	45.1	54.7	52.5	52.5
LOS by Move:	E	D	B	D	D	D	D-	E	D	D-	D-	D-
HCM2kAvgQ:	12	6	6	6	24	24	9	10	11	19	8	8
Note: Queue reported is the number of cars per lane.												

Tasman East Focus Area Plan
SJ16-1669
Existing PM

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

Intersection #6: Great America Parkway / Mission College Boulevard

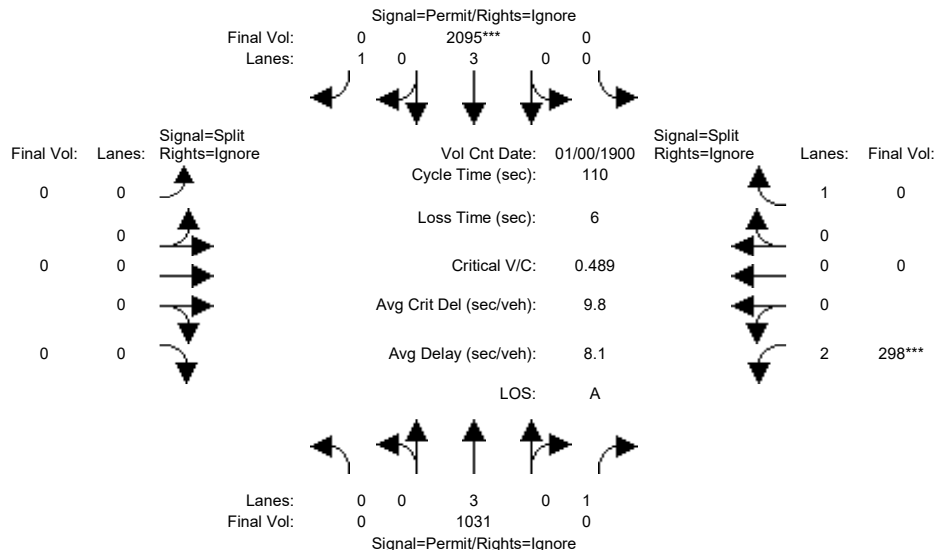


Street Name:	Great America Parkway						Mission College Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	435	717	264	258	1522	155	203	361	277	745	230	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:	435	717	264	258	1522	155	203	361	277	745	230	184
Added Vol:	0	164	0	0	58	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	435	881	264	258	1580	155	203	361	277	745	230	184
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	435	881	264	258	1580	155	203	361	277	745	230	184
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	435	881	264	258	1580	155	203	361	277	745	230	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
Final Volume:	435	881	264	258	1580	155	203	361	277	745	230	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	0.99	0.95	0.92	1.00	0.92	0.83	0.99	0.95
Lanes:	2.00	4.00	1.00	2.00	2.72	0.28	1.00	2.00	1.00	2.00	1.09	0.91
Final Sat.:	3150	7600	1750	3150	5099	500	1750	3800	1750	3150	2054	1643
Capacity Analysis Module:												
Vol/Sat:	0.14	0.12	0.15	0.08	0.31	0.31	0.12	0.10	0.16	0.24	0.11	0.11
Crit Moves:	***			***			***			***		
Green Time:	22.7	43.1	81.9	30.5	50.9	50.9	27.7	15.6	38.3	38.8	26.7	26.7
Volume/Cap:	0.85	0.38	0.26	0.38	0.85	0.85	0.59	0.85	0.58	0.85	0.59	0.59
Delay/Veh:	70.1	38.0	14.3	47.0	44.8	44.8	53.5	76.3	45.7	56.0	52.9	52.9
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:	70.1	38.0	14.3	47.0	44.8	44.8	53.5	76.3	45.7	56.0	52.9	52.9
LOS by Move:	E	D+	B	D	D	D	D-	E-	D	E+	D-	D-
HCM2kAvgQ:	12	7	6	6	25	25	9	10	11	19	8	8
Note: Queue reported is the number of cars per lane.												

Tasman East Focus Area Plan
SJ16-1669
Existing PM

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

Intersection #7: Great America Parkway - Bowers Avenue / US 101 NB Ramps

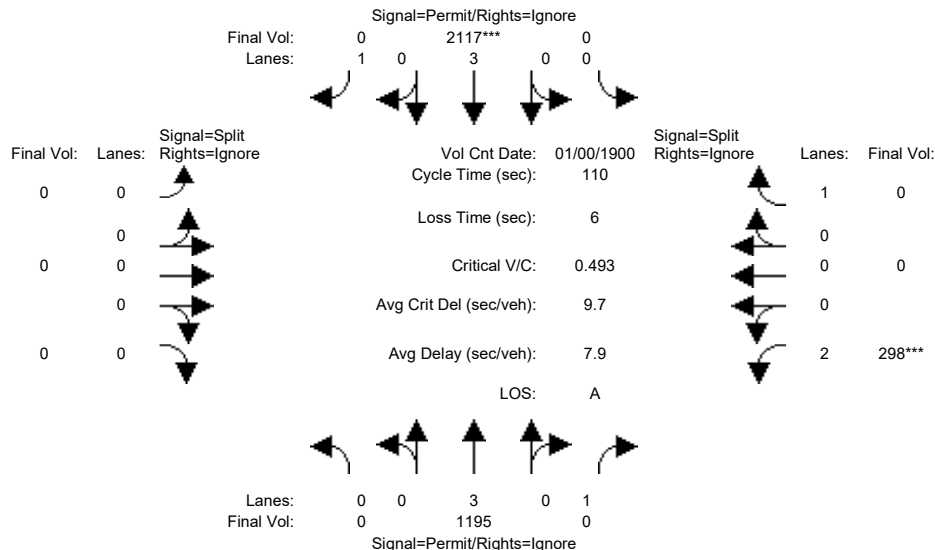


Street Name:Great America Parkway - Bowers Av									US 101 NB Ramps								
Approach: North Bound				South Bound				East Bound			West Bound						
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R		
Min. Green:	0		10		10	0		10		10	0		10		0	10	
Y+R:	4.0		4.0		4.0	4.0		4.0		4.0	4.0		4.0		4.0	4.0	
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----																	
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM																	
Base Vol:	0		1031		140	0		2095		519	0		0		298	0	569
Growth Adj:	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		1031		140	0		2095		519	0		0		298	0	569
Added Vol:	0		0		0	0		0		0	0		0		0	0	0
PasserByVol:	0		0		0	0		0		0	0		0		0	0	0
Initial Fut:	0		1031		140	0		2095		519	0		0		298	0	569
User Adj:	1.00		1.00		0.00	1.00		1.00		0.00	1.00		1.00		1.00	1.00	0.00
PHF Adj:	1.00		1.00		0.00	1.00		1.00		0.00	1.00		1.00		1.00	1.00	0.00
PHF Volume:	0		1031		0	0		2095		0	0		0		298	0	0
Reduct Vol:	0		0		0	0		0		0	0		0		0	0	0
Reduced Vol:	0		1031		0	0		2095		0	0		0		298	0	0
PCE Adj:	1.00		1.00		0.00	1.00		1.00		0.00	1.00		1.00		1.00	1.00	0.00
MLF Adj:	1.00		1.00		0.00	1.00		1.00		0.00	1.00		1.00		1.00	1.00	0.00
FinalVolume:	0		1031		0	0		2095		0	0		0		298	0	0
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----																	
Saturation Flow Module:																	
Sat/Lane:	1900		1900		1900	1900		1900		1900	1900		1900		1900	1900	1900
Adjustment:	0.92		1.00		0.92	0.92		1.00		0.92	0.92		1.00		0.83	1.00	0.92
Lanes:	0.00		3.00		1.00	0.00		3.00		1.00	0.00		0.00		2.00	0.00	1.00
Final Sat.:	0		5700		1750	0		5700		1750	0		0		3150	0	1750
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----																	
Capacity Analysis Module:																	
Vol/Sat:	0.00		0.18		0.00	0.00		0.37		0.00	0.00		0.00		0.09	0.00	0.00
Crit Moves:								****							****		
Green Time:	0.0		82.7		0.0	0.0		82.7		0.0	0.0		0.0		21.3	0.0	0.0
Volume/Cap:	0.00		0.24		0.00	0.00		0.49		0.00	0.00		0.00		0.49	0.00	0.00
Delay/Veh:	0.0		4.2		0.0	0.0		5.4		0.0	0.0		0.0		40.1	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
AdjDel/Veh:	0.0		4.2		0.0	0.0		5.4		0.0	0.0		0.0		40.1	0.0	0.0
LOS by Move:	A		A		A	A		A		A	A		A		D	A	A
HCM2kAvgQ:	0		3		0	0		9		0	0		0		6	0	0
Note: Queue reported is the number of cars per lane.																	

Tasman East Focus Area Plan
SJ16-1669
Existing PM

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

Intersection #7: Great America Parkway - Bowers Avenue / US 101 NB Ramps

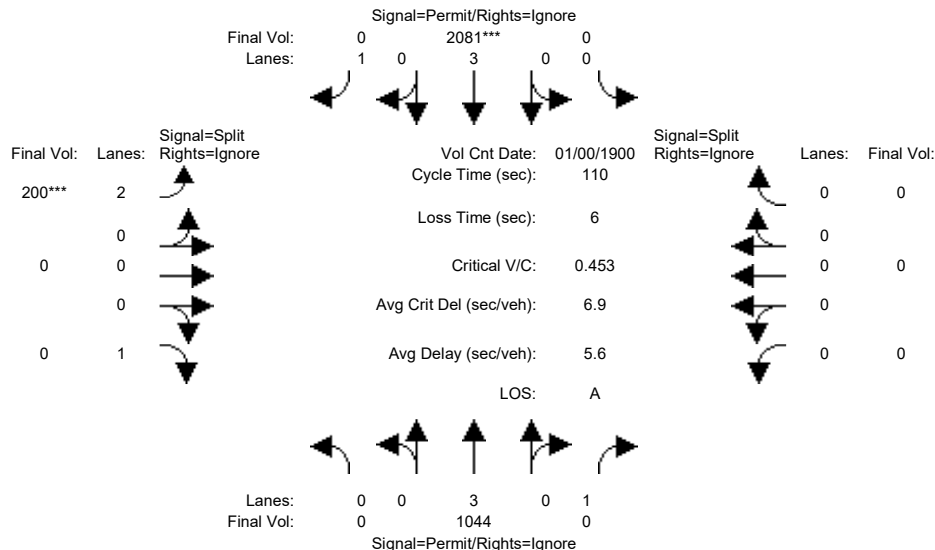


Street Name:Great America Parkway - Bowers Av									US 101 NB Ramps								
Approach: North Bound				South Bound			East Bound			West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R		
Min. Green:	0		10		10	0		10		10	0		10		0	10	
Y+R:	4.0		4.0		4.0	4.0		4.0		4.0	4.0		4.0		4.0	4.0	
----- ----- ----- ----- ----- -----																	
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM																	
Base Vol:	0		1031		140	0		2095		519	0		0		298	0	569
Growth Adj:	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		1031		140	0		2095		519	0		0		298	0	569
Added Vol:	0		164		0	0		22		35	0		0		0	0	0
PasserByVol:	0		0		0	0		0		0	0		0		0	0	0
Initial Fut:	0		1195		140	0		2117		554	0		0		298	0	569
User Adj:	1.00		1.00		0.00	1.00		1.00		0.00	1.00		1.00		1.00	1.00	0.00
PHF Adj:	1.00		1.00		0.00	1.00		1.00		0.00	1.00		1.00		1.00	1.00	0.00
PHF Volume:	0		1195		0	0		2117		0	0		0		298	0	0
Reduct Vol:	0		0		0	0		0		0	0		0		0	0	0
Reduced Vol:	0		1195		0	0		2117		0	0		0		298	0	0
PCE Adj:	1.00		1.00		0.00	1.00		1.00		0.00	1.00		1.00		1.00	1.00	0.00
MLF Adj:	1.00		1.00		0.00	1.00		1.00		0.00	1.00		1.00		1.00	1.00	0.00
FinalVolume:	0		1195		0	0		2117		0	0		0		298	0	0
----- ----- ----- ----- ----- -----																	
Saturation Flow Module:																	
Sat/Lane:	1900		1900		1900	1900		1900		1900	1900		1900		1900	1900	1900
Adjustment:	0.92		1.00		0.92	0.92		1.00		0.92	0.92		0.83		1.00	0.92	0.92
Lanes:	0.00		3.00		1.00	0.00		3.00		1.00	0.00		0.00		0.00	2.00	1.00
Final Sat.:	0		5700		1750	0		5700		1750	0		0		3150	0	1750
----- ----- ----- ----- ----- -----																	
Capacity Analysis Module:																	
Vol/Sat:	0.00		0.21		0.00	0.00		0.37		0.00	0.00		0.00		0.09	0.00	0.00
Crit Moves:								****							****		
Green Time:	0.0		82.9		0.0	0.0		82.9		0.0	0.0		0.0		21.1	0.0	0.0
Volume/Cap:	0.00		0.28		0.00	0.00		0.49		0.00	0.00		0.00		0.49	0.00	0.00
Delay/Veh:	0.0		4.3		0.0	0.0		5.4		0.0	0.0		0.0		40.3	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
AdjDel/Veh:	0.0		4.3		0.0	0.0		5.4		0.0	0.0		0.0		40.3	0.0	0.0
LOS by Move:	A		A		A	A		A		A	A		A		D	A	A
HCM2kAvgQ:	0		4		0	0		9		0	0		0		6	0	0
Note: Queue reported is the number of cars per lane.																	

Tasman East Focus Area Plan
SJ16-1669
Existing PM

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

Intersection #8: Bowers Avenue / US 101 SB Ramps



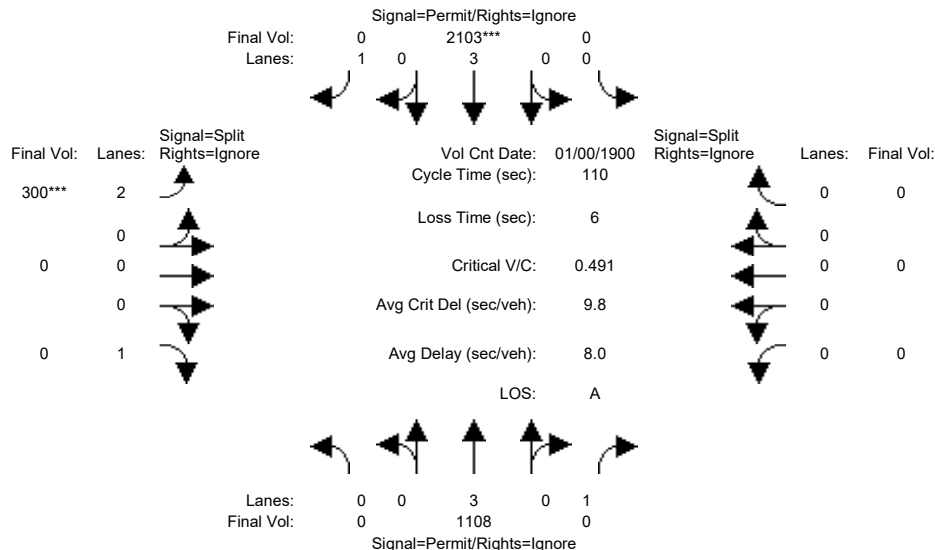
Street Name:	Bowers Avenue						US 101 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count	Date: 0 Jan 1900 << 12:00:00 AM											
Base Vol:	0	1044	838	0	2081	562	200	0	195	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	1044	838	0	2081	562	200	0	195	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	1044	838	0	2081	562	200	0	195	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	1044	0	0	2081	0	200	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1044	0	0	2081	0	200	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Volume:	0	1044	0	0	2081	0	200	0	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	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	5700	1750	0	5700	1750	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.00	0.00	0.37	0.00	0.06	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****											
Green Time:	0.0	88.6	0.0	0.0	88.6	0.0	15.4	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.23	0.00	0.00	0.45	0.00	0.45	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	2.6	0.0	0.0	3.4	0.0	44.2	0.0	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	2.6	0.0	0.0	3.4	0.0	44.2	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	D	A	A	A	A	A
HCM2kAvgQ:	0	3	0	0	7	0	4	0	0	0	0	0

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

Tasman East Focus Area Plan
SJ16-1669
Existing PM

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

Intersection #8: Bowers Avenue / US 101 SB Ramps

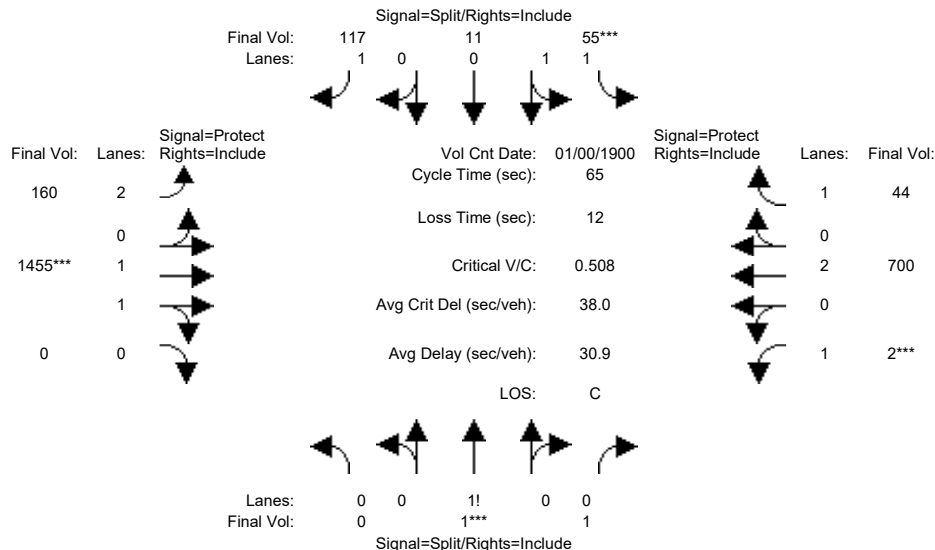


Street Name:	Bowers Avenue						US 101 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count	Date: 0 Jan 1900 << 12:00:00 AM											
Base Vol:	0	1044	838	0	2081	562	200	0	195	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	1044	838	0	2081	562	200	0	195	0	0	0
Added Vol:	0	64	0	0	22	0	100	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1108	838	0	2103	562	300	0	195	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	1108	0	0	2103	0	300	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1108	0	0	2103	0	300	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	1108	0	0	2103	0	300	0	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	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	5700	1750	0	5700	1750	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.00	0.00	0.37	0.00	0.10	0.00	0.00	0.00	0.00	0.00
Crit Moves:	*****											
Green Time:	0.0	82.7	0.0	0.0	82.7	0.0	21.3	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.26	0.00	0.00	0.49	0.00	0.49	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	4.2	0.0	0.0	5.5	0.0	40.1	0.0	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	4.2	0.0	0.0	5.5	0.0	40.1	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	D	A	A	A	A	A
HCM2kAvgQ:	0	4	0	0	9	0	6	0	0	0	0	0
Note: Queue reported is the number of cars per lane.												

Tasman East Focus Area Plan
SJ16-1669
Existing PM

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

Intersection #9: Centennial Drive / Tasman Drive

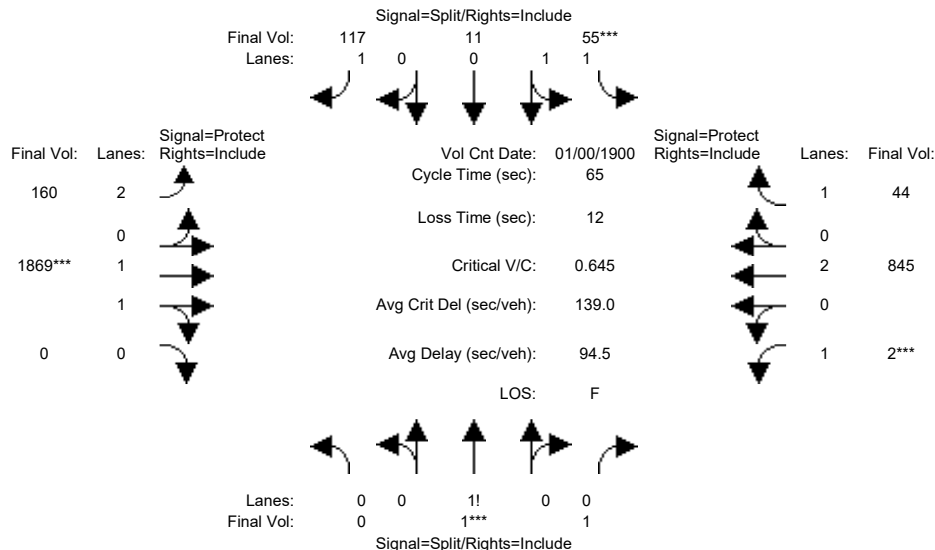


Street Name:	Centennial Drive						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	0 Jan 1900 << 12:00:00 AM											
Base Vol:	0	1	1	55	11	117	160	1455	0	2	700	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:	0	1	1	55	11	117	160	1455	0	2	700	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:	0	1	1	55	11	117	160	1455	0	2	700	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:	0	1	1	55	11	117	160	1455	0	2	700	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1	1	55	11	117	160	1455	0	2	700	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
Final Volume:	0	1	1	55	11	117	160	1455	0	2	700	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	0.93	0.95	0.92	0.83	0.97	0.92	0.92	1.00	0.92
Lanes:	0.00	0.50	0.50	1.67	0.33	1.00	2.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	900	900	2958	592	1750	3150	3700	0	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.02	0.07	0.05	0.39	0.00	0.00	0.18	0.03
Crit Moves:	****			****			****			****		
Green Time:	0.0	10.0	10.0	10.0	10.0	10.0	12.2	26.0	0.0	7.0	20.8	20.8
Volume/Cap:	0.00	0.01	0.01	0.12	0.12	0.43	0.27	0.98	0.00	0.01	0.57	0.08
Delay/Veh:	0.0	23.3	23.3	23.8	23.8	26.1	22.9	38.7	0.0	25.9	19.1	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:	0.0	23.3	23.3	23.8	23.8	26.1	22.9	38.7	0.0	25.9	19.1	15.5
LOS by Move:	A	C	C	C	C	C	C+	D+	A	C	B-	B
HCM2kAvgQ:	0	0	0	1	1	3	2	18	0	0	6	1
Note: Queue reported is the number of cars per lane.												

Tasman East Focus Area Plan
SJ16-1669
Existing PM

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

Intersection #9: Centennial Drive / Tasman Drive



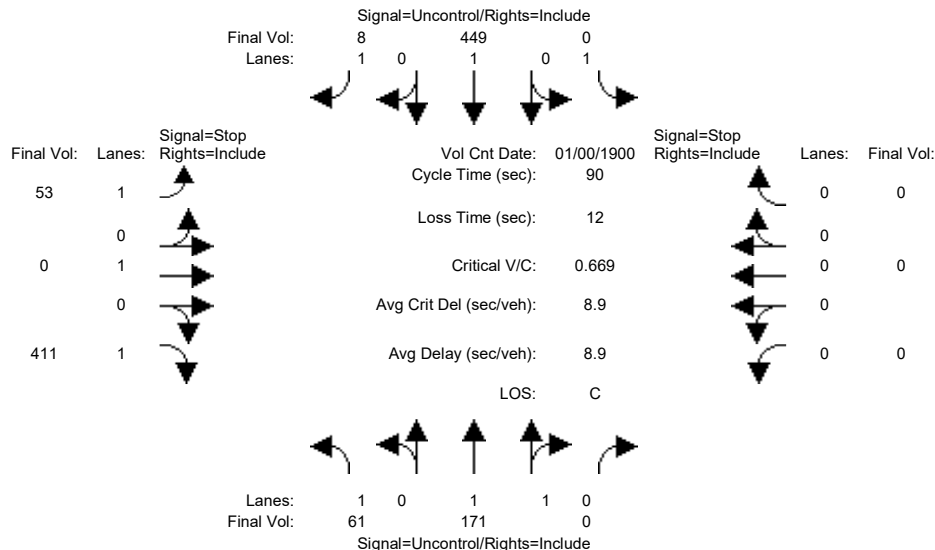
Street Name:	Centennial Drive						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	1	1	55	11	117	160	1455	0	2	700	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:	0	1	1	55	11	117	160	1455	0	2	700	44
Added Vol:	0	0	0	0	0	0	0	414	0	0	145	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1	1	55	11	117	160	1869	0	2	845	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:	0	1	1	55	11	117	160	1869	0	2	845	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1	1	55	11	117	160	1869	0	2	845	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
Final Volume:	0	1	1	55	11	117	160	1869	0	2	845	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	0.93	0.95	0.92	0.83	0.97	0.92	0.92	1.00	0.92
Lanes:	0.00	0.50	0.50	1.67	0.33	1.00	2.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	900	900	2958	592	1750	3150	3700	0	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.02	0.07	0.05	0.51	0.00	0.00	0.22	0.03
Crit Moves:	****			****			****			****		
Green Time:	0.0	10.0	10.0	10.0	10.0	10.0	10.8	26.0	0.0	7.0	22.2	22.2
Volume/Cap:	0.00	0.01	0.01	0.12	0.12	0.43	0.31	1.26	0.00	0.01	0.65	0.07
Delay/Veh:	0.0	23.3	23.3	23.8	23.8	26.1	24.2	143	0.0	25.9	19.3	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:	0.0	23.3	23.3	23.8	23.8	26.1	24.2	143	0.0	25.9	19.3	14.5
LOS by Move:	A	C	C	C	C	C	C	F	A	C	B-	B
HCM2kAvgQ:	0	0	0	1	1	3	2	43	0	0	7	1

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

Tasman East Focus Area Plan
SJ16-1669
Existing PM

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

Intersection #10: Lafayette Street / Great America Way



Street Name:			Lafayette Street						Great America Way											
Approach:			North Bound			South Bound			East Bound			West Bound								
Movement:			L	-	T	-	R	L	-	T	-	R	L	-	T	-	R			
			----- -----			----- -----			----- -----			----- -----								
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM																				
Base Vol:	61	171	0	0	449	8	53	0	411	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	1.00	1.00	1.00	1.00				
Initial Bse:	61	171	0	0	449	8	53	0	411	0	0	0								
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	61	171	0	0	449	8	53	0	411	0	0	0								
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	61	171	0	0	449	8	53	0	411	0	0	0								
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
FinalVolume:	61	171	0	0	449	8	53	0	411	0	0	0								
			----- -----			----- -----			----- -----			----- -----								
Critical Gap Module:																				
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx								
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx								
			----- -----			----- -----			----- -----			----- -----								
Capacity Module:																				
Cnflct Vol:	457	xxxx	xxxxx	xxxx	xxxx	xxxxx	657	742	449	xxxx	xxxx	xxxxx								
Potent Cap.:	1114	xxxx	xxxxx	xxxx	xxxx	xxxxx	433	346	614	xxxx	xxxx	xxxxx								
Move Cap.:	1114	xxxx	xxxxx	xxxx	xxxx	xxxxx	415	327	614	xxxx	xxxx	xxxxx								
Volume/Cap:	0.05	xxxx	xxxx	xxxx	xxxx	xxxx	0.13	0.00	0.67	xxxx	xxxx	xxxx								
			----- -----			----- -----			----- -----			----- -----								
Level Of Service Module:																				
2Way95thQ:	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.4	xxxx	5.1	xxxx	xxxx	xxxxx								
Control Del:	8.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	14.9	xxxx	21.9	xxxxx	xxxx	xxxxx								
LOS by Move:	A	*	*	*	*	*	B	*	C	*	*	*								
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxx	xxxxx							
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*								
ApproachDel:	xxxxxx			xxxxxx			21.1			xxxxxx										
ApproachLOS:		*			*		C				*									

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

Peak Hour Delay Signal Warrant Report

Intersection #10 Lafayette Street / Great America Way

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 0 1      1 0 1 0 1      0 0 0 0 0
Initial Vol:    61 171      0 0 449 8      53 0 411      0 0 0 0
ApproachDel:    xxxxxx      xxxxxx      21.1      xxxxxx
-----|-----|-----|-----|-----|

```

Approach[eastbound][lanes=3][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=2.7]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=464]

SUCCEED - Approach volume >= 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=1153]

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 #10 Lafayette Street / Great America Way

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 0 1      1 0 1 0 1      0 0 0 0 0
Initial Vol:    61 171      0 0 449 8      53 0 411      0 0 0 0
-----|-----|-----|-----|-----|

```

Major Street Volume: 689

Minor Approach Volume: 464

Minor Approach Volume Threshold: 534

SIGNAL WARRANT DISCLAIMER

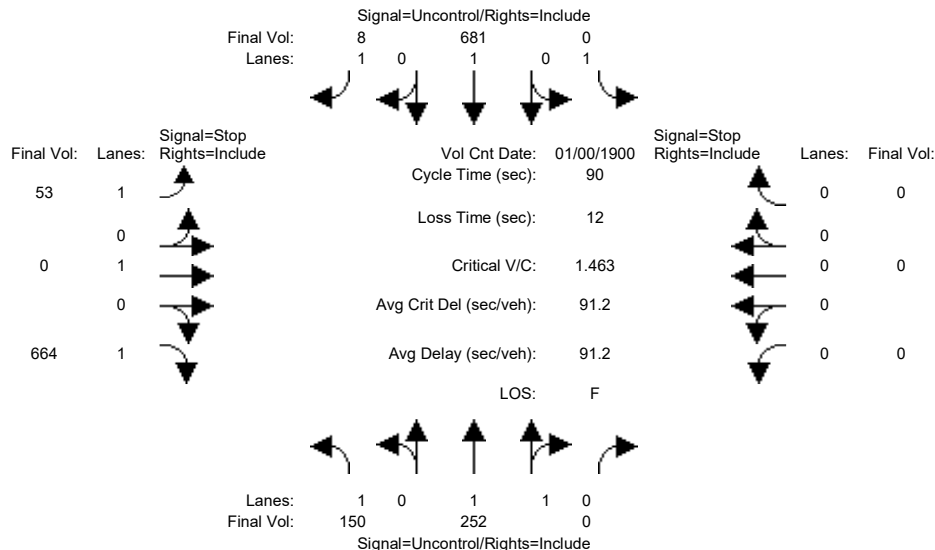
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant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

Tasman East Focus Area Plan
SJ16-1669
Existing PM

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

Intersection #10: Lafayette Street / Great America Way



Street Name:	Lafayette Street						Great America Way								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
----- ----- ----- -----															
Volume Module:	>>	Count	Date:	0	Jan	1900	<<	12:00:00	AM						
Base Vol:	61	171	0	0	449	8	53	0	411	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:	61	171	0	0	449	8	53	0	411	0	0	0			
Added Vol:	89	81	0	0	232	0	0	0	253	0	0	0			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	150	252	0	0	681	8	53	0	664	0	0	0			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	150	252	0	0	681	8	53	0	664	0	0	0			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
FinalVolume:	150	252	0	0	681	8	53	0	664	0	0	0			
----- ----- ----- -----															
Critical Gap Module:															
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx			
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx			
----- ----- ----- -----															
Capacity Module:															
Cnflct Vol:	689	xxxx	xxxxx	xxxx	xxxx	xxxxx	1107	1233	681	xxxx	xxxx	xxxxx			
Potent Cap.:	915	xxxx	xxxxx	xxxx	xxxx	xxxxx	235	178	454	xxxx	xxxx	xxxxx			
Move Cap.:	915	xxxx	xxxxx	xxxx	xxxx	xxxxx	205	149	454	xxxx	xxxx	xxxxx			
Volume/Cap:	0.16	xxxx	xxxx	xxxx	xxxx	xxxx	0.26	0.00	1.46	xxxx	xxxx	xxxx			
----- ----- ----- -----															
Level Of Service Module:															
2Way95thQ:	0.6	xxxx	xxxxx	xxxx	xxxx	xxxxx	1.0	xxxx	33.7	xxxx	xxxx	xxxxx			
Control Del:	9.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	28.6	xxxx	243.8	xxxxxx	xxxx	xxxxx			
LOS by Move:	A	*	*	*	*	*	D	*	F	*	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*			
ApproachDel:	xxxxxx					xxxxxx	227.9				xxxxxx				
ApproachLOS:	*					*	F				*				

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

Peak Hour Delay Signal Warrant Report

Intersection #10 Lafayette Street / Great America Way

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:        Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Lanes:          1 0 1 1 0      1 0 1 0 1      1 0 1 0 1      0 0 0 0 0
Initial Vol:    150 252 0      0 681 8      53 0 664      0 0 0
ApproachDel:    xxxxxx      xxxxxx      227.9      xxxxxx
-----|-----|-----|-----|-----|

```

Approach[eastbound][lanes=3][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=45.4]

SUCCEED - Vehicle-hours >= 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=717]

SUCCEED - Approach volume >= 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=1808]

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 #10 Lafayette Street / Great America Way

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:        Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Lanes:          1 0 1 1 0      1 0 1 0 1      1 0 1 0 1      0 0 0 0 0
Initial Vol:    150 252 0      0 681 8      53 0 664      0 0 0
-----|-----|-----|-----|-----|

```

Major Street Volume: 1091

Minor Approach Volume: 717

Minor Approach Volume Threshold: 337

SIGNAL WARRANT DISCLAIMER

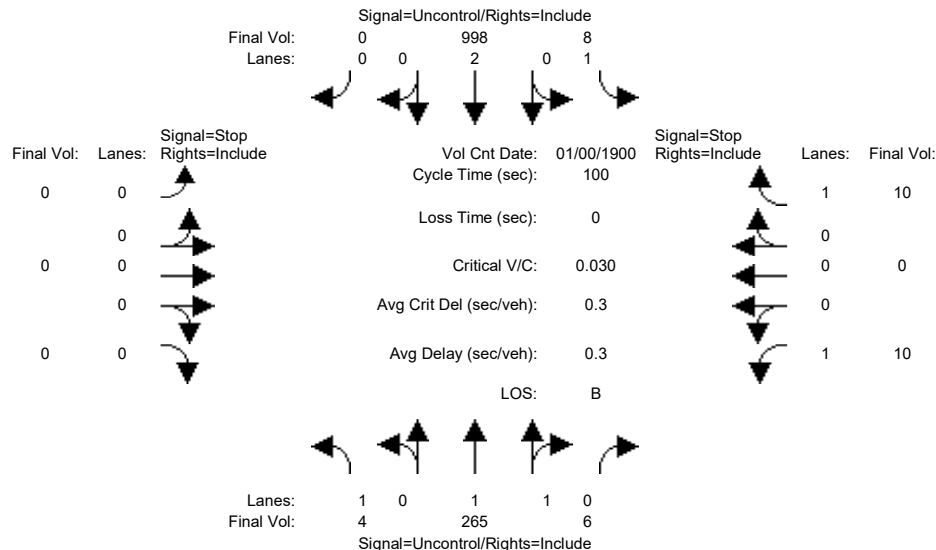
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant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

Tasman East Focus Area Plan
SJ16-1669
Existing PM

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

Intersection #11: Lafayette Street / Calle Del Mundo



Street Name: Lafayette Street Calle Del Mundo

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM

Base Vol:	4	265	6	8	998	0	0	0	0	10	0	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	265	6	8	998	0	0	0	0	10	0	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	265	6	8	998	0	0	0	0	10	0	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	265	6	8	998	0	0	0	0	10	0	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	4	265	6	8	998	0	0	0	0	10	0	10

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3

Capacity Module:

Cnflct Vol:	998	xxxx	xxxxx	271	xxxx	xxxxx	xxxxx	xxxx	xxxxx	791	xxxx	136
Potent Cap.:	701	xxxx	xxxxx	1304	xxxx	xxxxx	xxxxx	xxxx	xxxxx	331	xxxx	895
Move Cap.:	701	xxxx	xxxxx	1304	xxxx	xxxxx	xxxxx	xxxx	xxxxx	328	xxxx	895
Volume/Cap:	0.01	xxxx	xxxx	0.01	xxxx	xxxx	xxxxx	xxxx	xxxxx	0.03	xxxx	0.01

Level Of Service Module:

2Way95thQ:	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	0.0
Control Del:	10.2	xxxx	xxxxx	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	16.3	xxxx	9.1
LOS by Move:	B	*	*	A	*	*	*	*	*	C	*	A
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			12.7		
ApproachLOS:										B		

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

Peak Hour Delay Signal Warrant Report

Intersection #11 Lafayette Street / Calle Del Mundo

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  2  0  0      0  0  0  0  0      1  0  0  0  1
Initial Vol:    4  265      6      8  998      0      0  0  0  0      10  0  10
ApproachDel:    xxxxxx      xxxxxx      xxxxxx      12.7
-----|-----|-----|-----|-----|

```

Approach[westbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.1]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=20]

FAIL - Approach volume less than 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=1301]

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 #11 Lafayette Street / Calle Del Mundo

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  2  0  0      0  0  0  0  0      1  0  0  0  1
Initial Vol:    4  265      6      8  998      0      0  0  0  0      10  0  10
-----|-----|-----|-----|-----|

```

Major Street Volume: 1281

Minor Approach Volume: 20

Minor Approach Volume Threshold: 268

SIGNAL WARRANT DISCLAIMER

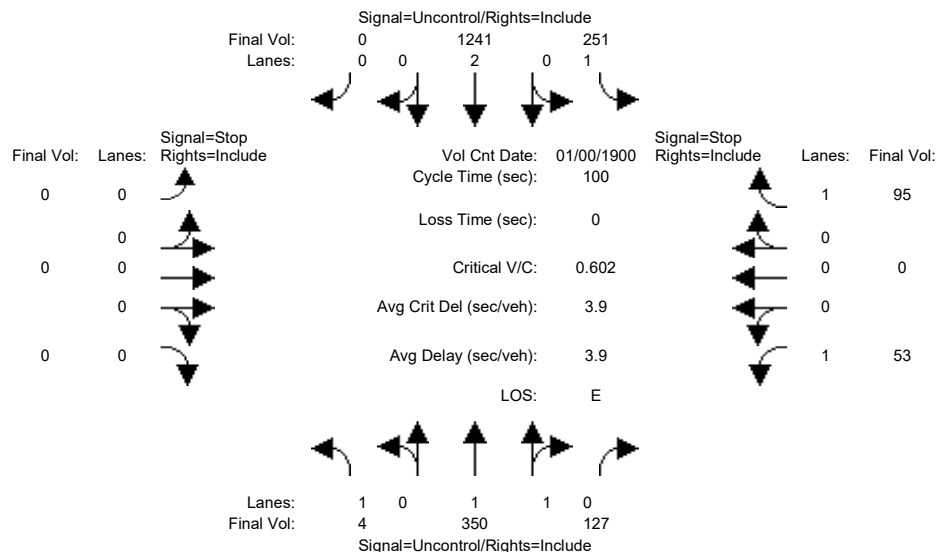
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant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

Tasman East Focus Area Plan
SJ16-1669
Existing PM

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

Intersection #11: Lafayette Street / Calle Del Mundo



Street Name:	Lafayette Street						Calle Del Mundo								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
----- ----- ----- -----															
Volume Module: >> Count Date:	0 Jan 1900 << 12:00:00 AM														
Base Vol:	4	265	6	8	998	0	0	0	0	10	0	10			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	4	265	6	8	998	0	0	0	0	10	0	10			
Added Vol:	0	85	121	243	243	0	0	0	0	43	0	85			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	4	350	127	251	1241	0	0	0	0	53	0	95			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	4	350	127	251	1241	0	0	0	0	53	0	95			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
FinalVolume:	4	350	127	251	1241	0	0	0	0	53	0	95			
----- ----- ----- -----															
Critical Gap Module:															
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9			
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3			
----- ----- ----- -----															
Capacity Module:															
Cnflct Vol:	1241	xxxx	xxxxx	477	xxxx	xxxxx	xxxx	xxxx	xxxxx	1544	xxxx	239			
Potent Cap.:	568	xxxx	xxxxx	1096	xxxx	xxxxx	xxxx	xxxx	xxxxx	108	xxxx	769			
Move Cap.:	568	xxxx	xxxxx	1096	xxxx	xxxxx	xxxx	xxxx	xxxxx	88	xxxx	769			
Volume/Cap:	0.01	xxxx	xxxx	0.23	xxxx	xxxx	xxxx	xxxx	xxxx	0.60	xxxx	0.12			
----- ----- ----- -----															
Level Of Service Module:															
2Way95thQ:	0.0	xxxx	xxxxx	0.9	xxxx	xxxxx	xxxx	xxxx	xxxxx	2.8	xxxx	0.4			
Control Del:	11.4	xxxx	xxxxx	9.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	94.4	xxxx	10.3			
LOS by Move:	B	*	*	A	*	*	*	*	*	F	*	B			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*			
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			40.4					
ApproachLOS:		*			*			*			E				

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

Peak Hour Delay Signal Warrant Report

Intersection #11 Lafayette Street / Calle Del Mundo

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  2  0  0      0  0  0  0  0      1  0  0  0  1
Initial Vol:    4  350  127      251 1241  0      0  0  0  0      53  0  95
ApproachDel:    xxxxxx          xxxxxx          xxxxxx          40.4
-----|-----|-----|-----|-----|

```

Approach[westbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=1.7]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=148]

FAIL - Approach volume less than 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=2121]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #11 Lafayette Street / Calle Del Mundo

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  2  0  0      0  0  0  0  0      1  0  0  0  1
Initial Vol:    4  350  127      251 1241  0      0  0  0  0      53  0  95
-----|-----|-----|-----|-----|

```

Major Street Volume: 1973

Minor Approach Volume: 148

Minor Approach Volume Threshold: 82 [less than minimum of 150]

SIGNAL WARRANT DISCLAIMER

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

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

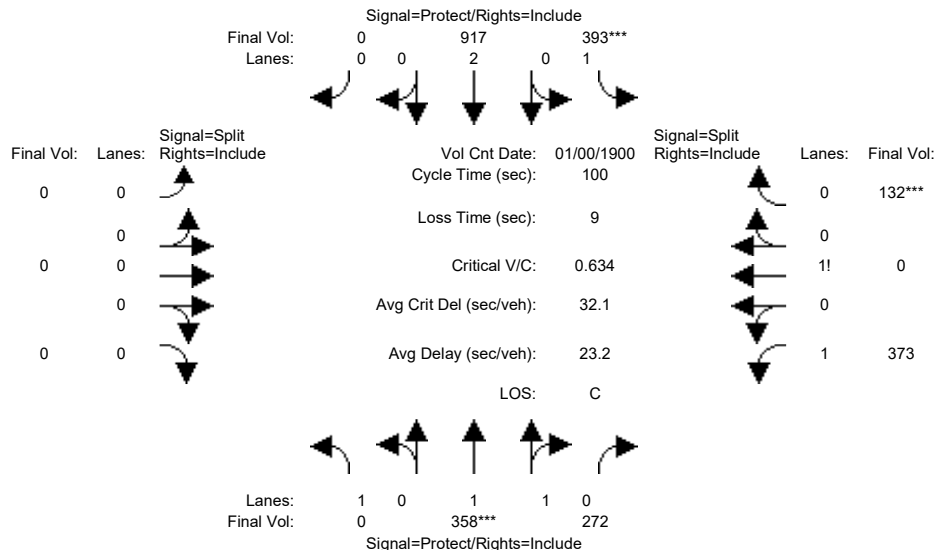
[illegible]

Street Name:				Lafayette Street				Calle De Luna					
Approach:		North Bound		South Bound		East Bound		West Bound					
Movement:		L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:		7	10	10	7	10	0	0	0	0	10	0	10
Y+R:		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >>		Count	Date:	0 Jan 1900	<< 12:00:00 AM								
Base Vol:		0	237	149	150	874	0	0	0	0	330	0	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:		0	237	149	150	874	0	0	0	0	330	0	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:		0	237	149	150	874	0	0	0	0	330	0	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:		0	237	149	150	874	0	0	0	0	330	0	47
Reduct Vol:		0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:		0	237	149	150	874	0	0	0	0	330	0	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:		0	237	149	150	874	0	0	0	0	330	0	47
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	1.21	0.79	1.00	2.00	0.00	0.00	0.00	0.00	1.78	0.00	0.22
Final Sat.:		1750	2271	1428	1750	3800	0	0	0	0	3112	0	388
Capacity Analysis Module:													
Vol/Sat:		0.00	0.10	0.10	0.09	0.23	0.00	0.00	0.00	0.00	0.11	0.00	0.12
Crit Moves:		****				****							****
Green Time:		0.0	32.7	32.7	26.9	59.6	0.0	0.0	0.0	0.0	31.4	0.0	31.4
Volume/Cap:		0.00	0.32	0.32	0.32	0.39	0.00	0.00	0.00	0.00	0.34	0.00	0.39
Delay/Veh:		0.0	25.4	25.4	29.6	10.7	0.0	0.0	0.0	0.0	26.5	0.0	27.0
User DelAdj:		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:		0.0	25.4	25.4	29.6	10.7	0.0	0.0	0.0	0.0	26.5	0.0	27.0
LOS by Move:		A	C	C	C	B+	A	A	A	A	C	A	C
HCM2kAvgQ:		0	4	4	4	7	0	0	0	0	5	0	6
Note: Queue reported is the number of cars per lane.													

Tasman East Focus Area Plan
SJ16-1669
Existing PM

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

Intersection #12: Lafayette Street / Calle De Luna

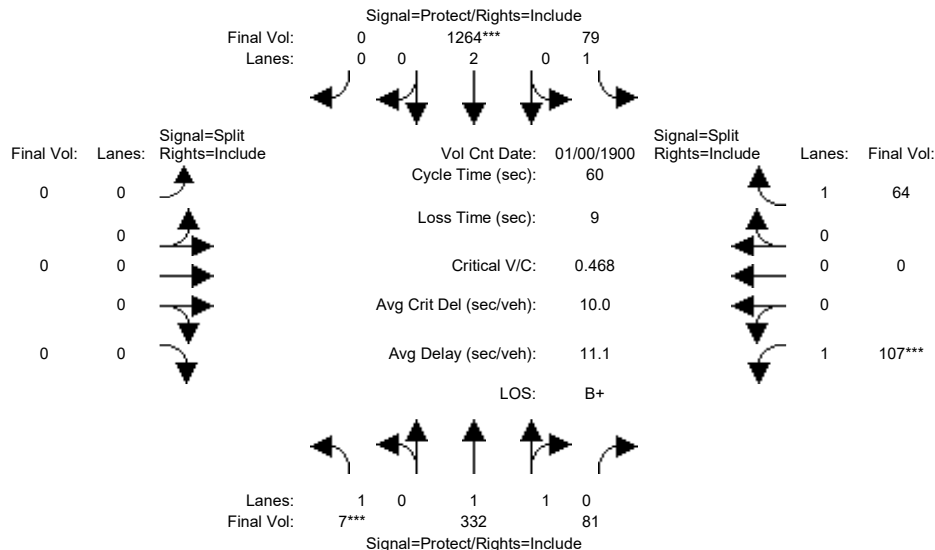


Street Name:	Lafayette Street						Calle De Luna									
Approach:	North Bound			South Bound			East Bound			West Bound						
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	
Min. Green:	7		10		10	7		10		0	0		0	10	0	10
Y+R:	4.0		4.0		4.0	4.0		4.0		4.0	4.0		4.0	4.0		4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM																
Base Vol:	0	237	149	150	874	0	0	0	0	330	0	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:	0	237	149	150	874	0	0	0	0	330	0	47				
Added Vol:	0	121	123	243	43	0	0	0	0	43	0	85				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	0	358	272	393	917	0	0	0	0	373	0	132				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	358	272	393	917	0	0	0	0	373	0	132				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	358	272	393	917	0	0	0	0	373	0	132				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	0	358	272	393	917	0	0	0	0	373	0	132				
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	1.11	0.89	1.00	2.00	0.00	0.00	0.00	0.00	1.59	0.00	0.41				
Final Sat.:	1750	2101	1597	1750	3800	0	0	0	0	2775	0	725				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.17	0.17	0.22	0.24	0.00	0.00	0.00	0.00	0.13	0.00	0.18				
Crit Moves:	****			****						****						
Green Time:	0.0	26.9	26.9	35.4	62.3	0.0	0.0	0.0	0.0	28.7	0.0	28.7				
Volume/Cap:	0.00	0.63	0.63	0.63	0.39	0.00	0.00	0.00	0.00	0.47	0.00	0.63				
Delay/Veh:	0.0	33.6	33.6	29.0	9.5	0.0	0.0	0.0	0.0	29.7	0.0	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:	0.0	33.6	33.6	29.0	9.5	0.0	0.0	0.0	0.0	29.7	0.0	32.8				
LOS by Move:	A	C-	C-	C	A	A	A	A	A	C	A	C-				
HCM2kAvgQ:	0	9	9	12	7	0	0	0	0	7	0	10				
Note: Queue reported is the number of cars per lane.																

Tasman East Focus Area Plan
SJ16-1669
Existing PM

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

Intersection #13: Lafayette Street / Calle De Primavera

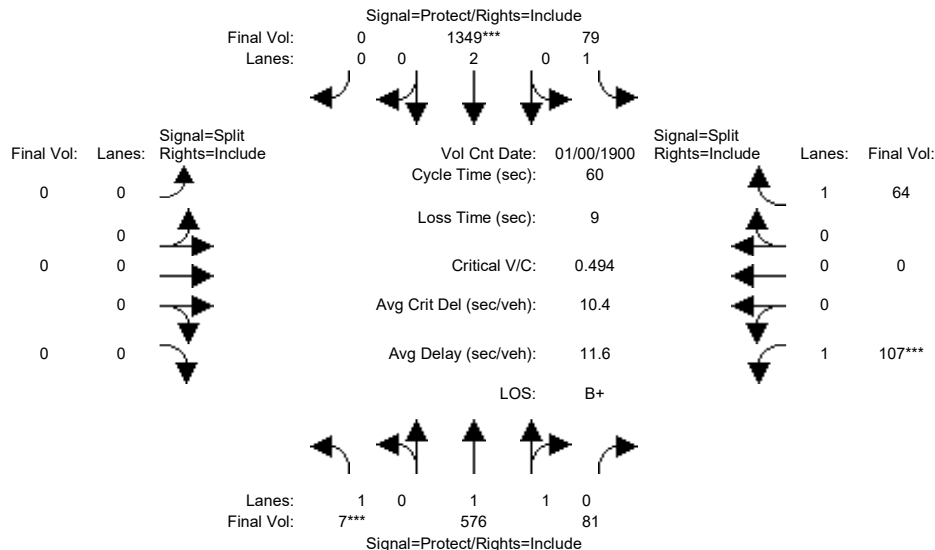


Street Name:	Lafayette Street			Calle De Primavera		
Approach:	North Bound			South Bound		
Movement:	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM						
Base Vol:	7	332	81	79	1264	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	332	81	79	1264	0
Added Vol:	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0
Initial Fut:	7	332	81	79	1264	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	332	81	79	1264	0
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	7	332	81	79	1264	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	7	332	81	79	1264	0
Saturation Flow Module:						
Sat/Lane:	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	1.60	0.40	1.00	2.00	0.00
Final Sat.:	1750	2974	726	1750	3800	0
Capacity Analysis Module:						
Vol/Sat:	0.00	0.11	0.11	0.05	0.33	0.00
Crit Moves:	***			***		
Green Time:	7.0	24.1	24.1	16.9	34.0	0.0
Volume/Cap:	0.03	0.28	0.28	0.16	0.59	0.00
Delay/Veh:	23.6	12.2	12.2	16.4	8.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.6	12.2	12.2	16.4	8.9	0.0
LOS by Move:	C	B	B	B	A	A
HCM2kAvgQ:	0	3	2	1	8	0
Note: Queue reported is the number of cars per lane.						

Tasman East Focus Area Plan
SJ16-1669
Existing PM

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

Intersection #13: Lafayette Street / Calle De Primavera

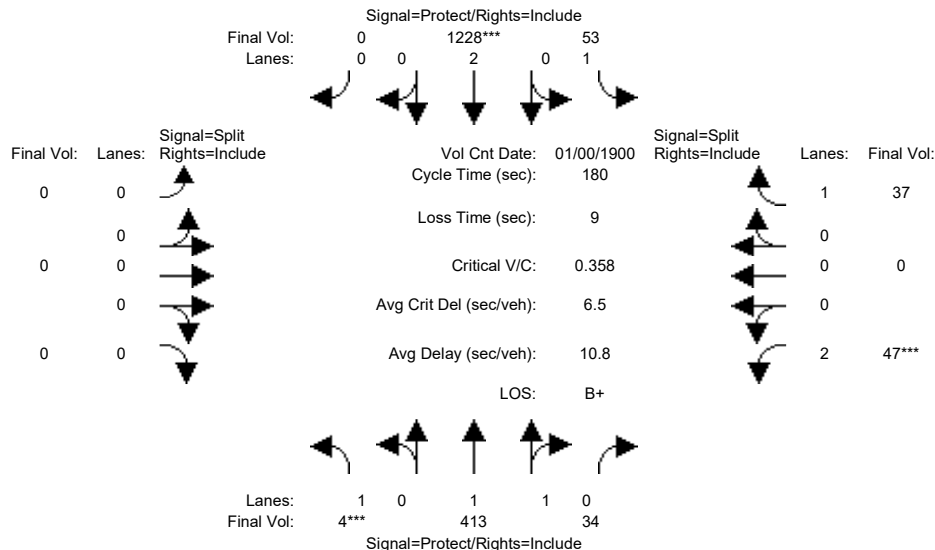


Street Name:	Lafayette Street						Calle De Primavera								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Min. Green:	7	10	10			7	10	10			10	10	10		
Y+R:	4.0	4.0	4.0			4.0	4.0	4.0			4.0	4.0	4.0		
Volume Module: >> Count	Date: 0 Jan 1900 << 12:00:00 AM														
Base Vol:	7	332	81	79	1264	0	0	0	0	107	0	64			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Initial Bse:	7	332	81	79	1264	0	0	0	0	107	0	64			
Added Vol:	0	244	0	0	85	0	0	0	0	0	0	0			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	7	576	81	79	1349	0	0	0	0	107	0	64			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	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	576	81	79	1349	0	0	0	0	107	0	64			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	7	576	81	79	1349	0	0	0	0	107	0	64			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
FinalVolume:	7	576	81	79	1349	0	0	0	0	107	0	64			
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	1.75	0.25	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00			
Final Sat.:	1750	3243	456	1750	3800	0	0	0	0	1750	0	1750			
Capacity Analysis Module:															
Vol/Sat:	0.00	0.18	0.18	0.05	0.36	0.00	0.00	0.00	0.00	0.06	0.00	0.04			
Crit Moves:	****				****					****					
Green Time:	7.0	24.7	24.7	16.3	34.0	0.0	0.0	0.0	0.0	10.0	0.0	10.0			
Volume/Cap:	0.03	0.43	0.43	0.17	0.63	0.00	0.00	0.00	0.00	0.37	0.00	0.22			
Delay/Veh:	23.6	12.8	12.8	16.9	9.3	0.0	0.0	0.0	0.0	23.0	0.0	22.0			
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
AdjDel/Veh:	23.6	12.8	12.8	16.9	9.3	0.0	0.0	0.0	0.0	23.0	0.0	22.0			
LOS by Move:	C	B	B	B	A	A	A	A	A	C+	A	C+			
HCM2kAvgQ:	0	4	4	1	8	0	0	0	0	2	0	1			
Note: Queue reported is the number of cars per lane.															

Tasman East Focus Area Plan
SJ16-1669
Existing PM

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

Intersection #14: Lafayette Street / Hogan Drive

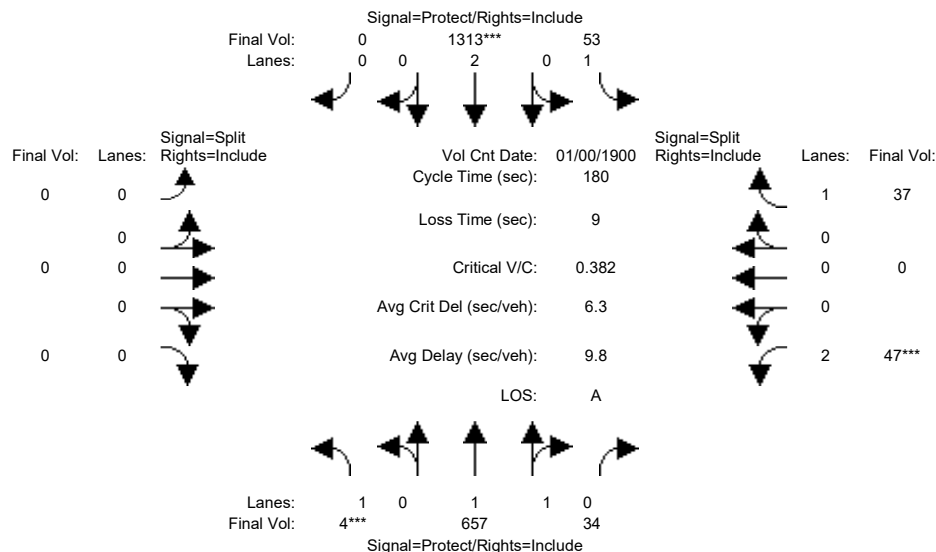


Street Name:	Lafayette Street						Hogan Drive									
Approach:	North Bound			South Bound			East Bound			West Bound						
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	
Min. Green:	7	10	10			7	10	0			0	0	0	10	0	10
Y+R:	4.0	4.0	4.0			4.0	4.0	4.0			4.0	4.0	4.0	4.0	4.0	4.0
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Volume Module: >>	Count	Date:	0	Jan	1900	<<	12:00:00	AM								
Base Vol:	4	413	34			53	1228	0			0	0	0	47	0	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:	4	413	34			53	1228	0			0	0	0	47	0	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:	4	413	34			53	1228	0			0	0	0	47	0	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:	4	413	34			53	1228	0			0	0	0	47	0	37
Reduct Vol:	0	0	0			0	0	0			0	0	0	0	0	0
Reduced Vol:	4	413	34			53	1228	0			0	0	0	47	0	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:	4	413	34			53	1228	0			0	0	0	47	0	37
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
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	0.83	1.00	0.92
Lanes:	1.00	1.84	0.16			1.00	2.00	0.00			0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	1750	3418	281			1750	3800	0			0	0	0	3150	0	1750
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Capacity Analysis Module:																
Vol/Sat:	0.00	0.12	0.12			0.03	0.32	0.00			0.00	0.00	0.00	0.01	0.00	0.02
Crit Moves:	****					****								****		
Green Time:	7.0	121	121.3			39.1	153	0.0			0.0	0.0	0.0	10.6	0.0	10.6
Volume/Cap:	0.06	0.18	0.18			0.14	0.38	0.00			0.00	0.00	0.00	0.25	0.00	0.36
Delay/Veh:	85.0	11.0	11.0			57.7	3.2	0.0			0.0	0.0	0.0	84.1	0.0	90.8
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	11.0	11.0			57.7	3.2	0.0			0.0	0.0	0.0	84.1	0.0	90.8
LOS by Move:	F	B+	B+			E+	A	A			A	A	A	F	A	F
HCM2kAvgQ:	0	10	10			3	26	0			0	0	0	2	0	2
Note: Queue reported is the number of cars per lane.																

Tasman East Focus Area Plan
SJ16-1669
Existing PM

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

Intersection #14: Lafayette Street / Hogan Drive

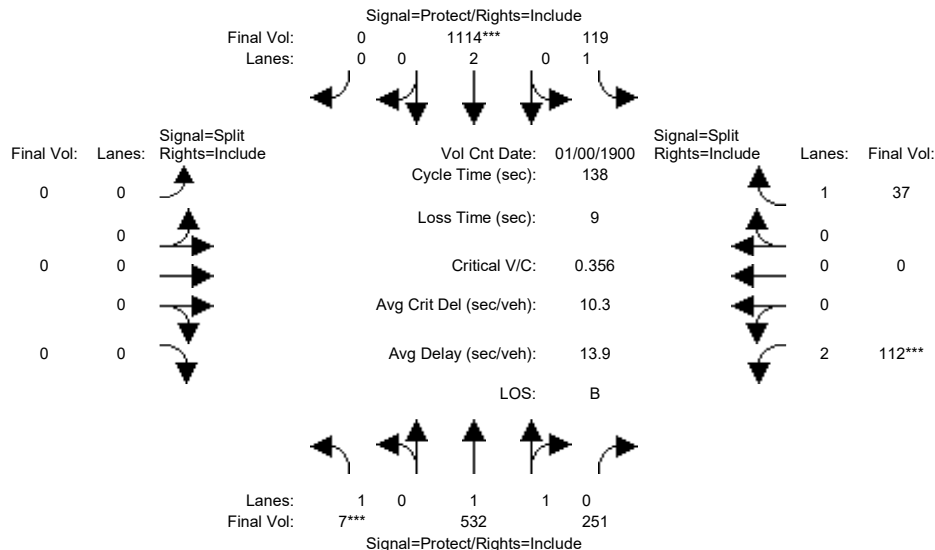


Street Name:	Lafayette Street						Hogan Drive									
Approach:	North Bound			South Bound			East Bound			West Bound						
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	
Min. Green:	7	10	10			7	10	0			0	0	0	10	0	10
Y+R:	4.0	4.0	4.0			4.0	4.0	4.0			4.0	4.0	4.0	4.0	4.0	4.0
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Volume Module: >>	Count	Date:	0	Jan	1900	<<	12:00:00	AM								
Base Vol:	4	413	34			53	1228	0			0	0	0	47	0	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:	4	413	34			53	1228	0			0	0	0	47	0	37
Added Vol:	0	244	0			0	85	0			0	0	0	0	0	0
PasserByVol:	0	0	0			0	0	0			0	0	0	0	0	0
Initial Fut:	4	657	34			53	1313	0			0	0	0	47	0	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:	4	657	34			53	1313	0			0	0	0	47	0	37
Reduct Vol:	0	0	0			0	0	0			0	0	0	0	0	0
Reduced Vol:	4	657	34			53	1313	0			0	0	0	47	0	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:	4	657	34			53	1313	0			0	0	0	47	0	37
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
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	0.83	1.00	0.92
Lanes:	1.00	1.90	0.10			1.00	2.00	0.00			0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	1750	3518	182			1750	3800	0			0	0	0	3150	0	1750
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Capacity Analysis Module:																
Vol/Sat:	0.00	0.19	0.19			0.03	0.35	0.00			0.00	0.00	0.00	0.01	0.00	0.02
Crit Moves:	****					****								****		
Green Time:	7.0	133	133.3			27.7	154	0.0			0.0	0.0	0.0	10.0	0.0	10.0
Volume/Cap:	0.06	0.25	0.25			0.20	0.40	0.00			0.00	0.00	0.00	0.27	0.00	0.38
Delay/Veh:	85.0	7.7	7.7			68.0	3.2	0.0			0.0	0.0	0.0	85.2	0.0	93.0
User DelAdj:	1.00	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	7.7	7.7			68.0	3.2	0.0			0.0	0.0	0.0	85.2	0.0	93.0
LOS by Move:	F	A	A			E	A	A			A	A	A	F	A	F
HCM2kAvgQ:	0	15	15			3	28	0			0	0	0	2	0	3
Note: Queue reported is the number of cars per lane.																

Tasman East Focus Area Plan
SJ16-1669
Existing PM

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

Intersection #15: Lafayette Street / Hope Drive



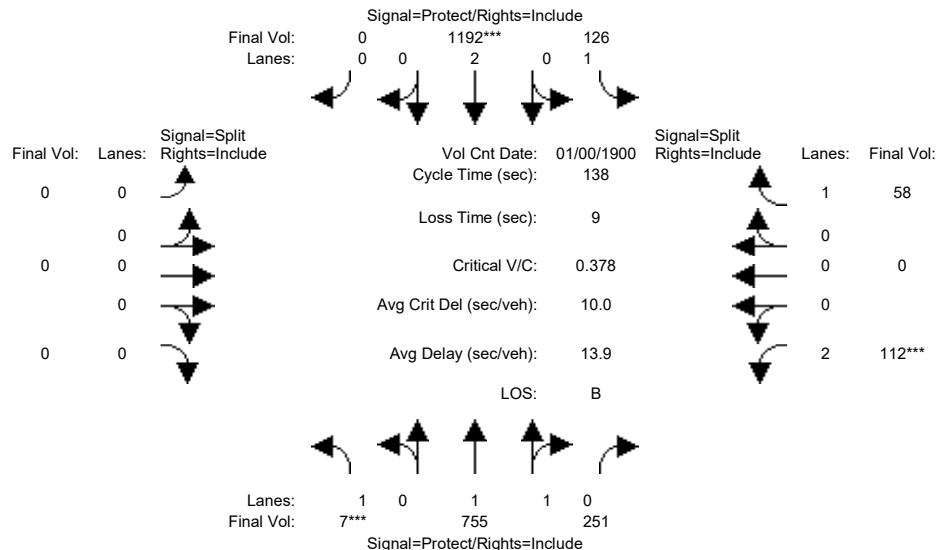
Street Name:	Lafayette Street						Hope Drive									
Approach:	North Bound			South Bound			East Bound			West Bound						
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	
Min. Green:	7	10	10			7	10	0			0	0	0	10	0	10
Y+R:	4.0	4.0	4.0			4.0	4.0	4.0			4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count	Date: 0 Jan 1900 << 12:00:00 AM															
Base Vol:	7	532	251	119	1114	0	0	0	0	112	0	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	1.00	1.00	1.00	1.00
Initial Bse:	7	532	251	119	1114	0	0	0	0	112	0	37				
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	532	251	119	1114	0	0	0	0	112	0	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	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	532	251	119	1114	0	0	0	0	112	0	37				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	532	251	119	1114	0	0	0	0	112	0	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	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	7	532	251	119	1114	0	0	0	0	112	0	37				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	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	0.83	1.00	0.92	0.83	1.00	0.92	0.92
Lanes:	1.00	1.34	0.66	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00	2.00	0.00	1.00	1.00
Final Sat.:	1750	2513	1186	1750	3800	0	0	0	0	3150	0	1750	3150	0	1750	1750
Capacity Analysis Module:																
Vol/Sat:	0.00	0.21	0.21	0.07	0.29	0.00	0.00	0.00	0.00	0.04	0.00	0.02	0.04	0.00	0.02	0.02
Crit Moves:	****			****						****			****			
Green Time:	7.0	87.6	87.6	28.2	109	0.0	0.0	0.0	0.0	13.2	0.0	13.2	13.2	0.0	13.2	13.2
Volume/Cap:	0.08	0.33	0.33	0.33	0.37	0.00	0.00	0.00	0.00	0.37	0.00	0.22	0.37	0.00	0.22	0.22
Delay/Veh:	64.2	12.0	12.0	49.4	4.7	0.0	0.0	0.0	0.0	62.0	0.0	60.7	62.0	0.0	60.7	60.7
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	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.2	12.0	12.0	49.4	4.7	0.0	0.0	0.0	0.0	62.0	0.0	60.7	62.0	0.0	60.7	60.7
LOS by Move:	E	B	B	D	A	A	A	A	A	E	A	E	E	A	E	E
HCM2kAvgQ:	0	8	8	5	8	0	0	0	0	3	0	2	3	0	2	2
Note: Queue reported is the number of cars per lane.																

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

Tasman East Focus Area Plan
SJ16-1669
Existing PM

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

Intersection #15: Lafayette Street / Hope Drive

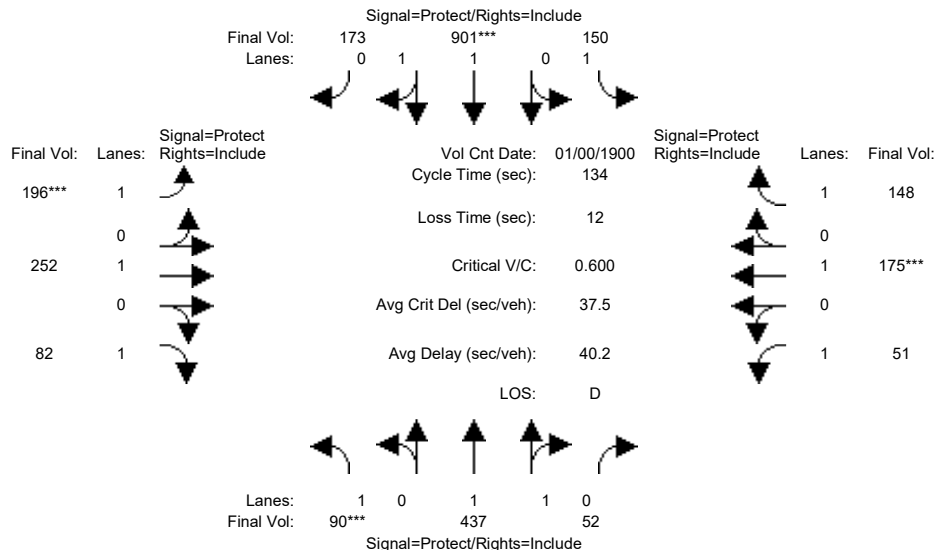


Street Name:	Lafayette Street						Hope Drive								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
-----	-----			-----			-----			-----					
Min. Green:	7	10	10	7	10	0	0	0	0	10	0	10			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
-----	-----			-----			-----			-----					
Volume Module: >>	Count	Date:	0 Jan 1900	<<	12:00:00 AM										
Base Vol:	7	532	251	119	1114	0	0	0	0	112	0	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:	7	532	251	119	1114	0	0	0	0	112	0	37			
Added Vol:	0	223	0	7	78	0	0	0	0	0	0	21			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	7	755	251	126	1192	0	0	0	0	112	0	58			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	7	755	251	126	1192	0	0	0	0	112	0	58			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	7	755	251	126	1192	0	0	0	0	112	0	58			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
FinalVolume:	7	755	251	126	1192	0	0	0	0	112	0	58			
-----	-----			-----			-----			-----					
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	0.83	1.00	0.92			
Lanes:	1.00	1.49	0.51	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00			
Final Sat.:	1750	2776	923	1750	3800	0	0	0	0	3150	0	1750			
-----	-----			-----			-----			-----					
Capacity Analysis Module:															
Vol/Sat:	0.00	0.27	0.27	0.07	0.31	0.00	0.00	0.00	0.00	0.04	0.00	0.03			
Crit Moves:	****			****						****					
Green Time:	7.0	92.2	92.2	24.4	110	0.0	0.0	0.0	0.0	12.4	0.0	12.4			
Volume/Cap:	0.08	0.41	0.41	0.41	0.40	0.00	0.00	0.00	0.00	0.40	0.00	0.37			
Delay/Veh:	64.2	10.9	10.9	54.3	4.7	0.0	0.0	0.0	0.0	63.3	0.0	65.6			
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:	64.2	10.9	10.9	54.3	4.7	0.0	0.0	0.0	0.0	63.3	0.0	65.6			
LOS by Move:	E	B+	B+	D-	A	A	A	A	A	E	A	E			
HCM2kAvgQ:	0	10	10	5	8	0	0	0	0	3	0	3			
Note: Queue reported is the number of cars per lane.															

Tasman East Focus Area Plan
SJ16-1669
Existing PM

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

Intersection #16: Lafayette Street / Agnew Road

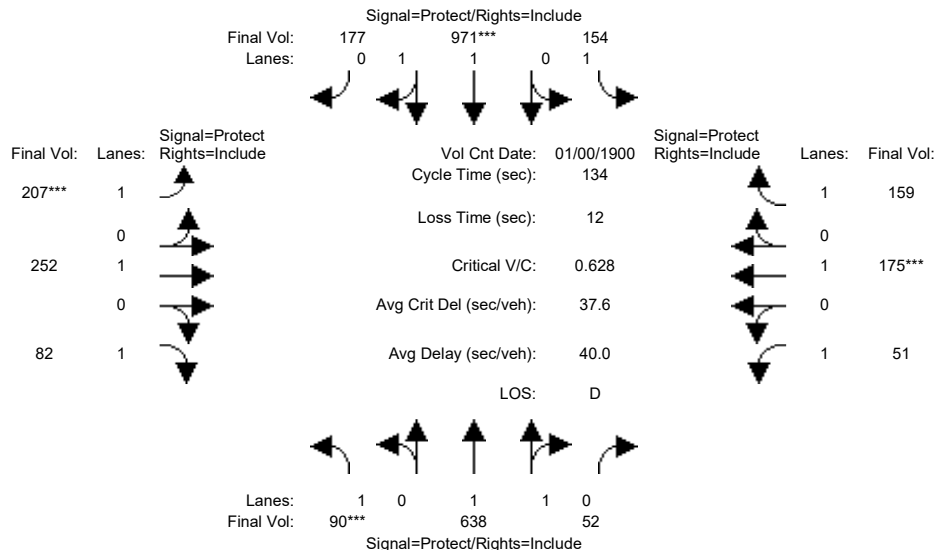


Street Name: Lafayette Street				Agnew Road								
Approach: North Bound				South Bound			East Bound			West Bound		
Movement:	L	-	T - R	L	-	T - R	L	-	T - R	L	-	T - R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	90	437	52	150	901	173	196	252	82	51	175	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:	90	437	52	150	901	173	196	252	82	51	175	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:	90	437	52	150	901	173	196	252	82	51	175	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:	90	437	52	150	901	173	196	252	82	51	175	148
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	437	52	150	901	173	196	252	82	51	175	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:	90	437	52	150	901	173	196	252	82	51	175	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	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.78	0.22	1.00	1.67	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3306	393	1750	3104	596	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.13	0.13	0.09	0.29	0.29	0.11	0.13	0.05	0.03	0.09	0.08
Crit Moves:	****				****		****				****	
Green Time:	11.5	46.3	46.3	30.0	64.9	64.9	25.0	32.7	32.7	12.9	20.6	20.6
Volume/Cap:	0.60	0.38	0.38	0.38	0.60	0.60	0.60	0.54	0.19	0.30	0.60	0.55
Delay/Veh:	75.5	33.9	33.9	46.9	26.6	26.6	57.8	48.6	41.1	61.0	61.7	60.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	75.5	33.9	33.9	46.9	26.6	26.6	57.8	48.6	41.1	61.0	61.7	60.3
LOS by Move:	E-	C-	C-	D	C	C	E+	D	D	E	E	E
HCM2kAvgQ:	4	8	8	6	17	17	8	9	3	2	7	7
Note: Queue reported is the number of cars per lane.												

Tasman East Focus Area Plan
SJ16-1669
Existing PM

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

Intersection #16: Lafayette Street / Agnew Road

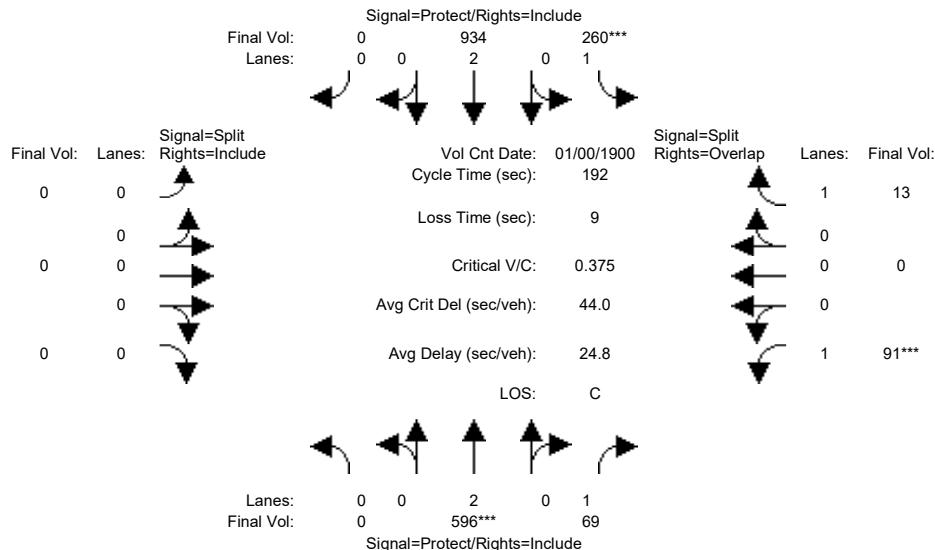


Street Name: Lafayette Street				Agnew Road								
Approach: North Bound				South Bound			East Bound			West Bound		
Movement:	L	-	T - R	L	-	T - R	L	-	T - R	L	-	T - R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	90	437	52	150	901	173	196	252	82	51	175	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:	90	437	52	150	901	173	196	252	82	51	175	148
Added Vol:	0	201	0	4	70	4	11	0	0	0	0	11
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	638	52	154	971	177	207	252	82	51	175	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:	90	638	52	154	971	177	207	252	82	51	175	159
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	638	52	154	971	177	207	252	82	51	175	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:	90	638	52	154	971	177	207	252	82	51	175	159
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	1.00	0.92
Lanes:	1.00	1.85	0.15	1.00	1.68	0.32	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3421	279	1750	3129	570	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.19	0.19	0.09	0.31	0.31	0.12	0.13	0.05	0.03	0.09	0.09
Crit Moves:	****			****			****			****		
Green Time:	11.0	52.4	52.4	24.7	66.2	66.2	25.2	32.2	32.2	12.7	19.6	19.6
Volume/Cap:	0.63	0.48	0.48	0.48	0.63	0.63	0.63	0.55	0.20	0.31	0.63	0.62
Delay/Veh:	78.6	31.7	31.7	53.8	26.5	26.5	58.9	49.3	41.6	61.3	64.0	64.4
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:	78.6	31.7	31.7	53.8	26.5	26.5	58.9	49.3	41.6	61.3	64.0	64.4
LOS by Move:	E-	C	C	D-	C	C	E+	D	D	E	E	E
HCM2kAvgQ:	4	11	11	6	18	18	8	9	3	2	8	7
Note: Queue reported is the number of cars per lane.												

Tasman East Focus Area Plan
SJ16-1669
Existing PM

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

Intersection #17: Lafayette Street / Montague Expressway WB

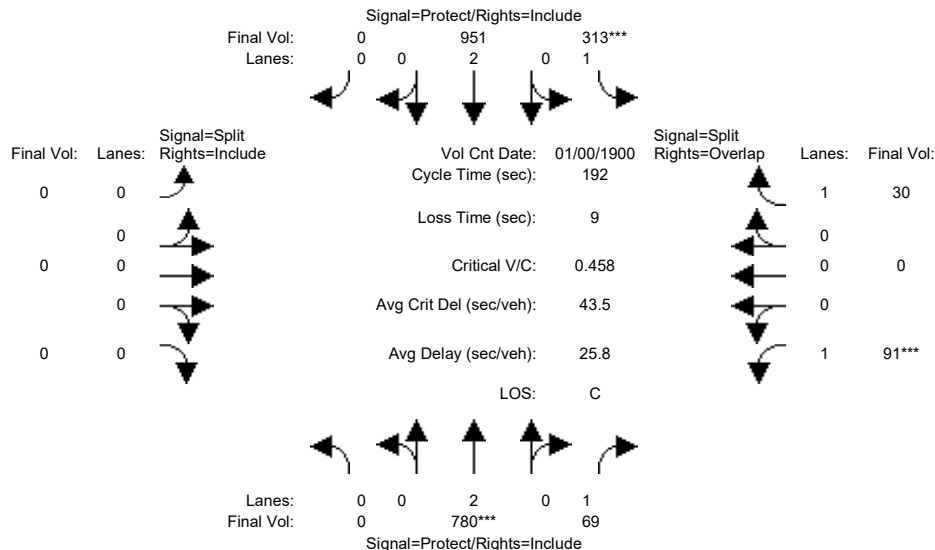


Street Name:	Lafayette Street			Montague Expressway WB		
Approach:	North Bound			South Bound		
Movement:	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM						
Base Vol:	0	596	69	260	934	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	596	69	260	934	0
Added Vol:	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0
Initial Fut:	0	596	69	260	934	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	596	69	260	934	0
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	0	596	69	260	934	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	596	69	260	934	0
Saturation Flow Module:						
Sat/Lane:	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	0	3800	1750	1750	3800	0
Capacity Analysis Module:						
Vol/Sat:	0.00	0.16	0.04	0.15	0.25	0.00
Crit Moves:	****	****	****	****	****	****
Green Time:	0.0	80.3	80.3	76.1	156	0.0
Volume/Cap:	0.00	0.37	0.09	0.37	0.30	0.00
Delay/Veh:	0.0	39.2	34.1	42.7	4.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	39.2	34.1	42.7	4.6	0.0
LOS by Move:	A	D	C-	D	A	A
HCM2kAvgQ:	0	12	3	11	7	0
Note: Queue reported is the number of cars per lane.						

Tasman East Focus Area Plan
SJ16-1669
Existing PM

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

Intersection #17: Lafayette Street / Montague Expressway WB

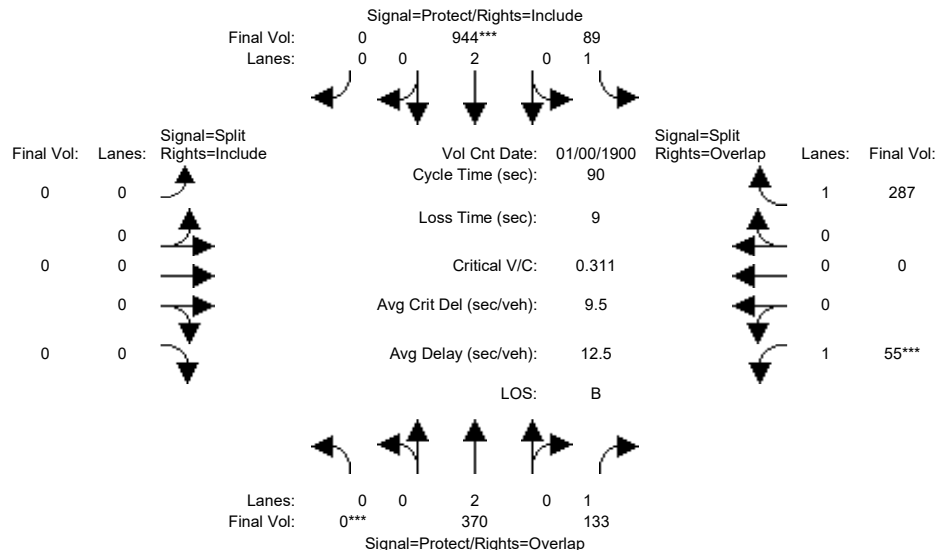


Street Name:	Lafayette Street			Montague Expressway WB		
Approach:	North Bound			South Bound		
Movement:	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM						
Base Vol:	0	596	69	260	934	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	596	69	260	934	0
Added Vol:	0	184	0	53	17	0
PasserByVol:	0	0	0	0	0	0
Initial Fut:	0	780	69	313	951	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	780	69	313	951	0
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	0	780	69	313	951	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	780	69	313	951	0
Saturation Flow Module:						
Sat/Lane:	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	0	3800	1750	1750	3800	0
Capacity Analysis Module:						
Vol/Sat:	0.00	0.21	0.04	0.18	0.25	0.00
Crit Moves:	****			****		
Green Time:	0.0	86.1	86.1	75.1	161	0.0
Volume/Cap:	0.00	0.46	0.09	0.46	0.30	0.00
Delay/Veh:	0.0	37.6	30.6	45.6	3.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	37.6	30.6	45.6	3.5	0.0
LOS by Move:	A	D+	C	D	A	A
HCM2kAvgQ:	0	16	2	14	6	0
Note: Queue reported is the number of cars per lane.						

Tasman East Focus Area Plan
SJ16-1669
Existing PM

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

Intersection #18: Lafayette Street / Montague Expressway EB

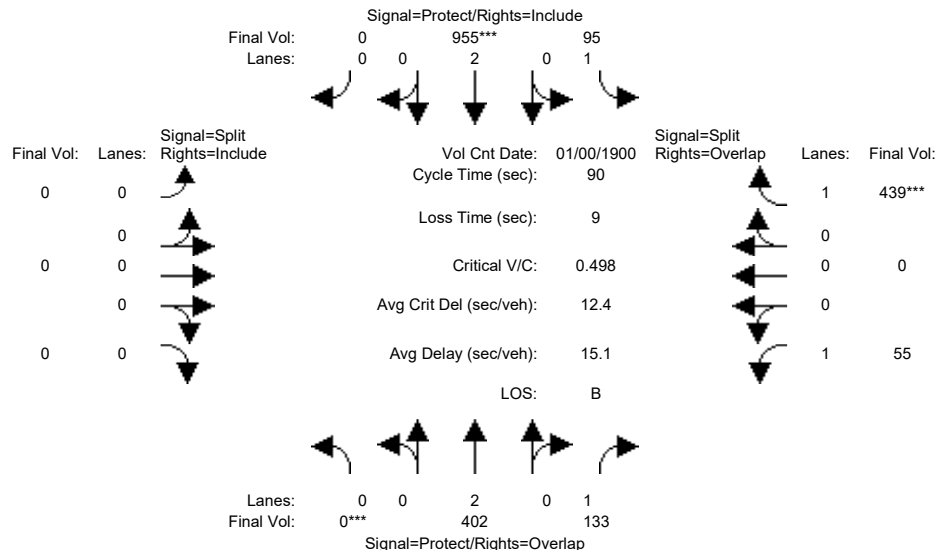


Street Name:	Lafayette Street						Montague Expressway EB								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Min. Green:	0		10		10	7		10		0	0		0		10
Y+R:	4.0		4.0		4.0	4.0		4.0		4.0	4.0		4.0		4.0
Volume Module: >> Count	Date: 0 Jan 1900 <<			12:00:00 AM											
Base Vol:	0	370	133	89	944	0	0	0	0	55	0	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	1.00		
Initial Bse:	0	370	133	89	944	0	0	0	0	55	0	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:	0	370	133	89	944	0	0	0	0	55	0	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	1.00		
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Volume:	0	370	133	89	944	0	0	0	0	55	0	287			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	0	370	133	89	944	0	0	0	0	55	0	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	1.00		
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
FinalVolume:	0	370	133	89	944	0	0	0	0	55	0	287			
Saturation Flow Module:															
Sat/Lane:	1900	1900	1900	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	0.92		
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00	1.00		
Final Sat.:	0	3800	1750	1750	3800	0	0	0	0	1750	0	1750	1750		
Capacity Analysis Module:															
Vol/Sat:	0.00	0.10	0.08	0.05	0.25	0.00	0.00	0.00	0.00	0.03	0.00	0.16	0.16		
Crit Moves:	****				****					****					
Green Time:	0.0	33.0	57.9	23.1	56.0	0.0	0.0	0.0	0.0	25.0	0.0	48.0	48.0		
Volume/Cap:	0.00	0.27	0.12	0.20	0.40	0.00	0.00	0.00	0.00	0.11	0.00	0.31	0.31		
Delay/Veh:	0.0	20.1	6.2	26.4	8.6	0.0	0.0	0.0	0.0	24.4	0.0	11.9	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	1.00		
AdjDel/Veh:	0.0	20.1	6.2	26.4	8.6	0.0	0.0	0.0	0.0	24.4	0.0	11.9	11.9		
LOS by Move:	A	C+	A	C	A	A	A	A	A	C	A	B+	B+		
HCM2kAvgQ:	0	4	2	2	6	0	0	0	0	1	0	5	5		
Note: Queue reported is the number of cars per lane.															

Tasman East Focus Area Plan
SJ16-1669
Existing PM

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

Intersection #18: Lafayette Street / Montague Expressway EB

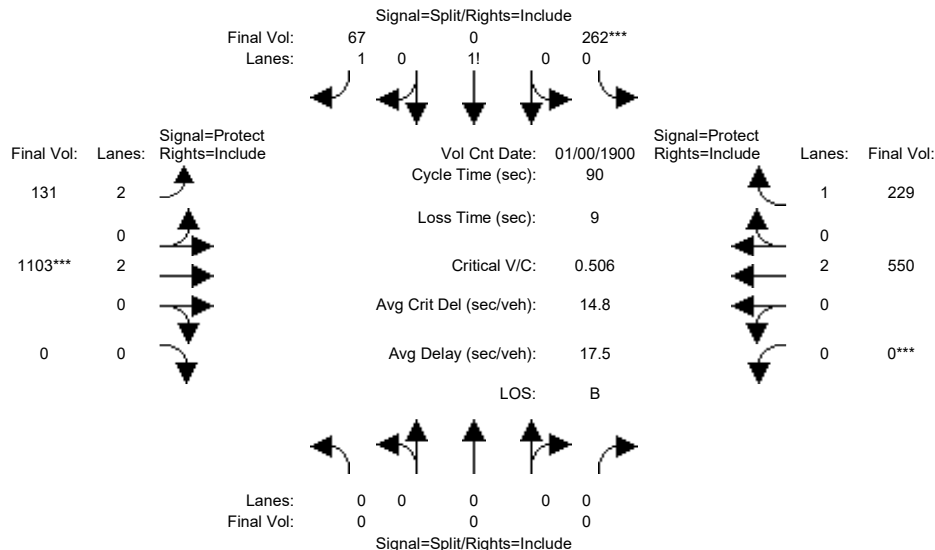


Street Name:	Lafayette Street						Montague Expressway EB								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Min. Green:	0		10		10	7		10		0	0		0		10
Y+R:	4.0		4.0		4.0	4.0		4.0		4.0	4.0		4.0		4.0
Volume Module: >> Count	Date: 0 Jan 1900 <<			12:00:00 AM											
Base Vol:	0	370	133	89	944	0	0	0	0	55	0	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:	0	370	133	89	944	0	0	0	0	55	0	287			
Added Vol:	0	32	0	6	11	0	0	0	0	0	0	152			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	0	402	133	95	955	0	0	0	0	55	0	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:	0	402	133	95	955	0	0	0	0	55	0	439			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	0	402	133	95	955	0	0	0	0	55	0	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:	0	402	133	95	955	0	0	0	0	55	0	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:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00			
Final Sat.:	0	3800	1750	1750	3800	0	0	0	0	1750	0	1750			
Capacity Analysis Module:															
Vol/Sat:	0.00	0.11	0.08	0.05	0.25	0.00	0.00	0.00	0.00	0.03	0.00	0.25			
Crit Moves:	****				****							****			
Green Time:	0.0	28.2	61.2	19.8	48.0	0.0	0.0	0.0	0.0	33.0	0.0	52.8			
Volume/Cap:	0.00	0.34	0.11	0.25	0.47	0.00	0.00	0.00	0.00	0.09	0.00	0.43			
Delay/Veh:	0.0	23.9	5.0	29.3	13.3	0.0	0.0	0.0	0.0	18.7	0.0	10.6			
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
AdjDel/Veh:	0.0	23.9	5.0	29.3	13.3	0.0	0.0	0.0	0.0	18.7	0.0	10.6			
LOS by Move:	A	C	A	C	B	A	A	A	A	B-	A	B+			
HCM2kAvgQ:	0	4	1	2	8	0	0	0	0	1	0	7			
Note: Queue reported is the number of cars per lane.															

Tasman East Focus Area Plan
SJ16-1669
Existing PM

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

Intersection #21: Calle Del Sol / Tasman Drive

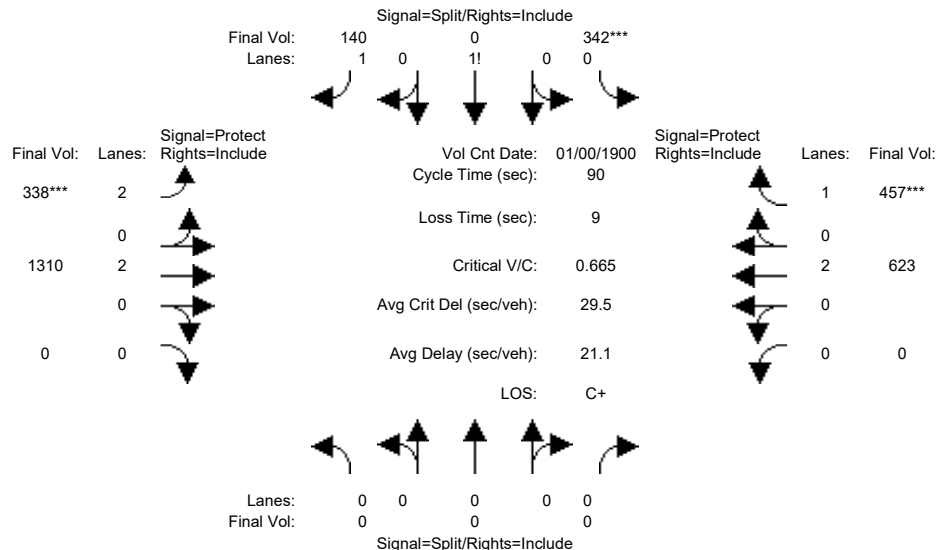


Street Name:	Calle Del Sol						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	0 Jan 1900 << 12:00:00 AM											
Base Vol:	0	0	0	262	0	67	131	1103	0	0	550	229
Growth Adj:	1.00	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	262	0	67	131	1103	0	0	550	229
Added Vol:	0	0	0	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	262	0	67	131	1103	0	0	550	229
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	262	0	67	131	1103	0	0	550	229
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	262	0	67	131	1103	0	0	550	229
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	262	0	67	131	1103	0	0	550	229
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.88	0.00	1.12	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1591	0	1953	3150	3800	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.16	0.00	0.03	0.04	0.29	0.00	0.00	0.14	0.13
Crit Moves:				****				****				****
Green Time:	0.0	0.0	0.0	29.3	0.0	29.3	18.1	51.7	0.0	0.0	33.6	33.6
Volume/Cap:	0.00	0.00	0.00	0.51	0.00	0.11	0.21	0.51	0.00	0.00	0.39	0.35
Delay/Veh:	0.0	0.0	0.0	25.1	0.0	21.2	30.2	11.7	0.0	0.0	20.8	20.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	25.1	0.0	21.2	30.2	11.7	0.0	0.0	20.8	20.6
LOS by Move:	A	A	A	C	A	C+	C	B+	A	A	C+	C+
HCM2kAvgQ:	0	0	0	7	0	1	2	8	0	0	5	5
Note: Queue reported is the number of cars per lane.												

Tasman East Focus Area Plan
SJ16-1669
Existing PM

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2000 HCM Operations (Future Volume Alternative)
Existing Plus Project PM

Intersection #21: Calle Del Sol / Tasman Drive

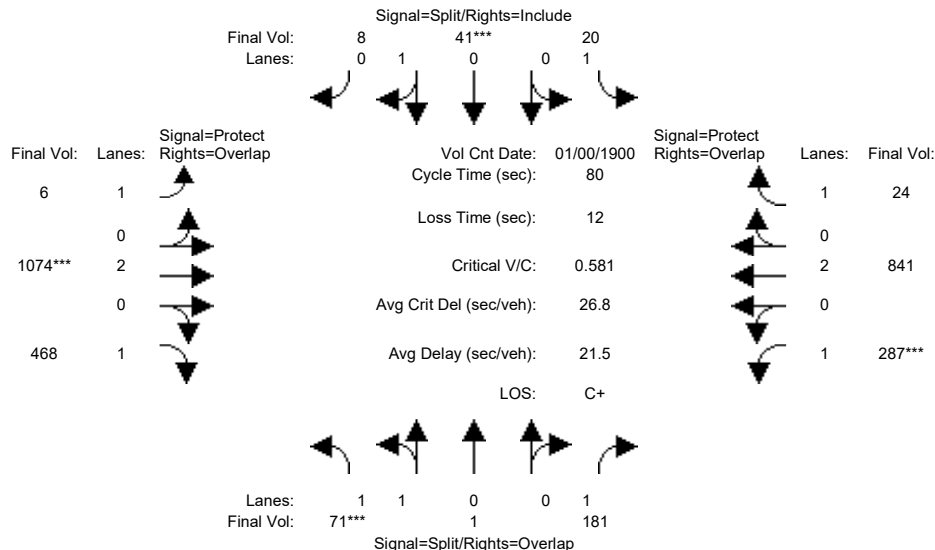


Street Name:	Calle Del Sol						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	0 Jan 1900 << 12:00:00 AM											
Base Vol:	0	0	0	262	0	67	131	1103	0	0	550	229
Growth Adj:	1.00	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	262	0	67	131	1103	0	0	550	229
Added Vol:	0	0	0	80	0	73	207	207	0	0	73	228
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	342	0	140	338	1310	0	0	623	457
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	342	0	140	338	1310	0	0	623	457
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	342	0	140	338	1310	0	0	623	457
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	342	0	140	338	1310	0	0	623	457
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.83	0.00	1.17	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1487	0	2054	3150	3800	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.23	0.00	0.07	0.11	0.34	0.00	0.00	0.16	0.26
Crit Moves:				****			****			****		
Green Time:	0.0	0.0	0.0	31.1	0.0	31.1	14.5	49.9	0.0	0.0	35.3	35.3
Volume/Cap:	0.00	0.00	0.00	0.66	0.00	0.20	0.66	0.62	0.00	0.00	0.42	0.66
Delay/Veh:	0.0	0.0	0.0	27.4	0.0	20.7	38.8	14.2	0.0	0.0	20.0	24.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	27.4	0.0	20.7	38.8	14.2	0.0	0.0	20.0	24.9
LOS by Move:	A	A	A	C	A	C+	D+	B	A	A	C+	C
HCM2kAvgQ:	0	0	0	11	0	3	5	11	0	0	6	11
Note: Queue reported is the number of cars per lane.												

Tasman East Focus Area Plan
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Intersection #24: Lick Mill Boulevard / Tasman Drive

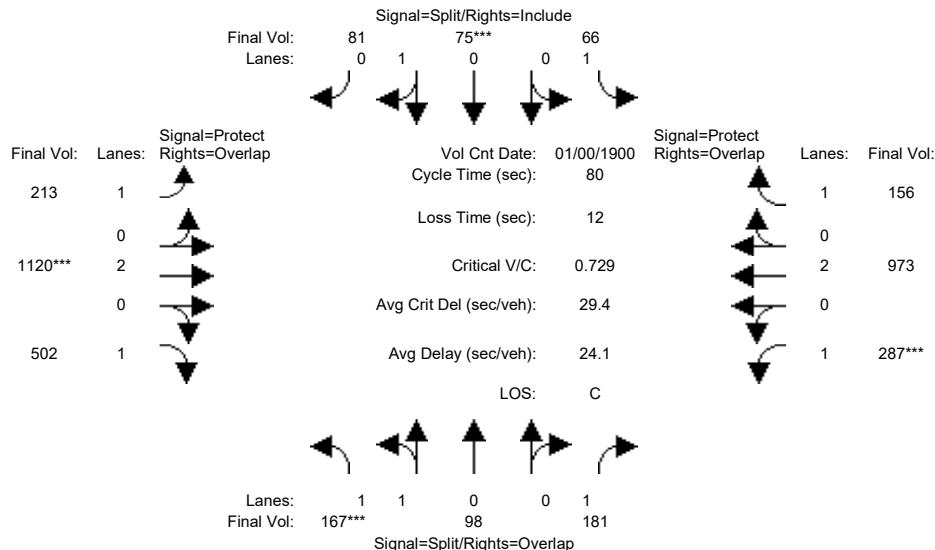


Street Name:	Lick Mill Boulevard						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	71	1	181	20	41	8	6	1074	468	287	841	24
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	71	1	181	20	41	8	6	1074	468	287	841	24
Added Vol:	0	0	0	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	1	181	20	41	8	6	1074	468	287	841	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	71	1	181	20	41	8	6	1074	468	287	841	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	1	181	20	41	8	6	1074	468	287	841	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	71	1	181	20	41	8	6	1074	468	287	841	24
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.97	0.03	1.00	1.00	0.84	0.16	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3501	49	1750	1750	1506	294	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.10	0.01	0.03	0.03	0.00	0.28	0.27	0.16	0.22	0.01
Crit Moves:	***				***			***			***	
Green Time:	10.0	10.0	27.6	10.0	10.0	10.0	13.6	30.4	40.4	17.6	34.4	44.4
Volume/Cap:	0.16	0.16	0.30	0.09	0.22	0.22	0.02	0.74	0.53	0.74	0.51	0.02
Delay/Veh:	31.4	31.4	19.4	31.2	32.0	32.0	27.7	23.6	14.0	36.8	17.0	8.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.4	31.4	19.4	31.2	32.0	32.0	27.7	23.6	14.0	36.8	17.0	8.0
LOS by Move:	C	C	B-	C	C	C	C	C	B	D+	B	A
HCM2kAvgQ:	1	1	3	1	1	1	0	12	8	7	7	0
Note: Queue reported is the number of cars per lane.												

Tasman East Focus Area Plan
SJ16-1669
Existing PM

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

Intersection #24: Lick Mill Boulevard / Tasman Drive

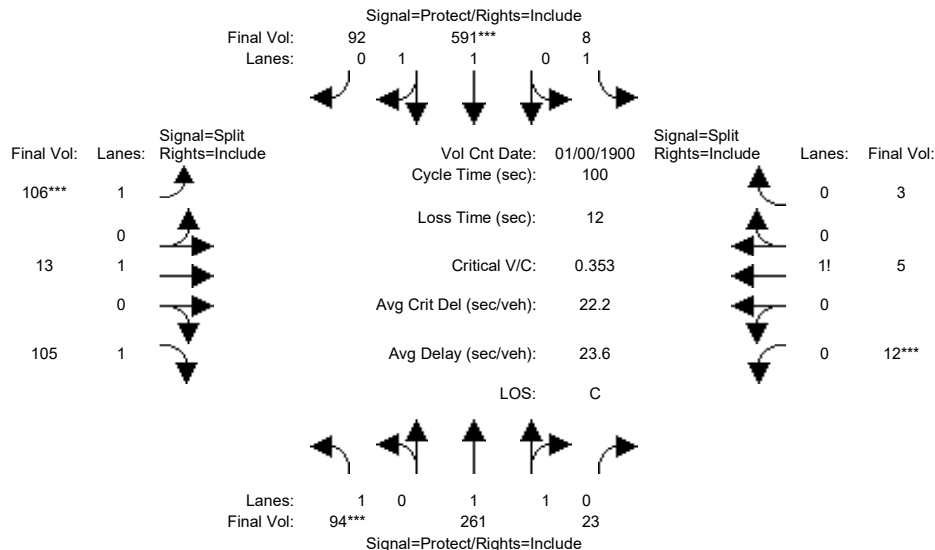


Street Name:	Lick Mill Boulevard						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	71	1	181	20	41	8	6	1074	468	287	841	24
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	71	1	181	20	41	8	6	1074	468	287	841	24
Added Vol:	96	97	0	46	34	73	207	46	34	0	132	132
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	167	98	181	66	75	81	213	1120	502	287	973	156
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	167	98	181	66	75	81	213	1120	502	287	973	156
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	167	98	181	66	75	81	213	1120	502	287	973	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
Final Volume:	167	98	181	66	75	81	213	1120	502	287	973	156
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.27	0.73	1.00	1.00	0.48	0.52	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2237	1313	1750	1750	865	935	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.10	0.04	0.09	0.09	0.12	0.29	0.29	0.16	0.26	0.09
Crit Moves:	***	***	***	***	***	***	***	***	***	***	***	***
Green Time:	10.0	10.0	27.2	10.0	10.0	10.0	15.5	30.8	40.8	17.2	32.5	42.5
Volume/Cap:	0.60	0.60	0.30	0.30	0.69	0.69	0.63	0.76	0.56	0.76	0.63	0.17
Delay/Veh:	35.3	35.3	19.8	32.6	42.5	42.5	33.4	23.9	14.3	38.6	19.8	9.7
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:	35.3	35.3	19.8	32.6	42.5	42.5	33.4	23.9	14.3	38.6	19.8	9.7
LOS by Move:	D+	D+	B-	C-	D	D	C-	C	B	D+	B-	A
HCM2kAvgQ:	3	3	3	2	5	5	5	12	9	7	9	2
Note: Queue reported is the number of cars per lane.												

Tasman East Focus Area Plan
SJ16-1669
Existing PM

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2000 HCM Operations (Future Volume Alternative)
Existing PM

Intersection #25: Lick Mill Boulevard / Hope Drive

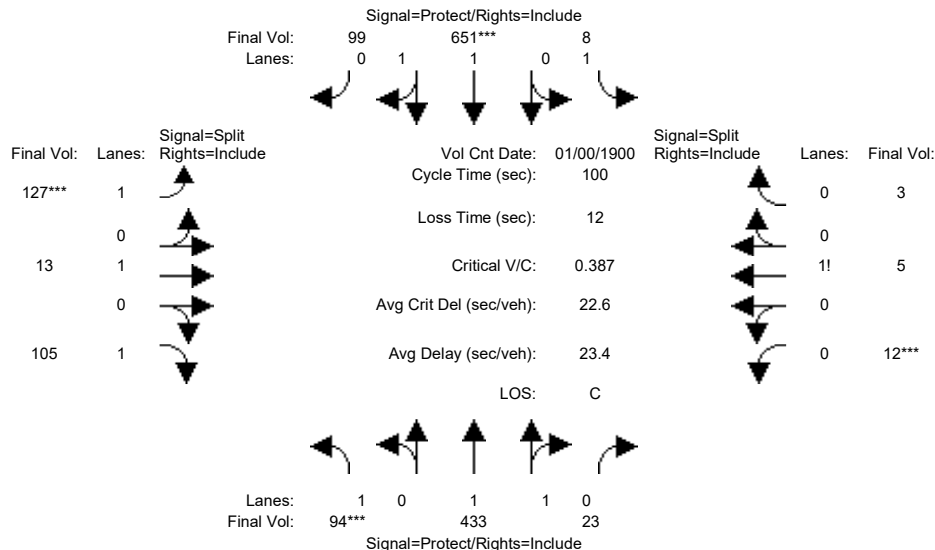


Street Name:	Lick Mill Boulevard			Hope Drive		
Approach:	North Bound			South Bound		
Movement:	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM						
Base Vol:	94	261	23	8	591	92
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	94	261	23	8	591	92
Added Vol:	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0
Initial Fut:	94	261	23	8	591	92
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	94	261	23	8	591	92
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	94	261	23	8	591	92
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	94	261	23	8	591	92
Saturation Flow Module:						
Sat/Lane:	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.83	0.17	1.00	1.72	0.28
Final Sat.:	1750	3400	300	1750	3201	498
Capacity Analysis Module:						
Vol/Sat:	0.05	0.08	0.08	0.00	0.18	0.18
Crit Moves:	***			***		
Green Time:	14.0	36.6	36.6	25.6	48.2	48.2
Volume/Cap:	0.38	0.21	0.21	0.02	0.38	0.38
Delay/Veh:	40.1	21.9	21.9	27.8	16.6	16.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.1	21.9	21.9	27.8	16.6	16.6
LOS by Move:	D	C+	C+	C	B	B
HCM2kAvgQ:	3	3	3	0	7	7
Note: Queue reported is the number of cars per lane.						

Tasman East Focus Area Plan
SJ16-1669
Existing PM

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

Intersection #25: Lick Mill Boulevard / Hope Drive

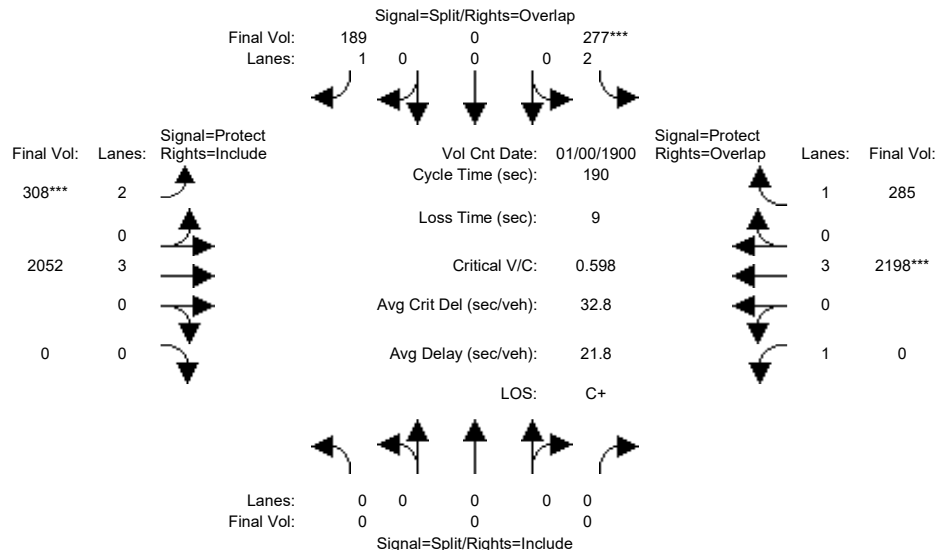


Street Name:	Lick Mill Boulevard			Hope Drive		
Approach:	North Bound			South Bound		
Movement:	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM						
Base Vol:	94	261	23	8	591	92
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	94	261	23	8	591	92
Added Vol:	0	172	0	0	60	7
PasserByVol:	0	0	0	0	0	0
Initial Fut:	94	433	23	8	651	99
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	94	433	23	8	651	99
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	94	433	23	8	651	99
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	94	433	23	8	651	99
Saturation Flow Module:						
Sat/Lane:	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.90	0.10	1.00	1.73	0.27
Final Sat.:	1750	3513	187	1750	3211	488
Capacity Analysis Module:						
Vol/Sat:	0.05	0.12	0.12	0.00	0.20	0.20
Crit Moves:	***			***		
Green Time:	12.7	38.8	38.8	22.0	48.1	48.1
Volume/Cap:	0.42	0.32	0.32	0.02	0.42	0.42
Delay/Veh:	41.5	21.5	21.5	30.6	17.1	17.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.5	21.5	21.5	30.6	17.1	17.1
LOS by Move:	D	C+	C+	C	B	B
HCM2kAvgQ:	3	5	5	0	7	7
Note: Queue reported is the number of cars per lane.						

Tasman East Focus Area Plan
SJ16-1669
Existing PM

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

Intersection #26: Lick Mill Boulevard / Montague Expressway



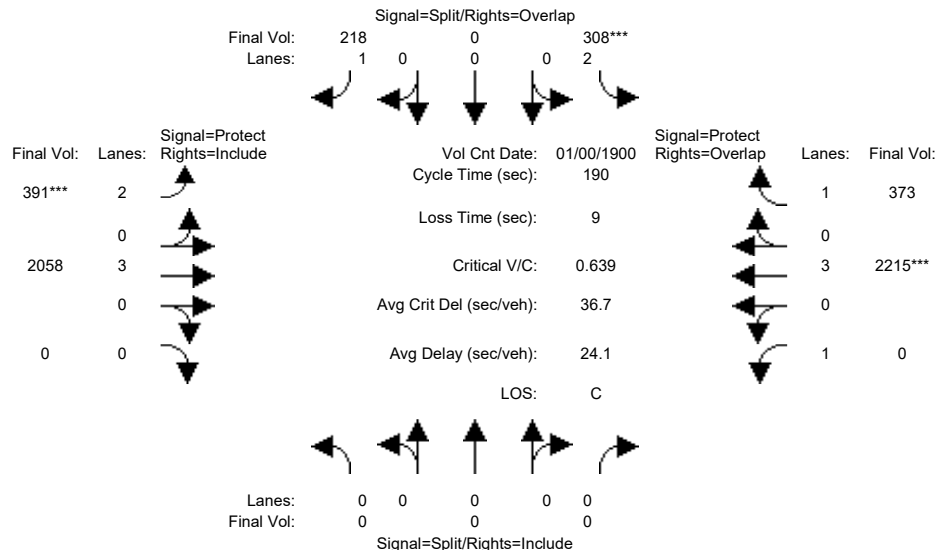
Street Name:	Lick Mill Boulevard						Montague Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	31	0	31	29	157	0	2	130	130
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	0	0	277	0	189	308	2052	0	0	2198	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:	0	0	0	277	0	189	308	2052	0	0	2198	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:	0	0	0	277	0	189	308	2052	0	0	2198	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:	0	0	0	277	0	189	308	2052	0	0	2198	285
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	277	0	189	308	2052	0	0	2198	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
Final Volume:	0	0	0	277	0	189	308	2052	0	0	2198	285
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	2.00	3.00	0.00	1.00	3.00	1.00
Final Sat.:	0	0	0	3150	0	1750	3150	5700	0	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.00	0.11	0.10	0.36	0.00	0.00	0.39	0.16
Crit Moves:				****				****				****
Green Time:	0.0	0.0	0.0	29.6	0.0	57.3	27.7	152	0.0	0.0	124	153.7
Volume/Cap:	0.00	0.00	0.00	0.56	0.00	0.36	0.67	0.45	0.00	0.00	0.59	0.20
Delay/Veh:	0.0	0.0	0.0	79.3	0.0	54.8	84.3	6.4	0.0	0.0	19.7	4.4
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	0.0	0.0	79.3	0.0	54.8	84.3	6.4	0.0	0.0	19.7	4.4
LOS by Move:	A	A	A	E-	A	D-	F	A	A	A	B-	A
HCM2kAvgQ:	0	0	0	10	0	9	10	12	0	0	23	4

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

Tasman East Focus Area Plan
SJ16-1669
Existing PM

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

Intersection #26: Lick Mill Boulevard / Montague Expressway



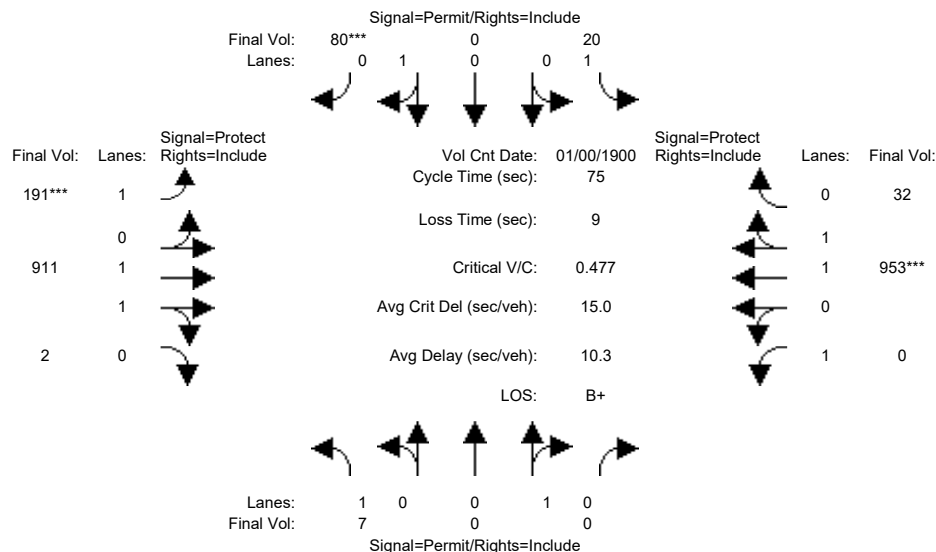
Street Name:	Lick Mill Boulevard						Montague Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	31	0	31	29	157	0	2	130	130
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	0 Jan 1900 << 12:00:00 AM											
Base Vol:	0	0	0	277	0	189	308	2052	0	0	2198	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:	0	0	0	277	0	189	308	2052	0	0	2198	285
Added Vol:	0	0	0	31	0	29	83	6	0	0	17	88
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	308	0	218	391	2058	0	0	2215	373
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	308	0	218	391	2058	0	0	2215	373
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	308	0	218	391	2058	0	0	2215	373
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	308	0	218	391	2058	0	0	2215	373
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	2.00	3.00	0.00	1.00	3.00	1.00
Final Sat.:	0	0	0	3150	0	1750	3150	5700	0	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.10	0.00	0.12	0.12	0.36	0.00	0.00	0.39	0.21
Crit Moves:				****				****				****
Green Time:	0.0	0.0	0.0	29.6	0.0	57.3	27.7	152	0.0	0.0	124	153.7
Volume/Cap:	0.00	0.00	0.00	0.63	0.00	0.41	0.85	0.45	0.00	0.00	0.59	0.26
Delay/Veh:	0.0	0.0	0.0	81.2	0.0	56.0	97.1	6.4	0.0	0.0	19.8	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:	0.0	0.0	0.0	81.2	0.0	56.0	97.1	6.4	0.0	0.0	19.8	4.7
LOS by Move:	A	A	A	F	A	E+	F	A	A	A	B-	A
HCM2kAvgQ:	0	0	0	11	0	11	14	12	0	0	23	5

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

Tasman East Focus Area Plan
SJ16-1669
Existing PM

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

Intersection #27: Renaissance Drive / Tasman Drive



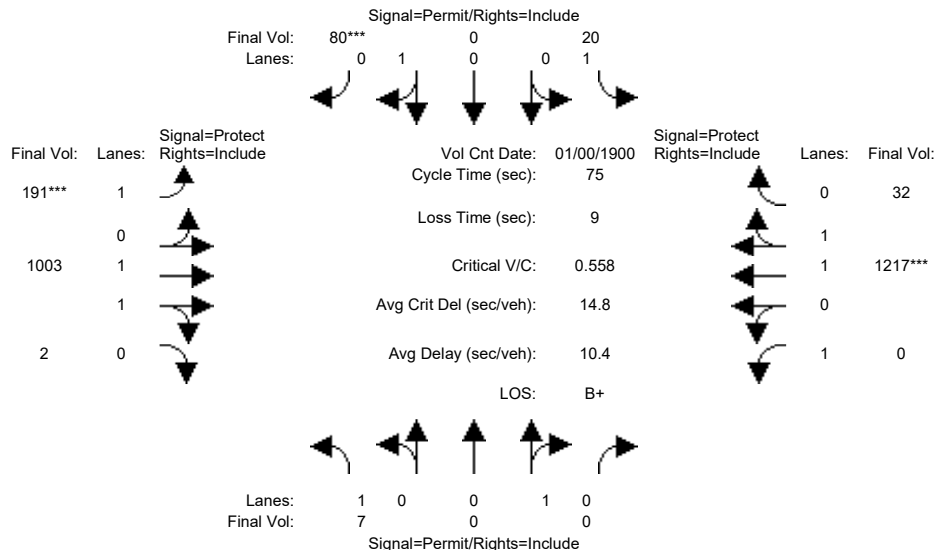
Street Name:	Renaissance Drive						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	7	0	0	20	0	80	191	911	2	0	953	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:	7	0	0	20	0	80	191	911	2	0	953	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:	7	0	0	20	0	80	191	911	2	0	953	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:	7	0	0	20	0	80	191	911	2	0	953	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	0	0	20	0	80	191	911	2	0	953	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
Final Volume:	7	0	0	20	0	80	191	911	2	0	953	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	0.95	0.92	0.97	0.95	0.92	0.97	0.95
Lanes:	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.99	0.01	1.00	1.93	0.07
Final Sat.:	1750	1900	0	1750	0	1800	1750	3692	8	1750	3580	120
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.04	0.11	0.25	0.25	0.00	0.27	0.27
Crit Moves:						****	****				****	
Green Time:	10.0	0.0	0.0	10.0	0.0	10.0	16.3	56.0	56.0	0.0	39.7	39.7
Volume/Cap:	0.03	0.00	0.00	0.09	0.00	0.33	0.50	0.33	0.33	0.00	0.50	0.50
Delay/Veh:	28.3	0.0	0.0	28.7	0.0	30.3	26.9	3.3	3.3	0.0	11.5	11.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.3	0.0	0.0	28.7	0.0	30.3	26.9	3.3	3.3	0.0	11.5	11.5
LOS by Move:	C	A	A	C	A	C	C	A	A	A	B+	B+
HCM2kAvgQ:	0	0	0	0	0	2	4	4	4	0	7	7

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

Tasman East Focus Area Plan
SJ16-1669
Existing PM

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

Intersection #27: Renaissance Drive / Tasman Drive



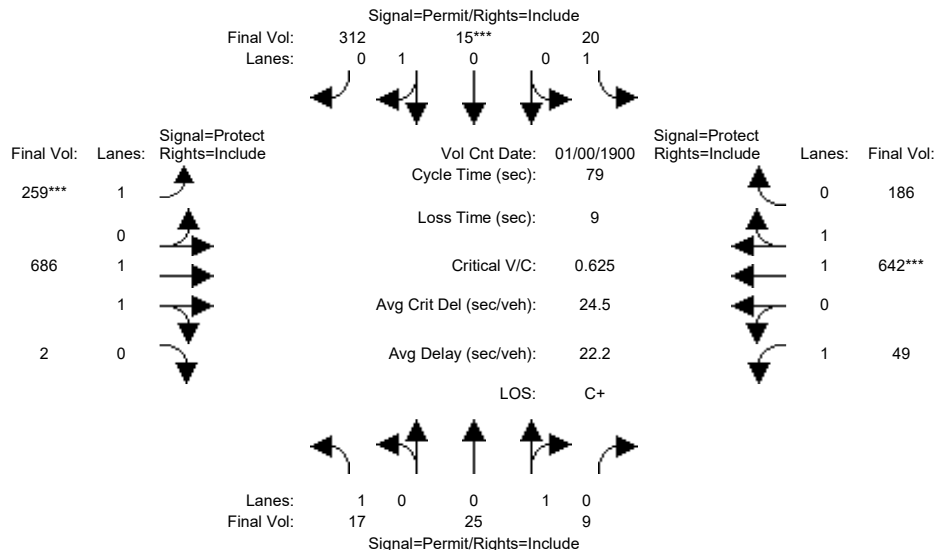
Street Name:	Renaissance Drive						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	7	0	0	20	0	80	191	911	2	0	953	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:	7	0	0	20	0	80	191	911	2	0	953	32
Added Vol:	0	0	0	0	0	0	0	92	0	0	264	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	0	0	20	0	80	191	1003	2	0	1217	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:	7	0	0	20	0	80	191	1003	2	0	1217	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	0	0	20	0	80	191	1003	2	0	1217	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
Final Volume:	7	0	0	20	0	80	191	1003	2	0	1217	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	0.95	0.92	0.97	0.95	0.92	0.97	0.95
Lanes:	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.99	0.01	1.00	1.95	0.05
Final Sat.:	1750	1900	0	1750	0	1800	1750	3693	7	1750	3605	95
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.04	0.11	0.27	0.27	0.00	0.34	0.34
Crit Moves:	*****											
Green Time:	10.0	0.0	0.0	10.0	0.0	10.0	13.7	56.0	56.0	0.0	42.3	42.3
Volume/Cap:	0.03	0.00	0.00	0.09	0.00	0.33	0.60	0.36	0.36	0.00	0.60	0.60
Delay/Veh:	28.3	0.0	0.0	28.7	0.0	30.3	31.3	3.4	3.4	0.0	11.2	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:	28.3	0.0	0.0	28.7	0.0	30.3	31.3	3.4	3.4	0.0	11.2	11.2
LOS by Move:	C	A	A	C	A	C	C	A	A	A	B+	B+
HCM2kAvgQ:	0	0	0	0	0	2	4	4	4	0	9	9

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

Tasman East Focus Area Plan
SJ16-1669
Existing PM

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

Intersection #28: Vista Monta / Tasman Drive

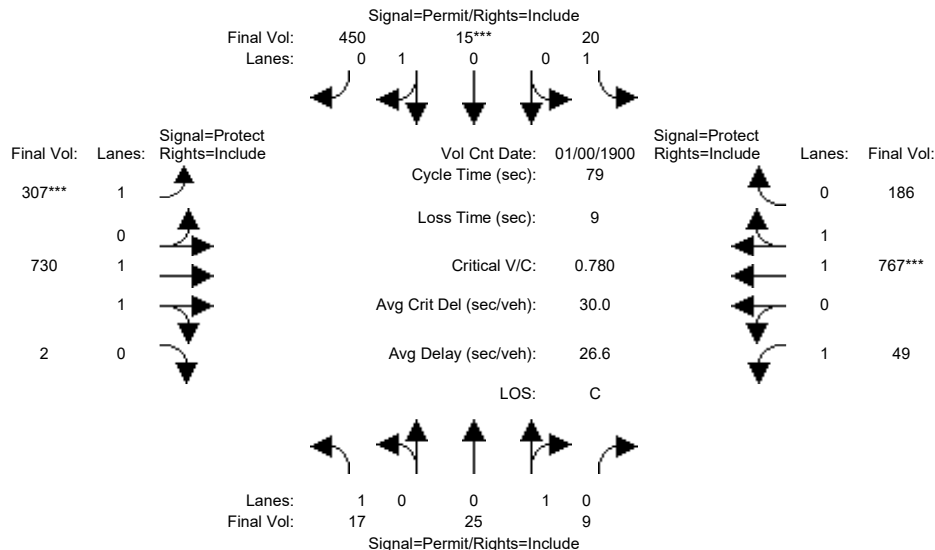


Street Name:	Vista Montana						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	17	25	9	20	15	312	259	686	2	49	642	186
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	25	9	20	15	312	259	686	2	49	642	186
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	25	9	20	15	312	259	686	2	49	642	186
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	25	9	20	15	312	259	686	2	49	642	186
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	25	9	20	15	312	259	686	2	49	642	186
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	17	25	9	20	15	312	259	686	2	49	642	186
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	0.97	0.95	0.92	0.98	0.95
Lanes:	1.00	0.74	0.26	1.00	0.05	0.95	1.00	1.99	0.01	1.00	1.54	0.46
Final Sat.:	1750	1324	476	1750	83	1717	1750	3689	11	1750	2868	831
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.02	0.01	0.18	0.18	0.15	0.19	0.19	0.03	0.22	0.22
Crit Moves:	*****											
Green Time:	23.0	23.0	23.0	23.0	23.0	23.0	18.7	31.8	31.8	15.2	28.3	28.3
Volume/Cap:	0.03	0.06	0.06	0.04	0.62	0.62	0.62	0.46	0.46	0.15	0.62	0.62
Delay/Veh:	20.1	20.3	20.3	20.1	26.6	26.6	30.0	17.5	17.5	26.7	21.9	21.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.1	20.3	20.3	20.1	26.6	26.6	30.0	17.5	17.5	26.7	21.9	21.9
LOS by Move:	C+	C+	C+	C+	C	C	C	B	B	C	C+	C+
HCM2kAvgQ:	0	1	1	0	8	8	6	6	6	1	8	8
Note: Queue reported is the number of cars per lane.												

Tasman East Focus Area Plan
SJ16-1669
Existing PM

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

Intersection #28: Vista Monta / Tasman Drive

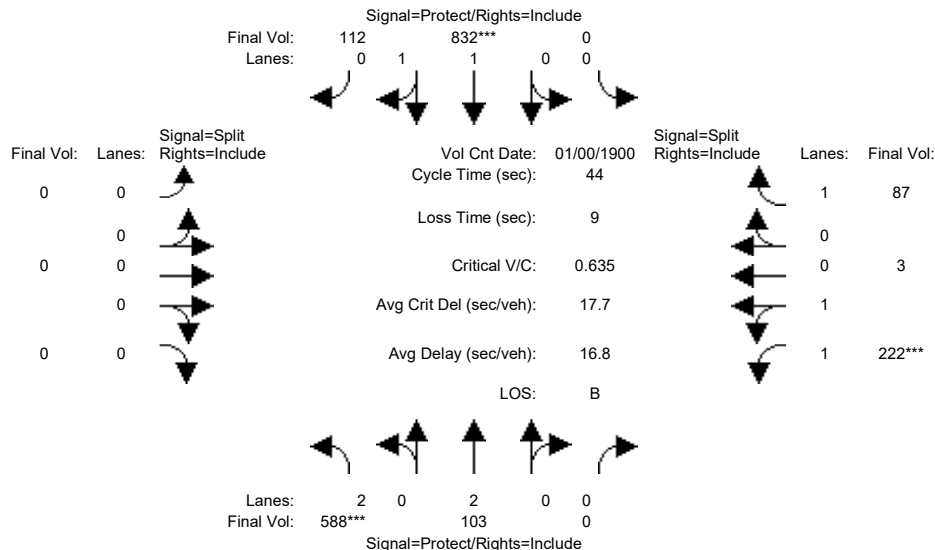


Street Name:	Vista Montana						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	17	25	9	20	15	312	259	686	2	49	642	186
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	25	9	20	15	312	259	686	2	49	642	186
Added Vol:	0	0	0	0	0	138	48	44	0	0	125	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	25	9	20	15	450	307	730	2	49	767	186
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	25	9	20	15	450	307	730	2	49	767	186
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	25	9	20	15	450	307	730	2	49	767	186
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	17	25	9	20	15	450	307	730	2	49	767	186
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	0.97	0.95	0.92	0.98	0.95
Lanes:	1.00	0.74	0.26	1.00	0.03	0.97	1.00	1.99	0.01	1.00	1.60	0.40
Final Sat.:	1750	1324	476	1750	58	1742	1750	3690	10	1750	2977	722
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.02	0.01	0.26	0.26	0.18	0.20	0.20	0.03	0.26	0.26
Crit Moves:	*****											
Green Time:	26.2	26.2	26.2	26.2	26.2	26.2	17.8	30.3	30.3	13.6	26.1	26.1
Volume/Cap:	0.03	0.06	0.06	0.03	0.78	0.78	0.78	0.52	0.52	0.16	0.78	0.78
Delay/Veh:	17.9	18.1	18.1	17.9	30.4	30.4	38.4	19.1	19.1	28.1	27.2	27.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.9	18.1	18.1	17.9	30.4	30.4	38.4	19.1	19.1	28.1	27.2	27.2
LOS by Move:	B	B-	B-	B	C	C	D+	B-	B-	C	C	C
HCM2kAvgQ:	0	1	1	0	13	13	8	7	7	1	11	11
Note: Queue reported is the number of cars per lane.												

Tasman East Focus Area Plan
SJ16-1669
Existing PM

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

Intersection #29: 1st Street/WB 237

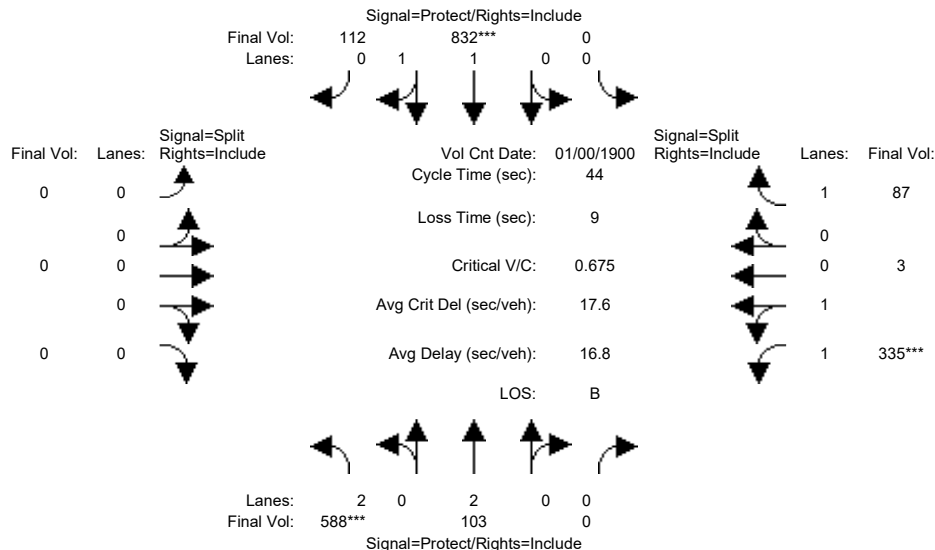


Street Name:	1st Street						WB SR 237								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Min. Green:	7	10	0		0	10	10	0	0	0	10	10	10		
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		
Volume Module: >> Count	Date: 0 Jan 1900 << 12:00:00 AM														
Base Vol:	588	103	0		0	832	112	0	0	0	222	3	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:	588	103	0		0	832	112	0	0	0	222	3	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:	588	103	0		0	832	112	0	0	0	222	3	87		
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Volume:	588	103	0		0	832	112	0	0	0	222	3	87		
Reduct Vol:	0	0	0		0	0	0	0	0	0	0	0	0		
Reduced Vol:	588	103	0		0	832	112	0	0	0	222	3	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:	588	103	0		0	832	112	0	0	0	222	3	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		0.92	0.98	0.95	0.92	1.00	0.92	0.93	0.95	0.92		
Lanes:	2.00	2.00	0.00		0.00	1.76	0.24	0.00	0.00	0.00	1.97	0.03	1.00		
Final Sat.:	3150	3800	0		0	3261	439	0	0	0	3503	47	1750		
Capacity Analysis Module:															
Vol/Sat:	0.19	0.03	0.00		0.00	0.26	0.26	0.00	0.00	0.00	0.06	0.06	0.05		
Crit Moves:	****				****						****				
Green Time:	10.6	25.0	0.0		0.0	14.4	14.4	0.0	0.0	0.0	10.0	10.0	10.0		
Volume/Cap:	0.78	0.05	0.00		0.00	0.78	0.78	0.00	0.00	0.00	0.28	0.28	0.22		
Delay/Veh:	20.8	4.2	0.0		0.0	16.6	16.6	0.0	0.0	0.0	14.2	14.2	14.1		
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
AdjDel/Veh:	20.8	4.2	0.0		0.0	16.6	16.6	0.0	0.0	0.0	14.2	14.2	14.1		
LOS by Move:	C+	A	A		A	B	B	A	A	A	B	B	B		
HCM2kAvgQ:	5	0	0		0	8	8	0	0	0	2	2	1		
Note: Queue reported is the number of cars per lane.															

Tasman East Focus Area Plan
SJ16-1669
Existing PM

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

Intersection #29: 1st Street/WB 237

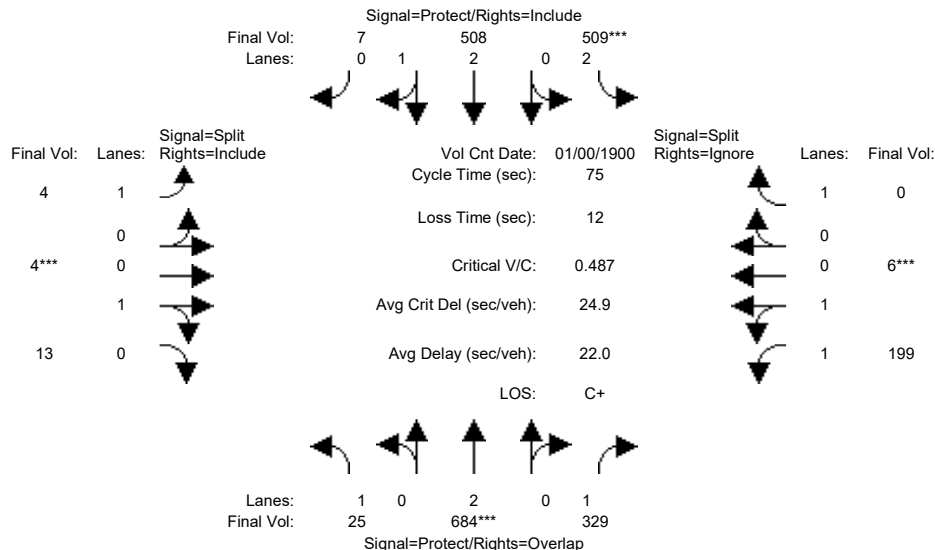


Street Name:	1st Street						WB SR 237								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Min. Green:	7	10	0		0	10	10	0	0	0	10	10	10		
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		
Volume Module: >> Count	Date: 0 Jan 1900 << 12:00:00 AM														
Base Vol:	588	103	0		0	832	112	0	0	0	222	3	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:	588	103	0		0	832	112	0	0	0	222	3	87		
Added Vol:	0	0	0		0	0	0	0	0	0	113	0	0		
PasserByVol:	0	0	0		0	0	0	0	0	0	0	0	0		
Initial Fut:	588	103	0		0	832	112	0	0	0	335	3	87		
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Volume:	588	103	0		0	832	112	0	0	0	335	3	87		
Reduct Vol:	0	0	0		0	0	0	0	0	0	0	0	0		
Reduced Vol:	588	103	0		0	832	112	0	0	0	335	3	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:	588	103	0		0	832	112	0	0	0	335	3	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		0.92	0.98	0.95	0.92	1.00	0.92	0.93	0.95	0.92		
Lanes:	2.00	2.00	0.00		0.00	1.76	0.24	0.00	0.00	0.00	1.98	0.02	1.00		
Final Sat.:	3150	3800	0		0	3261	439	0	0	0	3518	32	1750		
Capacity Analysis Module:															
Vol/Sat:	0.19	0.03	0.00		0.00	0.26	0.26	0.00	0.00	0.00	0.10	0.10	0.05		
Crit Moves:	****				****						****				
Green Time:	10.6	25.0	0.0		0.0	14.4	14.4	0.0	0.0	0.0	10.0	10.0	10.0		
Volume/Cap:	0.78	0.05	0.00		0.00	0.78	0.78	0.00	0.00	0.00	0.42	0.42	0.22		
Delay/Veh:	20.8	4.2	0.0		0.0	16.6	16.6	0.0	0.0	0.0	14.9	14.9	14.1		
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
AdjDel/Veh:	20.8	4.2	0.0		0.0	16.6	16.6	0.0	0.0	0.0	14.9	14.9	14.1		
LOS by Move:	C+	A	A		A	B	B	A	A	A	B	B	B		
HCM2kAvgQ:	5	0	0		0	8	8	0	0	0	3	3	1		
Note: Queue reported is the number of cars per lane.															

Tasman East Focus Area Plan
SJ16-1669
Existing PM

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

Intersection #30: 1st Street/EB 237

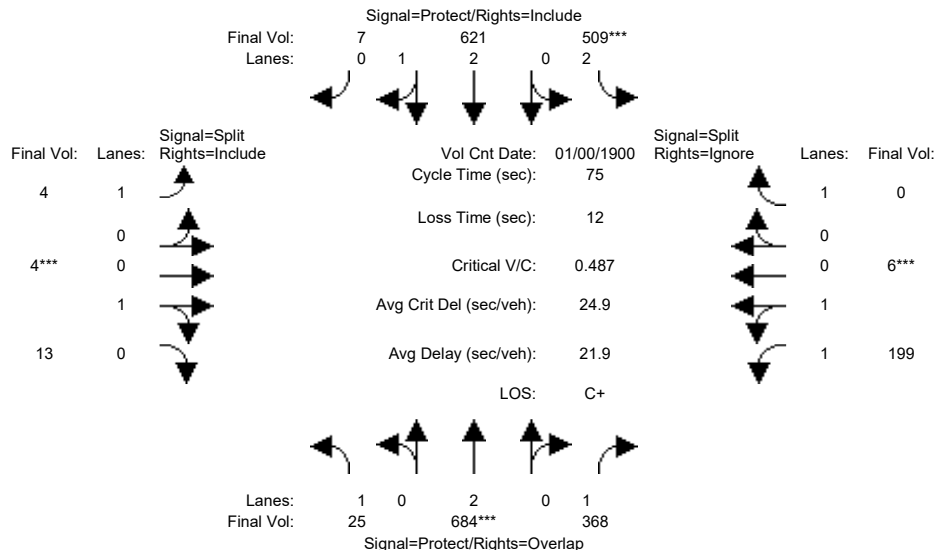


Street Name:	1st Street						EB SR 237								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
-----	-----			-----			-----			-----					
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10	10		
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		
-----	-----			-----			-----			-----					
Volume Module:	>>	Count	Date:	0	Jan	1900	<<	12:00:00	AM						
Base Vol:	25	684	329	509	508	7	4	4	13	199	6	10			
Growth Adj:	1.00	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	684	329	509	508	7	4	4	13	199	6	10			
Added Vol:	0	0	0	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	684	329	509	508	7	4	4	13	199	6	10			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00			
PHF Volume:	25	684	329	509	508	7	4	4	13	199	6	0			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	25	684	329	509	508	7	4	4	13	199	6	0			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00			
FinalVolume:	25	684	329	509	508	7	4	4	13	199	6	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	0.98	0.95	0.92	0.95	0.95	0.93	0.95	0.92			
Lanes:	1.00	2.00	1.00	2.00	2.96	0.04	1.00	0.24	0.76	1.94	0.06	1.00			
Final Sat.:	1750	3800	1750	3150	5524	76	1750	424	1376	3446	104	1750			
-----	-----			-----			-----			-----					
Capacity Analysis Module:															
Vol/Sat:	0.01	0.18	0.19	0.16	0.09	0.09	0.00	0.01	0.01	0.06	0.06	0.00			
Crit Moves:	****			****			****			****					
Green Time:	17.7	22.7	32.7	20.3	25.3	25.3	10.0	10.0	10.0	10.0	10.0	0.0			
Volume/Cap:	0.06	0.60	0.43	0.60	0.27	0.27	0.02	0.07	0.07	0.43	0.43	0.00			
Delay/Veh:	22.3	23.1	15.1	24.9	18.2	18.2	28.3	28.6	28.6	30.5	30.5	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:	22.3	23.1	15.1	24.9	18.2	18.2	28.3	28.6	28.6	30.5	30.5	0.0			
LOS by Move:	C+	C	B	C	B-	B-	C	C	C	C	C	A			
HCM2kAvgQ:	0	6	5	6	3	3	0	0	0	3	3	0			
Note: Queue reported is the number of cars per lane.															

Tasman East Focus Area Plan
SJ16-1669
Existing PM

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

Intersection #30: 1st Street/EB 237

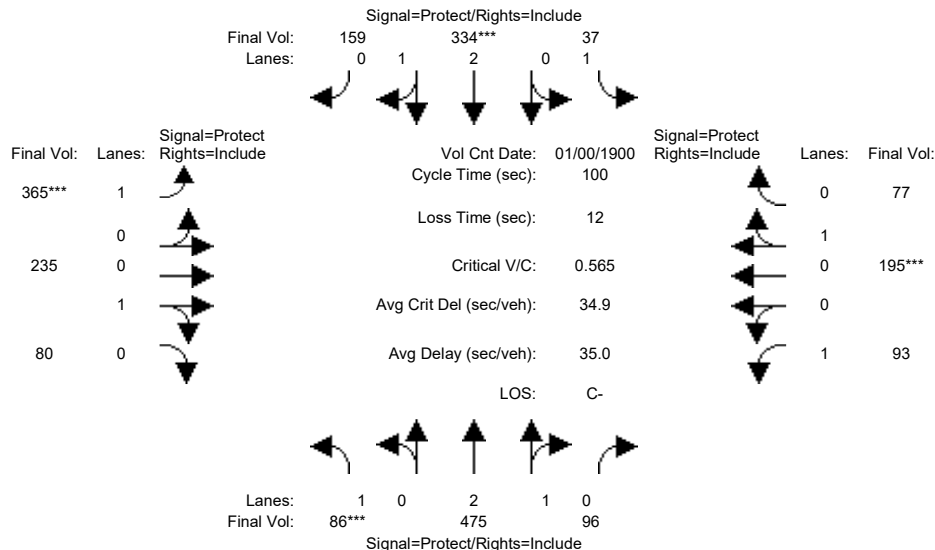


Street Name:	1st Street						EB SR 237								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Min. Green:	7		10		10	7		10		10	10		10		10
Y+R:	4.0		4.0		4.0	4.0		4.0		4.0	4.0		4.0		4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM															
Base Vol:	25	684	329	509	508	7	4	4	13	199	6	10			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	684	329	509	508	7	4	4	13	199	6	10			
Added Vol:	0	0	39	0	113	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	684	368	509	621	7	4	4	13	199	6	10			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00		
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00		
PHF Volume:	25	684	368	509	621	7	4	4	13	199	6	0			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	684	368	509	621	7	4	4	13	199	6	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	0.00		
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00		
FinalVolume:	25	684	368	509	621	7	4	4	13	199	6	0			
Saturation Flow Module:															
Sat/Lane:	1900	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	0.92	0.95	0.95	0.93	0.95	0.92			
Lanes:	1.00	2.00	1.00	2.00	2.97	0.03	1.00	0.24	0.76	1.94	0.06	1.00			
Final Sat.:	1750	3800	1750	3150	5537	62	1750	424	1376	3446	104	1750			
Capacity Analysis Module:															
Vol/Sat:	0.01	0.18	0.21	0.16	0.11	0.11	0.00	0.01	0.01	0.06	0.06	0.00			
Crit Moves:	****			****			****			****					
Green Time:	17.7	22.7	32.7	20.3	25.3	25.3	10.0	10.0	10.0	10.0	10.0	0.0			
Volume/Cap:	0.06	0.60	0.48	0.60	0.33	0.33	0.02	0.07	0.07	0.43	0.43	0.00			
Delay/Veh:	22.3	23.1	15.6	24.9	18.7	18.7	28.3	28.6	28.6	30.5	30.5	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:	22.3	23.1	15.6	24.9	18.7	18.7	28.3	28.6	28.6	30.5	30.5	0.0			
LOS by Move:	C+	C	B	C	B-	B-	C	C	C	C	C	A			
HCM2kAvgQ:	0	7	6	6	3	3	0	0	0	3	3	0			
Note: Queue reported is the number of cars per lane.															

Tasman East Focus Area Plan
SJ16-1669
Existing PM

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

Intersection #31: 1st Street / Vista Montana



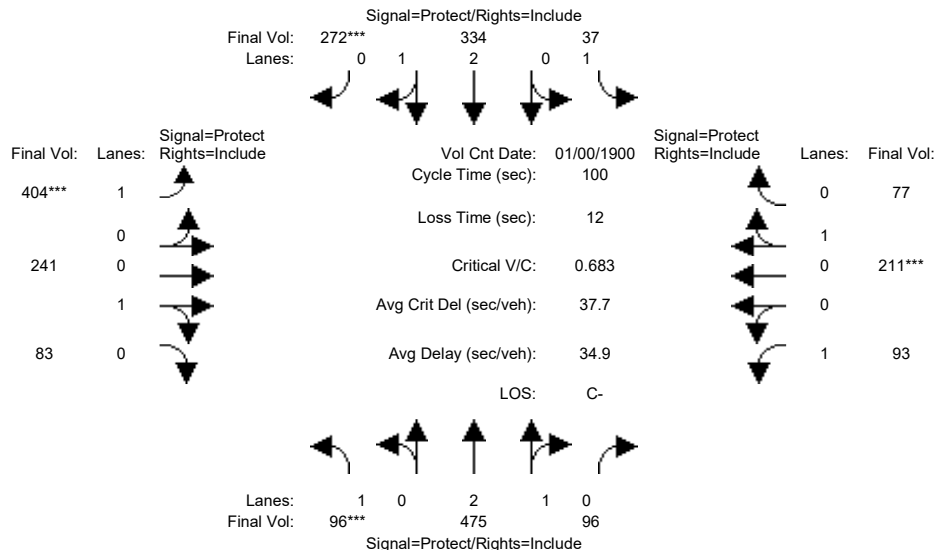
Street Name:			1st Street						Vista Montana								
Approach:			North Bound			South Bound			East Bound			West Bound					
Movement:			L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
			-----			-----			-----			-----					
Min. Green:			7	10	10		7	10	10		7	10	10		7	10	10
Y+R:			4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0
			-----			-----			-----			-----					
Volume Module: >> Count			Date: 0 Jan 1900 << 12:00:00 AM														
Base Vol:			86	475	96		37	334	159		365	235	80		93	195	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:			86	475	96		37	334	159		365	235	80		93	195	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:			86	475	96		37	334	159		365	235	80		93	195	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:			86	475	96		37	334	159		365	235	80		93	195	77
Reduct Vol:			0	0	0		0	0	0		0	0	0		0	0	0
Reduced Vol:			86	475	96		37	334	159		365	235	80		93	195	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:			86	475	96		37	334	159		365	235	80		93	195	77
			-----			-----			-----			-----					
Saturation Flow Module:																	
Sat/Lane:			1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900
Adjustment:			0.92	0.99	0.95		0.92	1.00	0.95		0.92	0.95	0.95		0.92	0.95	0.95
Lanes:			1.00	2.48	0.52		1.00	2.00	1.00		1.00	0.75	0.25		1.00	0.72	0.28
Final Sat.:			1750	4657	941		1750	3797	1800		1750	1343	457		1750	1290	510
			-----			-----			-----			-----					
Capacity Analysis Module:																	
Vol/Sat:			0.05	0.10	0.10		0.02	0.09	0.09		0.21	0.18	0.18		0.05	0.15	0.15
Crit Moves:			****				****				****				****		
Green Time:			8.7	14.4	14.4		9.9	15.6	15.6		36.9	45.5	45.5		18.2	26.8	26.8
Volume/Cap:			0.56	0.71	0.71		0.21	0.56	0.57		0.56	0.38	0.38		0.29	0.56	0.56
Delay/Veh:			48.7	43.7	43.7		42.1	39.9	40.0		26.3	18.3	18.3		35.8	33.1	33.1
User DelAdj:			1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
AdjDel/Veh:			48.7	43.7	43.7		42.1	39.9	40.0		26.3	18.3	18.3		35.8	33.1	33.1
LOS by Move:			D	D	D		D	D	D		C	B-	B-		D+	C-	C-
HCM2kAvgQ:			3	6	6		1	5	5		10	7	7		3	8	8
Note: Queue reported is the number of cars per lane.																	

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

Tasman East Focus Area Plan
SJ16-1669
Existing PM

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

Intersection #31: 1st Street / Vista Montana

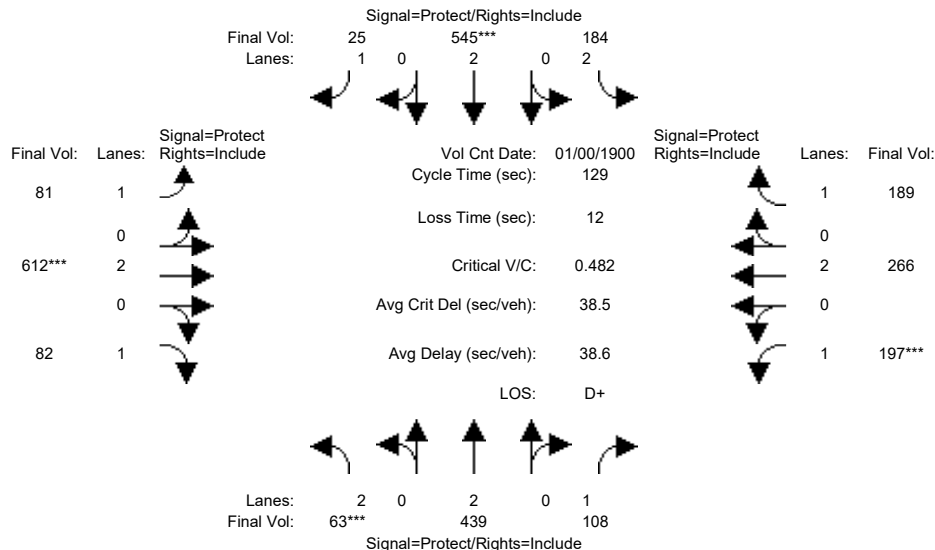


Street Name:	1st Street						Vista Montana								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
-----	-----			-----			-----			-----					
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
-----	-----			-----			-----			-----					
Volume Module: >> Count	Date: 0 Jan 1900 << 12:00:00 AM														
Base Vol:	86	475	96	37	334	159	365	235	80	93	195	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:	86	475	96	37	334	159	365	235	80	93	195	77			
Added Vol:	10	0	0	0	0	113	39	6	3	0	16	0			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	96	475	96	37	334	272	404	241	83	93	211	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:	96	475	96	37	334	272	404	241	83	93	211	77			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	96	475	96	37	334	272	404	241	83	93	211	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:	96	475	96	37	334	272	404	241	83	93	211	77			
-----	-----			-----			-----			-----					
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	0.95	0.95	0.92	0.95	0.95			
Lanes:	1.00	2.48	0.52	1.00	2.00	1.00	1.00	0.74	0.26	1.00	0.73	0.27			
Final Sat.:	1750	4657	941	1750	3800	1750	1750	1339	461	1750	1319	481			
-----	-----			-----			-----			-----					
Capacity Analysis Module:															
Vol/Sat:	0.05	0.10	0.10	0.02	0.09	0.16	0.23	0.18	0.18	0.05	0.16	0.16			
Crit Moves:	****					****	****			****					
Green Time:	8.0	18.3	18.3	12.5	22.8	22.8	33.8	41.2	41.2	16.0	23.4	23.4			
Volume/Cap:	0.68	0.56	0.56	0.17	0.39	0.68	0.68	0.44	0.44	0.33	0.68	0.68			
Delay/Veh:	57.7	37.9	37.9	39.4	32.9	37.5	31.8	21.5	21.5	37.9	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:	57.7	37.9	37.9	39.4	32.9	37.5	31.8	21.5	21.5	37.9	39.5	39.5			
LOS by Move:	E+	D+	D+	D	C-	D+	C	C+	C+	D+	D	D			
HCM2kAvgQ:	3	5	5	1	4	8	12	8	8	3	10	10			
Note: Queue reported is the number of cars per lane.															

Tasman East Focus Area Plan
SJ16-1669
Existing PM

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

Intersection #32: 1st Street / Tasman Drive

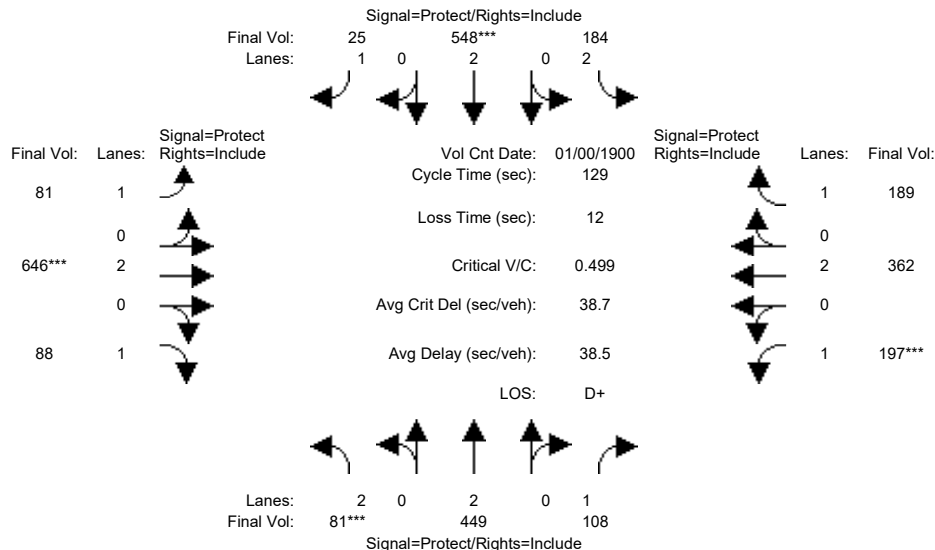


Street Name:	1st Street						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	63	439	108	184	545	25	81	612	82	197	266	189
Growth Adj:	1.00	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	439	108	184	545	25	81	612	82	197	266	189
Added Vol:	0	0	0	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	439	108	184	545	25	81	612	82	197	266	189
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	63	439	108	184	545	25	81	612	82	197	266	189
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	439	108	184	545	25	81	612	82	197	266	189
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	63	439	108	184	545	25	81	612	82	197	266	189
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	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.12	0.06	0.06	0.14	0.01	0.05	0.16	0.05	0.11	0.07	0.11
Crit Moves:	***				***			***		***		
Green Time:	7.0	29.8	29.8	15.1	37.8	37.8	24.1	42.5	42.5	29.7	48.0	48.0
Volume/Cap:	0.37	0.50	0.27	0.50	0.49	0.05	0.25	0.49	0.14	0.49	0.19	0.29
Delay/Veh:	60.2	43.6	41.0	54.5	38.0	32.7	45.1	34.9	30.6	44.0	27.4	28.7
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:	60.2	43.6	41.0	54.5	38.0	32.7	45.1	34.9	30.6	44.0	27.4	28.7
LOS by Move:	E	D	D	D-	D+	C-	D	C-	C	D	C	C
HCM2kAvgQ:	2	8	4	4	9	1	3	9	2	7	3	5
Note: Queue reported is the number of cars per lane.												

Tasman East Focus Area Plan
SJ16-1669
Existing PM

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

Intersection #32: 1st Street / Tasman Drive

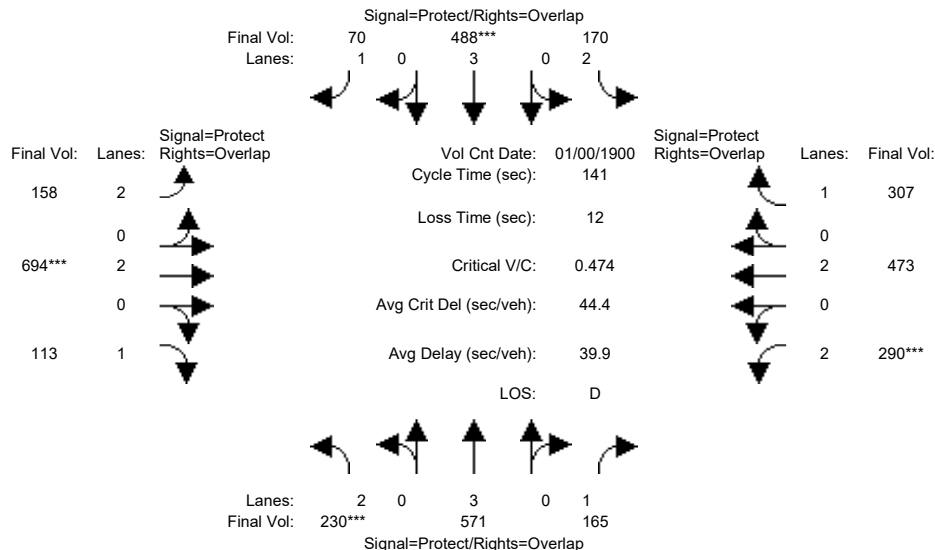


Street Name:	1st Street						Tasman Drive								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Min. Green:	7		10		10	7		10		10	7		10		10
Y+R:	4.0		4.0		4.0	4.0		4.0		4.0	4.0		4.0		4.0
Volume Module: >> Count	Date: 0 Jan 1900			<< 12:00:00 AM											
Base Vol:	63	439	108	184	545	25	81	612	82	197	266	189			
Growth Adj:	1.00	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	439	108	184	545	25	81	612	82	197	266	189			
Added Vol:	18	10	0	0	3	0	0	34	6	0	96	0			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	81	449	108	184	548	25	81	646	88	197	362	189			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	81	449	108	184	548	25	81	646	88	197	362	189			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	81	449	108	184	548	25	81	646	88	197	362	189			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
FinalVolume:	81	449	108	184	548	25	81	646	88	197	362	189			
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	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00			
Final Sat.:	3150	3800	1750	3150	3800	1750	1750	3800	1750	1750	3800	1750			
Capacity Analysis Module:															
Vol/Sat:	0.03	0.12	0.06	0.06	0.14	0.01	0.05	0.17	0.05	0.11	0.10	0.11			
Crit Moves:	****				****			****		****					
Green Time:	7.0	29.6	29.6	14.6	37.2	37.2	24.4	43.8	43.8	29.0	48.5	48.5			
Volume/Cap:	0.47	0.52	0.27	0.52	0.50	0.05	0.25	0.50	0.15	0.50	0.25	0.29			
Delay/Veh:	61.3	44.0	41.2	55.2	38.6	33.2	44.9	34.2	29.7	44.7	27.9	28.4			
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:	61.3	44.0	41.2	55.2	38.6	33.2	44.9	34.2	29.7	44.7	27.9	28.4			
LOS by Move:	E	D	D	E+	D+	C-	D	C-	C	D	C	C			
HCM2kAvgQ:	3	8	4	4	9	1	3	10	2	7	5	5			
Note: Queue reported is the number of cars per lane.															

Tasman East Focus Area Plan
SJ16-1669
Existing PM

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

Intersection #33: Zanker Road / Tasman Drive

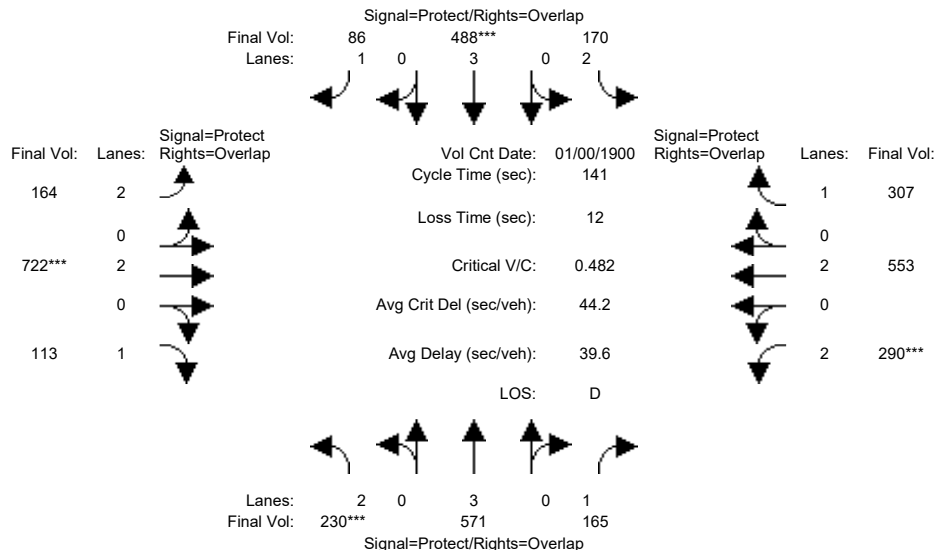


Street Name:	Zanker Road						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	230	571	165	170	488	70	158	694	113	290	473	307
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	230	571	165	170	488	70	158	694	113	290	473	307
Added Vol:	0	0	0	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	571	165	170	488	70	158	694	113	290	473	307
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	230	571	165	170	488	70	158	694	113	290	473	307
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	230	571	165	170	488	70	158	694	113	290	473	307
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	230	571	165	170	488	70	158	694	113	290	473	307
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	0.10	0.09	0.05	0.09	0.04	0.05	0.18	0.06	0.09	0.12	0.18
Crit Moves:	***			***			***			***		
Green Time:	21.7	30.7	58.1	16.5	25.5	49.0	23.5	54.4	76.1	27.4	58.3	74.8
Volume/Cap:	0.47	0.46	0.23	0.46	0.47	0.12	0.30	0.47	0.12	0.47	0.30	0.33
Delay/Veh:	55.1	48.2	27.1	59.0	52.1	31.4	51.9	32.8	16.0	51.0	27.8	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:	55.1	48.2	27.1	59.0	52.1	31.4	51.9	32.8	16.0	51.0	27.8	19.0
LOS by Move:	E+	D	C	E+	D-	C	D-	C-	B	D	C	B-
HCM2kAvgQ:	6	7	5	5	7	2	3	11	2	7	7	8
Note: Queue reported is the number of cars per lane.												

Tasman East Focus Area Plan
SJ16-1669
Existing PM

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

Intersection #33: Zanker Road / Tasman Drive

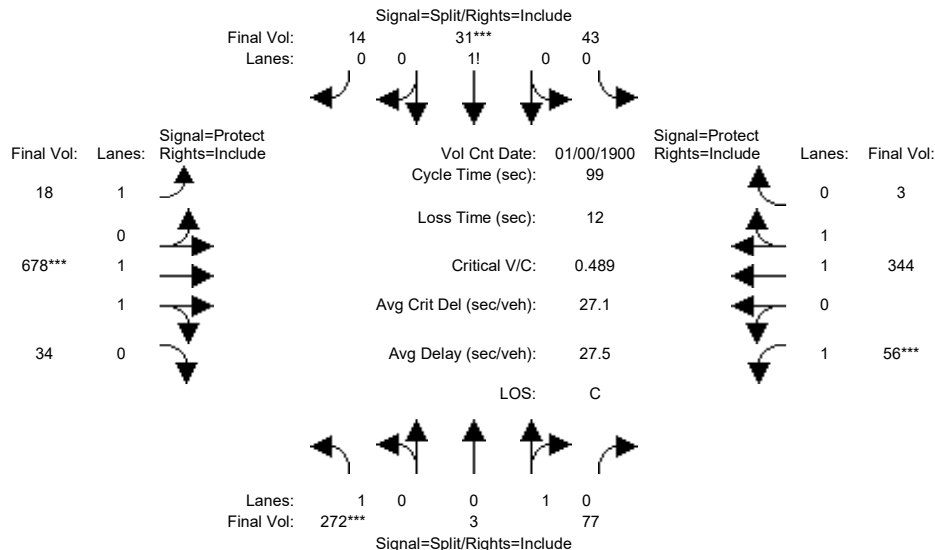


Street Name:	Zanker Road						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	230	571	165	170	488	70	158	694	113	290	473	307
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	230	571	165	170	488	70	158	694	113	290	473	307
Added Vol:	0	0	0	0	0	16	6	28	0	0	80	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	230	571	165	170	488	86	164	722	113	290	553	307
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	230	571	165	170	488	86	164	722	113	290	553	307
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	230	571	165	170	488	86	164	722	113	290	553	307
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	230	571	165	170	488	86	164	722	113	290	553	307
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	0.10	0.09	0.05	0.09	0.05	0.05	0.19	0.06	0.09	0.15	0.18
Crit Moves:	***			***			***			***		
Green Time:	21.4	30.2	57.1	16.3	25.1	46.8	21.8	55.6	77.0	26.9	60.8	77.1
Volume/Cap:	0.48	0.47	0.23	0.47	0.48	0.15	0.34	0.48	0.12	0.48	0.34	0.32
Delay/Veh:	55.5	48.7	27.7	59.3	52.5	33.2	53.6	32.2	15.6	51.4	26.8	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:	55.5	48.7	27.7	59.3	52.5	33.2	53.6	32.2	15.6	51.4	26.8	17.8
LOS by Move:	E+	D	C	E+	D-	C-	D-	C-	B	D-	C	B
HCM2kAvgQ:	6	7	5	5	7	3	4	11	2	7	8	8
Note: Queue reported is the number of cars per lane.												

Tasman East Focus Area Plan
SJ16-1669
Existing PM

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

Intersection #34: Rio Robles/Tasman Drive

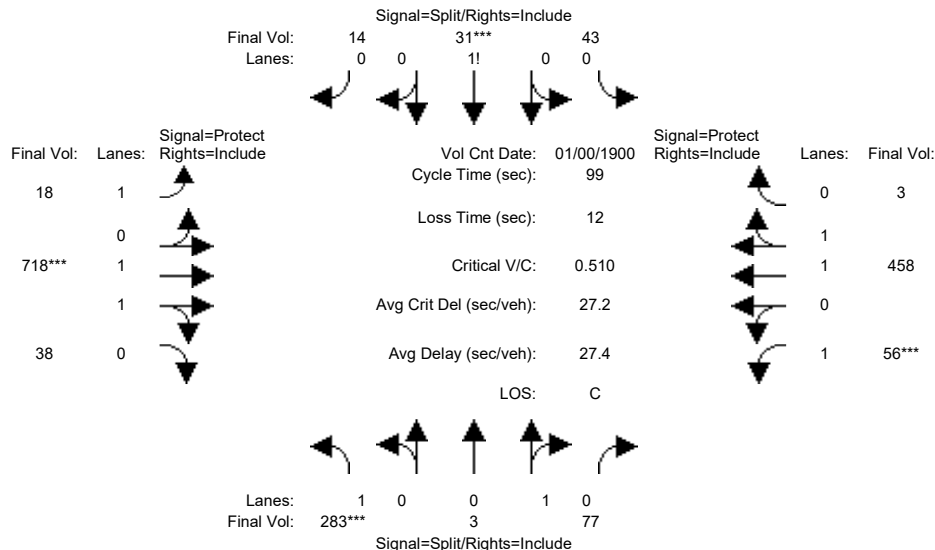


Street Name:	Rio Robles						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	272	3	77	43	31	14	18	678	34	56	344	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	272	3	77	43	31	14	18	678	34	56	344	3
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	272	3	77	43	31	14	18	678	34	56	344	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	272	3	77	43	31	14	18	678	34	56	344	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	272	3	77	43	31	14	18	678	34	56	344	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	272	3	77	43	31	14	18	678	34	56	344	3
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	0.92	0.92	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	1.00	0.04	0.96	0.49	0.35	0.16	1.00	1.90	0.10	1.00	1.98	0.02
Final Sat.:	1750	67	1732	855	616	278	1750	3523	177	1750	3668	32
Capacity Analysis Module:												
Vol/Sat:	0.16	0.04	0.04	0.05	0.05	0.05	0.01	0.19	0.19	0.03	0.09	0.09
Crit Moves:	***			***			***			***		
Green Time:	31.2	31.2	31.2	10.1	10.1	10.1	18.8	38.7	38.7	7.0	26.9	26.9
Volume/Cap:	0.49	0.14	0.14	0.49	0.49	0.49	0.05	0.49	0.49	0.45	0.35	0.35
Delay/Veh:	28.2	24.4	24.4	44.2	44.2	44.2	32.9	23.0	23.0	46.8	29.2	29.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.2	24.4	24.4	44.2	44.2	44.2	32.9	23.0	23.0	46.8	29.2	29.2
LOS by Move:	C	C	C	D	D	D	C-	C	C	D	C	C
HCM2kAvgQ:	7	2	2	3	3	3	0	8	8	2	4	4
Note: Queue reported is the number of cars per lane.												

Tasman East Focus Area Plan
SJ16-1669
Existing PM

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Existing Plus Project PM

Intersection #34: Rio Robles/Tasman Drive



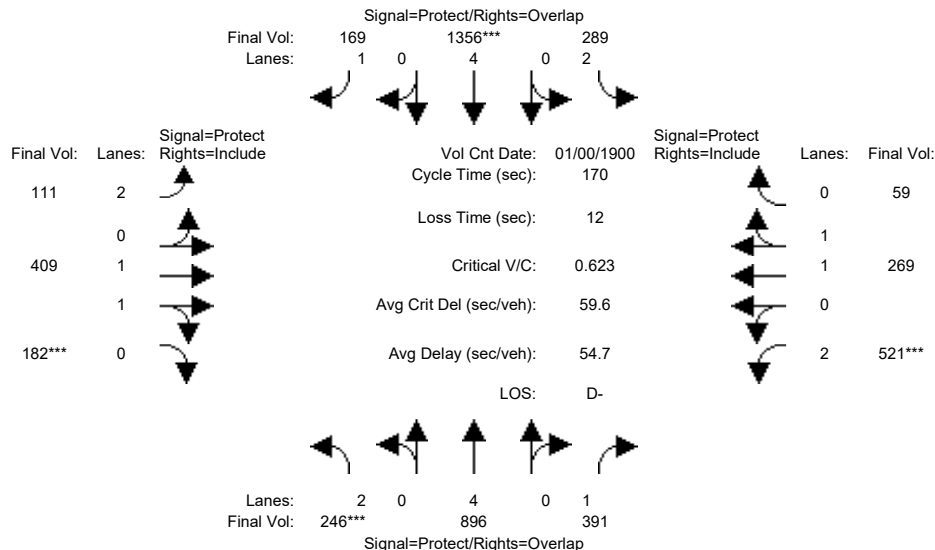
Street Name:	Rio Robles						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	272	3	77	43	31	14	18	678	34	56	344	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	272	3	77	43	31	14	18	678	34	56	344	3
Added Vol:	11	0	0	0	0	0	0	40	4	0	114	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	283	3	77	43	31	14	18	718	38	56	458	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	283	3	77	43	31	14	18	718	38	56	458	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	283	3	77	43	31	14	18	718	38	56	458	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	283	3	77	43	31	14	18	718	38	56	458	3
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	0.92	0.92	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	1.00	0.04	0.96	0.49	0.35	0.16	1.00	1.90	0.10	1.00	1.99	0.01
Final Sat.:	1750	67	1732	855	616	278	1750	3514	186	1750	3676	24
Capacity Analysis Module:												
Vol/Sat:	0.16	0.04	0.04	0.05	0.05	0.05	0.01	0.20	0.20	0.03	0.12	0.12
Crit Moves:	***			***			***			***		
Green Time:	30.9	30.9	30.9	10.0	10.0	10.0	16.7	39.1	39.1	7.0	29.4	29.4
Volume/Cap:	0.52	0.14	0.14	0.50	0.50	0.50	0.06	0.52	0.52	0.45	0.42	0.42
Delay/Veh:	28.8	24.6	24.6	44.3	44.3	44.3	34.7	23.1	23.1	46.8	28.2	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:	28.8	24.6	24.6	44.3	44.3	44.3	34.7	23.1	23.1	46.8	28.2	28.2
LOS by Move:	C	C	C	D	D	D	C-	C	C	D	C	C
HCM2kAvgQ:	7	2	2	3	3	3	0	9	9	2	6	6

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

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Intersection #35: Lawrence Expy/Tasman Dr (CMP)

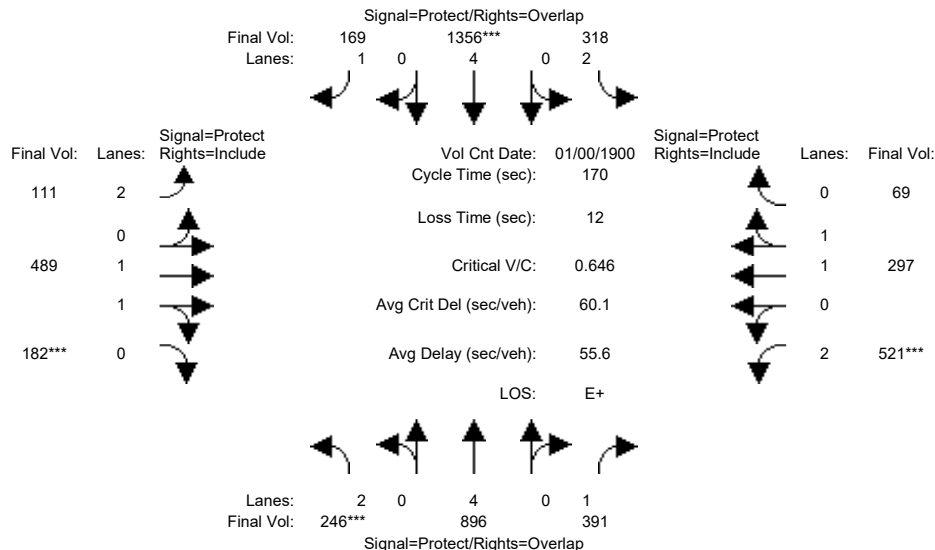


Street Name:	Lawrence Expy						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	23	57	57	23	57	57	48	50	50	40	41	41
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count	Date: 0 Jan 1900 << 12:00:00 AM											
Base Vol:	246	896	391	289	1356	169	111	409	182	521	269	59
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	246	896	391	289	1356	169	111	409	182	521	269	59
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	246	896	391	289	1356	169	111	409	182	521	269	59
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	896	391	289	1356	169	111	409	182	521	269	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	246	896	391	289	1356	169	111	409	182	521	269	59
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	246	896	391	289	1356	169	111	409	182	521	269	59
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.99	0.95	0.83	0.98	0.95
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	1.37	0.63	2.00	1.63	0.37
Final Sat.:	3150	7600	1750	3150	7600	1750	3150	2560	1139	3150	3034	665
Capacity Analysis Module:												
Vol/Sat:	0.08	0.12	0.22	0.09	0.18	0.10	0.04	0.16	0.16	0.17	0.09	0.09
Crit Moves:	***			***			***			***		
Green Time:	21.5	53.2	90.6	21.5	53.2	98.6	45.3	46.7	46.7	37.4	38.7	38.7
Volume/Cap:	0.62	0.38	0.42	0.73	0.57	0.17	0.13	0.58	0.58	0.75	0.39	0.39
Delay/Veh:	78.3	48.8	25.9	83.0	52.6	17.9	50.8	57.8	57.8	71.0	59.8	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:	78.3	48.8	25.9	83.0	52.6	17.9	50.8	57.8	57.8	71.0	59.8	59.8
LOS by Move:	E-	D	C	F	D-	B	D	E+	E+	E	E+	E+
HCM2kAvgQ:	9	9	14	11	16	5	3	15	15	16	8	8
Note: Queue reported is the number of cars per lane.												

Tasman East Focus Area Plan
SJ16-1669
Existing PM

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Existing Plus Project PM

Intersection #35: Lawrence Expy/Tasman Dr (CMP)



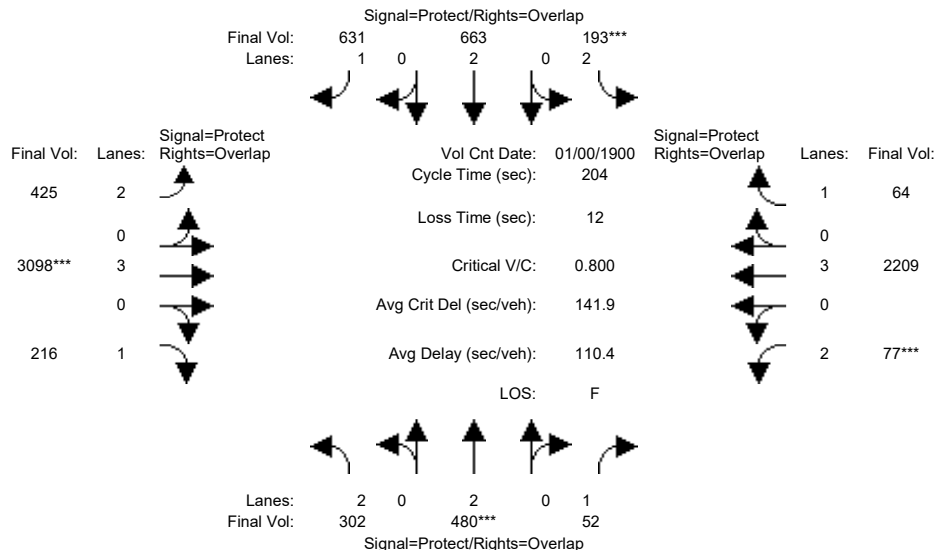
Street Name:	Lawrence Expy						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	23	57	57	23	57	57	48	50	50	40	41	41
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count	Date: 0 Jan 1900 << 12:00:00 AM											
Base Vol:	246	896	391	289	1356	169	111	409	182	521	269	59
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	246	896	391	289	1356	169	111	409	182	521	269	59
Added Vol:	0	0	0	29	0	0	0	80	0	0	28	10
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	246	896	391	318	1356	169	111	489	182	521	297	69
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	896	391	318	1356	169	111	489	182	521	297	69
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	246	896	391	318	1356	169	111	489	182	521	297	69
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	246	896	391	318	1356	169	111	489	182	521	297	69
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	0.98	0.95	0.83	0.98	0.95
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	1.44	0.56	2.00	1.61	0.39
Final Sat.:	3150	7600	1750	3150	7600	1750	3150	2696	1003	3150	3002	697
Capacity Analysis Module:												
Vol/Sat:	0.08	0.12	0.22	0.10	0.18	0.10	0.04	0.18	0.18	0.17	0.10	0.10
Crit Moves:	***			***			***		***	***		
Green Time:	21.5	53.2	90.6	21.5	53.2	98.6	45.3	46.7	46.7	37.4	38.7	38.7
Volume/Cap:	0.62	0.38	0.42	0.80	0.57	0.17	0.13	0.66	0.66	0.75	0.43	0.43
Delay/Veh:	78.3	48.8	25.9	88.1	52.6	17.9	50.8	60.1	60.1	71.0	60.6	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:	78.3	48.8	25.9	88.1	52.6	17.9	50.8	60.1	60.1	71.0	60.6	60.6
LOS by Move:	E-	D	C	F	D-	B	D	E	E	E	E	E
HCM2kAvgQ:	9	9	14	12	16	5	3	17	17	16	9	9

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

Tasman East Focus Area Plan
SJ16-1669
Existing PM

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

Intersection #36: Montague Expy/North First Street (CMP)

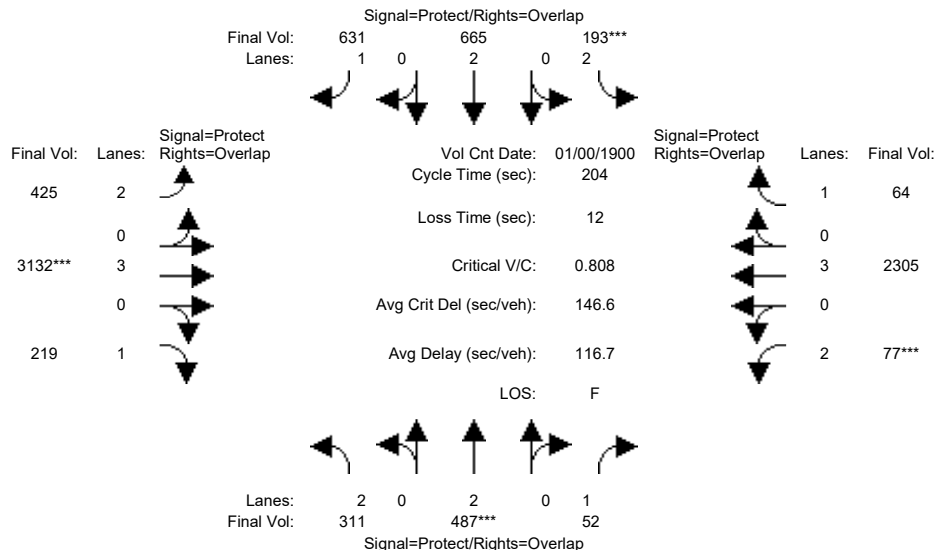


Street Name:	North First Street						Montague Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	31	53	53	37	58	58	33	97	97	17	81	81
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	302	480	52	193	663	631	425	3098	216	77	2209	64
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	302	480	52	193	663	631	425	3098	216	77	2209	64
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	302	480	52	193	663	631	425	3098	216	77	2209	64
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	302	480	52	193	663	631	425	3098	216	77	2209	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	302	480	52	193	663	631	425	3098	216	77	2209	64
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	302	480	52	193	663	631	425	3098	216	77	2209	64
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:	0.10	0.13	0.03	0.06	0.17	0.36	0.13	0.54	0.12	0.02	0.39	0.04
Crit Moves:	****			****			****			****		
Green Time:	29.6	50.1	66.1	34.9	55.4	86.6	31.2	91.6	121.2	16.1	76.5	111.4
Volume/Cap:	0.66	0.51	0.09	0.36	0.64	0.85	0.88	1.21	0.21	0.31	1.03	0.07
Delay/Veh:	90.9	70.9	50.9	79.4	70.8	65.1	106.9	158	20.4	94.7	96.2	23.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	90.9	70.9	50.9	79.4	70.8	65.1	106.9	158	20.4	94.7	96.2	23.1
LOS by Move:	F	E	D	E-	E	E	F	F	C+	F	F	C
HCM2kAvgQ:	12	13	2	7	19	41	17	89	7	3	55	2
Note: Queue reported is the number of cars per lane.												

Tasman East Focus Area Plan
SJ16-1669
Existing PM

Level Of Service Computation Report
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Existing Plus Project PM

Intersection #36: Montague Expy/North First Street (CMP)



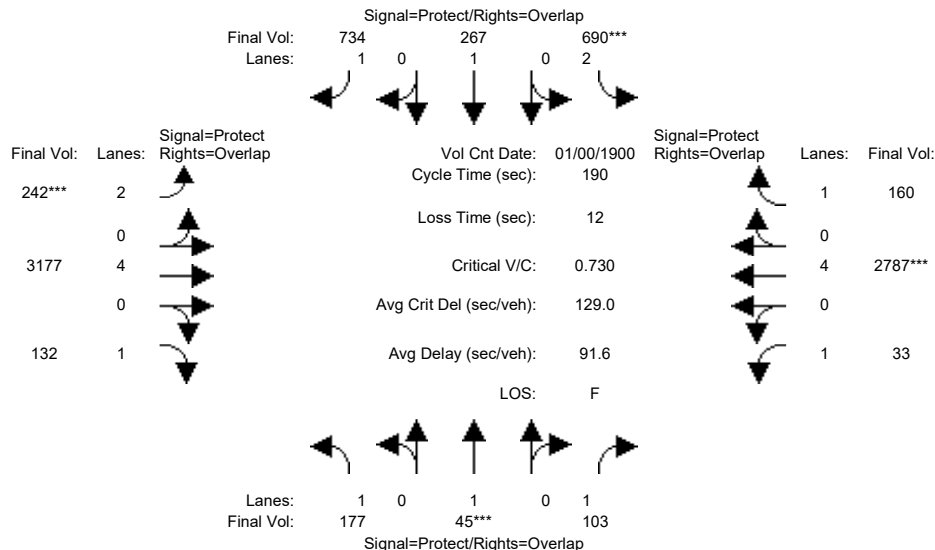
Street Name:	North First Street						Montague Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	31	53	53	37	58	58	33	97	97	17	81	81
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count	Date: 0 Jan 1900 << 12:00:00 AM											
Base Vol:	302	480	52	193	663	631	425	3098	216	77	2209	64
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	302	480	52	193	663	631	425	3098	216	77	2209	64
Added Vol:	9	7	0	0	2	0	0	34	3	0	96	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	311	487	52	193	665	631	425	3132	219	77	2305	64
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	311	487	52	193	665	631	425	3132	219	77	2305	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	311	487	52	193	665	631	425	3132	219	77	2305	64
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	311	487	52	193	665	631	425	3132	219	77	2305	64
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:	0.10	0.13	0.03	0.06	0.17	0.36	0.13	0.55	0.13	0.02	0.40	0.04
Crit Moves:	****			****			****			****		
Green Time:	29.6	50.1	66.1	34.9	55.4	86.6	31.2	91.6	121.2	16.1	76.5	111.4
Volume/Cap:	0.68	0.52	0.09	0.36	0.64	0.85	0.88	1.22	0.21	0.31	1.08	0.07
Delay/Veh:	91.7	71.1	50.9	79.4	70.9	65.1	106.9	164	20.4	94.7	112	23.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	91.7	71.1	50.9	79.4	70.9	65.1	106.9	164	20.4	94.7	112	23.1
LOS by Move:	F	E	D	E-	E	E	F	F	C+	F	F	C
HCM2kAvgQ:	13	14	2	7	19	41	17	91	7	3	60	2

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

Tasman East Focus Area Plan
SJ16-1669
Existing PM

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

Intersection #37: Montague Expy/Mission College Blvd (CMP)

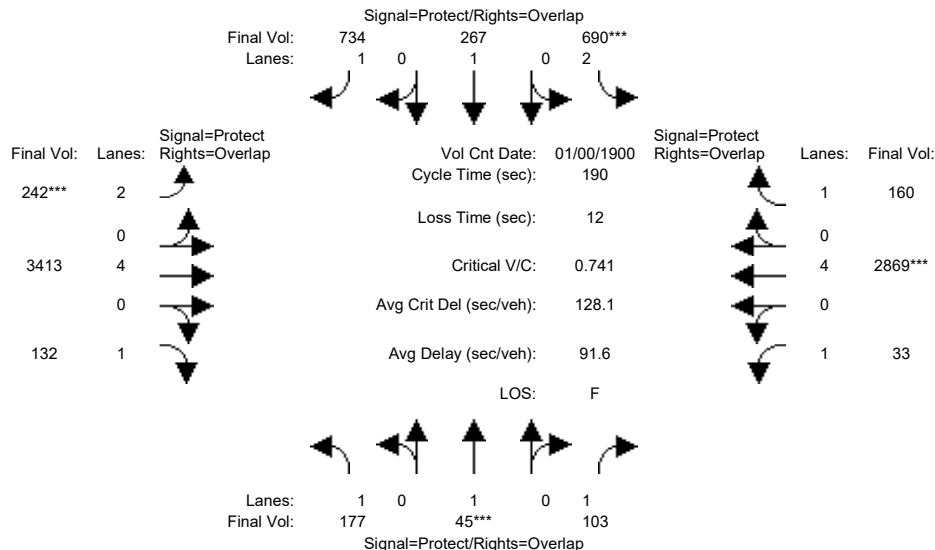


Street Name:	Mission College Blvd						Montague Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	18	42	42	24	48	48	31	102	102	21	93	93
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count	Date: 0 Jan 1900 << 12:00:00 AM											
Base Vol:	177	45	103	690	267	734	242	3177	132	33	2787	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:	177	45	103	690	267	734	242	3177	132	33	2787	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:	177	45	103	690	267	734	242	3177	132	33	2787	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:	177	45	103	690	267	734	242	3177	132	33	2787	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	177	45	103	690	267	734	242	3177	132	33	2787	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
Final Volume:	177	45	103	690	267	734	242	3177	132	33	2787	160
Saturation 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	0.02	0.06	0.22	0.14	0.42	0.08	0.42	0.08	0.02	0.37	0.09
Crit Moves:	****			****			****			****		
Green Time:	14.1	39.5	59.4	22.6	47.9	77.1	29.2	96.7	110.9	19.9	87.5	110.0
Volume/Cap:	1.36	0.11	0.19	1.84	0.56	1.03	0.50	0.82	0.13	0.18	0.80	0.16
Delay/Veh:	296.3	65.0	50.9	478.9	67.2	102.8	79.2	43.3	19.0	83.0	47.8	19.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	296.3	65.0	50.9	478.9	67.2	102.8	79.2	43.3	19.0	83.0	47.8	19.8
LOS by Move:	F	E	D	F	E	F	E-	D	B-	F	D	B-
HCM2kAvgQ:	20	2	5	49	14	56	8	41	4	2	36	5
Note: Queue reported is the number of cars per lane.												

Tasman East Focus Area Plan
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Intersection #37: Montague Expy/Mission College Blvd (CMP)

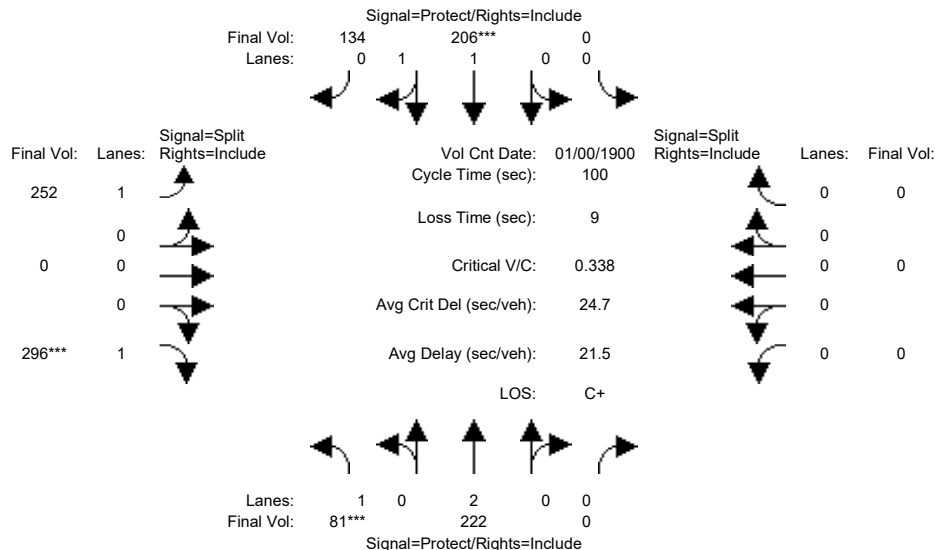


Street Name:	Mission College Blvd						Montague Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	18	42	42	24	48	48	31	102	102	21	93	93
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	177	45	103	690	267	734	242	3177	132	33	2787	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:	177	45	103	690	267	734	242	3177	132	33	2787	160
Added Vol:	0	0	0	0	0	0	0	236	0	0	82	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	177	45	103	690	267	734	242	3413	132	33	2869	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:	177	45	103	690	267	734	242	3413	132	33	2869	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	177	45	103	690	267	734	242	3413	132	33	2869	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
Final Volume:	177	45	103	690	267	734	242	3413	132	33	2869	160
Saturation 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	0.02	0.06	0.22	0.14	0.42	0.08	0.45	0.08	0.02	0.38	0.09
Crit Moves:	****			****			****			****		
Green Time:	14.1	39.5	59.4	22.6	47.9	77.1	29.2	96.7	110.9	19.9	87.5	110.0
Volume/Cap:	1.36	0.11	0.19	1.84	0.56	1.03	0.50	0.88	0.13	0.18	0.82	0.16
Delay/Veh:	296.3	65.0	50.9	478.9	67.2	102.8	79.2	46.9	19.0	83.0	48.9	19.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	296.3	65.0	50.9	478.9	67.2	102.8	79.2	46.9	19.0	83.0	48.9	19.8
LOS by Move:	F	E	D	F	E	F	E-	D	B-	F	D	B-
HCM2kAvgQ:	20	2	5	49	14	56	8	48	4	2	38	5
Note: Queue reported is the number of cars per lane.												

Tasman East Focus Area Plan
SJ16-1669
Existing PM

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Intersection #38: Gold Street/Gold Street Connector

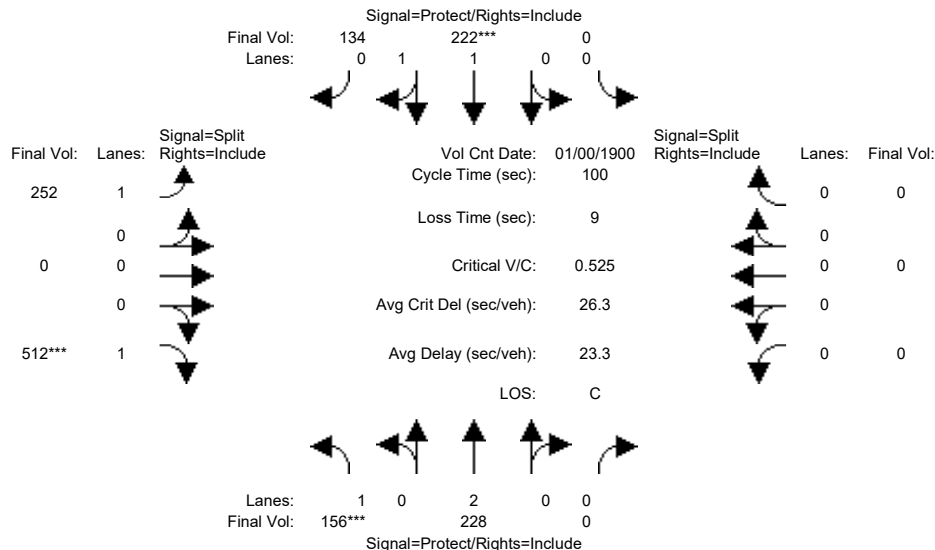


Street Name:	Gold Street			Gold Street Connector		
Approach:	North Bound			South Bound		
Movement:	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM						
Base Vol:	81	222	0	0	206	134
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	81	222	0	0	206	134
Added Vol:	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0
Initial Fut:	81	222	0	0	206	134
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	81	222	0	0	206	134
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	81	222	0	0	206	134
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	81	222	0	0	206	134
Saturation Flow Module:						
Sat/Lane:	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.99	0.95
Lanes:	1.00	2.00	0.00	0.00	1.19	0.81
Final Sat.:	1750	3800	0	0	2241	1458
Capacity Analysis Module:						
Vol/Sat:	0.05	0.06	0.00	0.00	0.09	0.09
Crit Moves:	***	***	***	***	***	***
Green Time:	13.7	40.9	0.0	0.0	27.2	27.2
Volume/Cap:	0.34	0.14	0.00	0.00	0.34	0.34
Delay/Veh:	39.9	18.6	0.0	0.0	29.4	29.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.9	18.6	0.0	0.0	29.4	29.4
LOS by Move:	D	B-	A	A	C	C
HCM2kAvgQ:	3	2	0	0	4	4
Note: Queue reported is the number of cars per lane.						

Tasman East Focus Area Plan
SJ16-1669
Existing PM

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

Intersection #38: Gold Street/Gold Street Connector



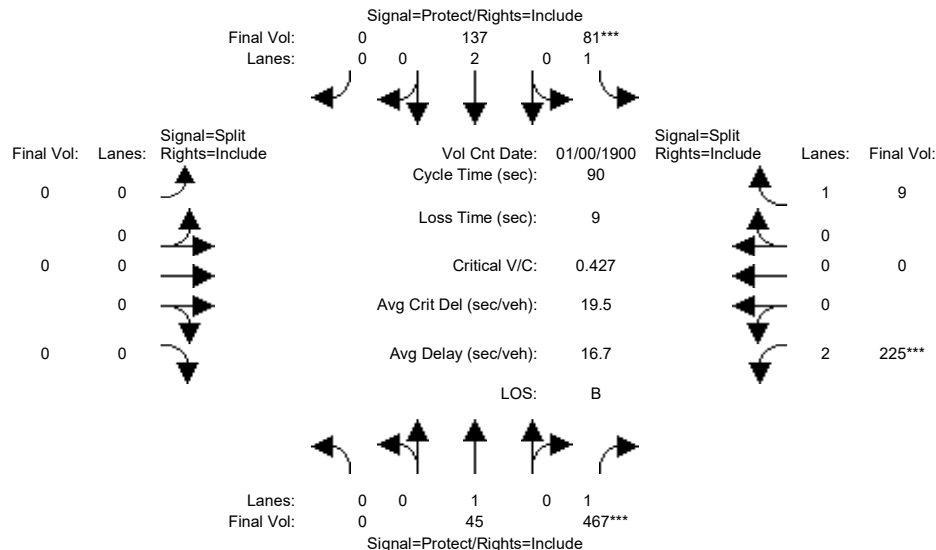
Street Name:	Gold Street						Gold Street Connector					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	81	222	0	0	206	134	252	0	296	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:	81	222	0	0	206	134	252	0	296	0	0	0
Added Vol:	75	6	0	0	16	0	0	0	216	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	156	228	0	0	222	134	252	0	512	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	156	228	0	0	222	134	252	0	512	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	156	228	0	0	222	134	252	0	512	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	156	228	0	0	222	134	252	0	512	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	0.00	1.23	0.77	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	3800	0	0	2306	1392	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.09	0.06	0.00	0.00	0.10	0.10	0.14	0.00	0.29	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green Time:	17.0	35.3	0.0	0.0	18.3	18.3	55.7	0.0	55.7	0.0	0.0	0.0
Volume/Cap:	0.53	0.17	0.00	0.00	0.53	0.53	0.26	0.00	0.53	0.00	0.00	0.00
Delay/Veh:	39.6	22.3	0.0	0.0	37.7	37.7	11.6	0.0	14.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.6	22.3	0.0	0.0	37.7	37.7	11.6	0.0	14.4	0.0	0.0	0.0
LOS by Move:	D	C+	A	A	D+	D+	B+	A	B	A	A	A
HCM2kAvgQ:	5	2	0	0	6	6	4	0	10	0	0	0
Note: Queue reported is the number of cars per lane.												

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

Tasman East Focus Area Plan
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Existing PM

Level Of Service Computation Report
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Existing PM

Intersection #39: Gold Street Connector/Great America Pkwy



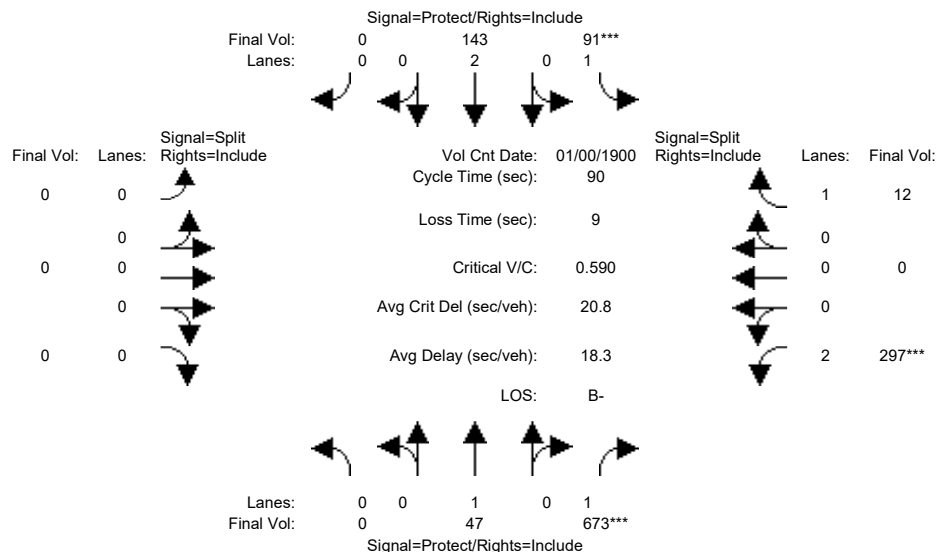
Street Name:	Great America Pkwy						Gold Street Connector					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	7	10	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	45	467	81	137	0	0	0	0	225	0	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	45	467	81	137	0	0	0	0	225	0	9
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	45	467	81	137	0	0	0	0	225	0	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	45	467	81	137	0	0	0	0	225	0	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	45	467	81	137	0	0	0	0	225	0	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	45	467	81	137	0	0	0	0	225	0	9
Saturation Flow Module:												
Sat/Lane:	1900	1900	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	1.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	1900	1750	1750	3800	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.02	0.27	0.05	0.04	0.00	0.00	0.00	0.00	0.07	0.00	0.01
Crit Moves:	****											
Green Time:	0.0	56.0	56.0	10.0	66.0	0.0	0.0	0.0	0.0	15.0	0.0	15.0
Volume/Cap:	0.00	0.04	0.43	0.42	0.05	0.00	0.00	0.00	0.00	0.43	0.00	0.03
Delay/Veh:	0.0	6.6	9.0	38.7	3.3	0.0	0.0	0.0	0.0	34.2	0.0	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:	0.0	6.6	9.0	38.7	3.3	0.0	0.0	0.0	0.0	34.2	0.0	31.5
LOS by Move:	A	A	A	D+	A	A	A	A	A	C-	A	C
HCM2kAvgQ:	0	0	7	3	1	0	0	0	0	3	0	0

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

Tasman East Focus Area Plan
SJ16-1669
Existing PM

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

Intersection #39: Gold Street Connector/Great America Pkwy

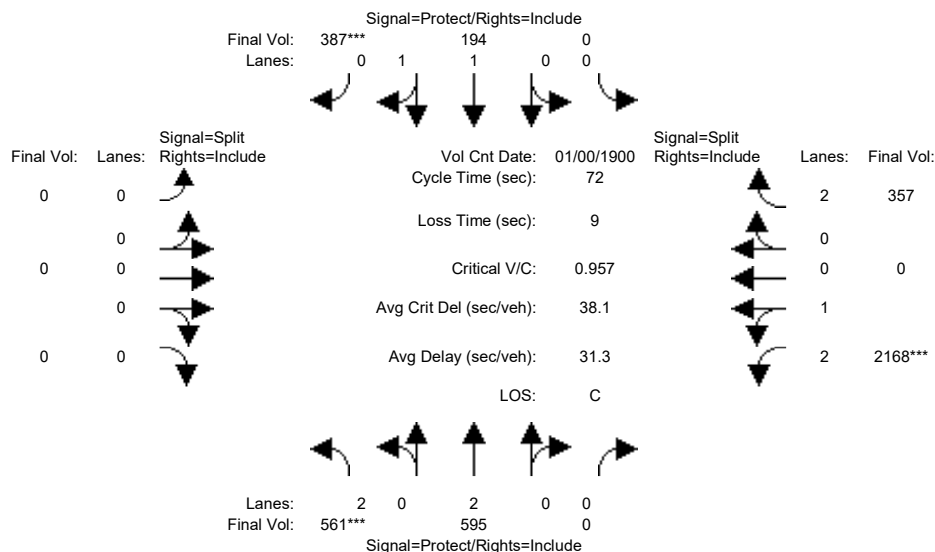


Street Name:	Great America Pkwy						Gold Street Connector					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	7	10	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	45	467	81	137	0	0	0	0	225	0	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	45	467	81	137	0	0	0	0	225	0	9
Added Vol:	0	2	206	10	6	0	0	0	0	72	0	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	47	673	91	143	0	0	0	0	297	0	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	47	673	91	143	0	0	0	0	297	0	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	47	673	91	143	0	0	0	0	297	0	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	47	673	91	143	0	0	0	0	297	0	12
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	1.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	1900	1750	1750	3800	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.02	0.38	0.05	0.04	0.00	0.00	0.00	0.00	0.09	0.00	0.01
Crit Moves:	****			****			****			****		
Green Time:	0.0	57.0	57.0	10.0	67.0	0.0	0.0	0.0	0.0	14.0	0.0	14.0
Volume/Cap:	0.00	0.04	0.61	0.47	0.05	0.00	0.00	0.00	0.00	0.61	0.00	0.04
Delay/Veh:	0.0	6.2	10.8	39.3	3.1	0.0	0.0	0.0	0.0	37.6	0.0	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:	0.0	6.2	10.8	39.3	3.1	0.0	0.0	0.0	0.0	37.6	0.0	32.4
LOS by Move:	A	A	B+	D	A	A	A	A	A	D+	A	C-
HCM2kAvgQ:	0	0	12	3	1	0	0	0	0	5	0	0
Note: Queue reported is the number of cars per lane.												

Tasman East Focus Area Plan
SJ16-1669
Background AM

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

Intersection #1: Great America Parkway / WB SR 237

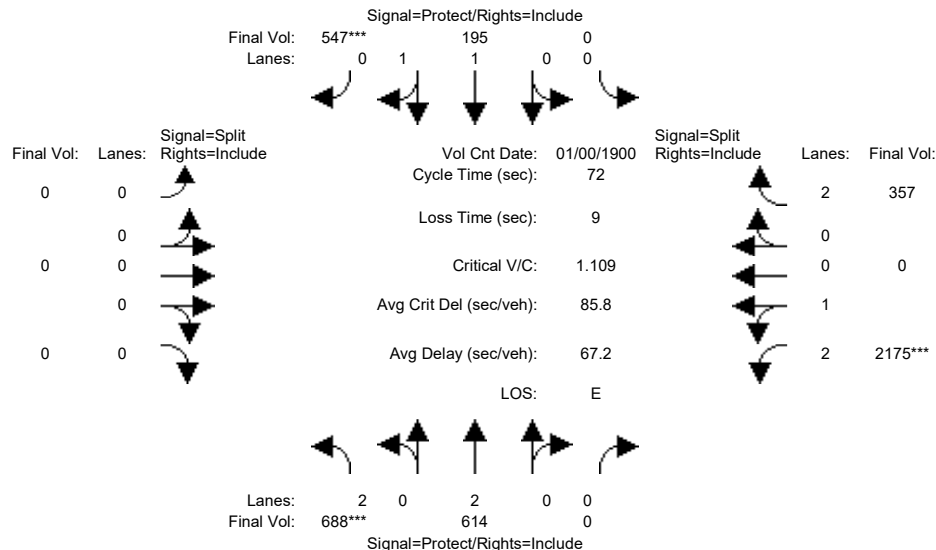


Street Name:	Great America Parkway						WB SR 237								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >>	Count	Date:	0	Jan	1900	<<	12:00:00	AM							
Base Vol:	561	595	0	0	194	387	0	0	0	2168	0	357	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	1.00	1.00	1.00
Initial Bse:	561	595	0	0	194	387	0	0	0	2168	0	357	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	561	595	0	0	194	387	0	0	0	2168	0	357	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	561	595	0	0	194	387	0	0	0	2168	0	357	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	561	595	0	0	194	387	0	0	0	2168	0	357	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	561	595	0	0	194	387	0	0	0	2168	0	357	0	0	0
Saturation Flow Module:															
Sat/Lane:	1900	1900	1900	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	0.87	1.00	0.83	0.83	0.83	0.83
Lanes:	2.00	2.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	3.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	3150	3800	0	0	1900	1750	0	0	0	4950	0	3150	0	0	0
Capacity Analysis Module:															
Vol/Sat:	0.18	0.16	0.00	0.00	0.10	0.22	0.00	0.00	0.00	0.44	0.00	0.11	0.00	0.00	0.00
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	13.4	30.0	0.0	0.0	16.6	16.6	0.0	0.0	0.0	33.0	0.0	33.0	0.0	0.0	0.0
Volume/Cap:	0.96	0.38	0.00	0.00	0.44	0.96	0.00	0.00	0.00	0.96	0.00	0.25	0.00	0.00	0.00
Delay/Veh:	55.7	14.6	0.0	0.0	23.9	53.4	0.0	0.0	0.0	29.4	0.0	12.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.7	14.6	0.0	0.0	23.9	53.4	0.0	0.0	0.0	29.4	0.0	12.0	0.0	0.0	0.0
LOS by Move:	E+	B	A	A	C	D-	A	A	A	C	A	B	A	A	A
HCM2kAvgQ:	9	4	0	0	4	12	0	0	0	24	0	3	0	0	0
Note: Queue reported is the number of cars per lane.															

Tasman East Focus Area Plan
SJ16-1669
Background AM

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

Intersection #1: Great America Parkway / WB SR 237



Street Name:	Great America Parkway						WB SR 237								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Min. Green:	7	10	0		0	10	10	0	0	0	10	10	10		
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		
Volume Module: >> Count	Date: 0 Jan 1900 << 12:00:00 AM														
Base Vol:	561	595	0		0	194	387	0	0	0	2168	0	357		
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Initial Bse:	561	595	0		0	194	387	0	0	0	2168	0	357		
Added Vol:	127	19	0		0	1	160	0	0	0	7	0	0		
PasserByVol:	0	0	0		0	0	0	0	0	0	0	0	0		
Initial Fut:	688	614	0		0	195	547	0	0	0	2175	0	357		
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Volume:	688	614	0		0	195	547	0	0	0	2175	0	357		
Reduct Vol:	0	0	0		0	0	0	0	0	0	0	0	0		
Reduced Vol:	688	614	0		0	195	547	0	0	0	2175	0	357		
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
FinalVolume:	688	614	0		0	195	547	0	0	0	2175	0	357		
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	0.87	1.00	0.83		
Lanes:	2.00	2.00	0.00		0.00	1.00	1.00	0.00	0.00	0.00	3.00	0.00	2.00		
Final Sat.:	3150	3800	0		0	1900	1750	0	0	0	4950	0	3150		
Capacity Analysis Module:															
Vol/Sat:	0.22	0.16	0.00		0.00	0.10	0.31	0.00	0.00	0.00	0.44	0.00	0.11		
Crit Moves:	****						****				****				
Green Time:	14.2	34.5	0.0		0.0	20.3	20.3	0.0	0.0	0.0	28.5	0.0	28.5		
Volume/Cap:	1.11	0.34	0.00		0.00	0.36	1.11	0.00	0.00	0.00	1.11	0.00	0.29		
Delay/Veh:	98.7	11.8	0.0		0.0	20.8	94.5	0.0	0.0	0.0	78.8	0.0	14.9		
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
AdjDel/Veh:	98.7	11.8	0.0		0.0	20.8	94.5	0.0	0.0	0.0	78.8	0.0	14.9		
LOS by Move:	F	B+	A		A	C+	F	A	A	A	E-	A	B		
HCM2kAvgQ:	15	4	0		0	3	22	0	0	0	33	0	3		
Note: Queue reported is the number of cars per lane.															

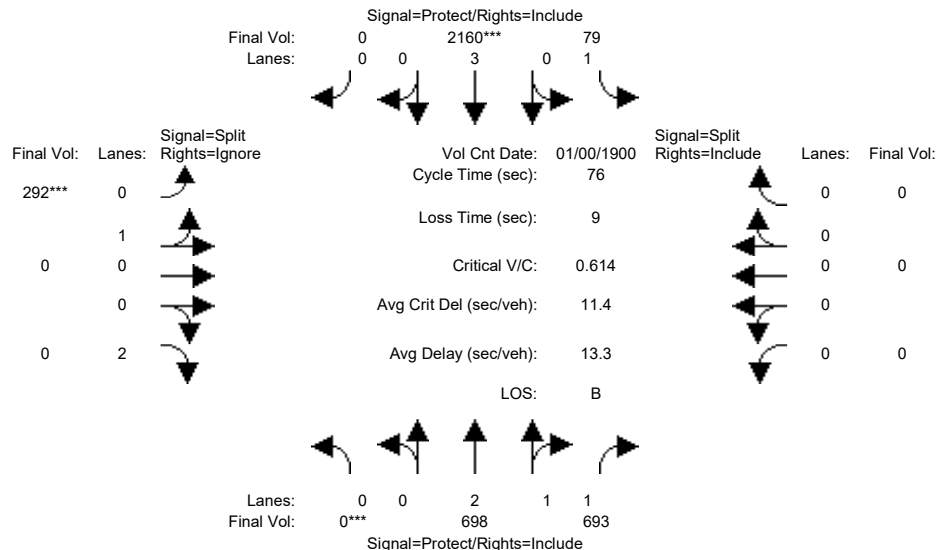
Tasman East Focus Area Plan

SJ16-1669

Background AM

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

Intersection #2: Great America Parkway / EB SR 237

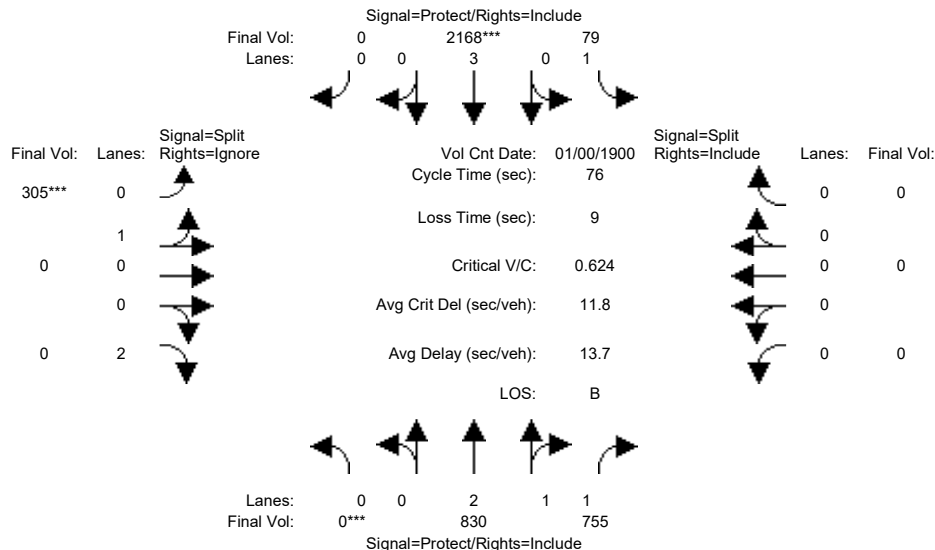


Street Name:	Great America Parkway						EB SR 237								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Min. Green:	0	10	10			7	10	0			10	10	10	0	0
Y+R:	4.0	4.0	4.0			4.0	4.0	4.0			4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count	Date: 0 Jan 1900 << 12:00:00 AM														
Base Vol:	0	698	693			79	2160	0	292	0	1658	0	0	0	0
Growth Adj:	1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	698	693			79	2160	0	292	0	1658	0	0	0	0
Added Vol:	0	0	0			0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0			0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	698	693			79	2160	0	292	0	1658	0	0	0	0
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	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	1.00
PHF Volume:	0	698	693			79	2160	0	292	0	0	0	0	0	0
Reduct Vol:	0	0	0			0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	698	693			79	2160	0	292	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	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	1.00
FinalVolume:	0	698	693			79	2160	0	292	0	0	0	0	0	0
Saturation Flow Module:															
Sat/Lane:	1900	1900	1900			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	0.83	0.92	1.00	0.92	0.92
Lanes:	0.00	2.00	2.00			1.00	3.00	0.00	1.00	0.00	2.00	0.00	0.00	0.00	0.00
Final Sat.:	0	3800	3500			1750	5700	0	1800	0	3150	0	0	0	0
Capacity Analysis Module:															
Vol/Sat:	0.00	0.18	0.20			0.05	0.38	0.00	0.16	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****					****			****						
Green Time:	0.0	32.0	32.0			14.9	46.9	0.0	20.1	0.0	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.44	0.47			0.23	0.61	0.00	0.61	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	15.7	16.0			26.1	9.3	0.0	26.9	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	15.7	16.0			26.1	9.3	0.0	26.9	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	B	B			C	A	A	C	A	A	A	A	A	A
HCM2kAvgQ:	0	6	6			2	10	0	7	0	0	0	0	0	0
Note: Queue reported is the number of cars per lane.															

Tasman East Focus Area Plan
SJ16-1669
Background AM

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

Intersection #2: Great America Parkway / EB SR 237



Street Name:	Great America Parkway						EB SR 237								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Min. Green:	0	10	10			7	10	0			10	10	10	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
Volume Module: >> Count	Date: 0 Jan 1900 << 12:00:00 AM														
Base Vol:	0	698	693			79	2160	0	292	0	1658	0	0	0	0
Growth Adj:	1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	698	693			79	2160	0	292	0	1658	0	0	0	0
Added Vol:	0	132	62			0	8	0	13	0	19	0	0	0	0
PasserByVol:	0	0	0			0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	830	755			79	2168	0	305	0	1677	0	0	0	0
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	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	1.00
PHF Volume:	0	830	755			79	2168	0	305	0	0	0	0	0	0
Reduct Vol:	0	0	0			0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	830	755			79	2168	0	305	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	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	1.00
FinalVolume:	0	830	755			79	2168	0	305	0	0	0	0	0	0
Saturation Flow Module:															
Sat/Lane:	1900	1900	1900			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	0.83	0.92	1.00	0.92	0.92
Lanes:	0.00	2.01	1.99			1.00	3.00	0.00	1.00	0.00	2.00	0.00	0.00	0.00	0.00
Final Sat.:	0	3824	3478			1750	5700	0	1800	0	3150	0	0	0	0
Capacity Analysis Module:															
Vol/Sat:	0.00	0.22	0.22			0.05	0.38	0.00	0.17	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****					****			****						
Green Time:	0.0	32.5	32.5			13.8	46.4	0.0	20.6	0.0	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.51	0.51			0.25	0.62	0.00	0.62	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	16.0	16.0			27.1	9.7	0.0	26.8	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	16.0	16.0			27.1	9.7	0.0	26.8	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	B	B			C	A	A	C	A	A	A	A	A	A
HCM2kAvgQ:	0	7	7			2	11	0	8	0	0	0	0	0	0
Note: Queue reported is the number of cars per lane.															

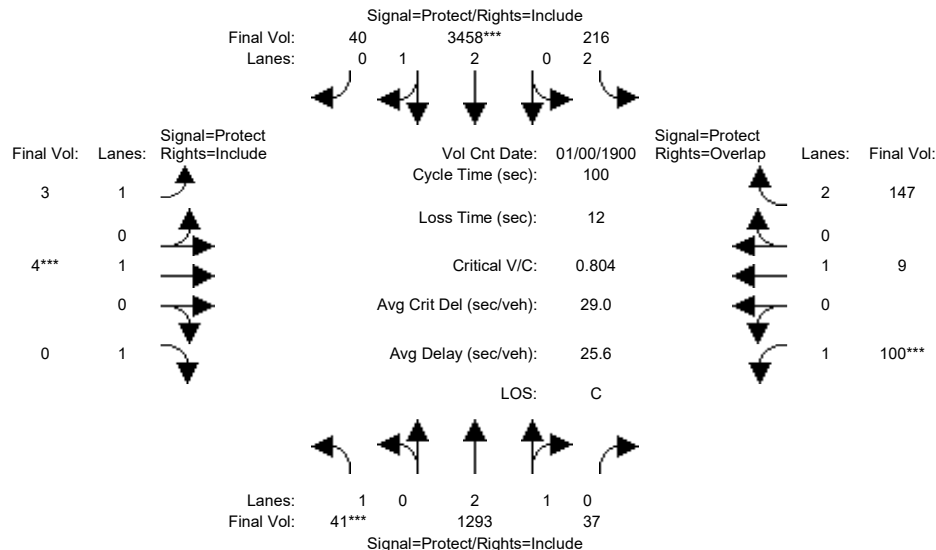
Tasman East Focus Area Plan

SJ16-1669

Background AM

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

Intersection #3: Great America Parkway / Great America Way

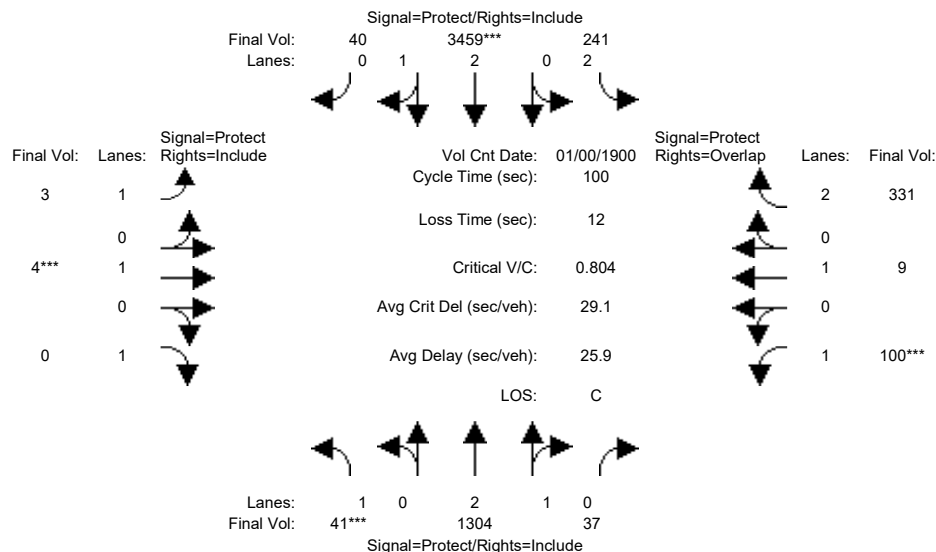


Street Name:	Great America Parkway						Great America Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	41	1293	37	216	3458	40	3	4	0	100	9	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:	41	1293	37	216	3458	40	3	4	0	100	9	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:	41	1293	37	216	3458	40	3	4	0	100	9	147
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1293	37	216	3458	40	3	4	0	100	9	147
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	1293	37	216	3458	40	3	4	0	100	9	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
Final Volume:	41	1293	37	216	3458	40	3	4	0	100	9	147
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.83	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.83
Lanes:	1.00	2.91	0.09	2.00	2.96	0.04	1.00	1.00	1.00	1.00	1.00	2.00
Final Sat.:	1750	5444	156	3150	5536	64	1750	1900	1750	1750	1900	3150
Capacity Analysis Module:												
Vol/Sat:	0.02	0.24	0.24	0.07	0.62	0.62	0.00	0.00	0.00	0.06	0.00	0.05
Crit Moves:	***			***			***			***		
Green Time:	7.0	54.8	54.8	16.2	64.0	64.0	7.0	10.0	0.0	7.0	10.0	26.2
Volume/Cap:	0.33	0.43	0.43	0.42	0.98	0.98	0.02	0.02	0.00	0.82	0.05	0.18
Delay/Veh:	45.9	13.5	13.5	38.3	27.4	27.4	43.4	40.6	0.0	78.8	40.8	28.7
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:	45.9	13.5	13.5	38.3	27.4	27.4	43.4	40.6	0.0	78.8	40.8	28.7
LOS by Move:	D	B	B	D+	C	C	D	D	A	E-	D	C
HCM2kAvgQ:	1	8	8	3	40	40	0	0	0	5	0	2
Note: Queue reported is the number of cars per lane.												

Tasman East Focus Area Plan
SJ16-1669
Background AM

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

Intersection #3: Great America Parkway / Great America Way

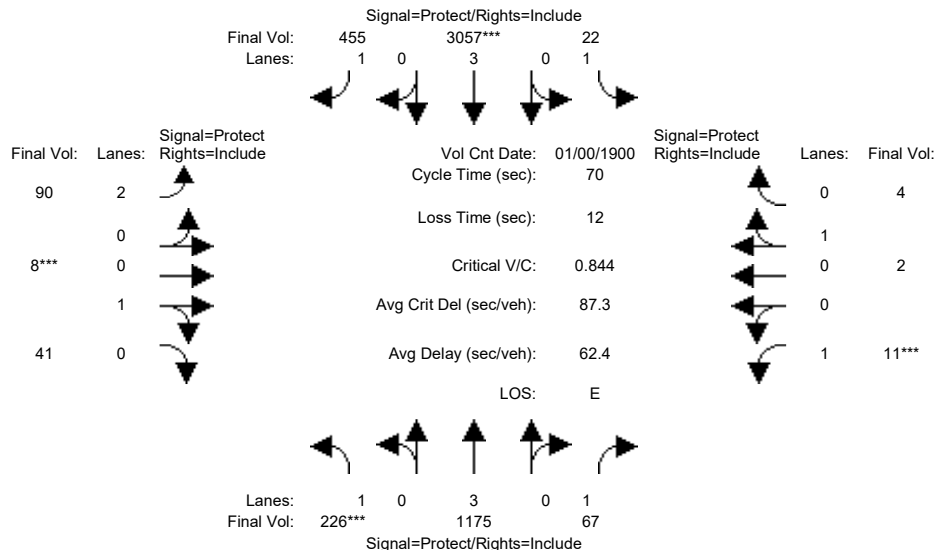


Street Name:	Great America Parkway						Great America Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	41	1293	37	216	3458	40	3	4	0	100	9	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:	41	1293	37	216	3458	40	3	4	0	100	9	147
Added Vol:	0	11	0	25	1	0	0	0	0	0	0	184
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	41	1304	37	241	3459	40	3	4	0	100	9	331
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1304	37	241	3459	40	3	4	0	100	9	331
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	1304	37	241	3459	40	3	4	0	100	9	331
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	41	1304	37	241	3459	40	3	4	0	100	9	331
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.83	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.83
Lanes:	1.00	2.91	0.09	2.00	2.96	0.04	1.00	1.00	1.00	1.00	1.00	2.00
Final Sat.:	1750	5445	155	3150	5536	64	1750	1900	1750	1750	1900	3150
Capacity Analysis Module:												
Vol/Sat:	0.02	0.24	0.24	0.08	0.62	0.62	0.00	0.00	0.00	0.06	0.00	0.11
Crit Moves:	***			***			***			***		
Green Time:	7.0	53.8	53.8	17.2	64.0	64.0	7.0	10.0	0.0	7.0	10.0	27.2
Volume/Cap:	0.33	0.45	0.45	0.45	0.98	0.98	0.02	0.02	0.00	0.82	0.05	0.39
Delay/Veh:	45.9	14.1	14.1	37.7	27.5	27.5	43.4	40.6	0.0	78.8	40.8	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:	45.9	14.1	14.1	37.7	27.5	27.5	43.4	40.6	0.0	78.8	40.8	29.9
LOS by Move:	D	B	B	D+	C	C	D	D	A	E-	D	C
HCM2kAvgQ:	1	8	8	4	40	40	0	0	0	5	0	5
Note: Queue reported is the number of cars per lane.												

Tasman East Focus Area Plan
SJ16-1669
Background AM

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2000 HCM Operations (Future Volume Alternative)
Background AM

Intersection #4: Great America Parkway / Old Mountain View - Alviso Road



Street Name:	Great America Parkway						Old Mountain View - Alviso Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count	Date: 0 Jan 1900 << 12:00:00 AM											
Base Vol:	226	1175	67	22	3057	455	90	8	41	11	2	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:	226	1175	67	22	3057	455	90	8	41	11	2	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:	226	1175	67	22	3057	455	90	8	41	11	2	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:	226	1175	67	22	3057	455	90	8	41	11	2	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	226	1175	67	22	3057	455	90	8	41	11	2	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
Final Volume:	226	1175	67	22	3057	455	90	8	41	11	2	4

Saturation Flow Module:												
Sat/Lane:	1900	1900	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	0.16	0.84	1.00	0.33	0.67
Final Sat.:	1750	5700	1750	1750	5700	1750	3150	294	1506	1750	600	1200

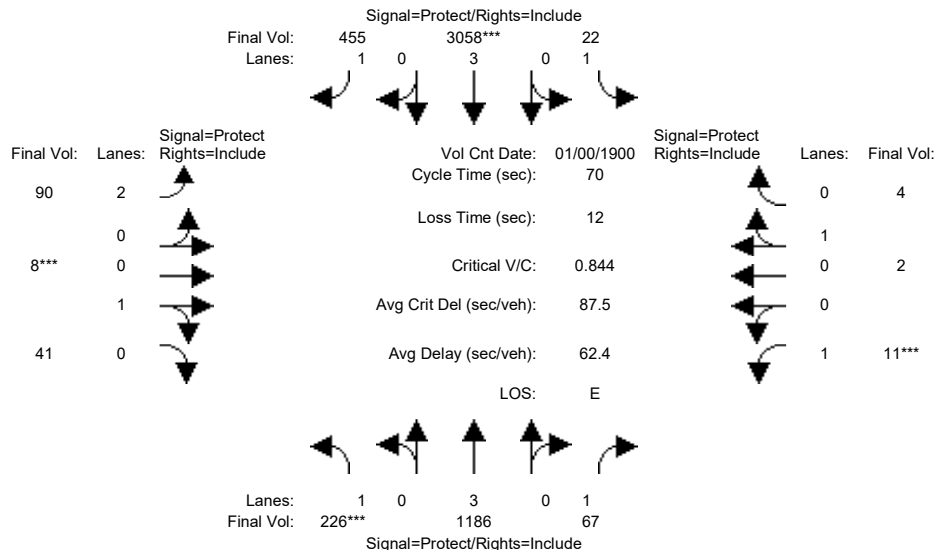
Capacity Analysis Module:												
Vol/Sat:	0.13	0.21	0.04	0.01	0.54	0.26	0.03	0.03	0.03	0.01	0.00	0.00
Crit Moves:	****				****		****			****		
Green Time:	8.0	27.6	27.6	13.4	33.0	33.0	7.0	10.0	10.0	7.0	10.0	10.0
Volume/Cap:	1.14	0.52	0.10	0.07	1.14	0.55	0.29	0.19	0.19	0.06	0.02	0.02
Delay/Veh:	136.3	16.4	13.4	23.3	84.9	14.0	29.7	26.8	26.8	28.7	25.8	25.8
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:	136.3	16.4	13.4	23.3	84.9	14.0	29.7	26.8	26.8	28.7	25.8	25.8
LOS by Move:	F	B	B	C	F	B	C	C	C	C	C	C
HCM2kAvgQ:	12	7	1	0	36	7	1	1	1	0	0	0

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

Tasman East Focus Area Plan
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Background AM

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

Intersection #4: Great America Parkway / Old Mountain View - Alviso Road



Street Name:	Great America Parkway						Old Mountain View - Alviso Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count	Date: 0 Jan 1900 << 12:00:00 AM											
Base Vol:	226	1175	67	22	3057	455	90	8	41	11	2	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:	226	1175	67	22	3057	455	90	8	41	11	2	4
Added Vol:	0	11	0	0	1	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	226	1186	67	22	3058	455	90	8	41	11	2	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:	226	1186	67	22	3058	455	90	8	41	11	2	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	226	1186	67	22	3058	455	90	8	41	11	2	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
Final Volume:	226	1186	67	22	3058	455	90	8	41	11	2	4

Saturation Flow Module:												
Sat/Lane:	1900	1900	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	0.16	0.84	1.00	0.33	0.67
Final Sat.:	1750	5700	1750	1750	5700	1750	3150	294	1506	1750	600	1200

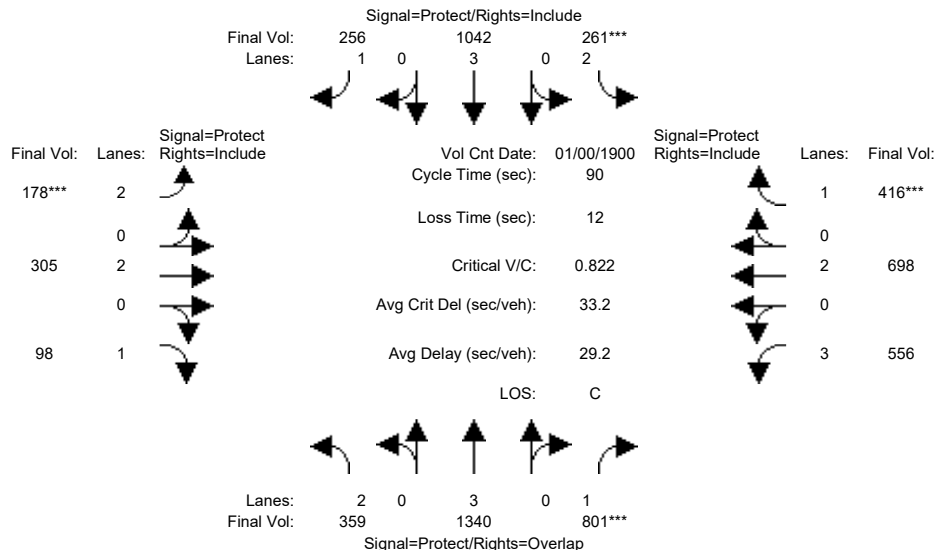
Capacity Analysis Module:												
Vol/Sat:	0.13	0.21	0.04	0.01	0.54	0.26	0.03	0.03	0.03	0.01	0.00	0.00
Crit Moves:	****				****		****			****		
Green Time:	8.0	27.7	27.7	13.3	33.0	33.0	7.0	10.0	10.0	7.0	10.0	10.0
Volume/Cap:	1.14	0.53	0.10	0.07	1.14	0.55	0.29	0.19	0.19	0.06	0.02	0.02
Delay/Veh:	136.4	16.4	13.4	23.3	85.0	14.0	29.7	26.8	26.8	28.7	25.8	25.8
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:	136.4	16.4	13.4	23.3	85.0	14.0	29.7	26.8	26.8	28.7	25.8	25.8
LOS by Move:	F	B	B	C	F	B	C	C	C	C	C	C
HCM2kAvgQ:	12	7	1	0	36	7	1	1	1	0	0	0

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

Tasman East Focus Area Plan
SJ16-1669
Background AM

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2000 HCM Operations (Future Volume Alternative)
Background AM

Intersection #5: Great America Parkway / Tasman Drive

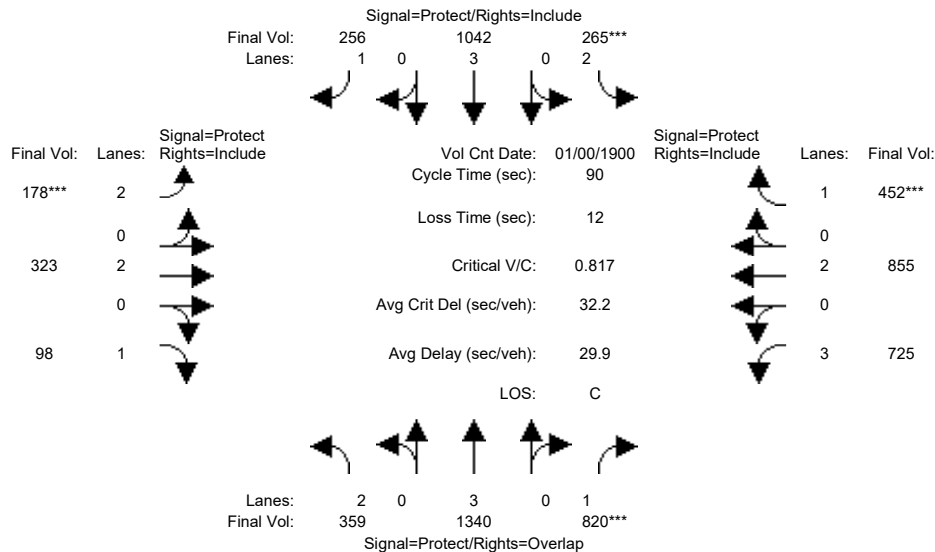


Street Name:	Great America Parkway						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count	Date: 0 Jan 1900 << 12:00:00 AM											
Base Vol:	359	1340	801	261	1042	256	178	305	98	556	698	416
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	359	1340	801	261	1042	256	178	305	98	556	698	416
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	359	1340	801	261	1042	256	178	305	98	556	698	416
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	359	1340	801	261	1042	256	178	305	98	556	698	416
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	359	1340	801	261	1042	256	178	305	98	556	698	416
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	359	1340	801	261	1042	256	178	305	98	556	698	416
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	0.80	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	3.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	4551	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.24	0.46	0.08	0.18	0.15	0.06	0.08	0.06	0.12	0.18	0.24
Crit Moves:	****			****			****			****		
Green Time:	17.4	36.3	53.4	9.0	27.9	27.9	7.0	15.6	15.6	17.1	25.7	25.7
Volume/Cap:	0.59	0.58	0.77	0.83	0.59	0.47	0.73	0.46	0.32	0.64	0.64	0.83
Delay/Veh:	34.6	21.3	17.3	56.7	26.8	25.8	51.0	34.0	33.2	35.2	29.4	41.4
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:	34.6	21.3	17.3	56.7	26.8	25.8	51.0	34.0	33.2	35.2	29.4	41.4
LOS by Move:	C-	C+	B	E+	C	C	D	C-	C-	D+	C	D
HCM2kAvgQ:	6	10	19	7	9	6	3	4	2	5	8	11
Note: Queue reported is the number of cars per lane.												

Tasman East Focus Area Plan
SJ16-1669
Background AM

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2000 HCM Operations (Future Volume Alternative)
Background AM Plus Project

Intersection #5: Great America Parkway / Tasman Drive



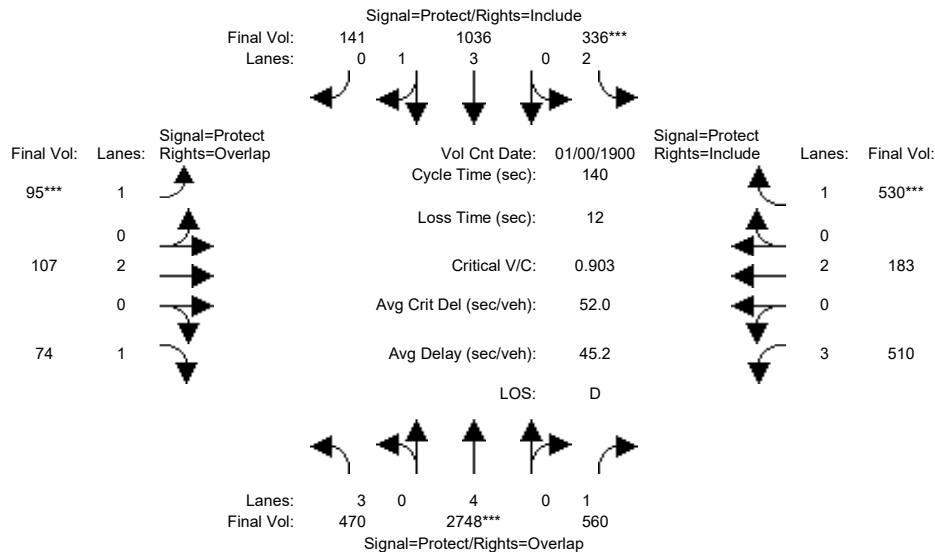
Street Name:	Great America Parkway						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	359	1340	801	261	1042	256	178	305	98	556	698	416
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	359	1340	801	261	1042	256	178	305	98	556	698	416
Added Vol:	0	0	19	4	0	0	0	18	0	169	157	36
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	359	1340	820	265	1042	256	178	323	98	725	855	452
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	359	1340	820	265	1042	256	178	323	98	725	855	452
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	359	1340	820	265	1042	256	178	323	98	725	855	452
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	359	1340	820	265	1042	256	178	323	98	725	855	452
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	0.80	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	3.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	4551	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.24	0.47	0.08	0.18	0.15	0.06	0.09	0.06	0.16	0.23	0.26
Crit Moves:	****			****			****			****		
Green Time:	16.5	33.7	54.4	9.2	26.4	26.4	7.0	14.4	14.4	20.7	28.1	28.1
Volume/Cap:	0.62	0.63	0.78	0.83	0.62	0.50	0.73	0.53	0.35	0.69	0.72	0.83
Delay/Veh:	36.0	23.6	16.9	55.6	28.2	27.1	51.0	35.6	34.4	33.8	29.6	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:	36.0	23.6	16.9	55.6	28.2	27.1	51.0	35.6	34.4	33.8	29.6	38.7
LOS by Move:	D+	C	B	E+	C	C	D	D+	C-	C-	C	D+
HCM2kAvgQ:	7	11	20	7	9	7	3	4	3	7	10	12

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

Tasman East Focus Area Plan
SJ16-1669
Background AM

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

Intersection #6: Great America Parkway / Mission College Boulevard

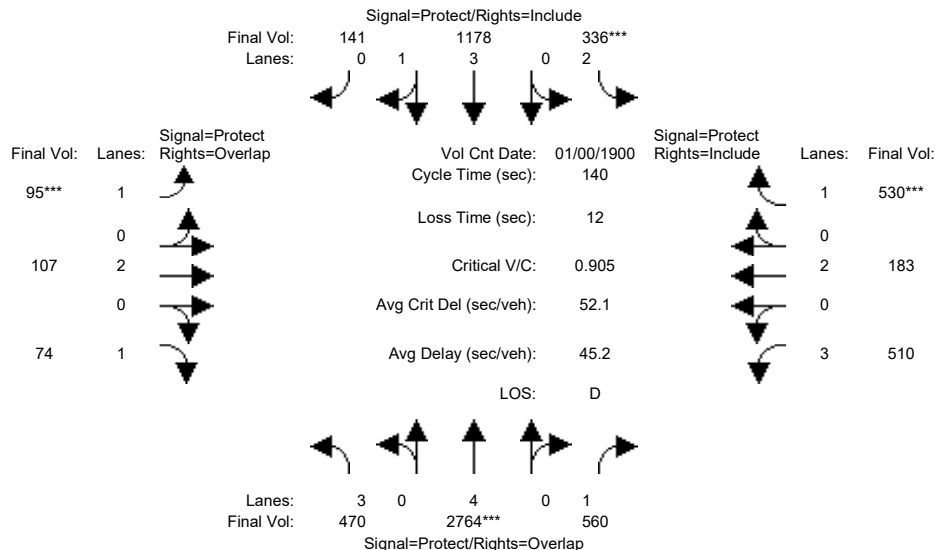


Street Name:	Great America Parkway			Mission College Boulevard		
Approach:	North Bound			South Bound		
Movement:	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM						
Base Vol:	470	2748	560	336	1036	141
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	470	2748	560	336	1036	141
Added Vol:	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0
Initial Fut:	470	2748	560	336	1036	141
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	470	2748	560	336	1036	141
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	470	2748	560	336	1036	141
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	470	2748	560	336	1036	141
Saturation Flow Module:						
Sat/Lane:	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	1.00	0.92	0.83	0.99	0.95
Lanes:	3.00	4.00	1.00	2.00	3.50	0.50
Final Sat.:	4551	7600	1750	3150	6600	898
Capacity Analysis Module:						
Vol/Sat:	0.10	0.36	0.32	0.11	0.16	0.16
Crit Moves:	****	****	****	****	****	****
Green Time:	28.8	56.1	89.9	16.5	43.8	43.8
Volume/Cap:	0.50	0.90	0.50	0.90	0.50	0.50
Delay/Veh:	49.7	43.6	13.5	85.3	39.4	39.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.7	43.6	13.5	85.3	39.4	39.4
LOS by Move:	D	D	B	F	D	D
HCM2kAvgQ:	7	29	13	12	10	10
Note: Queue reported is the number of cars per lane.						

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Intersection #6: Great America Parkway / Mission College Boulevard

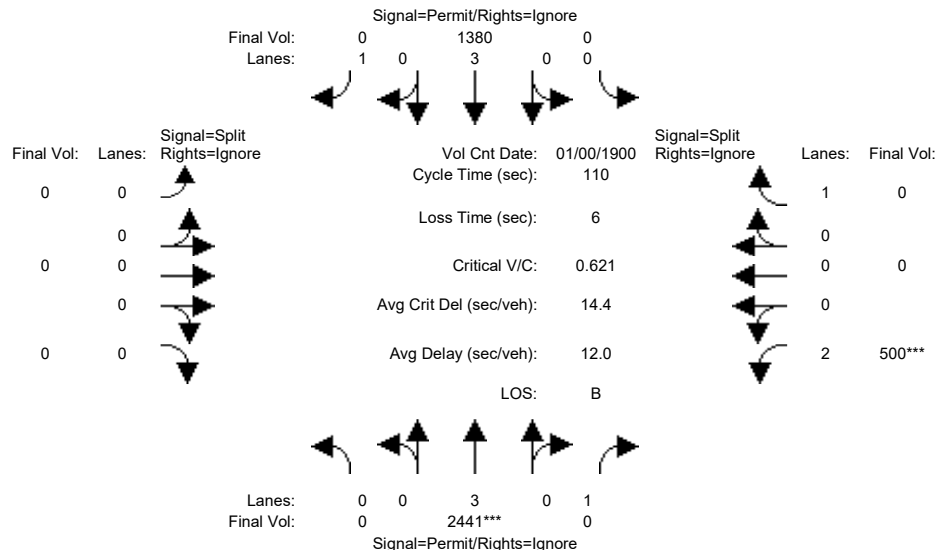


Street Name:	Great America Parkway			Mission College Boulevard		
Approach:	North Bound			South Bound		
Movement:	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count	Date: 0 Jan 1900 << 12:00:00 AM					
Base Vol:	470	2748	560	336	1036	141
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	470	2748	560	336	1036	141
Added Vol:	0	16	0	0	142	0
PasserByVol:	0	0	0	0	0	0
Initial Fut:	470	2764	560	336	1178	141
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	470	2764	560	336	1178	141
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	470	2764	560	336	1178	141
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	470	2764	560	336	1178	141
Saturation Flow Module:						
Sat/Lane:	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	1.00	0.92	0.83	0.99	0.95
Lanes:	3.00	4.00	1.00	2.00	3.55	0.45
Final Sat.:	4551	7600	1750	3150	6697	802
Capacity Analysis Module:						
Vol/Sat:	0.10	0.36	0.32	0.11	0.18	0.18
Crit Moves:	****			****		
Green Time:	26.9	56.3	90.0	16.5	45.8	45.8
Volume/Cap:	0.54	0.91	0.50	0.91	0.54	0.54
Delay/Veh:	51.6	43.7	13.5	85.8	38.7	38.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.6	43.7	13.5	85.8	38.7	38.7
LOS by Move:	D-	D	B	F	D+	D+
HCM2kAvgQ:	7	29	13	12	12	12
Note: Queue reported is the number of cars per lane.						

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Intersection #7: Great America Parkway - Bowers Avenue / US 101 NB Ramps



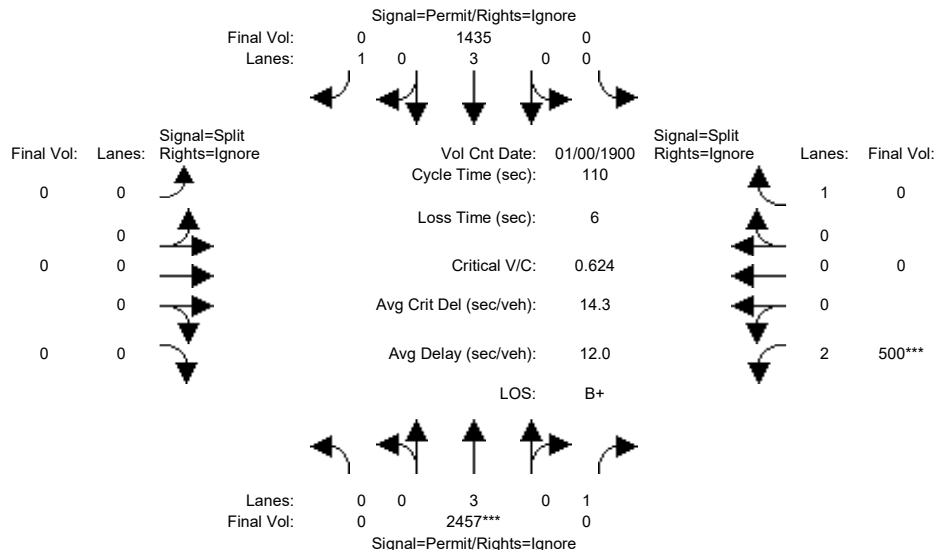
Street Name:Great America Parkway - Bowers Av							US 101 NB Ramps								
Approach: North Bound				South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Min. Green:	0		10		10	0		10		10	0		10		10
Y+R:	4.0		4.0		4.0	4.0		4.0		4.0	4.0		4.0		4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM															
Base Vol:	0		2441		208	0		1380		363	0		0		500
Growth Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
Initial Bse:	0		2441		208	0		1380		363	0		0		500
Added Vol:	0		0		0	0		0		0	0		0		0
PasserByVol:	0		0		0	0		0		0	0		0		0
Initial Fut:	0		2441		208	0		1380		363	0		0		500
User Adj:	1.00		1.00		0.00	1.00		1.00		0.00	1.00		1.00		0.00
PHF Adj:	1.00		1.00		0.00	1.00		1.00		0.00	1.00		1.00		0.00
PHF Volume:	0		2441		0	0		1380		0	0		0		500
Reduct Vol:	0		0		0	0		0		0	0		0		0
Reduced Vol:	0		2441		0	0		1380		0	0		0		500
PCE Adj:	1.00		1.00		0.00	1.00		1.00		0.00	1.00		1.00		0.00
MLF Adj:	1.00		1.00		0.00	1.00		1.00		0.00	1.00		1.00		0.00
FinalVolume:	0		2441		0	0		1380		0	0		0		500
Saturation Flow Module:															
Sat/Lane:	1900		1900		1900	1900		1900		1900	1900		1900		1900
Adjustment:	0.92		1.00		0.92	0.92		1.00		0.92	0.92		0.83		1.00
Lanes:	0.00		3.00		1.00	0.00		3.00		1.00	0.00		0.00		1.00
Final Sat.:	0		5700		1750	0		5700		1750	0		0		3150
Capacity Analysis Module:															
Vol/Sat:	0.00		0.43		0.00	0.00		0.24		0.00	0.00		0.00		0.00
Crit Moves:	****														
Green Time:	0.0		75.9		0.0	0.0		75.9		0.0	0.0		0.0		28.1
Volume/Cap:	0.00		0.62		0.00	0.00		0.35		0.00	0.00		0.00		0.62
Delay/Veh:	0.0		9.6		0.0	0.0		7.0		0.0	0.0		0.0		37.7
User DelAdj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
AdjDel/Veh:	0.0		9.6		0.0	0.0		7.0		0.0	0.0		0.0		37.7
LOS by Move:	A		A		A	A		A		A	A		D+		A
HCM2kAvgQ:	0		14		0	0		6		0	0		0		10
Note: Queue reported is the number of cars per lane.															

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

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Intersection #7: Great America Parkway - Bowers Avenue / US 101 NB Ramps



Street Name:Great America Parkway - Bowers Av							US 101 NB Ramps								
Approach:North Bound				South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Min. Green:	0		10		10	0		10		10	0		10		10
Y+R:	4.0		4.0		4.0	4.0		4.0		4.0	4.0		4.0		4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM															
Base Vol:	0		2441		208	0		1380		363	0		0		500
Growth Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
Initial Bse:	0		2441		208	0		1380		363	0		0		500
Added Vol:	0		16		0	0		55		87	0		0		0
PasserByVol:	0		0		0	0		0		0	0		0		0
Initial Fut:	0		2457		208	0		1435		450	0		0		500
User Adj:	1.00		1.00		0.00	1.00		1.00		0.00	1.00		1.00		0.00
PHF Adj:	1.00		1.00		0.00	1.00		1.00		0.00	1.00		1.00		0.00
PHF Volume:	0		2457		0	0		1435		0	0		0		500
Reduct Vol:	0		0		0	0		0		0	0		0		0
Reduced Vol:	0		2457		0	0		1435		0	0		0		500
PCE Adj:	1.00		1.00		0.00	1.00		1.00		0.00	1.00		1.00		0.00
MLF Adj:	1.00		1.00		0.00	1.00		1.00		0.00	1.00		1.00		0.00
FinalVolume:	0		2457		0	0		1435		0	0		0		500
Saturation Flow Module:															
Sat/Lane:	1900		1900		1900	1900		1900		1900	1900		1900		1900
Adjustment:	0.92		1.00		0.92	0.92		1.00		0.92	0.92		0.83		1.00
Lanes:	0.00		3.00		1.00	0.00		3.00		1.00	0.00		0.00		1.00
Final Sat.:	0		5700		1750	0		5700		1750	0		0		3150
Capacity Analysis Module:															
Vol/Sat:	0.00		0.43		0.00	0.00		0.25		0.00	0.00		0.00		0.00
Crit Moves:	****												****		
Green Time:	0.0		76.0		0.0	0.0		76.0		0.0	0.0		0.0		28.0
Volume/Cap:	0.00		0.62		0.00	0.00		0.36		0.00	0.00		0.00		0.62
Delay/Veh:	0.0		9.5		0.0	0.0		7.1		0.0	0.0		0.0		37.9
User DelAdj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
AdjDel/Veh:	0.0		9.5		0.0	0.0		7.1		0.0	0.0		0.0		37.9
LOS by Move:	A		A		A	A		A		A	A		D+		A
HCM2kAvgQ:	0		15		0	0		6		0	0		0		10
Note: Queue reported is the number of cars per lane.															

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

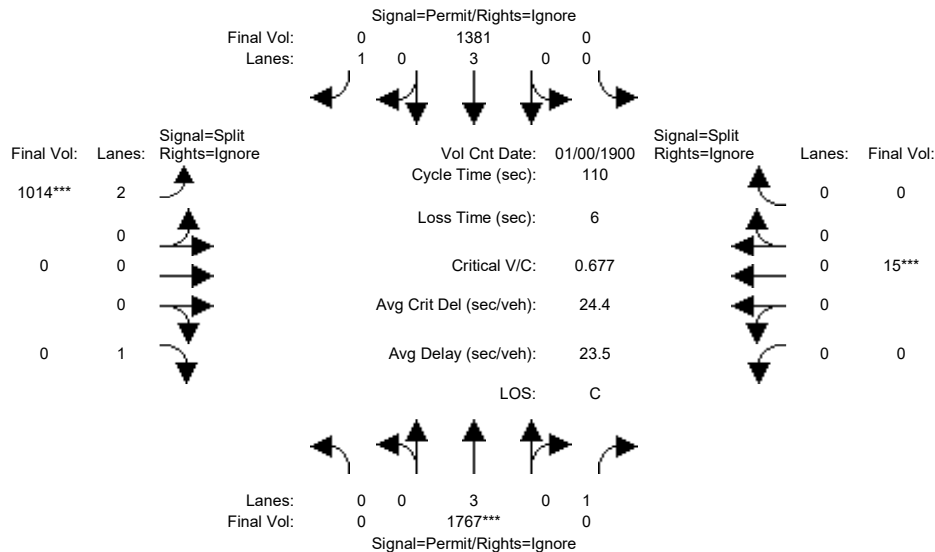
Tasman East Focus Area Plan

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Intersection #8: Bowers Avenue / US 101 SB Ramps



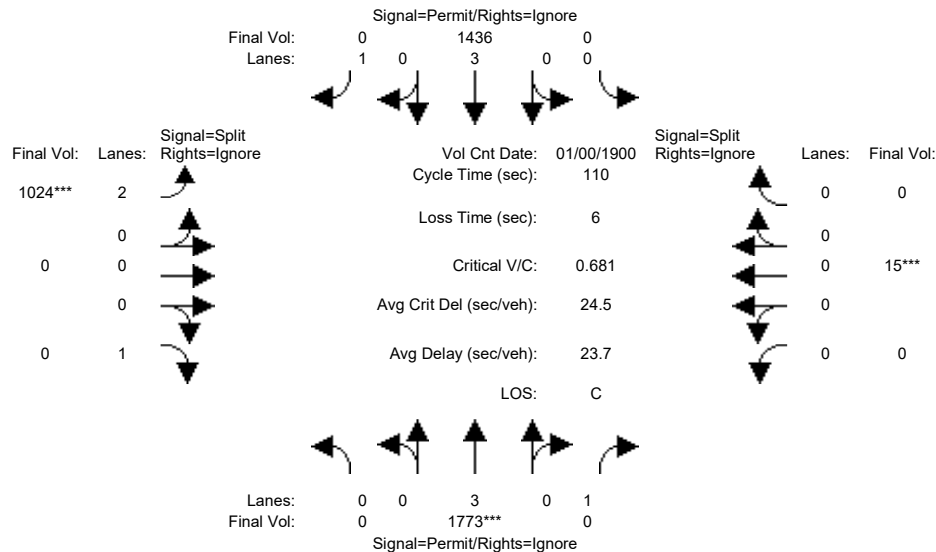
Street Name:	Bowers Avenue						US 101 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count	Date: 0 Jan 1900 << 12:00:00 AM											
Base Vol:	0	1767	336	0	1381	512	1014	0	321	0	15	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	1767	336	0	1381	512	1014	0	321	0	15	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	1767	336	0	1381	512	1014	0	321	0	15	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	1767	0	0	1381	0	1014	0	0	0	15	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1767	0	0	1381	0	1014	0	0	0	15	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Volume:	0	1767	0	0	1381	0	1014	0	0	0	15	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	3.00	1.00	0.00	3.00	1.00	2.00	0.00	1.00	0.00	1.00	0.00
Final Sat.:	0	5700	1750	0	5700	1750	3150	0	1750	0	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.31	0.00	0.00	0.24	0.00	0.32	0.00	0.00	0.00	0.01	0.00
Crit Moves:	****						****			****		
Green Time:	0.0	50.4	0.0	0.0	50.4	0.0	52.3	0.0	0.0	0.0	1.3	0.0
Volume/Cap:	0.00	0.68	0.00	0.00	0.53	0.00	0.68	0.00	0.00	0.00	0.68	0.00
Delay/Veh:	0.0	24.1	0.0	0.0	21.5	0.0	23.6	0.0	0.0	0.0	115	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	24.1	0.0	0.0	21.5	0.0	23.6	0.0	0.0	0.0	115	0.0
LOS by Move:	A	C	A	A	C+	A	C	A	A	A	F	A
HCM2kAvgQ:	0	16	0	0	11	0	16	0	0	0	1	0

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

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Intersection #8: Bowers Avenue / US 101 SB Ramps



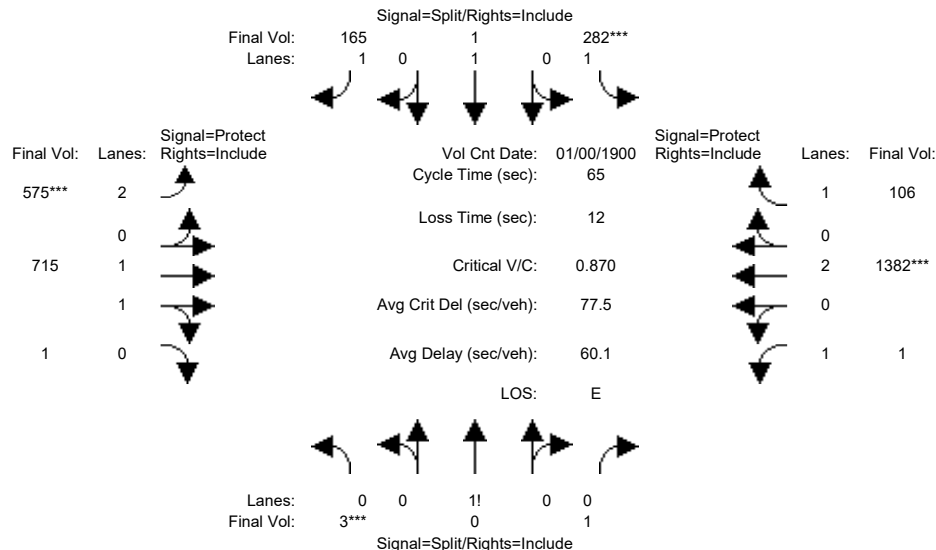
Street Name:	Bowers Avenue						US 101 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count	Date: 0 Jan 1900 << 12:00:00 AM											
Base Vol:	0	1767	336	0	1381	512	1014	0	321	0	15	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	1767	336	0	1381	512	1014	0	321	0	15	0
Added Vol:	0	6	0	0	55	0	10	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1773	336	0	1436	512	1024	0	321	0	15	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	1773	0	0	1436	0	1024	0	0	0	15	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1773	0	0	1436	0	1024	0	0	0	15	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Volume:	0	1773	0	0	1436	0	1024	0	0	0	15	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	3.00	1.00	0.00	3.00	1.00	2.00	0.00	1.00	0.00	1.00	0.00
Final Sat.:	0	5700	1750	0	5700	1750	3150	0	1750	0	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.31	0.00	0.00	0.25	0.00	0.33	0.00	0.00	0.00	0.01	0.00
Crit Moves:	****						****			****		
Green Time:	0.0	50.2	0.0	0.0	50.2	0.0	52.5	0.0	0.0	0.0	1.3	0.0
Volume/Cap:	0.00	0.68	0.00	0.00	0.55	0.00	0.68	0.00	0.00	0.00	0.68	0.00
Delay/Veh:	0.0	24.3	0.0	0.0	22.0	0.0	23.6	0.0	0.0	0.0	116	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	24.3	0.0	0.0	22.0	0.0	23.6	0.0	0.0	0.0	116	0.0
LOS by Move:	A	C	A	A	C+	A	C	A	A	A	F	A
HCM2kAvgQ:	0	16	0	0	11	0	17	0	0	0	1	0

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

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Background AM

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2000 HCM Operations (Future Volume Alternative)
Background AM

Intersection #9: Centennial Drive / Tasman Drive

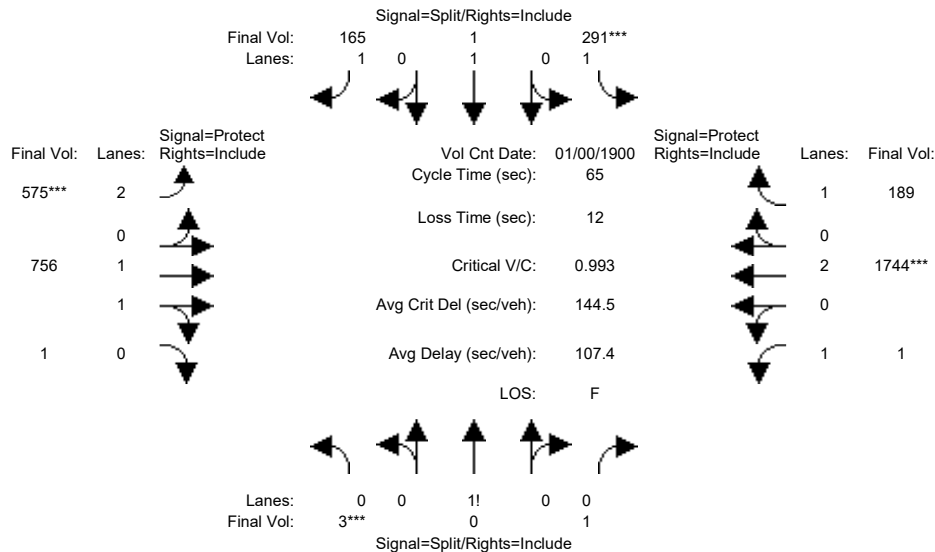


Street Name:	Centennial Drive						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	3	0	1	282	1	165	575	715	1	1	1382	106
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	0	1	282	1	165	575	715	1	1	1382	106
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	0	1	282	1	165	575	715	1	1	1382	106
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	3	0	1	282	1	165	575	715	1	1	1382	106
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	0	1	282	1	165	575	715	1	1	1382	106
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	3	0	1	282	1	165	575	715	1	1	1382	106
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	1.00	0.92	0.83	0.97	0.95	0.92	1.00	0.92
Lanes:	0.75	0.00	0.25	1.00	1.00	1.00	2.00	1.99	0.01	1.00	2.00	1.00
Final Sat.:	1313	0	438	1750	1900	1750	3150	3695	5	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.16	0.00	0.09	0.18	0.19	0.19	0.00	0.36	0.06
Crit Moves:	***			***			***				***	
Green Time:	10.0	0.0	10.0	10.0	10.0	10.0	11.0	21.2	21.2	11.8	22.0	22.0
Volume/Cap:	0.01	0.00	0.01	1.05	0.00	0.61	1.08	0.59	0.59	0.00	1.08	0.18
Delay/Veh:	23.3	0.0	23.3	95.3	23.3	29.8	87.9	19.1	19.1	21.8	69.7	15.3
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:	23.3	0.0	23.3	95.3	23.3	29.8	87.9	19.1	19.1	21.8	69.7	15.3
LOS by Move:	C	A	C	F	C	C	F	B-	B-	C+	E	B
HCM2kAvgQ:	0	0	0	13	0	4	11	6	6	0	21	2
Note: Queue reported is the number of cars per lane.												

Tasman East Focus Area Plan
SJ16-1669
Background AM

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

Intersection #9: Centennial Drive / Tasman Drive

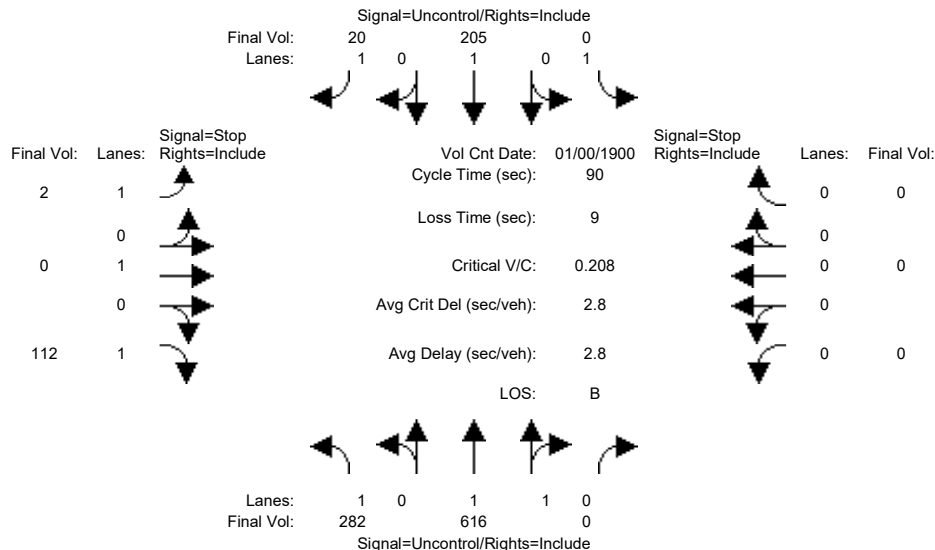


Street Name:	Centennial Drive						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	3	0	1	282	1	165	575	715	1	1	1382	106
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	0	1	282	1	165	575	715	1	1	1382	106
Added Vol:	0	0	0	9	0	0	0	41	0	0	362	83
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	0	1	291	1	165	575	756	1	1	1744	189
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	3	0	1	291	1	165	575	756	1	1	1744	189
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	0	1	291	1	165	575	756	1	1	1744	189
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	3	0	1	291	1	165	575	756	1	1	1744	189
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	1.00	0.92	0.83	0.97	0.95	0.92	1.00	0.92
Lanes:	0.75	0.00	0.25	1.00	1.00	1.00	2.00	1.99	0.01	1.00	2.00	1.00
Final Sat.:	1313	0	438	1750	1900	1750	3150	3695	5	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.17	0.00	0.09	0.18	0.20	0.20	0.00	0.46	0.11
Crit Moves:	***			***			***				***	
Green Time:	10.0	0.0	10.0	10.0	10.0	10.0	9.4	21.6	21.6	11.4	23.6	23.6
Volume/Cap:	0.01	0.00	0.01	1.08	0.00	0.61	1.26	0.62	0.62	0.00	1.26	0.30
Delay/Veh:	23.3	0.0	23.3	105.5	23.3	29.8	163.0	19.1	19.1	22.1	145	15.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.3	0.0	23.3	105.5	23.3	29.8	163.0	19.1	19.1	22.1	145	15.0
LOS by Move:	C	A	C	F	C	C	F	B-	B-	C+	F	B
HCM2kAvgQ:	0	0	0	14	0	4	16	6	6	0	39	3
Note: Queue reported is the number of cars per lane.												

Tasman East Focus Area Plan
SJ16-1669
Background AM

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

Intersection #10: Lafayette Street / Great America Way



Street Name:			Lafayette Street						Great America Way								
Approach:			North Bound			South Bound			East Bound			West Bound					
Movement:			L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
			-----			-----			-----			-----			-----		
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM																	
Base Vol:	282	616	0		0	205	20	2	0	112	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	1.00			
Initial Bse:	282	616	0		0	205	20	2	0	112	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:	282	616	0		0	205	20	2	0	112	0	0	0				
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	282	616	0		0	205	20	2	0	112	0	0	0				
Reduct Vol:	0	0	0		0	0	0	0	0	0	0	0	0				
FinalVolume:	282	616	0		0	205	20	2	0	112	0	0	0				
			-----			-----			-----			-----					
Critical Gap Module:																	
Critical Gp:	4.1	xxxx	xxxxx		xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx				
FollowUpTim:	2.2	xxxx	xxxxx		xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx				
			-----			-----			-----			-----					
Capacity Module:																	
Cnflct Vol:	225	xxxx	xxxxx		xxxx	xxxx	xxxxx	1077	1385	205	xxxx	xxxx	xxxxx				
Potent Cap.:	1356	xxxx	xxxxx		xxxx	xxxx	xxxxx	245	145	841	xxxx	xxxx	xxxxx				
Move Cap.:	1356	xxxx	xxxxx		xxxx	xxxx	xxxxx	205	115	841	xxxx	xxxx	xxxxx				
Volume/Cap:	0.21	xxxx	xxxx		xxxx	xxxx	xxxx	0.01	0.00	0.13	xxxx	xxxx	xxxx				
			-----			-----			-----			-----					
Level Of Service Module:																	
2Way95thQ:	0.8	xxxx	xxxxx		xxxx	xxxx	xxxxx	0.0	xxxx	0.5	xxxx	xxxx	xxxxx				
Control Del:	8.4	xxxx	xxxxx		xxxxx	xxxx	xxxxx	22.7	xxxx	9.9	xxxxx	xxxx	xxxxx				
LOS by Move:	A	*	*		*	*	*	C	*	A	*	*	*				
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT		
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	*	*	*		*	*	*	*	*	*	*	*	*				
ApproachDel:	xxxxxx				xxxxxx			10.2			xxxxxx						
ApproachLOS:	*				*			B			*						

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

Peak Hour Delay Signal Warrant Report

Intersection #10 Lafayette Street / Great America Way

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 0 1      1 0 1 0 1      0 0 0 0 0
Initial Vol:    282 616      0 0 205 20      2 0 112      0 0 0 0
ApproachDel:    xxxxxx      xxxxxx      10.2      xxxxxx
-----|-----|-----|-----|-----|

```

Approach[eastbound][lanes=3][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.3]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=114]

FAIL - Approach volume less than 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=1237]

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 #10 Lafayette Street / Great America Way

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 0 1      1 0 1 0 1      0 0 0 0 0
Initial Vol:    282 616      0 0 205 20      2 0 112      0 0 0 0
-----|-----|-----|-----|-----|

```

Major Street Volume: 1123

Minor Approach Volume: 114

Minor Approach Volume Threshold: 324

SIGNAL WARRANT DISCLAIMER

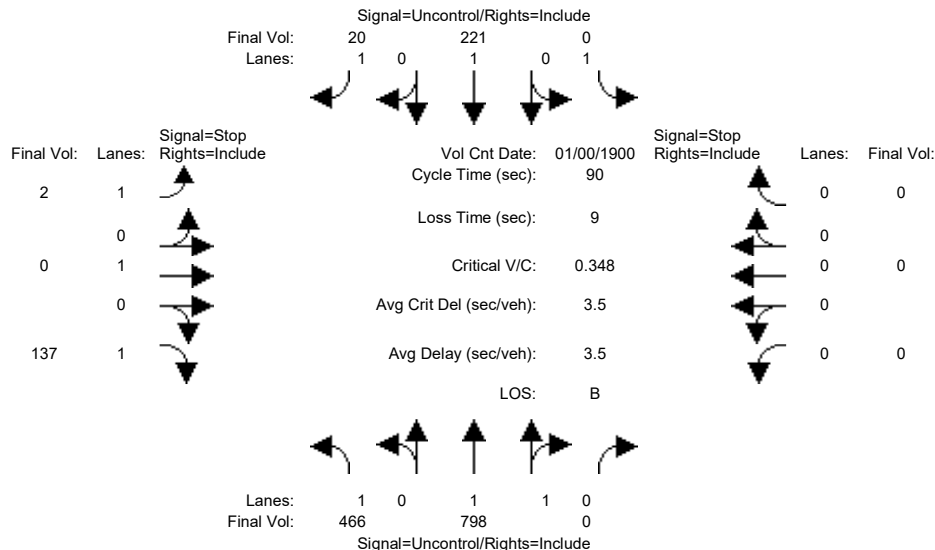
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant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

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Tasman East Focus Area Plan
SJ16-1669
Background AM

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

Intersection #10: Lafayette Street / Great America Way



Street Name:	Lafayette Street						Great America Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
----- ----- ----- -----												
Volume Module:	>>	Count	Date:	0	Jan	1900	<<	12:00:00	AM			
Base Vol:	282	616	0	0	205	20	2	0	112	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:	282	616	0	0	205	20	2	0	112	0	0	0
Added Vol:	184	182	0	0	16	0	0	0	25	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	466	798	0	0	221	20	2	0	137	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	466	798	0	0	221	20	2	0	137	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	466	798	0	0	221	20	2	0	137	0	0	0
----- ----- ----- -----												
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
----- ----- ----- -----												
Capacity Module:												
Cnflct Vol:	241	xxxx	xxxxx	xxxx	xxxx	xxxxx	1552	1951	221	xxxx	xxxx	xxxxx
Potent Cap.:	1337	xxxx	xxxxx	xxxx	xxxx	xxxxx	126	65	824	xxxx	xxxx	xxxxx
Move Cap.:	1337	xxxx	xxxxx	xxxx	xxxx	xxxxx	92	42	824	xxxx	xxxx	xxxxx
Volume/Cap:	0.35	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	0.00	0.17	xxxx	xxxx	xxxx
----- ----- ----- -----												
Level Of Service Module:												
2Way95thQ:	1.6	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	0.6	xxxx	xxxx	xxxxx
Control Del:	9.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	45.0	xxxx	10.2	xxxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	E	*	B	*	*	*
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			10.7			xxxxxx		
ApproachLOS:	*			*			B			*		

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

Peak Hour Delay Signal Warrant Report

Intersection #10 Lafayette Street / Great America Way

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 0 1      1 0 1 0 1      0 0 0 0 0
Initial Vol:    466 798      0 0 221 20      2 0 137      0 0 0 0
ApproachDel:    xxxxxx      xxxxxx      10.7      xxxxxx
-----|-----|-----|-----|-----|

```

Approach[eastbound][lanes=3][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.4]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=139]

FAIL - Approach volume less than 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=1644]

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 #10 Lafayette Street / Great America Way

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 0 1      1 0 1 0 1      0 0 0 0 0
Initial Vol:    466 798      0 0 221 20      2 0 137      0 0 0 0
-----|-----|-----|-----|-----|

```

Major Street Volume: 1505

Minor Approach Volume: 139

Minor Approach Volume Threshold: 198

SIGNAL WARRANT DISCLAIMER

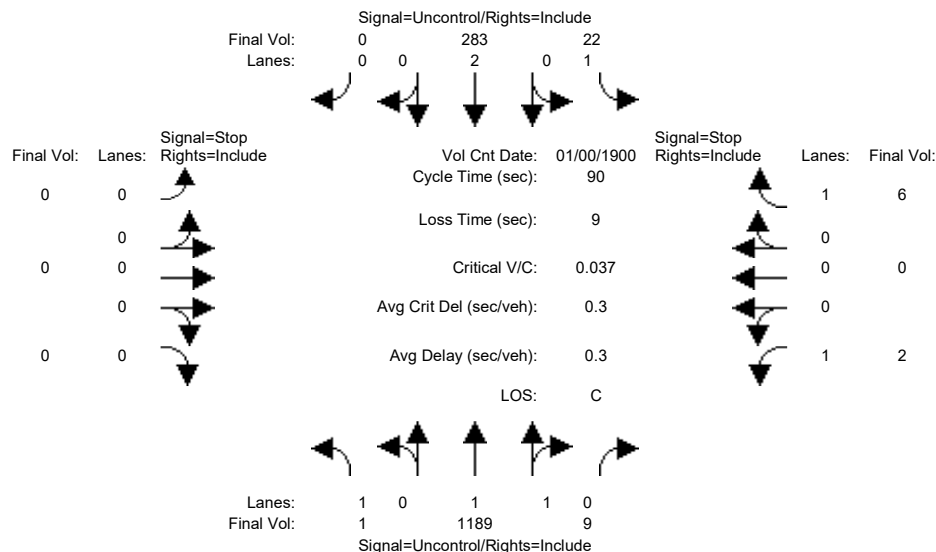
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant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

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Tasman East Focus Area Plan
SJ16-1669
Background AM

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

Intersection #11: Lafayette Street / Calle Del Mundo



Street Name:	Lafayette Street						Calle Del Mundo								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
----- ----- ----- -----															
Volume Module: >> Count Date:	0 Jan 1900			<< 12:00:00 AM											
Base Vol:	1	1189	9	22	283	0	0	0	0	2	0	6			
Growth Adj:	1.00	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	1189	9	22	283	0	0	0	0	2	0	6			
Added Vol:	0	0	0	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	1189	9	22	283	0	0	0	0	2	0	6			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	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	1189	9	22	283	0	0	0	0	2	0	6			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
FinalVolume:	1	1189	9	22	283	0	0	0	0	2	0	6			
----- ----- ----- -----															
Critical Gap Module:															
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9			
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3			
----- ----- ----- -----															
Capacity Module:															
Cnflct Vol:	283	xxxx	xxxxx	1198	xxxx	xxxxx	xxxx	xxxx	xxxxx	1381	xxxx	599			
Potent Cap.:	1291	xxxx	xxxxx	590	xxxx	xxxxx	xxxx	xxxx	xxxxx	138	xxxx	450			
Move Cap.:	1291	xxxx	xxxxx	590	xxxx	xxxxx	xxxx	xxxx	xxxxx	134	xxxx	450			
Volume/Cap:	0.00	xxxx	xxxx	0.04	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	xxxx	0.01			
----- ----- ----- -----															
Level Of Service Module:															
2Way95thQ:	0.0	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	0.0			
Control Del:	7.8	xxxx	xxxxx	11.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	32.3	xxxx	13.1			
LOS by Move:	A	*	*	B	*	*	*	*	*	D	*	B			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*			
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			17.9					
ApproachLOS:	*			*			*			C					

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

Peak Hour Delay Signal Warrant Report

Intersection #11 Lafayette Street / Calle Del Mundo

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 2 0 0      0 0 0 0 0      1 0 0 0 1
Initial Vol:    1 1189      9 22 283 0      0 0 0 0 0      2 0 0 6
ApproachDel:    xxxxxx      xxxxxx      xxxxxx      17.9
-----|-----|-----|-----|-----|

```

Approach[westbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.0]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=8]

FAIL - Approach volume less than 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=1512]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #11 Lafayette Street / Calle Del Mundo

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 2 0 0      0 0 0 0 0      1 0 0 0 1
Initial Vol:    1 1189      9 22 283 0      0 0 0 0 0      2 0 0 6
-----|-----|-----|-----|-----|

```

Major Street Volume: 1504

Minor Approach Volume: 8

Minor Approach Volume Threshold: 199

SIGNAL WARRANT DISCLAIMER

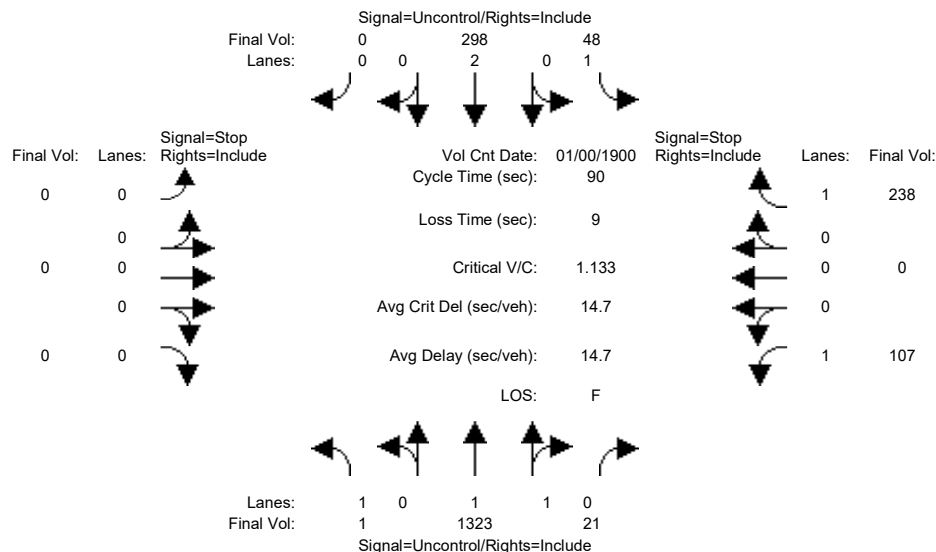
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant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

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Tasman East Focus Area Plan
SJ16-1669
Background AM

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

Intersection #11: Lafayette Street / Calle Del Mundo



Street Name:	Lafayette Street						Calle Del Mundo					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	1	1189	9	22	283	0	0	0	0	2	0	6
Growth Adj:	1.00	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	1189	9	22	283	0	0	0	0	2	0	6
Added Vol:	0	134	12	26	15	0	0	0	0	105	0	232
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	1323	21	48	298	0	0	0	0	107	0	238
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1323	21	48	298	0	0	0	0	107	0	238
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	1	1323	21	48	298	0	0	0	0	107	0	238
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3
Capacity Module:												
Cnflct Vol:	298	xxxx	xxxxx	1344	xxxx	xxxxx	xxxxx	xxxx	xxxxx	1581	xxxx	672
Potent Cap.:	1275	xxxx	xxxxx	519	xxxx	xxxxx	xxxxx	xxxx	xxxxx	102	xxxx	403
Move Cap.:	1275	xxxx	xxxxx	519	xxxx	xxxxx	xxxxx	xxxx	xxxxx	94	xxxx	403
Volume/Cap:	0.00	xxxx	xxxx	0.09	xxxx	xxxx	xxxxx	xxxx	xxxxx	1.13	xxxx	0.59
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.2	xxxx	3.7
Control Del:	7.8	xxxx	xxxxx	12.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	215.4	xxxx	26.0
LOS by Move:	A	*	*	B	*	*	*	*	*	F	*	D
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			84.8		
ApproachLOS:										F		

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

Peak Hour Delay Signal Warrant Report

Intersection #11 Lafayette Street / Calle Del Mundo

Future Volume Alternative: Peak Hour Warrant 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  2  0  0      0  0  0  0  0      1  0  0  0  1
Initial Vol:    1 1323      21      48 298      0      0  0  0  0      107  0  238
ApproachDel:    xxxxxx      xxxxxx      xxxxxx      84.8
-----|-----|-----|-----|-----|

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Approach[westbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=8.1]

SUCCEED - Vehicle-hours >= 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=345]

SUCCEED - Approach volume >= 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=2036]

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 #11 Lafayette Street / Calle Del Mundo

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:        Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Lanes:          1  0  1  1  0      1  0  2  0  0      0  0  0  0  0      1  0  0  0  1
Initial Vol:    1 1323      21      48 298      0      0  0  0  0      107  0  238
-----|-----|-----|-----|-----|

```

Major Street Volume: 1691

Minor Approach Volume: 345

Minor Approach Volume Threshold: 148 [less than minimum of 150]

SIGNAL WARRANT DISCLAIMER

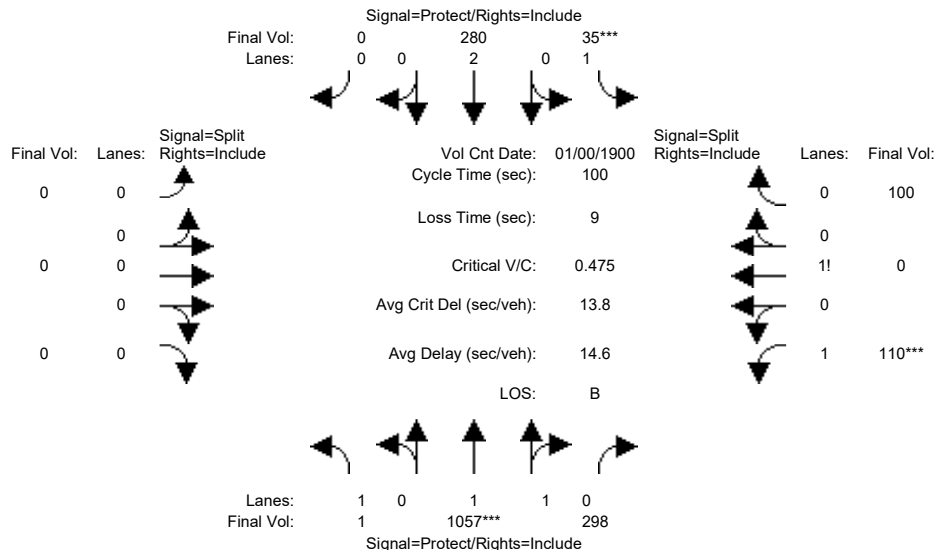
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant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

Tasman East Focus Area Plan
SJ16-1669
Background AM

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

Intersection #12: Lafayette Street / Calle De Luna



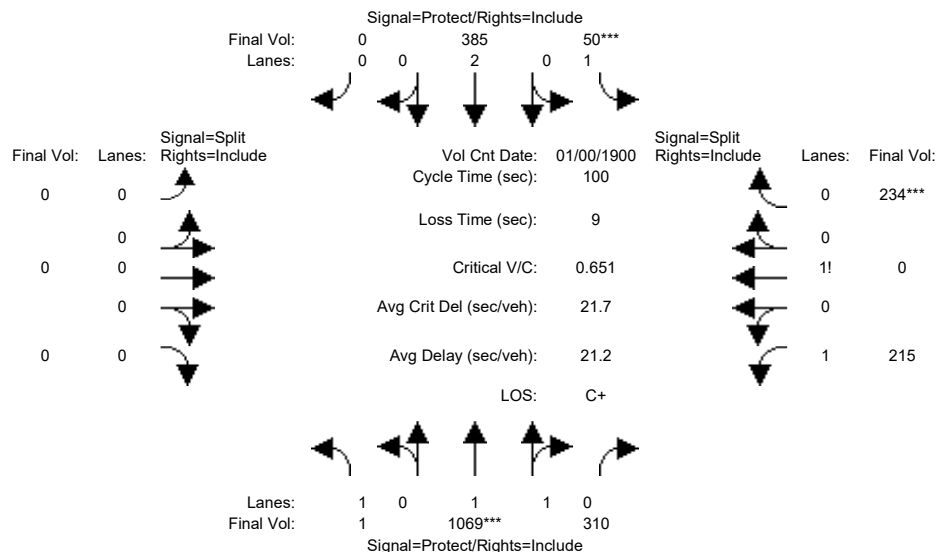
Street Name:	Lafayette Street						Calle De Luna									
Approach:	North Bound			South Bound			East Bound			West Bound						
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	
Min. Green:	7		10		10	7		10		0	0		0	10		10
Y+R:	4.0		4.0		4.0	4.0		4.0		4.0	4.0		4.0	4.0		4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM																
Base Vol:	1	1057	298		35	280	0	0	0	0	110	0	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	1.00		
Initial Bse:	1	1057	298		35	280	0	0	0	0	110	0	100			
Added Vol:	0	0	0		0	0	0	0	0	0	0	0	0	0		
PasserByVol:	0	0	0		0	0	0	0	0	0	0	0	0	0		
Initial Fut:	1	1057	298		35	280	0	0	0	0	110	0	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	1.00		
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Volume:	1	1057	298		35	280	0	0	0	0	110	0	100			
Reduct Vol:	0	0	0		0	0	0	0	0	0	0	0	0	0		
Reduced Vol:	1	1057	298		35	280	0	0	0	0	110	0	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	1.00		
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
FinalVolume:	1	1057	298		35	280	0	0	0	0	110	0	100			
Saturation Flow Module:																
Sat/Lane:	1900	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	0.92		
Lanes:	1.00	1.55	0.45		1.00	2.00	0.00	0.00	0.00	0.00	1.35	0.00	0.65			
Final Sat.:	1750	2886	814		1750	3800	0	0	0	0	2371	0	1129			
Capacity Analysis Module:																
Vol/Sat:	0.00	0.37	0.37		0.02	0.07	0.00	0.00	0.00	0.00	0.05	0.00	0.09			
Crit Moves:	****				****				****				****			
Green Time:	29.8	65.4	65.4		7.0	42.6	0.0	0.0	0.0	0.0	18.6	0.0	18.6			
Volume/Cap:	0.00	0.56	0.56		0.29	0.17	0.00	0.00	0.00	0.00	0.25	0.00	0.48			
Delay/Veh:	24.7	9.8	9.8		45.4	17.9	0.0	0.0	0.0	0.0	34.9	0.0	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:	24.7	9.8	9.8		45.4	17.9	0.0	0.0	0.0	0.0	34.9	0.0	37.1			
LOS by Move:	C	A	A		D	B	A	A	A	A	C-	A	D+			
HCM2kAvgQ:	0	11	11		1	3	0	0	0	0	2	0	5			
Note: Queue reported is the number of cars per lane.																

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

Tasman East Focus Area Plan
SJ16-1669
Background AM

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

Intersection #12: Lafayette Street / Calle De Luna

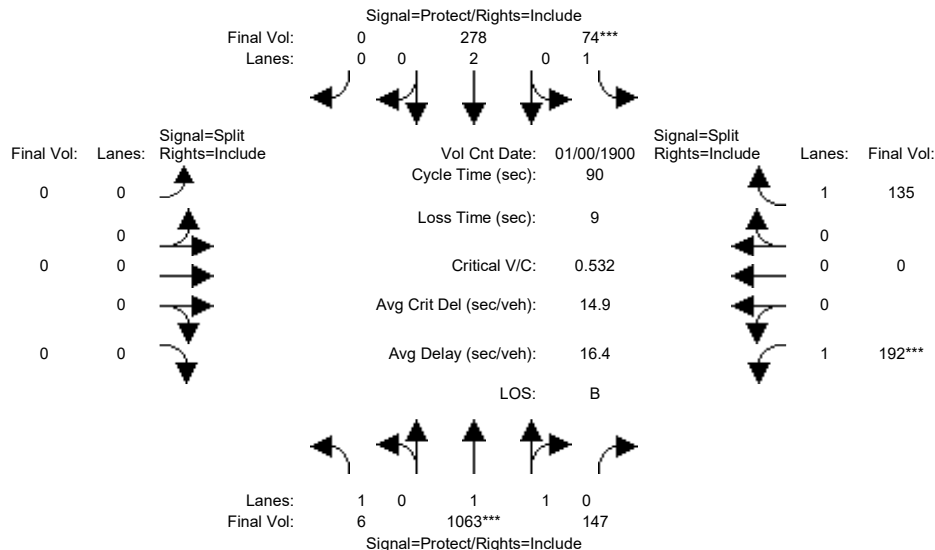


Street Name: Lafayette Street				Calle De Luna								
Approach: North Bound				South Bound			East Bound			West Bound		
Movement: L - T - R				L - T - R			L - T - R			L - T - R		
----- ----- ----- -----				----- ----- -----			----- ----- -----			----- ----- -----		
Min. Green:	7	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
----- ----- ----- -----				----- ----- -----			----- ----- -----			----- ----- -----		
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	1	1057	298	35	280	0	0	0	0	110	0	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:	1	1057	298	35	280	0	0	0	0	110	0	100
Added Vol:	0	12	12	15	105	0	0	0	0	105	0	134
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	1069	310	50	385	0	0	0	0	215	0	234
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1069	310	50	385	0	0	0	0	215	0	234
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	1069	310	50	385	0	0	0	0	215	0	234
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	1069	310	50	385	0	0	0	0	215	0	234
----- ----- ----- -----				----- ----- -----			----- ----- -----			----- ----- -----		
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	0.95
Lanes:	1.00	1.54	0.46	1.00	2.00	0.00	0.00	0.00	0.00	1.32	0.00	0.68
Final Sat.:	1750	2868	832	1750	3800	0	0	0	0	2312	0	1222
----- ----- ----- -----				----- ----- -----			----- ----- -----			----- ----- -----		
Capacity Analysis Module:												
Vol/Sat:	0.00	0.37	0.37	0.03	0.10	0.00	0.00	0.00	0.00	0.09	0.00	0.19
Crit Moves:	****			****						****		
Green Time:	25.5	55.5	55.5	7.0	37.0	0.0	0.0	0.0	0.0	28.5	0.0	28.5
Volume/Cap:	0.00	0.67	0.67	0.41	0.27	0.00	0.00	0.00	0.00	0.33	0.00	0.67
Delay/Veh:	27.7	16.7	16.7	46.7	22.2	0.0	0.0	0.0	0.0	28.3	0.0	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:	27.7	16.7	16.7	46.7	22.2	0.0	0.0	0.0	0.0	28.3	0.0	34.3
LOS by Move:	C	B	B	D	C+	A	A	A	A	C	A	C-
HCM2kAvgQ:	0	15	15	2	4	0	0	0	0	4	0	11
Note: Queue reported is the number of cars per lane.												

Tasman East Focus Area Plan
SJ16-1669
Background AM

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

Intersection #13: Lafayette Street / Calle De Primavera

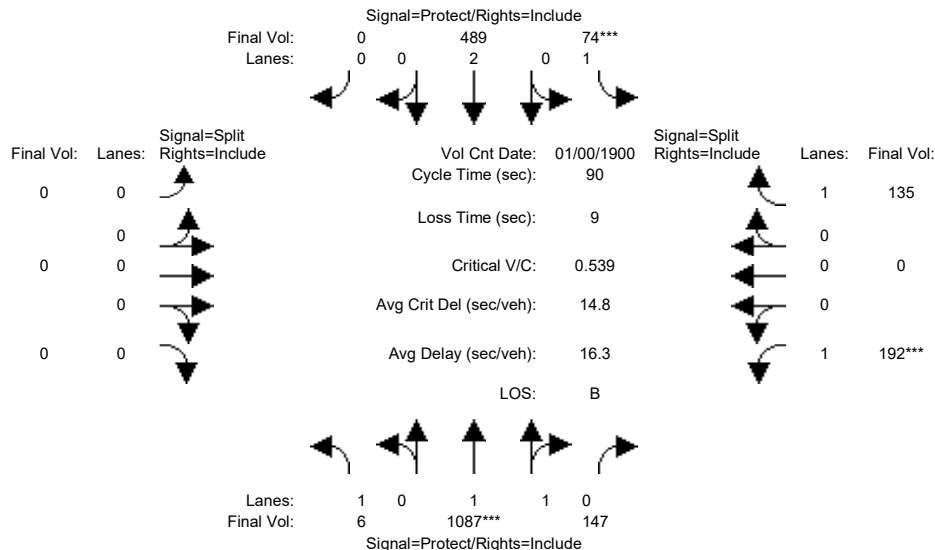


Street Name:	Lafayette Street						Calle De Primavera					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count	Date: 0 Jan 1900 << 12:00:00 AM											
Base Vol:	6	1063	147	74	278	0	0	0	0	192	0	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:	6	1063	147	74	278	0	0	0	0	192	0	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:	6	1063	147	74	278	0	0	0	0	192	0	135
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1063	147	74	278	0	0	0	0	192	0	135
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	1063	147	74	278	0	0	0	0	192	0	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
Final Volume:	6	1063	147	74	278	0	0	0	0	192	0	135
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	1.75	0.25	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1750	3250	449	1750	3800	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.33	0.33	0.04	0.07	0.00	0.00	0.00	0.00	0.11	0.00	0.08
Crit Moves:	****			****						****		
Green Time:	25.7	55.3	55.3	7.1	36.7	0.0	0.0	0.0	0.0	18.6	0.0	18.6
Volume/Cap:	0.01	0.53	0.53	0.53	0.18	0.00	0.00	0.00	0.00	0.53	0.00	0.37
Delay/Veh:	23.0	10.2	10.2	43.7	17.1	0.0	0.0	0.0	0.0	33.4	0.0	31.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.0	10.2	10.2	43.7	17.1	0.0	0.0	0.0	0.0	33.4	0.0	31.4
LOS by Move:	C	B+	B+	D	B	A	A	A	A	C-	A	C
HCM2kAvgQ:	0	9	9	2	2	0	0	0	0	5	0	3
Note: Queue reported is the number of cars per lane.												

Tasman East Focus Area Plan
SJ16-1669
Background AM

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

Intersection #13: Lafayette Street / Calle De Primavera



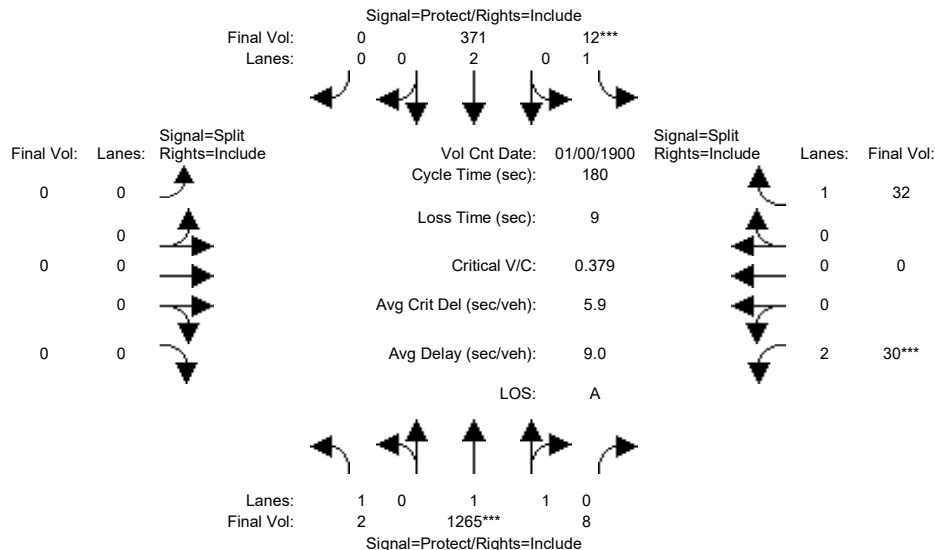
Street Name:	Lafayette Street			Calle De Primavera		
Approach:	North Bound			South Bound		
Movement:	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count	Date: 0 Jan 1900 << 12:00:00 AM					
Base Vol:	6	1063	147	74	278	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	1063	147	74	278	0
Added Vol:	0	24	0	0	211	0
PasserByVol:	0	0	0	0	0	0
Initial Fut:	6	1087	147	74	489	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	1087	147	74	489	0
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	6	1087	147	74	489	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	6	1087	147	74	489	0
Saturation Flow Module:						
Sat/Lane:	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	1.76	0.24	1.00	2.00	0.00
Final Sat.:	1750	3259	441	1750	3800	0
Capacity Analysis Module:						
Vol/Sat:	0.00	0.33	0.33	0.04	0.13	0.00
Crit Moves:	****			****		
Green Time:	23.6	55.6	55.6	7.1	39.1	0.0
Volume/Cap:	0.01	0.54	0.54	0.54	0.30	0.00
Delay/Veh:	24.6	10.1	10.1	44.2	16.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.6	10.1	10.1	44.2	16.6	0.0
LOS by Move:	C	B+	B+	D	B	A
HCM2kAvgQ:	0	10	9	2	4	0

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

Tasman East Focus Area Plan
SJ16-1669
Background AM

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

Intersection #14: Lafayette Street / Hogan Drive

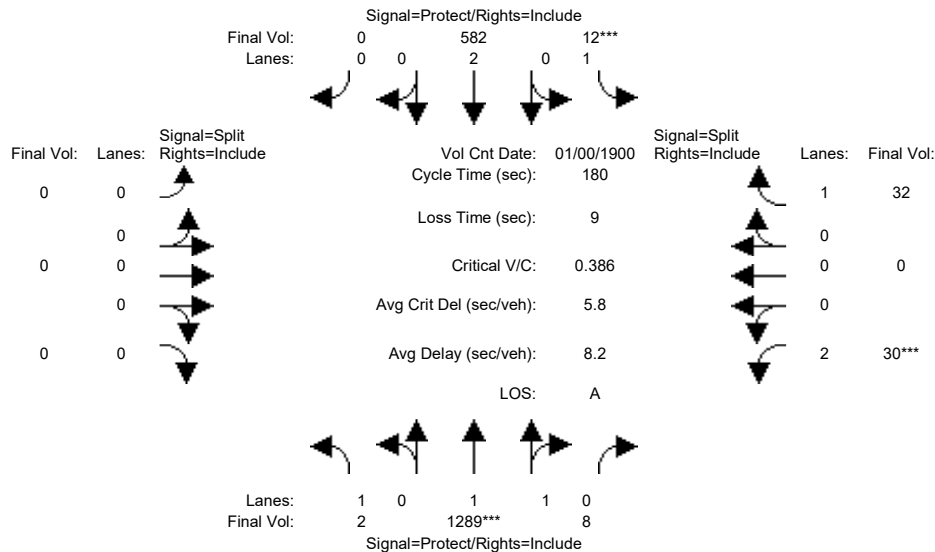


Street Name: Lafayette Street				Hogan Drive														
Approach:	North Bound				South Bound			East Bound			West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R			
Min. Green:	7		10		10	7		10		0	0		0	10		0	10	
Y+R:	4.0		4.0		4.0	4.0		4.0		4.0	4.0		4.0	4.0		4.0	4.0	
----- ----- ----- ----- -----																		
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM																		
Base Vol:	2		1265		8	12		371		0	0		0	30		0	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	
Initial Bse:	2		1265		8	12		371		0	0		0	30		0	32	
Added Vol:	0		0		0	0		0		0	0		0	0		0	0	
PasserByVol:	0		0		0	0		0		0	0		0	0		0	0	
Initial Fut:	2		1265		8	12		371		0	0		0	30		0	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	
PHF Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	1.00		1.00	1.00	
PHF Volume:	2		1265		8	12		371		0	0		0	30		0	32	
Reduct Vol:	0		0		0	0		0		0	0		0	0		0	0	
Reduced Vol:	2		1265		8	12		371		0	0		0	30		0	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	
MLF Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	1.00		1.00	1.00	
FinalVolume:	2		1265		8	12		371		0	0		0	30		0	32	
----- ----- ----- ----- -----																		
Saturation Flow Module:																		
Sat/Lane:	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		0.83	1.00	0.92
Lanes:	1.00		1.99		0.01	1.00		2.00		0.00	0.00		0.00	0.00		2.00	0.00	1.00
Final Sat.:	1750		3677		23	1750		3800		0	0		0	0		3150	0	1750
----- ----- ----- ----- -----																		
Capacity Analysis Module:																		
Vol/Sat:	0.00		0.34		0.34	0.01		0.10		0.00	0.00		0.00	0.00		0.01	0.00	0.02
Crit Moves:	****			****									****					
Green Time:	45.9		154		154.0	7.0		115		0.0	0.0		0.0	0.0		10.0	0.0	10.0
Volume/Cap:	0.00		0.40		0.40	0.18		0.15		0.00	0.00		0.00	0.00		0.17	0.00	0.33
Delay/Veh:	50.1		3.2		3.2	89.3		13.1		0.0	0.0		0.0	0.0		83.2	0.0	90.6
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:	50.1		3.2		3.2	89.3		13.1		0.0	0.0		0.0	0.0		83.2	0.0	90.6
LOS by Move:	D		A		A	F		B		A	A		A	A		F	A	F
HCM2kAvgQ:	0		28		28	1		8		0	0		0	0		1	0	2
Note: Queue reported is the number of cars per lane.																		

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Intersection #14: Lafayette Street / Hogan Drive

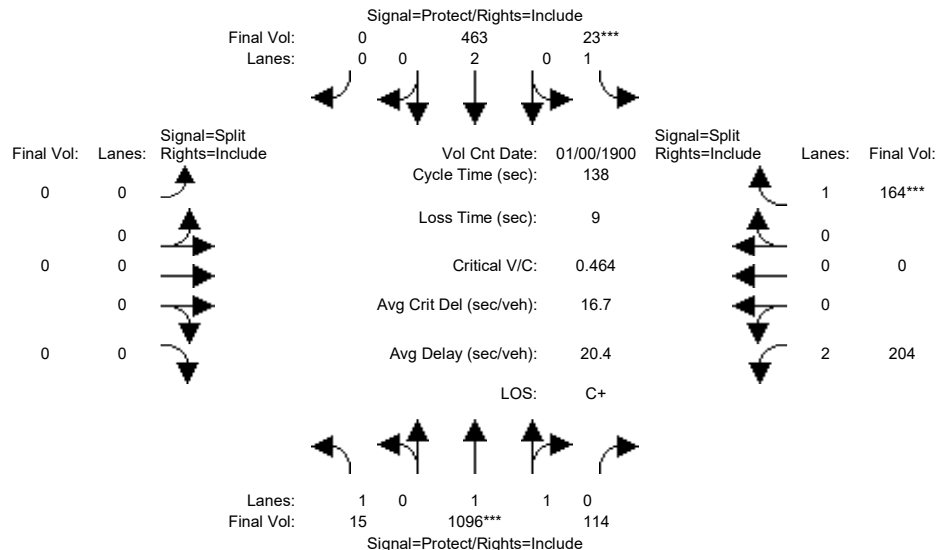


Street Name:	Lafayette Street						Hogan Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	2	1265	8	12	371	0	0	0	0	30	0	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:	2	1265	8	12	371	0	0	0	0	30	0	32
Added Vol:	0	24	0	0	211	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	1289	8	12	582	0	0	0	0	30	0	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:	2	1289	8	12	582	0	0	0	0	30	0	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	1289	8	12	582	0	0	0	0	30	0	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
Final Volume:	2	1289	8	12	582	0	0	0	0	30	0	32
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	0.83	1.00	0.92
Lanes:	1.00	1.99	0.01	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	1750	3677	23	1750	3800	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.35	0.01	0.15	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.02
Crit Moves:	****			****			****			****		
Green Time:	32.6	154	154.0	7.0	128	0.0	0.0	0.0	0.0	10.0	0.0	10.0
Volume/Cap:	0.01	0.41	0.41	0.18	0.21	0.00	0.00	0.00	0.00	0.17	0.00	0.33
Delay/Veh:	60.5	3.3	3.3	89.3	8.9	0.0	0.0	0.0	0.0	83.2	0.0	90.6
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:	60.5	3.3	3.3	89.3	8.9	0.0	0.0	0.0	0.0	83.2	0.0	90.6
LOS by Move:	E	A	A	F	A	A	A	A	A	F	A	F
HCM2kAvgQ:	0	29	29	1	12	0	0	0	0	1	0	2
Note: Queue reported is the number of cars per lane.												

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Intersection #15: Lafayette Street / Hope Drive

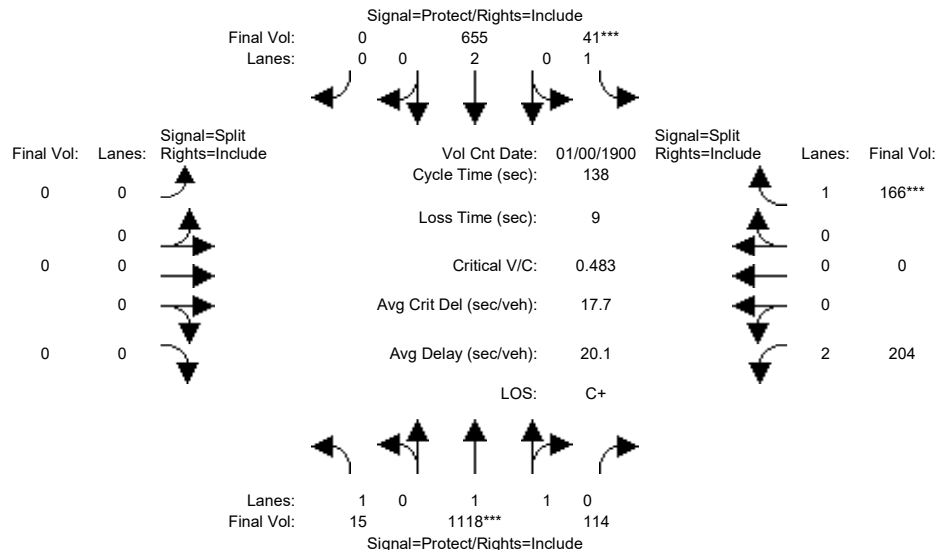


Street Name:	Lafayette Street						Hope Drive										
Approach:	North Bound			South Bound			East Bound			West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R		
Min. Green:	7		10		10	7		10		0	0		0	10		0	10
Y+R:	4.0		4.0		4.0	4.0		4.0		4.0	4.0		4.0	4.0		4.0	4.0
Volume Module: >> Count	Date: 0 Jan 1900 << 12:00:00 AM																
Base Vol:	15	1096	114	23	463	0	0	0	0	204	0	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	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	1096	114	23	463	0	0	0	0	204	0	164					
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	1096	114	23	463	0	0	0	0	204	0	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	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	15	1096	114	23	463	0	0	0	0	204	0	164					
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	1096	114	23	463	0	0	0	0	204	0	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	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	15	1096	114	23	463	0	0	0	0	204	0	164					
Saturation Flow Module:																	
Sat/Lane:	1900	1900	1900	1900	1900	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	0.83	1.00	0.92					
Lanes:	1.00	1.81	0.19	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00					
Final Sat.:	1750	3351	349	1750	3800	0	0	0	0	3150	0	1750					
Capacity Analysis Module:																	
Vol/Sat:	0.01	0.33	0.33	0.01	0.12	0.00	0.00	0.00	0.00	0.06	0.00	0.09					
Crit Moves:	****			****						****							
Green Time:	29.9	94.8	94.8	7.0	71.9	0.0	0.0	0.0	0.0	27.2	0.0	27.2					
Volume/Cap:	0.04	0.48	0.48	0.26	0.23	0.00	0.00	0.00	0.00	0.33	0.00	0.48					
Delay/Veh:	42.9	10.7	10.7	70.0	18.3	0.0	0.0	0.0	0.0	49.0	0.0	53.8					
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
AdjDel/Veh:	42.9	10.7	10.7	70.0	18.3	0.0	0.0	0.0	0.0	49.0	0.0	53.8					
LOS by Move:	D	B+	B+	E	B-	A	A	A	A	D	A	D-					
HCM2kAvgQ:	1	12	12	1	5	0	0	0	0	4	0	7					
Note: Queue reported is the number of cars per lane.																	

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Intersection #15: Lafayette Street / Hope Drive



Street Name:	Lafayette Street						Hope Drive								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
-----	-----			-----			-----			-----					
Min. Green:	7	10	10	7	10	0	0	0	0	10	0	10			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
-----	-----			-----			-----			-----					
Volume Module: >>	Count	Date:	0 Jan 1900	<<	12:00:00	AM									
Base Vol:	15	1096	114	23	463	0	0	0	0	204	0	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:	15	1096	114	23	463	0	0	0	0	204	0	164			
Added Vol:	0	22	0	18	192	0	0	0	0	0	0	2			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	15	1118	114	41	655	0	0	0	0	204	0	166			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	15	1118	114	41	655	0	0	0	0	204	0	166			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	15	1118	114	41	655	0	0	0	0	204	0	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:	15	1118	114	41	655	0	0	0	0	204	0	166			
-----	-----			-----			-----			-----					
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	0.83	1.00	0.92			
Lanes:	1.00	1.81	0.19	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00			
Final Sat.:	1750	3357	342	1750	3800	0	0	0	0	3150	0	1750			
-----	-----			-----			-----			-----					
Capacity Analysis Module:															
Vol/Sat:	0.01	0.33	0.33	0.02	0.17	0.00	0.00	0.00	0.00	0.06	0.00	0.09			
Crit Moves:	****			****						****					
Green Time:	23.2	95.0	95.0	7.0	78.8	0.0	0.0	0.0	0.0	27.0	0.0	27.0			
Volume/Cap:	0.05	0.48	0.48	0.46	0.30	0.00	0.00	0.00	0.00	0.33	0.00	0.48			
Delay/Veh:	48.5	10.7	10.7	80.0	15.7	0.0	0.0	0.0	0.0	49.1	0.0	54.1			
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
AdjDel/Veh:	48.5	10.7	10.7	80.0	15.7	0.0	0.0	0.0	0.0	49.1	0.0	54.1			
LOS by Move:	D	B+	B+	E-	B	A	A	A	A	D	A	D-			
HCM2kAvgQ:	1	13	13	2	7	0	0	0	0	4	0	7			
Note: Queue reported is the number of cars per lane.															

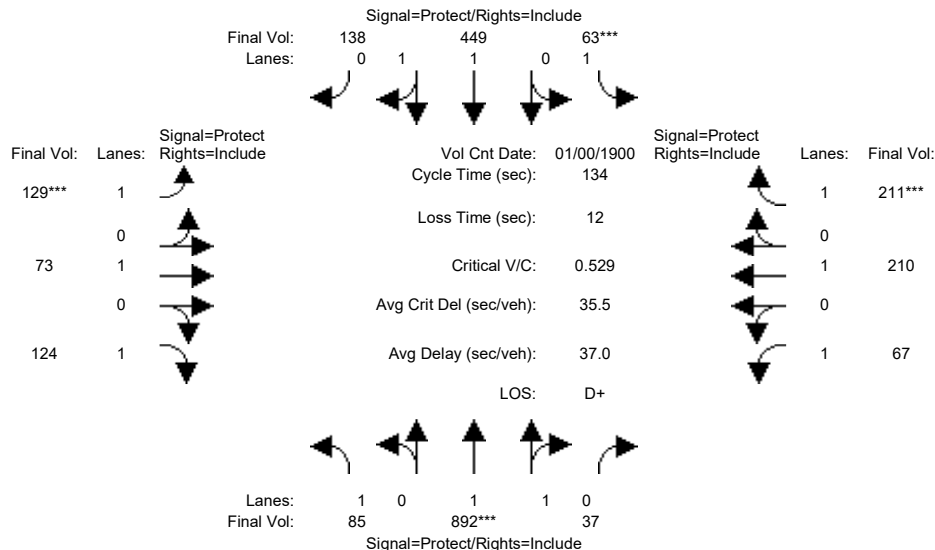
Tasman East Focus Area Plan

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Background AM

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Intersection #16: Lafayette Street / Agnew Road

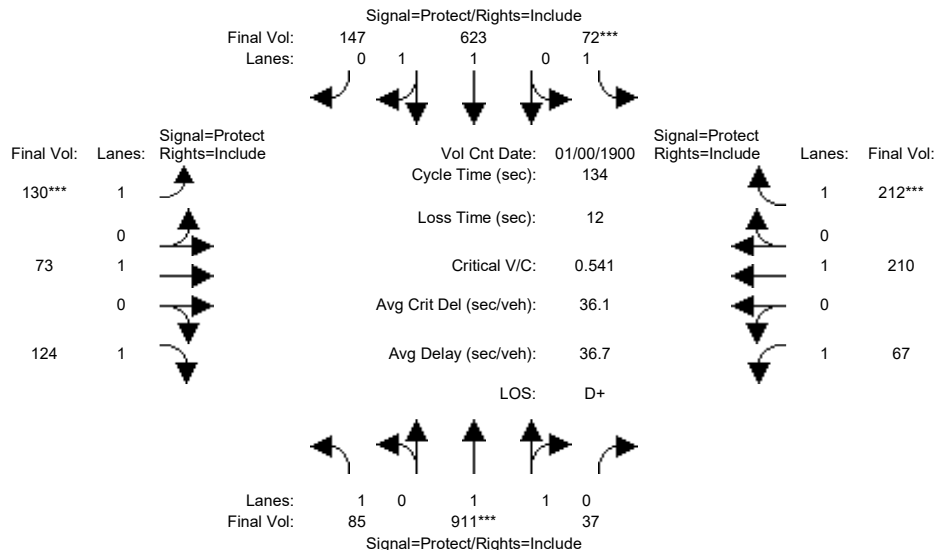


Street Name:	Lafayette Street			Agnew Road		
Approach:	North Bound			South Bound		
Movement:	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM						
Base Vol:	85	892	37	63	449	138
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	85	892	37	63	449	138
Added Vol:	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0
Initial Fut:	85	892	37	63	449	138
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	85	892	37	63	449	138
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	85	892	37	63	449	138
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	85	892	37	63	449	138
Saturation Flow Module:						
Sat/Lane:	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95
Lanes:	1.00	1.92	0.08	1.00	1.52	0.48
Final Sat.:	1750	3553	147	1750	2830	870
Capacity Analysis Module:						
Vol/Sat:	0.05	0.25	0.25	0.04	0.16	0.16
Crit Moves:	****	****	****	****	****	****
Green Time:	18.0	63.6	63.6	9.1	54.7	54.7
Volume/Cap:	0.36	0.53	0.53	0.53	0.39	0.39
Delay/Veh:	57.0	25.8	25.8	76.1	28.6	28.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.0	25.8	25.8	76.1	28.6	28.6
LOS by Move:	E+	C	C	E-	C	C
HCM2kAvgQ:	3	14	14	3	9	9
Note: Queue reported is the number of cars per lane.						

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Intersection #16: Lafayette Street / Agnew Road



Street Name:	Lafayette Street						Agnew Road								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Min. Green:	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		
Volume Module:	>> Count Date: 0 Jan 1900 << 12:00:00 AM														
Base Vol:	85	892	37			63	449	138			129	73	124	67	210 211
Growth Adj:	1.00	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	892	37			63	449	138			129	73	124	67	210 211
Added Vol:	0	19	0			9	174	9			1	0	0	0	0 1
PasserByVol:	0	0	0			0	0	0			0	0	0	0	0 0
Initial Fut:	85	911	37			72	623	147			130	73	124	67	210 212
User Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00 1.00
PHF Adj:	1.00	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	911	37			72	623	147			130	73	124	67	210 212
Reduct Vol:	0	0	0			0	0	0			0	0	0	0	0 0
Reduced Vol:	85	911	37			72	623	147			130	73	124	67	210 212
PCE Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00 1.00
MLF Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00 1.00
FinalVolume:	85	911	37			72	623	147			130	73	124	67	210 212
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	1.00	0.92	0.92	1.00 0.92
Lanes:	1.00	1.92	0.08			1.00	1.61	0.39			1.00	1.00	1.00	1.00	1.00 1.00
Final Sat.:	1750	3555	144			1750	2993	706			1750	1900	1750	1750	1900 1750
Capacity Analysis Module:															
Vol/Sat:	0.05	0.26	0.26			0.04	0.21	0.21			0.07	0.04	0.07	0.04	0.11 0.12
Crit Moves:	****					****					****				****
Green Time:	14.8	63.4	63.4			10.2	58.8	58.8			18.4	28.5	28.5	19.9	30.0 30.0
Volume/Cap:	0.44	0.54	0.54			0.54	0.47	0.47			0.54	0.18	0.33	0.26	0.49 0.54
Delay/Veh:	62.9	26.2	26.2			74.5	27.6	27.6			62.4	44.2	47.1	52.9	49.4 51.2
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:	62.9	26.2	26.2			74.5	27.6	27.6			62.4	44.2	47.1	52.9	49.4 51.2
LOS by Move:	E	C	C			E	C	C			E	D	D	D-	D- D-
HCM2kAvgQ:	4	14	14			3	12	12			6	2	5	3	8 9
Note: Queue reported is the number of cars per lane.															

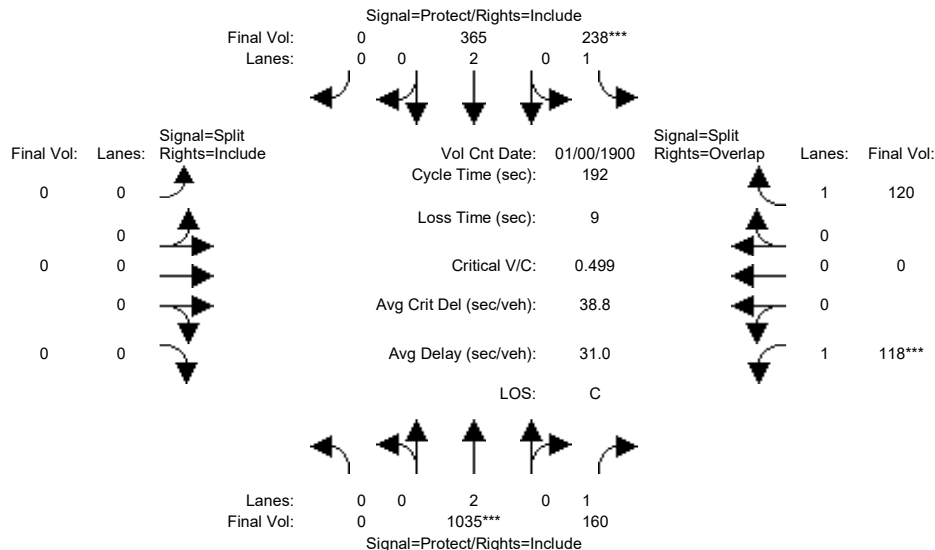
Tasman East Focus Area Plan

SJ16-1669

Background AM

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

Intersection #17: Lafayette Street / Montague Expressway WB

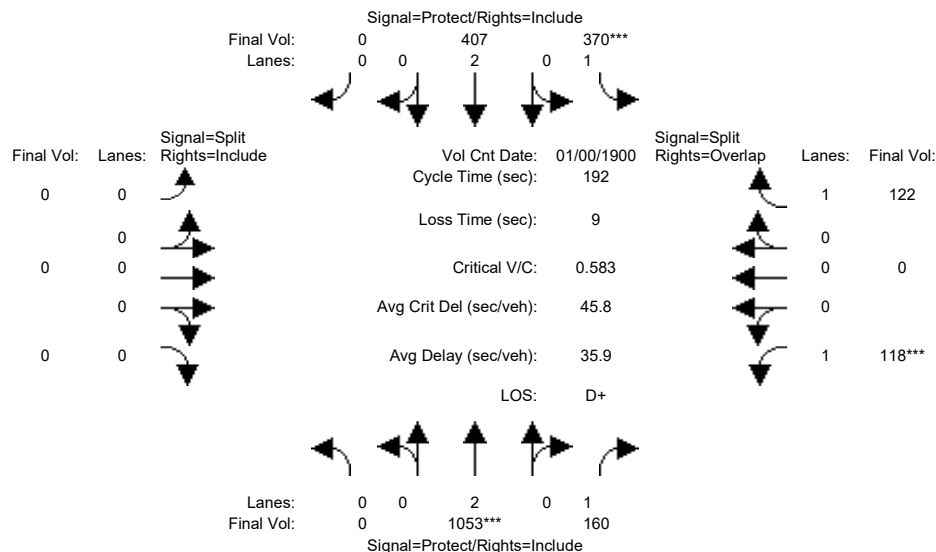


Street Name:	Lafayette Street			Montague Expressway WB		
Approach:	North Bound			South Bound		
Movement:	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count	Date: 0 Jan 1900 << 12:00:00 AM					
Base Vol:	0	1035	160	238	365	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1035	160	238	365	0
Added Vol:	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0
Initial Fut:	0	1035	160	238	365	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1035	160	238	365	0
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	0	1035	160	238	365	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1035	160	238	365	0
Saturation Flow Module:						
Sat/Lane:	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	0	3800	1750	1750	3800	0
Capacity Analysis Module:						
Vol/Sat:	0.00	0.27	0.09	0.14	0.10	0.00
Crit Moves:	****			****		
Green Time:	0.0	105	104.8	52.3	157	0.0
Volume/Cap:	0.00	0.50	0.17	0.50	0.12	0.00
Delay/Veh:	0.0	28.1	22.2	62.5	3.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	28.1	22.2	62.5	3.6	0.0
LOS by Move:	A	C	C+	E	A	A
HCM2kAvgQ:	0	19	5	13	2	0
Note: Queue reported is the number of cars per lane.						

Tasman East Focus Area Plan
SJ16-1669
Background AM

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

Intersection #17: Lafayette Street / Montague Expressway WB



Street Name:	Lafayette Street			Montague Expressway WB		
Approach:	North Bound			South Bound		
Movement:	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count	Date: 0 Jan 1900 << 12:00:00 AM					
Base Vol:	0	1035	160	238	365	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1035	160	238	365	0
Added Vol:	0	18	0	132	42	0
PasserByVol:	0	0	0	0	0	0
Initial Fut:	0	1053	160	370	407	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1053	160	370	407	0
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	0	1053	160	370	407	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1053	160	370	407	0
Saturation Flow Module:						
Sat/Lane:	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	0	3800	1750	1750	3800	0
Capacity Analysis Module:						
Vol/Sat:	0.00	0.28	0.09	0.21	0.11	0.00
Crit Moves:	****			****		
Green Time:	0.0	91.2	91.2	69.6	161	0.0
Volume/Cap:	0.00	0.58	0.19	0.58	0.13	0.00
Delay/Veh:	0.0	38.0	29.6	53.4	2.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	38.0	29.6	53.4	2.9	0.0
LOS by Move:	A	D+	C	D-	A	A
HCM2kAvgQ:	0	22	6	19	2	0
Note: Queue reported is the number of cars per lane.						

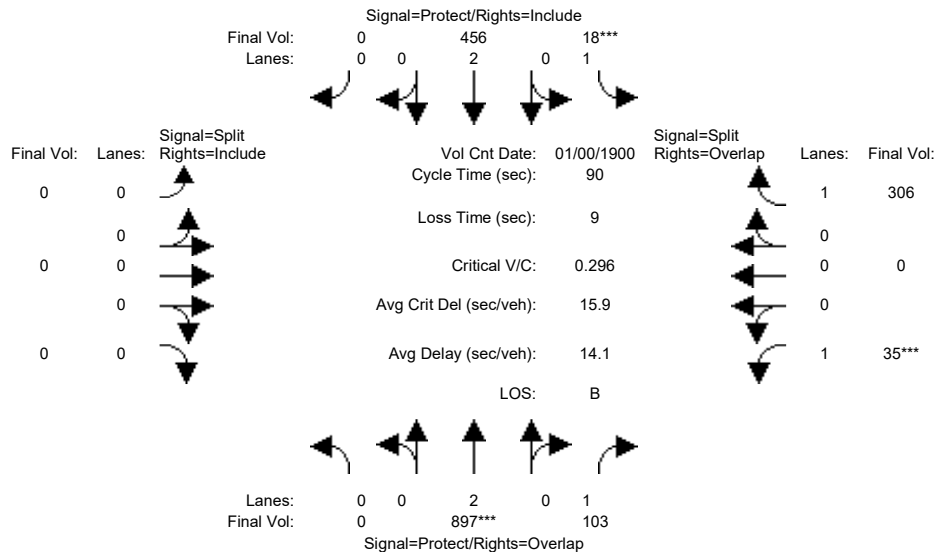
Tasman East Focus Area Plan

SJ16-1669

Background AM

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

Intersection #18: Lafayette Street / Montague Expressway EB

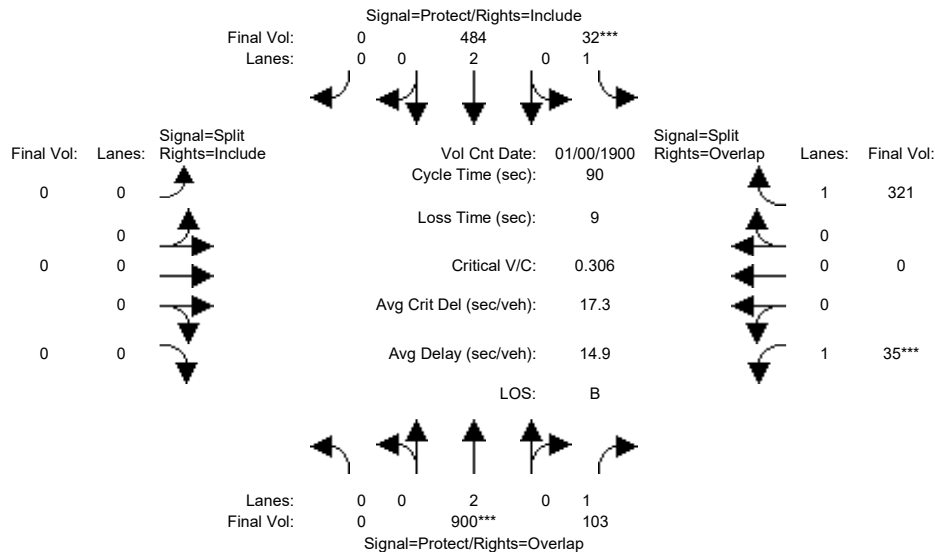


Street Name:	Lafayette Street						Montague Expressway EB										
Approach:	North Bound			South Bound			East Bound			West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R		
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----		
Min. Green:	0		10		10	7		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
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Volume Module: >>	Count		Date:	0	Jan	1900	<<	12:00:00		AM							
Base Vol:	0	897	103		18	456	0		0	0		0	35	0		306	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	0	897	103		18	456	0		0	0		0	35	0		306	
Added Vol:	0	0	0		0	0	0		0	0		0	0	0		0	0
PasserByVol:	0	0	0		0	0	0		0	0		0	0	0		0	0
Initial Fut:	0	897	103		18	456	0		0	0		0	35	0		306	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	0	897	103		18	456	0		0	0		0	35	0		306	
Reduct Vol:	0	0	0		0	0	0		0	0		0	0	0		0	0
Reduced Vol:	0	897	103		18	456	0		0	0		0	35	0		306	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
FinalVolume:	0	897	103		18	456	0		0	0		0	35	0		306	
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Saturation Flow Module:																	
Sat/Lane:	1900	1900	1900		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		0.92
Lanes:	0.00	2.00	1.00		1.00	2.00	0.00		0.00	0.00	0.00		1.00	0.00	1.00		1.00
Final Sat.:	0	3800	1750		1750	3800	0		0	0		0	1750	0	1750		1750
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Capacity Analysis Module:																	
Vol/Sat:	0.00	0.24	0.06		0.01	0.12	0.00		0.00	0.00	0.00		0.02	0.00	0.17		0.17
Crit Moves:	****				****				****				****				
Green Time:	0.0	44.5	74.0		7.0	51.5	0.0		0.0	0.0	0.0		29.5	0.0	36.5		
Volume/Cap:	0.00	0.48	0.07		0.13	0.21	0.00		0.00	0.00	0.00		0.06	0.00	0.43		
Delay/Veh:	0.0	15.3	1.5		39.1	9.4	0.0		0.0	0.0	0.0		20.8	0.0	19.7		
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		
AdjDel/Veh:	0.0	15.3	1.5		39.1	9.4	0.0		0.0	0.0	0.0		20.8	0.0	19.7		
LOS by Move:	A	B	A		D	A	A		A	A	A		C+	A	B-		
HCM2kAvgQ:	0	8	1		0	3	0		0	0	0		1	0	7		
Note: Queue reported is the number of cars per lane.																	

Tasman East Focus Area Plan
SJ16-1669
Background AM

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

Intersection #18: Lafayette Street / Montague Expressway EB

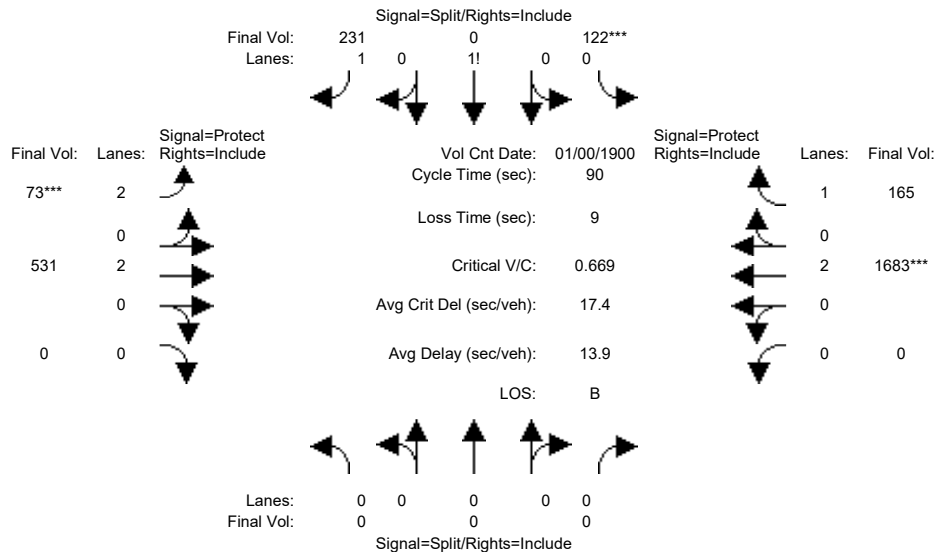


Street Name:	Lafayette Street			Montague Expressway EB		
Approach:	North Bound			South Bound		
Movement:	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM						
Base Vol:	0	897	103	18	456	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	897	103	18	456	0
Added Vol:	0	3	0	14	28	0
PasserByVol:	0	0	0	0	0	0
Initial Fut:	0	900	103	32	484	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	900	103	32	484	0
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	0	900	103	32	484	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	900	103	32	484	0
Saturation Flow Module:						
Sat/Lane:	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	0	3800	1750	1750	3800	0
Capacity Analysis Module:						
Vol/Sat:	0.00	0.24	0.06	0.02	0.13	0.00
Crit Moves:	****			****		
Green Time:	0.0	42.9	74.0	7.0	49.9	0.0
Volume/Cap:	0.00	0.50	0.07	0.24	0.23	0.00
Delay/Veh:	0.0	16.4	1.5	39.9	10.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	16.4	1.5	39.9	10.3	0.0
LOS by Move:	A	B	A	D	B+	A
HCM2kAvgQ:	0	9	1	1	3	0
Note: Queue reported is the number of cars per lane.						

Tasman East Focus Area Plan
SJ16-1669
Background AM

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

Intersection #21: Calle Del Sol / Tasman Drive

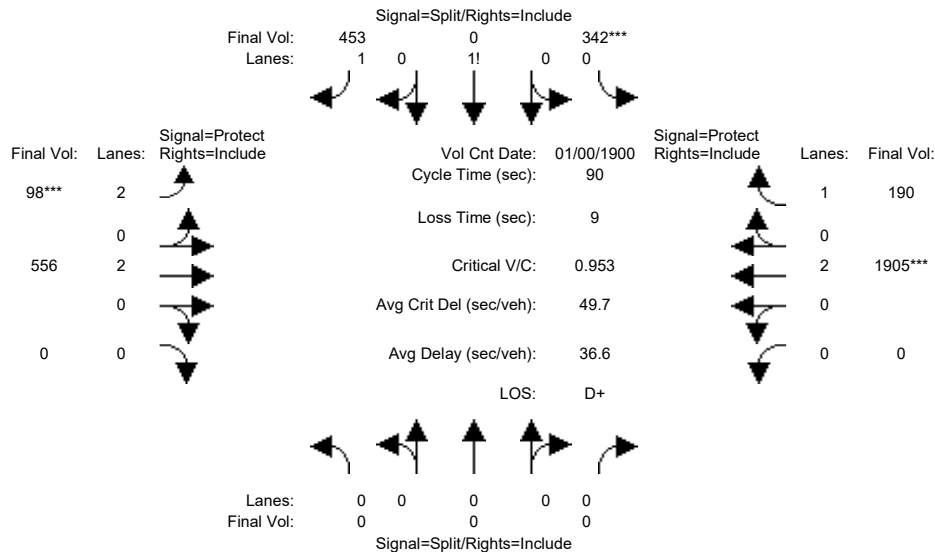


Street Name:	Calle Del Sol						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	0	0	122	0	231	73	531	0	0	1683	165
Growth Adj:	1.00	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	122	0	231	73	531	0	0	1683	165
Added Vol:	0	0	0	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	122	0	231	73	531	0	0	1683	165
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	122	0	231	73	531	0	0	1683	165
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	122	0	231	73	531	0	0	1683	165
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	122	0	231	73	531	0	0	1683	165
Saturation Flow Module:												
Sat/Lane:	1900	1900	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	0.00	0.00	0.51	0.00	1.49	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	899	0	2601	3150	3800	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.14	0.00	0.09	0.02	0.14	0.00	0.00	0.44	0.09
Crit Moves:				****				****				****
Green Time:	0.0	0.0	0.0	17.4	0.0	17.4	7.0	63.6	0.0	0.0	56.6	56.6
Volume/Cap:	0.00	0.00	0.00	0.70	0.00	0.46	0.30	0.20	0.00	0.00	0.70	0.15
Delay/Veh:	0.0	0.0	0.0	38.4	0.0	32.6	39.9	4.5	0.0	0.0	12.1	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:	0.0	0.0	0.0	38.4	0.0	32.6	39.9	4.5	0.0	0.0	12.1	6.9
LOS by Move:	A	A	A	D+	A	C-	D	A	A	A	B	A
HCM2kAvgQ:	0	0	0	8	0	5	1	2	0	0	15	2
Note: Queue reported is the number of cars per lane.												

Tasman East Focus Area Plan
SJ16-1669
Background AM

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

Intersection #21: Calle Del Sol / Tasman Drive

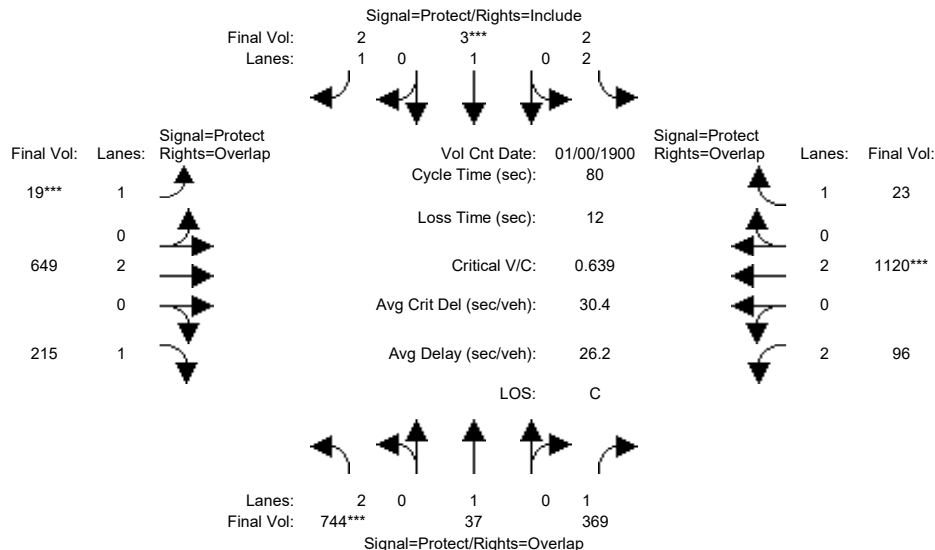


Street Name:	Calle Del Sol						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	0 Jan 1900 << 12:00:00 AM											
Base Vol:	0	0	0	122	0	231	73	531	0	0	1683	165
Growth Adj:	1.00	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	122	0	231	73	531	0	0	1683	165
Added Vol:	0	0	0	220	0	222	25	25	0	0	222	25
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	342	0	453	98	556	0	0	1905	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:	0	0	0	342	0	453	98	556	0	0	1905	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	342	0	453	98	556	0	0	1905	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
Final Volume:	0	0	0	342	0	453	98	556	0	0	1905	190
Saturation Flow Module:												
Sat/Lane:	1900	1900	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	0.00	0.00	0.60	0.00	1.40	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1053	0	2447	3150	3800	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.32	0.00	0.19	0.03	0.15	0.00	0.00	0.50	0.11
Crit Moves:				****			****			****		
Green Time:	0.0	0.0	0.0	29.1	0.0	29.1	7.0	51.9	0.0	0.0	44.9	44.9
Volume/Cap:	0.00	0.00	0.00	1.00	0.00	0.57	0.40	0.25	0.00	0.00	1.00	0.22
Delay/Veh:	0.0	0.0	0.0	63.6	0.0	25.9	40.6	9.5	0.0	0.0	44.4	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:	0.0	0.0	0.0	63.6	0.0	25.9	40.6	9.5	0.0	0.0	44.4	12.8
LOS by Move:	A	A	A	E	A	C	D	A	A	A	D	B
HCM2kAvgQ:	0	0	0	24	0	9	2	4	0	0	30	3
Note: Queue reported is the number of cars per lane.												

Tasman East Focus Area Plan
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Background AM

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

Intersection #24: Lick Mill Boulevard / Tasman Drive

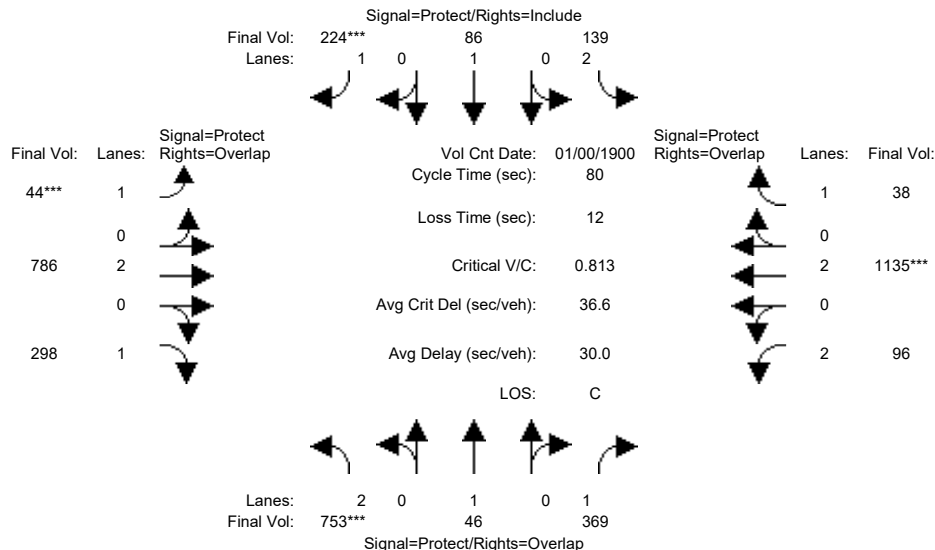


Street Name:	Lick Mill Boulevard						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	744	37	369	2	3	2	19	649	215	96	1120	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:	744	37	369	2	3	2	19	649	215	96	1120	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:	744	37	369	2	3	2	19	649	215	96	1120	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:	744	37	369	2	3	2	19	649	215	96	1120	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	744	37	369	2	3	2	19	649	215	96	1120	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
Final Volume:	744	37	369	2	3	2	19	649	215	96	1120	23
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	1.00	1.00	2.00	1.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	1900	1750	3150	1900	1750	1750	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.24	0.02	0.21	0.00	0.00	0.00	0.01	0.17	0.12	0.03	0.29	0.01
Crit Moves:	***			***			***			***		
Green Time:	22.7	22.0	34.0	10.7	10.0	10.0	7.0	23.3	46.0	12.0	28.3	39.0
Volume/Cap:	0.83	0.07	0.50	0.00	0.01	0.01	0.12	0.59	0.21	0.20	0.83	0.03
Delay/Veh:	33.6	21.5	17.3	30.1	30.7	30.7	34.0	25.0	8.3	30.1	28.3	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:	33.6	21.5	17.3	30.1	30.7	30.7	34.0	25.0	8.3	30.1	28.3	10.7
LOS by Move:	C-	C+	B	C	C	C	C-	C	A	C	C	B+
HCM2kAvgQ:	11	1	7	0	0	0	0	7	3	1	13	0
Note: Queue reported is the number of cars per lane.												

Tasman East Focus Area Plan
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Background AM

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2000 HCM Operations (Future Volume Alternative)
Background AM Plus Project

Intersection #24: Lick Mill Boulevard / Tasman Drive



Street Name:	Lick Mill Boulevard						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	744	37	369	2	3	2	19	649	215	96	1120	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:	744	37	369	2	3	2	19	649	215	96	1120	23
Added Vol:	9	9	0	137	83	222	25	137	83	0	15	15
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	753	46	369	139	86	224	44	786	298	96	1135	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	753	46	369	139	86	224	44	786	298	96	1135	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	753	46	369	139	86	224	44	786	298	96	1135	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
Final Volume:	753	46	369	139	86	224	44	786	298	96	1135	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	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	1.00	1.00	2.00	1.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	1900	1750	3150	1900	1750	1750	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.24	0.02	0.21	0.04	0.05	0.13	0.03	0.21	0.17	0.03	0.30	0.02
Crit Moves:	***					***	***				***	
Green Time:	21.9	22.6	32.9	11.0	11.7	11.7	7.0	24.2	46.1	10.2	27.4	38.4
Volume/Cap:	0.87	0.09	0.51	0.32	0.31	0.87	0.29	0.69	0.30	0.24	0.87	0.05
Delay/Veh:	37.5	21.1	18.2	31.6	31.1	59.7	35.2	26.3	8.8	31.7	31.5	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:	37.5	21.1	18.2	31.6	31.1	59.7	35.2	26.3	8.8	31.7	31.5	11.1
LOS by Move:	D+	C+	B-	C	C	E+	D+	C	A	C	C	B+
HCM2kAvgQ:	12	1	7	2	2	9	1	9	4	1	14	1
Note: Queue reported is the number of cars per lane.												

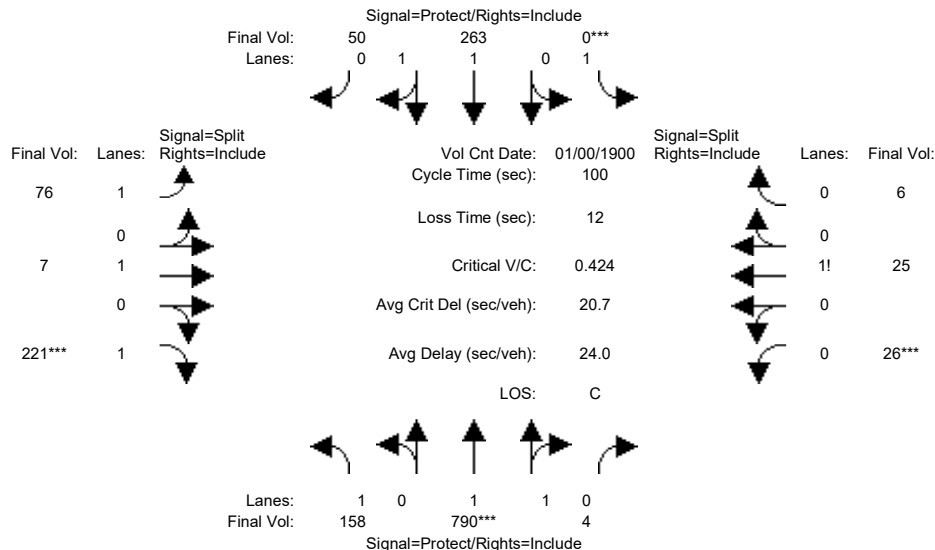
Tasman East Focus Area Plan

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Background AM

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2000 HCM Operations (Future Volume Alternative)
Background AM

Intersection #25: Lick Mill Boulevard / Hope Drive

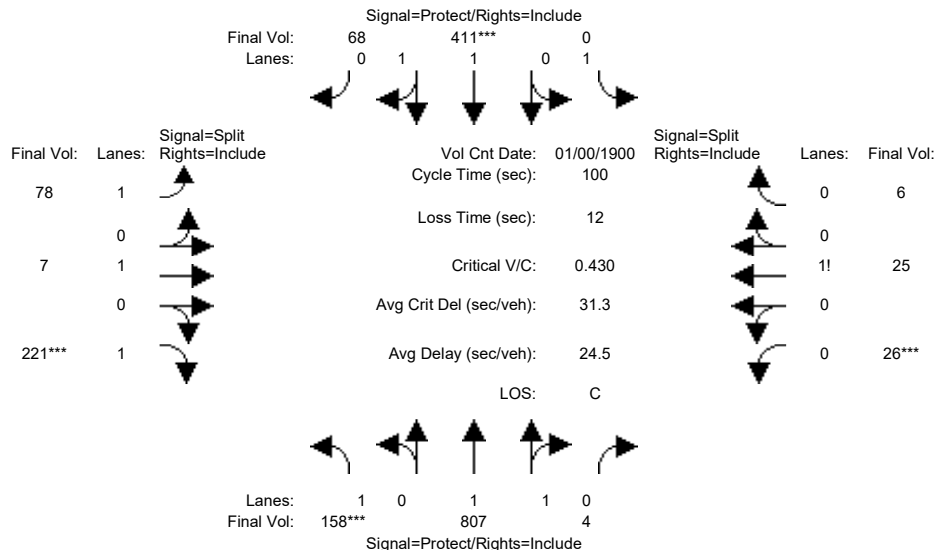


Street Name:	Lick Mill Boulevard						Hope Drive								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
-----	-----			-----			-----			-----					
Min. Green:	7	10	10		7	10	10		10	10	10		10	10	10
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0
-----	-----			-----			-----			-----					
Volume Module: >>	Count	Date:	0	Jan	1900	<<	12:00:00	AM							
Base Vol:	158	790	4		0	263	50	76	7	221	26	25	6		
Growth Adj:	1.00	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	790	4		0	263	50	76	7	221	26	25	6		
Added Vol:	0	0	0		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	790	4		0	263	50	76	7	221	26	25	6		
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Adj:	1.00	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	790	4		0	263	50	76	7	221	26	25	6		
Reduct Vol:	0	0	0		0	0	0	0	0	0	0	0	0		
Reduced Vol:	158	790	4		0	263	50	76	7	221	26	25	6		
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
FinalVolume:	158	790	4		0	263	50	76	7	221	26	25	6		
-----	-----			-----			-----			-----					
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	1.00	0.92	0.92	0.92	0.92		
Lanes:	1.00	1.99	0.01		1.00	1.67	0.33	1.00	1.00	1.00	0.46	0.44	0.10		
Final Sat.:	1750	3681	19		1750	3109	591	1750	1900	1750	798	768	184		
-----	-----			-----			-----			-----					
Capacity Analysis Module:															
Vol/Sat:	0.09	0.21	0.21		0.00	0.08	0.08	0.04	0.00	0.13	0.03	0.03	0.03		
Crit Moves:	****				****				****			****			
Green Time:	23.3	49.1	49.1		0.0	25.8	25.8	28.9	28.9	28.9	10.0	10.0	10.0		
Volume/Cap:	0.39	0.44	0.44		0.00	0.33	0.33	0.15	0.01	0.44	0.33	0.33	0.33		
Delay/Veh:	32.9	16.7	16.7		0.0	30.3	30.3	26.6	25.4	29.5	43.0	43.0	43.0		
User DelAdj:	1.00	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	16.7	16.7		0.0	30.3	30.3	26.6	25.4	29.5	43.0	43.0	43.0		
LOS by Move:	C-	B	B		A	C	C	C	C	C	D	D	D		
HCM2kAvgQ:	5	8	8		0	4	4	2	0	6	2	2	2		
Note: Queue reported is the number of cars per lane.															

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Intersection #25: Lick Mill Boulevard / Hope Drive



Street Name:	Lick Mill Boulevard						Hope Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	158	790	4	0	263	50	76	7	221	26	25	6
Growth Adj:	1.00	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	790	4	0	263	50	76	7	221	26	25	6
Added Vol:	0	17	0	0	148	18	2	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	158	807	4	0	411	68	78	7	221	26	25	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	807	4	0	411	68	78	7	221	26	25	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	158	807	4	0	411	68	78	7	221	26	25	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	158	807	4	0	411	68	78	7	221	26	25	6
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	1.00	0.92	0.92	0.92	0.92
Lanes:	1.00	1.99	0.01	1.00	1.71	0.29	1.00	1.00	1.00	0.46	0.44	0.10
Final Sat.:	1750	3682	18	1750	3174	525	1750	1900	1750	798	768	184
Capacity Analysis Module:												
Vol/Sat:	0.09	0.22	0.22	0.00	0.13	0.13	0.04	0.00	0.13	0.03	0.03	0.03
Crit Moves:	***			***					***	***		
Green Time:	20.4	49.5	49.5	0.0	29.2	29.2	28.5	28.5	28.5	10.0	10.0	10.0
Volume/Cap:	0.44	0.44	0.44	0.00	0.44	0.44	0.16	0.01	0.44	0.33	0.33	0.33
Delay/Veh:	35.8	16.5	16.5	0.0	29.1	29.1	26.9	25.7	29.9	43.0	43.0	43.0
User DelAdj:	1.00	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	16.5	16.5	0.0	29.1	29.1	26.9	25.7	29.9	43.0	43.0	43.0
LOS by Move:	D+	B	B	A	C	C	C	C	C	D	D	D
HCM2kAvgQ:	5	8	8	0	6	6	2	0	6	2	2	2
Note: Queue reported is the number of cars per lane.												

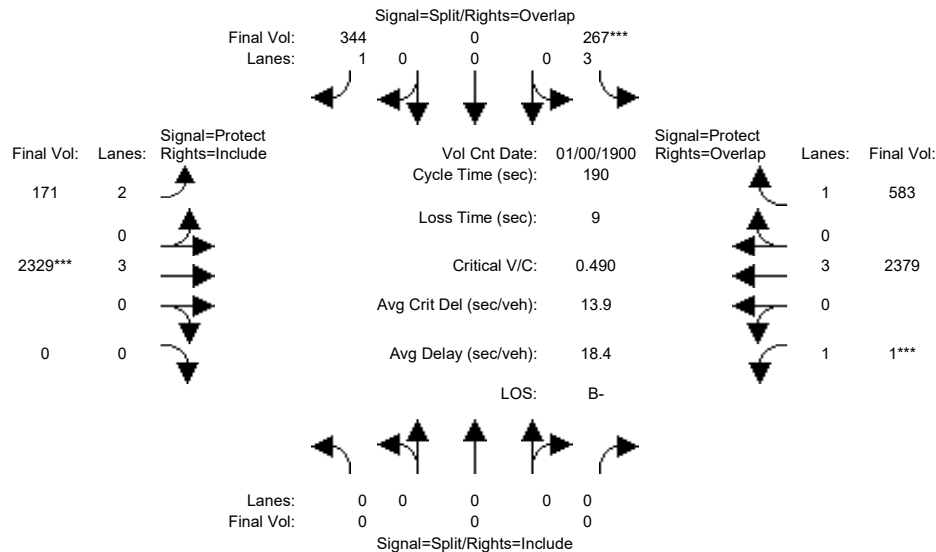
Tasman East Focus Area Plan

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Background AM

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

Intersection #26: Lick Mill Boulevard / Montague Expressway

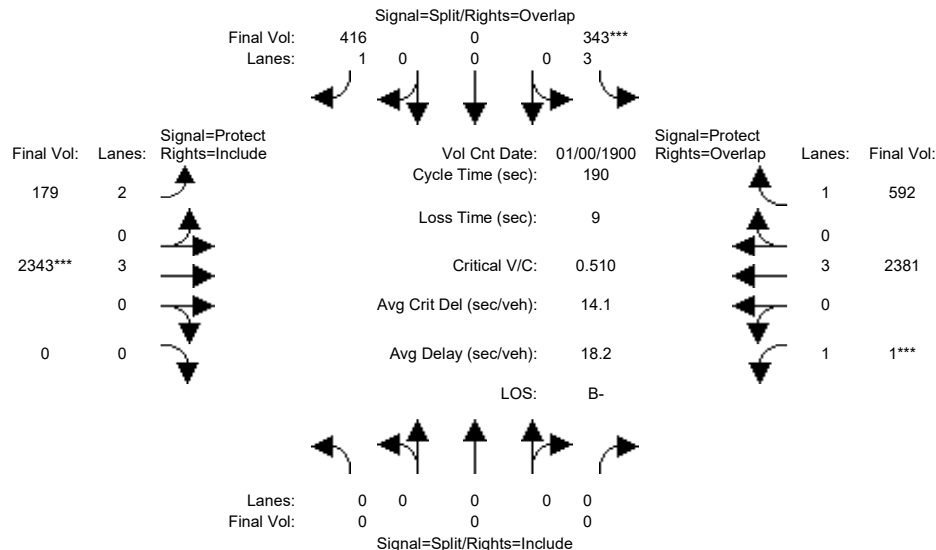


Street Name:	Lick Mill Boulevard						Montague Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	31	0	31	20	157	0	2	139	139
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	0 Jan 1900 << 12:00:00 AM											
Base Vol:	0	0	0	267	0	344	171	2329	0	1	2379	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	0	0	267	0	344	171	2329	0	1	2379	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	0	0	267	0	344	171	2329	0	1	2379	583
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	267	0	344	171	2329	0	1	2379	583
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	267	0	344	171	2329	0	1	2379	583
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	267	0	344	171	2329	0	1	2379	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	0.80	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	3.00	0.00	1.00	2.00	3.00	0.00	1.00	3.00	1.00
Final Sat.:	0	0	0	4551	0	1750	3150	5700	0	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.20	0.05	0.41	0.00	0.00	0.42	0.33
Crit Moves:				****				****				****
Green Time:	0.0	0.0	0.0	37.3	0.0	56.3	19.1	150	0.0	1.9	133	170.0
Volume/Cap:	0.00	0.00	0.00	0.30	0.00	0.66	0.54	0.52	0.00	0.06	0.60	0.37
Delay/Veh:	0.0	0.0	0.0	68.5	0.0	64.5	87.0	7.6	0.0	98.9	15.8	1.8
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	0.0	0.0	68.5	0.0	64.5	87.0	7.6	0.0	98.9	15.8	1.8
LOS by Move:	A	A	A	E	A	E	F	A	A	F	B	A
HCM2kAvgQ:	0	0	0	6	0	20	6	16	0	0	23	6
Note: Queue reported is the number of cars per lane.												

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Background AM Plus Project

Intersection #26: Lick Mill Boulevard / Montague Expressway



Street Name:	Lick Mill Boulevard						Montague Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	-	T	-	R		L	-	T	-	R	
Min. Green:	0	0	0	31	0	31	20	157	0	2	139	139
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	0 Jan 1900 << 12:00:00 AM											
Base Vol:	0	0	0	267	0	344	171	2329	0	1	2379	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	0	0	267	0	344	171	2329	0	1	2379	583
Added Vol:	0	0	0	76	0	72	8	14	0	0	2	9
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	343	0	416	179	2343	0	1	2381	592
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	343	0	416	179	2343	0	1	2381	592
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	343	0	416	179	2343	0	1	2381	592
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	343	0	416	179	2343	0	1	2381	592
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.80	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	3.00	0.00	1.00	2.00	3.00	0.00	1.00	3.00	1.00
Final Sat.:	0	0	0	4551	0	1750	3150	5700	0	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.24	0.06	0.41	0.00	0.00	0.42	0.34
Crit Moves:				****				****				****
Green Time:	0.0	0.0	0.0	51.1	0.0	70.2	19.1	150	0.0	1.9	133	183.8
Volume/Cap:	0.00	0.00	0.00	0.28	0.00	0.64	0.57	0.52	0.00	0.06	0.60	0.35
Delay/Veh:	0.0	0.0	0.0	57.6	0.0	54.1	87.7	7.6	0.0	98.9	15.8	0.3
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	0.0	0.0	57.6	0.0	54.1	87.7	7.6	0.0	98.9	15.8	0.3
LOS by Move:	A	A	A	E+	A	D-	F	A	A	F	B	A
HCM2kAvgQ:	0	0	0	7	0	22	6	16	0	0	23	2
Note: Queue reported is the number of cars per lane.												

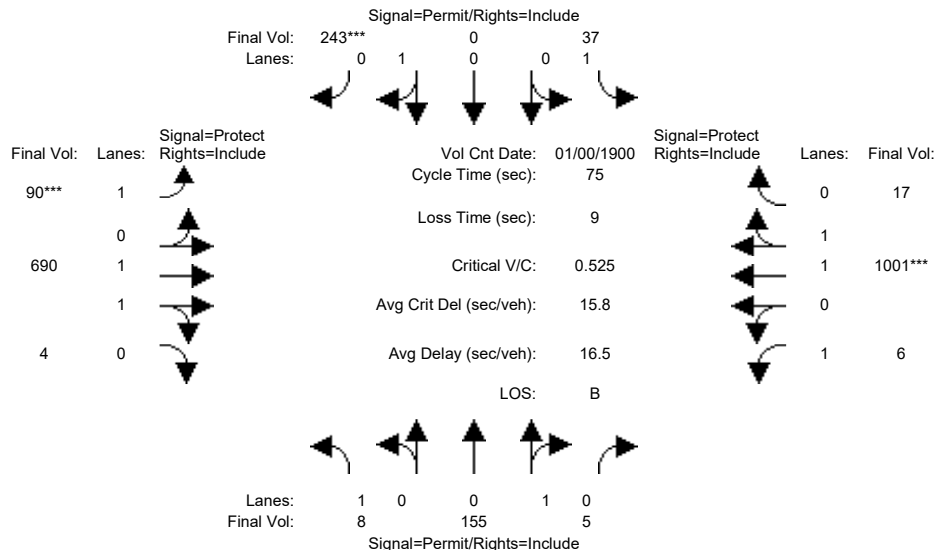
Tasman East Focus Area Plan

SJ16-1669

Background AM

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

Intersection #27: Renaissance Drive / Tasman Drive

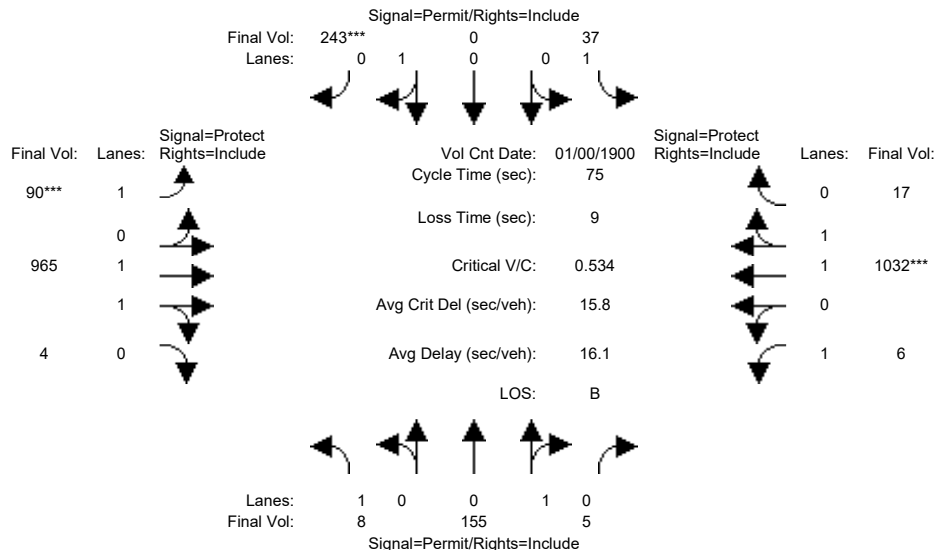


Street Name:	Renaissance Drive						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	-	T	-	R		L	-	T	-	R	
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	8	155	5	37	0	243	90	690	4	6	1001	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	155	5	37	0	243	90	690	4	6	1001	17
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	155	5	37	0	243	90	690	4	6	1001	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	155	5	37	0	243	90	690	4	6	1001	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	155	5	37	0	243	90	690	4	6	1001	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	8	155	5	37	0	243	90	690	4	6	1001	17
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	0.97	0.95	0.92	0.97	0.95
Lanes:	1.00	0.97	0.03	1.00	0.00	1.00	1.00	1.99	0.01	1.00	1.97	0.03
Final Sat.:	1750	1744	56	1750	0	1800	1750	3679	21	1750	3638	62
Capacity Analysis Module:												
Vol/Sat:	0.00	0.09	0.09	0.02	0.00	0.14	0.05	0.19	0.19	0.00	0.28	0.28
Crit Moves:						****	****				****	
Green Time:	19.3	19.3	19.3	19.3	0.0	19.3	7.4	31.2	31.2	15.5	39.3	39.3
Volume/Cap:	0.02	0.35	0.35	0.08	0.00	0.52	0.52	0.45	0.45	0.02	0.52	0.52
Delay/Veh:	20.8	23.1	23.1	21.2	0.0	25.0	35.1	16.0	16.0	23.7	12.0	12.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.8	23.1	23.1	21.2	0.0	25.0	35.1	16.0	16.0	23.7	12.0	12.0
LOS by Move:	C+	C	C	C+	A	C	D+	B	B	C	B+	B+
HCM2kAvgQ:	0	3	3	1	0	6	2	6	6	0	8	8
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: Renaissance Drive / Tasman Drive



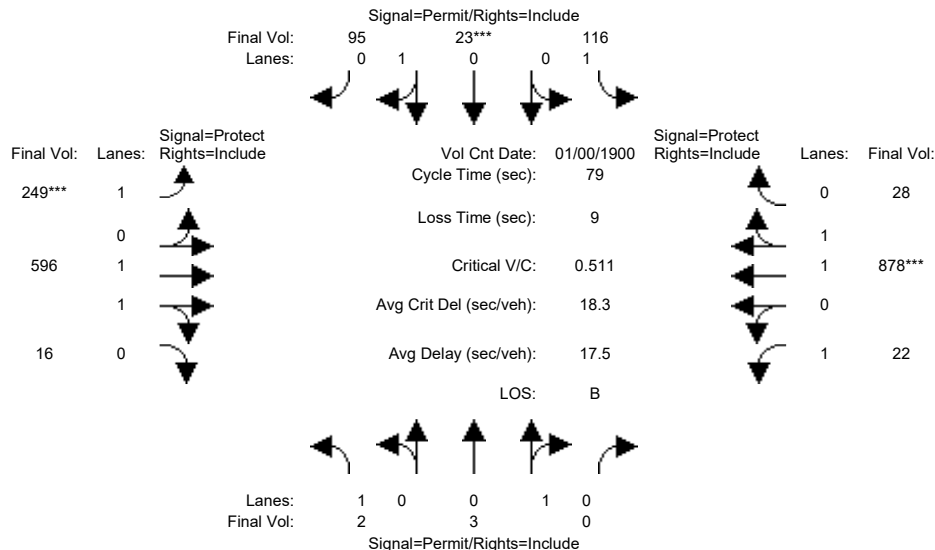
Street Name:	Renaissance Drive						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	8	155	5	37	0	243	90	690	4	6	1001	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	155	5	37	0	243	90	690	4	6	1001	17
Added Vol:	0	0	0	0	0	0	0	275	0	0	31	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	155	5	37	0	243	90	965	4	6	1032	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	155	5	37	0	243	90	965	4	6	1032	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	155	5	37	0	243	90	965	4	6	1032	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	8	155	5	37	0	243	90	965	4	6	1032	17
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	0.97	0.95	0.92	0.97	0.95
Lanes:	1.00	0.97	0.03	1.00	0.00	1.00	1.00	1.99	0.01	1.00	1.97	0.03
Final Sat.:	1750	1744	56	1750	0	1800	1750	3685	15	1750	3640	60
Capacity Analysis Module:												
Vol/Sat:	0.00	0.09	0.09	0.02	0.00	0.14	0.05	0.26	0.26	0.00	0.28	0.28
Crit Moves:						****	****				****	
Green Time:	19.0	19.0	19.0	19.0	0.0	19.0	7.2	34.7	34.7	12.4	39.8	39.8
Volume/Cap:	0.02	0.35	0.35	0.08	0.00	0.53	0.53	0.57	0.57	0.02	0.53	0.53
Delay/Veh:	21.0	23.5	23.5	21.5	0.0	25.4	35.6	15.1	15.1	26.3	11.8	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:	21.0	23.5	23.5	21.5	0.0	25.4	35.6	15.1	15.1	26.3	11.8	11.8
LOS by Move:	C+	C	C	C+	A	C	D+	B	B	C	B+	B+
HCM2kAvgQ:	0	3	3	1	0	6	2	8	8	0	8	8

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

Tasman East Focus Area Plan
SJ16-1669
Background AM

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2000 HCM Operations (Future Volume Alternative)
Background AM

Intersection #28: Vista Monta / Tasman Drive

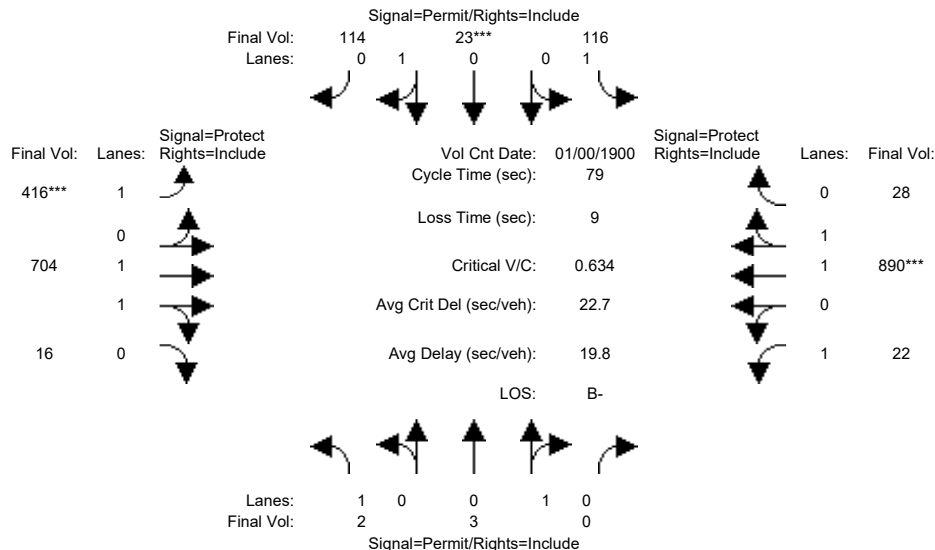


Street Name:	Vista Montana						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	2	3	0	116	23	95	249	596	16	22	878	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:	2	3	0	116	23	95	249	596	16	22	878	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:	2	3	0	116	23	95	249	596	16	22	878	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:	2	3	0	116	23	95	249	596	16	22	878	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	3	0	116	23	95	249	596	16	22	878	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
Final Volume:	2	3	0	116	23	95	249	596	16	22	878	28
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.92	0.92	0.95	0.95	0.92	0.97	0.95	0.92	0.97	0.95
Lanes:	1.00	1.00	0.00	1.00	0.19	0.81	1.00	1.95	0.05	1.00	1.94	0.06
Final Sat.:	1750	1800	0	1750	351	1449	1750	3603	97	1750	3586	114
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.07	0.07	0.14	0.17	0.17	0.01	0.24	0.24
Crit Moves:	****											
Green Time:	10.1	10.1	0.0	10.1	10.1	10.1	22.0	39.0	39.0	20.9	37.9	37.9
Volume/Cap:	0.01	0.01	0.00	0.52	0.51	0.51	0.51	0.34	0.34	0.05	0.51	0.51
Delay/Veh:	30.1	30.1	0.0	34.2	34.0	34.0	24.9	12.3	12.3	21.7	14.4	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:	30.1	30.1	0.0	34.2	34.0	34.0	24.9	12.3	12.3	21.7	14.4	14.4
LOS by Move:	C	C	A	C-	C-	C-	C	B	B	C+	B	B
HCM2kAvgQ:	0	0	0	4	4	4	5	4	4	0	8	8
Note: Queue reported is the number of cars per lane.												

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Background AM

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Background AM Plus Project

Intersection #28: Vista Monta / Tasman Drive



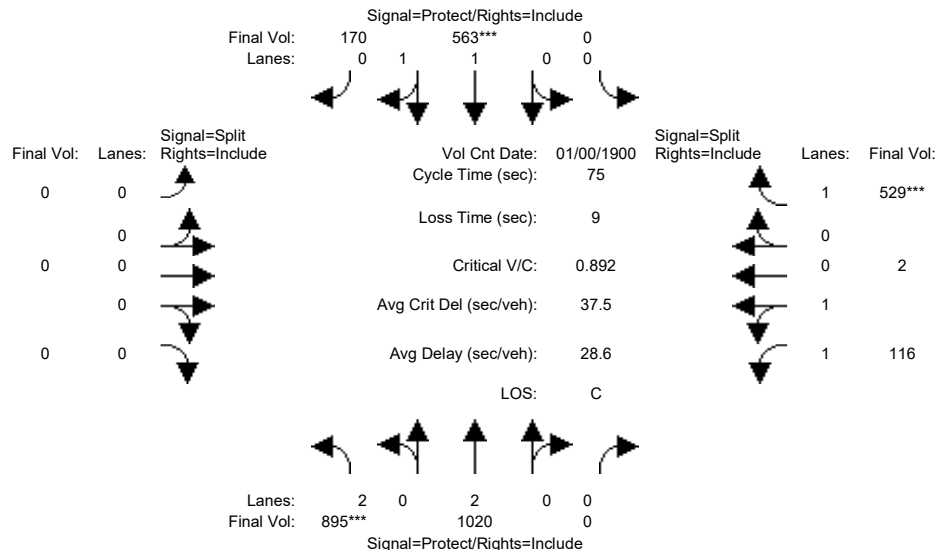
Street Name:	Vista Montana						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	2	3	0	116	23	95	249	596	16	22	878	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:	2	3	0	116	23	95	249	596	16	22	878	28
Added Vol:	0	0	0	0	0	19	167	108	0	0	12	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	3	0	116	23	114	416	704	16	22	890	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:	2	3	0	116	23	114	416	704	16	22	890	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	3	0	116	23	114	416	704	16	22	890	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
Final Volume:	2	3	0	116	23	114	416	704	16	22	890	28
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.92	0.92	0.95	0.95	0.92	0.97	0.95	0.92	0.97	0.95
Lanes:	1.00	1.00	0.00	1.00	0.17	0.83	1.00	1.95	0.05	1.00	1.94	0.06
Final Sat.:	1750	1800	0	1750	302	1498	1750	3618	82	1750	3587	113
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.08	0.08	0.24	0.19	0.19	0.01	0.25	0.25
Crit Moves:	*****											
Green Time:	10.0	10.0	0.0	10.0	10.0	10.0	29.4	41.2	41.2	18.8	30.6	30.6
Volume/Cap:	0.01	0.01	0.00	0.52	0.60	0.60	0.64	0.37	0.37	0.05	0.64	0.64
Delay/Veh:	30.2	30.2	0.0	34.6	37.1	37.1	22.6	11.3	11.3	23.3	20.7	20.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.2	30.2	0.0	34.6	37.1	37.1	22.6	11.3	11.3	23.3	20.7	20.7
LOS by Move:	C	C	A	C-	D+	D+	C+	B+	B+	C	C+	C+
HCM2kAvgQ:	0	0	0	4	4	4	9	5	5	0	9	9

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

Tasman East Focus Area Plan
SJ16-1669
Background AM

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2000 HCM Operations (Future Volume Alternative)
Background AM

Intersection #29: 1st Street/WB 237

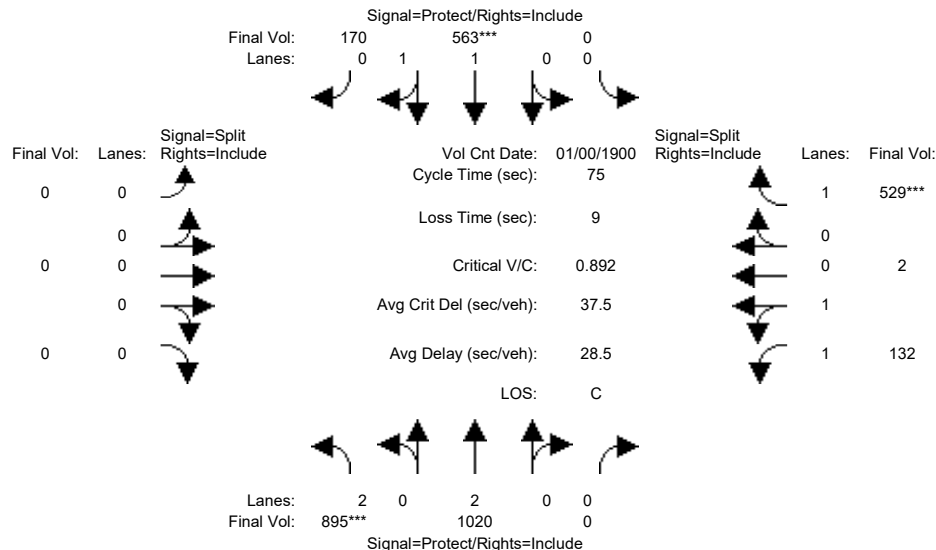


Street Name:	1st Street						WB SR 237								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Min. Green:	7	10	0		0	10	10	0	0	0	10	10	10		
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		
Volume Module: >> Count	Date: 0 Jan 1900 << 12:00:00 AM														
Base Vol:	895	1020	0		0	563	170	0	0	0	116	2	529		
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Initial Bse:	895	1020	0		0	563	170	0	0	0	116	2	529		
Added Vol:	0	0	0		0	0	0	0	0	0	0	0	0		
PasserByVol:	0	0	0		0	0	0	0	0	0	0	0	0		
Initial Fut:	895	1020	0		0	563	170	0	0	0	116	2	529		
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Volume:	895	1020	0		0	563	170	0	0	0	116	2	529		
Reduct Vol:	0	0	0		0	0	0	0	0	0	0	0	0		
Reduced Vol:	895	1020	0		0	563	170	0	0	0	116	2	529		
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
FinalVolume:	895	1020	0		0	563	170	0	0	0	116	2	529		
Saturation Flow Module:															
Sat/Lane:	1900	1900	1900		1900	1900	1900	1900	1900	1900	1900	1900	1900		
Adjustment:	0.83	1.00	0.92		0.92	0.98	0.95	0.92	1.00	0.92	0.93	0.95	0.92		
Lanes:	2.00	2.00	0.00		0.00	1.52	0.48	0.00	0.00	0.00	1.97	0.03	1.00		
Final Sat.:	3150	3800	0		0	2841	858	0	0	0	3490	60	1750		
Capacity Analysis Module:															
Vol/Sat:	0.28	0.27	0.00		0.00	0.20	0.20	0.00	0.00	0.00	0.03	0.03	0.30		
Crit Moves:	****				****								****		
Green Time:	23.9	40.6	0.0		0.0	16.7	16.7	0.0	0.0	0.0	25.4	25.4	25.4		
Volume/Cap:	0.89	0.50	0.00		0.00	0.89	0.89	0.00	0.00	0.00	0.10	0.10	0.89		
Delay/Veh:	34.4	11.0	0.0		0.0	40.2	40.2	0.0	0.0	0.0	17.0	17.0	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:	34.4	11.0	0.0		0.0	40.2	40.2	0.0	0.0	0.0	17.0	17.0	39.1		
LOS by Move:	C-	B+	A		A	D	D	A	A	A	B	B	D		
HCM2kAvgQ:	11	7	0		0	12	12	0	0	0	1	1	17		
Note: Queue reported is the number of cars per lane.															

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Background AM

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Background AM Plus Project

Intersection #29: 1st Street/WB 237



Street Name:	1st Street						WB SR 237								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Min. Green:	7	10	0		0	10	10	0	0	0	10	10	10		
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM															
Base Vol:	895	1020	0		0	563	170	0	0	0	116	2	529		
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Initial Bse:	895	1020	0		0	563	170	0	0	0	116	2	529		
Added Vol:	0	0	0		0	0	0	0	0	0	16	0	0		
PasserByVol:	0	0	0		0	0	0	0	0	0	0	0	0		
Initial Fut:	895	1020	0		0	563	170	0	0	0	132	2	529		
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Volume:	895	1020	0		0	563	170	0	0	0	132	2	529		
Reduct Vol:	0	0	0		0	0	0	0	0	0	0	0	0		
Reduced Vol:	895	1020	0		0	563	170	0	0	0	132	2	529		
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
FinalVolume:	895	1020	0		0	563	170	0	0	0	132	2	529		
Saturation Flow Module:															
Sat/Lane:	1900	1900	1900		1900	1900	1900	1900	1900	1900	1900	1900	1900		
Adjustment:	0.83	1.00	0.92		0.92	0.98	0.95	0.92	1.00	0.92	0.93	0.95	0.92		
Lanes:	2.00	2.00	0.00		0.00	1.52	0.48	0.00	0.00	0.00	1.97	0.03	1.00		
Final Sat.:	3150	3800	0		0	2841	858	0	0	0	3497	53	1750		
Capacity Analysis Module:															
Vol/Sat:	0.28	0.27	0.00		0.00	0.20	0.20	0.00	0.00	0.00	0.04	0.04	0.30		
Crit Moves:	****				****								****		
Green Time:	23.9	40.6	0.0		0.0	16.7	16.7	0.0	0.0	0.0	25.4	25.4	25.4		
Volume/Cap:	0.89	0.50	0.00		0.00	0.89	0.89	0.00	0.00	0.00	0.11	0.11	0.89		
Delay/Veh:	34.4	11.0	0.0		0.0	40.2	40.2	0.0	0.0	0.0	17.1	17.1	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:	34.4	11.0	0.0		0.0	40.2	40.2	0.0	0.0	0.0	17.1	17.1	39.1		
LOS by Move:	C-	B+	A		A	D	D	A	A	A	B	B	D		
HCM2kAvgQ:	11	7	0		0	12	12	0	0	0	1	1	17		
Note: Queue reported is the number of cars per lane.															

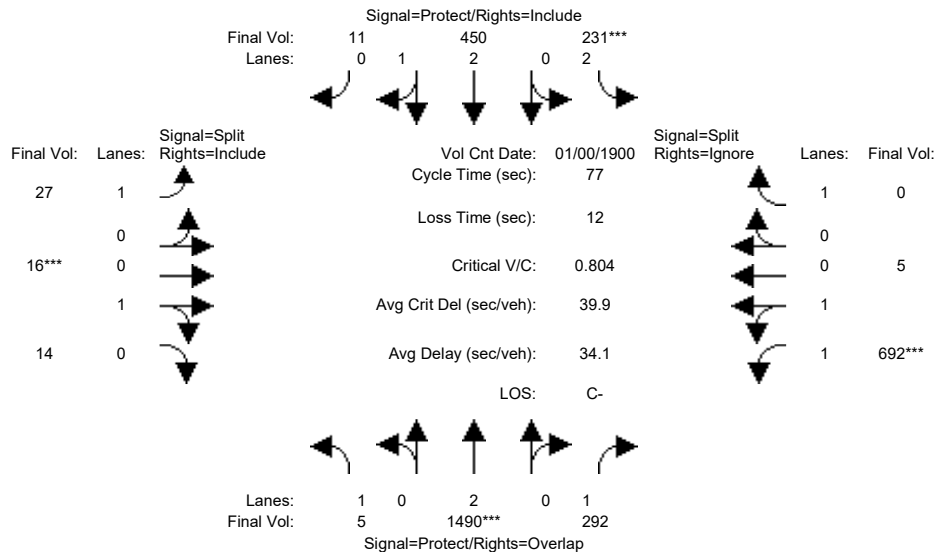
Tasman East Focus Area Plan

SJ16-1669

Background AM

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

Intersection #30: 1st Street/EB 237

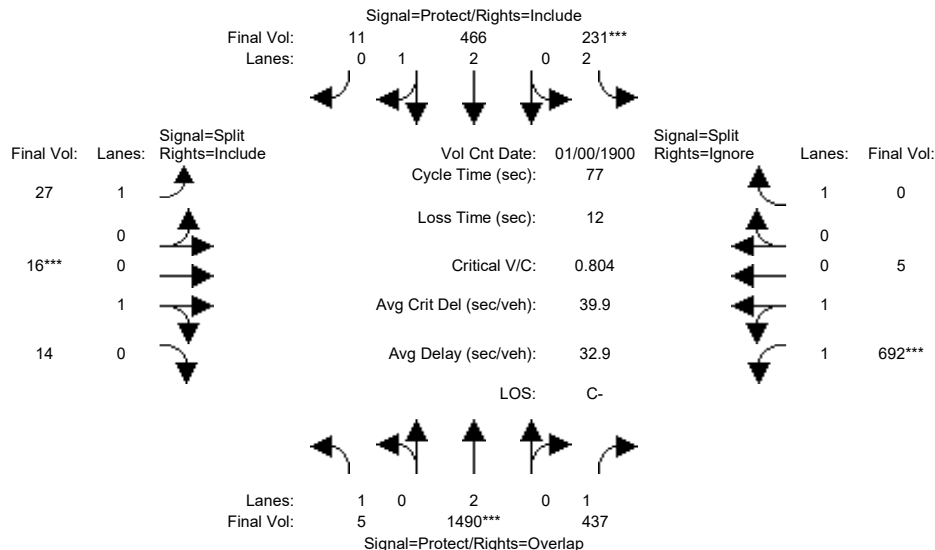


Street Name:	1st Street						EB SR 237								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
-----	-----			-----			-----			-----					
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10	10		
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		
-----	-----			-----			-----			-----					
Volume Module: >> Count	Date:	0 Jan 1900	<< 12:00:00 AM												
Base Vol:	5	1490	292	231	450	11	27	16	14	692	5	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:	5	1490	292	231	450	11	27	16	14	692	5	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:	5	1490	292	231	450	11	27	16	14	692	5	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	0.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00			
PHF Volume:	5	1490	292	231	450	11	27	16	14	692	5	0			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	5	1490	292	231	450	11	27	16	14	692	5	0			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00			
FinalVolume:	5	1490	292	231	450	11	27	16	14	692	5	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	0.98	0.95	0.92	0.95	0.95	0.93	0.95	0.92			
Lanes:	1.00	2.00	1.00	2.00	2.93	0.07	1.00	0.53	0.47	1.99	0.01	1.00			
Final Sat.:	1750	3800	1750	3150	5466	134	1750	960	840	3525	25	1750			
-----	-----			-----			-----			-----					
Capacity Analysis Module:															
Vol/Sat:	0.00	0.39	0.17	0.07	0.08	0.08	0.02	0.02	0.02	0.20	0.20	0.00			
Crit Moves:	****			****			****			****					
Green Time:	16.1	32.0	48.0	7.0	22.9	22.9	10.0	10.0	10.0	16.0	16.0	0.0			
Volume/Cap:	0.01	0.94	0.27	0.81	0.28	0.28	0.12	0.13	0.13	0.94	0.94	0.00			
Delay/Veh:	24.2	33.5	6.7	49.7	20.8	20.8	29.8	29.9	29.9	50.6	50.6	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:	24.2	33.5	6.7	49.7	20.8	20.8	29.8	29.9	29.9	50.6	50.6	0.0			
LOS by Move:	C	C-	A	D	C+	C+	C	C	C	D	D	A			
HCM2kAvgQ:	0	19	3	3	3	3	1	1	1	13	13	0			
Note: Queue reported is the number of cars per lane.															

Tasman East Focus Area Plan
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Background AM

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2000 HCM Operations (Future Volume Alternative)
Background AM Plus Project

Intersection #30: 1st Street/EB 237



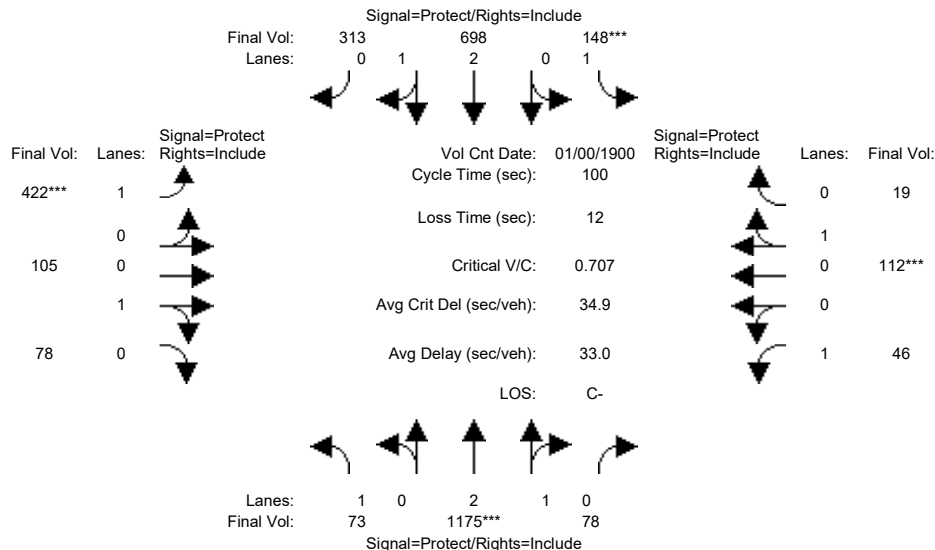
Street Name:	1st Street						EB SR 237								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Min. Green:	7	10	10			7	10	10			10	10	10		
Y+R:	4.0	4.0	4.0			4.0	4.0	4.0			4.0	4.0	4.0		
Volume Module: >> Count	Date: 0 Jan 1900 << 12:00:00 AM														
Base Vol:	5	1490	292			231	450	11	27	16	14	692	5	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:	5	1490	292			231	450	11	27	16	14	692	5	363	
Added Vol:	0	0	145			0	16	0	0	0	0	0	0	0	
PasserByVol:	0	0	0			0	0	0	0	0	0	0	0	0	
Initial Fut:	5	1490	437			231	466	11	27	16	14	692	5	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	0.00	
PHF Adj:	1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	
PHF Volume:	5	1490	437			231	466	11	27	16	14	692	5	0	
Reduct Vol:	0	0	0			0	0	0	0	0	0	0	0	0	
Reduced Vol:	5	1490	437			231	466	11	27	16	14	692	5	0	
PCE Adj:	1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	
MLF Adj:	1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	
FinalVolume:	5	1490	437			231	466	11	27	16	14	692	5	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	0.98	0.95	0.92	0.95	0.95	0.93	0.95	0.92	
Lanes:	1.00	2.00	1.00			2.00	2.93	0.07	1.00	0.53	0.47	1.99	0.01	1.00	
Final Sat.:	1750	3800	1750			3150	5471	129	1750	960	840	3525	25	1750	
Capacity Analysis Module:															
Vol/Sat:	0.00	0.39	0.25			0.07	0.09	0.09	0.02	0.02	0.02	0.20	0.20	0.00	
Crit Moves:	****					****			****			****			
Green Time:	16.1	32.0	48.0			7.0	22.9	22.9	10.0	10.0	10.0	16.0	16.0	0.0	
Volume/Cap:	0.01	0.94	0.40			0.81	0.29	0.29	0.12	0.13	0.13	0.94	0.94	0.00	
Delay/Veh:	24.2	33.5	7.5			49.7	20.8	20.8	29.8	29.9	29.9	50.6	50.6	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:	24.2	33.5	7.5			49.7	20.8	20.8	29.8	29.9	29.9	50.6	50.6	0.0	
LOS by Move:	C	C-	A			D	C+	C+	C	C	C	D	D	A	
HCM2kAvgQ:	0	18	5			3	3	3	1	1	1	13	13	0	
Note: Queue reported is the number of cars per lane.															

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

Tasman East Focus Area Plan
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Background AM

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2000 HCM Operations (Future Volume Alternative)
Background AM

Intersection #31: 1st Street / Vista Montana

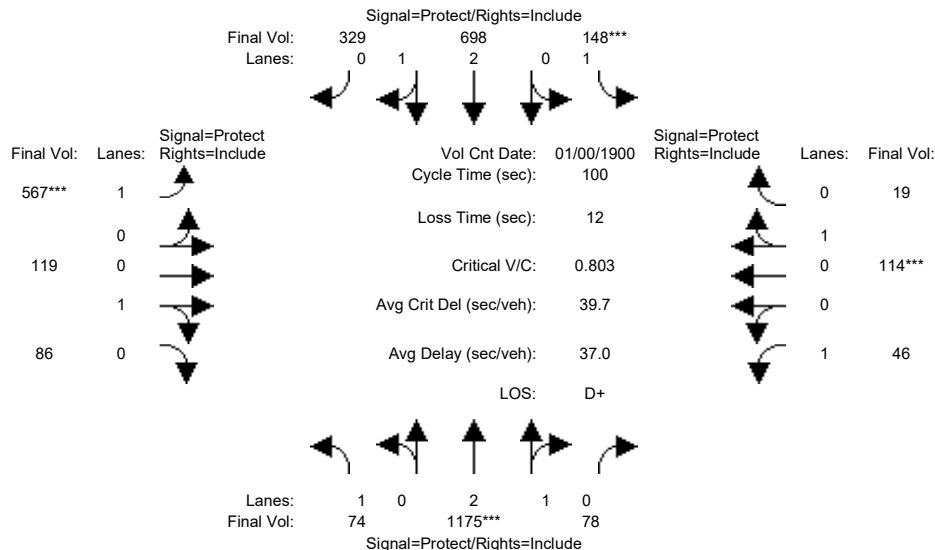


Street Name:	1st Street						Vista Montana					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count	Date: 0 Jan 1900 << 12:00:00 AM											
Base Vol:	73	1175	78	148	698	313	422	105	78	46	112	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:	73	1175	78	148	698	313	422	105	78	46	112	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:	73	1175	78	148	698	313	422	105	78	46	112	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:	73	1175	78	148	698	313	422	105	78	46	112	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	1175	78	148	698	313	422	105	78	46	112	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	73	1175	78	148	698	313	422	105	78	46	112	19
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	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	2.81	0.19	1.00	2.04	0.96	1.00	0.57	0.43	1.00	0.85	0.15
Final Sat.:	1750	5251	349	1750	3864	1733	1750	1033	767	1750	1539	261
Capacity Analysis Module:												
Vol/Sat:	0.04	0.22	0.22	0.08	0.18	0.18	0.24	0.10	0.10	0.03	0.07	0.07
Crit Moves:	****			****			****			****		
Green Time:	12.2	31.6	31.6	12.0	31.4	31.4	34.1	26.3	26.3	18.1	10.3	10.3
Volume/Cap:	0.34	0.71	0.71	0.71	0.57	0.57	0.71	0.39	0.39	0.15	0.71	0.71
Delay/Veh:	41.2	31.4	31.4	52.9	29.2	29.2	32.5	30.8	30.8	34.7	55.2	55.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.2	31.4	31.4	52.9	29.2	29.2	32.5	30.8	30.8	34.7	55.2	55.2
LOS by Move:	D	C	C	D-	C	C	C-	C	C	C-	E+	E+
HCM2kAvgQ:	2	11	11	5	9	9	13	5	5	1	6	6
Note: Queue reported is the number of cars per lane.												

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Background AM

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Intersection #31: 1st Street / Vista Montana

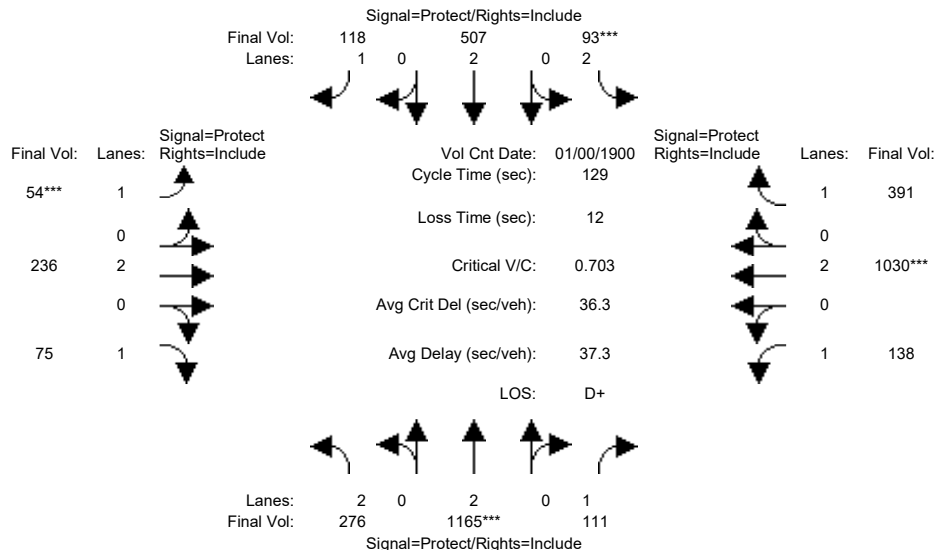


Street Name:	1st Street			Vista Montana		
Approach:	North Bound			South Bound		
Movement:	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM						
Base Vol:	73	1175	78	148	698	313
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	73	1175	78	148	698	313
Added Vol:	1	0	0	0	0	16
PasserByVol:	0	0	0	0	0	0
Initial Fut:	74	1175	78	148	698	329
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	74	1175	78	148	698	329
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	74	1175	78	148	698	329
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	74	1175	78	148	698	329
Saturation Flow Module:						
Sat/Lane:	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.95
Lanes:	1.00	2.81	0.19	1.00	2.00	1.00
Final Sat.:	1750	5251	349	1750	3804	1793
Capacity Analysis Module:						
Vol/Sat:	0.04	0.22	0.22	0.08	0.18	0.18
Crit Moves:	****	****	****	****	****	****
Green Time:	10.5	27.6	27.6	10.4	27.5	27.5
Volume/Cap:	0.40	0.81	0.81	0.81	0.67	0.67
Delay/Veh:	43.3	37.1	37.1	67.0	33.3	33.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.3	37.1	37.1	67.0	33.3	33.3
LOS by Move:	D	D+	D+	E	C-	C-
HCM2kAvgQ:	2	12	12	5	10	10
Note: Queue reported is the number of cars per lane.						

Tasman East Focus Area Plan
SJ16-1669
Background AM

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2000 HCM Operations (Future Volume Alternative)
Background AM

Intersection #32: 1st Street / Tasman Drive

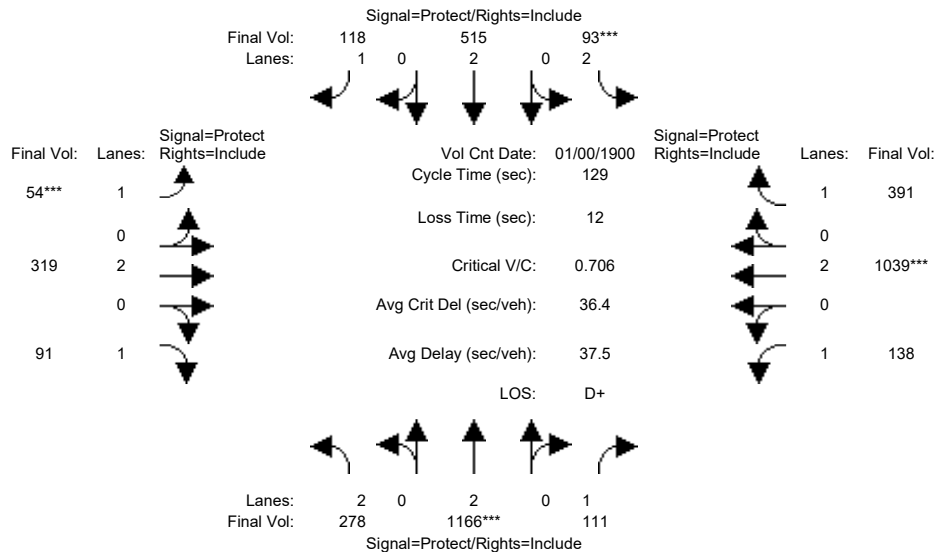


Street Name:	1st Street			Tasman Drive		
Approach:	North Bound			South Bound		
Movement:	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM						
Base Vol:	276	1165	111	93	507	118
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	276	1165	111	93	507	118
Added Vol:	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0
Initial Fut:	276	1165	111	93	507	118
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	276	1165	111	93	507	118
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	276	1165	111	93	507	118
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	276	1165	111	93	507	118
Saturation Flow Module:						
Sat/Lane:	1900	1900	1900	1900	1900	1900
Adjustment:	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
Final Sat.:	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:						
Vol/Sat:	0.09	0.31	0.06	0.03	0.13	0.07
Crit Moves:	****	****	****	****	****	****
Green Time:	24.4	54.7	54.7	7.0	37.2	37.2
Volume/Cap:	0.46	0.72	0.15	0.54	0.46	0.23
Delay/Veh:	47.0	32.5	23.0	63.0	38.0	35.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.0	32.5	23.0	63.0	38.0	35.2
LOS by Move:	D	C-	C+	E	D+	D+
HCM2kAvgQ:	6	20	3	2	8	4
Note: Queue reported is the number of cars per lane.						

Tasman East Focus Area Plan
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Background AM

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Intersection #32: 1st Street / Tasman Drive



Street Name:	1st Street			Tasman Drive		
Approach:	North Bound			South Bound		
Movement:	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM						
Base Vol:	276	1165	111	93	507	118
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	276	1165	111	93	507	118
Added Vol:	2	1	0	0	8	0
PasserByVol:	0	0	0	0	0	0
Initial Fut:	278	1166	111	93	515	118
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	278	1166	111	93	515	118
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	278	1166	111	93	515	118
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	278	1166	111	93	515	118
Saturation Flow Module:						
Sat/Lane:	1900	1900	1900	1900	1900	1900
Adjustment:	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
Final Sat.:	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:						
Vol/Sat:	0.09	0.31	0.06	0.03	0.14	0.07
Crit Moves:	****			****		
Green Time:	24.2	54.5	54.5	7.0	37.2	37.2
Volume/Cap:	0.47	0.73	0.15	0.54	0.47	0.23
Delay/Veh:	47.2	32.8	23.1	63.0	38.1	35.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.2	32.8	23.1	63.0	38.1	35.2
LOS by Move:	D	C-	C	E	D+	D+
HCM2kAvgQ:	6	20	3	2	8	4
Note: Queue reported is the number of cars per lane.						

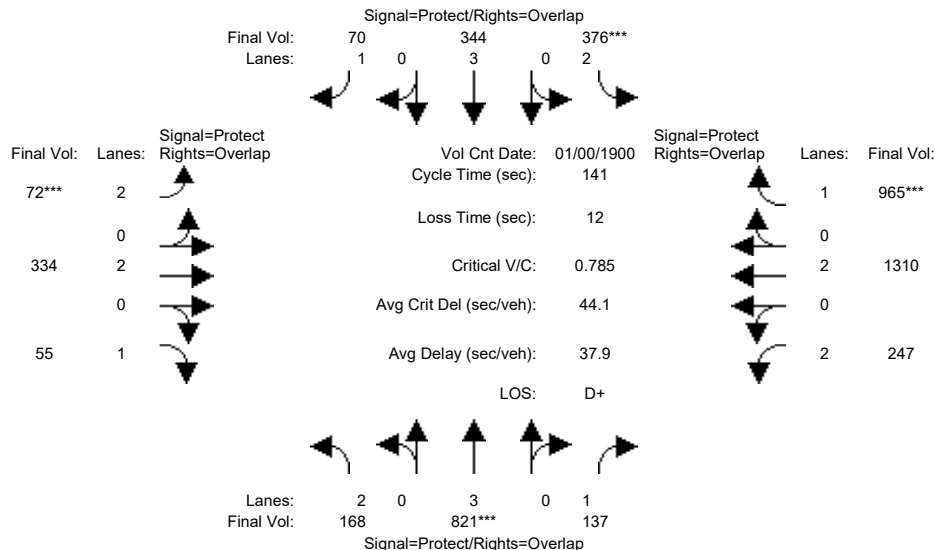
Tasman East Focus Area Plan

SJ16-1669

Background AM

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

Intersection #33: Zanker Road / Tasman Drive

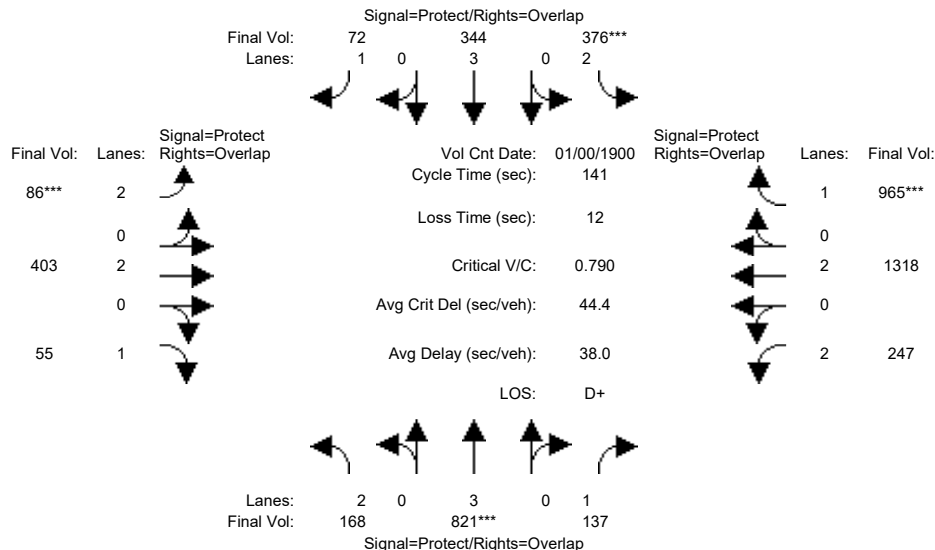


Street Name:	Zanker Road						Tasman Drive								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Min. Green:	7	10	10			7	10	10			7	10	10		
Y+R:	4.0	4.0	4.0			4.0	4.0	4.0			4.0	4.0	4.0		
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM															
Base Vol:	168	821	137			376	344	70			72	334	55	247	1310 965
Growth Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00 1.00
Initial Bse:	168	821	137			376	344	70			72	334	55	247	1310 965
Added Vol:	0	0	0			0	0	0			0	0	0	0	0 0
PasserByVol:	0	0	0			0	0	0			0	0	0	0	0 0
Initial Fut:	168	821	137			376	344	70			72	334	55	247	1310 965
User Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00 1.00
PHF Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00 1.00
PHF Volume:	168	821	137			376	344	70			72	334	55	247	1310 965
Reduct Vol:	0	0	0			0	0	0			0	0	0	0	0 0
Reduced Vol:	168	821	137			376	344	70			72	334	55	247	1310 965
PCE Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00 1.00
MLF Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00 1.00
FinalVolume:	168	821	137			376	344	70			72	334	55	247	1310 965
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	0.14	0.08			0.12	0.06	0.04			0.02	0.09	0.03	0.08	0.34 0.55
Crit Moves:	****					****					****			****	
Green Time:	19.8	25.3	64.3			20.9	26.4	33.4			7.0	43.8	63.6	39.0	75.8 96.7
Volume/Cap:	0.38	0.80	0.17			0.80	0.32	0.17			0.46	0.28	0.07	0.28	0.64 0.80
Delay/Veh:	55.5	60.2	22.7			67.8	49.8	43.0			67.3	36.9	22.0	40.2	23.7 19.5
User DelAdj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00 1.00
AdjDel/Veh:	55.5	60.2	22.7			67.8	49.8	43.0			67.3	36.9	22.0	40.2	23.7 19.5
LOS by Move:	E+	E	C+			E	D	D			E	D+	C+	D	C B-
HCM2kAvgQ:	4	13	4			11	4	3			2	5	1	5	20 32
Note: Queue reported is the number of cars per lane.															

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Background AM

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2000 HCM Operations (Future Volume Alternative)
Background AM Plus Project

Intersection #33: Zanker Road / Tasman Drive



Street Name:	Zanker Road						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	168	821	137	376	344	70	72	334	55	247	1310	965
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	168	821	137	376	344	70	72	334	55	247	1310	965
Added Vol:	0	0	0	0	0	0	14	69	0	0	8	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	168	821	137	376	344	72	86	403	55	247	1318	965
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	168	821	137	376	344	72	86	403	55	247	1318	965
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	168	821	137	376	344	72	86	403	55	247	1318	965
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	168	821	137	376	344	72	86	403	55	247	1318	965
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	0.14	0.08	0.12	0.06	0.04	0.03	0.11	0.03	0.08	0.35	0.55
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	19.8	25.3	60.5	20.9	26.4	33.4	7.0	47.6	67.4	35.2	75.8	96.7
Volume/Cap:	0.38	0.80	0.18	0.80	0.32	0.17	0.55	0.31	0.07	0.31	0.65	0.80
Delay/Veh:	55.5	60.2	25.1	67.8	49.8	43.0	69.6	34.7	19.8	43.3	23.8	19.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.5	60.2	25.1	67.8	49.8	43.0	69.6	34.7	19.8	43.3	23.8	19.5
LOS by Move:	E+	E	C	E	D	D	E	C-	B-	D	C	B-
HCM2kAvgQ:	4	13	4	11	4	3	2	6	1	5	20	32

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

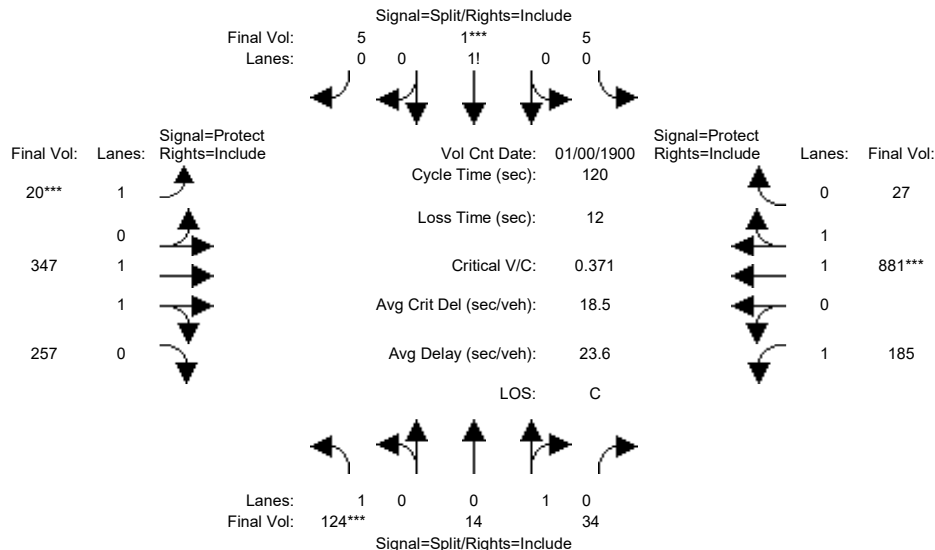
Tasman East Focus Area Plan

SJ16-1669

Background AM

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2000 HCM Operations (Future Volume Alternative)
Background AM

Intersection #34: Rio Robles/Tasman Drive

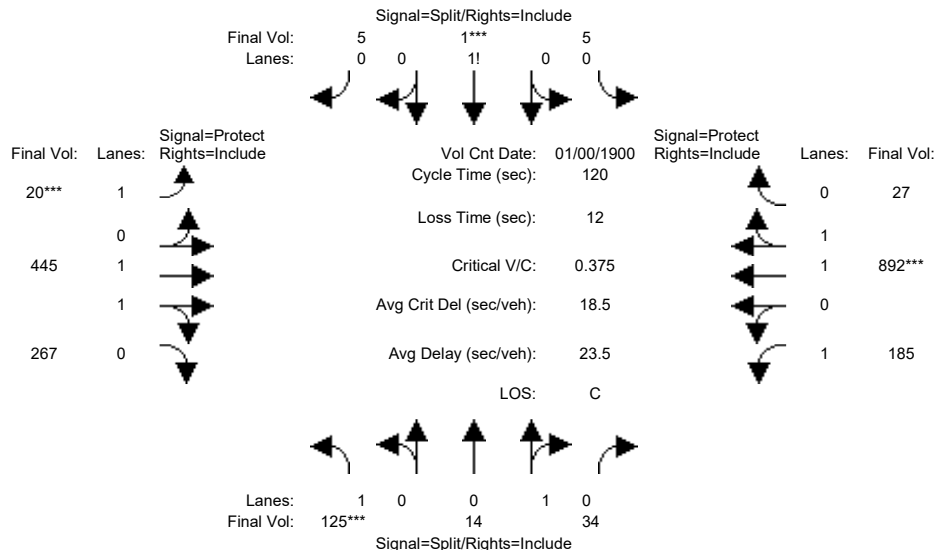


Street Name:	Rio Robles						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	124	14	34	5	1	5	20	347	257	185	881	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	124	14	34	5	1	5	20	347	257	185	881	27
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	124	14	34	5	1	5	20	347	257	185	881	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	124	14	34	5	1	5	20	347	257	185	881	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	124	14	34	5	1	5	20	347	257	185	881	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	124	14	34	5	1	5	20	347	257	185	881	27
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	0.92	0.92	0.92	0.99	0.95	0.92	0.97	0.95
Lanes:	1.00	0.29	0.71	0.46	0.09	0.45	1.00	1.13	0.87	1.00	1.94	0.06
Final Sat.:	1750	525	1275	795	159	795	1750	2125	1573	1750	3590	110
Capacity Analysis Module:												
Vol/Sat:	0.07	0.03	0.03	0.01	0.01	0.01	0.01	0.16	0.16	0.11	0.25	0.25
Crit Moves:	****			****			****			****		
Green Time:	20.4	20.4	20.4	10.0	10.0	10.0	7.0	47.1	47.1	30.5	70.6	70.6
Volume/Cap:	0.42	0.16	0.16	0.08	0.08	0.08	0.20	0.42	0.42	0.42	0.42	0.42
Delay/Veh:	45.4	42.7	42.7	51.0	51.0	51.0	54.8	26.6	26.6	38.0	13.6	13.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.4	42.7	42.7	51.0	51.0	51.0	54.8	26.6	26.6	38.0	13.6	13.6
LOS by Move:	D	D	D	D	D	D	D-	C	C	D+	B	B
HCM2kAvgQ:	4	1	1	0	0	0	1	8	8	6	9	9
Note: Queue reported is the number of cars per lane.												

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Background AM

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Background AM Plus Project

Intersection #34: Rio Robles/Tasman Drive

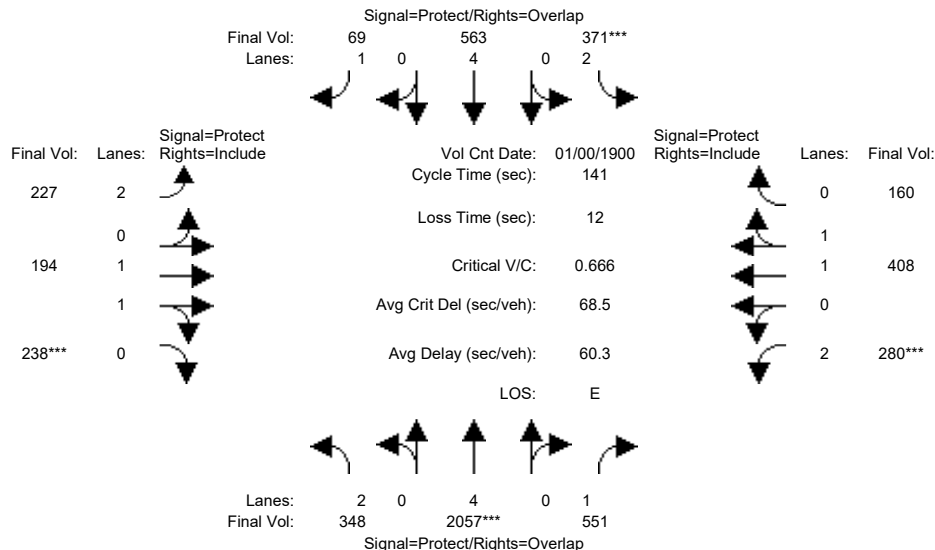


Street Name:	Rio Robles						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	124	14	34	5	1	5	20	347	257	185	881	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	124	14	34	5	1	5	20	347	257	185	881	27
Added Vol:	1	0	0	0	0	0	0	98	10	0	11	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	125	14	34	5	1	5	20	445	267	185	892	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	125	14	34	5	1	5	20	445	267	185	892	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	125	14	34	5	1	5	20	445	267	185	892	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	125	14	34	5	1	5	20	445	267	185	892	27
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	0.92	0.92	0.92	0.99	0.95	0.92	0.97	0.95
Lanes:	1.00	0.29	0.71	0.46	0.09	0.45	1.00	1.23	0.77	1.00	1.94	0.06
Final Sat.:	1750	525	1275	795	159	795	1750	2311	1387	1750	3591	109
Capacity Analysis Module:												
Vol/Sat:	0.07	0.03	0.03	0.01	0.01	0.01	0.01	0.19	0.19	0.11	0.25	0.25
Crit Moves:	****			****			****			****		
Green Time:	20.3	20.3	20.3	10.0	10.0	10.0	7.0	50.1	50.1	27.5	70.7	70.7
Volume/Cap:	0.42	0.16	0.16	0.08	0.08	0.08	0.20	0.46	0.46	0.46	0.42	0.42
Delay/Veh:	45.6	42.8	42.8	51.0	51.0	51.0	54.8	25.4	25.4	40.7	13.6	13.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.6	42.8	42.8	51.0	51.0	51.0	54.8	25.4	25.4	40.7	13.6	13.6
LOS by Move:	D	D	D	D	D	D	D	C	C	D	B	B
HCM2kAvgQ:	4	1	1	0	0	0	1	9	9	6	9	9
Note: Queue reported is the number of cars per lane.												

Tasman East Focus Area Plan
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Background AM

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2000 HCM Operations (Future Volume Alternative)
Background AM

Intersection #35: Lawrence Expy/Tasman Dr (CMP)



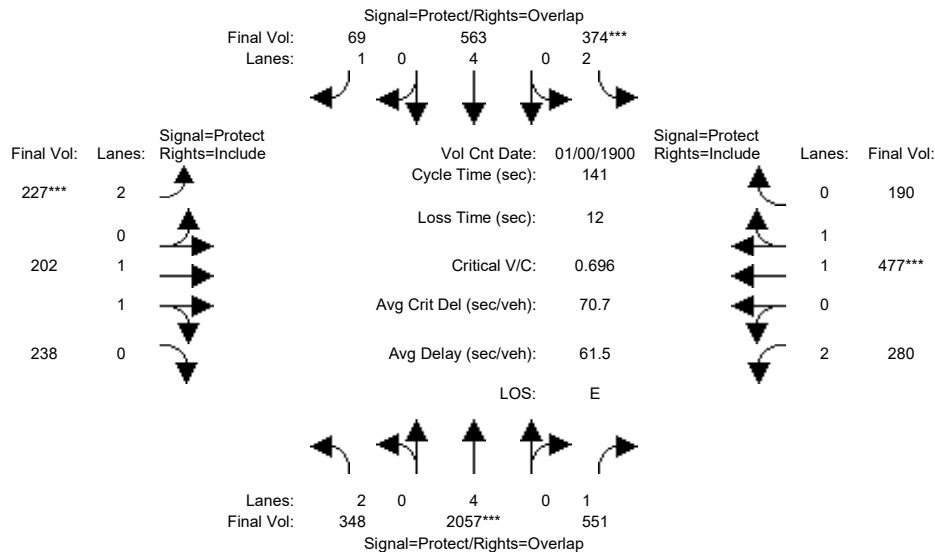
Street Name:	Lawrence Expy						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	17	61	61	12	57	57	34	40	40	27	33	33
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count	Date: 0 Jan 1900 << 12:00:00 AM											
Base Vol:	348	2057	551	371	563	69	227	194	238	280	408	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:	348	2057	551	371	563	69	227	194	238	280	408	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:	348	2057	551	371	563	69	227	194	238	280	408	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:	348	2057	551	371	563	69	227	194	238	280	408	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	348	2057	551	371	563	69	227	194	238	280	408	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
Final Volume:	348	2057	551	371	563	69	227	194	238	280	408	160
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	0.98	0.95
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	1.00	1.00	2.00	1.42	0.58
Final Sat.:	3150	7600	1750	3150	7600	1750	3150	1900	1750	3150	2657	1042
Capacity Analysis Module:												
Vol/Sat:	0.11	0.27	0.31	0.12	0.07	0.04	0.07	0.10	0.14	0.09	0.15	0.15
Crit Moves:	****			****			****			****		
Green Time:	15.7	56.2	81.1	12.0	52.5	83.9	31.3	36.9	36.9	24.9	30.4	30.4
Volume/Cap:	0.99	0.68	0.55	1.39	0.20	0.07	0.32	0.39	0.52	0.50	0.71	0.71
Delay/Veh:	114.4	38.6	20.8	265.3	32.6	13.1	50.1	46.7	48.9	57.7	58.6	58.6
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:	114.4	38.6	20.8	265.3	32.6	13.1	50.1	46.7	48.9	57.7	58.6	58.6
LOS by Move:	F	D+	C+	F	C-	B	D	D	D	E+	E+	E+
HCM2kAvgQ:	14	20	17	20	4	1	5	7	10	7	12	12

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

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Intersection #35: Lawrence Expy/Tasman Dr (CMP)

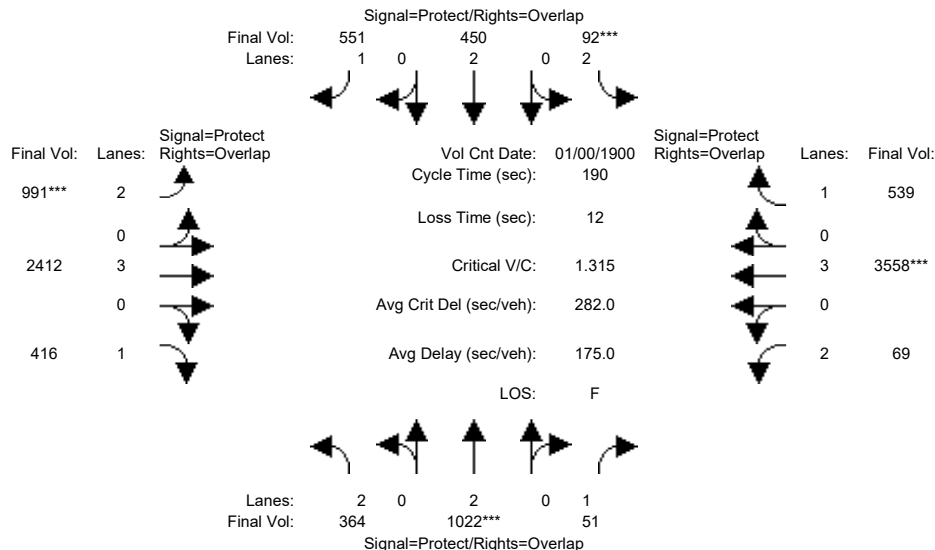


Street Name:	Lawrence Expy						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	17	61	61	12	57	57	34	40	40	27	33	33
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count	Date: 0 Jan 1900 << 12:00:00 AM											
Base Vol:	348	2057	551	371	563	69	227	194	238	280	408	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:	348	2057	551	371	563	69	227	194	238	280	408	160
Added Vol:	0	0	0	3	0	0	0	8	0	0	69	30
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	348	2057	551	374	563	69	227	202	238	280	477	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:	348	2057	551	374	563	69	227	202	238	280	477	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	348	2057	551	374	563	69	227	202	238	280	477	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
Final Volume:	348	2057	551	374	563	69	227	202	238	280	477	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	0.83	0.98	0.95
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	1.00	1.00	2.00	1.41	0.59
Final Sat.:	3150	7600	1750	3150	7600	1750	3150	1900	1750	3150	2645	1054
Capacity Analysis Module:												
Vol/Sat:	0.11	0.27	0.31	0.12	0.07	0.04	0.07	0.11	0.14	0.09	0.18	0.18
Crit Moves:	****			****			****			****		
Green Time:	15.7	56.2	81.1	12.0	52.5	83.9	31.3	36.9	36.9	24.9	30.4	30.4
Volume/Cap:	0.99	0.68	0.55	1.40	0.20	0.07	0.32	0.41	0.52	0.50	0.84	0.84
Delay/Veh:	114.4	38.6	20.8	270.0	32.6	13.1	50.1	46.9	48.9	57.7	65.1	65.1
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:	114.4	38.6	20.8	270.0	32.6	13.1	50.1	46.9	48.9	57.7	65.1	65.1
LOS by Move:	F	D+	C+	F	C-	B	D	D	D	E+	E	E
HCM2kAvgQ:	14	20	17	20	4	1	5	8	10	7	15	15
Note: Queue reported is the number of cars per lane.												

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Intersection #36: Montague Expy/North First Street (CMP)

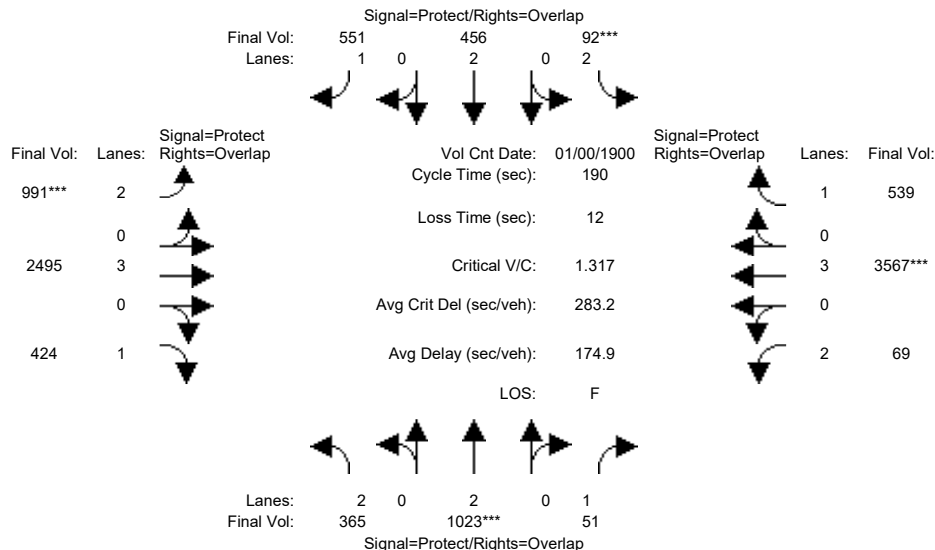


Street Name:	North First Street						Montague Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	24	48	48	20	45	45	40	106	106	15	82	82
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count	Date: 0 Jan 1900 << 12:00:00 AM											
Base Vol:	364	1022	51	92	450	551	991	2412	416	69	3558	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:	364	1022	51	92	450	551	991	2412	416	69	3558	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:	364	1022	51	92	450	551	991	2412	416	69	3558	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:	364	1022	51	92	450	551	991	2412	416	69	3558	539
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	364	1022	51	92	450	551	991	2412	416	69	3558	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
Final Volume:	364	1022	51	92	450	551	991	2412	416	69	3558	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	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.27	0.03	0.03	0.12	0.31	0.31	0.42	0.24	0.02	0.62	0.31
Crit Moves:	****			****			****			****		
Green Time:	22.1	44.9	59.2	18.7	41.5	79.9	38.4	101	123.0	14.3	76.7	95.5
Volume/Cap:	0.99	1.14	0.09	0.30	0.54	0.75	1.56	0.80	0.37	0.29	1.55	0.61
Delay/Veh:	134.2	153	49.6	85.5	71.1	54.0	339.6	40.3	16.8	89.5	308	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:	134.2	153	49.6	85.5	71.1	54.0	339.6	40.3	16.8	89.5	308	37.6
LOS by Move:	F	F	D	F	E	D-	F	D	B	F	F	D+
HCM2kAvgQ:	17	42	2	3	12	31	62	40	12	3	122	25
Note: Queue reported is the number of cars per lane.												

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SJ16-1669
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2000 HCM Operations (Future Volume Alternative)
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Intersection #36: Montague Expy/North First Street (CMP)

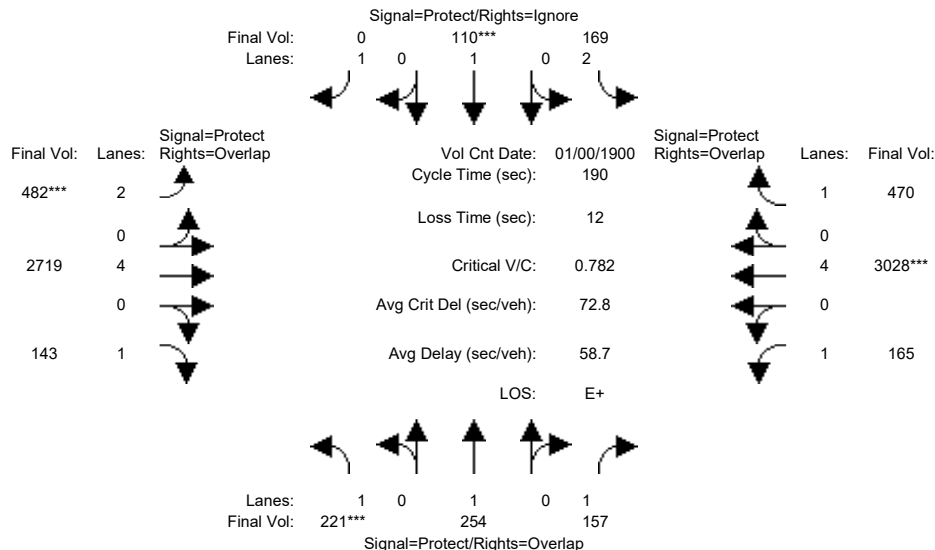


Street Name:	North First Street						Montague Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	24	48	48	20	45	45	40	106	106	15	82	82
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count	Date: 0 Jan 1900 << 12:00:00 AM											
Base Vol:	364	1022	51	92	450	551	991	2412	416	69	3558	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:	364	1022	51	92	450	551	991	2412	416	69	3558	539
Added Vol:	1	1	0	0	6	0	0	83	8	0	9	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	365	1023	51	92	456	551	991	2495	424	69	3567	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:	365	1023	51	92	456	551	991	2495	424	69	3567	539
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	365	1023	51	92	456	551	991	2495	424	69	3567	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
Final Volume:	365	1023	51	92	456	551	991	2495	424	69	3567	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	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.27	0.03	0.03	0.12	0.31	0.31	0.44	0.24	0.02	0.63	0.31
Crit Moves:	****			****			****			****		
Green Time:	22.1	44.9	59.2	18.7	41.5	79.9	38.4	101	123.0	14.3	76.7	95.5
Volume/Cap:	0.99	1.14	0.09	0.30	0.55	0.75	1.56	0.82	0.37	0.29	1.55	0.61
Delay/Veh:	135.0	153	49.6	85.5	71.2	54.0	339.6	41.7	16.9	89.5	310	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:	135.0	153	49.6	85.5	71.2	54.0	339.6	41.7	16.9	89.5	310	37.6
LOS by Move:	F	F	D	F	E	D-	F	D	B	F	F	D+
HCM2kAvgQ:	18	42	2	3	13	31	62	43	13	3	122	25
Note: Queue reported is the number of cars per lane.												

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SJ16-1669
Background AM

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Intersection #37: Montague Expy/Mission College Blvd (CMP)

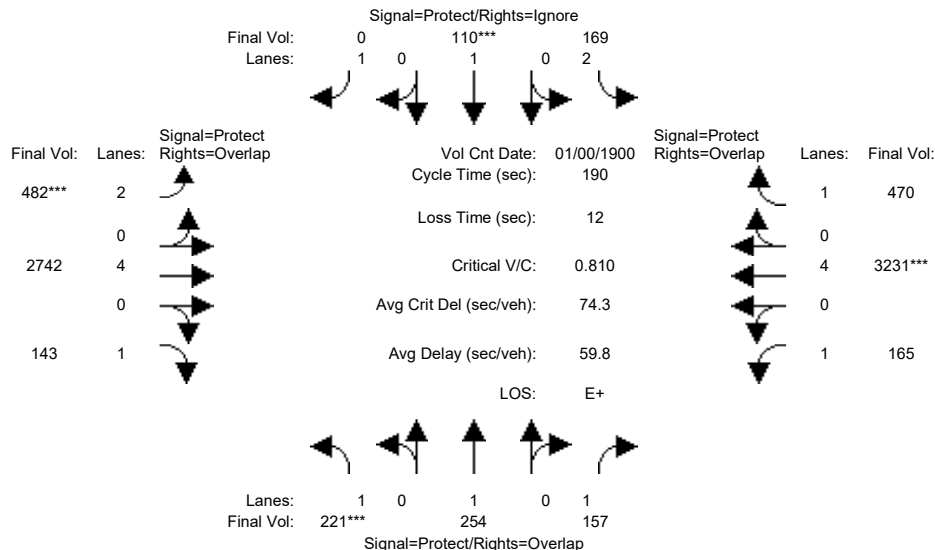


Street Name:	Mission College Blvd						Montague Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	26	49	49	19	42	42	26	103	103	19	97	97
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	221	254	157	169	110	488	482	2719	143	165	3028	470
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	221	254	157	169	110	488	482	2719	143	165	3028	470
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	221	254	157	169	110	488	482	2719	143	165	3028	470
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	221	254	157	169	110	0	482	2719	143	165	3028	470
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	221	254	157	169	110	0	482	2719	143	165	3028	470
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	221	254	157	169	110	0	482	2719	143	165	3028	470
Saturation 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	0.13	0.09	0.05	0.06	0.00	0.15	0.36	0.08	0.09	0.40	0.27
Crit Moves:	****				****		****				****	
Green Time:	24.3	45.9	63.9	17.8	39.3	0.0	24.3	97.1	121.4	18.0	90.8	108.6
Volume/Cap:	0.99	0.55	0.27	0.57	0.28	0.00	1.19	0.70	0.13	0.99	0.83	0.47
Delay/Veh:	144.3	68.9	49.4	90.8	68.2	0.0	198.0	38.4	14.5	159.4	47.8	25.8
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:	144.3	68.9	49.4	90.8	68.2	0.0	198.0	38.4	14.5	159.4	47.8	25.8
LOS by Move:	F	E	D	F	E	A	F	D+	B	F	D	C
HCM2kAvgQ:	19	14	7	7	6	0	26	31	4	13	41	18
Note: Queue reported is the number of cars per lane.												

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SJ16-1669
Background AM

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Intersection #37: Montague Expy/Mission College Blvd (CMP)

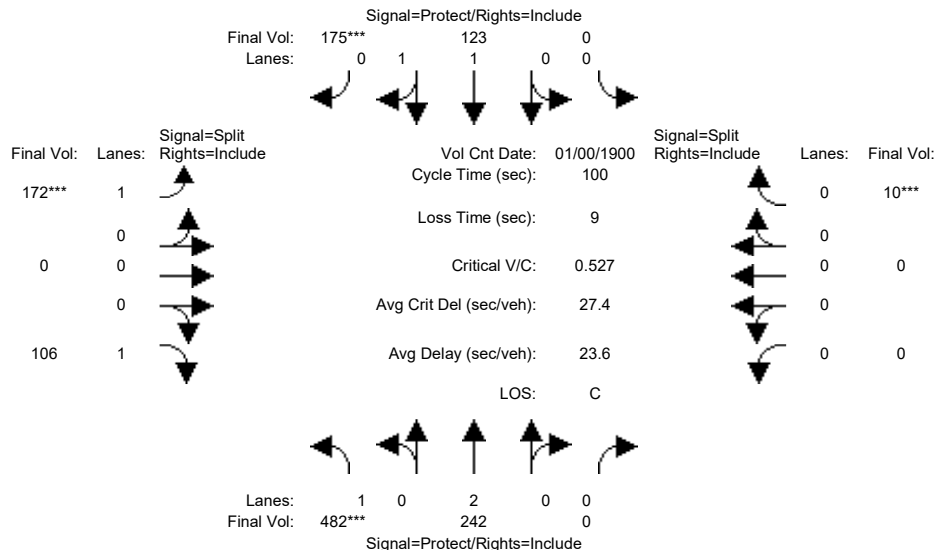


Street Name:	Mission College Blvd						Montague Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	26	49	49	19	42	42	26	103	103	19	97	97
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count	Date: 0 Jan 1900 << 12:00:00 AM											
Base Vol:	221	254	157	169	110	488	482	2719	143	165	3028	470
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	221	254	157	169	110	488	482	2719	143	165	3028	470
Added Vol:	0	0	0	0	0	0	0	23	0	0	203	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	221	254	157	169	110	488	482	2742	143	165	3231	470
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	221	254	157	169	110	0	482	2742	143	165	3231	470
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	221	254	157	169	110	0	482	2742	143	165	3231	470
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	221	254	157	169	110	0	482	2742	143	165	3231	470
Saturation 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	0.13	0.09	0.05	0.06	0.00	0.15	0.36	0.08	0.09	0.43	0.27
Crit Moves:	****				****		****				****	
Green Time:	24.3	45.9	63.9	17.8	39.3	0.0	24.3	97.1	121.4	18.0	90.8	108.6
Volume/Cap:	0.99	0.55	0.27	0.57	0.28	0.00	1.19	0.71	0.13	0.99	0.89	0.47
Delay/Veh:	144.3	68.9	49.4	90.8	68.2	0.0	198.0	38.6	14.5	159.4	51.2	25.8
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:	144.3	68.9	49.4	90.8	68.2	0.0	198.0	38.6	14.5	159.4	51.2	25.8
LOS by Move:	F	E	D	F	E	A	F	D+	B	F	D-	C
HCM2kAvgQ:	19	14	7	7	6	0	26	32	4	13	46	18
Note: Queue reported is the number of cars per lane.												

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Background AM

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Background AM

Intersection #38: Gold Street/Gold Street Connector



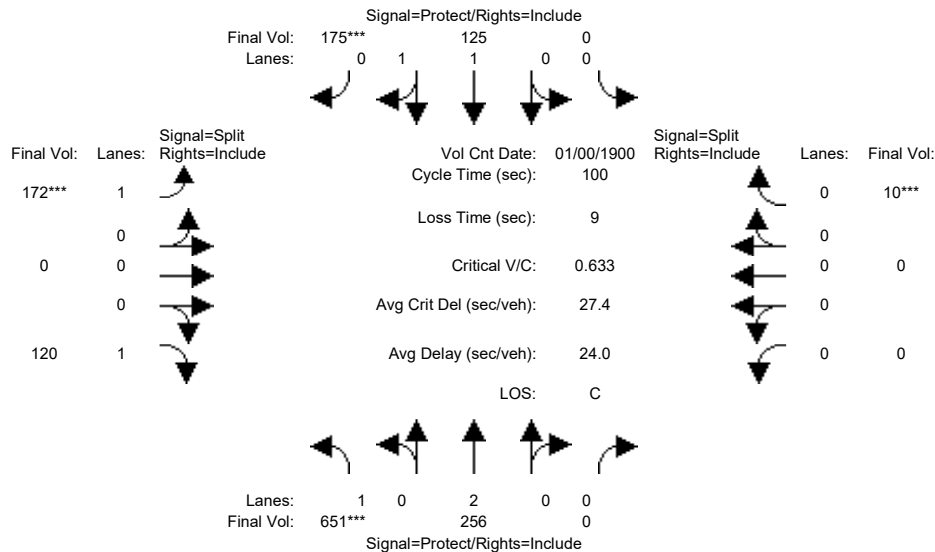
Street Name:	Gold Street						Gold Street Connector					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	482	242	0	0	123	175	172	0	106	0	0	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	482	242	0	0	123	175	172	0	106	0	0	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	482	242	0	0	123	175	172	0	106	0	0	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	482	242	0	0	123	175	172	0	106	0	0	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	482	242	0	0	123	175	172	0	106	0	0	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	482	242	0	0	123	175	172	0	106	0	0	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	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	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	1750	3800	0	0	1900	1750	1750	0	1750	0	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.28	0.06	0.00	0.00	0.06	0.10	0.10	0.00	0.06	0.00	0.00	0.01
Crit Moves:	***					***	***					***
Green Time:	52.3	71.3	0.0	0.0	19.0	19.0	18.7	0.0	18.7	0.0	0.0	1.1
Volume/Cap:	0.53	0.09	0.00	0.00	0.34	0.53	0.53	0.00	0.32	0.00	0.00	0.53
Delay/Veh:	16.3	4.4	0.0	0.0	35.3	37.4	38.3	0.0	35.8	0.0	0.0	74.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	16.3	4.4	0.0	0.0	35.3	37.4	38.3	0.0	35.8	0.0	0.0	74.1
LOS by Move:	B	A	A	A	D+	D+	D+	A	D+	A	A	E
HCM2kAvgQ:	11	1	0	0	3	6	5	0	3	0	0	1

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

Tasman East Focus Area Plan
SJ16-1669
Background AM

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

Intersection #38: Gold Street/Gold Street Connector



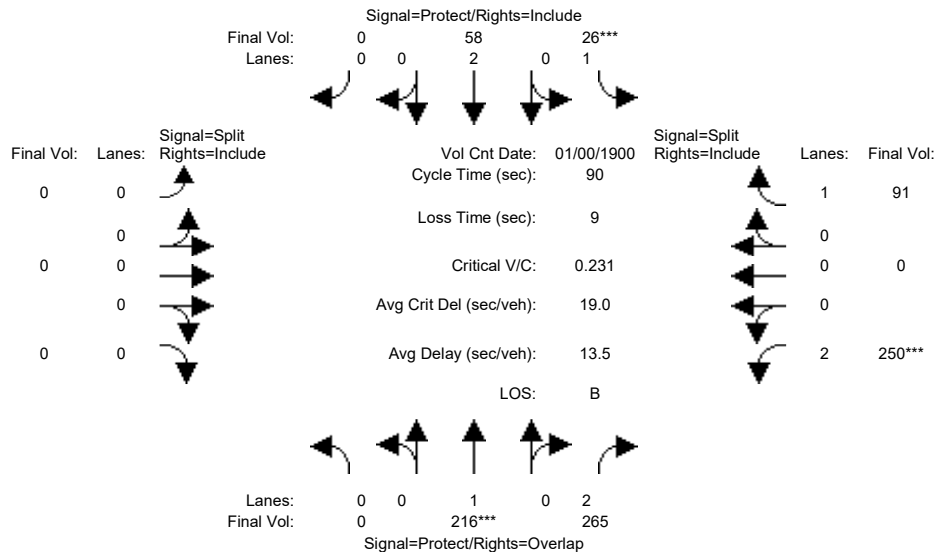
Street Name:	Gold Street						Gold Street Connector					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	482	242	0	0	123	175	172	0	106	0	0	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	482	242	0	0	123	175	172	0	106	0	0	10
Added Vol:	169	14	0	0	2	0	0	0	14	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	651	256	0	0	125	175	172	0	120	0	0	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	651	256	0	0	125	175	172	0	120	0	0	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	651	256	0	0	125	175	172	0	120	0	0	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	651	256	0	0	125	175	172	0	120	0	0	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	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	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	1750	3800	0	0	1900	1750	1750	0	1750	0	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.37	0.07	0.00	0.00	0.07	0.10	0.10	0.00	0.07	0.00	0.00	0.01
Crit Moves:	***					***	***					***
Green Time:	58.8	74.6	0.0	0.0	15.8	15.8	15.5	0.0	15.5	0.0	0.0	0.9
Volume/Cap:	0.63	0.09	0.00	0.00	0.42	0.63	0.63	0.00	0.44	0.00	0.00	0.63
Delay/Veh:	14.8	3.5	0.0	0.0	38.3	42.2	44.4	0.0	39.5	0.0	0.0	111.2
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:	14.8	3.5	0.0	0.0	38.3	42.2	44.4	0.0	39.5	0.0	0.0	111.2
LOS by Move:	B	A	A	A	D+	D	D	A	D	A	A	F
HCM2kAvgQ:	15	1	0	0	4	6	5	0	4	0	0	1

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

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Intersection #39: Gold Street Connector/Great America Pkwy

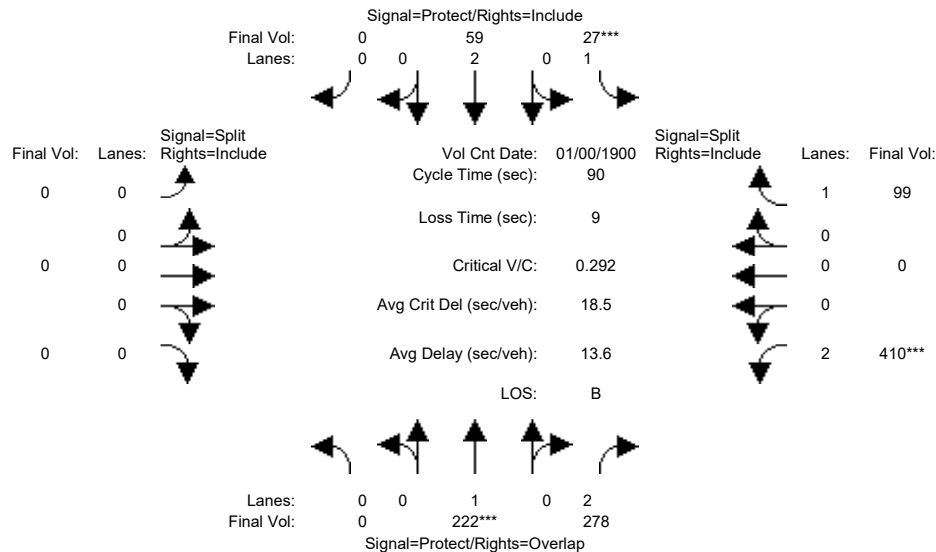


Street Name:	Great America Pkwy						Gold Street Connector					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	-	T	-	R		L	-	T	-	R	
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count	Date: 0 Jan 1900 << 12:00:00 AM											
Base Vol:	0	216	265	26	58	0	0	0	0	250	0	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:	0	216	265	26	58	0	0	0	0	250	0	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:	0	216	265	26	58	0	0	0	0	250	0	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:	0	216	265	26	58	0	0	0	0	250	0	91
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	216	265	26	58	0	0	0	0	250	0	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
Final Volume:	0	216	265	26	58	0	0	0	0	250	0	91
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	1.00	2.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	1900	3150	1750	3800	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.11	0.08	0.01	0.02	0.00	0.00	0.00	0.00	0.08	0.00	0.05
Crit Moves:	****			****			****			****		
Green Time:	0.0	43.6	74.0	7.0	50.6	0.0	0.0	0.0	0.0	30.4	0.0	30.4
Volume/Cap:	0.00	0.23	0.10	0.19	0.03	0.00	0.00	0.00	0.00	0.23	0.00	0.15
Delay/Veh:	0.0	13.6	1.6	39.5	8.8	0.0	0.0	0.0	0.0	21.5	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	13.6	1.6	39.5	8.8	0.0	0.0	0.0	0.0	21.5	0.0	20.9
LOS by Move:	A	B	A	D	A	A	A	A	A	C+	A	C+
HCM2kAvgQ:	0	3	1	1	0	0	0	0	0	3	0	2
Note: Queue reported is the number of cars per lane.												

Tasman East Focus Area Plan
SJ16-1669
Background AM

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2000 HCM Operations (Future Volume Alternative)
Background AM Plus Project

Intersection #39: Gold Street Connector/Great America Pkwy



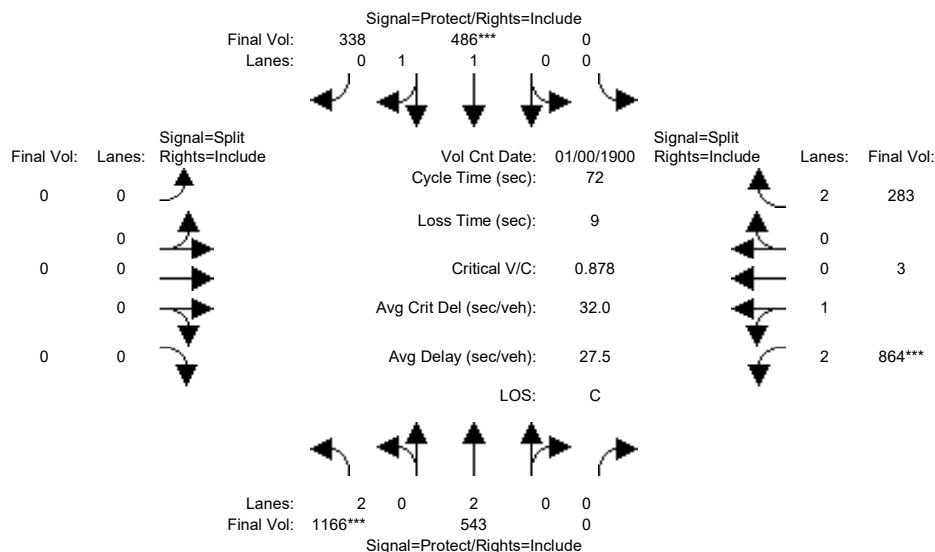
Street Name:	Great America Pkwy						Gold Street Connector					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	216	265	26	58	0	0	0	0	250	0	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:	0	216	265	26	58	0	0	0	0	250	0	91
Added Vol:	0	6	13	1	1	0	0	0	0	160	0	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	222	278	27	59	0	0	0	0	410	0	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:	0	222	278	27	59	0	0	0	0	410	0	99
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	222	278	27	59	0	0	0	0	410	0	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
Final Volume:	0	222	278	27	59	0	0	0	0	410	0	99
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	1.00	2.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	1900	3150	1750	3800	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.12	0.09	0.02	0.02	0.00	0.00	0.00	0.00	0.13	0.00	0.06
Crit Moves:	****											
Green Time:	0.0	35.0	74.0	7.0	42.0	0.0	0.0	0.0	0.0	39.0	0.0	39.0
Volume/Cap:	0.00	0.30	0.11	0.20	0.03	0.00	0.00	0.00	0.00	0.30	0.00	0.13
Delay/Veh:	0.0	19.3	1.6	39.6	13.0	0.0	0.0	0.0	0.0	16.7	0.0	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:	0.0	19.3	1.6	39.6	13.0	0.0	0.0	0.0	0.0	16.7	0.0	15.4
LOS by Move:	A	B-	A	D	B	A	A	A	A	B	A	B
HCM2kAvgQ:	0	4	1	1	0	0	0	0	0	4	0	2

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

Tasman East Focus Area Plan
SJ16-1669
Background PM

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

Intersection #1: Great America Parkway / WB SR 237

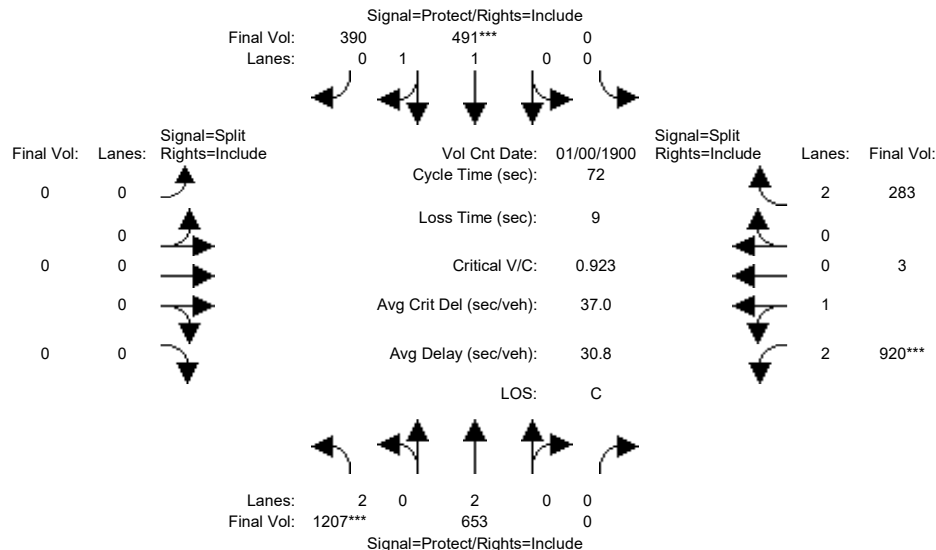


Street Name:	Great America Parkway						WB SR 237								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM															
Base Vol:	1166	543	0	0	486	338	0	0	0	864	3	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:	1166	543	0	0	486	338	0	0	0	864	3	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:	1166	543	0	0	486	338	0	0	0	864	3	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:	1166	543	0	0	486	338	0	0	0	864	3	283			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	1166	543	0	0	486	338	0	0	0	864	3	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:	1166	543	0	0	486	338	0	0	0	864	3	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	0.99	0.95	0.92	1.00	0.92	0.87	0.95	0.83			
Lanes:	2.00	2.00	0.00	0.00	1.16	0.84	0.00	0.00	0.00	2.99	0.01	2.00			
Final Sat.:	3150	3800	0	0	2181	1517	0	0	0	4933	17	3150			
Capacity Analysis Module:															
Vol/Sat:	0.37	0.14	0.00	0.00	0.22	0.22	0.00	0.00	0.00	0.18	0.18	0.09			
Crit Moves:	****				****					****					
Green Time:	30.4	48.6	0.0	0.0	18.3	18.3	0.0	0.0	0.0	14.4	14.4	14.4			
Volume/Cap:	0.88	0.21	0.00	0.00	0.88	0.88	0.00	0.00	0.00	0.88	0.88	0.45			
Delay/Veh:	26.1	4.5	0.0	0.0	35.3	35.3	0.0	0.0	0.0	37.0	37.0	25.9			
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:	26.1	4.5	0.0	0.0	35.3	35.3	0.0	0.0	0.0	37.0	37.0	25.9			
LOS by Move:	C	A	A	A	D+	D+	A	A	A	D+	D+	C			
HCM2kAvgQ:	15	2	0	0	10	10	0	0	0	11	11	4			
Note: Queue reported is the number of cars per lane.															

Tasman East Focus Area Plan
SJ16-1669
Background PM

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

Intersection #1: Great America Parkway / WB SR 237

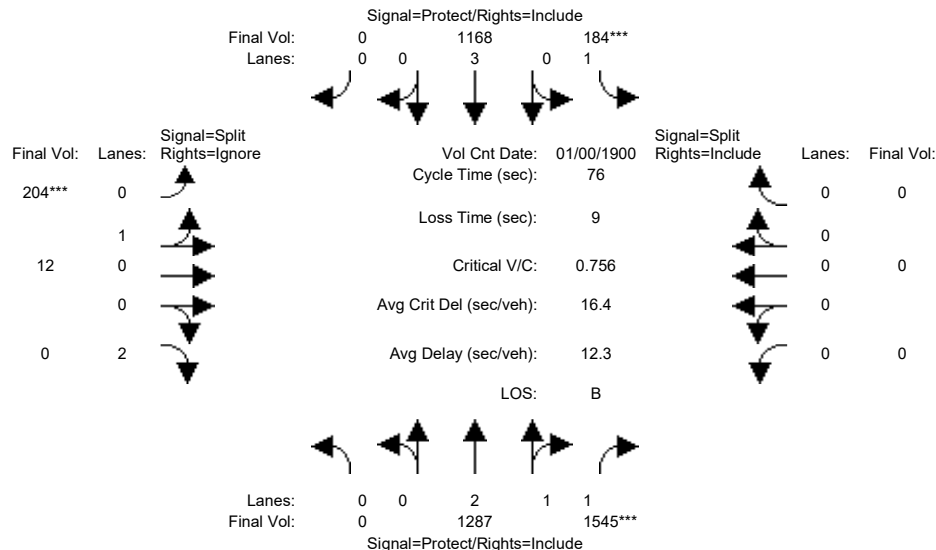


Street Name:	Great America Parkway						WB SR 237								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Min. Green:	7	10	0		0	10	10	0	0	0	10	10	10		
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		
Volume Module: >> Count	Date: 0 Jan 1900 << 12:00:00 AM														
Base Vol:	1166	543	0		0	486	338	0	0	0	864	3	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:	1166	543	0		0	486	338	0	0	0	864	3	283		
Added Vol:	41	110	0		0	5	52	0	0	0	56	0	0		
PasserByVol:	0	0	0		0	0	0	0	0	0	0	0	0		
Initial Fut:	1207	653	0		0	491	390	0	0	0	920	3	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:	1207	653	0		0	491	390	0	0	0	920	3	283		
Reduct Vol:	0	0	0		0	0	0	0	0	0	0	0	0		
Reduced Vol:	1207	653	0		0	491	390	0	0	0	920	3	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:	1207	653	0		0	491	390	0	0	0	920	3	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	0.99	0.95	0.92	1.00	0.92	0.87	0.95	0.83		
Lanes:	2.00	2.00	0.00		0.00	1.09	0.91	0.00	0.00	0.00	2.99	0.01	2.00		
Final Sat.:	3150	3800	0		0	2061	1637	0	0	0	4934	16	3150		
Capacity Analysis Module:															
Vol/Sat:	0.38	0.17	0.00		0.00	0.24	0.24	0.00	0.00	0.00	0.19	0.19	0.09		
Crit Moves:	****				****						****				
Green Time:	29.9	48.5	0.0		0.0	18.6	18.6	0.0	0.0	0.0	14.5	14.5	14.5		
Volume/Cap:	0.92	0.26	0.00		0.00	0.92	0.92	0.00	0.00	0.00	0.92	0.92	0.44		
Delay/Veh:	31.0	4.7	0.0		0.0	40.2	40.2	0.0	0.0	0.0	41.8	41.8	25.7		
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:	31.0	4.7	0.0		0.0	40.2	40.2	0.0	0.0	0.0	41.8	41.8	25.7		
LOS by Move:	C	A	A		A	D	D	A	A	A	D	D	C		
HCM2kAvgQ:	17	3	0		0	12	12	0	0	0	12	12	4		
Note: Queue reported is the number of cars per lane.															

Tasman East Focus Area Plan
SJ16-1669
Background PM

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

Intersection #2: Great America Parkway / EB SR 237

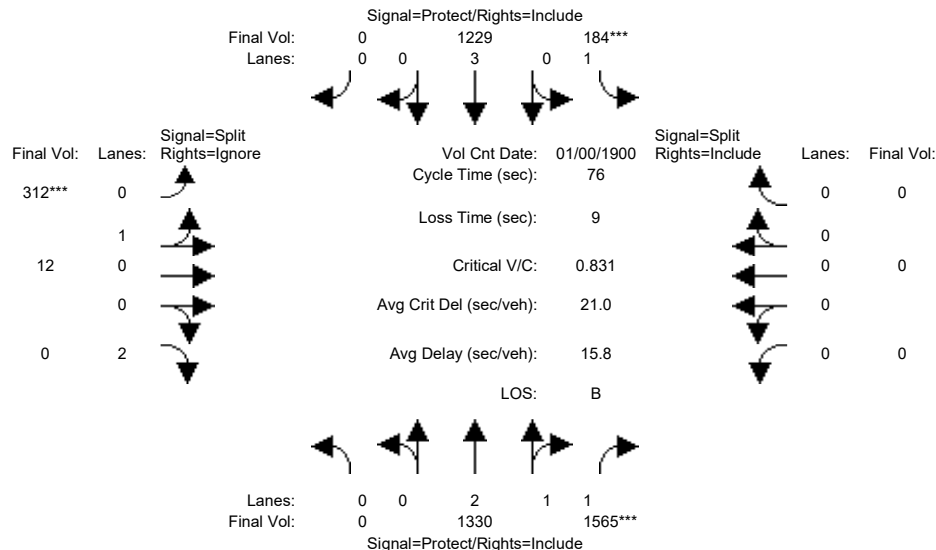


Street Name:	Great America Parkway						EB SR 237								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Min. Green:	0		10		10	7		10		0	10		10		10
Y+R:	4.0		4.0		4.0	4.0		4.0		4.0	4.0		4.0		4.0
Volume Module: >> Count	Date: 0 Jan 1900			<< 12:00:00 AM											
Base Vol:	0	1287	1545	184	1168	0	204	12	662	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	1287	1545	184	1168	0	204	12	662	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	1287	1545	184	1168	0	204	12	662	0	0	0			
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:	0	1287	1545	184	1168	0	204	12	0	0	0	0			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	0	1287	1545	184	1168	0	204	12	0	0	0	0			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	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:	0	1287	1545	184	1168	0	204	12	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	0.92	1.00	0.92	0.95	0.95	0.83	0.92	1.00	0.92			
Lanes:	0.00	2.00	2.00	1.00	3.00	0.00	0.94	0.06	2.00	0.00	0.00	0.00			
Final Sat.:	0	3800	3500	1750	5700	0	1700	100	3150	0	0	0			
Capacity Analysis Module:															
Vol/Sat:	0.00	0.34	0.44	0.11	0.20	0.00	0.12	0.12	0.00	0.00	0.00	0.00			
Crit Moves:	*****														
Green Time:	0.0	44.4	44.4	10.6	54.9	0.0	12.1	12.1	0.0	0.0	0.0	0.0			
Volume/Cap:	0.00	0.58	0.76	0.76	0.28	0.00	0.76	0.76	0.00	0.00	0.00	0.00			
Delay/Veh:	0.0	10.1	12.7	44.2	3.7	0.0	41.5	41.5	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	10.1	12.7	44.2	3.7	0.0	41.5	41.5	0.0	0.0	0.0	0.0			
LOS by Move:	A	B+	B	D	A	A	D	D	A	A	A	A			
HCM2kAvgQ:	0	9	14	4	3	0	7	7	0	0	0	0			
Note: Queue reported is the number of cars per lane.															

Tasman East Focus Area Plan
SJ16-1669
Background PM

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

Intersection #2: Great America Parkway / EB SR 237

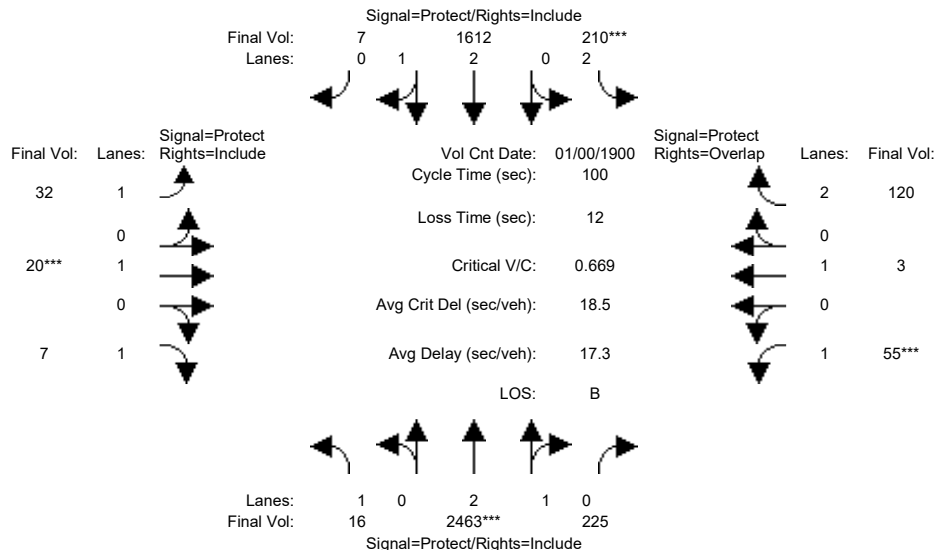


Street Name:	Great America Parkway						EB SR 237								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Min. Green:	0		10		10	7		10		0	10		10		10
Y+R:	4.0		4.0		4.0	4.0		4.0		4.0	4.0		4.0		4.0
Volume Module: >> Count	Date: 0 Jan 1900			<< 12:00:00 AM											
Base Vol:	0	1287	1545	184	1168	0	204	12	662	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	1287	1545	184	1168	0	204	12	662	0	0	0			
Added Vol:	0	43	20	0	61	0	108	0	153	0	0	0			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	0	1330	1565	184	1229	0	312	12	815	0	0	0			
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:	0	1330	1565	184	1229	0	312	12	0	0	0	0			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	0	1330	1565	184	1229	0	312	12	0	0	0	0			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	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:	0	1330	1565	184	1229	0	312	12	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	0.92	1.00	0.92	0.95	0.95	0.83	0.92	1.00	0.92			
Lanes:	0.00	2.00	2.00	1.00	3.00	0.00	0.96	0.04	2.00	0.00	0.00	0.00			
Final Sat.:	0	3800	3500	1750	5700	0	1733	67	3150	0	0	0			
Capacity Analysis Module:															
Vol/Sat:	0.00	0.35	0.45	0.11	0.22	0.00	0.18	0.18	0.00	0.00	0.00	0.00			
Crit Moves:	****			****			****			****					
Green Time:	0.0	40.9	40.9	9.6	50.5	0.0	16.5	16.5	0.0	0.0	0.0	0.0			
Volume/Cap:	0.00	0.65	0.83	0.83	0.32	0.00	0.83	0.83	0.00	0.00	0.00	0.00			
Delay/Veh:	0.0	12.8	16.5	54.8	5.5	0.0	42.4	42.4	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	12.8	16.5	54.8	5.5	0.0	42.4	42.4	0.0	0.0	0.0	0.0			
LOS by Move:	A	B	B	D-	A	A	D	D	A	A	A	A			
HCM2kAvgQ:	0	10	16	4	4	0	10	10	0	0	0	0			
Note: Queue reported is the number of cars per lane.															

Tasman East Focus Area Plan
SJ16-1669
Background PM

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2000 HCM Operations (Future Volume Alternative)
Background PM

Intersection #3: Great America Parkway / Great America Way

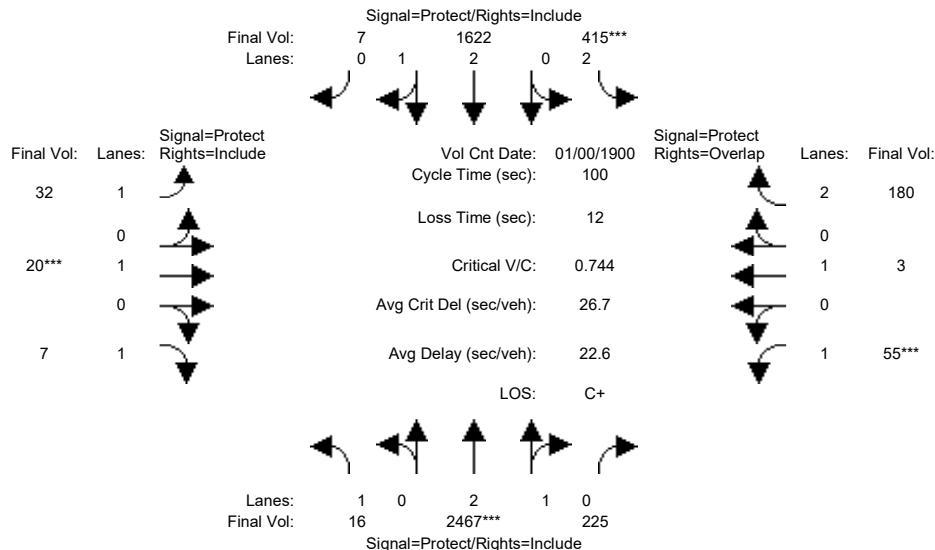


Street Name:	Great America Parkway						Great America Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:	>> Count Date: 0 Jan 1900 << 12:00:00 AM											
Base Vol:	16	2463	225	210	1612	7	32	20	7	55	3	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:	16	2463	225	210	1612	7	32	20	7	55	3	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:	16	2463	225	210	1612	7	32	20	7	55	3	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:	16	2463	225	210	1612	7	32	20	7	55	3	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	2463	225	210	1612	7	32	20	7	55	3	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
Final Volume:	16	2463	225	210	1612	7	32	20	7	55	3	120
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.83
Lanes:	1.00	2.74	0.26	2.00	2.99	0.01	1.00	1.00	1.00	1.00	1.00	2.00
Final Sat.:	1750	5131	469	3150	5576	24	1750	1900	1750	1750	1900	3150
Capacity Analysis Module:												
Vol/Sat:	0.01	0.48	0.48	0.07	0.29	0.29	0.02	0.01	0.00	0.03	0.00	0.04
Crit Moves:	****			****			****			****		
Green Time:	13.8	62.3	62.3	8.7	57.2	57.2	7.0	10.0	10.0	7.0	10.0	18.7
Volume/Cap:	0.07	0.77	0.77	0.77	0.51	0.51	0.26	0.11	0.04	0.45	0.02	0.20
Delay/Veh:	37.6	14.7	14.7	57.3	13.0	13.0	45.2	41.2	40.8	47.3	40.6	34.6
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:	37.6	14.7	14.7	57.3	13.0	13.0	45.2	41.2	40.8	47.3	40.6	34.6
LOS by Move:	D+	B	B	E+	B	B	D	D	D	D	D	C-
HCM2kAvgQ:	0	19	19	4	10	10	1	1	0	2	0	2
Note: Queue reported is the number of cars per lane.												

Tasman East Focus Area Plan
SJ16-1669
Background PM

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

Intersection #3: Great America Parkway / Great America Way

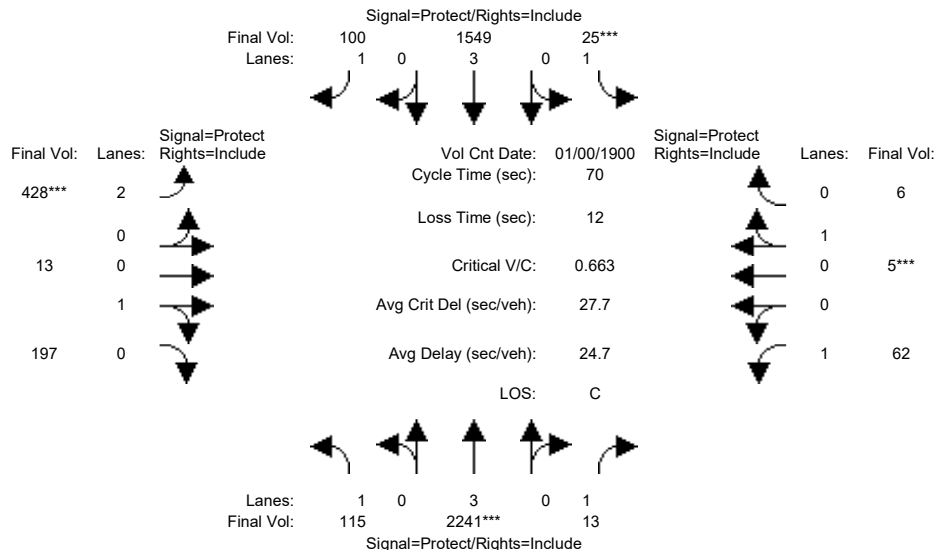


Street Name:	Great America Parkway						Great America Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	16	2463	225	210	1612	7	32	20	7	55	3	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:	16	2463	225	210	1612	7	32	20	7	55	3	120
Added Vol:	0	4	0	205	10	0	0	0	0	0	0	60
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	2467	225	415	1622	7	32	20	7	55	3	180
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	16	2467	225	415	1622	7	32	20	7	55	3	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	2467	225	415	1622	7	32	20	7	55	3	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
Final Volume:	16	2467	225	415	1622	7	32	20	7	55	3	180
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.83
Lanes:	1.00	2.74	0.26	2.00	2.99	0.01	1.00	1.00	1.00	1.00	1.00	2.00
Final Sat.:	1750	5131	468	3150	5576	24	1750	1900	1750	1750	1900	3150
Capacity Analysis Module:												
Vol/Sat:	0.01	0.48	0.48	0.13	0.29	0.29	0.02	0.01	0.00	0.03	0.00	0.06
Crit Moves:	****			****			****			****		
Green Time:	13.8	55.7	55.7	15.3	57.2	57.2	7.0	10.0	10.0	7.0	10.0	25.3
Volume/Cap:	0.07	0.86	0.86	0.86	0.51	0.51	0.26	0.11	0.04	0.45	0.02	0.23
Delay/Veh:	37.6	21.6	21.6	56.1	13.0	13.0	45.2	41.2	40.8	47.3	40.6	29.8
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:	37.6	21.6	21.6	56.1	13.0	13.0	45.2	41.2	40.8	47.3	40.6	29.8
LOS by Move:	D+	C+	C+	E+	B	B	D	D	D	D	D	C
HCM2kAvgQ:	0	23	23	8	10	10	1	1	0	2	0	3
Note: Queue reported is the number of cars per lane.												

Tasman East Focus Area Plan
SJ16-1669
Background PM

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

Intersection #4: Great America Parkway / Old Mountain View - Alviso Road



Street Name:	Great America Parkway			Old Mountain View - Alviso Road		
Approach:	North Bound			South Bound		
Movement:	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	0 Jan 1900	<<	12:00:00 AM
Base Vol:	115	2241	13	25	1549	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	115	2241	13	25	1549	100
Added Vol:	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0
Initial Fut:	115	2241	13	25	1549	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	115	2241	13	25	1549	100
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	115	2241	13	25	1549	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	115	2241	13	25	1549	100

Saturation Flow Module:						
Sat/Lane:	1900	1900	1900	1900	1900	1900
Adjustment:	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
Final Sat.:	1750	5700	1750	1750	5700	1750

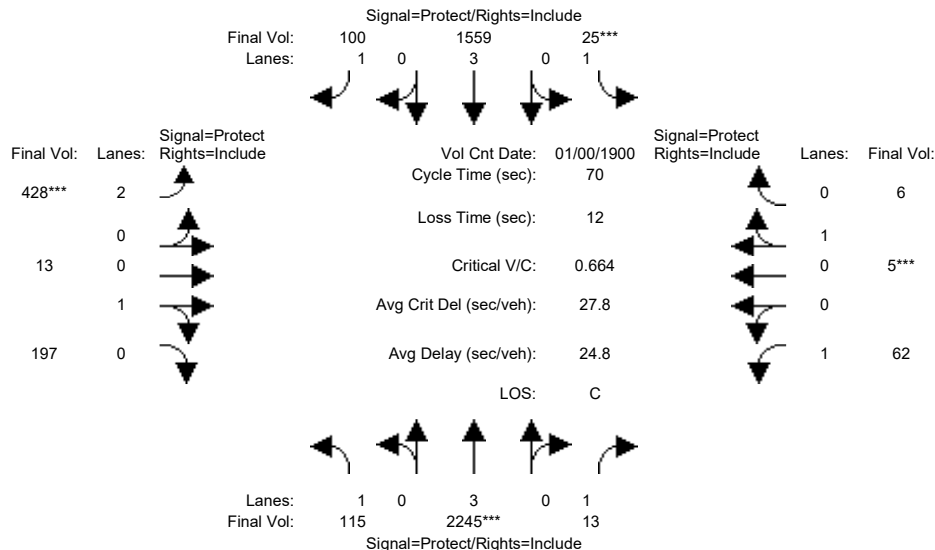
Capacity Analysis Module:						
Vol/Sat:	0.07	0.39	0.01	0.01	0.27	0.06
Crit Moves:	****	****	****	****	****	****
Green Time:	10.1	30.5	30.5	7.0	27.4	27.4
Volume/Cap:	0.46	0.90	0.02	0.14	0.69	0.15
Delay/Veh:	28.8	23.5	11.3	29.1	18.8	13.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.8	23.5	11.3	29.1	18.8	13.9
LOS by Move:	C	C	B+	C	B-	B
HCM2kAvgQ:	3	19	0	1	9	1

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

Tasman East Focus Area Plan
SJ16-1669
Background PM

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

Intersection #4: Great America Parkway / Old Mountain View - Alviso Road



Street Name:	Great America Parkway						Old Mountain View - Alviso Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	115	2241	13	25	1549	100	428	13	197	62	5	6
Growth Adj:	1.00	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	2241	13	25	1549	100	428	13	197	62	5	6
Added Vol:	0	4	0	0	10	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	115	2245	13	25	1559	100	428	13	197	62	5	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	2245	13	25	1559	100	428	13	197	62	5	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	2245	13	25	1559	100	428	13	197	62	5	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	115	2245	13	25	1559	100	428	13	197	62	5	6

Saturation Flow Module:												
Sat/Lane:	1900	1900	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	0.06	0.94	1.00	0.45	0.55
Final Sat.:	1750	5700	1750	1750	5700	1750	3150	111	1689	1750	818	982

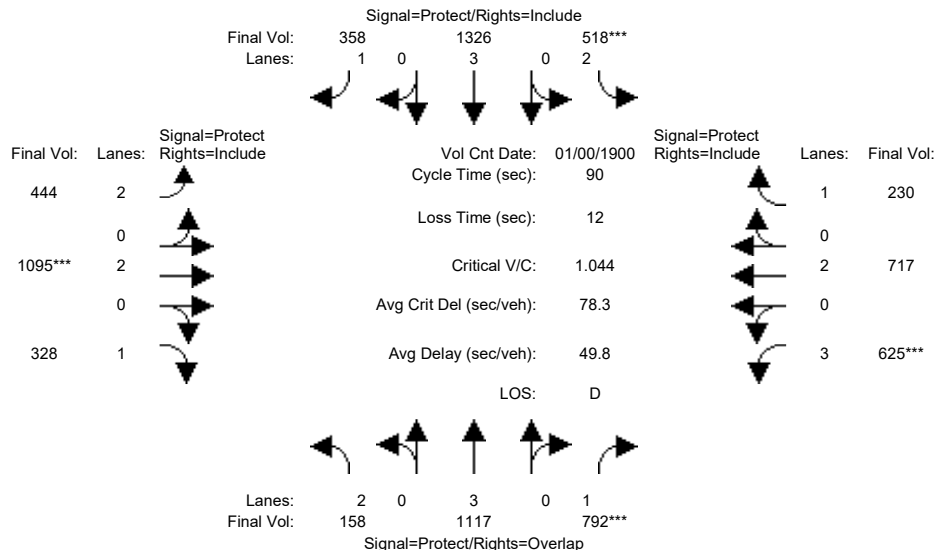
Capacity Analysis Module:												
Vol/Sat:	0.07	0.39	0.01	0.01	0.27	0.06	0.14	0.12	0.12	0.04	0.01	0.01
Crit Moves:	****			****			****			****		
Green Time:	10.0	30.5	30.5	7.0	27.4	27.4	10.5	12.1	12.1	8.4	10.0	10.0
Volume/Cap:	0.46	0.90	0.02	0.14	0.70	0.15	0.90	0.68	0.68	0.29	0.04	0.04
Delay/Veh:	28.8	23.6	11.2	29.1	18.8	13.8	49.9	33.0	33.0	28.8	25.9	25.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.8	23.6	11.2	29.1	18.8	13.8	49.9	33.0	33.0	28.8	25.9	25.9
LOS by Move:	C	C	B+	C	B-	B	D	C-	C-	C	C	C
HCM2kAvgQ:	3	19	0	1	9	1	9	6	6	2	0	0

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

Tasman East Focus Area Plan
SJ16-1669
Background PM

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

Intersection #5: Great America Parkway / Tasman Drive

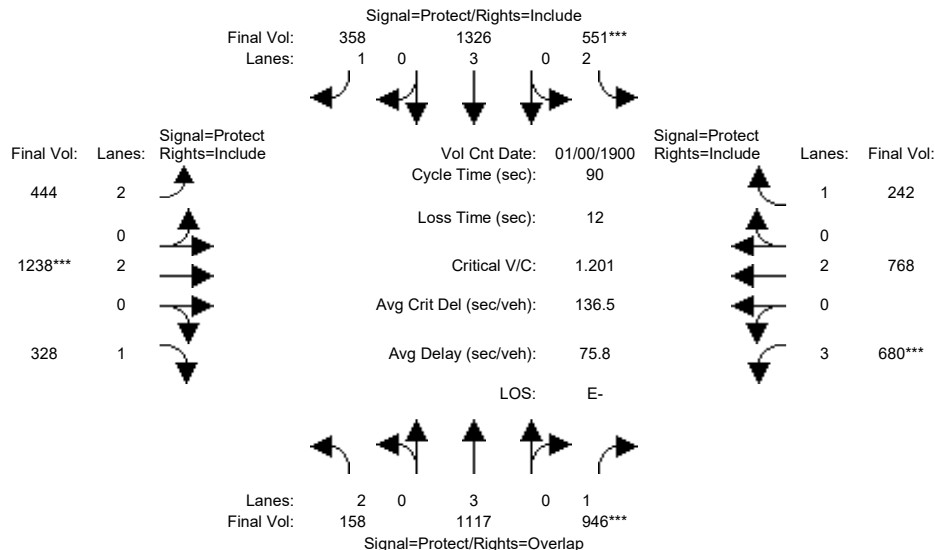


Street Name:	Great America Parkway						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	158	1117	792	518	1326	358	444	1095	328	625	717	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:	158	1117	792	518	1326	358	444	1095	328	625	717	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:	158	1117	792	518	1326	358	444	1095	328	625	717	230
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1117	792	518	1326	358	444	1095	328	625	717	230
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	158	1117	792	518	1326	358	444	1095	328	625	717	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
Final Volume:	158	1117	792	518	1326	358	444	1095	328	625	717	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	0.83	1.00	0.92	0.80	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	3.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	4551	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.20	0.45	0.16	0.23	0.20	0.14	0.29	0.19	0.14	0.19	0.13
Crit Moves:	****			****			****			****		
Green Time:	10.4	27.2	39.0	14.2	31.0	31.0	15.7	24.8	24.8	11.8	21.0	21.0
Volume/Cap:	0.44	0.65	1.04	1.04	0.68	0.59	0.81	1.04	0.68	1.04	0.81	0.56
Delay/Veh:	37.9	28.2	70.4	90.4	26.2	25.9	44.5	72.7	32.9	88.0	38.2	32.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.9	28.2	70.4	90.4	26.2	25.9	44.5	72.7	32.9	88.0	38.2	32.3
LOS by Move:	D+	C	E	F	C	C	D	E	C-	F	D+	C-
HCM2kAvgQ:	3	10	34	15	11	9	7	17	8	8	9	6
Note: Queue reported is the number of cars per lane.												

Tasman East Focus Area Plan
SJ16-1669
Background PM

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

Intersection #5: Great America Parkway / Tasman Drive

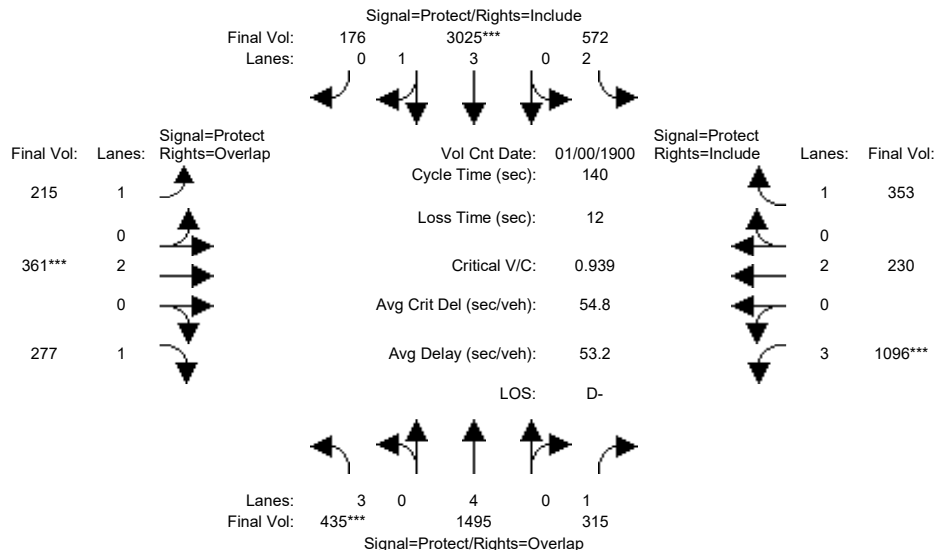


Street Name:	Great America Parkway						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count	Date: 0 Jan 1900 << 12:00:00 AM											
Base Vol:	158	1117	792	518	1326	358	444	1095	328	625	717	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:	158	1117	792	518	1326	358	444	1095	328	625	717	230
Added Vol:	0	0	154	33	0	0	0	143	0	55	51	12
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	158	1117	946	551	1326	358	444	1238	328	680	768	242
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1117	946	551	1326	358	444	1238	328	680	768	242
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	158	1117	946	551	1326	358	444	1238	328	680	768	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
Final Volume:	158	1117	946	551	1326	358	444	1238	328	680	768	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	0.80	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	3.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	4551	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.20	0.54	0.17	0.23	0.20	0.14	0.33	0.19	0.15	0.20	0.14
Crit Moves:	****			****			****			****		
Green Time:	10.6	29.3	40.5	13.1	31.8	31.8	14.6	24.4	24.4	11.2	21.0	21.0
Volume/Cap:	0.42	0.60	1.20	1.20	0.66	0.58	0.87	1.20	0.69	1.20	0.87	0.59
Delay/Veh:	37.6	26.0	127.5	148.4	25.4	25.1	51.3	133	33.7	146.2	42.3	33.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.6	26.0	127.5	148.4	25.4	25.1	51.3	133	33.7	146.2	42.3	33.1
LOS by Move:	D+	C	F	F	C	C	D-	F	C-	F	D	C-
HCM2kAvgQ:	3	9	52	19	11	9	7	29	8	13	9	6
Note: Queue reported is the number of cars per lane.												

Tasman East Focus Area Plan
SJ16-1669
Background PM

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

Intersection #6: Great America Parkway / Mission College Boulevard

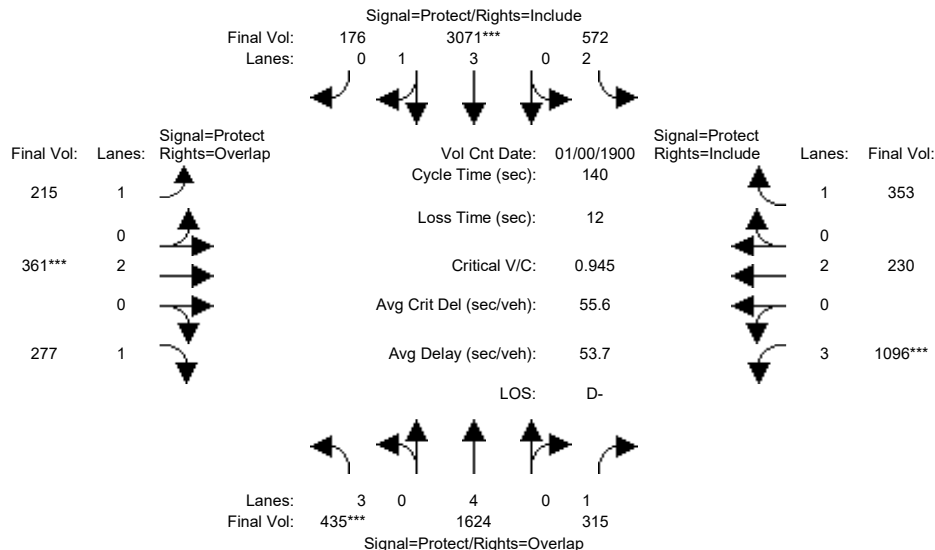


Street Name:	Great America Parkway						Mission College Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	435	1495	315	572	3025	176	215	361	277	1096	230	353
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	435	1495	315	572	3025	176	215	361	277	1096	230	353
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	435	1495	315	572	3025	176	215	361	277	1096	230	353
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	435	1495	315	572	3025	176	215	361	277	1096	230	353
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	435	1495	315	572	3025	176	215	361	277	1096	230	353
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	435	1495	315	572	3025	176	215	361	277	1096	230	353
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	1.00	0.92	0.83	0.99	0.95	0.92	1.00	0.92	0.80	1.00	0.92
Lanes:	3.00	4.00	1.00	2.00	3.77	0.23	1.00	2.00	1.00	3.00	2.00	1.00
Final Sat.:	4551	7600	1750	3150	7087	412	1750	3800	1750	4551	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.20	0.18	0.18	0.43	0.43	0.12	0.10	0.16	0.24	0.06	0.20
Crit Moves:	***			***			***			***		
Green Time:	14.3	40.5	76.4	37.4	63.7	63.7	19.0	14.2	28.4	35.9	31.1	31.1
Volume/Cap:	0.94	0.68	0.33	0.68	0.94	0.94	0.91	0.94	0.78	0.94	0.27	0.91
Delay/Veh:	89.5	44.9	17.8	48.2	42.3	42.3	94.3	93.1	63.4	65.1	45.2	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:	89.5	44.9	17.8	48.2	42.3	42.3	94.3	93.1	63.4	65.1	45.2	77.4
LOS by Move:	F	D	B	D	D	D	F	F	E	E	D	E-
HCM2kAvgQ:	9	14	8	14	37	37	13	11	14	21	4	17
Note: Queue reported is the number of cars per lane.												

Tasman East Focus Area Plan
SJ16-1669
Background PM

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

Intersection #6: Great America Parkway / Mission College Boulevard

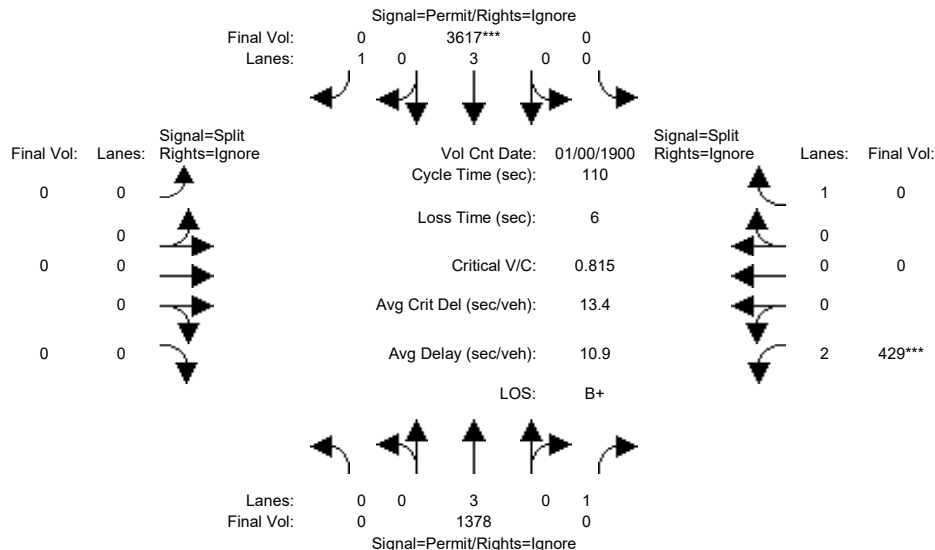


Street Name:	Great America Parkway						Mission College Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	435	1495	315	572	3025	176	215	361	277	1096	230	353
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	435	1495	315	572	3025	176	215	361	277	1096	230	353
Added Vol:	0	129	0	0	46	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	435	1624	315	572	3071	176	215	361	277	1096	230	353
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	435	1624	315	572	3071	176	215	361	277	1096	230	353
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	435	1624	315	572	3071	176	215	361	277	1096	230	353
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	435	1624	315	572	3071	176	215	361	277	1096	230	353
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	1.00	0.92	0.83	0.99	0.95	0.92	1.00	0.92	0.80	1.00	0.92
Lanes:	3.00	4.00	1.00	2.00	3.77	0.23	1.00	2.00	1.00	3.00	2.00	1.00
Final Sat.:	4551	7600	1750	3150	7093	406	1750	3800	1750	4551	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.21	0.18	0.18	0.43	0.43	0.12	0.10	0.16	0.24	0.06	0.20
Crit Moves:	***				***		***			***		
Green Time:	14.2	42.3	78.0	36.0	64.1	64.1	18.8	14.1	28.2	35.7	30.9	30.9
Volume/Cap:	0.95	0.71	0.32	0.71	0.95	0.95	0.91	0.95	0.79	0.95	0.27	0.91
Delay/Veh:	91.1	44.4	16.9	50.1	42.8	42.8	95.9	94.8	64.1	66.4	45.4	78.9
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:	91.1	44.4	16.9	50.1	42.8	42.8	95.9	94.8	64.1	66.4	45.4	78.9
LOS by Move:	F	D	B	D	D	D	F	F	E	E	D	E-
HCM2kAvgQ:	9	15	8	14	38	38	13	11	14	21	4	17
Note: Queue reported is the number of cars per lane.												

Tasman East Focus Area Plan
SJ16-1669
Background PM

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

Intersection #7: Great America Parkway - Bowers Avenue / US 101 NB Ramps

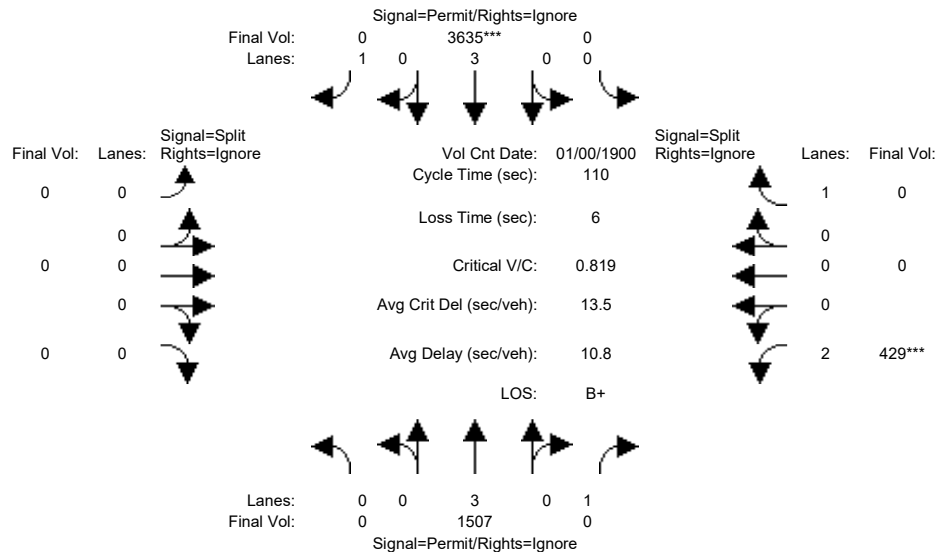


Street Name:Great America Parkway - Bowers Av									US 101 NB Ramps						
Approach: North Bound				South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Min. Green:	0		10		10	0		10		10	0		10		10
Y+R:	4.0		4.0		4.0	4.0		4.0		4.0	4.0		4.0		4.0
----- ----- ----- ----- ----- -----															
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM															
Base Vol:	0		1378		182	0		3617		654	0		0		429
Growth Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
Initial Bse:	0		1378		182	0		3617		654	0		0		429
Added Vol:	0		0		0	0		0		0	0		0		0
PasserByVol:	0		0		0	0		0		0	0		0		0
Initial Fut:	0		1378		182	0		3617		654	0		0		429
User Adj:	1.00		1.00		0.00	1.00		1.00		0.00	1.00		1.00		0.00
PHF Adj:	1.00		1.00		0.00	1.00		1.00		0.00	1.00		1.00		0.00
PHF Volume:	0		1378		0	0		3617		0	0		0		429
Reduct Vol:	0		0		0	0		0		0	0		0		0
Reduced Vol:	0		1378		0	0		3617		0	0		0		429
PCE Adj:	1.00		1.00		0.00	1.00		1.00		0.00	1.00		1.00		0.00
MLF Adj:	1.00		1.00		0.00	1.00		1.00		0.00	1.00		1.00		0.00
FinalVolume:	0		1378		0	0		3617		0	0		0		429
----- ----- ----- ----- ----- -----															
Saturation Flow Module:															
Sat/Lane:	1900		1900		1900	1900		1900		1900	1900		1900		1900
Adjustment:	0.92		1.00		0.92	0.92		1.00		0.92	0.92		0.83		1.00
Lanes:	0.00		3.00		1.00	0.00		3.00		1.00	0.00		0.00		1.00
Final Sat.:	0		5700		1750	0		5700		1750	0		0		3150
----- ----- ----- ----- ----- -----															
Capacity Analysis Module:															
Vol/Sat:	0.00		0.24		0.00	0.00		0.63		0.00	0.00		0.00		0.00
Crit Moves:								****					****		
Green Time:	0.0		85.6		0.0	0.0		85.6		0.0	0.0		0.0		18.4
Volume/Cap:	0.00		0.31		0.00	0.00		0.82		0.00	0.00		0.82		0.00
Delay/Veh:	0.0		3.6		0.0	0.0		8.6		0.0	0.0		0.0		53.7
User DelAdj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
AdjDel/Veh:	0.0		3.6		0.0	0.0		8.6		0.0	0.0		0.0		53.7
LOS by Move:	A		A		A	A		A		A	A		D-		A
HCM2kAvgQ:	0		5		0	0		23		0	0		0		11
Note: Queue reported is the number of cars per lane.															

Tasman East Focus Area Plan
SJ16-1669
Background PM

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

Intersection #7: Great America Parkway - Bowers Avenue / US 101 NB Ramps



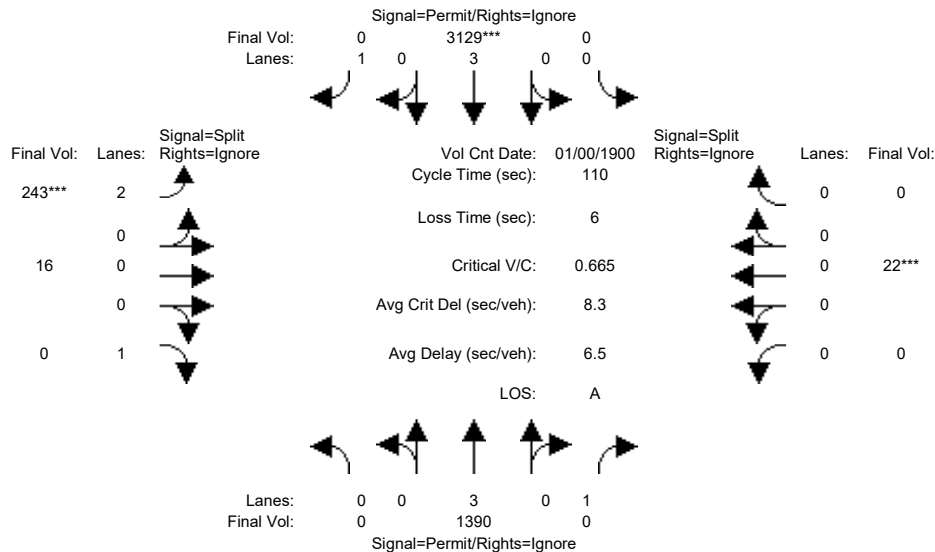
Street Name:Great America Parkway - Bowers Av									US 101 NB Ramps						
Approach: North Bound				South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Min. Green:	0		10		10	0		10		10	0		10		10
Y+R:	4.0		4.0		4.0	4.0		4.0		4.0	4.0		4.0		4.0
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----															
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM															
Base Vol:	0		1378		182	0		3617		654	0		0		0
Growth Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
Initial Bse:	0		1378		182	0		3617		654	0		0		0
Added Vol:	0		129		0	0		18		28	0		0		0
PasserByVol:	0		0		0	0		0		0	0		0		0
Initial Fut:	0		1507		182	0		3635		682	0		0		0
User Adj:	1.00		1.00		0.00	1.00		1.00		0.00	1.00		1.00		0.00
PHF Adj:	1.00		1.00		0.00	1.00		1.00		0.00	1.00		1.00		0.00
PHF Volume:	0		1507		0	0		3635		0	0		0		0
Reduct Vol:	0		0		0	0		0		0	0		0		0
Reduced Vol:	0		1507		0	0		3635		0	0		0		0
PCE Adj:	1.00		1.00		0.00	1.00		1.00		0.00	1.00		1.00		0.00
MLF Adj:	1.00		1.00		0.00	1.00		1.00		0.00	1.00		1.00		0.00
FinalVolume:	0		1507		0	0		3635		0	0		0		0
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----															
Saturation Flow Module:															
Sat/Lane:	1900		1900		1900	1900		1900		1900	1900		1900		1900
Adjustment:	0.92		1.00		0.92	0.92		1.00		0.92	0.92		0.83		1.00
Lanes:	0.00		3.00		1.00	0.00		3.00		1.00	0.00		0.00		1.00
Final Sat.:	0		5700		1750	0		5700		1750	0		0		0
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----															
Capacity Analysis Module:															
Vol/Sat:	0.00		0.26		0.00	0.00		0.64		0.00	0.00		0.00		0.00
Crit Moves:								****					****		
Green Time:	0.0		85.7		0.0	0.0		85.7		0.0	0.0		0.0		0.0
Volume/Cap:	0.00		0.34		0.00	0.00		0.82		0.00	0.00		0.82		0.00
Delay/Veh:	0.0		3.7		0.0	0.0		8.7		0.0	0.0		54.1		0.0
User DelAdj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
AdjDel/Veh:	0.0		3.7		0.0	0.0		8.7		0.0	0.0		54.1		0.0
LOS by Move:	A		A		A	A		A		A	A		D-		A
HCM2kAvgQ:	0		5		0	0		24		0	0		0		0
Note: Queue reported is the number of cars per lane.															

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

Tasman East Focus Area Plan
SJ16-1669
Background PM

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

Intersection #8: Bowers Avenue / US 101 SB Ramps



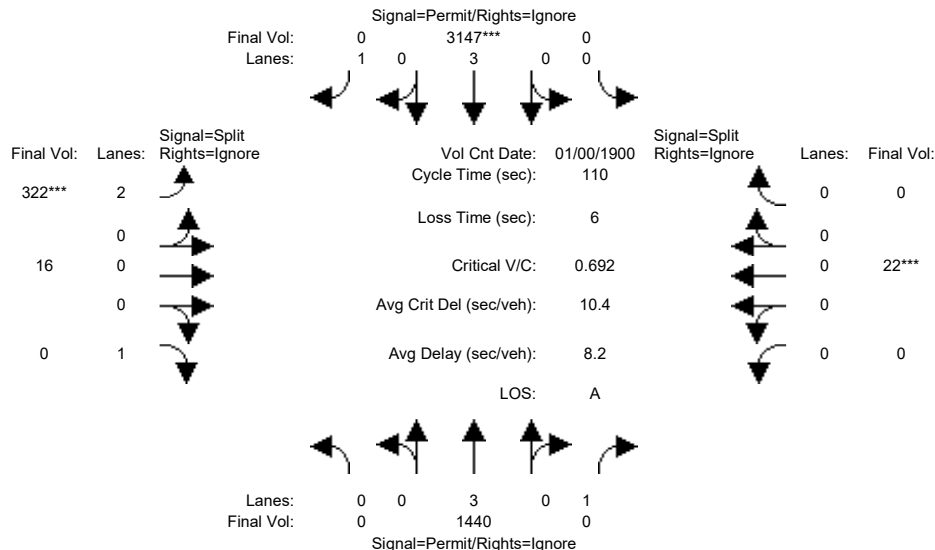
Street Name:	Bowers Avenue						US 101 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count	Date: 0 Jan 1900 << 12:00:00 AM											
Base Vol:	0	1390	1020	0	3129	1266	243	16	324	0	22	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	1390	1020	0	3129	1266	243	16	324	0	22	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	1390	1020	0	3129	1266	243	16	324	0	22	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	1390	0	0	3129	0	243	16	0	0	22	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1390	0	0	3129	0	243	16	0	0	22	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Volume:	0	1390	0	0	3129	0	243	16	0	0	22	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	0.94	0.95	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	2.00	1.00	0.00	0.00	1.00	0.00
Final Sat.:	0	5700	1750	0	5700	1750	3564	1800	0	0	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.00	0.00	0.55	0.00	0.07	0.01	0.00	0.00	0.01	0.00
Crit Moves:	*****											
Green Time:	0.0	90.8	0.0	0.0	90.8	0.0	11.3	11.3	0.0	0.0	1.9	0.0
Volume/Cap:	0.00	0.30	0.00	0.00	0.66	0.00	0.66	0.09	0.00	0.00	0.66	0.00
Delay/Veh:	0.0	2.2	0.0	0.0	4.1	0.0	51.9	44.7	0.0	0.0	94.8	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	2.2	0.0	0.0	4.1	0.0	51.9	44.7	0.0	0.0	94.8	0.0
LOS by Move:	A	A	A	A	A	A	D-	D	A	A	F	A
HCM2kAvgQ:	0	4	0	0	13	0	5	1	0	0	2	0

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

Tasman East Focus Area Plan
SJ16-1669
Background PM

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

Intersection #8: Bowers Avenue / US 101 SB Ramps



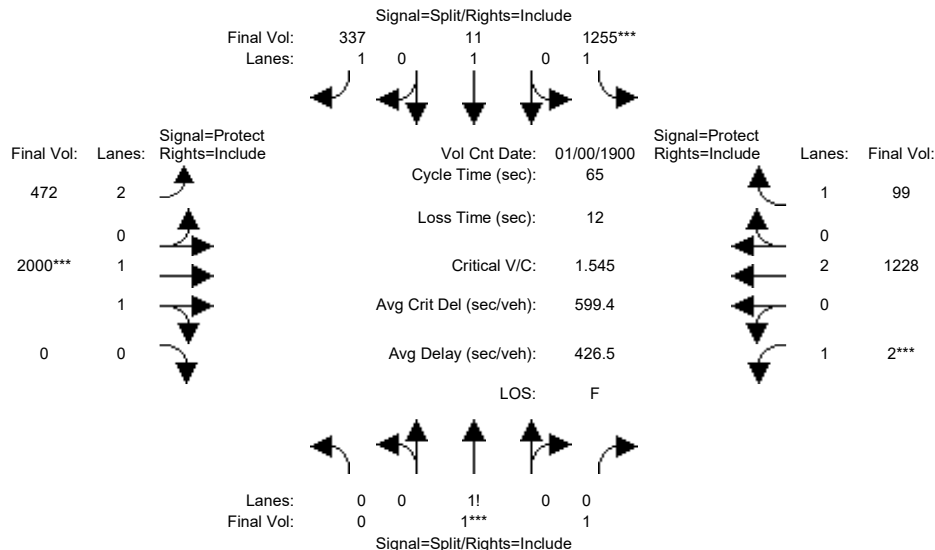
Street Name:	Bowers Avenue						US 101 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count	Date: 0 Jan 1900 << 12:00:00 AM											
Base Vol:	0	1390	1020	0	3129	1266	243	16	324	0	22	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	1390	1020	0	3129	1266	243	16	324	0	22	0
Added Vol:	0	50	0	0	18	0	79	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1440	1020	0	3147	1266	322	16	324	0	22	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	1440	0	0	3147	0	322	16	0	0	22	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1440	0	0	3147	0	322	16	0	0	22	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Volume:	0	1440	0	0	3147	0	322	16	0	0	22	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	0.94	0.95	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	2.00	1.00	0.00	0.00	1.00	0.00
Final Sat.:	0	5700	1750	0	5700	1750	3565	1800	0	0	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.00	0.00	0.55	0.00	0.09	0.01	0.00	0.00	0.01	0.00
Crit Moves:	*****											
Green Time:	0.0	87.8	0.0	0.0	87.8	0.0	14.4	14.4	0.0	0.0	1.8	0.0
Volume/Cap:	0.00	0.32	0.00	0.00	0.69	0.00	0.69	0.07	0.00	0.00	0.69	0.00
Delay/Veh:	0.0	3.0	0.0	0.0	5.5	0.0	49.9	42.0	0.0	0.0	103	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	3.0	0.0	0.0	5.5	0.0	49.9	42.0	0.0	0.0	103	0.0
LOS by Move:	A	A	A	A	A	A	D	D	A	A	F	A
HCM2kAvgQ:	0	4	0	0	15	0	7	1	0	0	2	0

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

Tasman East Focus Area Plan
SJ16-1669
Background PM

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

Intersection #9: Centennial Drive / Tasman Drive

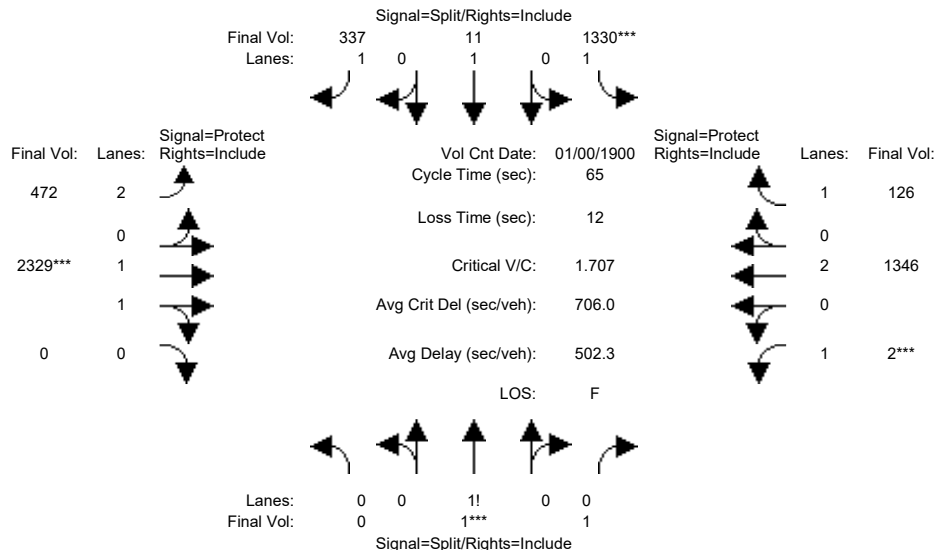


Street Name:	Centennial Drive						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	1	1	1255	11	337	472	2000	0	2	1228	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:	0	1	1	1255	11	337	472	2000	0	2	1228	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:	0	1	1	1255	11	337	472	2000	0	2	1228	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:	0	1	1	1255	11	337	472	2000	0	2	1228	99
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1	1	1255	11	337	472	2000	0	2	1228	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
Final Volume:	0	1	1	1255	11	337	472	2000	0	2	1228	99
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.83	0.97	0.92	0.92	1.00	0.92
Lanes:	0.00	0.50	0.50	1.00	1.00	1.00	2.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	900	900	1750	1900	1750	3150	3700	0	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.72	0.01	0.19	0.15	0.54	0.00	0.00	0.32	0.06
Crit Moves:	****			****			****			****		
Green Time:	0.0	10.0	10.0	20.5	20.5	20.5	7.1	15.5	0.0	7.0	15.4	15.4
Volume/Cap:	0.00	0.01	0.01	2.27	0.02	0.61	1.37	2.27	0.00	0.01	1.37	0.24
Delay/Veh:	0.0	23.3	23.3	599.9	15.3	20.8	212.1	600	0.0	25.9	198	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	23.3	23.3	599.9	15.3	20.8	212.1	600	0.0	25.9	198	20.4
LOS by Move:	A	C	C	F	B	C+	F	F	A	C	F	C+
HCM2kAvgQ:	0	0	0	122	0	7	15	90	0	0	33	2
Note: Queue reported is the number of cars per lane.												

Tasman East Focus Area Plan
SJ16-1669
Background PM

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

Intersection #9: Centennial Drive / Tasman Drive



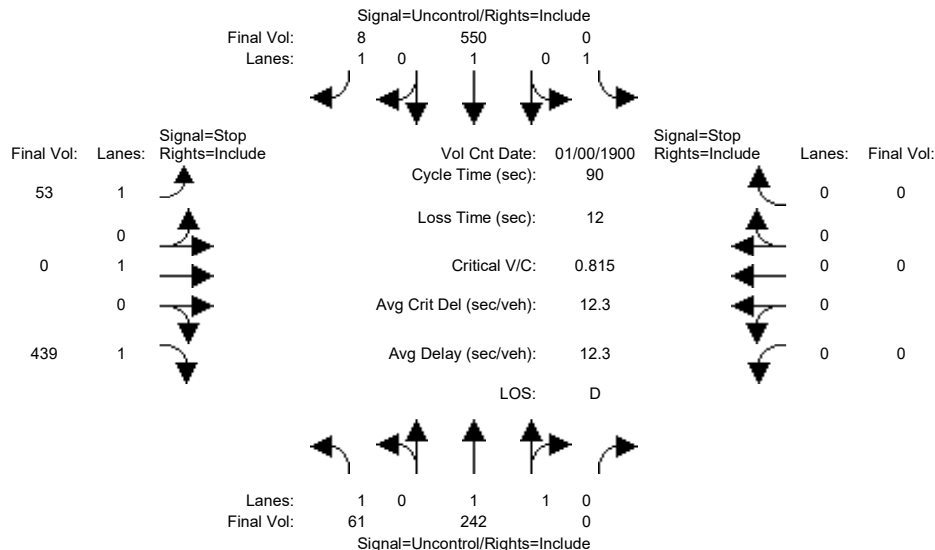
Street Name:	Centennial Drive						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	1	1	1255	11	337	472	2000	0	2	1228	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:	0	1	1	1255	11	337	472	2000	0	2	1228	99
Added Vol:	0	0	0	75	0	0	0	329	0	0	118	27
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1	1	1330	11	337	472	2329	0	2	1346	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:	0	1	1	1330	11	337	472	2329	0	2	1346	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1	1	1330	11	337	472	2329	0	2	1346	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
Final Volume:	0	1	1	1330	11	337	472	2329	0	2	1346	126
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.83	0.97	0.92	0.92	1.00	0.92
Lanes:	0.00	0.50	0.50	1.00	1.00	1.00	2.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	900	900	1750	1900	1750	3150	3700	0	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.76	0.01	0.19	0.15	0.63	0.00	0.00	0.35	0.07
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	0.0	10.0	10.0	19.7	19.7	19.7	6.9	16.3	0.0	7.0	16.4	16.4
Volume/Cap:	0.00	0.01	0.01	2.51	0.02	0.64	1.41	2.51	0.00	0.01	1.41	0.29
Delay/Veh:	0.0	23.3	23.3	707.2	15.9	22.1	228.6	706	0.0	25.9	213	20.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	23.3	23.3	707.2	15.9	22.1	228.6	706	0.0	25.9	213	20.0
LOS by Move:	A	C	C	F	B	C+	F	F	A	C	F	B-
HCM2kAvgQ:	0	0	0	136	0	7	15	112	0	0	37	2

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

Tasman East Focus Area Plan
SJ16-1669
Background PM

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

Intersection #10: Lafayette Street / Great America Way



Street Name:	Lafayette Street						Great America Way								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
----- ----- ----- -----															
Volume Module:	>>	Count	Date:	0	Jan	1900	<<	12:00:00	AM						
Base Vol:	61	242	0	0	550	8	53	0	439	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	1.00	1.00	1.00
Initial Bse:	61	242	0	0	550	8	53	0	439	0	0	0			
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	61	242	0	0	550	8	53	0	439	0	0	0			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	61	242	0	0	550	8	53	0	439	0	0	0			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	61	242	0	0	550	8	53	0	439	0	0	0			
----- ----- ----- -----															
Critical Gap Module:															
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx			
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx			
----- ----- ----- -----															
Capacity Module:															
Cnflct Vol:	558	xxxx	xxxxx	xxxx	xxxx	xxxxx	793	914	550	xxxx	xxxx	xxxxx			
Potent Cap.:	1023	xxxx	xxxxx	xxxx	xxxx	xxxxx	360	275	539	xxxx	xxxx	xxxxx			
Move Cap.:	1023	xxxx	xxxxx	xxxx	xxxx	xxxxx	344	259	539	xxxx	xxxx	xxxxx			
Volume/Cap:	0.06	xxxx	xxxx	xxxx	xxxx	xxxx	0.15	0.00	0.82	xxxx	xxxx	xxxx			
----- ----- ----- -----															
Level Of Service Module:															
2Way95thQ:	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.5	xxxx	8.0	xxxx	xxxx	xxxxx			
Control Del:	8.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	17.4	xxxx	34.7	xxxxx	xxxx	xxxxx			
LOS by Move:	A	*	*	*	*	*	C	*	D	*	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*			
ApproachDel:	xxxxxx					xxxxxx					32.9				
ApproachLOS:	*					*					D				

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

Peak Hour Delay Signal Warrant Report

Intersection #10 Lafayette Street / Great America Way

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  0  1      1  0  1  0  1      0  0  0  0  0
Initial Vol:    61  242      0      0  550      8      53      0  439      0  0  0  0
ApproachDel:    xxxxxx      xxxxxx      32.9      xxxxxx
-----|-----|-----|-----|-----|

```

Approach[eastbound][lanes=3][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=4.5]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=492]

SUCCEED - Approach volume >= 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=1353]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #10 Lafayette Street / Great America Way

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:        Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Lanes:          1  0  1  1  0      1  0  1  0  1      1  0  1  0  1      0  0  0  0  0
Initial Vol:    61  242      0      0  550      8      53      0  439      0  0  0  0
-----|-----|-----|-----|-----|

```

Major Street Volume: 861

Minor Approach Volume: 492

Minor Approach Volume Threshold: 438

SIGNAL WARRANT DISCLAIMER

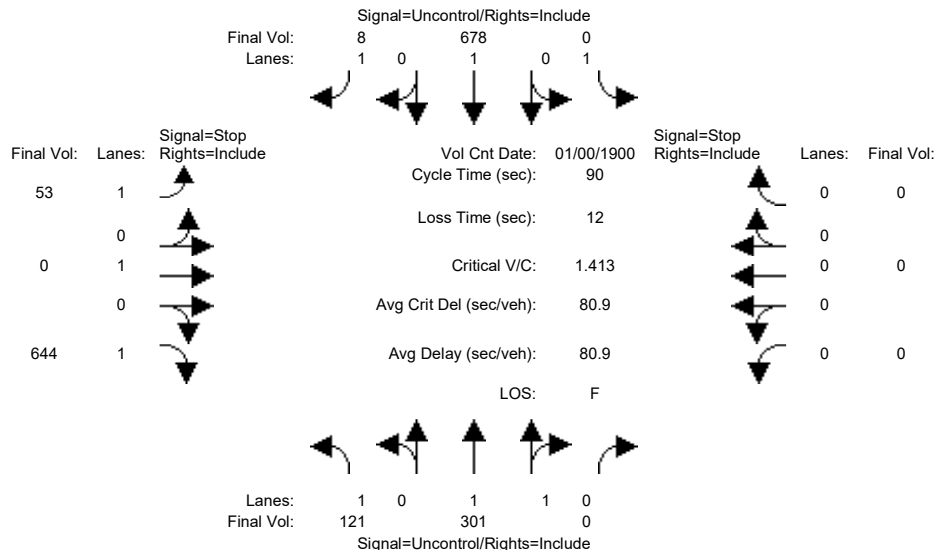
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Tasman East Focus Area Plan
SJ16-1669
Background PM

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

Intersection #10: Lafayette Street / Great America Way



Street Name:	Lafayette Street						Great America Way									
Approach:	North Bound			South Bound			East Bound			West Bound						
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	
----- ----- ----- -----																
Volume Module:	>>	Count	Date:	0	Jan	1900	<<	12:00:00	AM							
Base Vol:	61	242	0	0	550	8	53	0	439	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	1.00	1.00	1.00	
Initial Bse:	61	242	0	0	550	8	53	0	439	0	0	0				
Added Vol:	60	59	0	0	128	0	0	0	205	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	121	301	0	0	678	8	53	0	644	0	0	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	121	301	0	0	678	8	53	0	644	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
FinalVolume:	121	301	0	0	678	8	53	0	644	0	0	0				
----- ----- ----- -----																
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx				
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx				
----- ----- ----- -----																
Capacity Module:																
Cnflct Vol:	686	xxxx	xxxxx	xxxx	xxxx	xxxxx	1071	1221	678	xxxx	xxxx	xxxxx				
Potent Cap.:	917	xxxx	xxxxx	xxxx	xxxx	xxxxx	247	181	456	xxxx	xxxx	xxxxx				
Move Cap.:	917	xxxx	xxxxx	xxxx	xxxx	xxxxx	222	157	456	xxxx	xxxx	xxxxx				
Volume/Cap:	0.13	xxxx	xxxx	xxxx	xxxx	xxxx	0.24	0.00	1.41	xxxx	xxxx	xxxx				
----- ----- ----- -----																
Level Of Service Module:																
2Way95thQ:	0.5	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.9	xxxx	31.3	xxxx	xxxx	xxxxx				
Control Del:	9.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	26.3	xxxx	222.8	xxxxx	xxxx	xxxxx				
LOS by Move:	A	*	*	*	*	*	D	*	F	*	*	*				
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*				
ApproachDel:	xxxxxx					xxxxxx					207.9					xxxxxx
ApproachLOS:	*					*					F					*

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

Peak Hour Delay Signal Warrant Report

Intersection #10 Lafayette Street / Great America Way

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:        Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Lanes:          1 0 1 1 0      1 0 1 0 1      1 0 1 0 1      0 0 0 0 0
Initial Vol:    121 301      0 0 678 8      53 0 644      0 0 0 0
ApproachDel:    xxxxxx      xxxxxx      207.9      xxxxxx
-----|-----|-----|-----|-----|

```

Approach[eastbound][lanes=3][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=40.2]

SUCCEED - Vehicle-hours >= 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=697]

SUCCEED - Approach volume >= 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=1805]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #10 Lafayette Street / Great America Way

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:        Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Lanes:          1 0 1 1 0      1 0 1 0 1      1 0 1 0 1      0 0 0 0 0
Initial Vol:    121 301      0 0 678 8      53 0 644      0 0 0 0
-----|-----|-----|-----|-----|

```

Major Street Volume: 1108

Minor Approach Volume: 697

Minor Approach Volume Threshold: 330

SIGNAL WARRANT DISCLAIMER

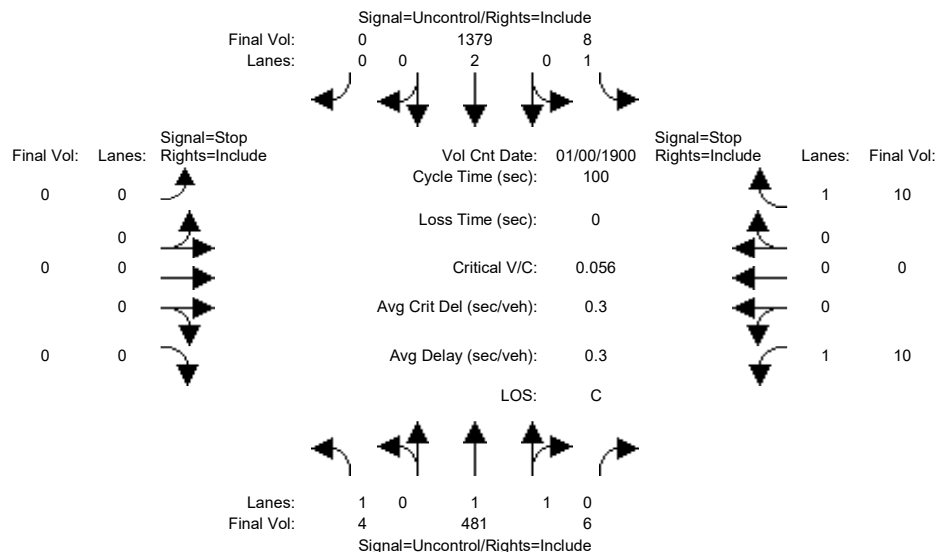
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Tasman East Focus Area Plan
SJ16-1669
Background PM

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

Intersection #11: Lafayette Street / Calle Del Mundo



Street Name:	Lafayette Street						Calle Del Mundo								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
----- ----- ----- -----															
Volume Module: >> Count Date:	0 Jan 1900 << 12:00:00 AM														
Base Vol:	4	481	6	8	1379	0	0	0	0	10	0	10			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	4	481	6	8	1379	0	0	0	0	10	0	10			
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	4	481	6	8	1379	0	0	0	0	10	0	10			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	4	481	6	8	1379	0	0	0	0	10	0	10			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
FinalVolume:	4	481	6	8	1379	0	0	0	0	10	0	10			
----- ----- ----- -----															
Critical Gap Module:															
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9			
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3			
----- ----- ----- -----															
Capacity Module:															
Cnflct Vol:	1379	xxxx	xxxxx	487	xxxx	xxxxx	xxxx	xxxx	xxxxx	1198	xxxx	244			
Potent Cap.:	504	xxxx	xxxxx	1086	xxxx	xxxxx	xxxx	xxxx	xxxxx	181	xxxx	763			
Move Cap.:	504	xxxx	xxxxx	1086	xxxx	xxxxx	xxxx	xxxx	xxxxx	179	xxxx	763			
Volume/Cap:	0.01	xxxx	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.06	xxxx	0.01			
----- ----- ----- -----															
Level Of Service Module:															
2Way95thQ:	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	0.0			
Control Del:	12.2	xxxx	xxxxx	8.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	26.3	xxxx	9.8			
LOS by Move:	B	*	*	A	*	*	*	*	*	D	*	A			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*			
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			18.0					
ApproachLOS:	*			*			*			C					

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

Peak Hour Delay Signal Warrant Report

Intersection #11 Lafayette Street / Calle Del Mundo

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 2 0 0      0 0 0 0 0      1 0 0 0 1
Initial Vol:    4 481      6 8 1379      0 0 0 0 0      10 0 0 10
ApproachDel:    xxxxxx      xxxxxx      xxxxxx      18.0
-----|-----|-----|-----|-----|

```

Approach[westbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.1]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=20]

FAIL - Approach volume less than 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=1898]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #11 Lafayette Street / Calle Del Mundo

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 2 0 0      0 0 0 0 0      1 0 0 0 1
Initial Vol:    4 481      6 8 1379      0 0 0 0 0      10 0 0 10
-----|-----|-----|-----|-----|

```

Major Street Volume: 1878

Minor Approach Volume: 20

Minor Approach Volume Threshold: 103 [less than minimum of 150]

SIGNAL WARRANT DISCLAIMER

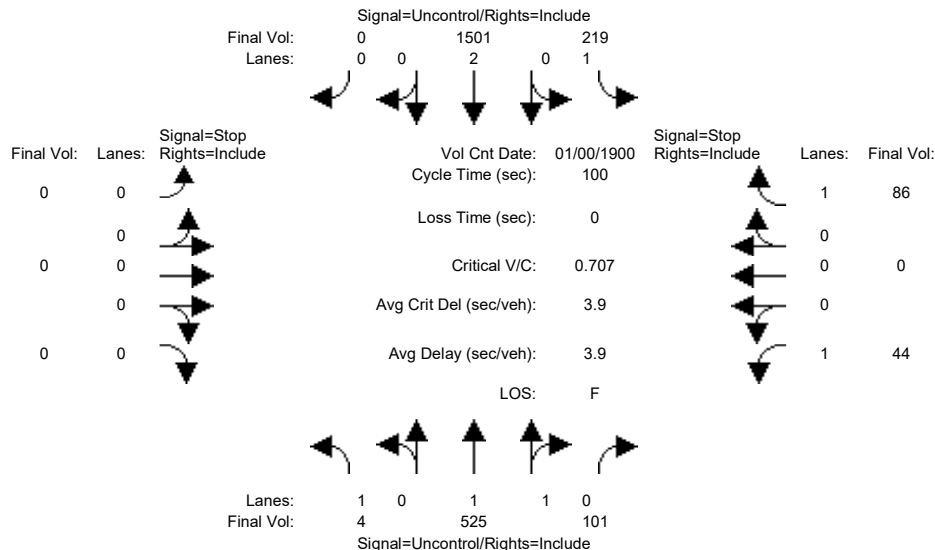
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Tasman East Focus Area Plan
SJ16-1669
Background PM

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

Intersection #11: Lafayette Street / Calle Del Mundo



Street Name:	Lafayette Street						Calle Del Mundo					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	4	481	6	8	1379	0	0	0	0	10	0	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	481	6	8	1379	0	0	0	0	10	0	10
Added Vol:	0	44	95	211	122	0	0	0	0	34	0	76
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	525	101	219	1501	0	0	0	0	44	0	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:	4	525	101	219	1501	0	0	0	0	44	0	86
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	4	525	101	219	1501	0	0	0	0	44	0	86
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3
Capacity Module:												
Cnflct Vol:	1501	xxxx	xxxxx	626	xxxx	xxxxx	xxxxx	xxxx	xxxxx	1772	xxxx	313
Potent Cap.:	452	xxxx	xxxxx	965	xxxx	xxxxx	xxxxx	xxxx	xxxxx	76	xxxx	689
Move Cap.:	452	xxxx	xxxxx	965	xxxx	xxxxx	xxxxx	xxxx	xxxxx	62	xxxx	689
Volume/Cap:	0.01	xxxx	xxxx	0.23	xxxx	xxxx	xxxxx	xxxx	xxxxx	0.71	xxxx	0.12
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.1	xxxx	0.4
Control Del:	13.0	xxxx	xxxxx	9.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	147.8	xxxx	11.0
LOS by Move:	B	*	*	A	*	*	*	*	*	F	*	B
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			57.3		
ApproachLOS:										F		

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

Peak Hour Delay Signal Warrant Report

Intersection #11 Lafayette Street / Calle Del Mundo

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 2 0 0	0 0 0 0 0	1 0 0 0 1
Initial Vol:	4 525 101	219 1501 0	0 0 0 0	44 0 86
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	57.3

Approach[westbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=2.1]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=130]

FAIL - Approach volume less than 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=2480]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #11 Lafayette Street / Calle Del Mundo

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 2 0 0	0 0 0 0 0	1 0 0 0 1
Initial Vol:	4 525 101	219 1501 0	0 0 0 0	44 0 86

Major Street Volume: 2350

Minor Approach Volume: 130

Minor Approach Volume Threshold: 7 [less than minimum of 150]

SIGNAL WARRANT DISCLAIMER

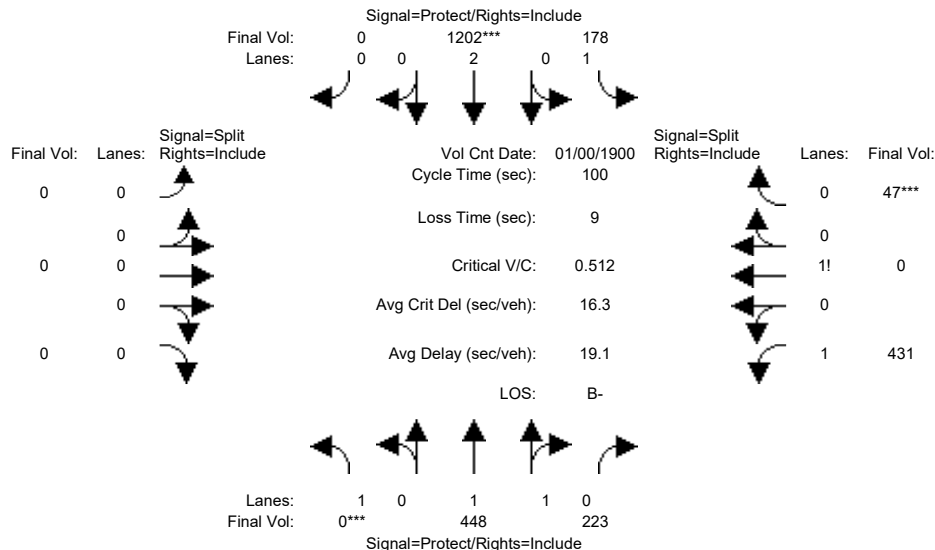
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Tasman East Focus Area Plan
SJ16-1669
Background PM

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

Intersection #12: Lafayette Street / Calle De Luna

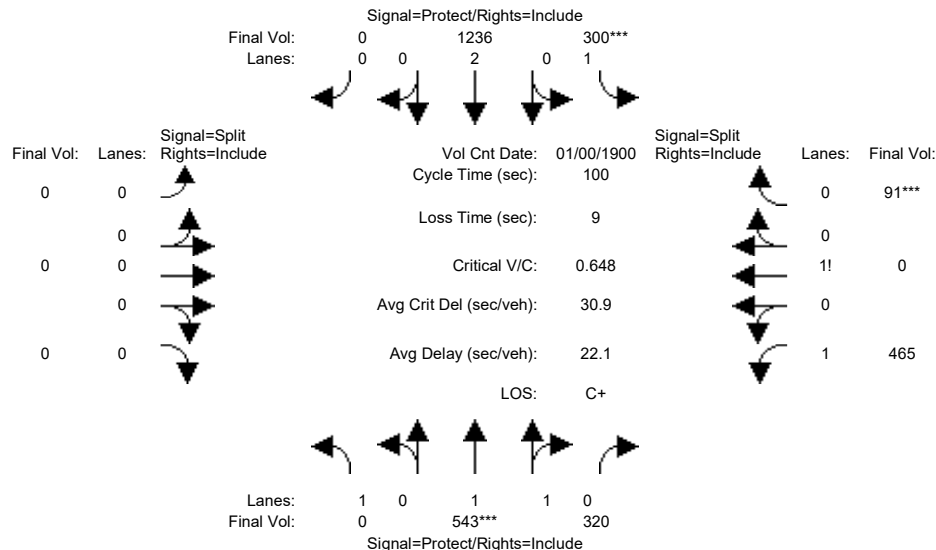


Street Name:	Lafayette Street						Calle De Luna									
Approach:	North Bound			South Bound			East Bound			West Bound						
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	
Min. Green:	7		10		10	7		10		0	0		0	10		10
Y+R:	4.0		4.0		4.0	4.0		4.0		4.0	4.0		4.0	4.0		4.0
Volume Module: >> Count Date:	0 Jan 1900 << 12:00:00 AM															
Base Vol:	0	448	223	178	1202	0	0	0	0	431	0	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:	0	448	223	178	1202	0	0	0	0	431	0	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:	0	448	223	178	1202	0	0	0	0	431	0	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:	0	448	223	178	1202	0	0	0	0	431	0	47				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	448	223	178	1202	0	0	0	0	431	0	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:	0	448	223	178	1202	0	0	0	0	431	0	47				
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	1.32	0.68	1.00	2.00	0.00	0.00	0.00	0.00	1.82	0.00	0.18				
Final Sat.:	1750	2469	1229	1750	3800	0	0	0	0	3187	0	313				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.18	0.18	0.10	0.32	0.00	0.00	0.00	0.00	0.14	0.00	0.15				
Crit Moves:	****				****							****				
Green Time:	0.0	39.6	39.6	22.2	61.7	0.0	0.0	0.0	0.0	29.3	0.0	29.3				
Volume/Cap:	0.00	0.46	0.46	0.46	0.51	0.00	0.00	0.00	0.00	0.46	0.00	0.51				
Delay/Veh:	0.0	22.5	22.5	34.6	10.9	0.0	0.0	0.0	0.0	29.3	0.0	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:	0.0	22.5	22.5	34.6	10.9	0.0	0.0	0.0	0.0	29.3	0.0	29.9				
LOS by Move:	A	C+	C+	C-	B+	A	A	A	A	C	A	C				
HCM2kAvgQ:	0	8	8	5	10	0	0	0	0	7	0	8				
Note: Queue reported is the number of cars per lane.																

Tasman East Focus Area Plan
SJ16-1669
Background PM

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

Intersection #12: Lafayette Street / Calle De Luna

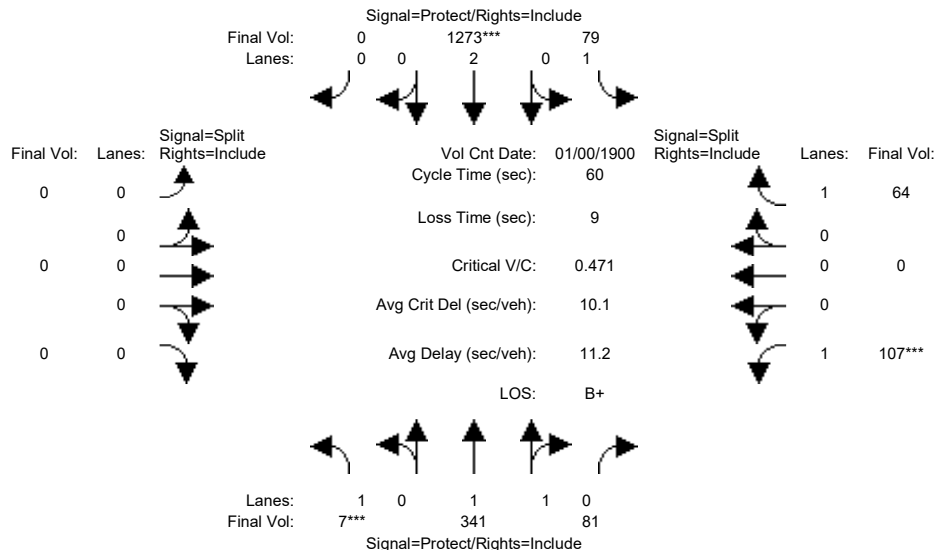


Street Name:	Lafayette Street						Calle De Luna								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
-----	-----			-----			-----			-----			-----		
Min. Green:	7	10	10		7	10	0	0	0	0	10	0	10		
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		
-----	-----			-----			-----			-----			-----		
Volume Module: >>	Count	Date:	0 Jan 1900	<<	12:00:00	AM									
Base Vol:	0	448	223	178	1202	0	0	0	0	431	0	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	1.00		
Initial Bse:	0	448	223	178	1202	0	0	0	0	431	0	47			
Added Vol:	0	95	97	122	34	0	0	0	0	34	0	44			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	0	543	320	300	1236	0	0	0	0	465	0	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:	0	543	320	300	1236	0	0	0	0	465	0	91			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	0	543	320	300	1236	0	0	0	0	465	0	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:	0	543	320	300	1236	0	0	0	0	465	0	91			
-----	-----			-----			-----			-----			-----		
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	1.24	0.76	1.00	2.00	0.00	0.00	0.00	0.00	1.72	0.00	0.28			
Final Sat.:	1750	2327	1371	1750	3800	0	0	0	0	3008	0	492			
-----	-----			-----			-----			-----			-----		
Capacity Analysis Module:															
Vol/Sat:	0.00	0.23	0.23	0.17	0.33	0.00	0.00	0.00	0.00	0.15	0.00	0.18			
Crit Moves:	****			****									****		
Green Time:	0.0	36.0	36.0	26.5	62.5	0.0	0.0	0.0	0.0	28.5	0.0	28.5			
Volume/Cap:	0.00	0.65	0.65	0.65	0.52	0.00	0.00	0.00	0.00	0.54	0.00	0.65			
Delay/Veh:	0.0	27.8	27.8	35.8	10.6	0.0	0.0	0.0	0.0	30.8	0.0	33.1			
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
AdjDel/Veh:	0.0	27.8	27.8	35.8	10.6	0.0	0.0	0.0	0.0	30.8	0.0	33.1			
LOS by Move:	A	C	C	D+	B+	A	A	A	A	C	A	C-			
HCM2kAvgQ:	0	11	11	10	11	0	0	0	0	8	0	10			
Note: Queue reported is the number of cars per lane.															

Tasman East Focus Area Plan
SJ16-1669
Background PM

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

Intersection #13: Lafayette Street / Calle De Primavera

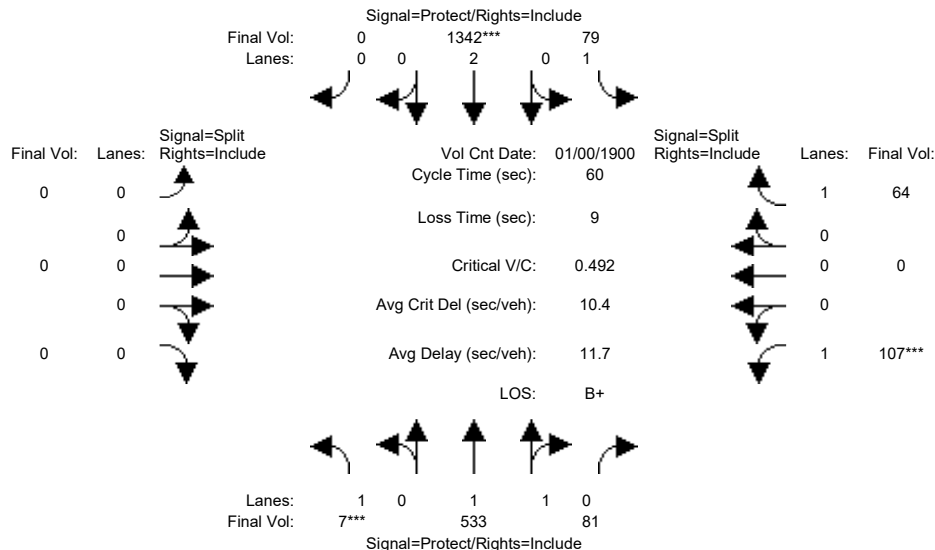


Street Name:	Lafayette Street						Calle De Primavera								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Min. Green:	7		10		10	7		10		10	10		10		10
Y+R:	4.0		4.0		4.0	4.0		4.0		4.0	4.0		4.0		4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM															
Base Vol:	7		341		81	79		1273		0	0		0		64
Growth Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
Initial Bse:	7		341		81	79		1273		0	0		0		64
Added Vol:	0		0		0	0		0		0	0		0		0
PasserByVol:	0		0		0	0		0		0	0		0		0
Initial Fut:	7		341		81	79		1273		0	0		0		64
User Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
PHF Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
PHF Volume:	7		341		81	79		1273		0	0		0		64
Reduct Vol:	0		0		0	0		0		0	0		0		0
Reduced Vol:	7		341		81	79		1273		0	0		0		64
PCE Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
MLF Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
FinalVolume:	7		341		81	79		1273		0	0		0		64
Saturation Flow Module:															
Sat/Lane:	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
Lanes:	1.00		1.61		0.39	1.00		2.00		0.00	0.00		0.00		1.00
Final Sat.:	1750		2989		710	1750		3800		0	0		0		1750
Capacity Analysis Module:															
Vol/Sat:	0.00		0.11		0.11	0.05		0.34		0.00	0.00		0.00		0.04
Crit Moves:	****					****							****		
Green Time:	7.0		24.1		24.1	16.9		34.0		0.0	0.0		0.0		10.0
Volume/Cap:	0.03		0.28		0.28	0.16		0.59		0.00	0.00		0.00		0.22
Delay/Veh:	23.6		12.2		12.2	16.4		8.9		0.0	0.0		0.0		22.0
User DelAdj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
AdjDel/Veh:	23.6		12.2		12.2	16.4		8.9		0.0	0.0		0.0		22.0
LOS by Move:	C		B		B	B		A		A	A		C+		C+
HCM2kAvgQ:	0		3		2	1		8		0	0		0		1
Note: Queue reported is the number of cars per lane.															

Tasman East Focus Area Plan
SJ16-1669
Background PM

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

Intersection #13: Lafayette Street / Calle De Primavera

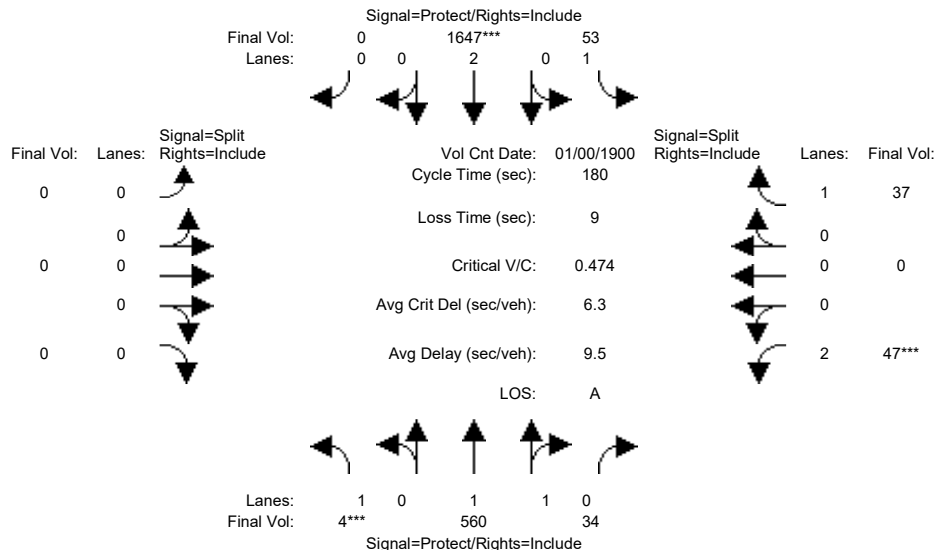


Street Name:	Lafayette Street						Calle De Primavera					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	7	341	81	79	1273	0	0	0	0	107	0	64
Growth Adj:	1.00	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	341	81	79	1273	0	0	0	0	107	0	64
Added Vol:	0	192	0	0	69	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	533	81	79	1342	0	0	0	0	107	0	64
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	533	81	79	1342	0	0	0	0	107	0	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	533	81	79	1342	0	0	0	0	107	0	64
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	7	533	81	79	1342	0	0	0	0	107	0	64
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	1.73	0.27	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1750	3212	488	1750	3800	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.17	0.05	0.35	0.00	0.00	0.00	0.00	0.06	0.00	0.04
Crit Moves:	***			***						***		
Green Time:	7.0	24.1	24.1	16.9	34.0	0.0	0.0	0.0	0.0	10.0	0.0	10.0
Volume/Cap:	0.03	0.41	0.41	0.16	0.62	0.00	0.00	0.00	0.00	0.37	0.00	0.22
Delay/Veh:	23.6	13.1	13.1	16.4	9.3	0.0	0.0	0.0	0.0	23.0	0.0	22.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.6	13.1	13.1	16.4	9.3	0.0	0.0	0.0	0.0	23.0	0.0	22.0
LOS by Move:	C	B	B	B	A	A	A	A	A	C+	A	C+
HCM2kAvgQ:	0	4	4	1	8	0	0	0	0	2	0	1
Note: Queue reported is the number of cars per lane.												

Tasman East Focus Area Plan
SJ16-1669
Background PM

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

Intersection #14: Lafayette Street / Hogan Drive

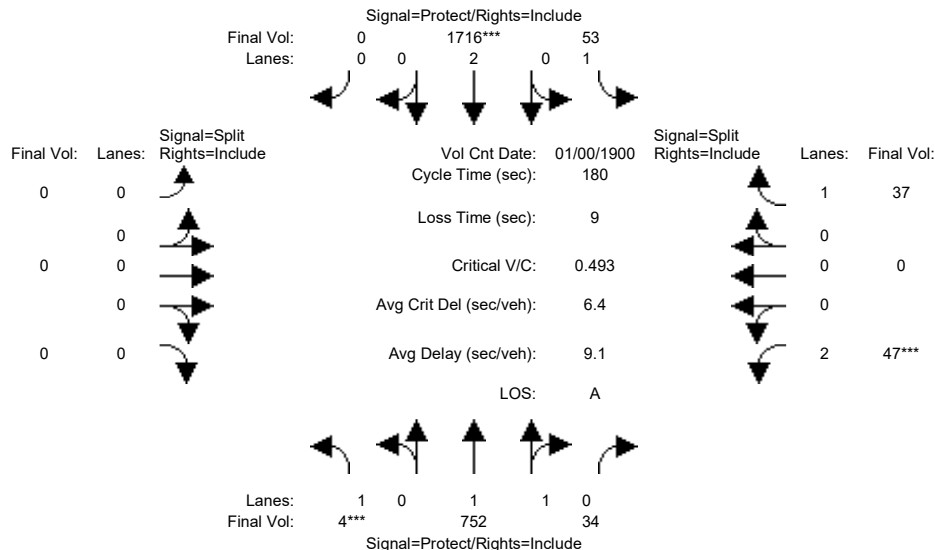


Street Name:	Lafayette Street						Hogan Drive									
Approach:	North Bound			South Bound			East Bound			West Bound						
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	
Min. Green:	7	10	10			7	10	0			0	0	0	10	0	10
Y+R:	4.0	4.0	4.0			4.0	4.0	4.0			4.0	4.0	4.0	4.0	4.0	4.0
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Volume Module: >>	Count	Date:	0	Jan	1900	<<	12:00:00	AM								
Base Vol:	4	560	34			53	1647	0			0	0	0	47	0	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:	4	560	34			53	1647	0			0	0	0	47	0	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:	4	560	34			53	1647	0			0	0	0	47	0	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:	4	560	34			53	1647	0			0	0	0	47	0	37
Reduct Vol:	0	0	0			0	0	0			0	0	0	0	0	0
Reduced Vol:	4	560	34			53	1647	0			0	0	0	47	0	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:	4	560	34			53	1647	0			0	0	0	47	0	37
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
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	0.83	1.00	0.92
Lanes:	1.00	1.88	0.12			1.00	2.00	0.00			0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	1750	3488	212			1750	3800	0			0	0	0	3150	0	1750
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Capacity Analysis Module:																
Vol/Sat:	0.00	0.16	0.16			0.03	0.43	0.00			0.00	0.00	0.00	0.01	0.00	0.02
Crit Moves:	****					****								****		
Green Time:	7.0	130	129.6			31.4	154	0.0			0.0	0.0	0.0	10.0	0.0	10.0
Volume/Cap:	0.06	0.22	0.22			0.17	0.51	0.00			0.00	0.00	0.00	0.27	0.00	0.38
Delay/Veh:	85.0	8.6	8.6			64.5	3.9	0.0			0.0	0.0	0.0	85.2	0.0	93.0
User DelAdj:	1.00	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	8.6	8.6			64.5	3.9	0.0			0.0	0.0	0.0	85.2	0.0	93.0
LOS by Move:	F	A	A			E	A	A			A	A	A	F	A	F
HCM2kAvgQ:	0	13	13			3	36	0			0	0	0	2	0	3
Note: Queue reported is the number of cars per lane.																

Tasman East Focus Area Plan
SJ16-1669
Background PM

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

Intersection #14: Lafayette Street / Hogan Drive

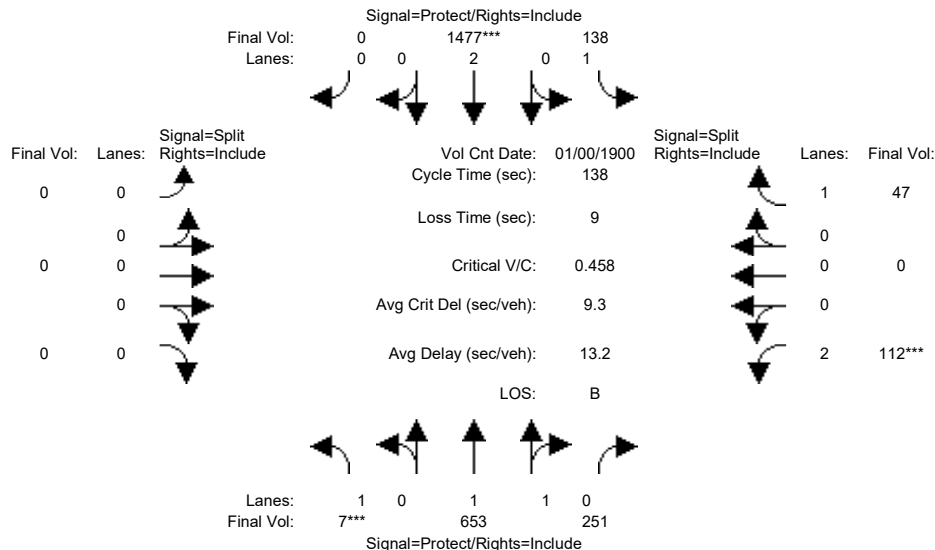


Street Name:	Lafayette Street						Hogan Drive								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Min. Green:	7		10		10	7		10		0	0		0	10	0
Y+R:	4.0		4.0		4.0	4.0		4.0		4.0	4.0		4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM															
Base Vol:	4	560		34	53	1647		0	0	0		47	0		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
Initial Bse:	4	560		34	53	1647		0	0	0		47	0		37
Added Vol:	0	192		0	0	69		0	0	0		0	0		0
PasserByVol:	0	0		0	0	0		0	0	0		0	0		0
Initial Fut:	4	752		34	53	1716		0	0	0		47	0		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
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00
PHF Volume:	4	752		34	53	1716		0	0	0		47	0		37
Reduct Vol:	0	0		0	0	0		0	0	0		0	0		0
Reduced Vol:	4	752		34	53	1716		0	0	0		47	0		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
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00
FinalVolume:	4	752		34	53	1716		0	0	0		47	0		37
Saturation Flow Module:															
Sat/Lane:	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	0.83	1.00	0.92
Lanes:	1.00	1.91		0.09	1.00	2.00		0.00	0.00	0.00		2.00	0.00		1.00
Final Sat.:	1750	3540		160	1750	3800		0	0	0		3150	0		1750
Capacity Analysis Module:															
Vol/Sat:	0.00	0.21		0.21	0.03	0.45		0.00	0.00	0.00		0.01	0.00		0.02
Crit Moves:	****				****							****			
Green Time:	7.0	136		136.1	24.9	154		0.0	0.0	0.0		10.0	0.0		10.0
Volume/Cap:	0.06	0.28		0.28	0.22	0.53		0.00	0.00	0.00		0.27	0.00		0.38
Delay/Veh:	85.0	7.1		7.1	71.0	4.0		0.0	0.0	0.0		85.2	0.0		93.0
User DelAdj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00
AdjDel/Veh:	85.0	7.1		7.1	71.0	4.0		0.0	0.0	0.0		85.2	0.0		93.0
LOS by Move:	F	A		A	E	A		A	A	A		F	A		F
HCM2kAvgQ:	0	17		17	3	38		0	0	0		2	0		3
Note: Queue reported is the number of cars per lane.															

Tasman East Focus Area Plan
SJ16-1669
Background PM

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

Intersection #15: Lafayette Street / Hope Drive

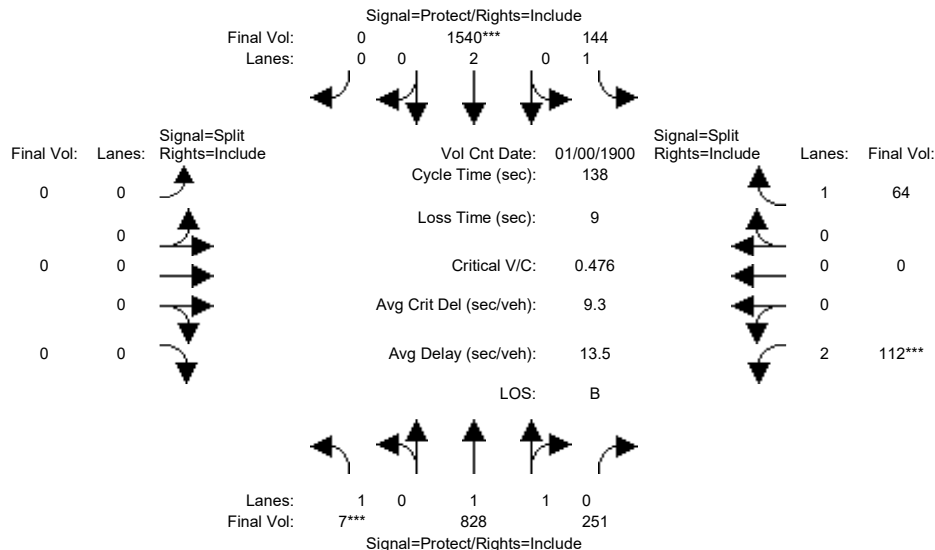


Street Name:	Lafayette Street						Hope Drive									
Approach:	North Bound			South Bound			East Bound			West Bound						
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	
Min. Green:	7	10	10			7	10	0			0	0	0	10	0	10
Y+R:	4.0	4.0	4.0			4.0	4.0	4.0			4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count	Date: 0 Jan 1900 <<			12:00:00 AM												
Base Vol:	7	653	251	138	1477	0	0	0	0	112	0	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	1.00	1.00	1.00	1.00
Initial Bse:	7	653	251	138	1477	0	0	0	0	112	0	47				
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	653	251	138	1477	0	0	0	0	112	0	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	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	653	251	138	1477	0	0	0	0	112	0	47				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	653	251	138	1477	0	0	0	0	112	0	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	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	7	653	251	138	1477	0	0	0	0	112	0	47				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	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	0.83	1.00	0.92				
Lanes:	1.00	1.43	0.57	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00				
Final Sat.:	1750	2672	1027	1750	3800	0	0	0	0	3150	0	1750				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.24	0.24	0.08	0.39	0.00	0.00	0.00	0.00	0.04	0.00	0.03				
Crit Moves:	****				****					****						
Green Time:	7.0	89.8	89.8	29.0	112	0.0	0.0	0.0	0.0	10.2	0.0	10.2				
Volume/Cap:	0.08	0.38	0.38	0.38	0.48	0.00	0.00	0.00	0.00	0.48	0.00	0.36				
Delay/Veh:	64.2	11.6	11.6	49.7	4.6	0.0	0.0	0.0	0.0	68.2	0.0	68.5				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	64.2	11.6	11.6	49.7	4.6	0.0	0.0	0.0	0.0	68.2	0.0	68.5				
LOS by Move:	E	B+	B+	D	A	A	A	A	A	E	A	E				
HCM2kAvgQ:	0	9	9	5	10	0	0	0	0	3	0	2				
Note: Queue reported is the number of cars per lane.																

Tasman East Focus Area Plan
SJ16-1669
Background PM

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

Intersection #15: Lafayette Street / Hope Drive



Street Name:	Lafayette Street						Hope Drive									
Approach:	North Bound			South Bound			East Bound			West Bound						
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	
Min. Green:	7	10	10			7	10	0			0	0	0	10	0	10
Y+R:	4.0	4.0	4.0			4.0	4.0	4.0			4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count	Date: 0 Jan 1900 << 12:00:00 AM															
Base Vol:	7	653	251	138	1477	0	0	0	0	112	0	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	1.00	1.00	1.00	1.00
Initial Bse:	7	653	251	138	1477	0	0	0	0	112	0	47				
Added Vol:	0	175	0	6	63	0	0	0	0	0	0	17				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	7	828	251	144	1540	0	0	0	0	112	0	64				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	828	251	144	1540	0	0	0	0	112	0	64				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	7	828	251	144	1540	0	0	0	0	112	0	64				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	7	828	251	144	1540	0	0	0	0	112	0	64				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	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	0.83	1.00	0.92				
Lanes:	1.00	1.52	0.48	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00				
Final Sat.:	1750	2839	861	1750	3800	0	0	0	0	3150	0	1750				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.29	0.29	0.08	0.41	0.00	0.00	0.00	0.00	0.04	0.00	0.04				
Crit Moves:	****			****						****						
Green Time:	7.0	92.7	92.7	26.2	112	0.0	0.0	0.0	0.0	10.1	0.0	10.1				
Volume/Cap:	0.08	0.43	0.43	0.43	0.50	0.00	0.00	0.00	0.00	0.49	0.00	0.50				
Delay/Veh:	64.2	11.0	11.0	53.5	4.7	0.0	0.0	0.0	0.0	68.6	0.0	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:	64.2	11.0	11.0	53.5	4.7	0.0	0.0	0.0	0.0	68.6	0.0	74.8				
LOS by Move:	E	B+	B+	D-	A	A	A	A	A	E	A	E				
HCM2kAvgQ:	0	11	11	6	11	0	0	0	0	3	0	3				
Note: Queue reported is the number of cars per lane.																

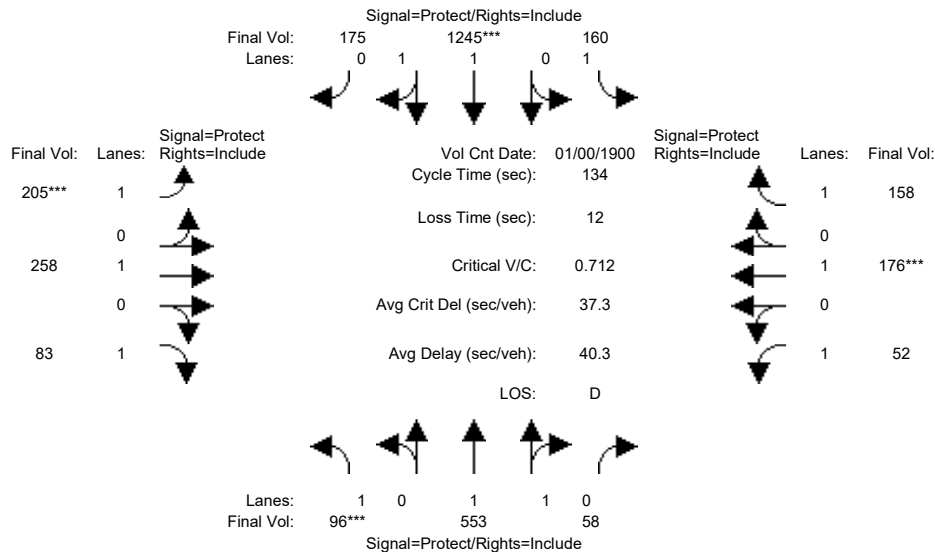
Tasman East Focus Area Plan

SJ16-1669

Background PM

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

Intersection #16: Lafayette Street / Agnew Road



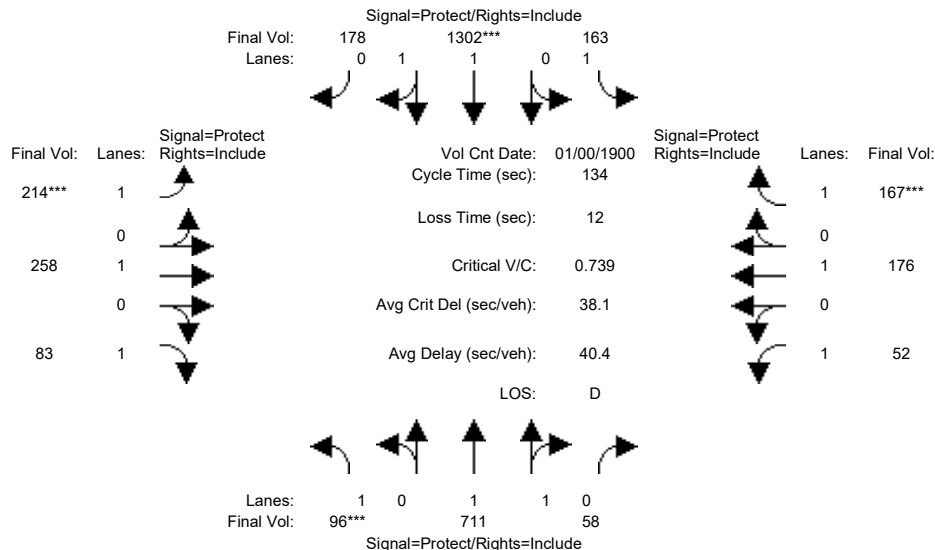
Street Name:	Lafayette Street						Agnew Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:	>> Count Date: 0 Jan 1900 << 12:00:00 AM											
Base Vol:	96	553	58	160	1245	175	205	258	83	52	176	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:	96	553	58	160	1245	175	205	258	83	52	176	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:	96	553	58	160	1245	175	205	258	83	52	176	158
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	553	58	160	1245	175	205	258	83	52	176	158
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	96	553	58	160	1245	175	205	258	83	52	176	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
Final Volume:	96	553	58	160	1245	175	205	258	83	52	176	158
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	1.00	0.92
Lanes:	1.00	1.80	0.20	1.00	1.75	0.25	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3349	351	1750	3244	456	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.17	0.17	0.09	0.38	0.38	0.12	0.14	0.05	0.03	0.09	0.09
Crit Moves:	***			***			***			***		
Green Time:	10.3	53.1	53.1	29.4	72.2	72.2	22.0	28.5	28.5	11.0	17.4	17.4
Volume/Cap:	0.71	0.42	0.42	0.42	0.71	0.71	0.71	0.64	0.22	0.36	0.71	0.69
Delay/Veh:	87.7	30.1	30.1	48.2	25.3	25.3	67.0	55.6	45.0	65.2	71.9	71.8
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:	87.7	30.1	30.1	48.2	25.3	25.3	67.0	55.6	45.0	65.2	71.9	71.8
LOS by Move:	F	C	C	D	C	C	E	E+	D	E	E	E
HCM2kAvgQ:	5	9	9	6	23	23	8	9	3	3	8	8

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

Tasman East Focus Area Plan
SJ16-1669
Background PM

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

Intersection #16: Lafayette Street / Agnew Road

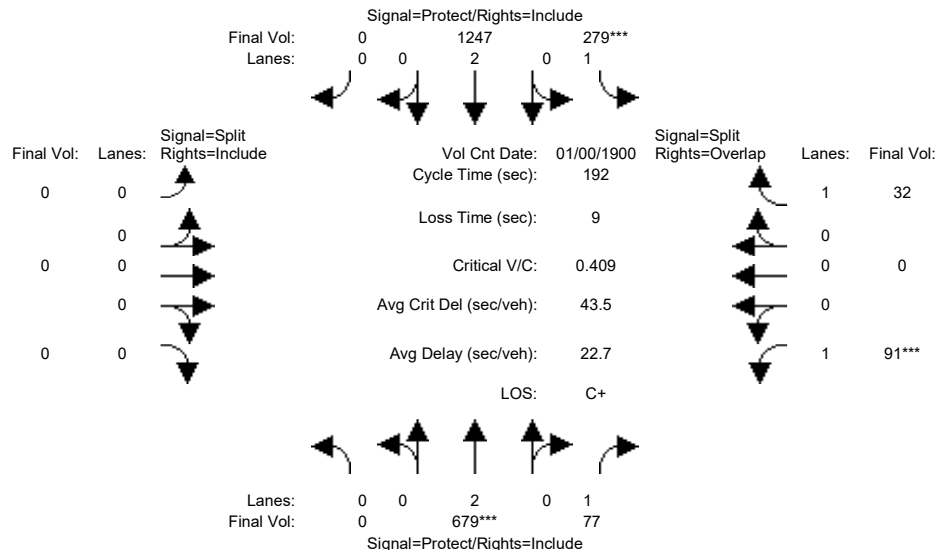


Street Name:	Lafayette Street			Agnew Road		
Approach:	North Bound			South Bound		
Movement:	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM						
Base Vol:	96	553	58	160	1245	175
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	96	553	58	160	1245	175
Added Vol:	0	158	0	3	57	3
PasserByVol:	0	0	0	0	0	0
Initial Fut:	96	711	58	163	1302	178
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	96	711	58	163	1302	178
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	96	711	58	163	1302	178
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	96	711	58	163	1302	178
Saturation Flow Module:						
Sat/Lane:	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.84	0.16	1.00	1.75	0.25
Final Sat.:	1750	3421	279	1750	3255	445
Capacity Analysis Module:						
Vol/Sat:	0.05	0.21	0.21	0.09	0.40	0.40
Crit Moves:	***			***		
Green Time:	10.0	57.0	57.0	25.5	72.6	72.6
Volume/Cap:	0.74	0.49	0.49	0.49	0.74	0.74
Delay/Veh:	91.8	29.0	29.0	53.5	26.0	26.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	91.8	29.0	29.0	53.5	26.0	26.0
LOS by Move:	F	C	C	D-	C	C
HCM2kAvgQ:	5	12	12	6	25	25
Note: Queue reported is the number of cars per lane.						

Tasman East Focus Area Plan
SJ16-1669
Background PM

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

Intersection #17: Lafayette Street / Montague Expressway WB

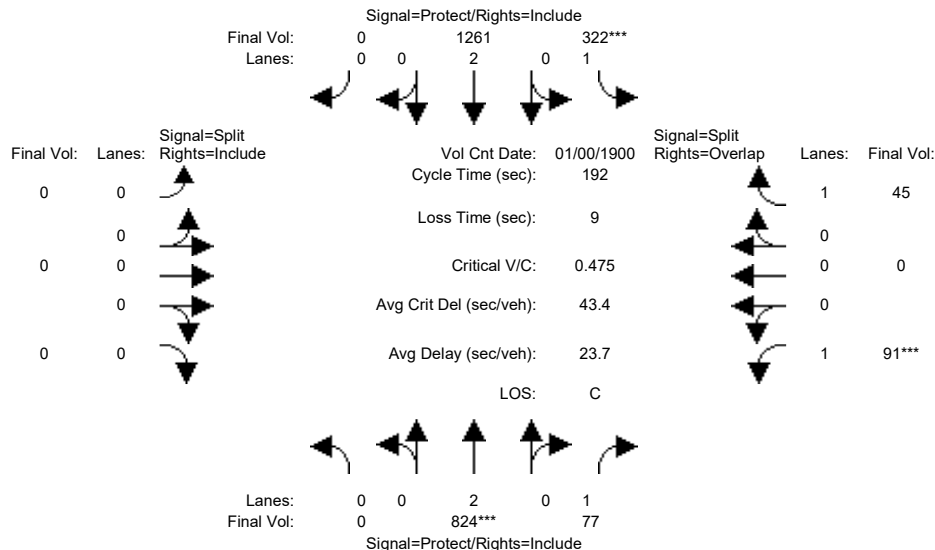


Street Name:	Lafayette Street						Montague Expressway WB					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	0 Jan 1900 << 12:00:00 AM											
Base Vol:	0	679	77	279	1247	0	0	0	0	91	0	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:	0	679	77	279	1247	0	0	0	0	91	0	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:	0	679	77	279	1247	0	0	0	0	91	0	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:	0	679	77	279	1247	0	0	0	0	91	0	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	679	77	279	1247	0	0	0	0	91	0	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
Final Volume:	0	679	77	279	1247	0	0	0	0	91	0	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	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3800	1750	1750	3800	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.04	0.16	0.33	0.00	0.00	0.00	0.00	0.05	0.00	0.02
Crit Moves:	****			****			****			****		
Green Time:	0.0	83.8	83.8	74.8	159	0.0	0.0	0.0	0.0	24.4	0.0	99.2
Volume/Cap:	0.00	0.41	0.10	0.41	0.40	0.00	0.00	0.00	0.00	0.41	0.00	0.04
Delay/Veh:	0.0	37.9	32.1	44.4	4.7	0.0	0.0	0.0	0.0	82.7	0.0	22.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	37.9	32.1	44.4	4.7	0.0	0.0	0.0	0.0	82.7	0.0	22.9
LOS by Move:	A	D+	C-	D	A	A	A	A	A	F	A	C+
HCM2kAvgQ:	0	14	3	12	10	0	0	0	0	6	0	1
Note: Queue reported is the number of cars per lane.												

Tasman East Focus Area Plan
SJ16-1669
Background PM

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

Intersection #17: Lafayette Street / Montague Expressway WB

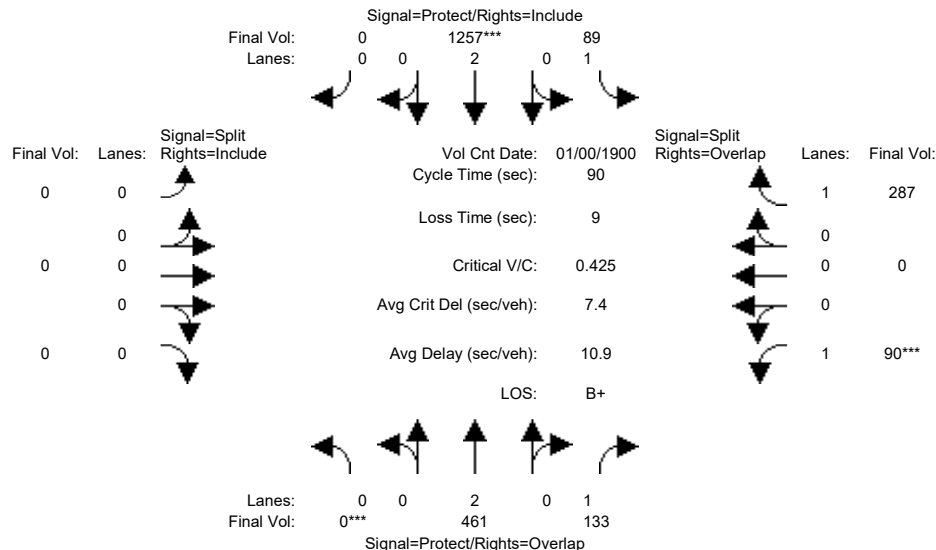


Street Name:	Lafayette Street						Montague Expressway WB					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	679	77	279	1247	0	0	0	0	91	0	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:	0	679	77	279	1247	0	0	0	0	91	0	32
Added Vol:	0	145	0	43	14	0	0	0	0	0	0	13
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	824	77	322	1261	0	0	0	0	91	0	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	824	77	322	1261	0	0	0	0	91	0	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	824	77	322	1261	0	0	0	0	91	0	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	824	77	322	1261	0	0	0	0	91	0	45
Saturation Flow Module:												
Sat/Lane:	1900	1900	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	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3800	1750	1750	3800	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.22	0.04	0.18	0.33	0.00	0.00	0.00	0.00	0.05	0.00	0.03
Crit Moves:	****			****			****			****		
Green Time:	0.0	87.6	87.6	74.4	162	0.0	0.0	0.0	0.0	21.0	0.0	95.4
Volume/Cap:	0.00	0.48	0.10	0.48	0.39	0.00	0.00	0.00	0.00	0.48	0.00	0.05
Delay/Veh:	0.0	37.2	29.9	46.5	3.9	0.0	0.0	0.0	0.0	88.5	0.0	25.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	37.2	29.9	46.5	3.9	0.0	0.0	0.0	0.0	88.5	0.0	25.1
LOS by Move:	A	D+	C	D	A	A	A	A	A	F	A	C
HCM2kAvgQ:	0	17	3	15	9	0	0	0	0	6	0	1
Note: Queue reported is the number of cars per lane.												

Tasman East Focus Area Plan
SJ16-1669
Background PM

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

Intersection #18: Lafayette Street / Montague Expressway EB

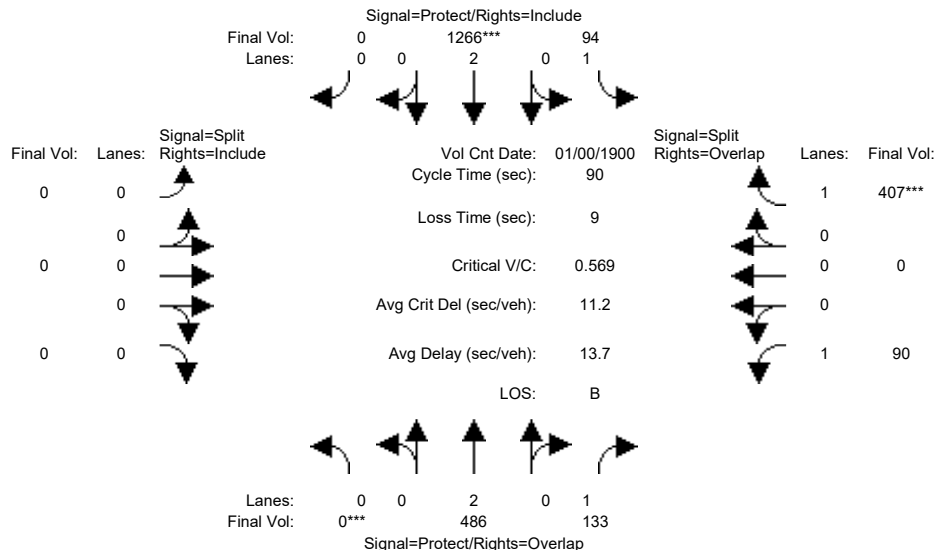


Street Name:	Lafayette Street						Montague Expressway EB								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Min. Green:	0	10	10		7	10	0		0	0	0		10	0	10
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Volume Module: >>	Count	Date:	0	Jan	1900	<<	12:00:00	AM							
Base Vol:	0	461	133		89	1257	0		0	0	0		90	0	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:	0	461	133		89	1257	0		0	0	0		90	0	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:	0	461	133		89	1257	0		0	0	0		90	0	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:	0	461	133		89	1257	0		0	0	0		90	0	287
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0
Reduced Vol:	0	461	133		89	1257	0		0	0	0		90	0	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:	0	461	133		89	1257	0		0	0	0		90	0	287
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Saturation Flow Module:															
Sat/Lane:	1900	1900	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		1.00	2.00	0.00		0.00	0.00	0.00		1.00	0.00	1.00
Final Sat.:	0	3800	1750		1750	3800	0		0	0	0		1750	0	1750
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Capacity Analysis Module:															
Vol/Sat:	0.00	0.12	0.08		0.05	0.33	0.00		0.00	0.00	0.00		0.05	0.00	0.16
Crit Moves:	****					****							****		
Green Time:	0.0	39.2	55.9		25.1	64.3	0.0		0.0	0.0	0.0		16.7	0.0	41.8
Volume/Cap:	0.00	0.28	0.12		0.18	0.46	0.00		0.00	0.00	0.00		0.28	0.00	0.35
Delay/Veh:	0.0	16.4	7.0		24.8	5.6	0.0		0.0	0.0	0.0		31.9	0.0	15.7
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	16.4	7.0		24.8	5.6	0.0		0.0	0.0	0.0		31.9	0.0	15.7
LOS by Move:	A	B	A		C	A	A		A	A	A		C	A	B
HCM2kAvgQ:	0	4	2		2	7	0		0	0	0		2	0	6
Note: Queue reported is the number of cars per lane.															

Tasman East Focus Area Plan
SJ16-1669
Background PM

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

Intersection #18: Lafayette Street / Montague Expressway EB



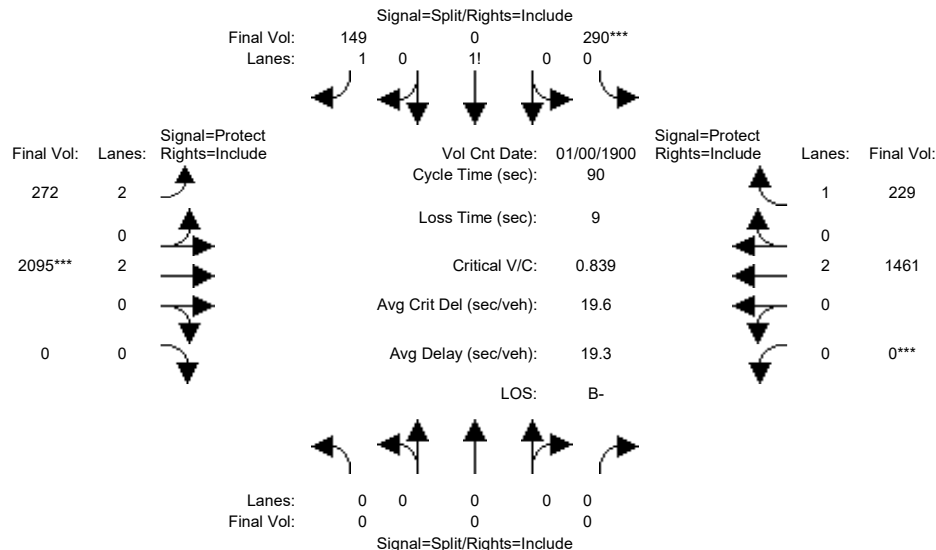
Street Name:	Lafayette Street						Montague Expressway EB									
Approach:	North Bound			South Bound			East Bound			West Bound						
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	
Min. Green:	0	10	10			7	10	0			0	0	0	10	0	10
Y+R:	4.0	4.0	4.0			4.0	4.0	4.0			4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	0 Jan 1900 << 12:00:00 AM															
Base Vol:	0	461	133			89	1257	0			0	0	0	90	0	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:	0	461	133			89	1257	0			0	0	0	90	0	287
Added Vol:	0	25	0			5	9	0			0	0	0	0	0	120
PasserByVol:	0	0	0			0	0	0			0	0	0	0	0	0
Initial Fut:	0	486	133			94	1266	0			0	0	0	90	0	407
User Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	486	133			94	1266	0			0	0	0	90	0	407
Reduct Vol:	0	0	0			0	0	0			0	0	0	0	0	0
Reduced Vol:	0	486	133			94	1266	0			0	0	0	90	0	407
PCE Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	486	133			94	1266	0			0	0	0	90	0	407
Saturation Flow Module:																
Sat/Lane:	1900	1900	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			1.00	2.00	0.00			0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3800	1750			1750	3800	0			0	0	0	1750	0	1750
Capacity Analysis Module:																
Vol/Sat:	0.00	0.13	0.08			0.05	0.33	0.00			0.00	0.00	0.00	0.05	0.00	0.23
Crit Moves:	****					****										****
Green Time:	0.0	34.4	60.1			20.9	55.3	0.0			0.0	0.0	0.0	25.7	0.0	46.6
Volume/Cap:	0.00	0.33	0.11			0.23	0.54	0.00			0.00	0.00	0.00	0.18	0.00	0.45
Delay/Veh:	0.0	19.8	5.4			28.3	10.3	0.0			0.0	0.0	0.0	24.4	0.0	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:	0.0	19.8	5.4			28.3	10.3	0.0			0.0	0.0	0.0	24.4	0.0	14.0
LOS by Move:	A	B-	A			C	B+	A			A	A	A	C	A	B
HCM2kAvgQ:	0	5	1			2	10	0			0	0	0	2	0	8
Note: Queue reported is the number of cars per lane.																

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

Tasman East Focus Area Plan
SJ16-1669
Background PM

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

Intersection #21: Calle Del Sol / Tasman Drive

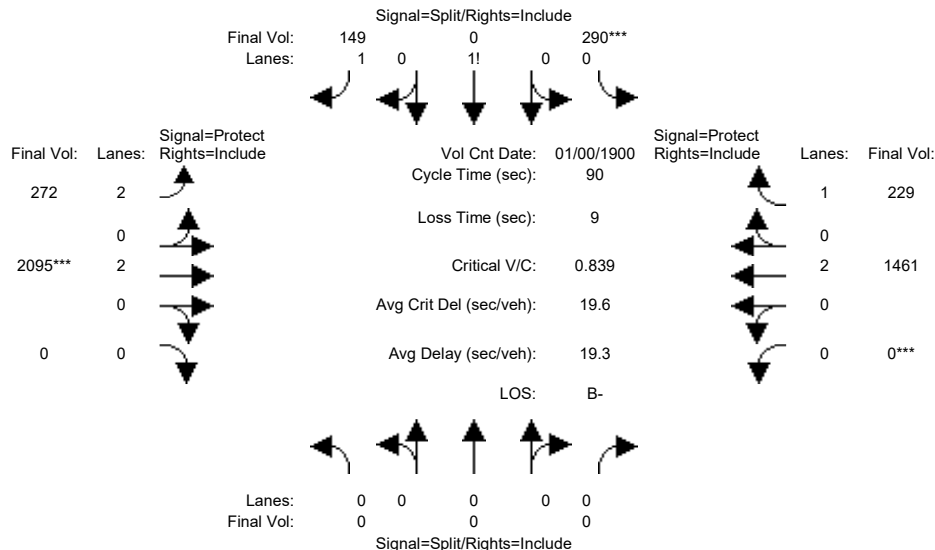


Street Name:	Calle Del Sol						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	0 Jan 1900 << 12:00:00 AM											
Base Vol:	0	0	0	290	0	149	272	2095	0	0	1461	229
Growth Adj:	1.00	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	290	0	149	272	2095	0	0	1461	229
Added Vol:	0	0	0	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	290	0	149	272	2095	0	0	1461	229
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	290	0	149	272	2095	0	0	1461	229
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	290	0	149	272	2095	0	0	1461	229
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	290	0	149	272	2095	0	0	1461	229
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.79	0.00	1.21	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1424	0	2116	3150	3800	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.20	0.00	0.07	0.09	0.55	0.00	0.00	0.38	0.13
Crit Moves:				****				****				****
Green Time:	0.0	0.0	0.0	21.9	0.0	21.9	10.8	59.1	0.0	0.0	48.3	48.3
Volume/Cap:	0.00	0.00	0.00	0.84	0.00	0.29	0.72	0.84	0.00	0.00	0.72	0.24
Delay/Veh:	0.0	0.0	0.0	43.9	0.0	27.9	44.5	14.5	0.0	0.0	16.9	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:	0.0	0.0	0.0	43.9	0.0	27.9	44.5	14.5	0.0	0.0	16.9	11.3
LOS by Move:	A	A	A	D	A	C	D	B	A	A	B	B+
HCM2kAvgQ:	0	0	0	13	0	3	4	20	0	0	15	3
Note: Queue reported is the number of cars per lane.												

Tasman East Focus Area Plan
SJ16-1669
Background PM

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

Intersection #21: Calle Del Sol / Tasman Drive

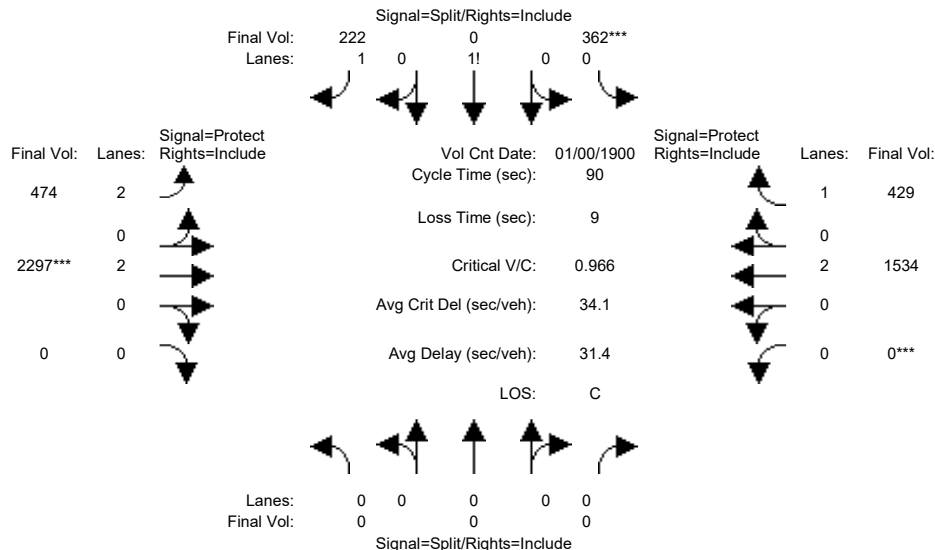


Street Name:	Calle Del Sol						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	0	0	290	0	149	272	2095	0	0	1461	229
Growth Adj:	1.00	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	290	0	149	272	2095	0	0	1461	229
Added Vol:	0	0	0	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	290	0	149	272	2095	0	0	1461	229
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	290	0	149	272	2095	0	0	1461	229
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	290	0	149	272	2095	0	0	1461	229
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	290	0	149	272	2095	0	0	1461	229
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.79	0.00	1.21	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1424	0	2116	3150	3800	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.20	0.00	0.07	0.09	0.55	0.00	0.00	0.38	0.13
Crit Moves:				****				****				****
Green Time:	0.0	0.0	0.0	21.9	0.0	21.9	10.8	59.1	0.0	0.0	48.3	48.3
Volume/Cap:	0.00	0.00	0.00	0.84	0.00	0.29	0.72	0.84	0.00	0.00	0.72	0.24
Delay/Veh:	0.0	0.0	0.0	43.9	0.0	27.9	44.5	14.5	0.0	0.0	16.9	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:	0.0	0.0	0.0	43.9	0.0	27.9	44.5	14.5	0.0	0.0	16.9	11.3
LOS by Move:	A	A	A	D	A	C	D	B	A	A	B	B+
HCM2kAvgQ:	0	0	0	13	0	3	4	20	0	0	15	3
Note: Queue reported is the number of cars per lane.												

Tasman East Focus Area Plan
SJ16-1669
Background PM

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

Intersection #21: Calle Del Sol / Tasman Drive

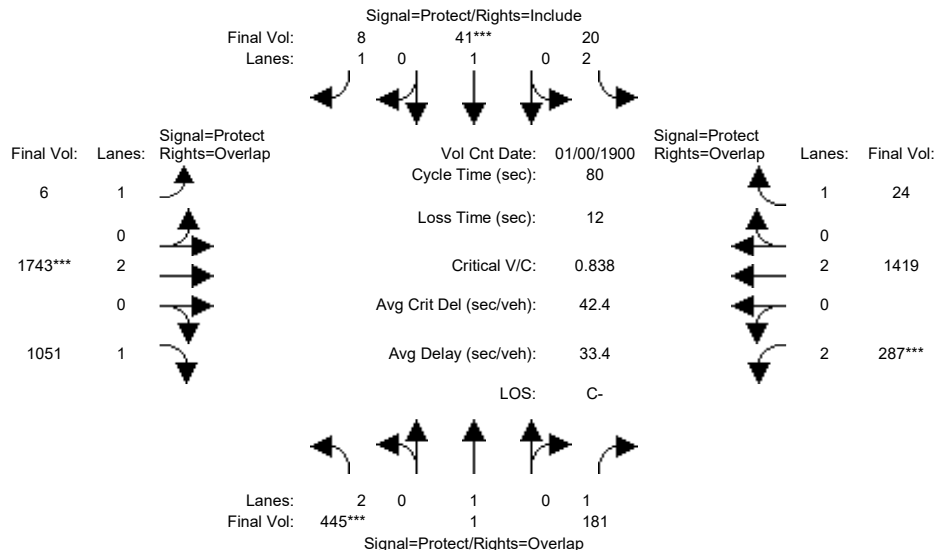


Street Name:	Calle Del Sol						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	0	0	290	0	149	272	2095	0	0	1461	229
Growth Adj:	1.00	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	290	0	149	272	2095	0	0	1461	229
Added Vol:	0	0	0	72	0	73	202	202	0	0	73	200
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	362	0	222	474	2297	0	0	1534	429
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	362	0	222	474	2297	0	0	1534	429
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	362	0	222	474	2297	0	0	1534	429
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	362	0	222	474	2297	0	0	1534	429
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.76	0.00	1.24	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1368	0	2170	3150	3800	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.26	0.00	0.10	0.15	0.60	0.00	0.00	0.40	0.25
Crit Moves:				****				****				****
Green Time:	0.0	0.0	0.0	24.7	0.0	24.7	15.3	56.3	0.0	0.0	41.0	41.0
Volume/Cap:	0.00	0.00	0.00	0.97	0.00	0.37	0.89	0.97	0.00	0.00	0.89	0.54
Delay/Veh:	0.0	0.0	0.0	60.3	0.0	26.6	52.6	27.4	0.0	0.0	28.2	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:	0.0	0.0	0.0	60.3	0.0	26.6	52.6	27.4	0.0	0.0	28.2	18.4
LOS by Move:	A	A	A	E	A	C	D-	C	A	A	C	B-
HCM2kAvgQ:	0	0	0	19	0	5	7	29	0	0	19	9
Note: Queue reported is the number of cars per lane.												

Tasman East Focus Area Plan
SJ16-1669
Background PM

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

Intersection #24: Lick Mill Boulevard / Tasman Drive

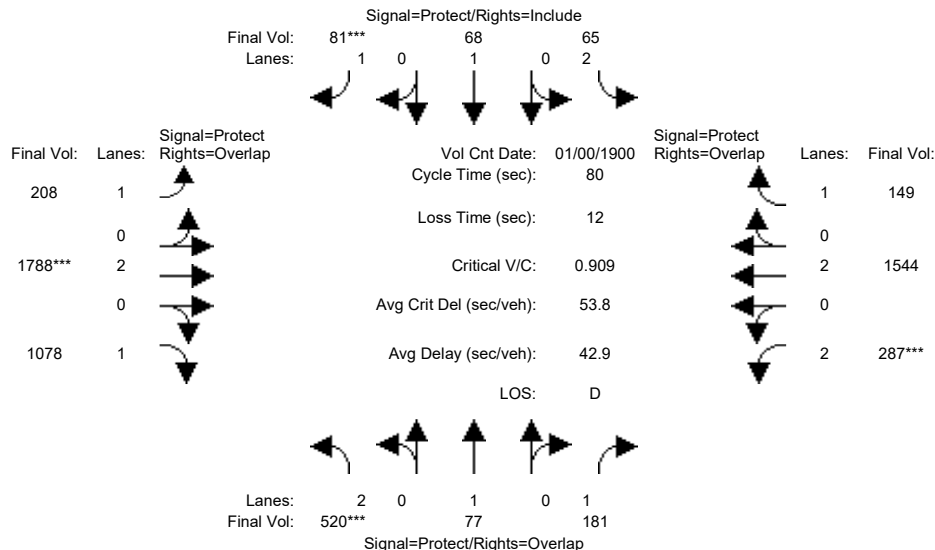


Street Name:	Lick Mill Boulevard						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	445	1	181	20	41	8	6	1743	1051	287	1419	24
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	445	1	181	20	41	8	6	1743	1051	287	1419	24
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	445	1	181	20	41	8	6	1743	1051	287	1419	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	445	1	181	20	41	8	6	1743	1051	287	1419	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	445	1	181	20	41	8	6	1743	1051	287	1419	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	445	1	181	20	41	8	6	1743	1051	287	1419	24
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	1.00	1.00	2.00	1.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	1900	1750	3150	1900	1750	1750	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.14	0.00	0.10	0.01	0.02	0.00	0.00	0.46	0.60	0.09	0.37	0.01
Crit Moves:	***			***			***			***		
Green Time:	11.9	12.9	20.5	9.0	10.0	10.0	8.8	38.5	50.4	7.6	37.4	46.4
Volume/Cap:	0.95	0.00	0.40	0.06	0.17	0.04	0.03	0.95	0.95	0.95	0.80	0.02
Delay/Veh:	63.8	28.2	25.3	31.8	31.6	30.8	31.9	31.8	30.9	75.3	20.8	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:	63.8	28.2	25.3	31.8	31.6	30.8	31.9	31.8	30.9	75.3	20.8	7.2
LOS by Move:	E	C	C	C	C	C	C	C	C	E-	C+	A
HCM2kAvgQ:	8	0	4	0	1	0	0	22	28	5	15	0
Note: Queue reported is the number of cars per lane.												

Tasman East Focus Area Plan
SJ16-1669
Background PM

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

Intersection #24: Lick Mill Boulevard / Tasman Drive

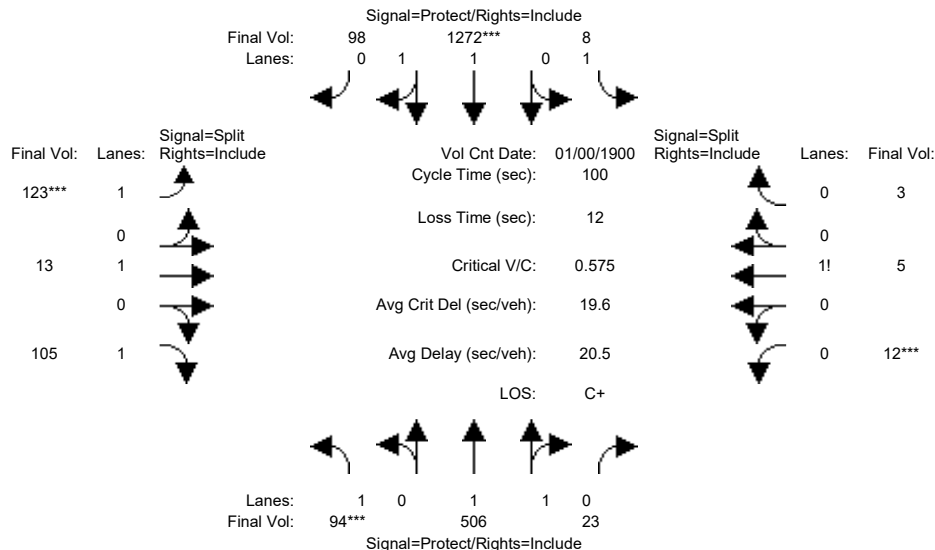


Street Name:	Lick Mill Boulevard						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	445	1	181	20	41	8	6	1743	1051	287	1419	24
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	445	1	181	20	41	8	6	1743	1051	287	1419	24
Added Vol:	75	76	0	45	27	73	202	45	27	0	125	125
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	520	77	181	65	68	81	208	1788	1078	287	1544	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:	520	77	181	65	68	81	208	1788	1078	287	1544	149
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	520	77	181	65	68	81	208	1788	1078	287	1544	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
Final Volume:	520	77	181	65	68	81	208	1788	1078	287	1544	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	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	1.00	1.00	2.00	1.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	1900	1750	3150	1900	1750	1750	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.17	0.04	0.10	0.02	0.04	0.05	0.12	0.47	0.62	0.09	0.41	0.09
Crit Moves:	***					***		***		***		
Green Time:	13.2	13.6	20.9	9.5	10.0	10.0	10.1	37.6	50.7	7.3	34.7	44.2
Volume/Cap:	1.00	0.24	0.40	0.17	0.29	0.37	0.94	1.00	0.97	1.00	0.94	0.15
Delay/Veh:	73.5	29.1	24.9	31.9	32.4	33.2	77.7	43.1	34.3	90.2	32.3	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:	73.5	29.1	24.9	31.9	32.4	33.2	77.7	43.1	34.3	90.2	32.3	8.8
LOS by Move:	E	C	C	C	C-	C-	E-	D	C-	F	C-	A
HCM2kAvgQ:	10	2	4	1	2	2	6	23	27	6	20	2
Note: Queue reported is the number of cars per lane.												

Tasman East Focus Area Plan
SJ16-1669
Background PM

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

Intersection #25: Lick Mill Boulevard / Hope Drive

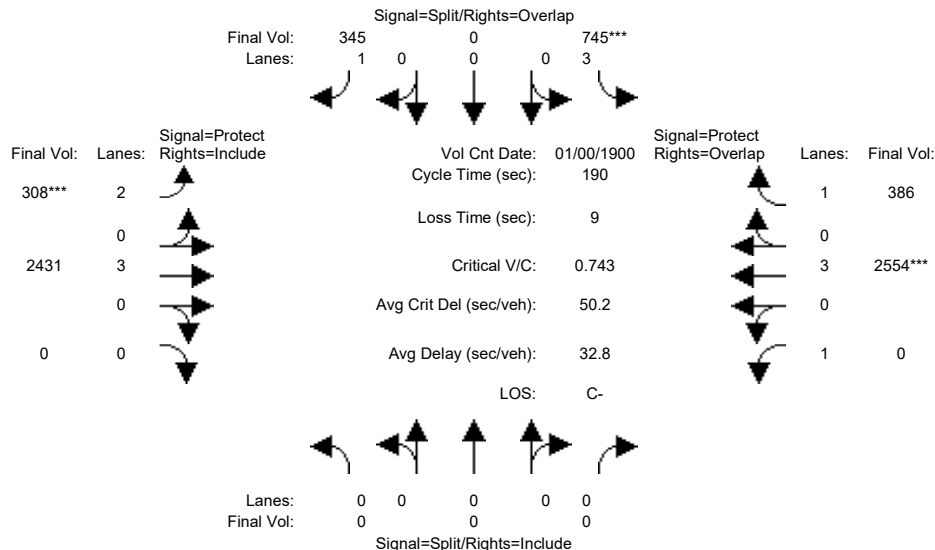


Street Name:	Lick Mill Boulevard			Hope Drive		
Approach:	North Bound			South Bound		
Movement:	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM						
Base Vol:	94	371	23	8	1224	92
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	94	371	23	8	1224	92
Added Vol:	0	135	0	0	48	6
PasserByVol:	0	0	0	0	0	0
Initial Fut:	94	506	23	8	1272	98
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	94	506	23	8	1272	98
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	94	506	23	8	1272	98
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	94	506	23	8	1272	98
Saturation Flow Module:						
Sat/Lane:	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95
Lanes:	1.00	1.91	0.09	1.00	1.85	0.15
Final Sat.:	1750	3539	161	1750	3435	265
Capacity Analysis Module:						
Vol/Sat:	0.05	0.14	0.14	0.00	0.37	0.37
Crit Moves:	***			***		
Green Time:	8.5	44.9	44.9	22.0	58.4	58.4
Volume/Cap:	0.63	0.32	0.32	0.02	0.63	0.63
Delay/Veh:	52.9	17.8	17.8	30.6	14.3	14.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.9	17.8	17.8	30.6	14.3	14.3
LOS by Move:	D-	B	B	C	B	B
HCM2kAvgQ:	4	5	5	0	14	14
Note: Queue reported is the number of cars per lane.						

Tasman East Focus Area Plan
SJ16-1669
Background PM

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

Intersection #26: Lick Mill Boulevard / Montague Expressway



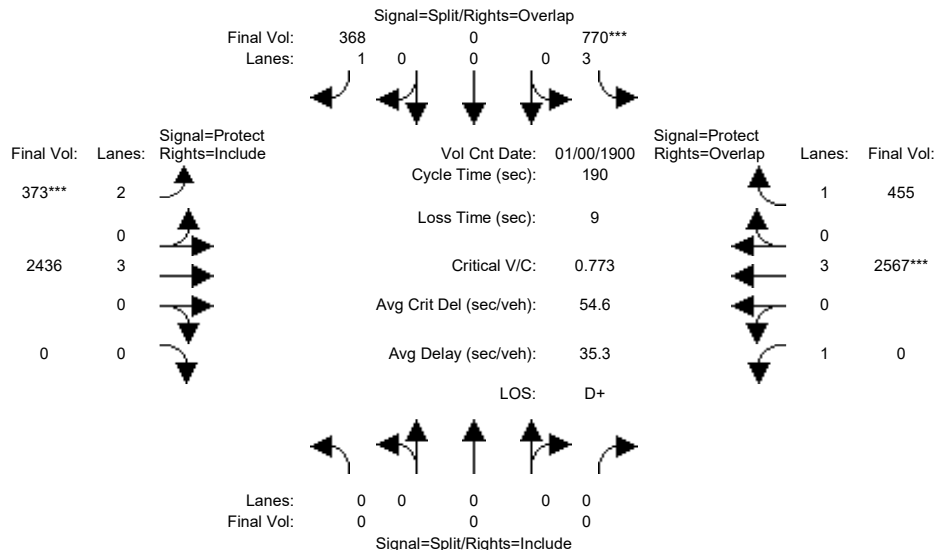
Street Name:	Lick Mill Boulevard						Montague Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	31	0	31	29	157	0	2	130	130
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count	Date: 0 Jan 1900 << 12:00:00 AM											
Base Vol:	0	0	0	745	0	345	308	2431	0	0	2554	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:	0	0	0	745	0	345	308	2431	0	0	2554	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:	0	0	0	745	0	345	308	2431	0	0	2554	386
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	745	0	345	308	2431	0	0	2554	386
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	745	0	345	308	2431	0	0	2554	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
Final Volume:	0	0	0	745	0	345	308	2431	0	0	2554	386
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.80	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	3.00	0.00	1.00	2.00	3.00	0.00	1.00	3.00	1.00
Final Sat.:	0	0	0	4551	0	1750	3150	5700	0	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.16	0.00	0.20	0.10	0.43	0.00	0.00	0.45	0.22
Crit Moves:				****				****				****
Green Time:	0.0	0.0	0.0	29.6	0.0	57.3	27.7	152	0.0	0.0	124	153.7
Volume/Cap:	0.00	0.00	0.00	1.05	0.00	0.65	0.67	0.53	0.00	0.00	0.69	0.27
Delay/Veh:	0.0	0.0	0.0	131.9	0.0	63.4	84.3	7.1	0.0	0.0	22.2	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:	0.0	0.0	0.0	131.9	0.0	63.4	84.3	7.1	0.0	0.0	22.2	4.8
LOS by Move:	A	A	A	F	A	E	F	A	A	A	C+	A
HCM2kAvgQ:	0	0	0	24	0	20	10	16	0	0	30	6

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

Tasman East Focus Area Plan
SJ16-1669
Background PM

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

Intersection #26: Lick Mill Boulevard / Montague Expressway

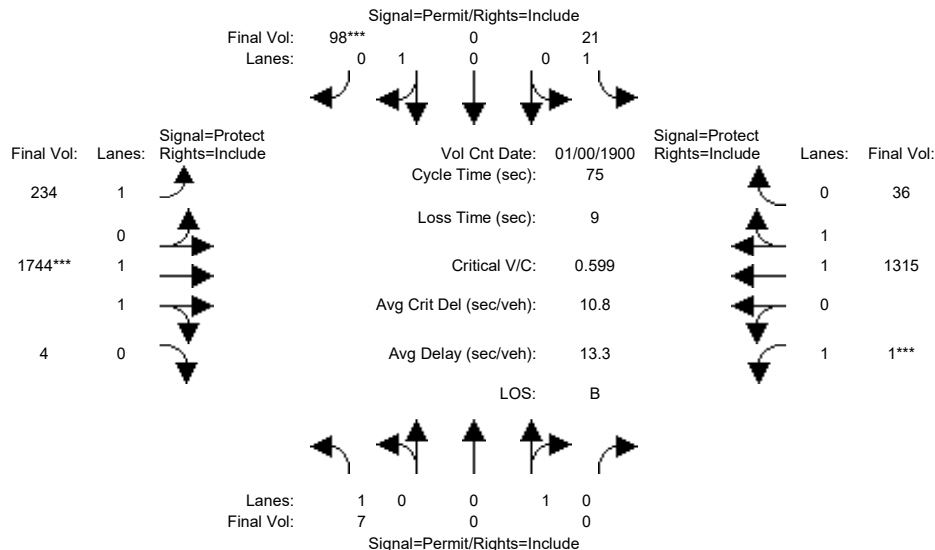


Street Name:	Lick Mill Boulevard						Montague Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	31	0	31	29	157	0	2	130	130
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	0 Jan 1900 << 12:00:00 AM											
Base Vol:	0	0	0	745	0	345	308	2431	0	0	2554	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:	0	0	0	745	0	345	308	2431	0	0	2554	386
Added Vol:	0	0	0	25	0	23	65	5	0	0	13	69
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	770	0	368	373	2436	0	0	2567	455
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	770	0	368	373	2436	0	0	2567	455
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	770	0	368	373	2436	0	0	2567	455
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	770	0	368	373	2436	0	0	2567	455
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.80	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	3.00	0.00	1.00	2.00	3.00	0.00	1.00	3.00	1.00
Final Sat.:	0	0	0	4551	0	1750	3150	5700	0	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.17	0.00	0.21	0.12	0.43	0.00	0.00	0.45	0.26
Crit Moves:	****											
Green Time:	0.0	0.0	0.0	29.6	0.0	57.3	27.7	152	0.0	0.0	124	153.7
Volume/Cap:	0.00	0.00	0.00	1.09	0.00	0.70	0.81	0.53	0.00	0.00	0.69	0.32
Delay/Veh:	0.0	0.0	0.0	143.6	0.0	65.6	92.9	7.1	0.0	0.0	22.3	5.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	143.6	0.0	65.6	92.9	7.1	0.0	0.0	22.3	5.0
LOS by Move:	A	A	A	F	A	E	F	A	A	A	C+	A
HCM2kAvgQ:	0	0	0	26	0	22	12	16	0	0	30	7
Note: Queue reported is the number of cars per lane.												

Tasman East Focus Area Plan
SJ16-1669
Background PM

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

Intersection #27: Renaissance Drive / Tasman Drive

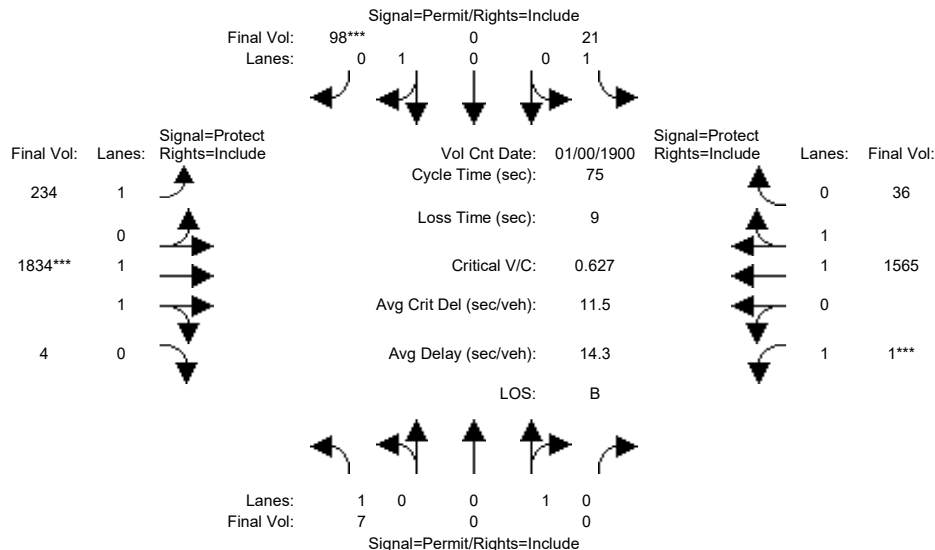


Street Name:	Renaissance Drive						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	-	T	-	R		L	-	T	-	R	
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	7	0	0	21	0	98	234	1744	4	1	1315	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:	7	0	0	21	0	98	234	1744	4	1	1315	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:	7	0	0	21	0	98	234	1744	4	1	1315	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:	7	0	0	21	0	98	234	1744	4	1	1315	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	0	0	21	0	98	234	1744	4	1	1315	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
Final Volume:	7	0	0	21	0	98	234	1744	4	1	1315	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	0.95	0.92	0.97	0.95	0.92	0.97	0.95
Lanes:	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.99	0.01	1.00	1.95	0.05
Final Sat.:	1750	1900	0	1750	0	1800	1750	3692	8	1750	3601	99
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.05	0.13	0.47	0.47	0.00	0.37	0.37
Crit Moves:	****											
Green Time:	10.0	0.0	0.0	10.0	0.0	10.0	15.0	49.0	49.0	7.0	41.0	41.0
Volume/Cap:	0.03	0.00	0.00	0.09	0.00	0.41	0.67	0.72	0.72	0.01	0.67	0.67
Delay/Veh:	28.3	0.0	0.0	28.7	0.0	30.9	32.6	9.6	9.6	30.9	13.0	13.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.3	0.0	0.0	28.7	0.0	30.9	32.6	9.6	9.6	30.9	13.0	13.0
LOS by Move:	C	A	A	C	A	C	C-	A	A	C	B	B
HCM2kAvgQ:	0	0	0	1	0	3	5	13	13	0	11	11
Note: Queue reported is the number of cars per lane.												

Tasman East Focus Area Plan
SJ16-1669
Background PM

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

Intersection #27: Renaissance Drive / Tasman Drive

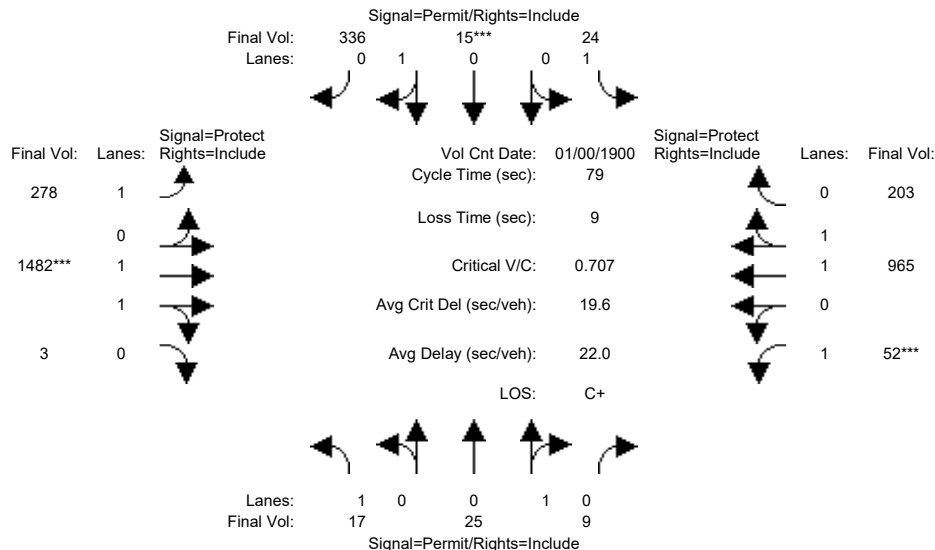


Street Name:	Renaissance Drive						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	7	0	0	21	0	98	234	1744	4	1	1315	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:	7	0	0	21	0	98	234	1744	4	1	1315	36
Added Vol:	0	0	0	0	0	0	0	90	0	0	250	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	0	0	21	0	98	234	1834	4	1	1565	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:	7	0	0	21	0	98	234	1834	4	1	1565	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	0	0	21	0	98	234	1834	4	1	1565	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
Final Volume:	7	0	0	21	0	98	234	1834	4	1	1565	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	0.95	0.92	0.97	0.95	0.92	0.97	0.95
Lanes:	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.99	0.01	1.00	1.95	0.05
Final Sat.:	1750	1900	0	1750	0	1800	1750	3692	8	1750	3617	83
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.05	0.13	0.50	0.50	0.00	0.43	0.43
Crit Moves:	****											
Green Time:	10.0	0.0	0.0	10.0	0.0	10.0	13.2	49.0	49.0	7.0	42.8	42.8
Volume/Cap:	0.03	0.00	0.00	0.09	0.00	0.41	0.76	0.76	0.76	0.01	0.76	0.76
Delay/Veh:	28.3	0.0	0.0	28.7	0.0	30.9	39.8	10.4	10.4	30.9	13.8	13.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.3	0.0	0.0	28.7	0.0	30.9	39.8	10.4	10.4	30.9	13.8	13.8
LOS by Move:	C	A	A	C	A	C	D	B+	B+	C	B	B
HCM2kAvgQ:	0	0	0	1	0	3	5	14	14	0	14	14
Note: Queue reported is the number of cars per lane.												

Tasman East Focus Area Plan
SJ16-1669
Background PM

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2000 HCM Operations (Future Volume Alternative)
Background PM

Intersection #28: Vista Monta / Tasman Drive

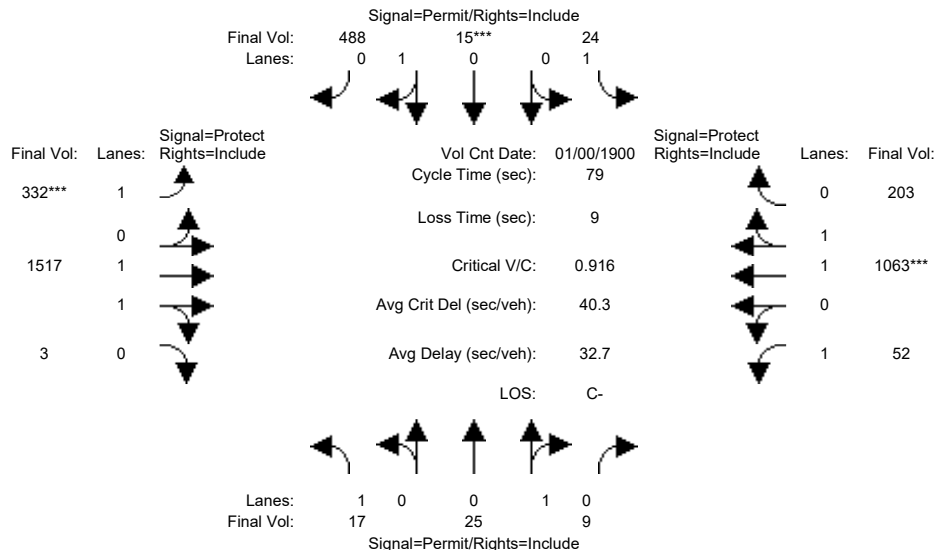


Street Name:	Vista Montana						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	17	25	9	24	15	336	278	1482	3	52	965	203
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	25	9	24	15	336	278	1482	3	52	965	203
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	25	9	24	15	336	278	1482	3	52	965	203
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	25	9	24	15	336	278	1482	3	52	965	203
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	25	9	24	15	336	278	1482	3	52	965	203
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	17	25	9	24	15	336	278	1482	3	52	965	203
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	0.97	0.95	0.92	0.98	0.95
Lanes:	1.00	0.74	0.26	1.00	0.04	0.96	1.00	1.99	0.01	1.00	1.64	0.36
Final Sat.:	1750	1324	476	1750	77	1723	1750	3693	7	1750	3056	643
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.02	0.01	0.20	0.20	0.16	0.40	0.40	0.03	0.32	0.32
Crit Moves:	****											
Green Time:	20.6	20.6	20.6	20.6	20.6	20.6	16.5	42.4	42.4	7.0	32.9	32.9
Volume/Cap:	0.04	0.07	0.07	0.05	0.75	0.75	0.76	0.75	0.75	0.34	0.76	0.76
Delay/Veh:	21.8	22.1	22.1	21.9	33.3	33.3	38.3	15.8	15.8	35.1	21.9	21.9
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:	21.8	22.1	22.1	21.9	33.3	33.3	38.3	15.8	15.8	35.1	21.9	21.9
LOS by Move:	C+	C+	C+	C+	C-	C-	D+	B	B	D+	C+	C+
HCM2kAvgQ:	0	1	1	0	10	10	7	14	14	1	12	12
Note: Queue reported is the number of cars per lane.												

Tasman East Focus Area Plan
SJ16-1669
Background PM

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

Intersection #28: Vista Monta / Tasman Drive



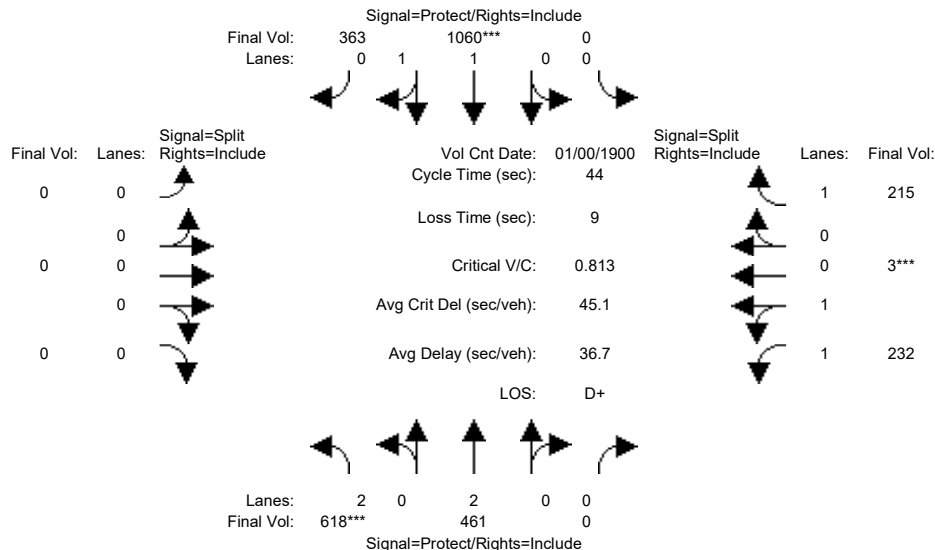
Street Name:	Vista Montana						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	17	25	9	24	15	336	278	1482	3	52	965	203
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	25	9	24	15	336	278	1482	3	52	965	203
Added Vol:	0	0	0	0	0	0	54	35	0	0	98	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	25	9	24	15	488	332	1517	3	52	1063	203
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	25	9	24	15	488	332	1517	3	52	1063	203
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	25	9	24	15	488	332	1517	3	52	1063	203
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	17	25	9	24	15	488	332	1517	3	52	1063	203
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	0.97	0.95	0.92	0.98	0.95
Lanes:	1.00	0.74	0.26	1.00	0.03	0.97	1.00	1.99	0.01	1.00	1.67	0.33
Final Sat.:	1750	1324	476	1750	54	1746	1750	3693	7	1750	3106	593
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.02	0.01	0.28	0.28	0.19	0.41	0.41	0.03	0.34	0.34
Crit Moves:	*****											
Green Time:	24.1	24.1	24.1	24.1	24.1	24.1	16.4	37.7	37.7	8.1	29.5	29.5
Volume/Cap:	0.03	0.06	0.06	0.04	0.92	0.92	0.92	0.86	0.86	0.29	0.92	0.92
Delay/Veh:	19.3	19.5	19.5	19.4	46.6	46.6	57.8	22.8	22.8	33.6	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:	19.3	19.5	19.5	19.4	46.6	46.6	57.8	22.8	22.8	33.6	33.3	33.3
LOS by Move:	B-	B-	B-	B-	D	D	E+	C+	C+	C-	C-	C-
HCM2kAvgQ:	0	1	1	0	17	17	9	17	17	1	16	16

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

Tasman East Focus Area Plan
SJ16-1669
Background PM

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

Intersection #29: 1st Street/WB 237

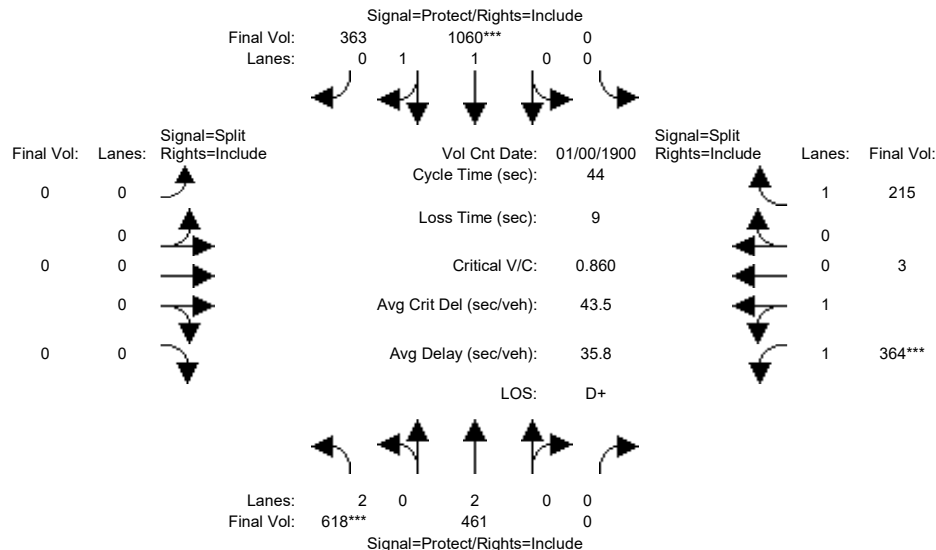


Street Name:	1st Street						WB SR 237								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Min. Green:	7	10	0		0	10	10	0	0	0	10	10	10		
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		
Volume Module: >> Count	Date: 0 Jan 1900 << 12:00:00 AM														
Base Vol:	618	461	0		0	1060	363	0	0	0	232	3	215		
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Initial Bse:	618	461	0		0	1060	363	0	0	0	232	3	215		
Added Vol:	0	0	0		0	0	0	0	0	0	0	0	0		
PasserByVol:	0	0	0		0	0	0	0	0	0	0	0	0		
Initial Fut:	618	461	0		0	1060	363	0	0	0	232	3	215		
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Volume:	618	461	0		0	1060	363	0	0	0	232	3	215		
Reduct Vol:	0	0	0		0	0	0	0	0	0	0	0	0		
Reduced Vol:	618	461	0		0	1060	363	0	0	0	232	3	215		
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
FinalVolume:	618	461	0		0	1060	363	0	0	0	232	3	215		
Saturation Flow Module:															
Sat/Lane:	1900	1900	1900		1900	1900	1900	1900	1900	1900	1900	1900	1900		
Adjustment:	0.83	1.00	0.92		0.92	0.98	0.95	0.92	1.00	0.92	0.93	0.95	0.92		
Lanes:	2.00	2.00	0.00		0.00	1.48	0.52	0.00	0.00	0.00	1.97	0.03	1.00		
Final Sat.:	3150	3800	0		0	2755	944	0	0	0	3505	45	1750		
Capacity Analysis Module:															
Vol/Sat:	0.20	0.12	0.00		0.00	0.38	0.38	0.00	0.00	0.00	0.07	0.07	0.12		
Crit Moves:	****				****						****				
Green Time:	8.4	25.0	0.0		0.0	16.6	16.6	0.0	0.0	0.0	10.0	10.0	10.0		
Volume/Cap:	1.02	0.21	0.00		0.00	1.02	1.02	0.00	0.00	0.00	0.29	0.29	0.54		
Delay/Veh:	60.2	4.7	0.0		0.0	43.7	43.7	0.0	0.0	0.0	14.3	14.3	16.5		
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
AdjDel/Veh:	60.2	4.7	0.0		0.0	43.7	43.7	0.0	0.0	0.0	14.3	14.3	16.5		
LOS by Move:	E	A	A		A	D	D	A	A	A	B	B	B		
HCM2kAvgQ:	7	1	0		0	20	20	0	0	0	2	2	4		
Note: Queue reported is the number of cars per lane.															

Tasman East Focus Area Plan
SJ16-1669
Background PM

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

Intersection #29: 1st Street/WB 237

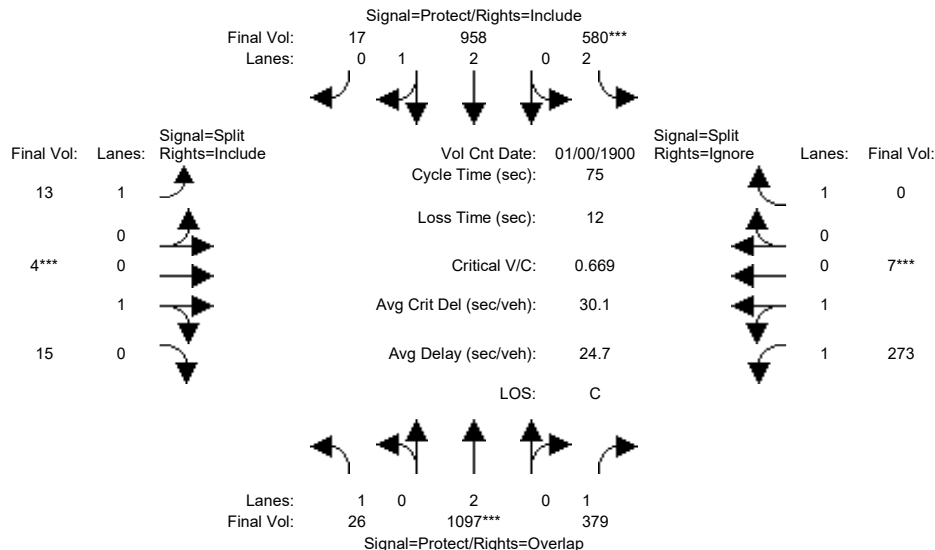


Street Name:	1st Street						WB SR 237								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Min. Green:	7	10	0		0	10	10	0	0	0	10	10	10		
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM															
Base Vol:	618	461	0		0	1060	363	0	0	0	232	3	215		
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Initial Bse:	618	461	0		0	1060	363	0	0	0	232	3	215		
Added Vol:	0	0	0		0	0	0	0	0	0	132	0	0		
PasserByVol:	0	0	0		0	0	0	0	0	0	0	0	0		
Initial Fut:	618	461	0		0	1060	363	0	0	0	364	3	215		
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Volume:	618	461	0		0	1060	363	0	0	0	364	3	215		
Reduct Vol:	0	0	0		0	0	0	0	0	0	0	0	0		
Reduced Vol:	618	461	0		0	1060	363	0	0	0	364	3	215		
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
FinalVolume:	618	461	0		0	1060	363	0	0	0	364	3	215		
Saturation Flow Module:															
Sat/Lane:	1900	1900	1900		1900	1900	1900	1900	1900	1900	1900	1900	1900		
Adjustment:	0.83	1.00	0.92		0.92	0.98	0.95	0.92	1.00	0.92	0.93	0.95	0.92		
Lanes:	2.00	2.00	0.00		0.00	1.48	0.52	0.00	0.00	0.00	1.98	0.02	1.00		
Final Sat.:	3150	3800	0		0	2755	944	0	0	0	3521	29	1750		
Capacity Analysis Module:															
Vol/Sat:	0.20	0.12	0.00		0.00	0.38	0.38	0.00	0.00	0.00	0.10	0.10	0.12		
Crit Moves:	****				****						****				
Green Time:	8.4	25.0	0.0		0.0	16.6	16.6	0.0	0.0	0.0	10.0	10.0	10.0		
Volume/Cap:	1.02	0.21	0.00		0.00	1.02	1.02	0.00	0.00	0.00	0.45	0.45	0.54		
Delay/Veh:	60.2	4.7	0.0		0.0	43.7	43.7	0.0	0.0	0.0	15.1	15.1	16.5		
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
AdjDel/Veh:	60.2	4.7	0.0		0.0	43.7	43.7	0.0	0.0	0.0	15.1	15.1	16.5		
LOS by Move:	E	A	A		A	D	D	A	A	A	B	B	B		
HCM2kAvgQ:	7	1	0		0	20	20	0	0	0	3	3	4		
Note: Queue reported is the number of cars per lane.															

Tasman East Focus Area Plan
SJ16-1669
Background PM

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

Intersection #30: 1st Street/EB 237



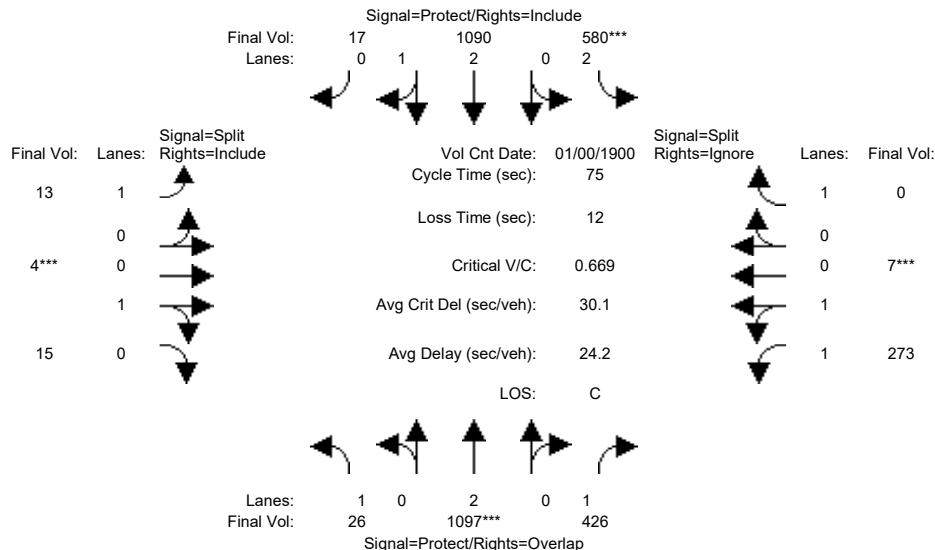
Street Name:	1st Street						EB SR 237								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
-----	-----			-----			-----			-----					
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10	10		
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		
-----	-----			-----			-----			-----					
Volume Module: >> Count	Date: 0 Jan 1900 << 12:00:00 AM														
Base Vol:	26	1097	379	580	958	17	13	4	15	273	7	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:	26	1097	379	580	958	17	13	4	15	273	7	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:	26	1097	379	580	958	17	13	4	15	273	7	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	0.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00			
PHF Volume:	26	1097	379	580	958	17	13	4	15	273	7	0			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	26	1097	379	580	958	17	13	4	15	273	7	0			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00			
FinalVolume:	26	1097	379	580	958	17	13	4	15	273	7	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	0.98	0.95	0.92	0.95	0.95	0.93	0.95	0.92			
Lanes:	1.00	2.00	1.00	2.00	2.95	0.05	1.00	0.21	0.79	1.95	0.05	1.00			
Final Sat.:	1750	3800	1750	3150	5502	98	1750	379	1421	3461	89	1750			
-----	-----			-----			-----			-----					
Capacity Analysis Module:															
Vol/Sat:	0.01	0.29	0.22	0.18	0.17	0.17	0.01	0.01	0.01	0.08	0.08	0.00			
Crit Moves:	****			****			****			****					
Green Time:	15.0	26.3	36.3	16.7	28.0	28.0	10.0	10.0	10.0	10.0	10.0	0.0			
Volume/Cap:	0.07	0.82	0.45	0.82	0.47	0.47	0.06	0.08	0.08	0.59	0.59	0.00			
Delay/Veh:	24.4	26.6	13.2	35.6	18.0	18.0	28.5	28.6	28.6	32.6	32.6	0.0			
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
AdjDel/Veh:	24.4	26.6	13.2	35.6	18.0	18.0	28.5	28.6	28.6	32.6	32.6	0.0			
LOS by Move:	C	C	B	D+	B-	B-	C	C	C	C-	C-	A			
HCM2kAvgQ:	0	12	6	7	5	5	0	0	0	4	4	0			
Note: Queue reported is the number of cars per lane.															

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

Tasman East Focus Area Plan
SJ16-1669
Background PM

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

Intersection #30: 1st Street/EB 237



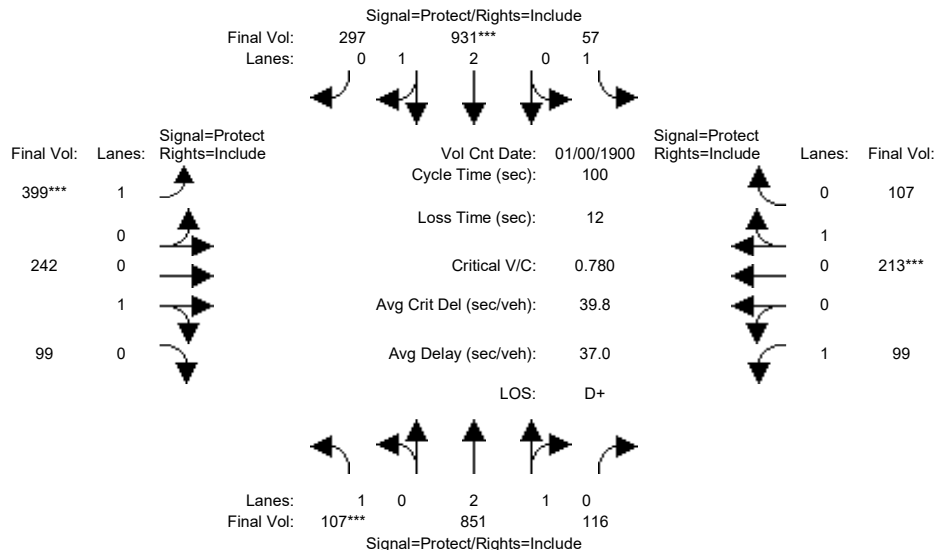
Street Name:	1st Street						EB SR 237								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
-----	-----			-----			-----			-----					
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10	10		
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		
-----	-----			-----			-----			-----					
Volume Module: >> Count	Date: 0 Jan 1900 << 12:00:00 AM														
Base Vol:	26	1097	379	580	958	17	13	4	15	273	7	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:	26	1097	379	580	958	17	13	4	15	273	7	104			
Added Vol:	0	0	47	0	132	0	0	0	0	0	0	0			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	26	1097	426	580	1090	17	13	4	15	273	7	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	0.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00			
PHF Volume:	26	1097	426	580	1090	17	13	4	15	273	7	0			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	26	1097	426	580	1090	17	13	4	15	273	7	0			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00			
FinalVolume:	26	1097	426	580	1090	17	13	4	15	273	7	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	0.98	0.95	0.92	0.95	0.95	0.93	0.95	0.92			
Lanes:	1.00	2.00	1.00	2.00	2.95	0.05	1.00	0.21	0.79	1.95	0.05	1.00			
Final Sat.:	1750	3800	1750	3150	5514	86	1750	379	1421	3461	89	1750			
-----	-----			-----			-----			-----					
Capacity Analysis Module:															
Vol/Sat:	0.01	0.29	0.24	0.18	0.20	0.20	0.01	0.01	0.01	0.08	0.08	0.00			
Crit Moves:	****			****			****			****					
Green Time:	13.8	26.3	36.3	16.7	29.2	29.2	10.0	10.0	10.0	10.0	10.0	0.0			
Volume/Cap:	0.08	0.82	0.50	0.82	0.51	0.51	0.06	0.08	0.08	0.59	0.59	0.00			
Delay/Veh:	25.5	26.6	13.7	35.6	17.6	17.6	28.5	28.6	28.6	32.6	32.6	0.0			
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
AdjDel/Veh:	25.5	26.6	13.7	35.6	17.6	17.6	28.5	28.6	28.6	32.6	32.6	0.0			
LOS by Move:	C	C	B	D+	B	B	C	C	C	C-	C-	A			
HCM2kAvgQ:	1	12	7	7	6	6	0	0	0	4	4	0			
Note: Queue reported is the number of cars per lane.															

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

Tasman East Focus Area Plan
SJ16-1669
Background PM

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

Intersection #31: 1st Street / Vista Montana



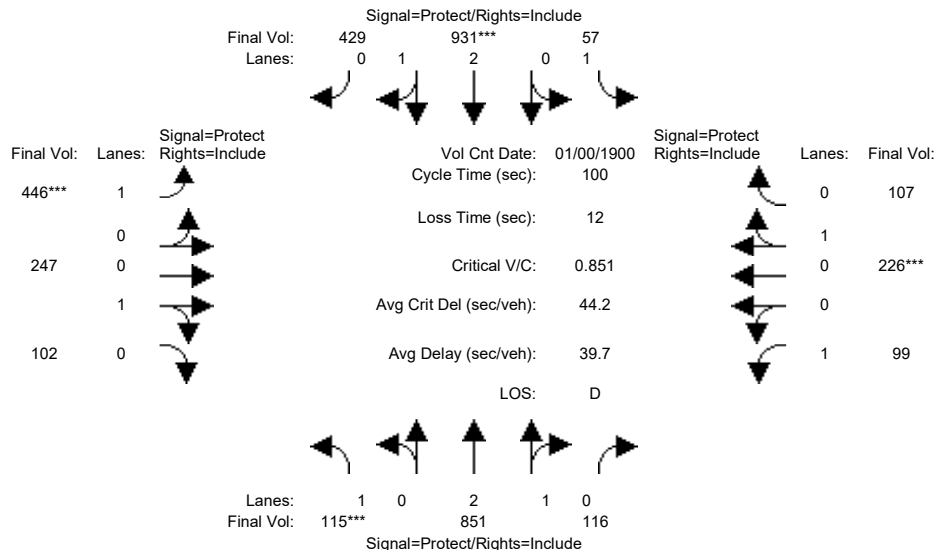
Street Name:	1st Street			Vista Montana		
Approach:	North Bound			South Bound		
Movement:	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count	Date: 0 Jan 1900 << 12:00:00 AM					
Base Vol:	107	851	116	57	931	297
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	107	851	116	57	931	297
Added Vol:	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0
Initial Fut:	107	851	116	57	931	297
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	107	851	116	57	931	297
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	107	851	116	57	931	297
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	107	851	116	57	931	297
Saturation Flow Module:						
Sat/Lane:	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.99	0.95
Lanes:	1.00	2.63	0.37	1.00	2.25	0.75
Final Sat.:	1750	4927	672	1750	4244	1354
Capacity Analysis Module:						
Vol/Sat:	0.06	0.17	0.17	0.03	0.22	0.22
Crit Moves:	***			***		
Green Time:	7.8	25.6	25.6	10.4	28.1	28.1
Volume/Cap:	0.78	0.67	0.67	0.31	0.78	0.78
Delay/Veh:	69.6	34.7	34.7	42.5	35.7	35.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	69.6	34.7	34.7	42.5	35.7	35.7
LOS by Move:	E	C-	C-	D	D+	D+
HCM2kAvgQ:	4	9	9	2	12	12

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

Tasman East Focus Area Plan
SJ16-1669
Background PM

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

Intersection #31: 1st Street / Vista Montana

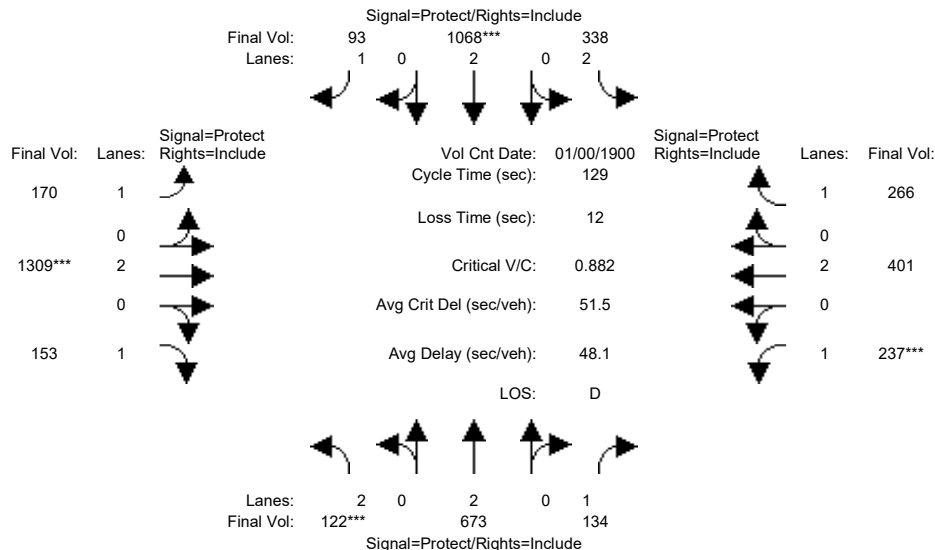


Street Name:	1st Street			Vista Montana		
Approach:	North Bound			South Bound		
Movement:	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM						
Base Vol:	107	851	116	57	931	297
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	107	851	116	57	931	297
Added Vol:	8	0	0	0	0	132
PasserByVol:	0	0	0	0	0	0
Initial Fut:	115	851	116	57	931	429
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	115	851	116	57	931	429
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	115	851	116	57	931	429
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	115	851	116	57	931	429
Saturation Flow Module:						
Sat/Lane:	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.95
Lanes:	1.00	2.63	0.37	1.00	2.02	0.98
Final Sat.:	1750	4927	672	1750	3831	1765
Capacity Analysis Module:						
Vol/Sat:	0.07	0.17	0.17	0.03	0.24	0.24
Crit Moves:	****			****		
Green Time:	7.7	25.8	25.8	10.5	28.6	28.6
Volume/Cap:	0.85	0.67	0.67	0.31	0.85	0.85
Delay/Veh:	82.7	34.5	34.5	42.4	38.3	38.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	82.7	34.5	34.5	42.4	38.3	38.3
LOS by Move:	F	C-	C-	D	D+	D+
HCM2kAvgQ:	4	9	9	2	14	14
Note: Queue reported is the number of cars per lane.						

Tasman East Focus Area Plan
SJ16-1669
Background PM

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

Intersection #32: 1st Street / Tasman Drive

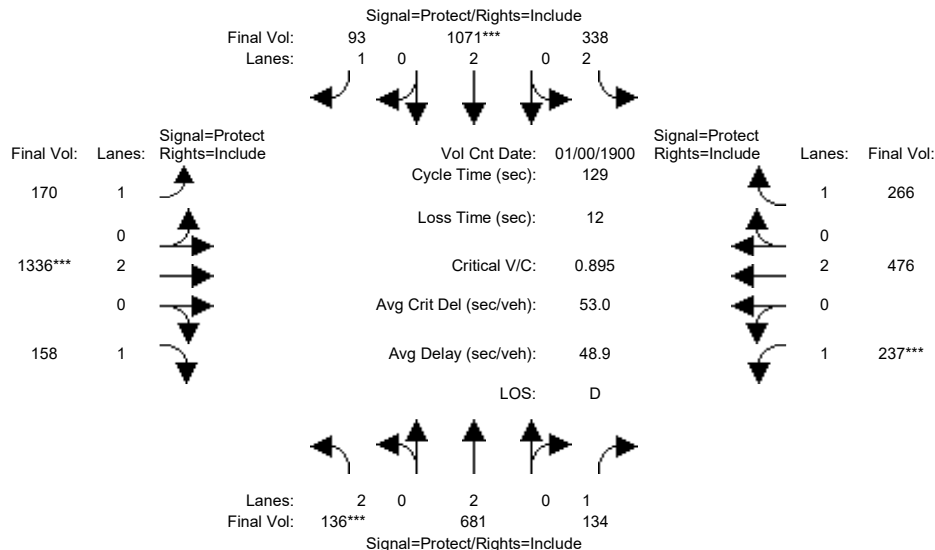


Street Name:	1st Street			Tasman Drive		
Approach:	North Bound			South Bound		
Movement:	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM						
Base Vol:	122	673	134	338	1068	93
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	122	673	134	338	1068	93
Added Vol:	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0
Initial Fut:	122	673	134	338	1068	93
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	122	673	134	338	1068	93
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	122	673	134	338	1068	93
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	122	673	134	338	1068	93
Saturation Flow Module:						
Sat/Lane:	1900	1900	1900	1900	1900	1900
Adjustment:	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
Final Sat.:	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:						
Vol/Sat:	0.04	0.18	0.08	0.11	0.28	0.05
Crit Moves:	****			****		
Green Time:	7.0	29.7	29.7	18.0	40.6	40.6
Volume/Cap:	0.71	0.77	0.33	0.77	0.89	0.17
Delay/Veh:	73.3	50.7	41.9	61.7	50.8	32.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	73.3	50.7	41.9	61.7	50.8	32.1
LOS by Move:	E	D	D	E	D	C-
HCM2kAvgQ:	4	14	5	8	20	3
Note: Queue reported is the number of cars per lane.						

Tasman East Focus Area Plan
SJ16-1669
Background PM

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

Intersection #32: 1st Street / Tasman Drive

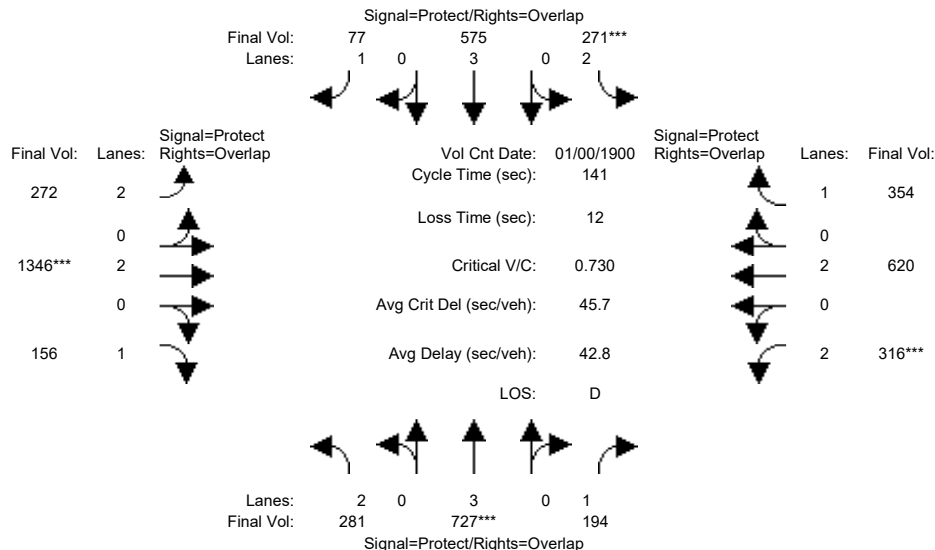


Street Name:	1st Street						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	122	673	134	338	1068	93	170	1309	153	237	401	266
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	122	673	134	338	1068	93	170	1309	153	237	401	266
Added Vol:	14	8	0	0	3	0	0	27	5	0	75	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	136	681	134	338	1071	93	170	1336	158	237	476	266
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	136	681	134	338	1071	93	170	1336	158	237	476	266
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	136	681	134	338	1071	93	170	1336	158	237	476	266
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	136	681	134	338	1071	93	170	1336	158	237	476	266
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.18	0.08	0.11	0.28	0.05	0.10	0.35	0.09	0.14	0.13	0.15
Crit Moves:	****				****			****			****	
Green Time:	7.0	29.6	29.6	17.7	40.3	40.3	27.2	50.3	50.3	19.4	42.5	42.5
Volume/Cap:	0.80	0.78	0.33	0.78	0.90	0.17	0.46	0.90	0.23	0.90	0.38	0.46
Delay/Veh:	82.5	51.3	42.0	62.7	52.1	32.3	45.4	45.0	26.6	85.0	33.3	34.8
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:	82.5	51.3	42.0	62.7	52.1	32.3	45.4	45.0	26.6	85.0	33.3	34.8
LOS by Move:	F	D-	D	E	D-	C-	D	D	C	F	C-	C-
HCM2kAvgQ:	5	14	5	8	20	3	6	26	4	11	7	9
Note: Queue reported is the number of cars per lane.												

Tasman East Focus Area Plan
SJ16-1669
Background PM

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

Intersection #33: Zanker Road / Tasman Drive

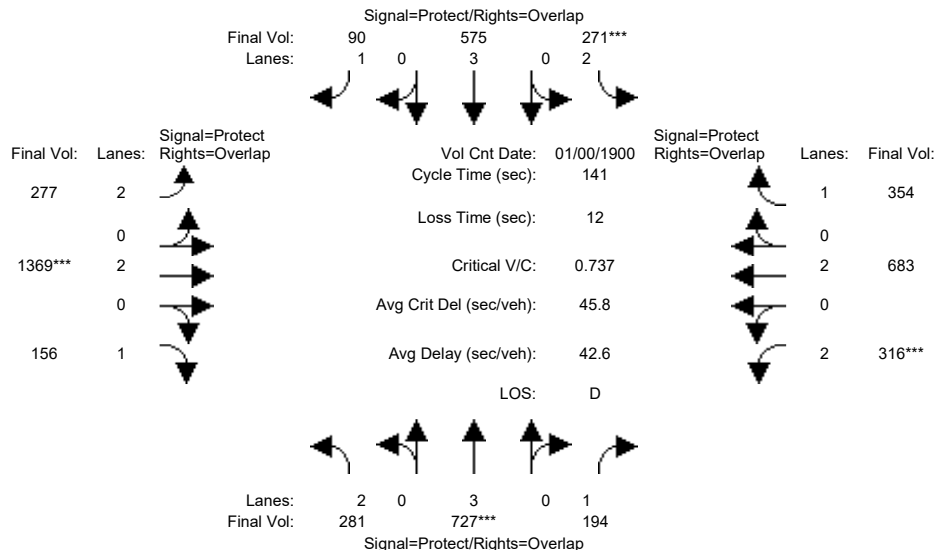


Street Name:	Zanker Road						Tasman Drive								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
-----	-----			-----			-----			-----					
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
-----	-----			-----			-----			-----					
Volume Module: >>	Count	Date:	0 Jan 1900	<<	12:00:00	AM									
Base Vol:	281	727	194	271	575	77	272	1346	156	316	620	354			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	281	727	194	271	575	77	272	1346	156	316	620	354			
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	281	727	194	271	575	77	272	1346	156	316	620	354			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	281	727	194	271	575	77	272	1346	156	316	620	354			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	281	727	194	271	575	77	272	1346	156	316	620	354			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
FinalVolume:	281	727	194	271	575	77	272	1346	156	316	620	354			
-----	-----			-----			-----			-----					
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	0.13	0.11	0.09	0.10	0.04	0.09	0.35	0.09	0.10	0.16	0.20			
Crit Moves:	****			****			****			****					
Green Time:	19.4	24.6	44.0	16.6	21.9	52.3	30.4	68.4	87.7	19.4	57.4	74.0			
Volume/Cap:	0.65	0.73	0.36	0.73	0.65	0.12	0.40	0.73	0.14	0.73	0.40	0.39			
Delay/Veh:	61.1	57.8	37.9	67.2	57.7	29.3	47.9	30.5	11.1	64.5	29.8	20.2			
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:	61.1	57.8	37.9	67.2	57.7	29.3	47.9	30.5	11.1	64.5	29.8	20.2			
LOS by Move:	E	E+	D+	E	E+	C	D	C	B+	E	C	C+			
HCM2kAvgQ:	8	11	7	8	9	2	6	22	3	9	9	10			
Note: Queue reported is the number of cars per lane.															

Tasman East Focus Area Plan
SJ16-1669
Background PM

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

Intersection #33: Zanker Road / Tasman Drive

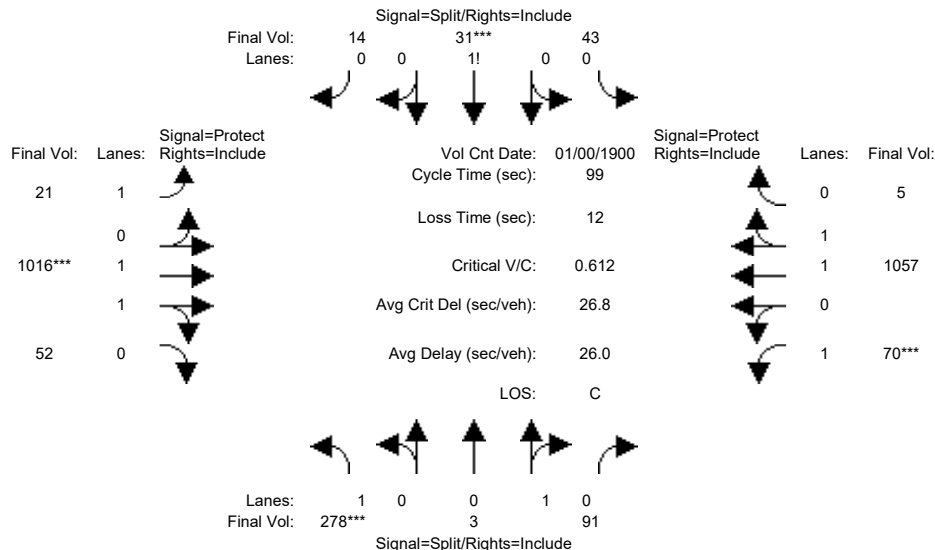


Street Name:	Zanker Road						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	281	727	194	271	575	77	272	1346	156	316	620	354
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	281	727	194	271	575	77	272	1346	156	316	620	354
Added Vol:	0	0	0	0	0	13	5	23	0	0	63	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	281	727	194	271	575	90	277	1369	156	316	683	354
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	281	727	194	271	575	90	277	1369	156	316	683	354
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	281	727	194	271	575	90	277	1369	156	316	683	354
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	281	727	194	271	575	90	277	1369	156	316	683	354
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	0.13	0.11	0.09	0.10	0.05	0.09	0.36	0.09	0.10	0.18	0.20
Crit Moves:	****			****			****			****		
Green Time:	19.2	24.4	43.6	16.5	21.7	50.6	29.0	68.9	88.1	19.2	59.2	75.6
Volume/Cap:	0.66	0.74	0.36	0.74	0.66	0.14	0.43	0.74	0.14	0.74	0.43	0.38
Delay/Veh:	61.4	58.2	38.2	67.8	58.0	30.6	49.3	30.4	10.9	65.1	29.1	19.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.4	58.2	38.2	67.8	58.0	30.6	49.3	30.4	10.9	65.1	29.1	19.2
LOS by Move:	E	E+	D+	E	E+	C	D	C	B+	E	C	B-
HCM2kAvgQ:	8	11	7	8	9	3	6	22	3	9	10	9
Note: Queue reported is the number of cars per lane.												

Tasman East Focus Area Plan
SJ16-1669
Background PM

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

Intersection #34: Rio Robles/Tasman Drive

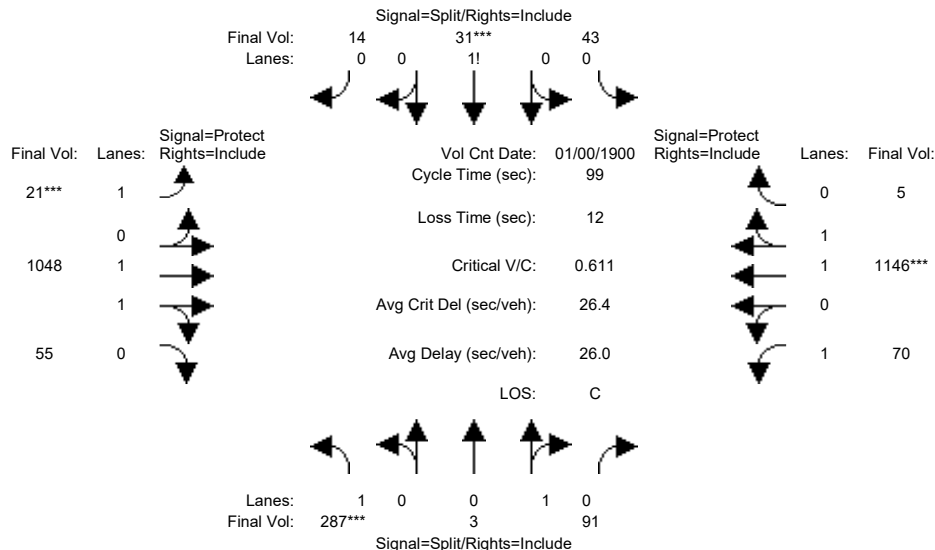


Street Name:	Rio Robles						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	0 Jan 1900 << 12:00:00 AM											
Base Vol:	278	3	91	43	31	14	21	1016	52	70	1057	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:	278	3	91	43	31	14	21	1016	52	70	1057	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:	278	3	91	43	31	14	21	1016	52	70	1057	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	278	3	91	43	31	14	21	1016	52	70	1057	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	278	3	91	43	31	14	21	1016	52	70	1057	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	278	3	91	43	31	14	21	1016	52	70	1057	5
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	0.92	0.92	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	1.00	0.03	0.97	0.49	0.35	0.16	1.00	1.90	0.10	1.00	1.99	0.01
Final Sat.:	1750	57	1743	855	616	278	1750	3520	180	1750	3683	17
Capacity Analysis Module:												
Vol/Sat:	0.16	0.05	0.05	0.05	0.05	0.05	0.01	0.29	0.29	0.04	0.29	0.29
Crit Moves:	****				****		****			****		
Green Time:	24.8	24.8	24.8	10.0	10.0	10.0	10.3	45.2	45.2	7.0	41.8	41.8
Volume/Cap:	0.63	0.21	0.21	0.50	0.50	0.50	0.12	0.63	0.63	0.57	0.68	0.68
Delay/Veh:	36.0	29.5	29.5	44.3	44.3	44.3	40.5	21.4	21.4	50.5	24.4	24.4
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:	36.0	29.5	29.5	44.3	44.3	44.3	40.5	21.4	21.4	50.5	24.4	24.4
LOS by Move:	D+	C	C	D	D	D	D	C+	C+	D	C	C
HCM2kAvgQ:	8	2	2	3	3	3	1	12	12	2	13	13
Note: Queue reported is the number of cars per lane.												

Tasman East Focus Area Plan
SJ16-1669
Background PM

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

Intersection #34: Rio Robles/Tasman Drive

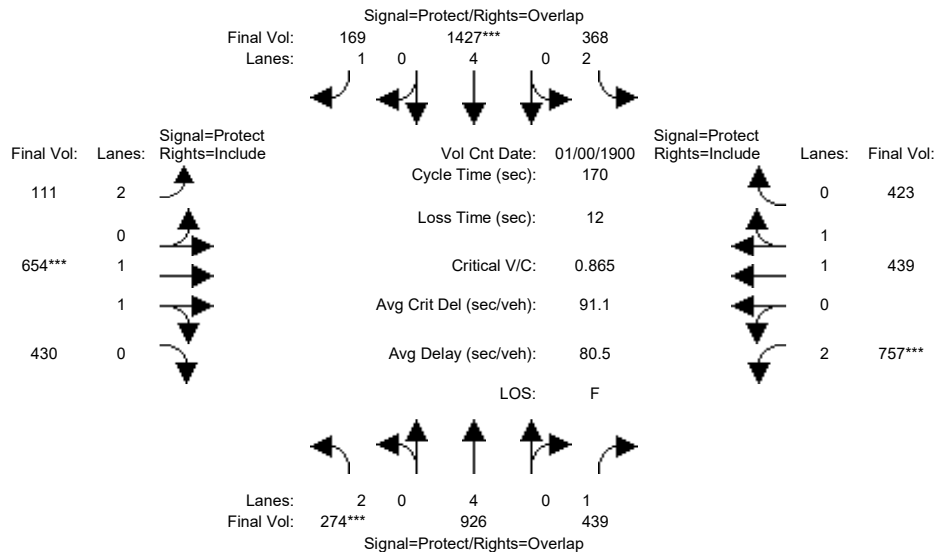


Street Name:	Rio Robles						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	278	3	91	43	31	14	21	1016	52	70	1057	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:	278	3	91	43	31	14	21	1016	52	70	1057	5
Added Vol:	9	0	0	0	0	0	0	32	3	0	89	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	287	3	91	43	31	14	21	1048	55	70	1146	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	287	3	91	43	31	14	21	1048	55	70	1146	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	287	3	91	43	31	14	21	1048	55	70	1146	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	287	3	91	43	31	14	21	1048	55	70	1146	5
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	0.92	0.92	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	1.00	0.03	0.97	0.49	0.35	0.16	1.00	1.90	0.10	1.00	1.99	0.01
Final Sat.:	1750	57	1743	855	616	278	1750	3515	184	1750	3684	16
Capacity Analysis Module:												
Vol/Sat:	0.16	0.05	0.05	0.05	0.05	0.05	0.01	0.30	0.30	0.04	0.31	0.31
Crit Moves:	***			***			***			***		
Green Time:	24.2	24.2	24.2	10.0	10.0	10.0	7.0	42.7	42.7	10.1	45.8	45.8
Volume/Cap:	0.67	0.21	0.21	0.50	0.50	0.50	0.17	0.69	0.69	0.39	0.67	0.67
Delay/Veh:	38.0	30.1	30.1	44.3	44.3	44.3	43.9	24.1	24.1	43.0	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:	38.0	30.1	30.1	44.3	44.3	44.3	43.9	24.1	24.1	43.0	21.8	21.8
LOS by Move:	D+	C	C	D	D	D	D	C	C	D	C+	C+
HCM2kAvgQ:	8	2	2	3	3	3	1	13	13	2	14	14
Note: Queue reported is the number of cars per lane.												

Tasman East Focus Area Plan
SJ16-1669
Background PM

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

Intersection #35: Lawrence Expy/Tasman Dr (CMP)

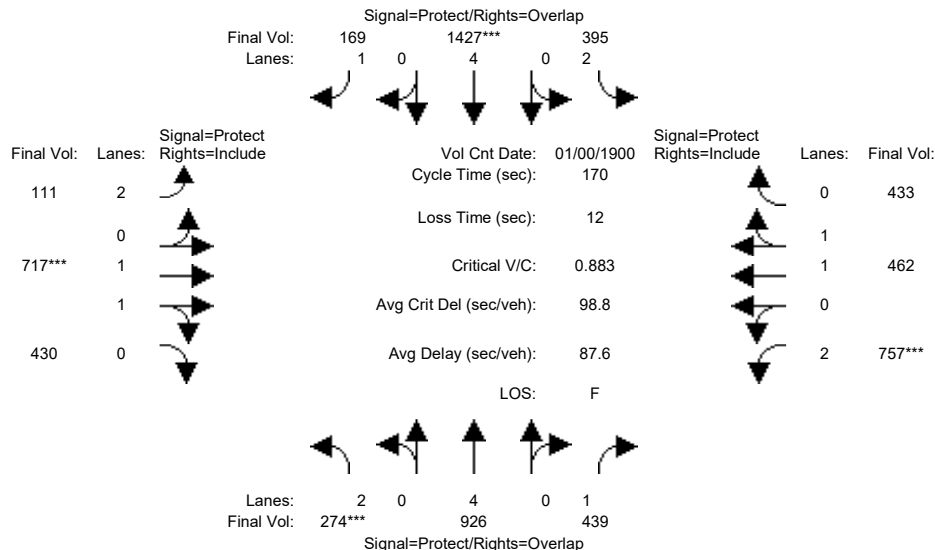


Street Name:	Lawrence Expy						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	23	57	57	23	57	57	48	50	50	40	41	41
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count	Date: 0 Jan 1900 << 12:00:00 AM											
Base Vol:	274	926	439	368	1427	169	111	654	430	757	439	423
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	274	926	439	368	1427	169	111	654	430	757	439	423
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	274	926	439	368	1427	169	111	654	430	757	439	423
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	274	926	439	368	1427	169	111	654	430	757	439	423
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	274	926	439	368	1427	169	111	654	430	757	439	423
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	274	926	439	368	1427	169	111	654	430	757	439	423
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	4.00	1.00	2.00	4.00	1.00	2.00	1.18	0.82	2.00	1.00	1.00
Final Sat.:	3150	7600	1750	3150	7600	1750	3150	2231	1467	3150	1898	1800
Capacity Analysis Module:												
Vol/Sat:	0.09	0.12	0.25	0.12	0.19	0.10	0.04	0.29	0.29	0.24	0.23	0.24
Crit Moves:	***				***		***			***		
Green Time:	21.5	53.2	90.6	21.5	53.2	98.1	44.8	46.7	46.7	37.4	39.2	39.2
Volume/Cap:	0.69	0.39	0.47	0.92	0.60	0.17	0.13	1.07	1.07	1.09	1.00	1.02
Delay/Veh:	81.1	49.0	26.9	105.7	53.3	18.1	51.2	114	113.9	133.5	101	105.6
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:	81.1	49.0	26.9	105.7	53.3	18.1	51.2	114	113.9	133.5	101	105.6
LOS by Move:	F	D	C	F	D-	B-	D-	F	F	F	F	F
HCM2kAvgQ:	10	10	16	15	17	5	3	39	39	30	26	27
Note: Queue reported is the number of cars per lane.												

Tasman East Focus Area Plan
SJ16-1669
Background PM

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

Intersection #35: Lawrence Expy/Tasman Dr (CMP)

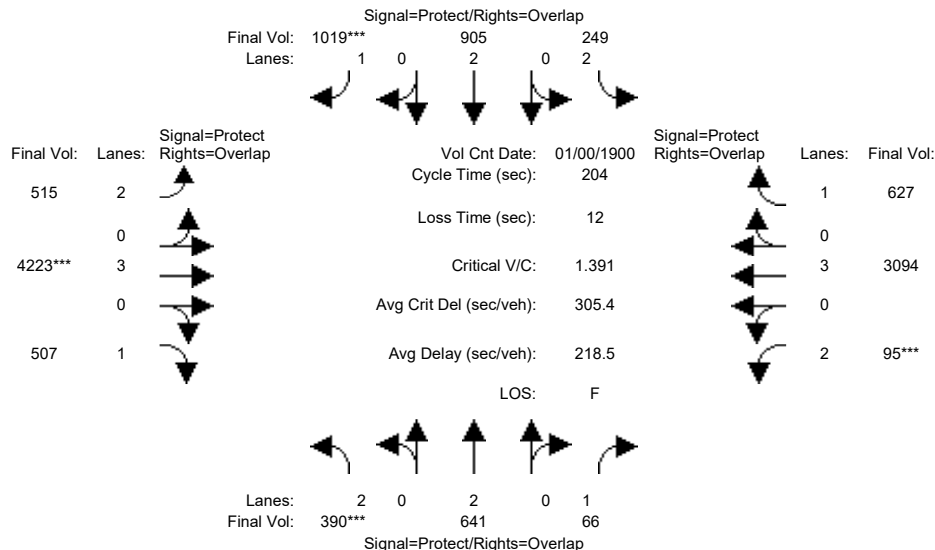


Street Name:	Lawrence Expy						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	23	57	57	23	57	57	48	50	50	40	41	41
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count	Date: 0 Jan 1900 << 12:00:00 AM											
Base Vol:	274	926	439	368	1427	169	111	654	430	757	439	423
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	274	926	439	368	1427	169	111	654	430	757	439	423
Added Vol:	0	0	0	27	0	0	0	63	0	0	23	10
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	274	926	439	395	1427	169	111	717	430	757	462	433
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	274	926	439	395	1427	169	111	717	430	757	462	433
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	274	926	439	395	1427	169	111	717	430	757	462	433
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	274	926	439	395	1427	169	111	717	430	757	462	433
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	4.00	1.00	2.00	4.00	1.00	2.00	1.23	0.77	2.00	1.01	0.99
Final Sat.:	3150	7600	1750	3150	7600	1750	3150	2312	1386	3150	1909	1789
Capacity Analysis Module:												
Vol/Sat:	0.09	0.12	0.25	0.13	0.19	0.10	0.04	0.31	0.31	0.24	0.24	0.24
Crit Moves:	***			***			***			***		
Green Time:	21.5	53.2	90.6	21.5	53.2	98.1	44.8	46.7	46.7	37.4	39.2	39.2
Volume/Cap:	0.69	0.39	0.47	0.99	0.60	0.17	0.13	1.13	1.13	1.09	1.05	1.05
Delay/Veh:	81.1	49.0	26.9	122.4	53.3	18.1	51.2	137	136.7	133.5	114	114.4
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:	81.1	49.0	26.9	122.4	53.3	18.1	51.2	137	136.7	133.5	114	114.4
LOS by Move:	F	D	C	F	D-	B-	D-	F	F	F	F	F
HCM2kAvgQ:	10	10	16	17	17	5	3	44	44	30	29	29
Note: Queue reported is the number of cars per lane.												

Tasman East Focus Area Plan
SJ16-1669
Background PM

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

Intersection #36: Montague Expy/North First Street (CMP)

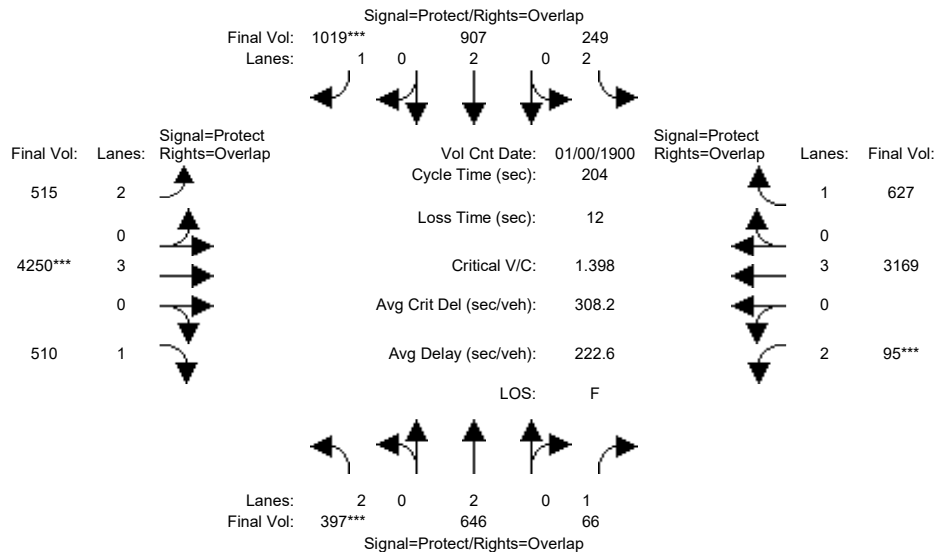


Street Name:	North First Street						Montague Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	31	53	53	37	58	58	33	97	97	17	81	81
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	390	641	66	249	905	1019	515	4223	507	95	3094	627
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	390	641	66	249	905	1019	515	4223	507	95	3094	627
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	390	641	66	249	905	1019	515	4223	507	95	3094	627
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	390	641	66	249	905	1019	515	4223	507	95	3094	627
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	390	641	66	249	905	1019	515	4223	507	95	3094	627
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	390	641	66	249	905	1019	515	4223	507	95	3094	627
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.17	0.04	0.08	0.24	0.58	0.16	0.74	0.29	0.03	0.54	0.36
Crit Moves:	***					***		***		***		
Green Time:	29.3	48.6	64.6	33.9	54.8	80.3	25.5	94.1	123.4	16.1	84.7	118.6
Volume/Cap:	0.86	0.71	0.12	0.48	0.89	1.48	1.31	1.61	0.48	0.38	1.31	0.62
Delay/Veh:	106.0	78.0	52.5	82.2	85.4	289.1	250.2	333	24.1	95.5	205	30.6
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:	106.0	78.0	52.5	82.2	85.4	289.1	250.2	333	24.1	95.5	205	30.6
LOS by Move:	F	E-	D-	F	F	F	F	F	C	F	F	C
HCM2kAvgQ:	17	20	3	9	31	114	29	153	19	4	96	28
Note: Queue reported is the number of cars per lane.												

Tasman East Focus Area Plan
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Background PM

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

Intersection #36: Montague Expy/North First Street (CMP)



Street Name:	North First Street						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:	31	53	53	37	58	58	33	97	97	17	81	81
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	390	641	66	249	905	1019	515	4223	507	95	3094	627
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	390	641	66	249	905	1019	515	4223	507	95	3094	627
Added Vol:	7	5	0	0	2	0	0	27	3	0	75	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	397	646	66	249	907	1019	515	4250	510	95	3169	627
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	397	646	66	249	907	1019	515	4250	510	95	3169	627
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	397	646	66	249	907	1019	515	4250	510	95	3169	627
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	397	646	66	249	907	1019	515	4250	510	95	3169	627
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.17	0.04	0.08	0.24	0.58	0.16	0.75	0.29	0.03	0.56	0.36
Crit Moves:	****					****		****		****		
Green Time:	29.3	48.4	64.5	33.8	54.8	79.9	25.1	94.3	123.6	16.1	85.3	119.1
Volume/Cap:	0.88	0.72	0.12	0.48	0.89	1.49	1.33	1.61	0.48	0.38	1.33	0.61
Delay/Veh:	108.2	78.4	52.6	82.3	85.6	292.8	259.8	335	24.0	95.5	214	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:	108.2	78.4	52.6	82.3	85.6	292.8	259.8	335	24.0	95.5	214	30.2
LOS by Move:	F	E-	D-	F	F	F	F	F	C	F	F	C
HCM2kAvgQ:	18	20	3	9	31	115	30	155	19	4	100	28
Note: Queue reported is the number of cars per lane.												

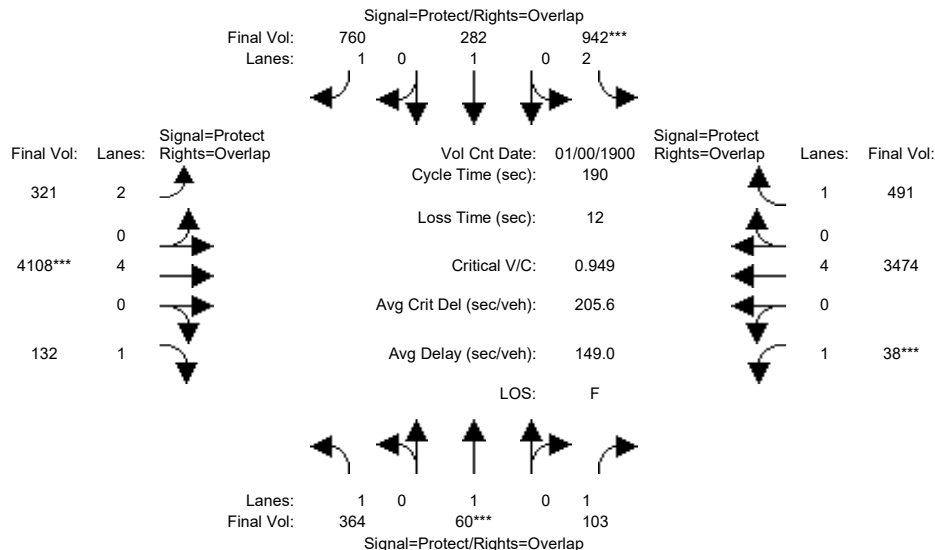
Tasman East Focus Area Plan

SJ16-1669

Background PM

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

Intersection #37: Montague Expy/Mission College Blvd (CMP)

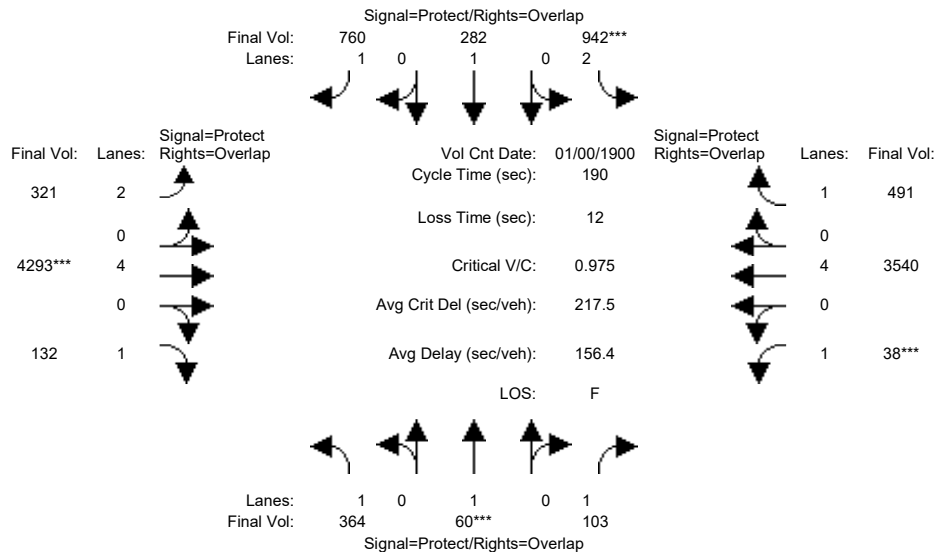


Street Name:	Mission College Blvd						Montague Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	-	T	-	R		L	-	T	-	R	
Min. Green:	18	42	42	24	48	48	31	102	102	21	93	93
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	364	60	103	942	282	760	321	4108	132	38	3474	491
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	364	60	103	942	282	760	321	4108	132	38	3474	491
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	364	60	103	942	282	760	321	4108	132	38	3474	491
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	364	60	103	942	282	760	321	4108	132	38	3474	491
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	364	60	103	942	282	760	321	4108	132	38	3474	491
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	364	60	103	942	282	760	321	4108	132	38	3474	491
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	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:	0.21	0.03	0.06	0.30	0.15	0.43	0.10	0.54	0.08	0.02	0.46	0.28
Crit Moves:	****			****			****			****		
Green Time:	24.3	39.5	59.3	23.5	38.8	67.7	28.9	95.9	120.2	19.8	86.8	110.3
Volume/Cap:	1.63	0.15	0.19	2.42	0.73	1.22	0.67	1.07	0.12	0.21	1.00	0.48
Delay/Veh:	390.8	65.6	51.0	733.6	81.9	177.7	84.5	87.7	14.8	83.5	70.4	25.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	390.8	65.6	51.0	733.6	81.9	177.7	84.5	87.7	14.8	83.5	70.4	25.1
LOS by Move:	F	E	D	F	F	F	F	F	B	F	E	C
HCM2kAvgQ:	44	3	5	75	17	69	12	74	3	2	57	18
Note: Queue reported is the number of cars per lane.												

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SJ16-1669
Background PM

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2000 HCM Operations (Future Volume Alternative)
Background PM Plus Project

Intersection #37: Montague Expy/Mission College Blvd (CMP)

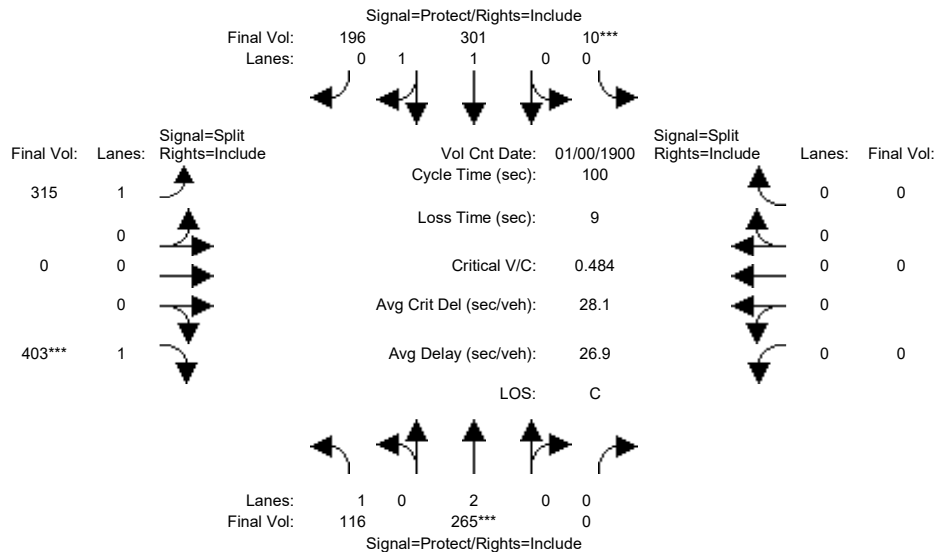


Street Name:	Mission College Blvd						Montague Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	18	42	42	24	48	48	31	102	102	21	93	93
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	364	60	103	942	282	760	321	4108	132	38	3474	491
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	364	60	103	942	282	760	321	4108	132	38	3474	491
Added Vol:	0	0	0	0	0	0	0	185	0	0	66	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	364	60	103	942	282	760	321	4293	132	38	3540	491
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	364	60	103	942	282	760	321	4293	132	38	3540	491
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	364	60	103	942	282	760	321	4293	132	38	3540	491
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	364	60	103	942	282	760	321	4293	132	38	3540	491
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	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:	0.21	0.03	0.06	0.30	0.15	0.43	0.10	0.56	0.08	0.02	0.47	0.28
Crit Moves:	****			****			****			****		
Green Time:	24.3	39.5	59.3	23.5	38.8	67.4	28.7	95.9	120.2	19.8	87.0	110.5
Volume/Cap:	1.63	0.15	0.19	2.42	0.73	1.22	0.68	1.12	0.12	0.21	1.02	0.48
Delay/Veh:	390.8	65.6	51.0	733.6	81.9	179.7	84.9	108	14.8	83.5	74.4	24.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	390.8	65.6	51.0	733.6	81.9	179.7	84.9	108	14.8	83.5	74.4	24.9
LOS by Move:	F	E	D	F	F	F	F	F	B	F	E	C
HCM2kAvgQ:	44	3	5	75	17	70	12	81	3	2	59	18
Note: Queue reported is the number of cars per lane.												

Tasman East Focus Area Plan
SJ16-1669
Background PM

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

Intersection #38: Gold Street/Gold Street Connector

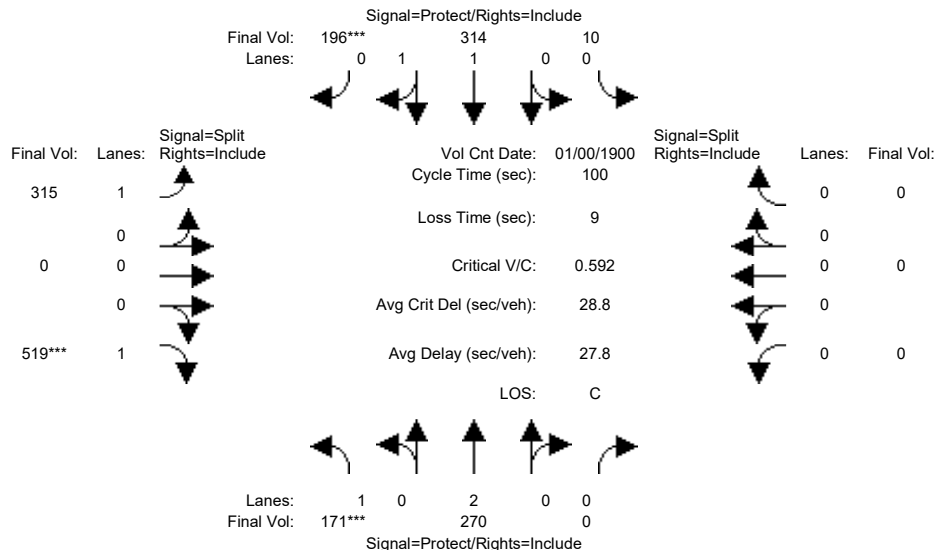


Street Name:	Gold Street			Gold Street Connector		
Approach:	North Bound			South Bound		
Movement:	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM						
Base Vol:	116	265	0	10	301	196
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	116	265	0	10	301	196
Added Vol:	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0
Initial Fut:	116	265	0	10	301	196
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	116	265	0	10	301	196
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	116	265	0	10	301	196
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	116	265	0	10	301	196
Saturation Flow Module:						
Sat/Lane:	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.95
Lanes:	1.00	2.00	0.00	0.04	1.19	0.77
Final Sat.:	1750	3800	0	71	2137	1392
Capacity Analysis Module:						
Vol/Sat:	0.07	0.07	0.00	0.14	0.14	0.14
Crit Moves:	****	****	****	****	****	****
Green Time:	14.4	14.4	0.0	29.1	29.0	29.0
Volume/Cap:	0.46	0.48	0.00	0.48	0.49	0.49
Delay/Veh:	40.5	40.1	0.0	29.6	29.7	29.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.5	40.1	0.0	29.6	29.7	29.7
LOS by Move:	D	D	A	C	C	C
HCM2kAvgQ:	4	4	0	7	7	7
Note: Queue reported is the number of cars per lane.						

Tasman East Focus Area Plan
SJ16-1669
Background PM

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

Intersection #38: Gold Street/Gold Street Connector

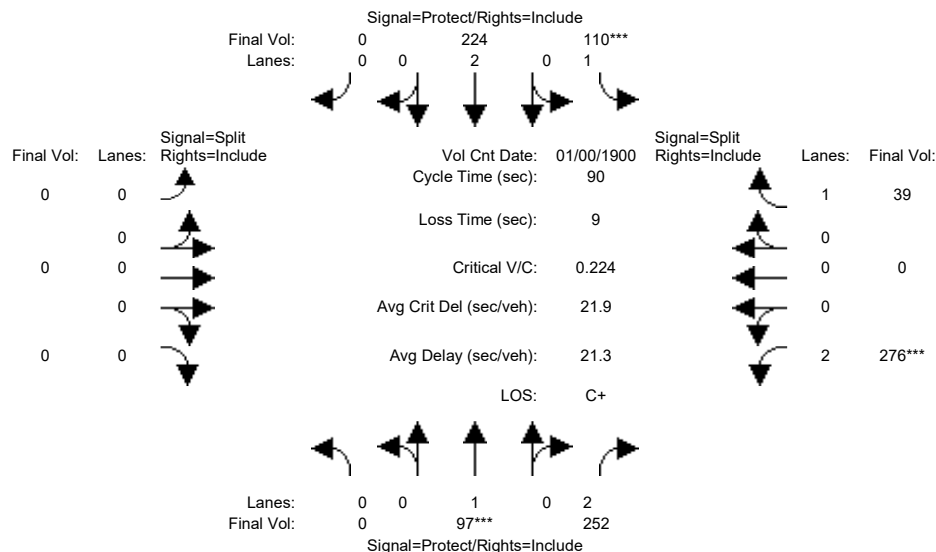


Street Name:	Gold Street						Gold Street Connector					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	116	265	0	10	301	196	315	0	403	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:	116	265	0	10	301	196	315	0	403	0	0	0
Added Vol:	55	5	0	0	13	0	0	0	116	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	171	270	0	10	314	196	315	0	519	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	171	270	0	10	314	196	315	0	519	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	171	270	0	10	314	196	315	0	519	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	171	270	0	10	314	196	315	0	519	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	0.95	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	0.04	1.21	0.75	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	3800	0	69	2174	1357	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.10	0.07	0.00	0.14	0.14	0.14	0.18	0.00	0.30	0.00	0.00	0.00
Crit Moves:	***					***			***			
Green Time:	16.5	16.7	0.0	24.2	24.4	24.4	50.1	0.0	50.1	0.0	0.0	0.0
Volume/Cap:	0.59	0.42	0.00	0.60	0.59	0.59	0.36	0.00	0.59	0.00	0.00	0.00
Delay/Veh:	41.9	37.8	0.0	34.8	34.5	34.5	15.4	0.0	18.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.9	37.8	0.0	34.8	34.5	34.5	15.4	0.0	18.8	0.0	0.0	0.0
LOS by Move:	D	D+	A	C-	C-	C-	B	A	B-	A	A	A
HCM2kAvgQ:	6	4	0	8	8	8	6	0	12	0	0	0
Note: Queue reported is the number of cars per lane.												

Tasman East Focus Area Plan
SJ16-1669
Background PM

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

Intersection #39: Gold Street Connector/Great America Pkwy

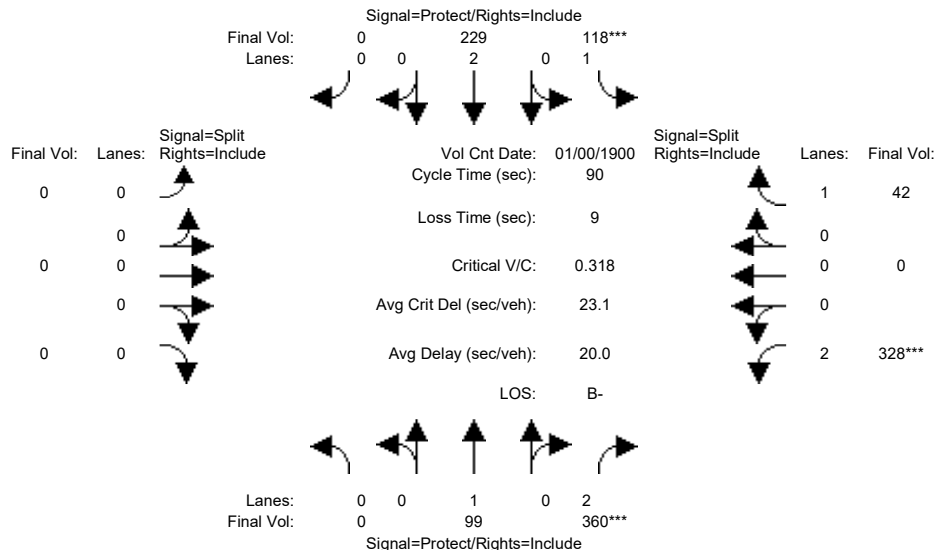


Street Name:	Great America Pkwy						Gold Street Connector					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	7	10	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	97	252	110	224	0	0	0	0	276	0	39
Growth Adj:	1.00	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	97	252	110	224	0	0	0	0	276	0	39
Added Vol:	0	0	0	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	97	252	110	224	0	0	0	0	276	0	39
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	97	252	110	224	0	0	0	0	276	0	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	97	252	110	224	0	0	0	0	276	0	39
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	97	252	110	224	0	0	0	0	276	0	39
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	1.00	2.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	1900	3150	1750	3800	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.05	0.08	0.06	0.06	0.00	0.00	0.00	0.00	0.09	0.00	0.02
Crit Moves:	****			****			****			****		
Green Time:	0.0	20.5	20.5	25.3	45.8	0.0	0.0	0.0	0.0	35.2	0.0	35.2
Volume/Cap:	0.00	0.22	0.35	0.22	0.12	0.00	0.00	0.00	0.00	0.22	0.00	0.06
Delay/Veh:	0.0	28.5	29.4	25.1	11.6	0.0	0.0	0.0	0.0	18.4	0.0	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:	0.0	28.5	29.4	25.1	11.6	0.0	0.0	0.0	0.0	18.4	0.0	17.1
LOS by Move:	A	C	C	C	B+	A	A	A	A	B-	A	B
HCM2kAvgQ:	0	2	3	3	2	0	0	0	0	3	0	1
Note: Queue reported is the number of cars per lane.												

Tasman East Focus Area Plan
SJ16-1669
Background PM

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

Intersection #39: Gold Street Connector/Great America Pkwy

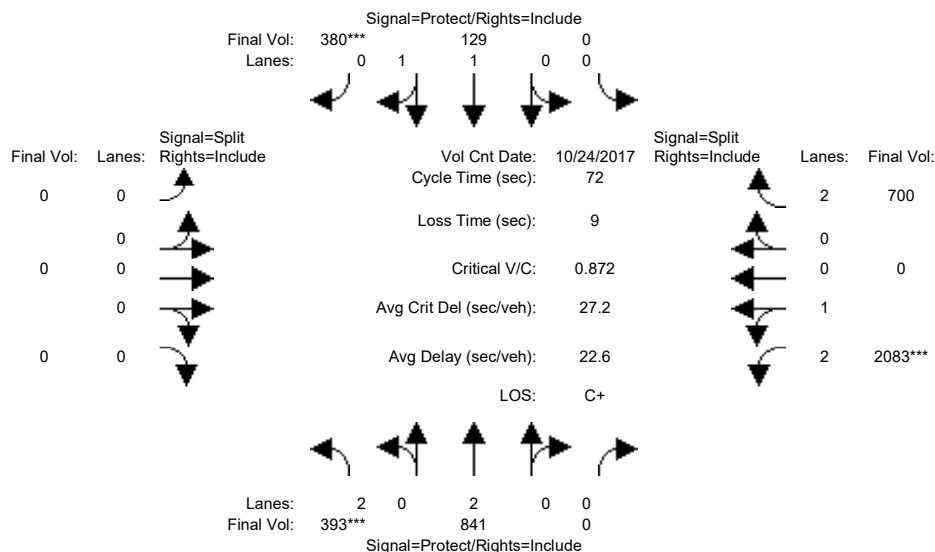


Street Name:	Great America Pkwy						Gold Street Connector					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	-	T	-	R		L	-	T	-	R	
Min. Green:	0	10	7	10	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	97	252	110	224	0	0	0	0	276	0	39
Growth Adj:	1.00	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	97	252	110	224	0	0	0	0	276	0	39
Added Vol:	0	2	108	8	5	0	0	0	0	52	0	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	99	360	118	229	0	0	0	0	328	0	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:	0	99	360	118	229	0	0	0	0	328	0	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	99	360	118	229	0	0	0	0	328	0	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
Final Volume:	0	99	360	118	229	0	0	0	0	328	0	42
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	1.00	2.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	1900	3150	1750	3800	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.05	0.11	0.07	0.06	0.00	0.00	0.00	0.00	0.10	0.00	0.02
Crit Moves:	****											
Green Time:	0.0	32.4	32.4	19.1	51.5	0.0	0.0	0.0	0.0	29.5	0.0	29.5
Volume/Cap:	0.00	0.14	0.32	0.32	0.11	0.00	0.00	0.00	0.00	0.32	0.00	0.07
Delay/Veh:	0.0	19.6	21.0	30.4	8.8	0.0	0.0	0.0	0.0	22.9	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	19.6	21.0	30.4	8.8	0.0	0.0	0.0	0.0	22.9	0.0	20.9
LOS by Move:	A	B-	C+	C	A	A	A	A	A	C+	A	C+
HCM2kAvgQ:	0	2	4	3	1	0	0	0	0	4	0	1
Note: Queue reported is the number of cars per lane.												

Tasman East Focus Area Plan
SJ16-1669
Cumulative AM

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

Intersection #1: Great America Parkway / WB SR 237

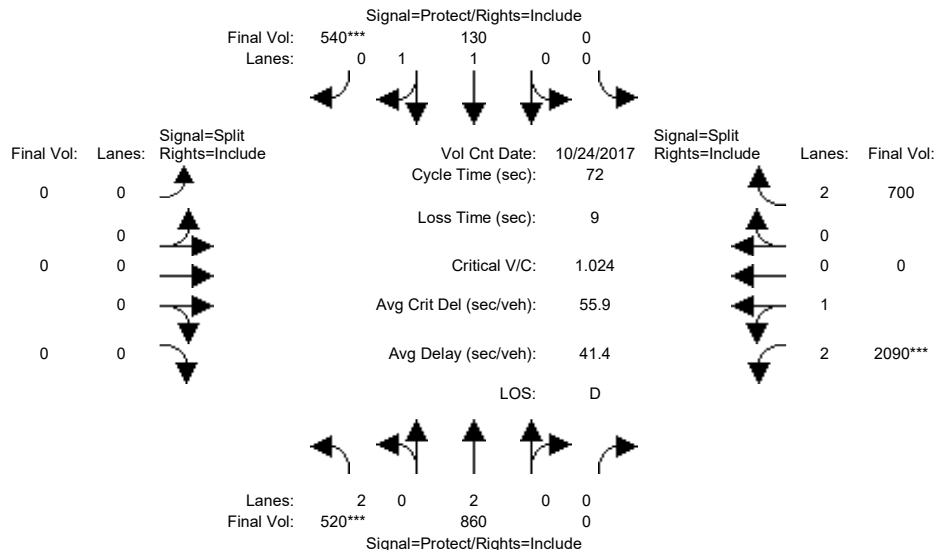


Street Name:	Great America Parkway						WB SR 237									
Approach:	North Bound			South Bound			East Bound			West Bound						
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----																
Min. Green:	7	10		0		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:	>>	Count	Date:	24	Oct	2017	<<	07:30:00	AM							
Base Vol:	520	860		0		0	130	540		0	0	0		2090	0	700
Growth Adj:	1.00	1.00		1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
Initial Bse:	520	860		0		0	130	540		0	0	0		2090	0	700
Added Vol:	-127	-19		0		0	-1	-160		0	0	0		-7	0	0
PasserByVol:	0	0		0		0	0	0		0	0	0		0	0	0
Initial Fut:	393	841		0		0	129	380		0	0	0		2083	0	700
User Adj:	1.00	1.00		1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
PHF Adj:	1.00	1.00		1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
PHF Volume:	393	841		0		0	129	380		0	0	0		2083	0	700
Reduct Vol:	0	0		0		0	0	0		0	0	0		0	0	0
Reduced Vol:	393	841		0		0	129	380		0	0	0		2083	0	700
PCE Adj:	1.00	1.00		1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
MLF Adj:	1.00	1.00		1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
FinalVolume:	393	841		0		0	129	380		0	0	0		2083	0	700
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----																
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		0.87	1.00	0.83
Lanes:	2.00	2.00		0.00		0.00	1.00	1.00		0.00	0.00	0.00		3.00	0.00	2.00
Final Sat.:	3150	3800		0		0	1900	1750		0	0	0		4950	0	3150
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----																
Capacity Analysis Module:																
Vol/Sat:	0.12	0.22		0.00		0.00	0.07	0.22		0.00	0.00	0.00		0.42	0.00	0.22
Crit Moves:	****							****						****		
Green Time:	10.3	28.2		0.0		0.0	17.9	17.9		0.0	0.0	0.0		34.8	0.0	34.8
Volume/Cap:	0.87	0.56		0.00		0.00	0.27	0.87		0.00	0.00	0.00		0.87	0.00	0.46
Delay/Veh:	46.9	17.6		0.0		0.0	21.9	39.4		0.0	0.0	0.0		20.4	0.0	12.6
User DelAdj:	1.00	1.00		1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
AdjDel/Veh:	46.9	17.6		0.0		0.0	21.9	39.4		0.0	0.0	0.0		20.4	0.0	12.6
LOS by Move:	D	B		A		A	C+	D		A	A	A		C+	A	B
HCM2kAvgQ:	6	7		0		0	2	10		0	0	0		19	0	6
Note: Queue reported is the number of cars per lane.																

Tasman East Focus Area Plan
SJ16-1669
Cumulative AM

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

Intersection #1: Great America Parkway / WB SR 237

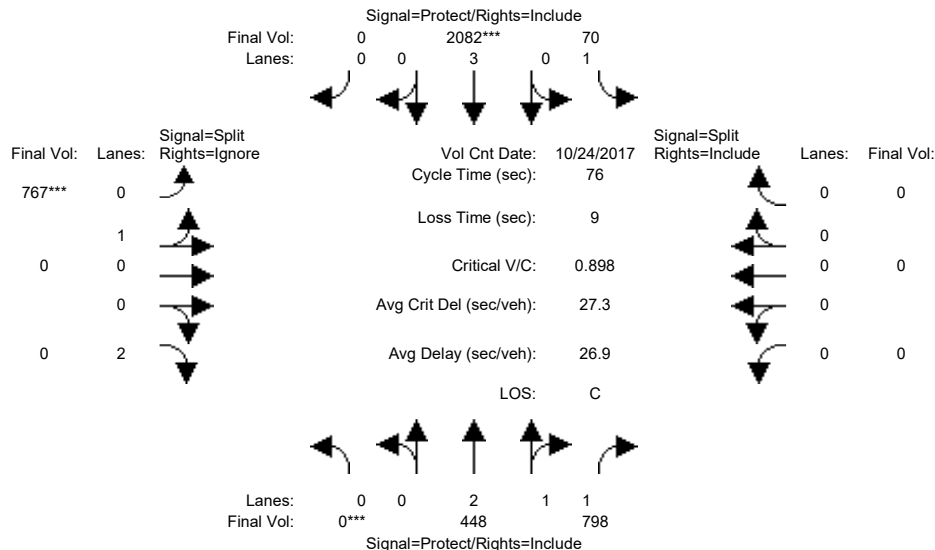


Street Name:	Great America Parkway						WB SR 237								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Min. Green:	7		10		0	0		10		10	0		10		0
Y+R:	4.0		4.0		4.0	4.0		4.0		4.0	4.0		4.0		4.0
Volume Module: >> Count Date: 24 Oct 2017 << 07:30:00 AM															
Base Vol:	520		860		0	0		130		540	0		0		0
Growth Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
Initial Bse:	520		860		0	0		130		540	0		0		0
Added Vol:	0		0		0	0		0		0	0		0		0
PasserByVol:	0		0		0	0		0		0	0		0		0
Initial Fut:	520		860		0	0		130		540	0		0		0
User Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
PHF Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
PHF Volume:	520		860		0	0		130		540	0		0		0
Reduct Vol:	0		0		0	0		0		0	0		0		0
Reduced Vol:	520		860		0	0		130		540	0		0		0
PCE Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
MLF Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
FinalVolume:	520		860		0	0		130		540	0		0		0
Saturation Flow Module:															
Sat/Lane:	1900		1900		1900	1900		1900		1900	1900		1900		1900
Adjustment:	0.83		1.00		0.92	0.92		1.00		0.92	0.92		0.87		1.00
Lanes:	2.00		2.00		0.00	0.00		1.00		1.00	0.00		0.00		2.00
Final Sat.:	3150		3800		0	0		1900		1750	0		0		4950
Capacity Analysis Module:															
Vol/Sat:	0.17		0.23		0.00	0.00		0.07		0.31	0.00		0.00		0.42
Crit Moves:	****									****					****
Green Time:	11.6		33.3		0.0	0.0		21.7		21.7	0.0		0.0		29.7
Volume/Cap:	1.02		0.49		0.00	0.00		0.23		1.02	0.00		0.00		1.02
Delay/Veh:	76.3		13.7		0.0	0.0		18.9		66.5	0.0		0.0		47.4
User DelAdj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
AdjDel/Veh:	76.3		13.7		0.0	0.0		18.9		66.5	0.0		0.0		47.4
LOS by Move:	E-		B		A	A		B-		E	A		A		D
HCM2kAvgQ:	10		6		0	0		2		18	0		0		27
Note: Queue reported is the number of cars per lane.															

Tasman East Focus Area Plan
SJ16-1669
Cumulative AM

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

Intersection #2: Great America Parkway / EB SR 237

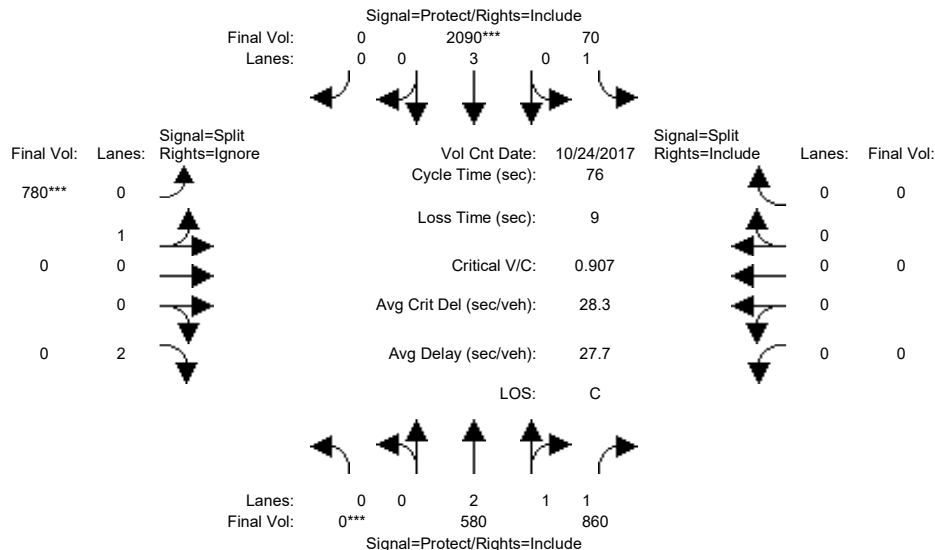


Street Name:	Great America Parkway						EB SR 237								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Min. Green:	0		10		10	7		10		0	10		0		0
Y+R:	4.0		4.0		4.0	4.0		4.0		4.0	4.0		4.0		4.0
Volume Module: >>	Count	Date: 24 Oct 2017 <<				07:30:00 AM									
Base Vol:	0	580		860		70	2090		0	780	0	2180	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	580		860		70	2090		0	780	0	2180	0	0	0
Added Vol:	0	-132		-62		0	-8		0	-13	0	-19	0	0	0
PasserByVol:	0	0		0		0	0		0	0	0	0	0	0	0
Initial Fut:	0	448		798		70	2082		0	767	0	2161	0	0	0
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00	1.00	0.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00	1.00	0.00	1.00	1.00	1.00	1.00
PHF Volume:	0	448		798		70	2082		0	767	0	0	0	0	0
Reduct Vol:	0	0		0		0	0		0	0	0	0	0	0	0
Reduced Vol:	0	448		798		70	2082		0	767	0	0	0	0	0
PCE Adj:	1.00	1.00		1.00		1.00	1.00		1.00	1.00	0.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00		1.00		1.00	1.00		1.00	1.00	0.00	1.00	1.00	1.00	1.00
FinalVolume:	0	448		798		70	2082		0	767	0	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		0.92	1.00		0.92	0.95	0.95	0.83	0.92	1.00	0.92
Lanes:	0.00	2.00		2.00		1.00	3.00		0.00	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	3800		3500		1750	5700		0	1800	0	3150	0	0	0
Capacity Analysis Module:															
Vol/Sat:	0.00	0.12		0.23		0.04	0.37		0.00	0.43	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****						****			****					
Green Time:	0.0	22.0		22.0		8.9	30.9		0.0	36.1	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.41		0.79		0.34	0.90		0.00	0.90	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	21.8		27.5		31.9	26.2		0.0	30.5	0.0	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	21.8		27.5		31.9	26.2		0.0	30.5	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	C+		C		C	C		A	C	A	A	A	A	A
HCM2kAvgQ:	0	4		9		2	17		0	21	0	0	0	0	0
Note: Queue reported is the number of cars per lane.															

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Intersection #2: Great America Parkway / EB SR 237

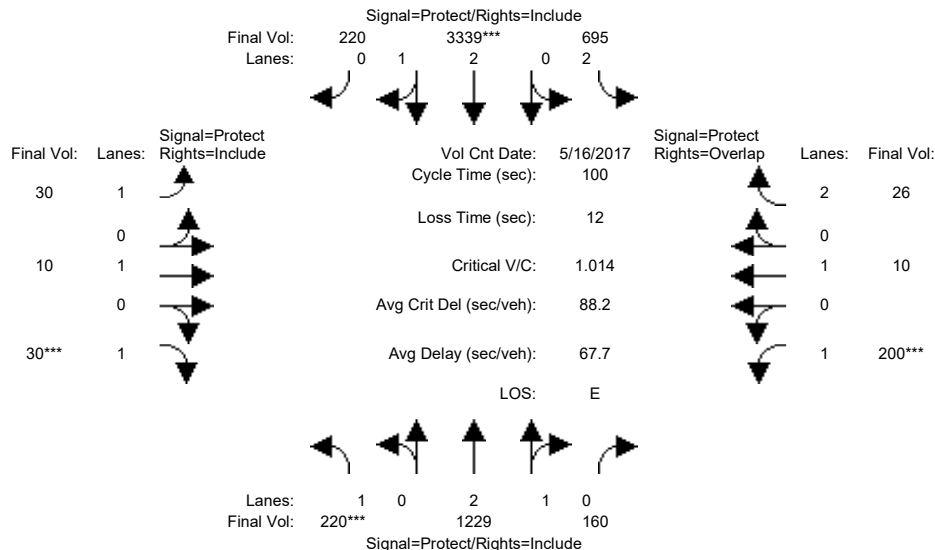


Street Name:	Great America Parkway						EB SR 237								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Min. Green:	0		10		10	7		10		0	10		0		0
Y+R:	4.0		4.0		4.0	4.0		4.0		4.0	4.0		4.0		4.0
Volume Module: >> Count	Date: 24 Oct 2017 << 07:30:00 AM														
Base Vol:	0	580	860	70	2090	0	780	0	2180	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	580	860	70	2090	0	780	0	2180	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	580	860	70	2090	0	780	0	2180	0	0	0			
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:	0	580	860	70	2090	0	780	0	0	0	0	0			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	0	580	860	70	2090	0	780	0	0	0	0	0			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	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:	0	580	860	70	2090	0	780	0	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	0.92	1.00	0.92	0.95	0.95	0.83	0.92	1.00	0.92			
Lanes:	0.00	2.00	2.00	1.00	3.00	0.00	1.00	0.00	2.00	0.00	0.00	0.00			
Final Sat.:	0	3800	3500	1750	5700	0	1800	0	3150	0	0	0			
Capacity Analysis Module:															
Vol/Sat:	0.00	0.15	0.25	0.04	0.37	0.00	0.43	0.00	0.00	0.00	0.00	0.00			
Crit Moves:	****				****		****								
Green Time:	0.0	22.3	22.3	8.4	30.7	0.0	36.3	0.0	0.0	0.0	0.0	0.0			
Volume/Cap:	0.00	0.52	0.84	0.36	0.91	0.00	0.91	0.00	0.00	0.00	0.00	0.00			
Delay/Veh:	0.0	22.5	28.9	32.5	27.0	0.0	31.6	0.0	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	22.5	28.9	32.5	27.0	0.0	31.6	0.0	0.0	0.0	0.0	0.0			
LOS by Move:	A	C+	C	C-	C	A	C	A	A	A	A	A			
HCM2kAvgQ:	0	5	11	2	17	0	22	0	0	0	0	0			
Note: Queue reported is the number of cars per lane.															

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Intersection #3: Great America Parkway / Great America Way

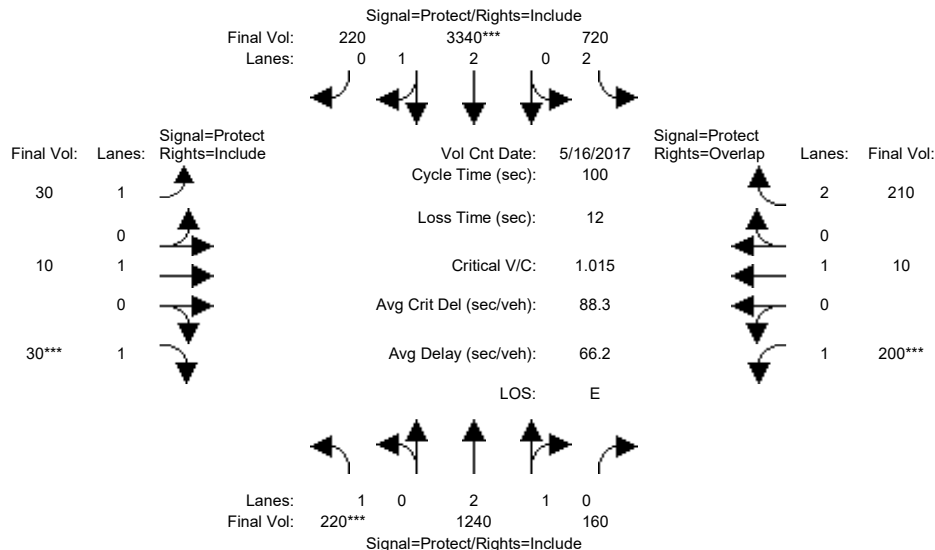


Street Name:	Great America Parkway						Great America Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count	Date: 16 May 2017 << 07:30:00 AM											
Base Vol:	220	1240	160	720	3340	220	30	10	30	200	10	210
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	220	1240	160	720	3340	220	30	10	30	200	10	210
Added Vol:	0	-11	0	-25	-1	0	0	0	0	0	0	-184
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	220	1229	160	695	3339	220	30	10	30	200	10	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:	220	1229	160	695	3339	220	30	10	30	200	10	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	220	1229	160	695	3339	220	30	10	30	200	10	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
Final Volume:	220	1229	160	695	3339	220	30	10	30	200	10	26
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.83
Lanes:	1.00	2.64	0.36	2.00	2.81	0.19	1.00	1.00	1.00	1.00	1.00	2.00
Final Sat.:	1750	4954	645	3150	5253	346	1750	1900	1750	1750	1900	3150
Capacity Analysis Module:												
Vol/Sat:	0.13	0.25	0.25	0.22	0.64	0.64	0.02	0.01	0.02	0.11	0.01	0.01
Crit Moves:	****			****			****		****			
Green Time:	11.2	35.9	35.9	31.9	56.6	56.6	8.3	10.0	10.0	10.2	11.9	43.8
Volume/Cap:	1.12	0.69	0.69	0.69	1.12	1.12	0.21	0.05	0.17	1.12	0.04	0.02
Delay/Veh:	145.5	28.4	28.4	31.8	81.6	81.6	43.5	40.8	41.7	149.1	39.1	15.9
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:	145.5	28.4	28.4	31.8	81.6	81.6	43.5	40.8	41.7	149.1	39.1	15.9
LOS by Move:	F	C	C	C	F	F	D	D	D	F	D	B
HCM2kAvgQ:	11	12	12	11	52	52	1	0	1	10	0	0
Note: Queue reported is the number of cars per lane.												

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Cumulative AM

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Intersection #3: Great America Parkway / Great America Way

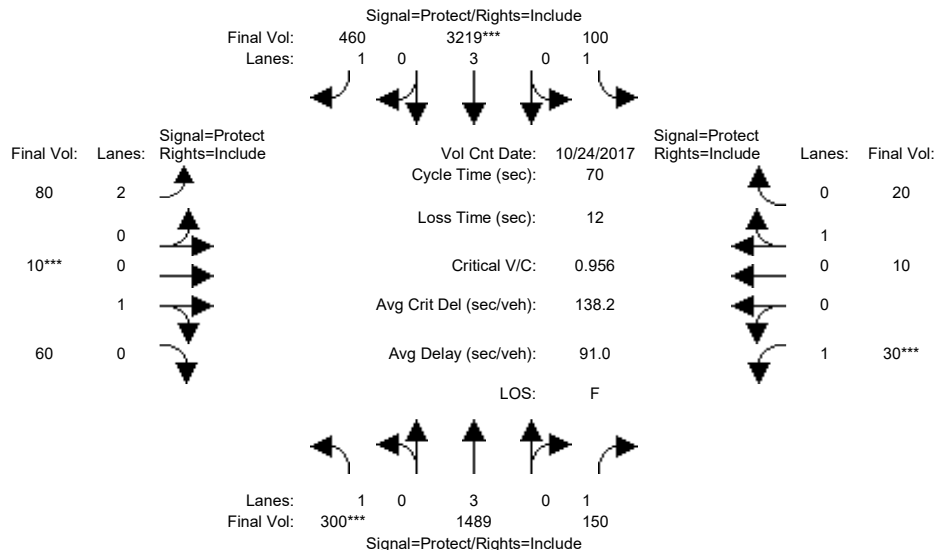


Street Name:	Great America Parkway						Great America Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 16 May 2017 << 07:30:00 AM												
Base Vol:	220	1240	160	720	3340	220	30	10	30	200	10	210
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	220	1240	160	720	3340	220	30	10	30	200	10	210
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	220	1240	160	720	3340	220	30	10	30	200	10	210
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	220	1240	160	720	3340	220	30	10	30	200	10	210
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	220	1240	160	720	3340	220	30	10	30	200	10	210
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	220	1240	160	720	3340	220	30	10	30	200	10	210
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.83
Lanes:	1.00	2.64	0.36	2.00	2.81	0.19	1.00	1.00	1.00	1.00	1.00	2.00
Final Sat.:	1750	4959	640	3150	5253	346	1750	1900	1750	1750	1900	3150
Capacity Analysis Module:												
Vol/Sat:	0.13	0.25	0.25	0.23	0.64	0.64	0.02	0.01	0.02	0.11	0.01	0.07
Crit Moves:	***			***			***		***	***		
Green Time:	11.2	35.4	35.4	32.4	56.6	56.6	8.3	10.0	10.0	10.2	11.9	44.3
Volume/Cap:	1.12	0.71	0.71	0.71	1.12	1.12	0.21	0.05	0.17	1.12	0.04	0.15
Delay/Veh:	145.5	29.0	29.0	31.9	81.7	81.7	43.5	40.8	41.7	149.1	39.1	16.7
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:	145.5	29.0	29.0	31.9	81.7	81.7	43.5	40.8	41.7	149.1	39.1	16.7
LOS by Move:	F	C	C	C	F	F	D	D	D	F	D	B
HCM2kAvgQ:	11	12	12	11	52	52	1	0	1	10	0	2
Note: Queue reported is the number of cars per lane.												

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Cumulative AM

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Intersection #4: Great America Parkway / Old Mountain View - Alviso Road



Street Name:	Great America Parkway			Old Mountain View - Alviso Road		
Approach:	North Bound			South Bound		
Movement:	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	24 Oct 2017	<<	07:30:00 AM
Base Vol:	300	1500	150	100	3220	460
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	300	1500	150	100	3220	460
Added Vol:	0	-11	0	0	-1	0
PasserByVol:	0	0	0	0	0	0
Initial Fut:	300	1489	150	100	3219	460
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	300	1489	150	100	3219	460
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	300	1489	150	100	3219	460
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	300	1489	150	100	3219	460

Saturation Flow Module:						
Sat/Lane:	1900	1900	1900	1900	1900	1900
Adjustment:	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
Final Sat.:	1750	5700	1750	1750	5700	1750

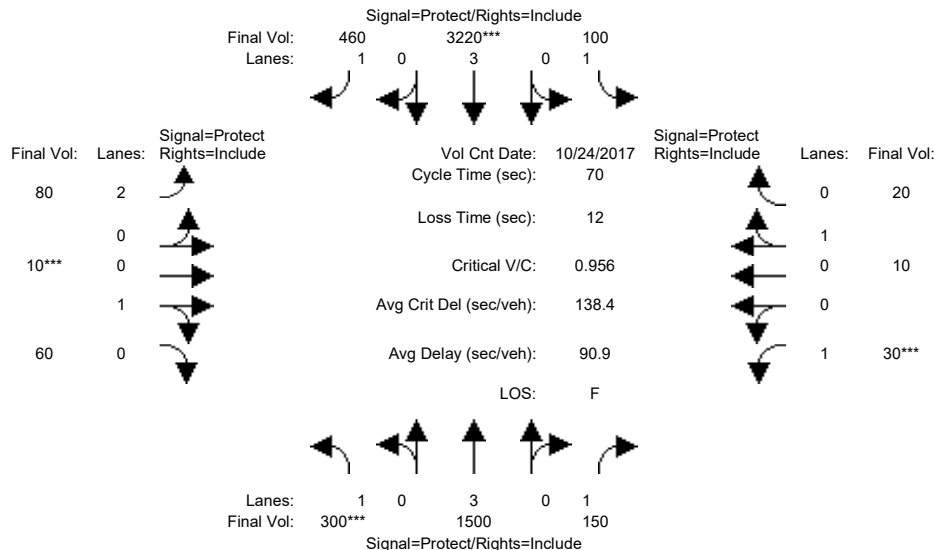
Capacity Analysis Module:						
Vol/Sat:	0.17	0.26	0.09	0.06	0.56	0.26
Crit Moves:	****				****	
Green Time:	9.5	29.6	29.6	11.4	31.5	31.5
Volume/Cap:	1.26	0.62	0.20	0.35	1.26	0.59
Delay/Veh:	175.2	16.2	12.9	26.8	138	15.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	175.2	16.2	12.9	26.8	138	15.5
LOS by Move:	F	B	B	C	F	B
HCM2kAvgQ:	18	9	2	2	49	7

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

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Intersection #4: Great America Parkway / Old Mountain View - Alviso Road



Street Name:	Great America Parkway						Old Mountain View - Alviso Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count	Date: 24 Oct 2017 << 07:30:00 AM											
Base Vol:	300	1500	150	100	3220	460	80	10	60	30	10	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:	300	1500	150	100	3220	460	80	10	60	30	10	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:	300	1500	150	100	3220	460	80	10	60	30	10	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:	300	1500	150	100	3220	460	80	10	60	30	10	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	300	1500	150	100	3220	460	80	10	60	30	10	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	300	1500	150	100	3220	460	80	10	60	30	10	20

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	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	0.14	0.86	1.00	0.33	0.67
Final Sat.:	1750	5700	1750	1750	5700	1750	3150	257	1543	1750	600	1200

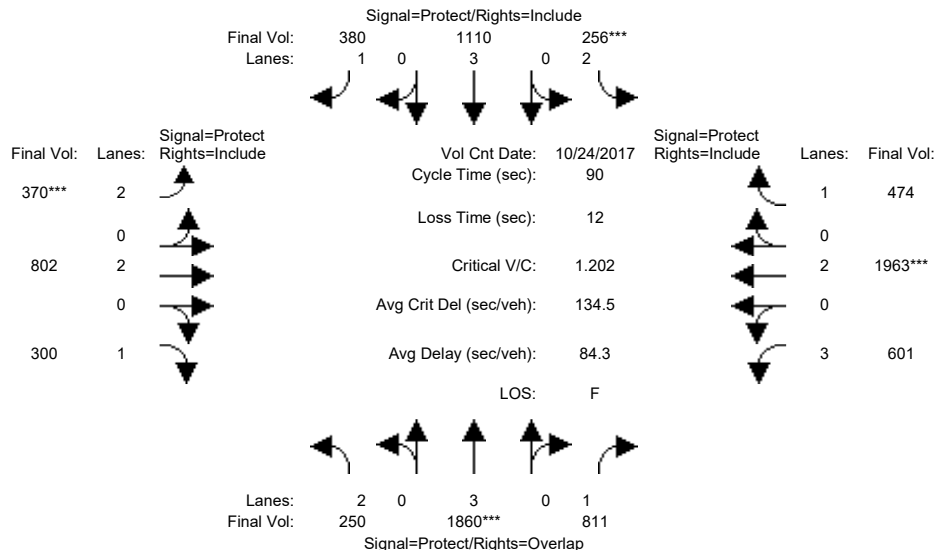
Capacity Analysis Module:												
Vol/Sat:	0.17	0.26	0.09	0.06	0.56	0.26	0.03	0.04	0.04	0.02	0.02	0.02
Crit Moves:	****				****		****			****		
Green Time:	9.5	29.7	29.7	11.3	31.5	31.5	7.0	10.0	10.0	7.0	10.0	10.0
Volume/Cap:	1.26	0.62	0.20	0.35	1.26	0.58	0.25	0.27	0.27	0.17	0.12	0.12
Delay/Veh:	175.4	16.2	12.8	26.9	138	15.5	29.5	27.3	27.3	29.3	26.4	26.4
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:	175.4	16.2	12.8	26.9	138	15.5	29.5	27.3	27.3	29.3	26.4	26.4
LOS by Move:	F	B	B	C	F	B	C	C	C	C	C	C
HCM2kAvgQ:	18	9	2	2	49	7	1	2	2	1	1	1

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

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Cumulative AM

Intersection #5: Great America Parkway / Tasman Drive



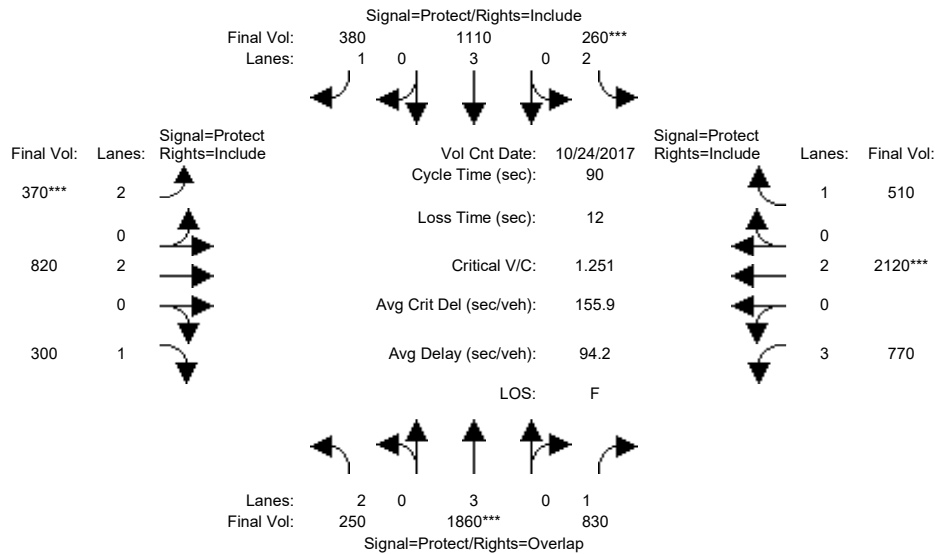
Street Name:	Great America Parkway						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count	Date: 24 Oct 2017 << 07:30:00 AM											
Base Vol:	250	1860	830	260	1110	380	370	820	300	770	2120	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:	250	1860	830	260	1110	380	370	820	300	770	2120	510
Added Vol:	0	0	-19	-4	0	0	0	-18	0	-169	-157	-36
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	250	1860	811	256	1110	380	370	802	300	601	1963	474
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	250	1860	811	256	1110	380	370	802	300	601	1963	474
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	250	1860	811	256	1110	380	370	802	300	601	1963	474
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	250	1860	811	256	1110	380	370	802	300	601	1963	474
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	0.80	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	3.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	4551	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.33	0.46	0.08	0.19	0.22	0.12	0.21	0.17	0.13	0.52	0.27
Crit Moves:	****			****			****			****		
Green Time:	8.3	24.1	42.2	7.0	22.8	22.8	8.7	28.8	28.8	18.0	38.2	38.2
Volume/Cap:	0.86	1.22	0.99	1.04	0.77	0.86	1.22	0.66	0.54	0.66	1.22	0.64
Delay/Veh:	61.7	137	52.3	111.2	33.7	47.3	164.6	27.7	26.1	34.9	130	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:	61.7	137	52.3	111.2	33.7	47.3	164.6	27.7	26.1	34.9	130	22.3
LOS by Move:	E	F	D-	F	C-	D	F	C	C	C-	F	C+
HCM2kAvgQ:	7	34	32	9	11	14	11	9	7	6	47	10

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

Tasman East Focus Area Plan
SJ16-1669
Cumulative AM

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

Intersection #5: Great America Parkway / Tasman Drive

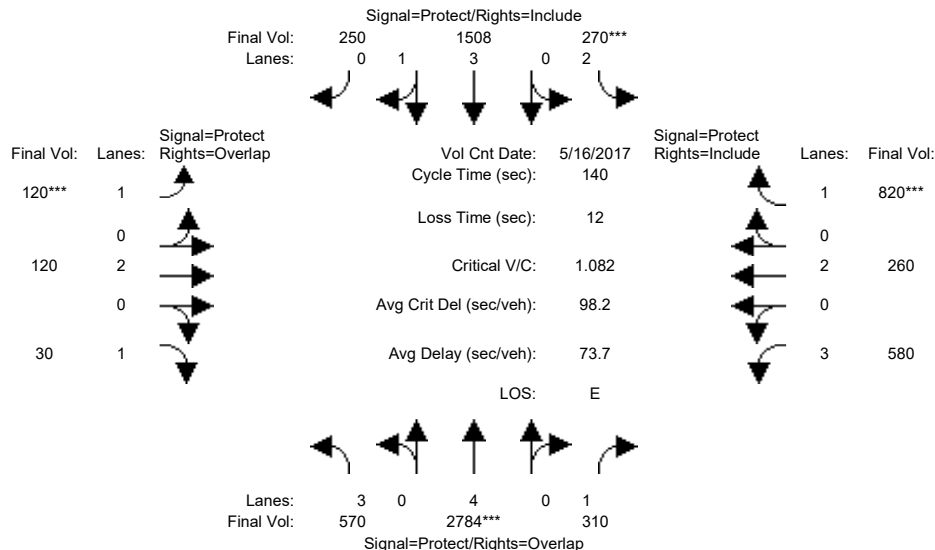


Street Name:	Great America Parkway						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 Oct 2017 << 07:30:00 AM												
Base Vol:	250	1860	830	260	1110	380	370	820	300	770	2120	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:	250	1860	830	260	1110	380	370	820	300	770	2120	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:	250	1860	830	260	1110	380	370	820	300	770	2120	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:	250	1860	830	260	1110	380	370	820	300	770	2120	510
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	250	1860	830	260	1110	380	370	820	300	770	2120	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
Final Volume:	250	1860	830	260	1110	380	370	820	300	770	2120	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	0.80	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	3.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	4551	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.33	0.47	0.08	0.19	0.22	0.12	0.22	0.17	0.17	0.56	0.29
Crit Moves:	****			****			****			****		
Green Time:	8.1	23.1	44.2	7.0	22.1	22.1	8.3	26.8	26.8	21.0	39.5	39.5
Volume/Cap:	0.89	1.27	0.97	1.06	0.79	0.89	1.27	0.72	0.58	0.72	1.27	0.66
Delay/Veh:	67.1	160	45.0	116.1	35.1	52.1	186.5	30.6	28.3	34.3	151	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:	67.1	160	45.0	116.1	35.1	52.1	186.5	30.6	28.3	34.3	151	22.1
LOS by Move:	E	F	D	F	D+	D-	F	C	C	C-	F	C+
HCM2kAvgQ:	7	36	31	9	12	15	12	10	7	8	55	11
Note: Queue reported is the number of cars per lane.												

Tasman East Focus Area Plan
SJ16-1669
Cumulative AM

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

Intersection #6: Great America Parkway / Mission College Boulevard



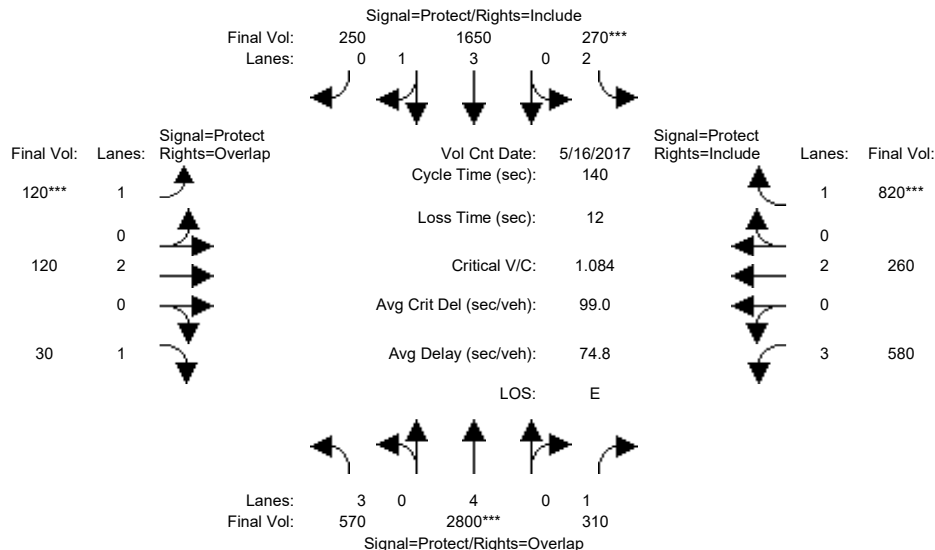
Street Name:	Great America Parkway						Mission College Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 16 May 2017 << 07:30:00 AM												
Base Vol:	570	2800	310	270	1650	250	120	120	30	580	260	820
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	570	2800	310	270	1650	250	120	120	30	580	260	820
Added Vol:	0	-16	0	0	-142	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	570	2784	310	270	1508	250	120	120	30	580	260	820
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	570	2784	310	270	1508	250	120	120	30	580	260	820
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	570	2784	310	270	1508	250	120	120	30	580	260	820
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	570	2784	310	270	1508	250	120	120	30	580	260	820
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	1.00	0.92	0.83	0.99	0.95	0.92	1.00	0.92	0.80	1.00	0.92
Lanes:	3.00	4.00	1.00	2.00	3.41	0.59	1.00	2.00	1.00	3.00	2.00	1.00
Final Sat.:	4551	7600	1750	3150	6432	1066	1750	3800	1750	4551	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.37	0.18	0.09	0.23	0.23	0.07	0.03	0.02	0.13	0.07	0.47
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	20.4	47.4	91.9	11.1	38.1	38.1	8.9	25.0	45.3	44.5	60.6	60.6
Volume/Cap:	0.86	1.08	0.27	1.08	0.86	0.86	1.08	0.18	0.05	0.40	0.16	1.08
Delay/Veh:	69.5	90.8	10.2	144.9	52.4	52.4	174.8	48.9	32.6	37.5	24.2	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:	69.5	90.8	10.2	144.9	52.4	52.4	174.8	48.9	32.6	37.5	24.2	96.8
LOS by Move:	E	F	B+	F	D-	D-	F	D	C-	D+	C	F
HCM2kAvgQ:	10	37	6	12	21	21	10	2	1	8	3	46

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

Tasman East Focus Area Plan
SJ16-1669
Cumulative AM

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

Intersection #6: Great America Parkway / Mission College Boulevard

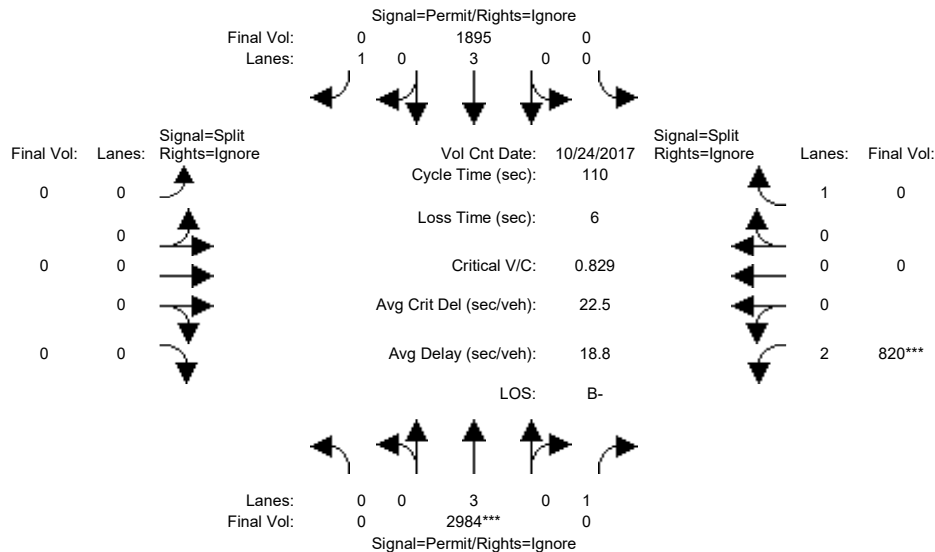


Street Name:	Great America Parkway			Mission College Boulevard		
Approach:	North Bound			South Bound		
Movement:	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count	Date: 16 May 2017 << 07:30:00 AM					
Base Vol:	570	2800	310	270	1650	250
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	570	2800	310	270	1650	250
Added Vol:	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0
Initial Fut:	570	2800	310	270	1650	250
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	570	2800	310	270	1650	250
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	570	2800	310	270	1650	250
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	570	2800	310	270	1650	250
Saturation Flow Module:						
Sat/Lane:	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	1.00	0.92	0.83	0.99	0.95
Lanes:	3.00	4.00	1.00	2.00	3.45	0.55
Final Sat.:	4551	7600	1750	3150	6512	987
Capacity Analysis Module:						
Vol/Sat:	0.13	0.37	0.18	0.09	0.25	0.25
Crit Moves:	****			****		
Green Time:	19.4	47.6	92.0	11.1	39.2	39.2
Volume/Cap:	0.90	1.08	0.27	1.08	0.90	0.90
Delay/Veh:	75.9	91.6	10.1	145.7	54.6	54.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	75.9	91.6	10.1	145.7	54.6	54.6
LOS by Move:	E-	F	B+	F	D-	D-
HCM2kAvgQ:	10	37	6	12	23	23
Note:	Queue reported is the number of cars per lane.					

Tasman East Focus Area Plan
SJ16-1669
Cumulative AM

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

Intersection #7: Great America Parkway - Bowers Avenue / US 101 NB Ramps

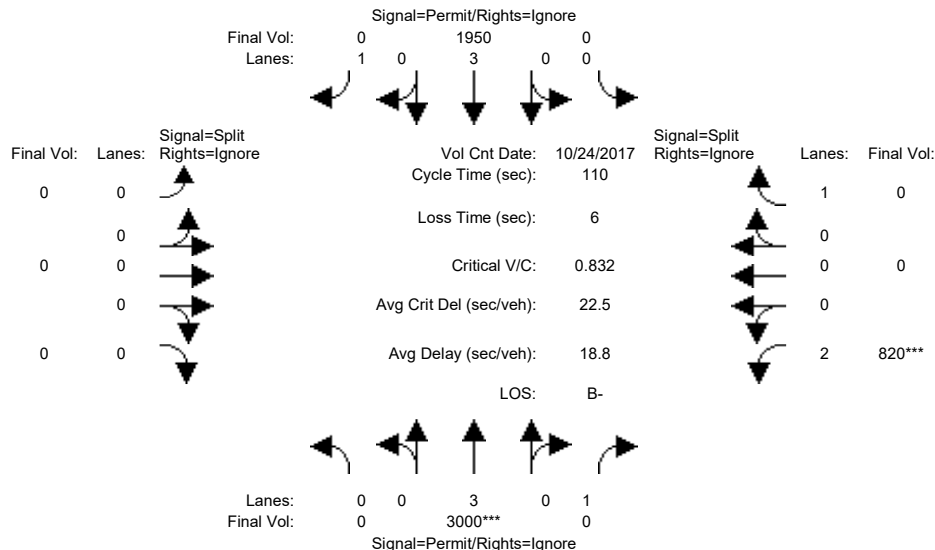


Street Name:Great America Parkway - Bowers Av							US 101 NB Ramps								
Approach:North Bound				South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Min. Green:	0		10		10	0		10		10	0		10		10
Y+R:	4.0		4.0		4.0	4.0		4.0		4.0	4.0		4.0		4.0
Volume Module: >> Count Date: 24 Oct 2017 << 07:30:00 AM															
Base Vol:	0		3000		450	0		1950		350	0		0		820
Growth Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
Initial Bse:	0		3000		450	0		1950		350	0		0		820
Added Vol:	0		-16		0	0		-55		-87	0		0		0
PasserByVol:	0		0		0	0		0		0	0		0		0
Initial Fut:	0		2984		450	0		1895		263	0		0		820
User Adj:	1.00		1.00		0.00	1.00		1.00		0.00	1.00		1.00		0.00
PHF Adj:	1.00		1.00		0.00	1.00		1.00		0.00	1.00		1.00		0.00
PHF Volume:	0		2984		0	0		1895		0	0		0		820
Reduct Vol:	0		0		0	0		0		0	0		0		0
Reduced Vol:	0		2984		0	0		1895		0	0		0		820
PCE Adj:	1.00		1.00		0.00	1.00		1.00		0.00	1.00		1.00		0.00
MLF Adj:	1.00		1.00		0.00	1.00		1.00		0.00	1.00		1.00		0.00
FinalVolume:	0		2984		0	0		1895		0	0		0		820
Saturation Flow Module:															
Sat/Lane:	1900		1900		1900	1900		1900		1900	1900		1900		1900
Adjustment:	0.92		1.00		0.92	0.92		1.00		0.92	0.92		0.83		1.00
Lanes:	0.00		3.00		1.00	0.00		3.00		1.00	0.00		0.00		1.00
Final Sat.:	0		5700		1750	0		5700		1750	0		0		3150
Capacity Analysis Module:															
Vol/Sat:	0.00		0.52		0.00	0.00		0.33		0.00	0.00		0.00		0.00
Crit Moves:	****														
Green Time:	0.0		69.5		0.0	0.0		69.5		0.0	0.0		0.0		34.5
Volume/Cap:	0.00		0.83		0.00	0.00		0.53		0.00	0.00		0.00		0.83
Delay/Veh:	0.0		17.4		0.0	0.0		11.3		0.0	0.0		0.0		40.9
User DelAdj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
AdjDel/Veh:	0.0		17.4		0.0	0.0		11.3		0.0	0.0		0.0		40.9
LOS by Move:	A		B		A	A		B+		A	A		A		D
HCM2kAvgQ:	0		25		0	0		11		0	0		0		18
Note: Queue reported is the number of cars per lane.															

Tasman East Focus Area Plan
SJ16-1669
Cumulative AM

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

Intersection #7: Great America Parkway - Bowers Avenue / US 101 NB Ramps

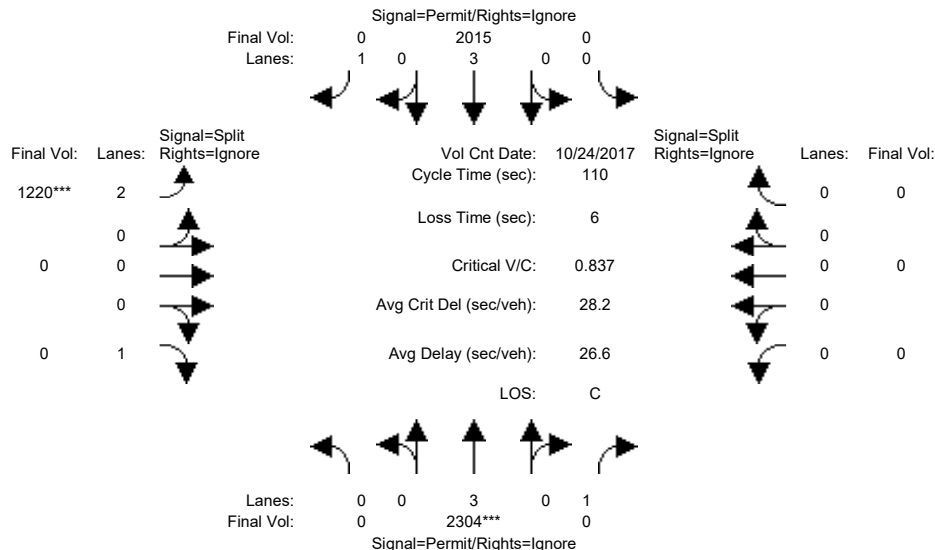


Street Name:Great America Parkway - Bowers Av							US 101 NB Ramps								
Approach:North Bound				South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Min. Green:	0		10		10	0		10		10	0		10		0
Y+R:	4.0		4.0		4.0	4.0		4.0		4.0	4.0		4.0		4.0
----- ----- ----- ----- ----- -----															
Volume Module: >> Count Date: 24 Oct 2017 << 07:30:00 AM															
Base Vol:	0		3000		450	0		1950		350	0		0		820
Growth Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
Initial Bse:	0		3000		450	0		1950		350	0		0		820
Added Vol:	0		0		0	0		0		0	0		0		0
PasserByVol:	0		0		0	0		0		0	0		0		0
Initial Fut:	0		3000		450	0		1950		350	0		0		820
User Adj:	1.00		1.00		0.00	1.00		1.00		0.00	1.00		1.00		0.00
PHF Adj:	1.00		1.00		0.00	1.00		1.00		0.00	1.00		1.00		0.00
PHF Volume:	0		3000		0	0		1950		0	0		0		820
Reduct Vol:	0		0		0	0		0		0	0		0		0
Reduced Vol:	0		3000		0	0		1950		0	0		0		820
PCE Adj:	1.00		1.00		0.00	1.00		1.00		0.00	1.00		1.00		0.00
MLF Adj:	1.00		1.00		0.00	1.00		1.00		0.00	1.00		1.00		0.00
FinalVolume:	0		3000		0	0		1950		0	0		0		820
----- ----- ----- ----- ----- -----															
Saturation Flow Module:															
Sat/Lane:	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
Lanes:	0.00		3.00		1.00	0.00		3.00		1.00	0.00		0.00		1.00
Final Sat.:	0		5700		1750	0		5700		1750	0		0		3150
----- ----- ----- ----- ----- -----															
Capacity Analysis Module:															
Vol/Sat:	0.00		0.53		0.00	0.00		0.34		0.00	0.00		0.00		0.00
Crit Moves:	****														
Green Time:	0.0		69.6		0.0	0.0		69.6		0.0	0.0		0.0		34.4
Volume/Cap:	0.00		0.83		0.00	0.00		0.54		0.00	0.00		0.00		0.83
Delay/Veh:	0.0		17.4		0.0	0.0		11.5		0.0	0.0		0.0		41.2
User DelAdj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
AdjDel/Veh:	0.0		17.4		0.0	0.0		11.5		0.0	0.0		0.0		41.2
LOS by Move:	A		B		A	A		B+		A	A		A		D
HCM2kAvgQ:	0		25		0	0		11		0	0		0		18
Note: Queue reported is the number of cars per lane.															

Tasman East Focus Area Plan
SJ16-1669
Cumulative AM

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

Intersection #8: Bowers Avenue / US 101 SB Ramps

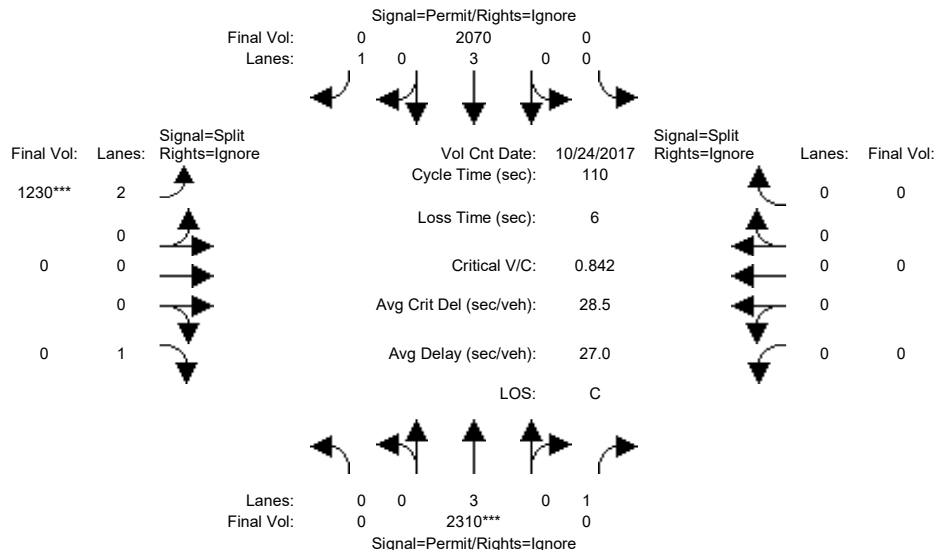


Street Name:	Bowers Avenue						US 101 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count	Date: 24 Oct 2017 << 07:30:00 AM											
Base Vol:	0	2310	840	0	2070	710	1230	0	800	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	2310	840	0	2070	710	1230	0	800	0	0	0
Added Vol:	0	-6	0	0	-55	0	-10	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2304	840	0	2015	710	1220	0	800	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	2304	0	0	2015	0	1220	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2304	0	0	2015	0	1220	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Volume:	0	2304	0	0	2015	0	1220	0	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	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	5700	1750	0	5700	1750	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.40	0.00	0.00	0.35	0.00	0.39	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****											
Green Time:	0.0	53.1	0.0	0.0	53.1	0.0	50.9	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.84	0.00	0.00	0.73	0.00	0.84	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	27.1	0.0	0.0	23.8	0.0	30.4	0.0	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	27.1	0.0	0.0	23.8	0.0	30.4	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	C	A	A	C	A	C	A	A	A	A	A
HCM2kAvgQ:	0	25	0	0	18	0	24	0	0	0	0	0
Note: Queue reported is the number of cars per lane.												

Tasman East Focus Area Plan
SJ16-1669
Cumulative AM

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

Intersection #8: Bowers Avenue / US 101 SB Ramps

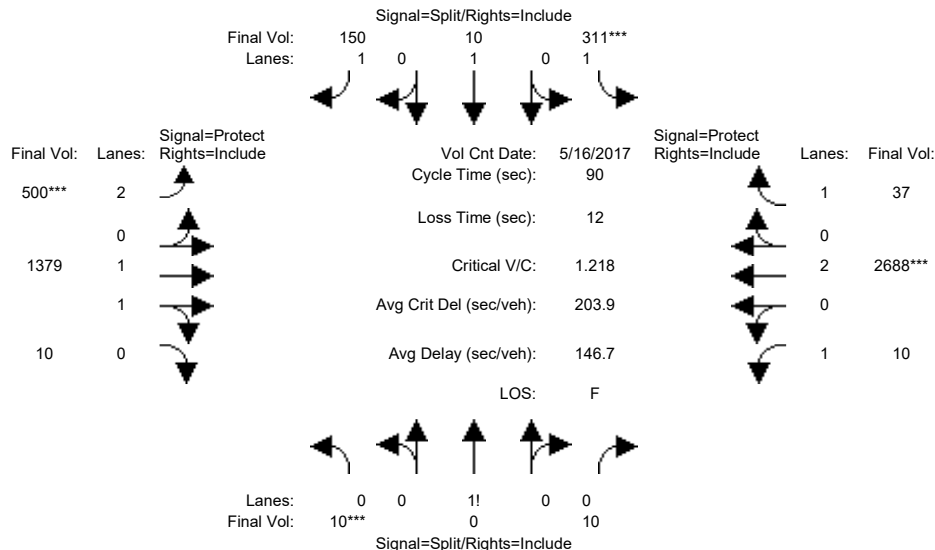


Street Name:	Bowers Avenue						US 101 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 Oct 2017 << 07:30:00 AM												
Base Vol:	0	2310	840	0	2070	710	1230	0	800	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	2310	840	0	2070	710	1230	0	800	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	2310	840	0	2070	710	1230	0	800	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	2310	0	0	2070	0	1230	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2310	0	0	2070	0	1230	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Volume:	0	2310	0	0	2070	0	1230	0	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	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	5700	1750	0	5700	1750	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.41	0.00	0.00	0.36	0.00	0.39	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****											
Green Time:	0.0	53.0	0.0	0.0	53.0	0.0	51.0	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.84	0.00	0.00	0.75	0.00	0.84	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	27.4	0.0	0.0	24.4	0.0	30.5	0.0	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	27.4	0.0	0.0	24.4	0.0	30.5	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	C	A	A	C	A	C	A	A	A	A	A
HCM2kAvgQ:	0	25	0	0	19	0	24	0	0	0	0	0
Note: Queue reported is the number of cars per lane.												

Tasman East Focus Area Plan
SJ16-1669
Cumulative AM

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2000 HCM Operations (Future Volume Alternative)
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Intersection #9: Centennial Drive / Tasman Drive

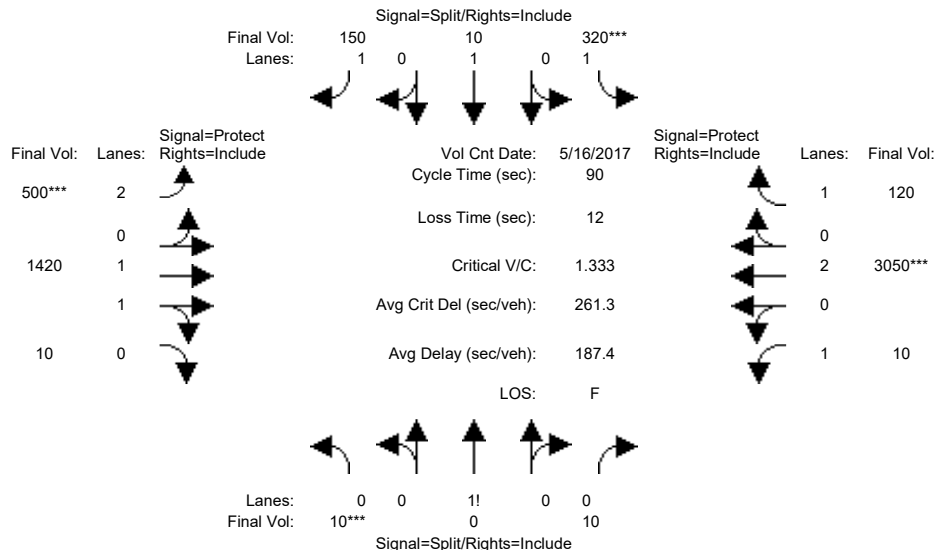


Street Name:	Centennial Drive						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 16 May 2017 << 07:30:00 AM												
Base Vol:	10	0	10	320	10	150	500	1420	10	10	3050	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:	10	0	10	320	10	150	500	1420	10	10	3050	120
Added Vol:	0	0	0	-9	0	0	0	-41	0	0	-362	-83
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	0	10	311	10	150	500	1379	10	10	2688	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:	10	0	10	311	10	150	500	1379	10	10	2688	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	0	10	311	10	150	500	1379	10	10	2688	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
Final Volume:	10	0	10	311	10	150	500	1379	10	10	2688	37
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	1.00	0.92	0.83	0.97	0.95	0.92	1.00	0.92
Lanes:	0.50	0.00	0.50	1.00	1.00	1.00	2.00	1.99	0.01	1.00	2.00	1.00
Final Sat.:	875	0	875	1750	1900	1750	3150	3673	27	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.01	0.18	0.01	0.09	0.16	0.38	0.38	0.01	0.71	0.02
Crit Moves:	***			***			***			***		
Green Time:	10.0	0.0	10.0	11.6	11.6	11.6	10.3	46.7	46.7	9.7	46.1	46.1
Volume/Cap:	0.10	0.00	0.10	1.38	0.04	0.67	1.38	0.72	0.72	0.05	1.38	0.04
Delay/Veh:	36.2	0.0	36.2	236.1	34.4	44.8	227.9	18.0	18.0	36.2	197	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:	36.2	0.0	36.2	236.1	34.4	44.8	227.9	18.0	18.0	36.2	197	11.0
LOS by Move:	D+	A	D+	F	C-	D	F	B-	B-	D+	F	B+
HCM2kAvgQ:	1	0	1	23	0	6	19	15	15	0	80	1
Note: Queue reported is the number of cars per lane.												

Tasman East Focus Area Plan
SJ16-1669
Cumulative AM

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

Intersection #9: Centennial Drive / Tasman Drive

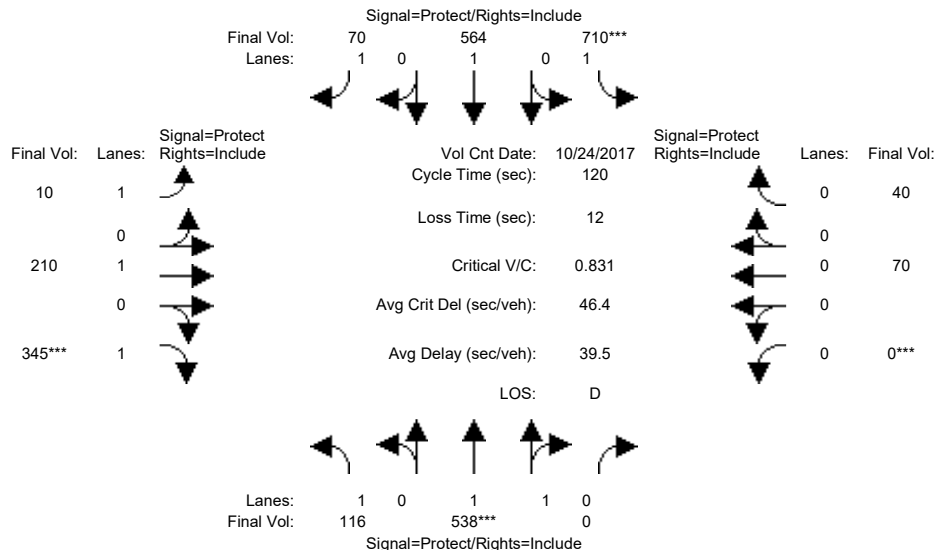


Street Name:	Centennial Drive						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	16 May 2017 << 07:30:00 AM											
Base Vol:	10	0	10	320	10	150	500	1420	10	10	3050	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:	10	0	10	320	10	150	500	1420	10	10	3050	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:	10	0	10	320	10	150	500	1420	10	10	3050	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:	10	0	10	320	10	150	500	1420	10	10	3050	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	0	10	320	10	150	500	1420	10	10	3050	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
Final Volume:	10	0	10	320	10	150	500	1420	10	10	3050	120
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	1.00	0.92	0.83	0.97	0.95	0.92	1.00	0.92
Lanes:	0.50	0.00	0.50	1.00	1.00	1.00	2.00	1.99	0.01	1.00	2.00	1.00
Final Sat.:	875	0	875	1750	1900	1750	3150	3674	26	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.01	0.18	0.01	0.09	0.16	0.39	0.39	0.01	0.80	0.07
Crit Moves:	****			****			****			****		
Green Time:	10.0	0.0	10.0	10.9	10.9	10.9	9.4	47.6	47.6	9.6	47.7	47.7
Volume/Cap:	0.10	0.00	0.10	1.51	0.04	0.71	1.51	0.73	0.73	0.05	1.51	0.13
Delay/Veh:	36.2	0.0	36.2	293.9	35.1	48.7	286.8	17.8	17.8	36.3	255	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:	36.2	0.0	36.2	293.9	35.1	48.7	286.8	17.8	17.8	36.3	255	10.7
LOS by Move:	D+	A	D+	F	D+	D	F	B	B	D+	F	B+
HCM2kAvgQ:	1	0	1	26	0	6	21	15	15	0	103	2
Note: Queue reported is the number of cars per lane.												

Tasman East Focus Area Plan
SJ16-1669
Cumulative AM

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

Intersection #10: Lafayette Street / Great America Way

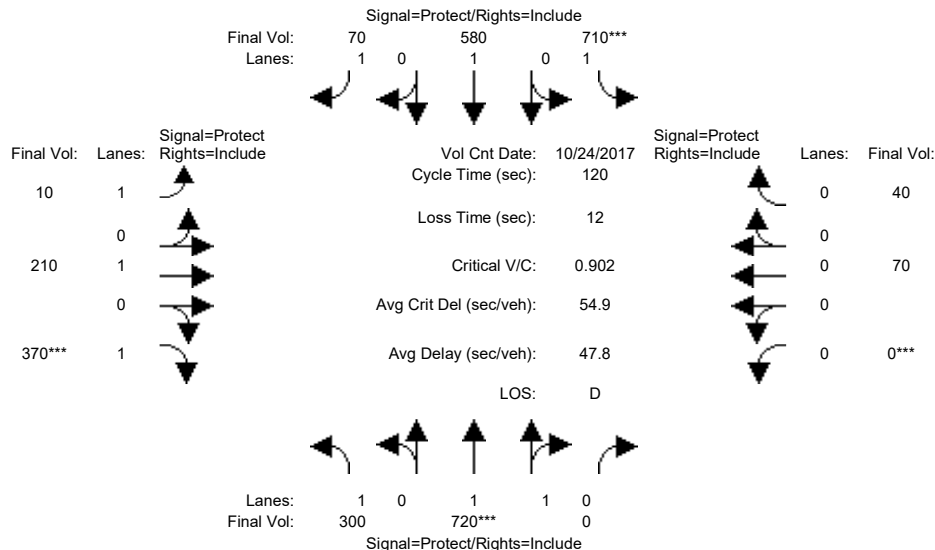


Street Name:	Lafayette Street						Great America Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 Oct 2017 << 07:30:00 AM												
Base Vol:	300	720	0	710	580	70	10	210	370	0	70	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	300	720	0	710	580	70	10	210	370	0	70	40
Added Vol:	-184	-182	0	0	-16	0	0	0	-25	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	116	538	0	710	564	70	10	210	345	0	70	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	116	538	0	710	564	70	10	210	345	0	70	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	116	538	0	710	564	70	10	210	345	0	70	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	116	538	0	710	564	70	10	210	345	0	70	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.64	0.36
Final Sat.:	1750	3700	0	1750	1900	1750	1750	1900	1750	0	1145	655
Capacity Analysis Module:												
Vol/Sat:	0.07	0.15	0.00	0.41	0.30	0.04	0.01	0.11	0.20	0.00	0.06	0.06
Crit Moves:	****			****			****			****		
Green Time:	14.5	21.0	0.0	58.6	65.0	65.0	11.7	28.5	28.5	0.0	16.7	16.7
Volume/Cap:	0.55	0.83	0.00	0.83	0.55	0.07	0.06	0.47	0.83	0.00	0.44	0.44
Delay/Veh:	52.7	56.8	0.0	33.4	18.5	13.2	49.3	40.0	56.8	0.0	48.5	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:	52.7	56.8	0.0	33.4	18.5	13.2	49.3	40.0	56.8	0.0	48.5	48.5
LOS by Move:	D-	E+	A	C-	B-	B	D	D	E+	A	D	D
HCM2kAvgQ:	5	12	0	25	13	1	0	6	14	0	4	4
Note: Queue reported is the number of cars per lane.												

Tasman East Focus Area Plan
SJ16-1669
Cumulative AM

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

Intersection #10: Lafayette Street / Great America Way

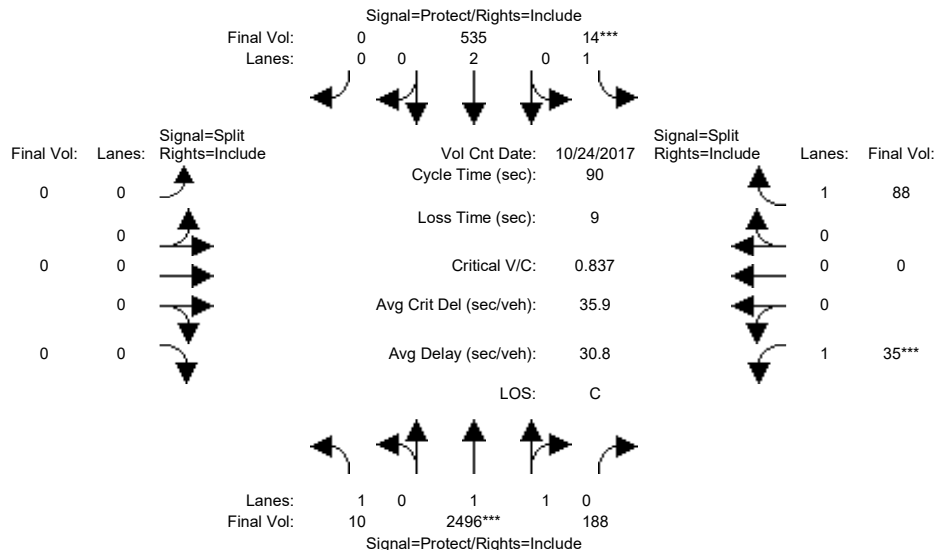


Street Name:	Lafayette Street						Great America Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 Oct 2017 << 07:30:00 AM												
Base Vol:	300	720	0	710	580	70	10	210	370	0	70	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	300	720	0	710	580	70	10	210	370	0	70	40
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	300	720	0	710	580	70	10	210	370	0	70	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	300	720	0	710	580	70	10	210	370	0	70	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	300	720	0	710	580	70	10	210	370	0	70	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	300	720	0	710	580	70	10	210	370	0	70	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.64	0.36
Final Sat.:	1750	3700	0	1750	1900	1750	1750	1900	1750	0	1145	655
Capacity Analysis Module:												
Vol/Sat:	0.17	0.19	0.00	0.41	0.31	0.04	0.01	0.11	0.21	0.00	0.06	0.06
Crit Moves:	****			****			****			****		
Green Time:	28.7	25.9	0.0	54.0	51.1	51.1	11.6	28.1	28.1	0.0	16.5	16.5
Volume/Cap:	0.72	0.90	0.00	0.90	0.72	0.09	0.06	0.47	0.90	0.00	0.44	0.44
Delay/Veh:	47.7	59.2	0.0	44.1	31.5	20.6	49.4	40.3	67.1	0.0	48.8	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:	47.7	59.2	0.0	44.1	31.5	20.6	49.4	40.3	67.1	0.0	48.8	48.8
LOS by Move:	D	E+	A	D	C	C+	D	D	E	A	D	D
HCM2kAvgQ:	12	17	0	27	17	2	0	6	16	0	4	4
Note: Queue reported is the number of cars per lane.												

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Cumulative AM

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Cumulative AM

Intersection #11: Lafayette Street / Calle Del Mundo

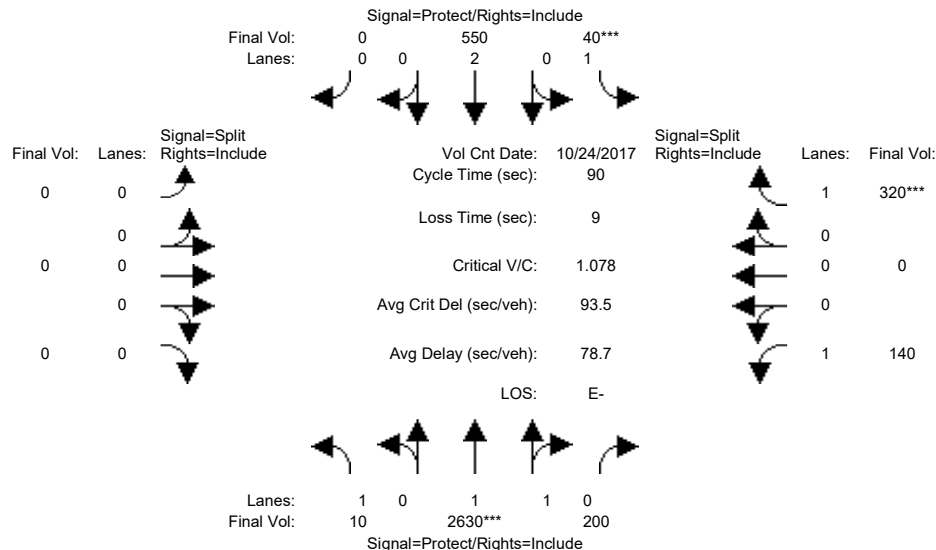


Street Name:	Lafayette Street						Calle Del Mundo									
Approach:	North Bound			South Bound			East Bound			West Bound						
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	
Min. Green:	0		10		10	7		10		0	0		0	10		10
Y+R:	4.0		4.0		4.0	4.0		4.0		4.0	4.0		4.0	4.0		4.0
Volume Module: >> Count Date: 24 Oct 2017 << 07:30:00 AM																
Base Vol:	10	2630		200	40	550		0	0	0		0	140	0		320
Growth Adj:	1.00	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	2630		200	40	550		0	0	0		0	140	0		320
Added Vol:	0	-134		-12	-26	-15		0	0	0		0	-105	0		-232
PasserByVol:	0	0		0	0	0		0	0	0		0	0	0		0
Initial Fut:	10	2496		188	14	535		0	0	0		0	35	0		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:	10	2496		188	14	535		0	0	0		0	35	0		88
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	10	2496		188	14	535		0	0	0		0	35	0		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:	10	2496		188	14	535		0	0	0		0	35	0		88
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900
Adjustment:	0.92	0.98		0.95	0.92	1.00		0.92	1.00	0.92		0.92	1.00	0.92		0.92
Lanes:	1.00	1.86		0.14	1.00	2.00		0.00	0.00	0.00		1.00	0.00	1.00		1.00
Final Sat.:	1750	3441		259	1750	3800		0	0	0		1750	0	1750		1750
Capacity Analysis Module:																
Vol/Sat:	0.01	0.73		0.73	0.01	0.14		0.00	0.00	0.00		0.02	0.00	0.05		0.05
Crit Moves:	****			****			****			****						
Green Time:	2.8	64.0		64.0	7.0	68.2		0.0	0.0	0.0		10.0	0.0	10.0		10.0
Volume/Cap:	0.19	1.02		1.02	0.10	0.19		0.00	0.00	0.00		0.18	0.00	0.45		0.45
Delay/Veh:	44.2	35.8		35.8	38.9	3.1		0.0	0.0	0.0		36.7	0.0	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:	44.2	35.8		35.8	38.9	3.1		0.0	0.0	0.0		36.7	0.0	39.1		39.1
LOS by Move:	D	D+		D+	D+	A		A	A	A		D+	A	D		D
HCM2kAvgQ:	0	40		40	0	2		0	0	0		1	0	3		3
Note: Queue reported is the number of cars per lane.																

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Intersection #11: Lafayette Street / Calle Del Mundo

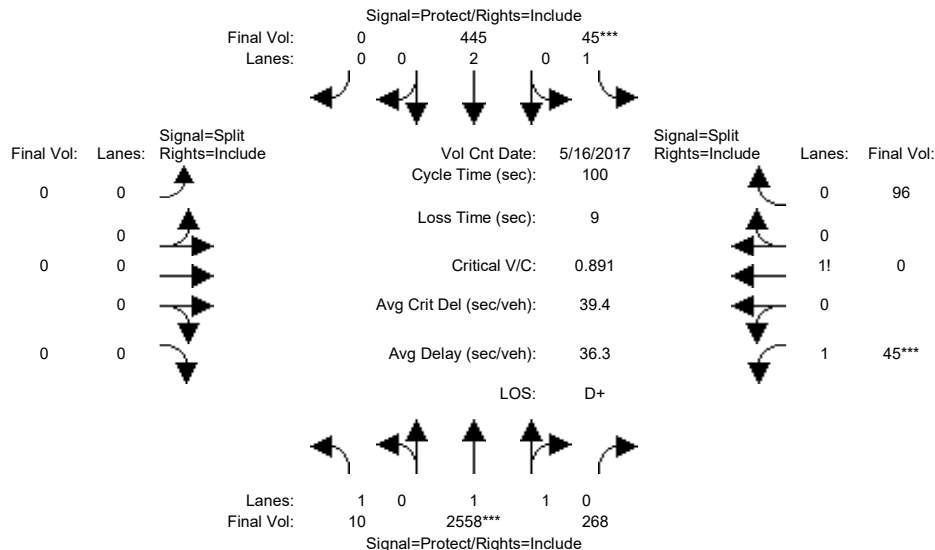


Street Name:	Lafayette Street						Calle Del Mundo									
Approach:	North Bound			South Bound			East Bound			West Bound						
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	
Min. Green:	0		10		10	7		10		0	0		0	10		10
Y+R:	4.0		4.0		4.0	4.0		4.0		4.0	4.0		4.0	4.0		4.0
Volume Module: >> Count Date: 24 Oct 2017 << 07:30:00 AM																
Base Vol:	10	2630		200	40	550		0	0	0		0	140	0		320
Growth Adj:	1.00	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	2630		200	40	550		0	0	0		0	140	0		320
Added Vol:	0	0		0	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	2630		200	40	550		0	0	0		0	140	0		320
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00	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	2630		200	40	550		0	0	0		0	140	0		320
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	10	2630		200	40	550		0	0	0		0	140	0		320
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
FinalVolume:	10	2630		200	40	550		0	0	0		0	140	0		320
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	1.00	0.92		0.92	1.00	0.92		0.92
Lanes:	1.00	1.85		0.15	1.00	2.00		0.00	0.00	0.00		1.00	0.00	1.00		1.00
Final Sat.:	1750	3438		261	1750	3800		0	0	0		1750	0	1750		1750
Capacity Analysis Module:																
Vol/Sat:	0.01	0.76		0.76	0.02	0.14		0.00	0.00	0.00		0.08	0.00	0.18		0.18
Crit Moves:	****			****									****			
Green Time:	2.5	59.7		59.7	7.0	64.2		0.0	0.0	0.0		14.3	0.0	14.3		14.3
Volume/Cap:	0.20	1.15		1.15	0.29	0.20		0.00	0.00	0.00		0.50	0.00	1.15		1.15
Delay/Veh:	44.8	89.0		89.0	40.4	4.4		0.0	0.0	0.0		36.1	0.0	139.6		139.6
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:	44.8	89.0		89.0	40.4	4.4		0.0	0.0	0.0		36.1	0.0	139.6		139.6
LOS by Move:	D	F		F	D	A		A	A	A		D+	A	F		F
HCM2kAvgQ:	0	61		61	1	3		0	0	0		4	0	19		19
Note: Queue reported is the number of cars per lane.																

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Cumulative AM

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2000 HCM Operations (Future Volume Alternative)
Cumulative AM

Intersection #12: Lafayette Street / Calle De Luna

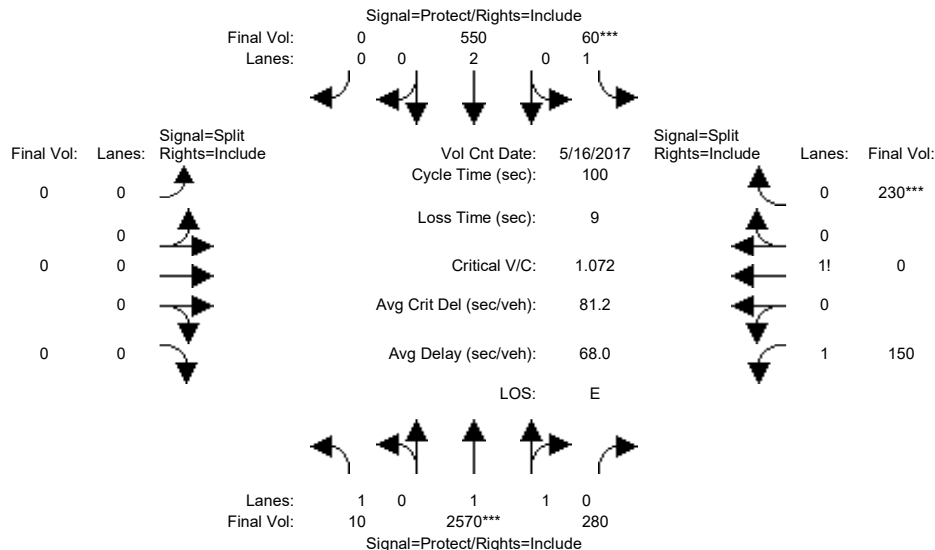


Street Name:	Lafayette Street						Calle De Luna									
Approach:	North Bound			South Bound			East Bound			West Bound						
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	
Min. Green:	7		10		10	7		10		0	0		0	10		10
Y+R:	4.0		4.0		4.0	4.0		4.0		4.0		4.0		4.0		4.0
Volume Module: >> Count	Date: 16 May 2017 <<			07:30:00 AM												
Base Vol:	10	2570	280	60	550	0	0	0	0	150	0	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:	10	2570	280	60	550	0	0	0	0	150	0	230				
Added Vol:	0	-12	-12	-15	-105	0	0	0	0	-105	0	-134				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	10	2558	268	45	445	0	0	0	0	45	0	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:	10	2558	268	45	445	0	0	0	0	45	0	96				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	10	2558	268	45	445	0	0	0	0	45	0	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:	10	2558	268	45	445	0	0	0	0	45	0	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	0.95				
Lanes:	1.00	1.81	0.19	1.00	2.00	0.00	0.00	0.00	0.00	1.19	0.00	0.81				
Final Sat.:	1750	3349	351	1750	3800	0	0	0	0	2090	0	1450				
Capacity Analysis Module:																
Vol/Sat:	0.01	0.76	0.76	0.03	0.12	0.00	0.00	0.00	0.00	0.02	0.00	0.07				
Crit Moves:	****			****			****			****						
Green Time:	30.3	74.0	74.0	7.0	50.7	0.0	0.0	0.0	0.0	10.0	0.0	10.0				
Volume/Cap:	0.02	1.03	1.03	0.37	0.23	0.00	0.00	0.00	0.00	0.22	0.00	0.66				
Delay/Veh:	24.4	39.2	39.2	46.3	13.8	0.0	0.0	0.0	0.0	41.6	0.0	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:	24.4	39.2	39.2	46.3	13.8	0.0	0.0	0.0	0.0	41.6	0.0	50.9				
LOS by Move:	C	D	D	D	B	A	A	A	A	D	A	D				
HCM2kAvgQ:	0	48	48	1	4	0	0	0	0	1	0	5				
Note: Queue reported is the number of cars per lane.																

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Intersection #12: Lafayette Street / Calle De Luna



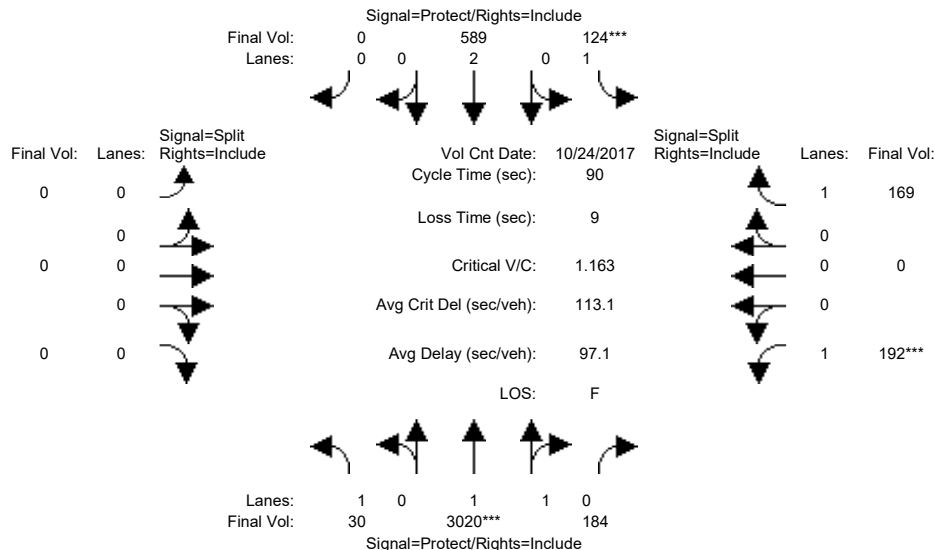
Street Name: Lafayette Street				Calle De Luna								
Approach: North Bound				South Bound			East Bound			West Bound		
Movement: L - T - R				L - T - R			L - T - R			L - T - R		
----- ----- ----- -----				----- ----- -----			----- ----- -----			----- ----- -----		
Min. Green: 7 10 10				7 10 0			0 0 0			10 0 10		
Y+R: 4.0 4.0 4.0				4.0 4.0 4.0			4.0 4.0 4.0			4.0 4.0 4.0		
----- ----- ----- -----				----- ----- -----			----- ----- -----			----- ----- -----		
Volume Module: >> Count Date: 16 May 2017 << 07:30:00 AM												
Base Vol: 10 2570 280				60 550 0			0 0 0			150 0 230		
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: 10 2570 280				60 550 0			0 0 0			150 0 230		
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: 10 2570 280				60 550 0			0 0 0			150 0 230		
User Adj: 1.00 1.00 1.00				1.00 1.00 1.00			1.00 1.00 1.00			1.00 1.00 1.00		
PHF Adj: 1.00 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 2570 280				60 550 0			0 0 0			150 0 230		
Reduct Vol: 0 0 0				0 0 0			0 0 0			0 0 0		
Reduced Vol: 10 2570 280				60 550 0			0 0 0			150 0 230		
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: 10 2570 280				60 550 0			0 0 0			150 0 230		
----- ----- ----- -----				----- ----- -----			----- ----- -----			----- ----- -----		
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 0.95		
Lanes: 1.00 1.80 0.20				1.00 2.00 0.00			0.00 0.00 0.00			1.25 0.00 0.75		
Final Sat.: 1750 3336 363				1750 3800 0			0 0 0			2190 0 1348		
----- ----- ----- -----				----- ----- -----			----- ----- -----			----- ----- -----		
Capacity Analysis Module:												
Vol/Sat: 0.01 0.77 0.77				0.03 0.14 0.00			0.00 0.00 0.00			0.07 0.00 0.17		
Crit Moves: ****				****						****		
Green Time: 24.7 68.8 68.8				7.0 51.1 0.0			0.0 0.0 0.0			15.2 0.0 15.2		
Volume/Cap: 0.02 1.12 1.12				0.49 0.28 0.00			0.00 0.00 0.00			0.45 0.00 1.12		
Delay/Veh: 28.5 75.6 75.6				47.8 14.1 0.0			0.0 0.0 0.0			39.0 0.0 127.8		
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: 28.5 75.6 75.6				47.8 14.1 0.0			0.0 0.0 0.0			39.0 0.0 127.8		
LOS by Move: C E- E- D B A A A D+ A F												
HCM2kAvgQ: 0 61 61				2 5 0			0 0 0			4 0 18		
Note: Queue reported is the number of cars per lane.												

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

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Cumulative AM

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2000 HCM Operations (Future Volume Alternative)
Cumulative AM

Intersection #13: Lafayette Street / Calle De Primavera

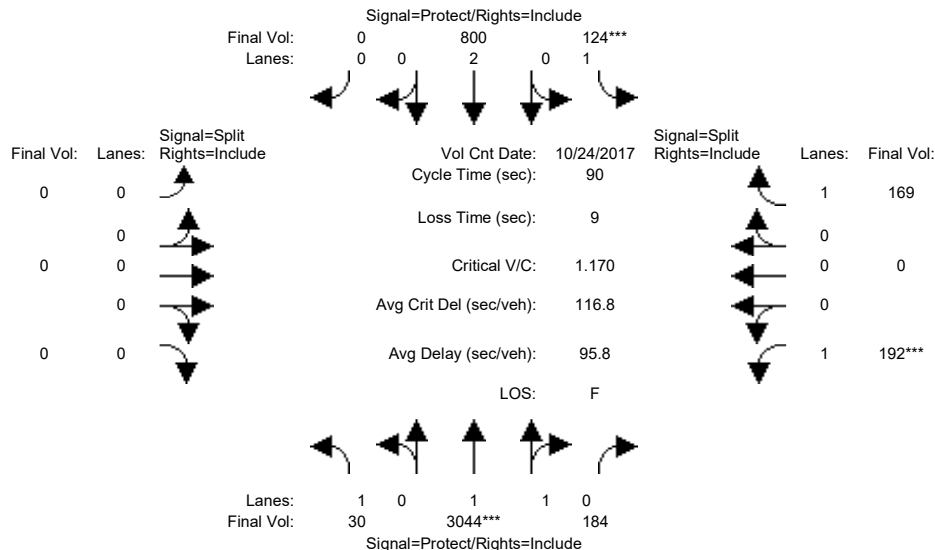


Street Name:	Lafayette Street						Calle De Primavera								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Min. Green:	7	10	10			7	10	10			10	10	10		
Y+R:	4.0	4.0	4.0			4.0	4.0	4.0			4.0	4.0	4.0		
Volume Module: >> Count Date: 24 Oct 2017 << 07:30:00 AM															
Base Vol:	30	3044	184			124	800	0		0	0	0	192	0	169
Growth Adj:	1.00	1.00	1.00			1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	3044	184			124	800	0		0	0	0	192	0	169
Added Vol:	0	-24	0			0	-211	0		0	0	0	0	0	0
PasserByVol:	0	0	0			0	0	0		0	0	0	0	0	0
Initial Fut:	30	3020	184			124	589	0		0	0	0	192	0	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:	30	3020	184			124	589	0		0	0	0	192	0	169
Reduct Vol:	0	0	0			0	0	0		0	0	0	0	0	0
Reduced Vol:	30	3020	184			124	589	0		0	0	0	192	0	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:	30	3020	184			124	589	0		0	0	0	192	0	169
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	1.88	0.12			1.00	2.00	0.00		0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1750	3487	212			1750	3800	0		0	0	0	1750	0	1750
Capacity Analysis Module:															
Vol/Sat:	0.02	0.87	0.87			0.07	0.16	0.00		0.00	0.00	0.00	0.11	0.00	0.10
Crit Moves:	****					****				****			****		
Green Time:	23.7	64.0	64.0			7.0	47.3	0.0		0.0	0.0	0.0	10.0	0.0	10.0
Volume/Cap:	0.07	1.22	1.22			0.91	0.30	0.00		0.00	0.00	0.00	0.99	0.00	0.87
Delay/Veh:	24.9	115	114.7			92.2	12.1	0.0		0.0	0.0	0.0	100.7	0.0	71.0
User DelAdj:	1.00	1.00	1.00			1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.9	115	114.7			92.2	12.1	0.0		0.0	0.0	0.0	100.7	0.0	71.0
LOS by Move:	C	F	F			F	B	A		A	A	A	F	A	E
HCM2kAvgQ:	1	77	75			4	4	0		0	0	0	10	0	7
Note: Queue reported is the number of cars per lane.															

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Intersection #13: Lafayette Street / Calle De Primavera



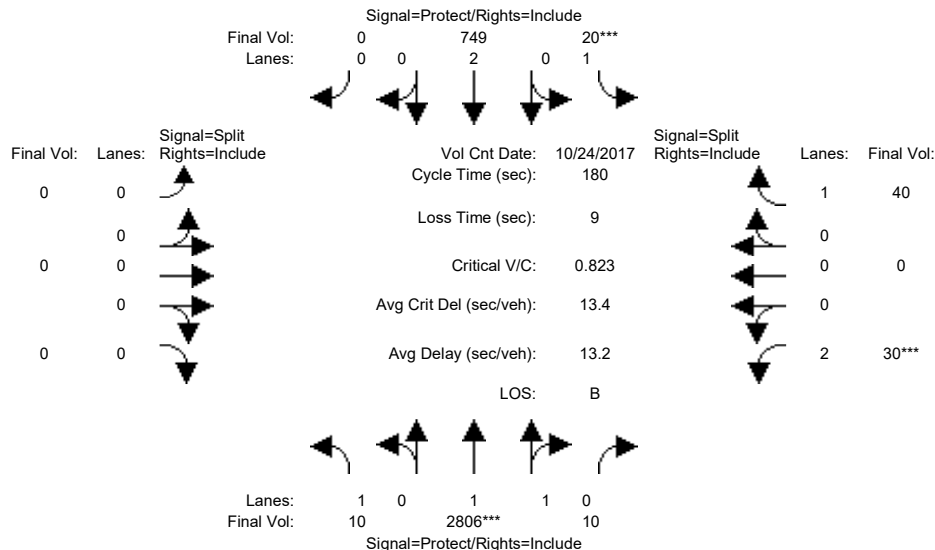
Street Name:	Lafayette Street						Calle De Primavera								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Min. Green:	7	10	10			7	10	10			10	10	10		
Y+R:	4.0	4.0	4.0			4.0	4.0	4.0			4.0	4.0	4.0		
Volume Module:	>> Count Date: 24 Oct 2017 << 07:30:00 AM														
Base Vol:	30	3044	184			124	800	0		0	0	0	192	0	169
Growth Adj:	1.00	1.00	1.00			1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	3044	184			124	800	0		0	0	0	192	0	169
Added Vol:	0	0	0			0	0	0		0	0	0	0	0	0
PasserByVol:	0	0	0			0	0	0		0	0	0	0	0	0
Initial Fut:	30	3044	184			124	800	0		0	0	0	192	0	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:	30	3044	184			124	800	0		0	0	0	192	0	169
Reduct Vol:	0	0	0			0	0	0		0	0	0	0	0	0
Reduced Vol:	30	3044	184			124	800	0		0	0	0	192	0	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:	30	3044	184			124	800	0		0	0	0	192	0	169
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	1.88	0.12			1.00	2.00	0.00		0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1750	3489	211			1750	3800	0		0	0	0	1750	0	1750
Capacity Analysis Module:															
Vol/Sat:	0.02	0.87	0.87			0.07	0.21	0.00		0.00	0.00	0.00	0.11	0.00	0.10
Crit Moves:	****					****				****			****		
Green Time:	19.2	64.0	64.0			7.0	51.8	0.0		0.0	0.0	0.0	10.0	0.0	10.0
Volume/Cap:	0.08	1.23	1.23			0.91	0.37	0.00		0.00	0.00	0.00	0.99	0.00	0.87
Delay/Veh:	28.5	119	118.7			92.2	10.3	0.0		0.0	0.0	0.0	100.7	0.0	71.0
User DelAdj:	1.00	1.00	1.00			1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.5	119	118.7			92.2	10.3	0.0		0.0	0.0	0.0	100.7	0.0	71.0
LOS by Move:	C	F	F			F	B+	A		A	A	A	F	A	E
HCM2kAvgQ:	1	79	77			4	6	0		0	0	0	10	0	7
Note: Queue reported is the number of cars per lane.															

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

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Intersection #14: Lafayette Street / Hogan Drive

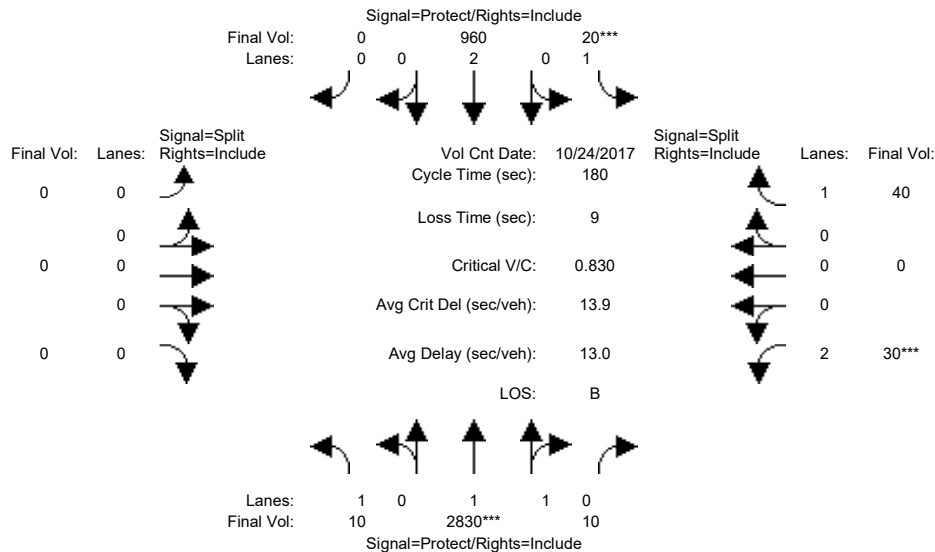


Street Name:	Lafayette Street						Hogan Drive									
Approach:	North Bound			South Bound			East Bound			West Bound						
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	
Min. Green:	7	10	10			7	10	0			0	0	0	10	0	10
Y+R:	4.0	4.0	4.0			4.0	4.0	4.0			4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	24 Oct 2017 << 07:30:00 AM															
Base Vol:	10	2830	10			20	960	0			0	0	0	30	0	40
Growth Adj:	1.00	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	2830	10			20	960	0			0	0	0	30	0	40
Added Vol:	0	-24	0			0	-211	0			0	0	0	0	0	0
PasserByVol:	0	0	0			0	0	0			0	0	0	0	0	0
Initial Fut:	10	2806	10			20	749	0			0	0	0	30	0	40
User Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	2806	10			20	749	0			0	0	0	30	0	40
Reduct Vol:	0	0	0			0	0	0			0	0	0	0	0	0
Reduced Vol:	10	2806	10			20	749	0			0	0	0	30	0	40
PCE Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	2806	10			20	749	0			0	0	0	30	0	40
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	0.83	1.00	0.92
Lanes:	1.00	1.99	0.01			1.00	2.00	0.00			0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	1750	3687	13			1750	3800	0			0	0	0	3150	0	1750
Capacity Analysis Module:																
Vol/Sat:	0.01	0.76	0.76			0.01	0.20	0.00			0.00	0.00	0.00	0.01	0.00	0.02
Crit Moves:	****					****					****			****		
Green Time:	26.5	154	154.0			7.0	134	0.0			0.0	0.0	0.0	10.0	0.0	10.0
Volume/Cap:	0.04	0.89	0.89			0.29	0.26	0.00			0.00	0.00	0.00	0.17	0.00	0.41
Delay/Veh:	66.1	12.1	12.1			94.7	7.4	0.0			0.0	0.0	0.0	83.2	0.0	94.5
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:	66.1	12.1	12.1			94.7	7.4	0.0			0.0	0.0	0.0	83.2	0.0	94.5
LOS by Move:	E	B	B			F	A	A			A	A	A	F	A	F
HCM2kAvgQ:	1	72	72			1	16	0			0	0	0	1	0	3
Note: Queue reported is the number of cars per lane.																

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Intersection #14: Lafayette Street / Hogan Drive

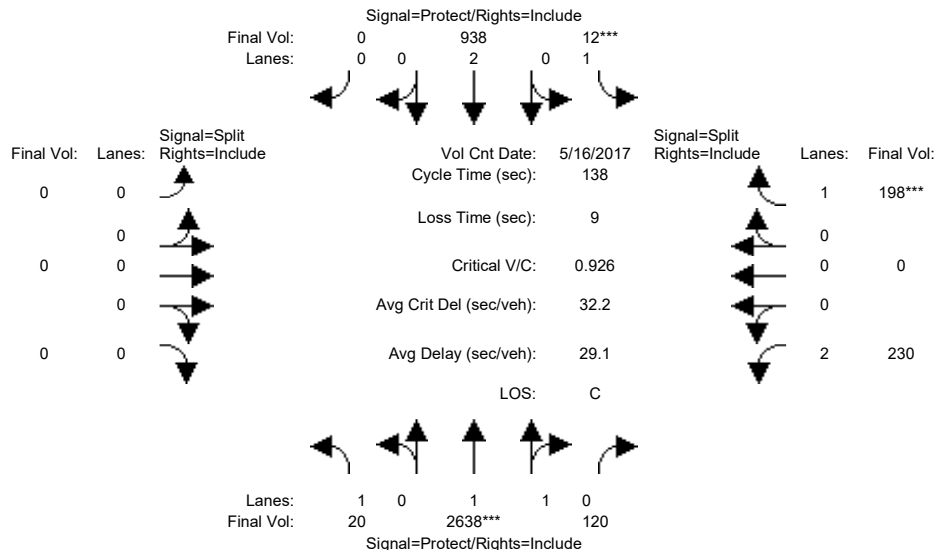


Street Name:	Lafayette Street						Hogan Drive									
Approach:	North Bound			South Bound			East Bound			West Bound						
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	
Min. Green:	7	10	10			7	10	0			0	0	0	10	0	10
Y+R:	4.0	4.0	4.0			4.0	4.0	4.0			4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 Oct 2017 << 07:30:00 AM																
Base Vol:	10	2830	10			20	960	0			0	0	0	30	0	40
Growth Adj:	1.00	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	2830	10			20	960	0			0	0	0	30	0	40
Added Vol:	0	0	0			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	2830	10			20	960	0			0	0	0	30	0	40
User Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	2830	10			20	960	0			0	0	0	30	0	40
Reduct Vol:	0	0	0			0	0	0			0	0	0	0	0	0
Reduced Vol:	10	2830	10			20	960	0			0	0	0	30	0	40
PCE Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	2830	10			20	960	0			0	0	0	30	0	40
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	0.83	1.00	0.92
Lanes:	1.00	1.99	0.01			1.00	2.00	0.00			0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	1750	3687	13			1750	3800	0			0	0	0	3150	0	1750
Capacity Analysis Module:																
Vol/Sat:	0.01	0.77	0.77			0.01	0.25	0.00			0.00	0.00	0.00	0.01	0.00	0.02
Crit Moves:	****					****					****					
Green Time:	21.5	154	154.0			7.0	140	0.0			0.0	0.0	0.0	10.0	0.0	10.0
Volume/Cap:	0.05	0.90	0.90			0.29	0.33	0.00			0.00	0.00	0.00	0.17	0.00	0.41
Delay/Veh:	70.6	12.6	12.6			94.7	6.4	0.0			0.0	0.0	0.0	83.2	0.0	94.5
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:	70.6	12.6	12.6			94.7	6.4	0.0			0.0	0.0	0.0	83.2	0.0	94.5
LOS by Move:	E	B	B			F	A	A			A	A	A	F	A	F
HCM2kAvgQ:	1	73	73			1	21	0			0	0	0	1	0	3
Note: Queue reported is the number of cars per lane.																

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Cumulative AM

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Intersection #15: Lafayette Street / Hope Drive

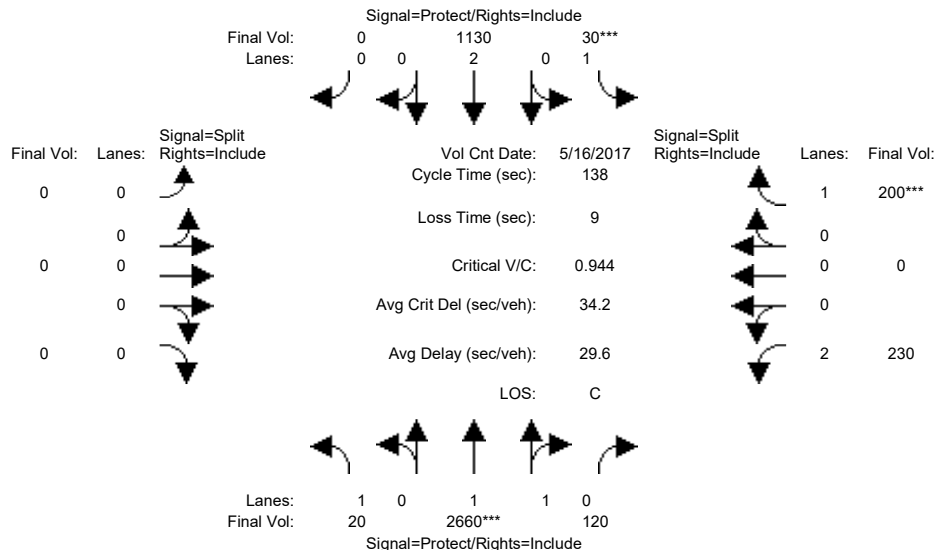


Street Name:	Lafayette Street						Hope Drive											
Approach:	North Bound			South Bound			East Bound			West Bound								
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R			
Min. Green:	7		10		10	7		10		0	0		0	10		0	10	
Y+R:	4.0		4.0		4.0	4.0		4.0		4.0		4.0		4.0		4.0		4.0
Volume Module: >> Count Date: 16 May 2017 << 07:30:00 AM																		
Base Vol:	20	2660		120	30	1130		0	0	0		0	230	0		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:	20	2660		120	30	1130		0	0	0		0	230	0		200		
Added Vol:	0	-22		0	-18	-192		0	0	0		0	0	0		-2		
PasserByVol:	0	0		0	0	0		0	0	0		0	0	0		0		
Initial Fut:	20	2638		120	12	938		0	0	0		0	230	0		198		
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00		
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00		
PHF Volume:	20	2638		120	12	938		0	0	0		0	230	0		198		
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0		
Reduced Vol:	20	2638		120	12	938		0	0	0		0	230	0		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:	20	2638		120	12	938		0	0	0		0	230	0		198		
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	0.83	1.00		0.92		
Lanes:	1.00	1.91		0.09	1.00	2.00		0.00	0.00	0.00		0.00	2.00	0.00		1.00		
Final Sat.:	1750	3539		161	1750	3800		0	0	0		0	3150	0		1750		
Capacity Analysis Module:																		
Vol/Sat:	0.01	0.75		0.75	0.01	0.25		0.00	0.00	0.00		0.00	0.07	0.00		0.11		
Crit Moves:	****				****											****		
Green Time:	19.2	106		105.9	7.0	93.7		0.0	0.0	0.0		0.0	16.1	0.0		16.1		
Volume/Cap:	0.08	0.97		0.97	0.14	0.36		0.00	0.00	0.00		0.00	0.63	0.00		0.97		
Delay/Veh:	52.3	26.0		26.0	65.8	9.9		0.0	0.0	0.0		0.0	66.0	0.0		116.7		
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:	52.3	26.0		26.0	65.8	9.9		0.0	0.0	0.0		0.0	66.0	0.0		116.7		
LOS by Move:	D-	C		C	E	A		A	A	A		A	E	A		F		
HCM2kAvgQ:	1	54		54	1	9		0	0	0		0	6	0		11		
Note: Queue reported is the number of cars per lane.																		

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Intersection #15: Lafayette Street / Hope Drive

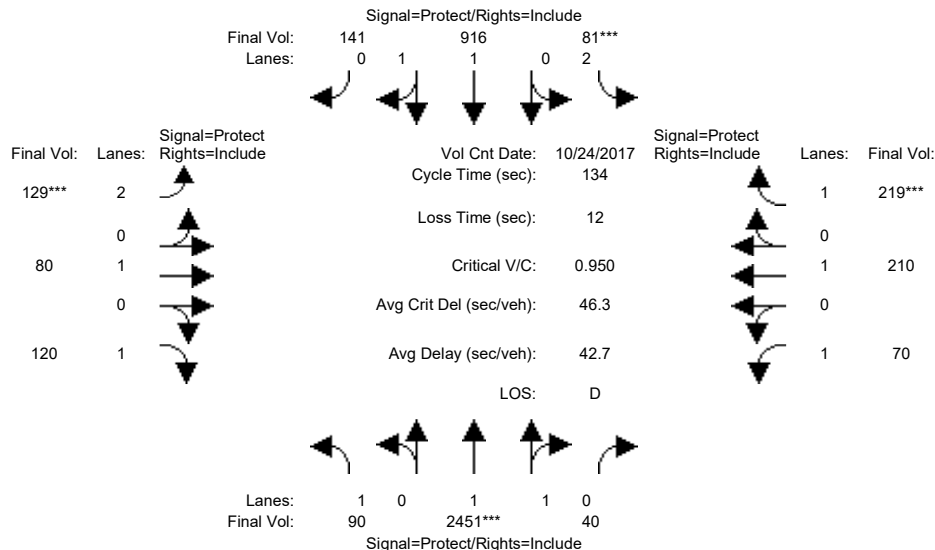


Street Name:	Lafayette Street						Hope Drive										
Approach:	North Bound			South Bound			East Bound			West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R		
Min. Green:	7		10		10	7		10		0	0		0	10		0	10
Y+R:	4.0		4.0		4.0	4.0		4.0		4.0		4.0		4.0		4.0	
Volume Module: >> Count Date:	16 May 2017 << 07:30:00 AM																
Base Vol:	20	2660		120	30	1130		0	0		0	230		0	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		
Initial Bse:	20	2660		120	30	1130		0	0		0	230		0	200		
Added Vol:	0	0		0	0	0		0	0		0	0		0	0		
PasserByVol:	0	0		0	0	0		0	0		0	0		0	0		
Initial Fut:	20	2660		120	30	1130		0	0		0	230		0	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		
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00		
PHF Volume:	20	2660		120	30	1130		0	0		0	230		0	200		
Reduct Vol:	0	0		0	0	0		0	0		0	0		0	0		
Reduced Vol:	20	2660		120	30	1130		0	0		0	230		0	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		
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00		
FinalVolume:	20	2660		120	30	1130		0	0		0	230		0	200		
Saturation Flow Module:																	
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900		1900	1900	1900		1900		
Adjustment:	0.92	0.97		0.95	0.92	1.00		0.92	1.00		0.92	0.83	1.00		0.92		
Lanes:	1.00	1.91		0.09	1.00	2.00		0.00	0.00		0.00	2.00	0.00		1.00		
Final Sat.:	1750	3540		160	1750	3800		0	0		0	3150	0		1750		
Capacity Analysis Module:																	
Vol/Sat:	0.01	0.75		0.75	0.02	0.30		0.00	0.00		0.00	0.07	0.00		0.11		
Crit Moves:	****			****									****				
Green Time:	16.5	106		105.9	7.0	96.4		0.0	0.0		0.0	16.1	0.0		16.1		
Volume/Cap:	0.10	0.98		0.98	0.34	0.43		0.00	0.00		0.00	0.63	0.00		0.98		
Delay/Veh:	55.1	27.7		27.7	73.3	9.4		0.0	0.0		0.0	65.9	0.0		118.6		
User DelAdj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00		
AdjDel/Veh:	55.1	27.7		27.7	73.3	9.4		0.0	0.0		0.0	65.9	0.0		118.6		
LOS by Move:	E+	C		C	E	A		A	A		A	E	A		F		
HCM2kAvgQ:	1	55		55	1	11		0	0		0	6	0		12		
Note: Queue reported is the number of cars per lane.																	

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Cumulative AM

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Cumulative AM

Intersection #16: Lafayette Street / Agnew Road

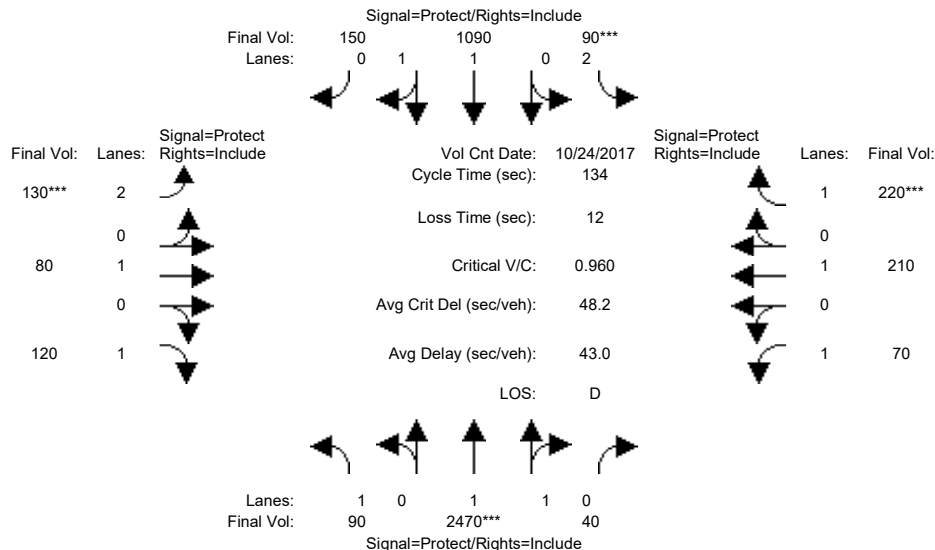


Street Name: Lafayette Street				Agnew Road								
Approach: North Bound				South Bound			East Bound			West Bound		
Movement:	L	-	T - R	L	-	T - R	L	-	T - R	L	-	T - R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
----- ----- ----- ----- -----												
Volume Module: >> Count Date: 24 Oct 2017 << 07:30:00 AM												
Base Vol:	90	2470	40	90	1090	150	130	80	120	70	210	220
Growth Adj:	1.00	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	2470	40	90	1090	150	130	80	120	70	210	220
Added Vol:	0	-19	0	-9	-174	-9	-1	0	0	0	0	-1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	2451	40	81	916	141	129	80	120	70	210	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:	90	2451	40	81	916	141	129	80	120	70	210	219
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	2451	40	81	916	141	129	80	120	70	210	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:	90	2451	40	81	916	141	129	80	120	70	210	219
----- ----- ----- ----- -----												
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.83	0.98	0.95	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.97	0.03	2.00	1.73	0.27	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3641	59	3150	3206	494	3150	1900	1750	1750	1900	1750
----- ----- ----- ----- -----												
Capacity Analysis Module:												
Vol/Sat:	0.05	0.67	0.67	0.03	0.29	0.29	0.04	0.04	0.07	0.04	0.11	0.13
Crit Moves:	****			****			****			****		
Green Time:	15.2	91.1	91.1	7.0	82.9	82.9	7.0	14.1	14.1	9.9	16.9	16.9
Volume/Cap:	0.45	0.99	0.99	0.49	0.46	0.46	0.78	0.40	0.65	0.54	0.87	0.99
Delay/Veh:	62.9	36.9	36.9	71.9	14.3	14.3	93.0	61.9	74.3	75.4	90.5	116.6
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:	62.9	36.9	36.9	71.9	14.3	14.3	93.0	61.9	74.3	75.4	90.5	116.6
LOS by Move:	E	D+	D+	E	B	B	F	E	E	E-	F	F
HCM2kAvgQ:	4	57	57	2	12	12	4	3	5	4	11	14
Note: Queue reported is the number of cars per lane.												

Tasman East Focus Area Plan
SJ16-1669
Cumulative AM

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

Intersection #16: Lafayette Street / Agnew Road

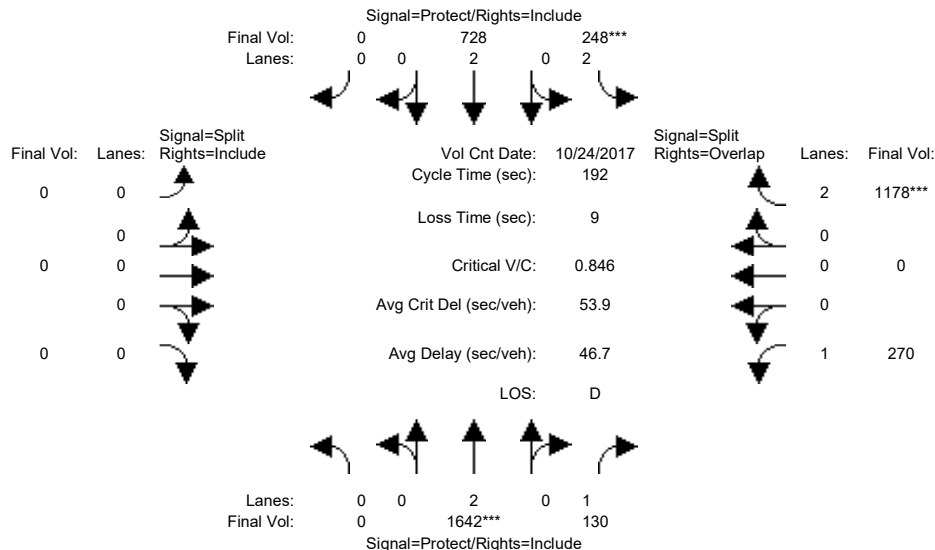


Street Name:	Lafayette Street			Agnew Road		
Approach:	North Bound			South Bound		
Movement:	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 Oct 2017 << 07:30:00 AM						
Base Vol:	90	2470	40	90	1090	150
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	2470	40	90	1090	150
Added Vol:	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0
Initial Fut:	90	2470	40	90	1090	150
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	2470	40	90	1090	150
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	90	2470	40	90	1090	150
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	90	2470	40	90	1090	150
Saturation Flow Module:						
Sat/Lane:	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.83	0.98	0.95
Lanes:	1.00	1.97	0.03	2.00	1.75	0.25
Final Sat.:	1750	3641	59	3150	3252	448
Capacity Analysis Module:						
Vol/Sat:	0.05	0.68	0.68	0.03	0.34	0.34
Crit Moves:	****	****	****	****	****	****
Green Time:	13.2	91.1	91.1	7.0	84.9	84.9
Volume/Cap:	0.52	1.00	1.00	0.55	0.53	0.53
Delay/Veh:	68.2	38.7	38.7	74.4	14.4	14.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	68.2	38.7	38.7	74.4	14.4	14.4
LOS by Move:	E	D+	D+	E	B	B
HCM2kAvgQ:	4	58	58	2	15	15
Note: Queue reported is the number of cars per lane.						

Tasman East Focus Area Plan
SJ16-1669
Cumulative AM

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

Intersection #17: Lafayette Street / Montague Expressway WB

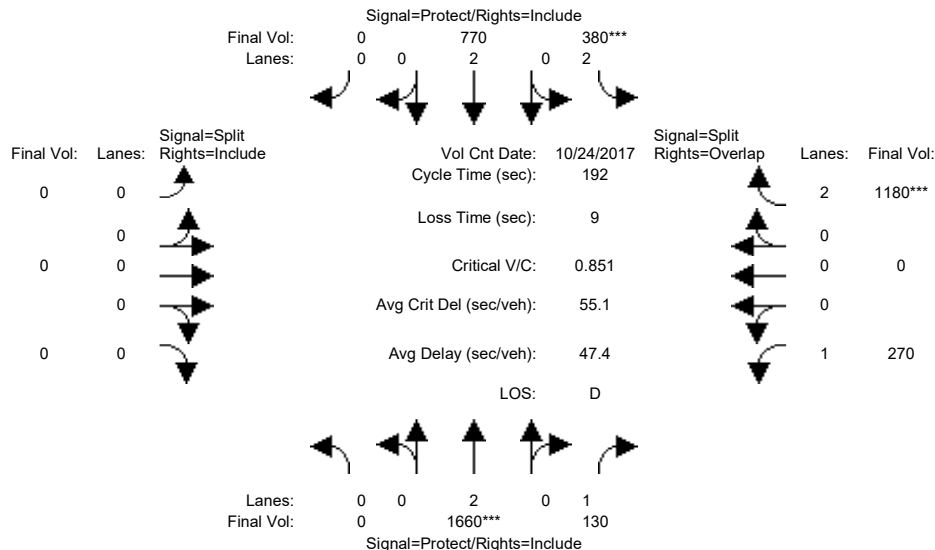


Street Name:			Lafayette Street						Montague Expressway WB								
Approach:			North Bound			South Bound			East Bound			West Bound					
Movement:			L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
			-----			-----			-----			-----			-----		
Min. Green:			0	10	10		7	10	0		0	0	0		10	0	10
Y+R:			4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0
			-----			-----			-----			-----			-----		
Volume Module: >> Count Date:			24 Oct 2017 << 07:30:00 AM														
Base Vol:			0	1660	130		380	770	0		0	0	0		270	0	1180
Growth Adj:			1.00	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	1660	130		380	770	0		0	0	0		270	0	1180
Added Vol:			0	-18	0		-132	-42	0		0	0	0		0	0	-2
PasserByVol:			0	0	0		0	0	0		0	0	0		0	0	0
Initial Fut:			0	1642	130		248	728	0		0	0	0		270	0	1178
User Adj:			1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
PHF Adj:			1.00	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	1642	130		248	728	0		0	0	0		270	0	1178
Reduct Vol:			0	0	0		0	0	0		0	0	0		0	0	0
Reduced Vol:			0	1642	130		248	728	0		0	0	0		270	0	1178
PCE Adj:			1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
MLF Adj:			1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
FinalVolume:			0	1642	130		248	728	0		0	0	0		270	0	1178
			-----			-----			-----			-----			-----		
Saturation Flow Module:																	
Sat/Lane:			1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900
Adjustment:			0.92	1.00	0.92		0.83	1.00	0.92		0.92	1.00	0.92		0.92	1.00	0.83
Lanes:			0.00	2.00	1.00		2.00	2.00	0.00		0.00	0.00	0.00		1.00	0.00	2.00
Final Sat.:			0	3800	1750		3150	3800	0		0	0	0		1750	0	3150
			-----			-----			-----			-----			-----		
Capacity Analysis Module:																	
Vol/Sat:			0.00	0.43	0.07		0.08	0.19	0.00		0.00	0.00	0.00		0.15	0.00	0.37
Crit Moves:			****				****								****		
Green Time:			0.0	98.1	98.1		17.9	116	0.0		0.0	0.0	0.0		67.0	0.0	84.9
Volume/Cap:			0.00	0.85	0.15		0.85	0.32	0.00		0.00	0.00	0.00		0.44	0.00	0.85
Delay/Veh:			0.0	45.2	25.1		110.5	19.0	0.0		0.0	0.0	0.0		50.4	0.0	54.2
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	45.2	25.1		110.5	19.0	0.0		0.0	0.0	0.0		50.4	0.0	54.2
LOS by Move:			A	D	C		F	B-	A		A	A	A		D	A	D-
HCM2kAvgQ:			0	44	4		10	10	0		0	0	0		13	0	38
Note: Queue reported is the number of cars per lane.																	

Tasman East Focus Area Plan
SJ16-1669
Cumulative AM

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

Intersection #17: Lafayette Street / Montague Expressway WB

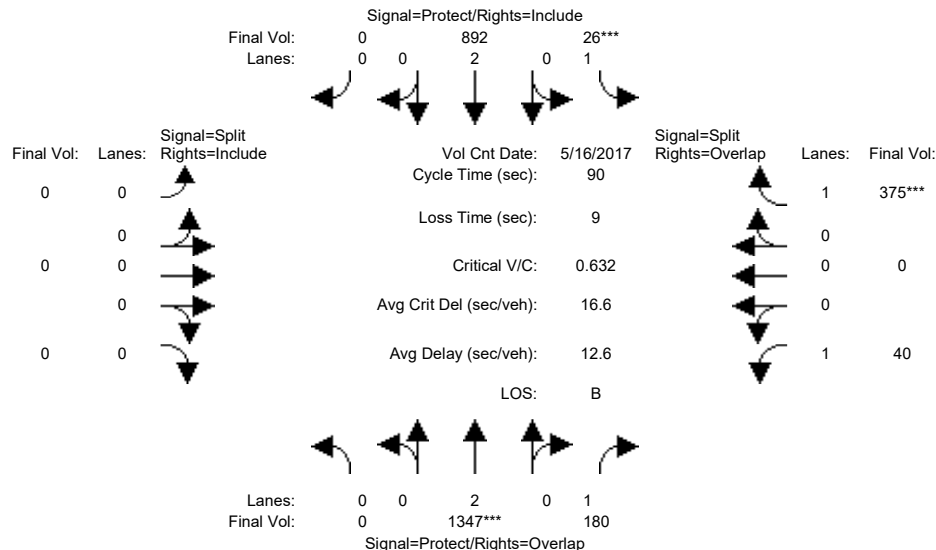


Street Name:	Lafayette Street			Montague Expressway WB		
Approach:	North Bound			South Bound		
Movement:	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count	Date: 24 Oct 2017 << 07:30:00 AM					
Base Vol:	0	1660	130	380	770	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1660	130	380	770	0
Added Vol:	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0
Initial Fut:	0	1660	130	380	770	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1660	130	380	770	0
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	0	1660	130	380	770	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1660	130	380	770	0
Saturation Flow Module:						
Sat/Lane:	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	0	3800	1750	3150	3800	0
Capacity Analysis Module:						
Vol/Sat:	0.00	0.44	0.07	0.12	0.20	0.00
Crit Moves:	****			****		
Green Time:	0.0	98.5	98.5	27.2	126	0.0
Volume/Cap:	0.00	0.85	0.14	0.85	0.31	0.00
Delay/Veh:	0.0	45.3	24.9	98.6	14.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	45.3	24.9	98.6	14.7	0.0
LOS by Move:	A	D	C	F	B	A
HCM2kAvgQ:	0	44	4	14	10	0
Note: Queue reported is the number of cars per lane.						

Tasman East Focus Area Plan
SJ16-1669
Cumulative AM

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

Intersection #18: Lafayette Street / Montague Expressway EB

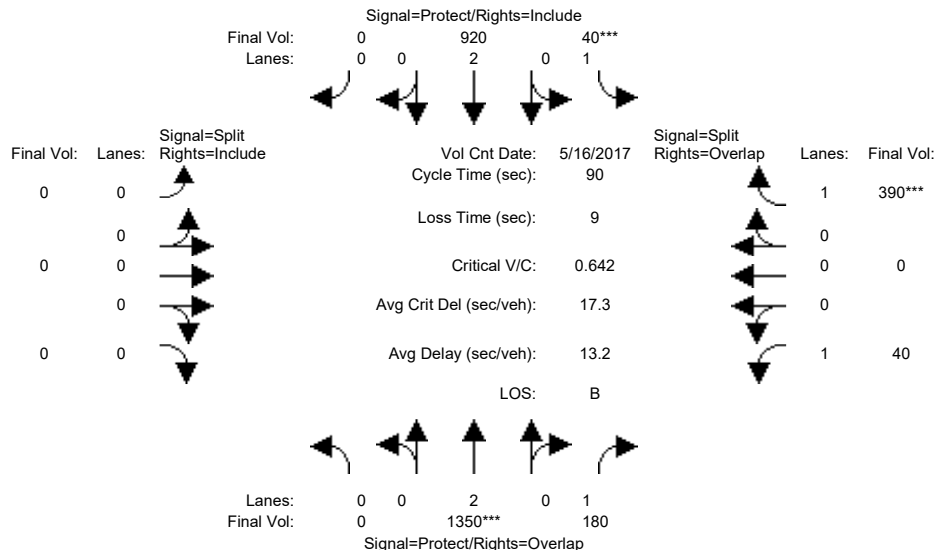


Street Name:	Lafayette Street			Montague Expressway EB		
Approach:	North Bound			South Bound		
Movement:	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 16 May 2017 << 07:30:00 AM						
Base Vol:	0	1350	180	40	920	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1350	180	40	920	0
Added Vol:	0	-3	0	-14	-28	0
PasserByVol:	0	0	0	0	0	0
Initial Fut:	0	1347	180	26	892	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1347	180	26	892	0
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	0	1347	180	26	892	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1347	180	26	892	0
Saturation Flow Module:						
Sat/Lane:	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	0	3800	1750	1750	3800	0
Capacity Analysis Module:						
Vol/Sat:	0.00	0.35	0.10	0.01	0.23	0.00
Crit Moves:	****			****		
Green Time:	0.0	53.4	74.0	7.0	60.4	0.0
Volume/Cap:	0.00	0.60	0.13	0.19	0.35	0.00
Delay/Veh:	0.0	12.0	1.6	39.5	6.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	12.0	1.6	39.5	6.4	0.0
LOS by Move:	A	B+	A	D	A	A
HCM2kAvgQ:	0	12	1	1	5	0
Note: Queue reported is the number of cars per lane.						

Tasman East Focus Area Plan
SJ16-1669
Cumulative AM

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

Intersection #18: Lafayette Street / Montague Expressway EB



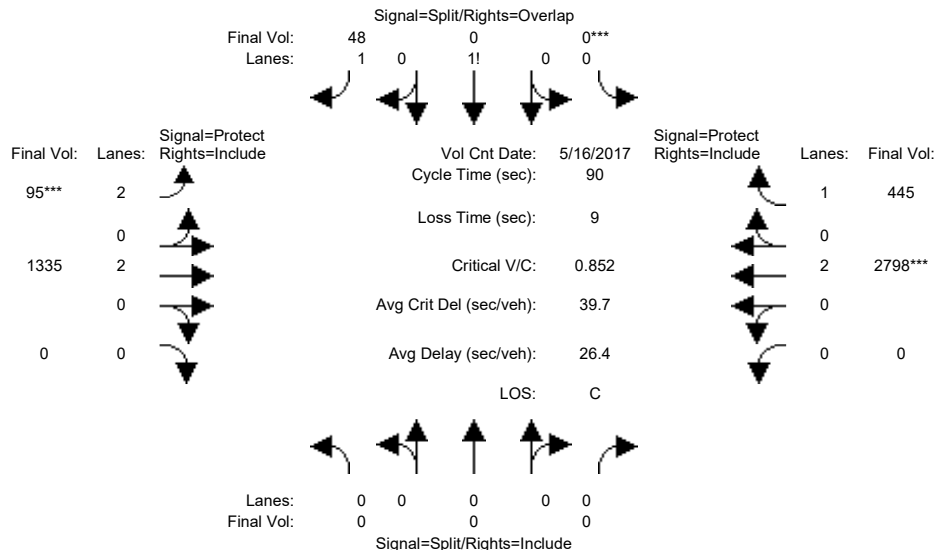
Street Name:	Lafayette Street			Montague Expressway EB		
Approach:	North Bound			South Bound		
Movement:	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 16 May 2017 << 07:30:00 AM						
Base Vol:	0	1350	180	40	920	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1350	180	40	920	0
Added Vol:	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0
Initial Fut:	0	1350	180	40	920	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1350	180	40	920	0
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	0	1350	180	40	920	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1350	180	40	920	0
Saturation Flow Module:						
Sat/Lane:	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	0	3800	1750	1750	3800	0
Capacity Analysis Module:						
Vol/Sat:	0.00	0.36	0.10	0.02	0.24	0.00
Crit Moves:	****			****		
Green Time:	0.0	52.5	74.0	7.0	59.5	0.0
Volume/Cap:	0.00	0.61	0.13	0.29	0.37	0.00
Delay/Veh:	0.0	12.6	1.6	40.4	6.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	12.6	1.6	40.4	6.9	0.0
LOS by Move:	A	B	A	D	A	A
HCM2kAvgQ:	0	12	1	1	6	0

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

Tasman East Focus Area Plan
SJ16-1669
Cumulative AM

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

Intersection #21: Calle Del Sol / Tasman Drive

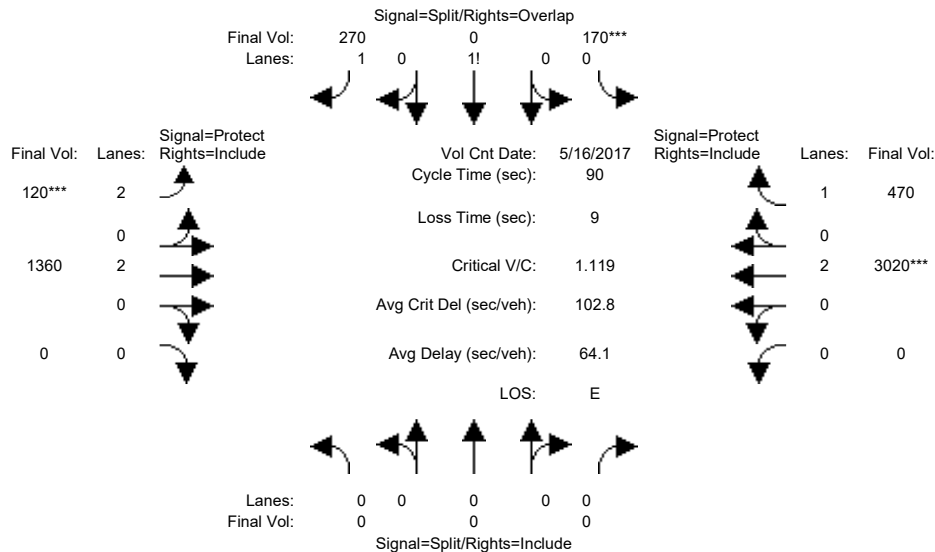


Street Name:	Calle Del Sol						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	16 May 2017 << 07:30:00 AM											
Base Vol:	0	0	0	170	0	270	120	1360	0	0	3020	470
Growth Adj:	1.00	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	170	0	270	120	1360	0	0	3020	470
Added Vol:	0	0	0	-220	0	-222	-25	-25	0	0	-222	-25
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	-50	0	48	95	1335	0	0	2798	445
User Adj:	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	48	95	1335	0	0	2798	445
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	48	95	1335	0	0	2798	445
PCE Adj:	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	0	0	48	95	1335	0	0	2798	445
Saturation Flow Module:												
Sat/Lane:	1900	1900	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	0.00	0.00	0.00	0.00	2.00	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	0	0	3500	3150	3800	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.01	0.03	0.35	0.00	0.00	0.74	0.25
Crit Moves:				****			****			****		
Green Time:	0.0	0.0	0.0	0.0	0.0	17.0	7.0	71.0	0.0	0.0	64.0	64.0
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.07	0.39	0.45	0.00	0.00	1.04	0.36
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	30.1	40.5	3.2	0.0	0.0	40.3	5.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	30.1	40.5	3.2	0.0	0.0	40.3	5.2
LOS by Move:	A	A	A	A	A	C	D	A	A	A	D	A
HCM2kAvgQ:	0	0	0	0	0	1	1	6	0	0	43	5
Note: Queue reported is the number of cars per lane.												

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Intersection #21: Calle Del Sol / Tasman Drive

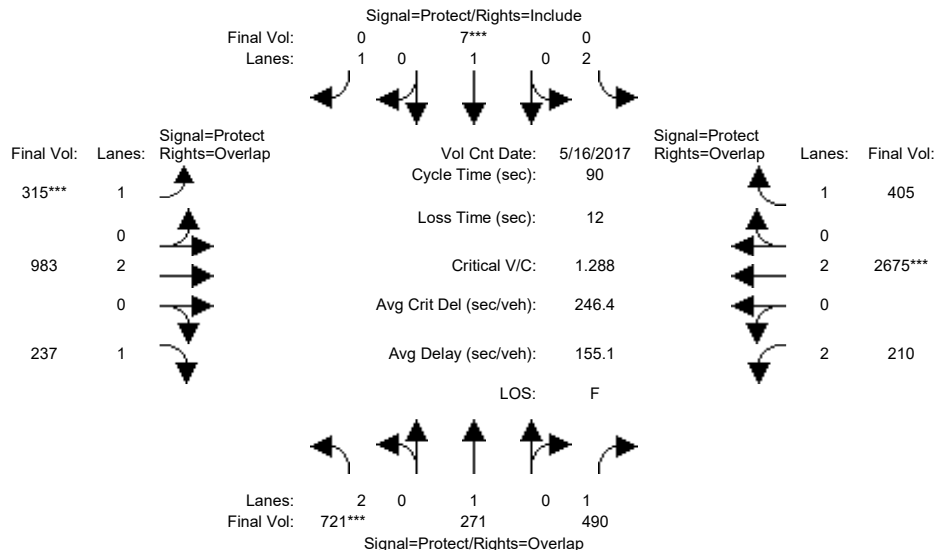


Street Name:	Calle Del Sol						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	16 May 2017 << 07:30:00 AM											
Base Vol:	0	0	0	170	0	270	120	1360	0	0	3020	470
Growth Adj:	1.00	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	170	0	270	120	1360	0	0	3020	470
Added Vol:	0	0	0	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	170	0	270	120	1360	0	0	3020	470
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	170	0	270	120	1360	0	0	3020	470
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	170	0	270	120	1360	0	0	3020	470
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	170	0	270	120	1360	0	0	3020	470
Saturation Flow Module:												
Sat/Lane:	1900	1900	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	0.00	0.00	0.56	0.00	1.44	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	975	0	2525	3150	3800	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.17	0.00	0.11	0.04	0.36	0.00	0.00	0.79	0.27
Crit Moves:				****			****			****		
Green Time:	0.0	0.0	0.0	13.3	0.0	20.3	7.0	67.7	0.0	0.0	60.7	60.7
Volume/Cap:	0.00	0.00	0.00	1.18	0.00	0.47	0.49	0.48	0.00	0.00	1.18	0.40
Delay/Veh:	0.0	0.0	0.0	143.1	0.0	30.6	41.3	4.4	0.0	0.0	99.4	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:	0.0	0.0	0.0	143.1	0.0	30.6	41.3	4.4	0.0	0.0	99.4	6.7
LOS by Move:	A	A	A	F	A	C	D	A	A	A	F	A
HCM2kAvgQ:	0	0	0	19	0	5	2	7	0	0	67	6
Note: Queue reported is the number of cars per lane.												

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2000 HCM Operations (Future Volume Alternative)
Cumulative AM

Intersection #24: Lick Mill Boulevard / Tasman Drive

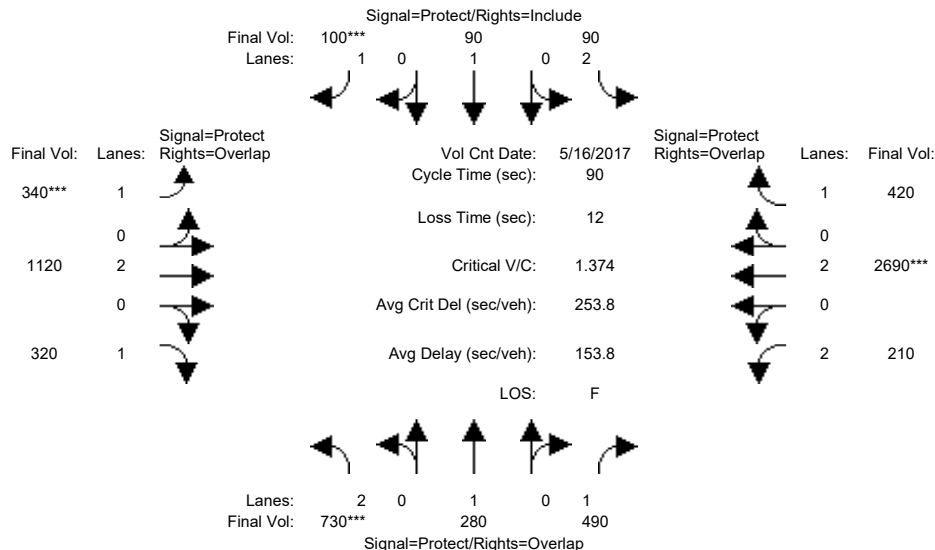


Street Name:	Lick Mill Boulevard						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 16 May 2017 << 07:30:00 AM												
Base Vol:	730	280	490	90	90	100	340	1120	320	210	2690	420
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	730	280	490	90	90	100	340	1120	320	210	2690	420
Added Vol:	-9	-9	0	-137	-83	-222	-25	-137	-83	0	-15	-15
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	721	271	490	-47	7	-122	315	983	237	210	2675	405
User Adj:	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	721	271	490	0	7	0	315	983	237	210	2675	405
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	721	271	490	0	7	0	315	983	237	210	2675	405
PCE Adj:	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	721	271	490	0	7	0	315	983	237	210	2675	405
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	1.00	1.00	2.00	1.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	1900	1750	3150	1900	1750	1750	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.23	0.14	0.28	0.00	0.00	0.00	0.18	0.26	0.14	0.07	0.70	0.23
Crit Moves:	***			***			***			***		
Green Time:	14.0	17.0	29.5	0.0	10.0	0.0	11.0	41.5	55.5	12.5	43.0	50.0
Volume/Cap:	1.47	0.76	0.86	0.00	0.03	0.00	1.47	0.56	0.22	0.48	1.47	0.42
Delay/Veh:	261.7	43.4	40.3	0.0	35.8	0.0	275.9	18.0	7.7	36.6	239	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:	261.7	43.4	40.3	0.0	35.8	0.0	275.9	18.0	7.7	36.6	239	11.8
LOS by Move:	F	D	D	A	D+	A	F	B-	A	D+	F	B+
HCM2kAvgQ:	29	7	15	0	0	0	23	10	3	3	87	6
Note: Queue reported is the number of cars per lane.												

Tasman East Focus Area Plan
SJ16-1669
Cumulative AM

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

Intersection #24: Lick Mill Boulevard / Tasman Drive

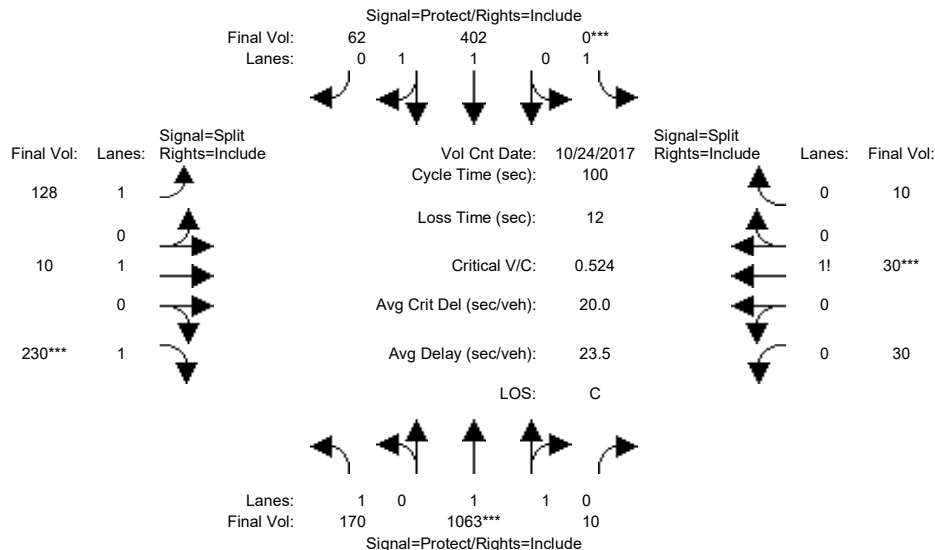


Street Name:	Lick Mill Boulevard						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 16 May 2017 << 07:30:00 AM												
Base Vol:	730	280	490	90	90	100	340	1120	320	210	2690	420
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	730	280	490	90	90	100	340	1120	320	210	2690	420
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	730	280	490	90	90	100	340	1120	320	210	2690	420
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	730	280	490	90	90	100	340	1120	320	210	2690	420
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	730	280	490	90	90	100	340	1120	320	210	2690	420
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	730	280	490	90	90	100	340	1120	320	210	2690	420
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	1.00	1.00	2.00	1.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	1900	1750	3150	1900	1750	1750	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.23	0.15	0.28	0.03	0.05	0.06	0.19	0.29	0.18	0.07	0.71	0.24
Crit Moves:	****					****	****			****		
Green Time:	13.9	16.9	28.2	7.0	10.0	10.0	11.7	42.8	56.7	11.3	42.5	49.5
Volume/Cap:	1.50	0.78	0.89	0.37	0.43	0.51	1.50	0.62	0.29	0.53	1.50	0.44
Delay/Veh:	274.0	45.7	46.4	40.3	38.7	40.1	286.2	18.2	7.7	38.3	252	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:	274.0	45.7	46.4	40.3	38.7	40.1	286.2	18.2	7.7	38.3	252	12.3
LOS by Move:	F	D	D	D	D+	D	F	B-	A	D+	F	B
HCM2kAvgQ:	30	8	15	2	3	4	25	11	4	3	90	7
Note: Queue reported is the number of cars per lane.												

Tasman East Focus Area Plan
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Cumulative AM

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2000 HCM Operations (Future Volume Alternative)
Cumulative AM

Intersection #25: Lick Mill Boulevard / Hope Drive

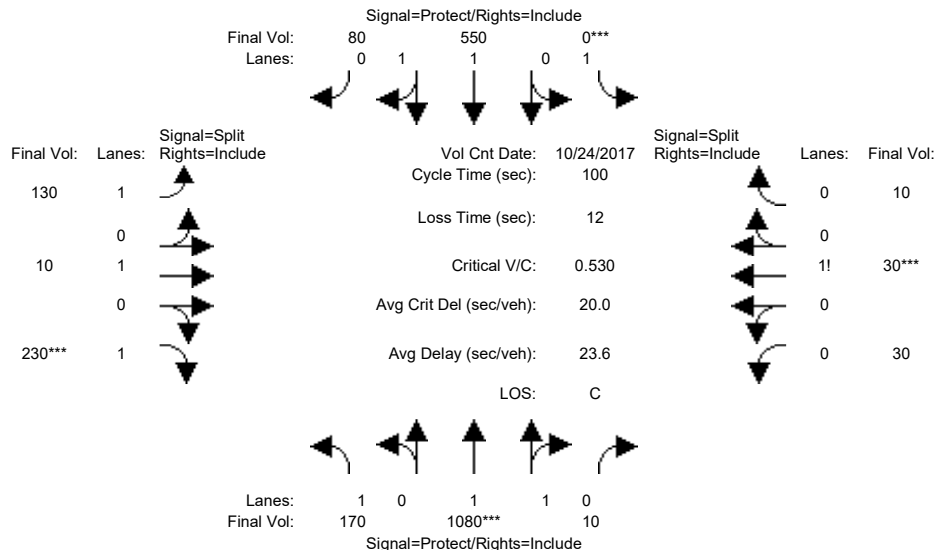


Street Name:	Lick Mill Boulevard			Hope Drive		
Approach:	North Bound			South Bound		
Movement:	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 Oct 2017 << 07:30:00 AM						
Base Vol:	170	1080	10	0	550	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	1080	10	0	550	80
Added Vol:	0	-17	0	0	-148	-18
PasserByVol:	0	0	0	0	0	0
Initial Fut:	170	1063	10	0	402	62
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	1063	10	0	402	62
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	170	1063	10	0	402	62
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	170	1063	10	0	402	62
Saturation Flow Module:						
Sat/Lane:	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95
Lanes:	1.00	1.98	0.02	1.00	1.73	0.27
Final Sat.:	1750	3665	34	1750	3205	494
Capacity Analysis Module:						
Vol/Sat:	0.10	0.29	0.29	0.00	0.13	0.13
Crit Moves:	****	****	****	****	****	****
Green Time:	23.4	53.7	53.7	0.0	30.2	30.2
Volume/Cap:	0.41	0.54	0.54	0.00	0.41	0.41
Delay/Veh:	33.2	15.4	15.4	0.0	28.1	28.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.2	15.4	15.4	0.0	28.1	28.1
LOS by Move:	C-	B	B	A	C	C
HCM2kAvgQ:	5	11	11	0	6	6
Note: Queue reported is the number of cars per lane.						

Tasman East Focus Area Plan
SJ16-1669
Cumulative AM

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

Intersection #25: Lick Mill Boulevard / Hope Drive

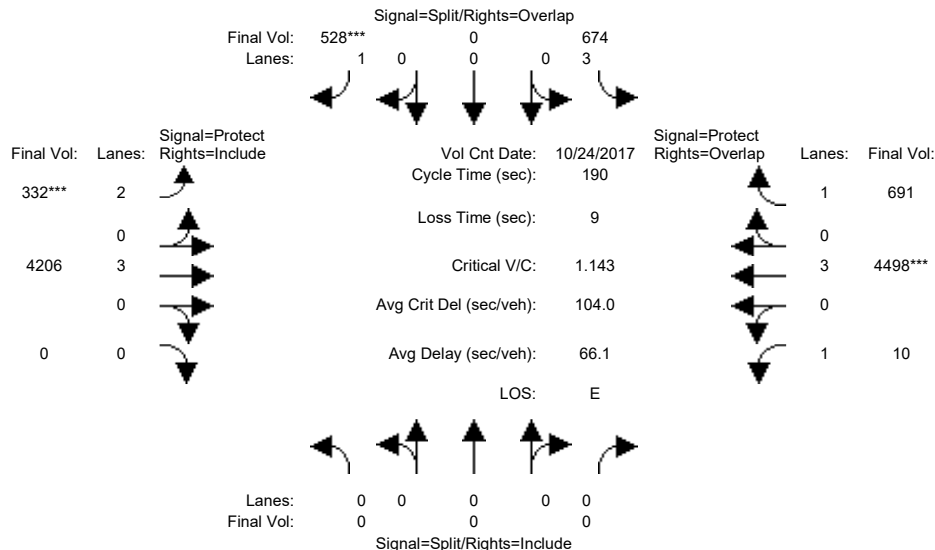


Street Name:	Lick Mill Boulevard			Hope Drive		
Approach:	North Bound			South Bound		
Movement:	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 Oct 2017 << 07:30:00 AM						
Base Vol:	170	1080	10	0	550	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	1080	10	0	550	80
Added Vol:	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0
Initial Fut:	170	1080	10	0	550	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	1080	10	0	550	80
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	170	1080	10	0	550	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	170	1080	10	0	550	80
Saturation Flow Module:						
Sat/Lane:	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95
Lanes:	1.00	1.98	0.02	1.00	1.74	0.26
Final Sat.:	1750	3666	34	1750	3230	470
Capacity Analysis Module:						
Vol/Sat:	0.10	0.29	0.02	0.00	0.17	0.17
Crit Moves:	****	****	****	****	****	****
Green Time:	19.6	53.9	53.9	0.0	34.3	34.3
Volume/Cap:	0.50	0.55	0.55	0.00	0.50	0.50
Delay/Veh:	36.9	15.4	15.4	0.0	26.3	26.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.9	15.4	15.4	0.0	26.3	26.3
LOS by Move:	D+	B	B	A	C	C
HCM2kAvgQ:	6	11	11	0	8	8
Note: Queue reported is the number of cars per lane.						

Tasman East Focus Area Plan
SJ16-1669
Cumulative AM

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

Intersection #26: Lick Mill Boulevard / Montague Expressway

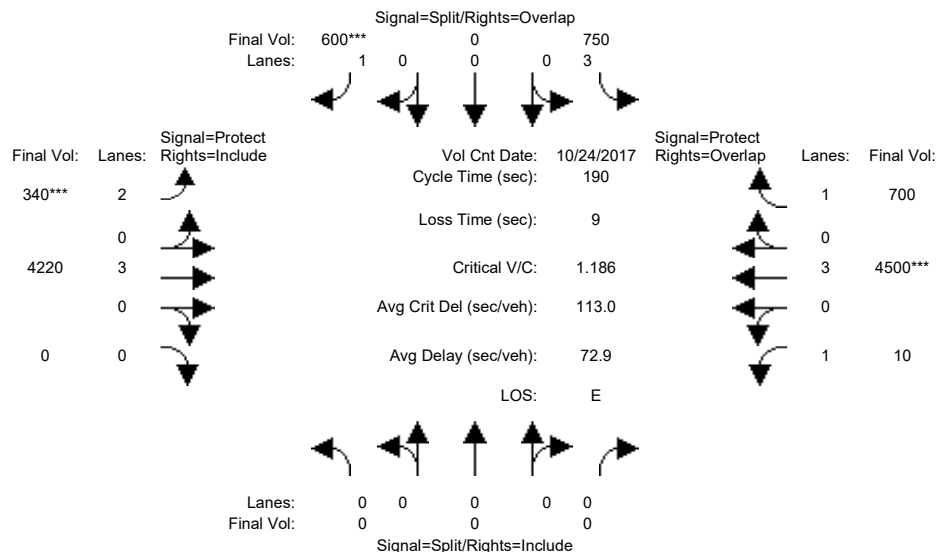


Street Name:	Lick Mill Boulevard						Montague Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	31	0	31	20	157	0	2	139	139
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	24 Oct 2017 << 07:30:00 AM											
Base Vol:	0	0	0	750	0	600	340	4220	0	10	4500	700
Growth Adj:	1.00	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	750	0	600	340	4220	0	10	4500	700
Added Vol:	0	0	0	-76	0	-72	-8	-14	0	0	-2	-9
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	674	0	528	332	4206	0	10	4498	691
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	674	0	528	332	4206	0	10	4498	691
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	674	0	528	332	4206	0	10	4498	691
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	674	0	528	332	4206	0	10	4498	691
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.80	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	3.00	0.00	1.00	2.00	3.00	0.00	1.00	3.00	1.00
Final Sat.:	0	0	0	4551	0	1750	3150	5700	0	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.15	0.00	0.30	0.11	0.74	0.00	0.01	0.79	0.39
Crit Moves:						****	****				****	
Green Time:	0.0	0.0	0.0	29.6	0.0	48.7	19.1	150	0.0	1.9	133	162.3
Volume/Cap:	0.00	0.00	0.00	0.95	0.00	1.18	1.05	0.94	0.00	0.57	1.13	0.46
Delay/Veh:	0.0	0.0	0.0	105.7	0.0	174.9	153.4	21.4	0.0	135.4	92.1	3.7
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	0.0	0.0	105.7	0.0	174.9	153.4	21.4	0.0	135.4	92.1	3.7
LOS by Move:	A	A	A	F	A	F	F	C+	A	F	F	A
HCM2kAvgQ:	0	0	0	21	0	47	13	64	0	1	105	10
Note: Queue reported is the number of cars per lane.												

Tasman East Focus Area Plan
SJ16-1669
Cumulative AM

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

Intersection #26: Lick Mill Boulevard / Montague Expressway

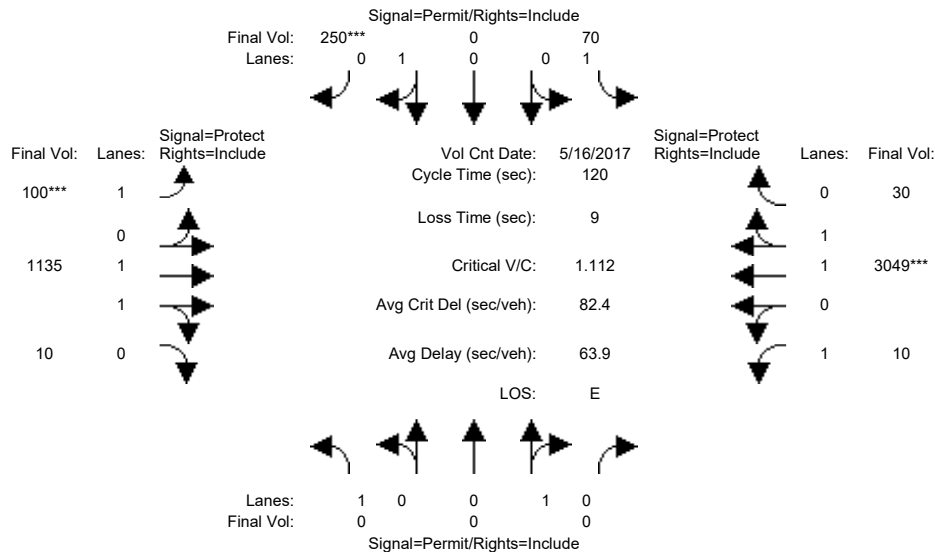


Street Name:	Lick Mill Boulevard						Montague Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	31	0	31	20	157	0	2	139	139
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 Oct 2017 << 07:30:00 AM												
Base Vol:	0	0	0	750	0	600	340	4220	0	10	4500	700
Growth Adj:	1.00	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	750	0	600	340	4220	0	10	4500	700
Added Vol:	0	0	0	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	750	0	600	340	4220	0	10	4500	700
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	750	0	600	340	4220	0	10	4500	700
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	750	0	600	340	4220	0	10	4500	700
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	750	0	600	340	4220	0	10	4500	700
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.80	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	3.00	0.00	1.00	2.00	3.00	0.00	1.00	3.00	1.00
Final Sat.:	0	0	0	4551	0	1750	3150	5700	0	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.16	0.00	0.34	0.11	0.74	0.00	0.01	0.79	0.40
Crit Moves:						****	****				****	
Green Time:	0.0	0.0	0.0	29.6	0.0	48.7	19.1	150	0.0	1.9	133	162.3
Volume/Cap:	0.00	0.00	0.00	1.06	0.00	1.34	1.07	0.94	0.00	0.57	1.13	0.47
Delay/Veh:	0.0	0.0	0.0	134.2	0.0	240.5	161.1	21.8	0.0	135.4	92.3	3.8
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	0.0	0.0	134.2	0.0	240.5	161.1	21.8	0.0	135.4	92.3	3.8
LOS by Move:	A	A	A	F	A	F	F	C+	A	F	F	A
HCM2kAvgQ:	0	0	0	25	0	60	14	65	0	1	106	10
Note: Queue reported is the number of cars per lane.												

Tasman East Focus Area Plan
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2000 HCM Operations (Future Volume Alternative)
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Intersection #27: Renaissance Drive / Tasman Drive

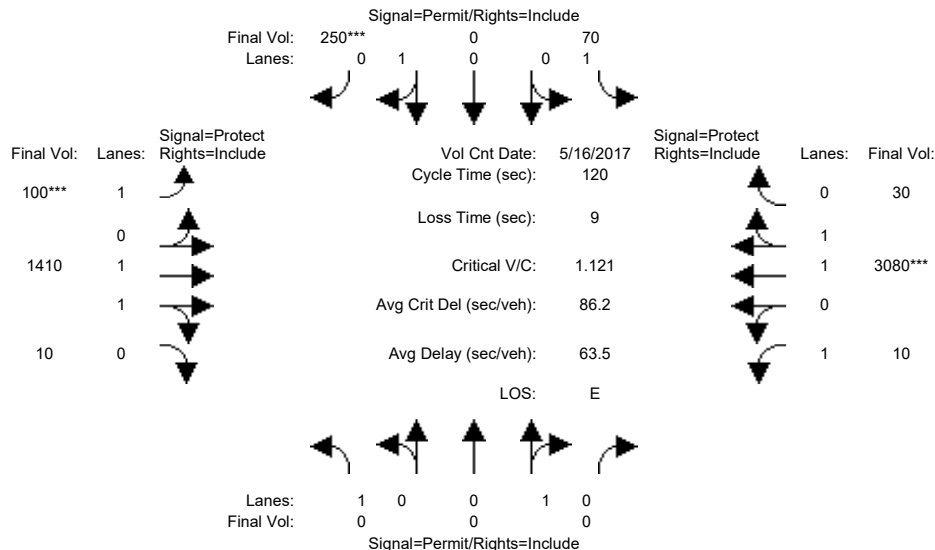


Street Name:	Renaissance Drive						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	16 May 2017 << 07:30:00 AM											
Base Vol:	0	0	0	70	0	250	100	1410	10	10	3080	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	70	0	250	100	1410	10	10	3080	30
Added Vol:	0	0	0	0	0	0	0	-275	0	0	-31	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	70	0	250	100	1135	10	10	3049	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	70	0	250	100	1135	10	10	3049	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	70	0	250	100	1135	10	10	3049	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	70	0	250	100	1135	10	10	3049	30
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.95	0.92	0.97	0.95	0.92	0.97	0.95
Lanes:	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.98	0.02	1.00	1.98	0.02
Final Sat.:	1750	1900	0	1750	0	1800	1750	3668	32	1750	3664	36
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.14	0.06	0.31	0.31	0.01	0.83	0.83
Crit Moves:						****	****				****	
Green Time:	0.0	0.0	0.0	14.9	0.0	14.9	7.0	80.9	80.9	15.2	89.1	89.1
Volume/Cap:	0.00	0.00	0.00	0.32	0.00	1.12	0.98	0.46	0.46	0.04	1.12	1.12
Delay/Veh:	0.0	0.0	0.0	48.8	0.0	149.0	138.7	9.4	9.4	46.1	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:	0.0	0.0	0.0	48.8	0.0	149.0	138.7	9.4	9.4	46.1	75.2	75.2
LOS by Move:	A	A	A	D	A	F	F	A	A	D	E-	E-
HCM2kAvgQ:	0	0	0	3	0	17	5	10	10	0	76	76
Note: Queue reported is the number of cars per lane.												

Tasman East Focus Area Plan
SJ16-1669
Cumulative AM

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2000 HCM Operations (Future Volume Alternative)
Cumulative AM Plus Project

Intersection #27: Renaissance Drive / Tasman Drive

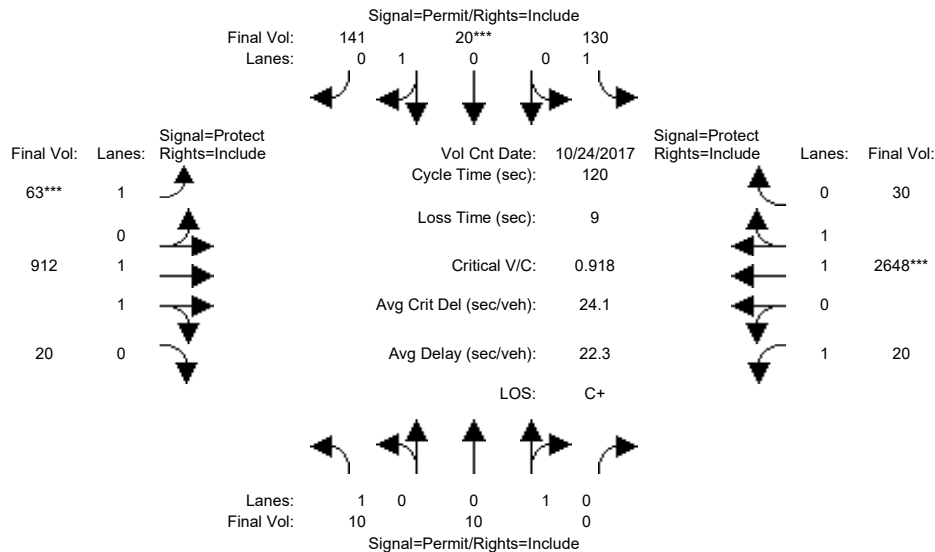


Street Name:	Renaissance Drive						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	16 May 2017 << 07:30:00 AM											
Base Vol:	0	0	0	70	0	250	100	1410	10	10	3080	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	70	0	250	100	1410	10	10	3080	30
Added Vol:	0	0	0	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	70	0	250	100	1410	10	10	3080	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	70	0	250	100	1410	10	10	3080	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	70	0	250	100	1410	10	10	3080	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	70	0	250	100	1410	10	10	3080	30
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.95	0.92	0.97	0.95	0.92	0.97	0.95
Lanes:	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.99	0.01	1.00	1.98	0.02
Final Sat.:	1750	1900	0	1750	0	1800	1750	3674	26	1750	3664	36
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.14	0.06	0.38	0.38	0.01	0.84	0.84
Crit Moves:						****	****				****	
Green Time:	0.0	0.0	0.0	14.7	0.0	14.7	7.0	83.6	83.6	12.7	89.3	89.3
Volume/Cap:	0.00	0.00	0.00	0.33	0.00	1.13	0.98	0.55	0.55	0.05	1.13	1.13
Delay/Veh:	0.0	0.0	0.0	49.0	0.0	152.6	138.7	9.2	9.2	48.4	79.1	79.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	49.0	0.0	152.6	138.7	9.2	9.2	48.4	79.1	79.1
LOS by Move:	A	A	A	D	A	F	F	A	A	D	E-	E-
HCM2kAvgQ:	0	0	0	3	0	17	5	13	13	0	77	77
Note: Queue reported is the number of cars per lane.												

Tasman East Focus Area Plan
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Cumulative AM

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

Intersection #28: Vista Monta / Tasman Drive

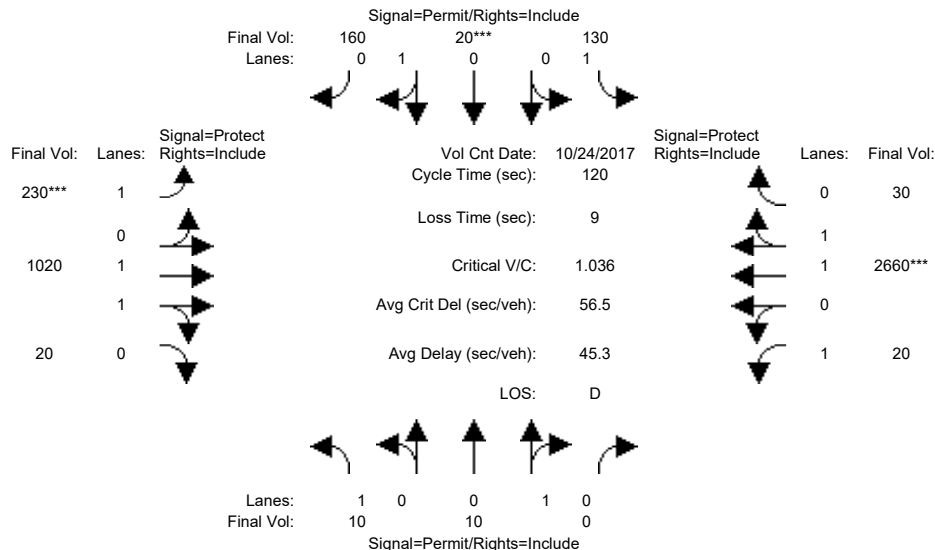


Street Name:	Vista Montana						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	24 Oct 2017 << 07:30:00 AM											
Base Vol:	10	10	0	130	20	160	230	1020	20	20	2660	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	10	0	130	20	160	230	1020	20	20	2660	30
Added Vol:	0	0	0	0	0	-19	-167	-108	0	0	-12	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	10	0	130	20	141	63	912	20	20	2648	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	10	0	130	20	141	63	912	20	20	2648	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	10	0	130	20	141	63	912	20	20	2648	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	10	10	0	130	20	141	63	912	20	20	2648	30
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.92	0.92	0.95	0.95	0.92	0.97	0.95	0.92	0.97	0.95
Lanes:	1.00	1.00	0.00	1.00	0.12	0.88	1.00	1.96	0.04	1.00	1.98	0.02
Final Sat.:	1750	1800	0	1750	224	1576	1750	3621	79	1750	3659	41
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.00	0.07	0.09	0.09	0.04	0.25	0.25	0.01	0.72	0.72
Crit Moves:	*****											
Green Time:	11.4	11.4	0.0	11.4	11.4	11.4	7.0	80.8	80.8	18.7	92.6	92.6
Volume/Cap:	0.06	0.06	0.00	0.78	0.94	0.94	0.62	0.37	0.37	0.07	0.94	0.94
Delay/Veh:	49.5	49.5	0.0	73.6	105	104.8	66.1	8.6	8.6	43.3	18.3	18.3
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:	49.5	49.5	0.0	73.6	105	104.8	66.1	8.6	8.6	43.3	18.3	18.3
LOS by Move:	D	D	A	E	F	F	E	A	A	D	B-	B-
HCM2kAvgQ:	0	0	0	7	10	10	3	7	7	1	39	39
Note: Queue reported is the number of cars per lane.												

Tasman East Focus Area Plan
SJ16-1669
Cumulative AM

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

Intersection #28: Vista Monta / Tasman Drive

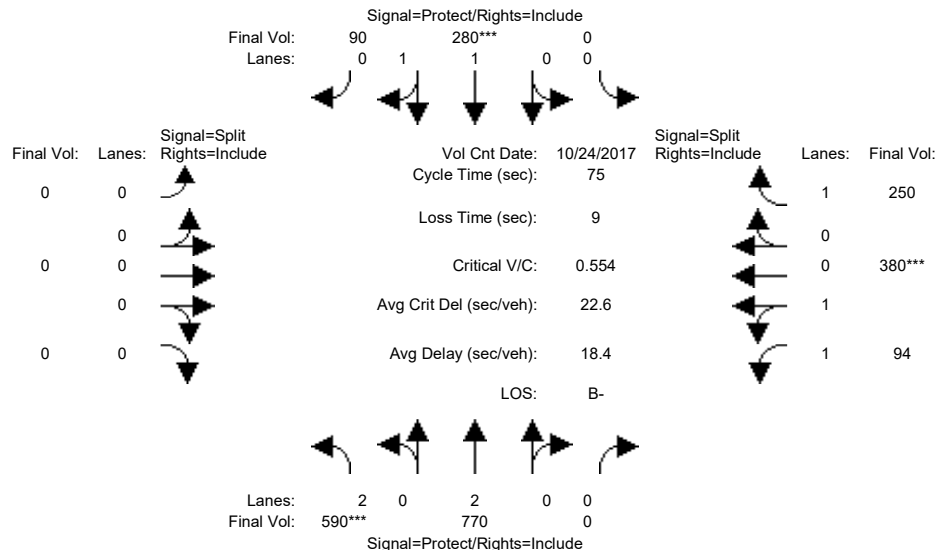


Street Name:	Vista Montana						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	24 Oct 2017 << 07:30:00 AM											
Base Vol:	10	10	0	130	20	160	230	1020	20	20	2660	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	10	0	130	20	160	230	1020	20	20	2660	30
Added Vol:	0	0	0	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	10	0	130	20	160	230	1020	20	20	2660	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	10	0	130	20	160	230	1020	20	20	2660	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	10	0	130	20	160	230	1020	20	20	2660	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	10	10	0	130	20	160	230	1020	20	20	2660	30
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.92	0.92	0.95	0.95	0.92	0.97	0.95	0.92	0.97	0.95
Lanes:	1.00	1.00	0.00	1.00	0.11	0.89	1.00	1.96	0.04	1.00	1.98	0.02
Final Sat.:	1750	1800	0	1750	200	1600	1750	3629	71	1750	3659	41
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.00	0.07	0.10	0.10	0.13	0.28	0.28	0.01	0.73	0.73
Crit Moves:	*****											
Green Time:	11.6	11.6	0.0	11.6	11.6	11.6	15.2	82.3	82.3	17.1	84.2	84.2
Volume/Cap:	0.06	0.06	0.00	0.77	1.04	1.04	1.04	0.41	0.41	0.08	1.04	1.04
Delay/Veh:	49.4	49.4	0.0	72.1	132	132.3	122.6	8.3	8.3	44.8	45.8	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:	49.4	49.4	0.0	72.1	132	132.3	122.6	8.3	8.3	44.8	45.8	45.8
LOS by Move:	D	D	A	E	F	F	F	A	A	D	D	D
HCM2kAvgQ:	0	0	0	7	12	12	12	8	8	1	54	54
Note: Queue reported is the number of cars per lane.												

Tasman East Focus Area Plan
SJ16-1669
Cumulative AM

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Cumulative AM

Intersection #29: 1st Street/WB 237

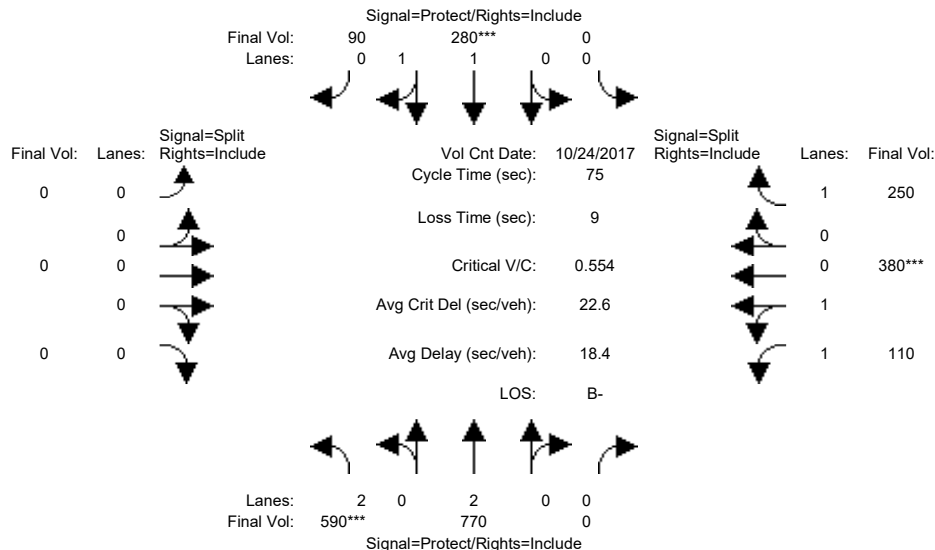


Street Name:	1st Street						WB SR 237					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 Oct 2017 << 07:30:00 AM												
Base Vol:	590	770	0	0	280	90	0	0	0	110	380	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:	590	770	0	0	280	90	0	0	0	110	380	250
Added Vol:	0	0	0	0	0	0	0	0	0	-16	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	590	770	0	0	280	90	0	0	0	94	380	250
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	590	770	0	0	280	90	0	0	0	94	380	250
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	590	770	0	0	280	90	0	0	0	94	380	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
Final Volume:	590	770	0	0	280	90	0	0	0	94	380	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	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	0.00	0.00	1.50	0.50	0.00	0.00	0.00	1.00	1.00	1.00
Final Sat.:	3150	3800	0	0	2799	900	0	0	0	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.19	0.20	0.00	0.00	0.10	0.10	0.00	0.00	0.00	0.05	0.20	0.14
Crit Moves:	***				***					***		
Green Time:	25.4	38.9	0.0	0.0	13.5	13.5	0.0	0.0	0.0	27.1	27.1	27.1
Volume/Cap:	0.55	0.39	0.00	0.00	0.55	0.55	0.00	0.00	0.00	0.15	0.55	0.40
Delay/Veh:	20.8	11.0	0.0	0.0	29.0	29.0	0.0	0.0	0.0	16.2	19.9	18.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.8	11.0	0.0	0.0	29.0	29.0	0.0	0.0	0.0	16.2	19.9	18.3
LOS by Move:	C+	B+	A	A	C	C	A	A	A	B	B-	B-
HCM2kAvgQ:	6	5	0	0	5	5	0	0	0	2	8	5
Note: Queue reported is the number of cars per lane.												

Tasman East Focus Area Plan
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Cumulative AM

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

Intersection #29: 1st Street/WB 237

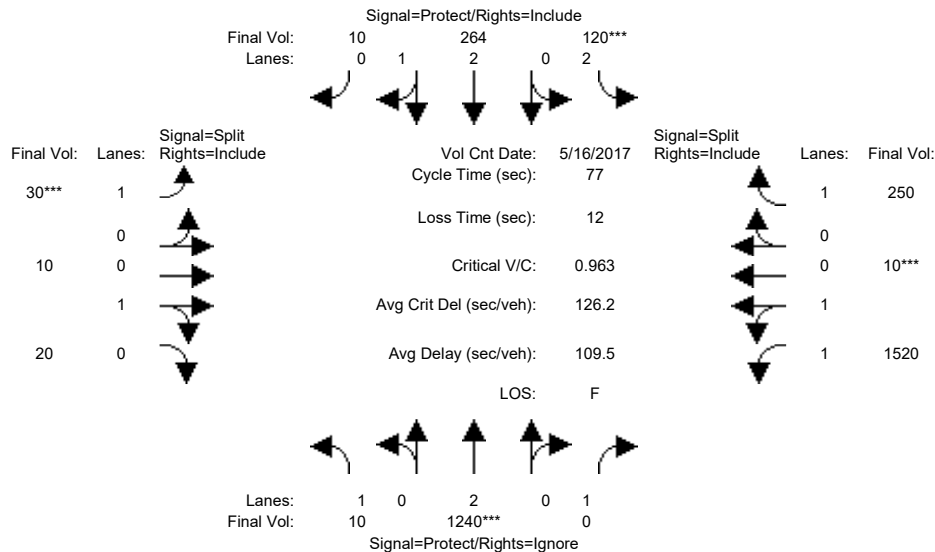


Street Name:	1st Street						WB SR 237					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	24 Oct 2017 << 07:30:00 AM											
Base Vol:	590	770	0	0	280	90	0	0	0	110	380	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:	590	770	0	0	280	90	0	0	0	110	380	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:	590	770	0	0	280	90	0	0	0	110	380	250
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	590	770	0	0	280	90	0	0	0	110	380	250
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	590	770	0	0	280	90	0	0	0	110	380	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
Final Volume:	590	770	0	0	280	90	0	0	0	110	380	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	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	0.00	0.00	1.50	0.50	0.00	0.00	0.00	1.00	1.00	1.00
Final Sat.:	3150	3800	0	0	2799	900	0	0	0	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.19	0.20	0.00	0.00	0.10	0.10	0.00	0.00	0.00	0.06	0.20	0.14
Crit Moves:	***				***					***		
Green Time:	25.4	38.9	0.0	0.0	13.5	13.5	0.0	0.0	0.0	27.1	27.1	27.1
Volume/Cap:	0.55	0.39	0.00	0.00	0.55	0.55	0.00	0.00	0.00	0.17	0.55	0.40
Delay/Veh:	20.8	11.0	0.0	0.0	29.0	29.0	0.0	0.0	0.0	16.4	19.9	18.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.8	11.0	0.0	0.0	29.0	29.0	0.0	0.0	0.0	16.4	19.9	18.3
LOS by Move:	C+	B+	A	A	C	C	A	A	A	B	B-	B-
HCM2kAvgQ:	6	5	0	0	5	5	0	0	0	2	8	5
Note: Queue reported is the number of cars per lane.												

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Cumulative AM

Intersection #30: 1st Street/EB 237

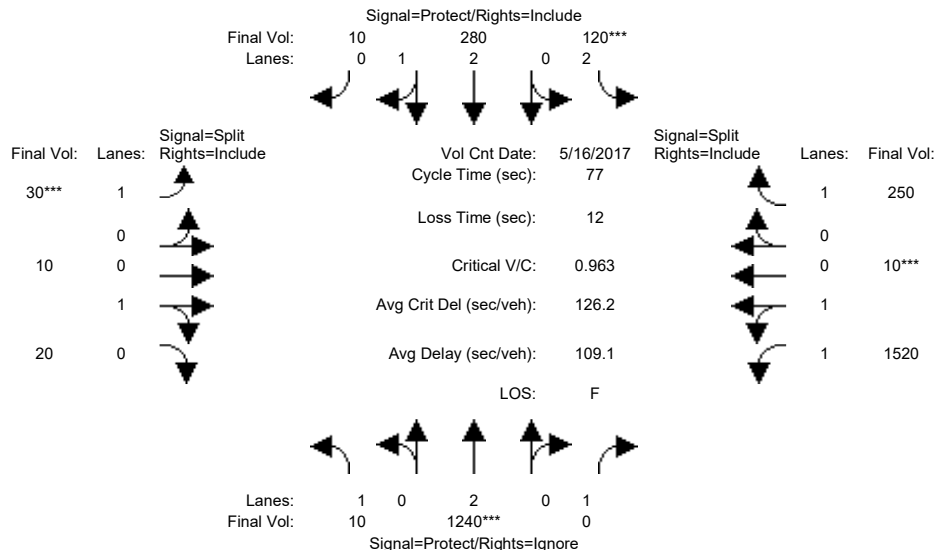


Street Name:	1st Street						EB SR 237								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Min. Green:	7	10	10			7	10	10			10	10	10		
Y+R:	4.0	4.0	4.0			4.0	4.0	4.0			4.0	4.0	4.0		
Volume Module: >> Count	Date: 16 May 2017 << 07:30:00 AM														
Base Vol:	10	1240	350		120	280	10	30	10	20	1520	10	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:	10	1240	350		120	280	10	30	10	20	1520	10	250		
Added Vol:	0	0	-145		0	-16	0	0	0	0	0	0	0		
PasserByVol:	0	0	0		0	0	0	0	0	0	0	0	0		
Initial Fut:	10	1240	205		120	264	10	30	10	20	1520	10	250		
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Volume:	10	1240	0		120	264	10	30	10	20	1520	10	250		
Reduct Vol:	0	0	0		0	0	0	0	0	0	0	0	0		
Reduced Vol:	10	1240	0		120	264	10	30	10	20	1520	10	250		
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
MLF Adj:	1.00	1.00	0.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
FinalVolume:	10	1240	0		120	264	10	30	10	20	1520	10	250		
Saturation 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	0.92	0.95	0.95	0.93	0.95	0.92		
Lanes:	1.00	2.00	1.00		2.00	2.89	0.11	1.00	0.33	0.67	1.99	0.01	1.00		
Final Sat.:	1750	3800	1750		3150	5395	204	1750	600	1200	3527	23	1750		
Capacity Analysis Module:															
Vol/Sat:	0.01	0.33	0.00		0.04	0.05	0.05	0.02	0.02	0.02	0.43	0.43	0.14		
Crit Moves:	****				****			****			****				
Green Time:	11.4	20.7	0.0		7.0	16.3	16.3	10.0	10.0	10.0	27.3	27.3	27.3		
Volume/Cap:	0.04	1.21	0.00		0.42	0.23	0.23	0.13	0.13	0.13	1.21	1.21	0.40		
Delay/Veh:	28.2	134	0.0		34.1	25.3	25.3	29.9	29.9	29.9	129.0	129	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:	28.2	134	0.0		34.1	25.3	25.3	29.9	29.9	29.9	129.0	129	19.1		
LOS by Move:	C	F	A		C-	C	C	C	C	C	F	F	B-		
HCM2kAvgQ:	0	29	0		2	2	2	1	1	1	40	40	5		
Note: Queue reported is the number of cars per lane.															

Tasman East Focus Area Plan
SJ16-1669
Cumulative AM

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

Intersection #30: 1st Street/EB 237

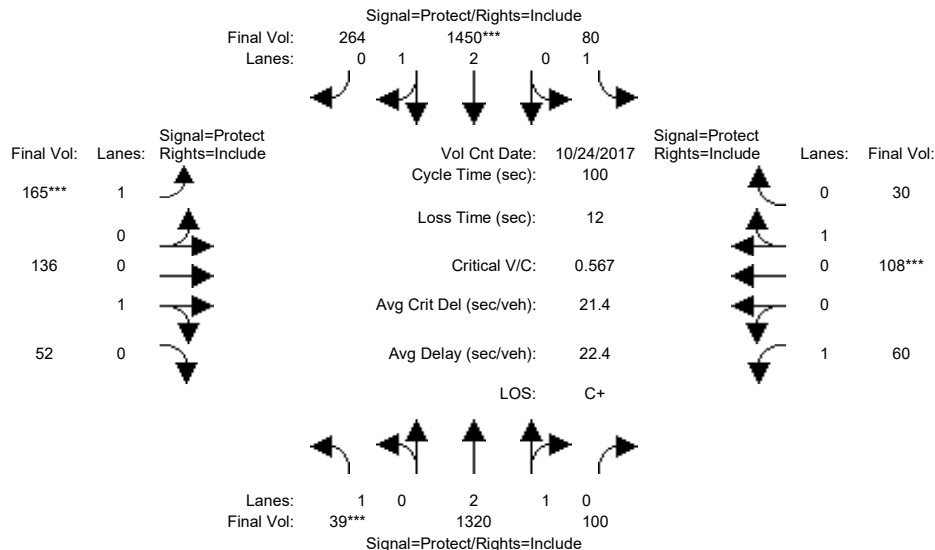


Street Name:	1st Street						EB SR 237								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Min. Green:	7	10	10			7	10	10			10	10	10		
Y+R:	4.0	4.0	4.0			4.0	4.0	4.0			4.0	4.0	4.0		
Volume Module: >> Count	Date: 16 May 2017 << 07:30:00 AM														
Base Vol:	10	1240	350	120	280	10	30	10	20	1520	10	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	1.00		
Initial Bse:	10	1240	350	120	280	10	30	10	20	1520	10	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:	10	1240	350	120	280	10	30	10	20	1520	10	250			
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	10	1240	0	120	280	10	30	10	20	1520	10	250			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	10	1240	0	120	280	10	30	10	20	1520	10	250			
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
FinalVolume:	10	1240	0	120	280	10	30	10	20	1520	10	250			
Saturation 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	0.92	0.95	0.95	0.93	0.95	0.92			
Lanes:	1.00	2.00	1.00	2.00	2.89	0.11	1.00	0.33	0.67	1.99	0.01	1.00			
Final Sat.:	1750	3800	1750	3150	5407	193	1750	600	1200	3527	23	1750			
Capacity Analysis Module:															
Vol/Sat:	0.01	0.33	0.00	0.04	0.05	0.05	0.02	0.02	0.02	0.43	0.43	0.14			
Crit Moves:	****			****			****			****					
Green Time:	11.4	20.7	0.0	7.0	16.3	16.3	10.0	10.0	10.0	27.3	27.3	27.3			
Volume/Cap:	0.04	1.21	0.00	0.42	0.24	0.24	0.13	0.13	0.13	1.21	1.21	0.40			
Delay/Veh:	28.2	134	0.0	34.1	25.4	25.4	29.9	29.9	29.9	129.0	129	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:	28.2	134	0.0	34.1	25.4	25.4	29.9	29.9	29.9	129.0	129	19.1			
LOS by Move:	C	F	A	C-	C	C	C	C	C	F	F	B-			
HCM2kAvgQ:	0	29	0	2	2	2	1	1	1	40	40	5			
Note: Queue reported is the number of cars per lane.															

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Cumulative AM

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Cumulative AM

Intersection #31: 1st Street / Vista Montana



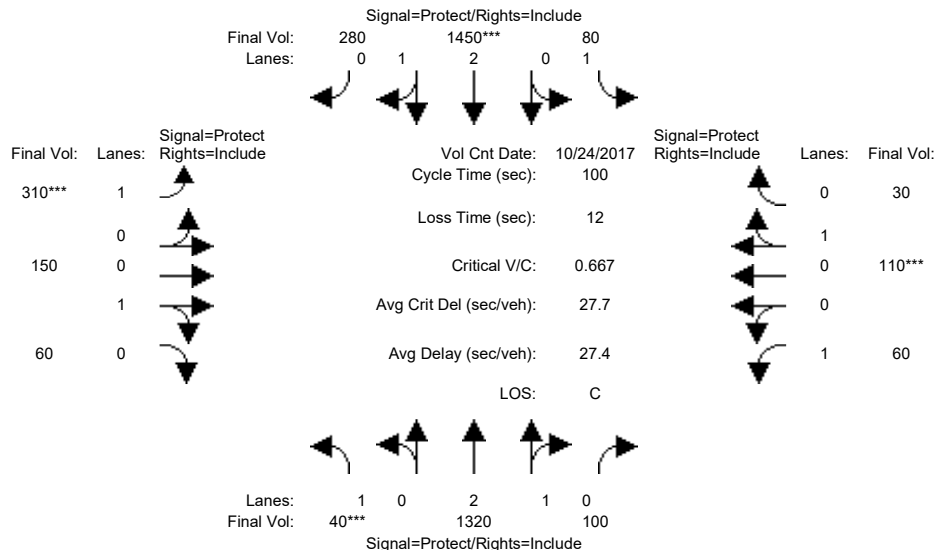
Street Name:	1st Street			Vista Montana		
Approach:	North Bound			South Bound		
Movement:	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	24 Oct 2017 << 07:30:00 AM					
Base Vol:	40	1320	100	80	1450	280
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	1320	100	80	1450	280
Added Vol:	-1	0	0	0	0	-16
PasserByVol:	0	0	0	0	0	0
Initial Fut:	39	1320	100	80	1450	264
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	39	1320	100	80	1450	264
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	39	1320	100	80	1450	264
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	39	1320	100	80	1450	264
Saturation Flow Module:						
Sat/Lane:	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.99	0.95
Lanes:	1.00	2.78	0.22	1.00	2.52	0.48
Final Sat.:	1750	5205	394	1750	4736	862
Capacity Analysis Module:						
Vol/Sat:	0.02	0.25	0.25	0.05	0.31	0.31
Crit Moves:	****			****		
Green Time:	7.0	46.2	46.2	12.8	52.0	52.0
Volume/Cap:	0.32	0.55	0.55	0.36	0.59	0.59
Delay/Veh:	45.7	19.6	19.6	40.9	16.9	16.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.7	19.6	19.6	40.9	16.9	16.9
LOS by Move:	D	B-	B-	D	B	B
HCM2kAvgQ:	1	10	10	2	12	12

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

Tasman East Focus Area Plan
SJ16-1669
Cumulative AM

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

Intersection #31: 1st Street / Vista Montana

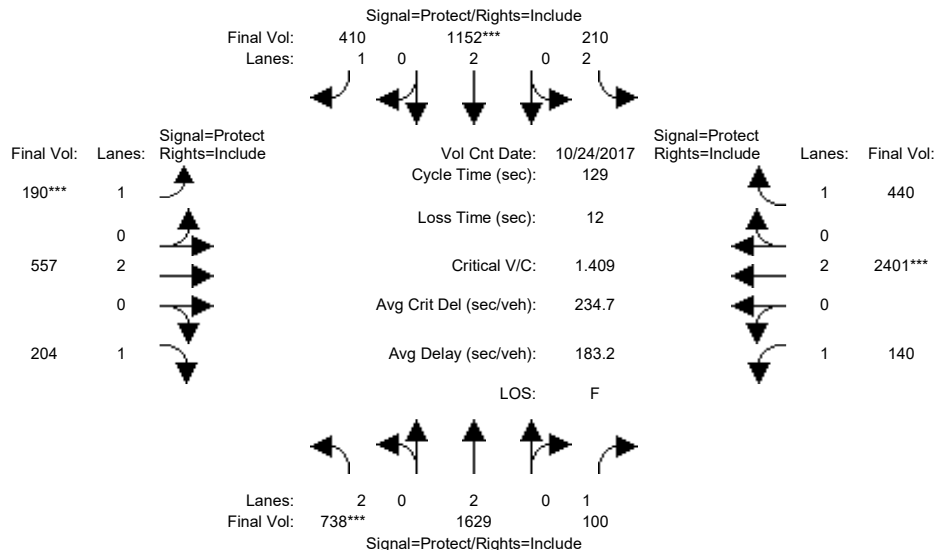


Street Name:	1st Street			Vista Montana		
Approach:	North Bound			South Bound		
Movement:	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 Oct 2017 << 07:30:00 AM						
Base Vol:	40	1320	100	80	1450	280
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	1320	100	80	1450	280
Added Vol:	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0
Initial Fut:	40	1320	100	80	1450	280
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	1320	100	80	1450	280
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	40	1320	100	80	1450	280
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	40	1320	100	80	1450	280
Saturation Flow Module:						
Sat/Lane:	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.99	0.95
Lanes:	1.00	2.78	0.22	1.00	2.50	0.50
Final Sat.:	1750	5205	394	1750	4692	906
Capacity Analysis Module:						
Vol/Sat:	0.02	0.25	0.25	0.05	0.31	0.31
Crit Moves:	****			****		
Green Time:	7.0	40.3	40.3	11.1	44.4	44.4
Volume/Cap:	0.33	0.63	0.63	0.41	0.70	0.70
Delay/Veh:	45.8	24.5	24.5	42.8	23.3	23.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.8	24.5	24.5	42.8	23.3	23.3
LOS by Move:	D	C	C	D	C	C
HCM2kAvgQ:	1	11	11	2	15	15
Note: Queue reported is the number of cars per lane.						

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Cumulative AM

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Cumulative AM

Intersection #32: 1st Street / Tasman Drive

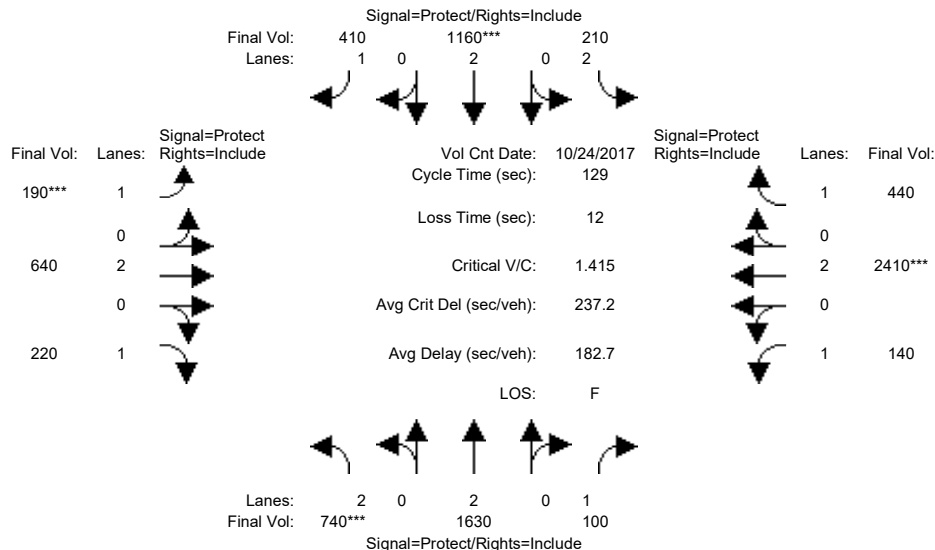


Street Name:	1st Street			Tasman Drive		
Approach:	North Bound			South Bound		
Movement:	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 Oct 2017 << 07:30:00 AM						
Base Vol:	740	1630	100	210	1160	410
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	740	1630	100	210	1160	410
Added Vol:	-2	-1	0	0	-8	0
PasserByVol:	0	0	0	0	0	0
Initial Fut:	738	1629	100	210	1152	410
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	738	1629	100	210	1152	410
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	738	1629	100	210	1152	410
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	738	1629	100	210	1152	410
Saturation Flow Module:						
Sat/Lane:	1900	1900	1900	1900	1900	1900
Adjustment:	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
Final Sat.:	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:						
Vol/Sat:	0.23	0.43	0.06	0.07	0.30	0.23
Crit Moves:	****			****		****
Green Time:	21.5	42.6	42.6	6.6	27.8	27.8
Volume/Cap:	1.41	1.30	0.17	1.30	1.41	1.09
Delay/Veh:	249.0	184	30.8	233.3	242	123.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	249.0	184	30.8	233.3	242	123.0
LOS by Move:	F	F	C	F	F	C-
HCM2kAvgQ:	35	56	3	9	43	23
Note: Queue reported is the number of cars per lane.						

Tasman East Focus Area Plan
SJ16-1669
Cumulative AM

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

Intersection #32: 1st Street / Tasman Drive

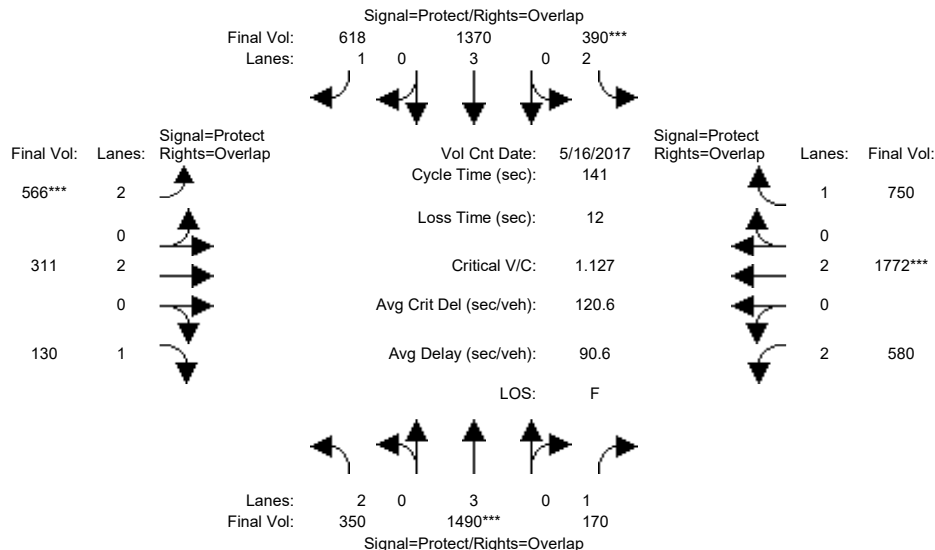


Street Name:	1st Street			Tasman Drive		
Approach:	North Bound			South Bound		
Movement:	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count	Date: 24 Oct 2017 << 07:30:00 AM					
Base Vol:	740	1630	100	210	1160	410
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	740	1630	100	210	1160	410
Added Vol:	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0
Initial Fut:	740	1630	100	210	1160	410
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	740	1630	100	210	1160	410
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	740	1630	100	210	1160	410
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	740	1630	100	210	1160	410
Saturation Flow Module:						
Sat/Lane:	1900	1900	1900	1900	1900	1900
Adjustment:	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
Final Sat.:	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:						
Vol/Sat:	0.23	0.43	0.06	0.07	0.31	0.23
Crit Moves:	****			****		
Green Time:	21.4	42.6	42.6	6.6	27.8	27.8
Volume/Cap:	1.41	1.30	0.17	1.30	1.41	1.09
Delay/Veh:	251.4	183	30.8	233.0	244	121.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	251.4	183	30.8	233.0	244	121.8
LOS by Move:	F	F	C	F	F	C
HCM2kAvgQ:	35	56	3	9	43	23
Note:	Queue reported is the number of cars per lane.					

Tasman East Focus Area Plan
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Cumulative AM

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Intersection #33: Zanker Road / Tasman Drive



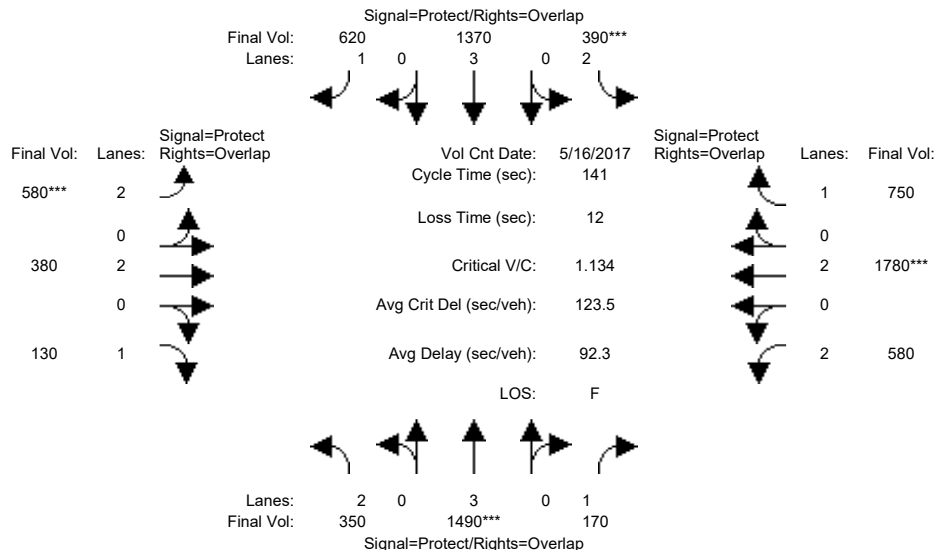
Street Name:	Zanker Road						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	16 May 2017 << 07:30:00 AM											
Base Vol:	350	1490	170	390	1370	620	580	380	130	580	1780	750
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	350	1490	170	390	1370	620	580	380	130	580	1780	750
Added Vol:	0	0	0	0	0	0	-2	-14	-69	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	350	1490	170	390	1370	618	566	311	130	580	1772	750
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	350	1490	170	390	1370	618	566	311	130	580	1772	750
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	350	1490	170	390	1370	618	566	311	130	580	1772	750
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	350	1490	170	390	1370	618	566	311	130	580	1772	750
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:	0.11	0.26	0.10	0.12	0.24	0.35	0.18	0.08	0.07	0.18	0.47	0.43
Crit Moves:	****			****			****			****		
Green Time:	15.2	32.7	88.6	15.5	33.0	55.4	22.5	24.9	40.1	55.9	58.3	73.8
Volume/Cap:	1.03	1.13	0.15	1.13	1.03	0.90	1.13	0.46	0.26	0.46	1.13	0.82
Delay/Veh:	119.2	122	10.8	150.2	86.2	54.8	139.2	52.6	39.3	31.7	107	33.9
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:	119.2	122	10.8	150.2	86.2	54.8	139.2	52.6	39.3	31.7	107	33.9
LOS by Move:	F	F	B+	F	F	D-	F	D-	D	C	F	C-
HCM2kAvgQ:	14	32	3	17	26	30	21	6	4	11	53	30

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

Tasman East Focus Area Plan
SJ16-1669
Cumulative AM

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

Intersection #33: Zanker Road / Tasman Drive

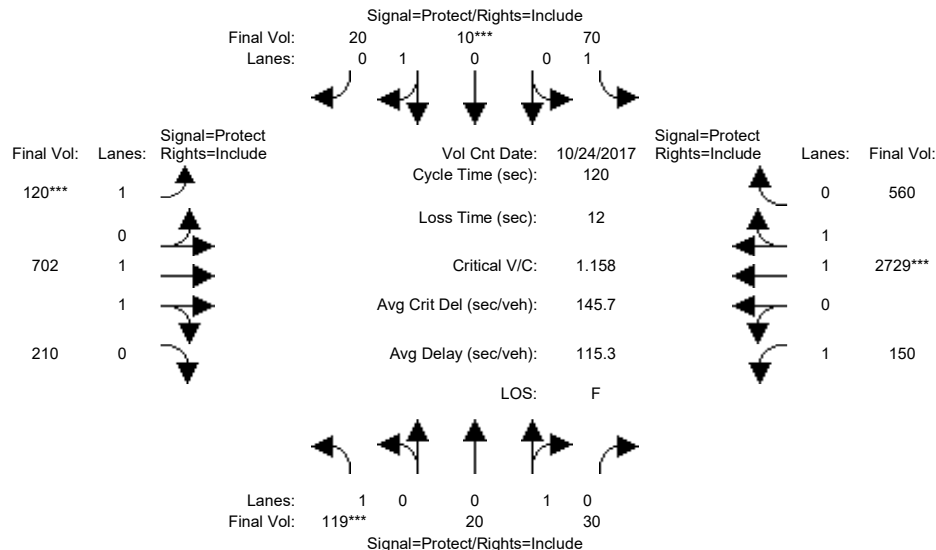


Street Name:	Zanker Road						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	16 May 2017 << 07:30:00 AM											
Base Vol:	350	1490	170	390	1370	620	580	380	130	580	1780	750
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	350	1490	170	390	1370	620	580	380	130	580	1780	750
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	350	1490	170	390	1370	620	580	380	130	580	1780	750
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	350	1490	170	390	1370	620	580	380	130	580	1780	750
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	350	1490	170	390	1370	620	580	380	130	580	1780	750
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	350	1490	170	390	1370	620	580	380	130	580	1780	750
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:	0.11	0.26	0.10	0.12	0.24	0.35	0.18	0.10	0.07	0.18	0.47	0.43
Crit Moves:	****			****			****			****		
Green Time:	15.1	32.5	85.1	15.4	32.7	55.6	22.9	28.5	43.7	52.6	58.2	73.6
Volume/Cap:	1.03	1.13	0.16	1.13	1.03	0.90	1.13	0.49	0.24	0.49	1.13	0.82
Delay/Veh:	121.2	125	12.4	152.9	88.3	54.6	141.3	50.3	36.5	34.3	110	34.2
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:	121.2	125	12.4	152.9	88.3	54.6	141.3	50.3	36.5	34.3	110	34.2
LOS by Move:	F	F	B	F	F	D-	F	D	D+	C-	F	C-
HCM2kAvgQ:	14	32	3	17	26	30	21	7	4	11	54	31
Note: Queue reported is the number of cars per lane.												

Tasman East Focus Area Plan
SJ16-1669
Cumulative AM

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Cumulative AM

Intersection #34: Rio Robles/Tasman Drive

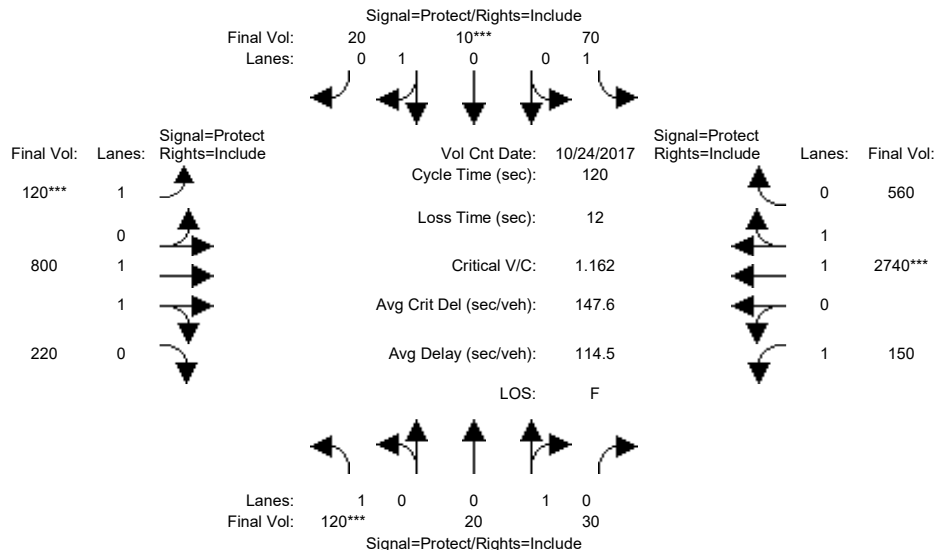


Street Name:	Rio Robles						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 Oct 2017 << 07:30:00 AM												
Base Vol:	120	20	30	70	10	20	120	800	220	150	2740	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:	120	20	30	70	10	20	120	800	220	150	2740	560
Added Vol:	-1	0	0	0	0	0	0	-98	-10	0	-11	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	119	20	30	70	10	20	120	702	210	150	2729	560
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	20	30	70	10	20	120	702	210	150	2729	560
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	119	20	30	70	10	20	120	702	210	150	2729	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
Final Volume:	119	20	30	70	10	20	120	702	210	150	2729	560
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	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	0.40	0.60	1.00	0.33	0.67	1.00	1.53	0.47	1.00	1.65	0.35
Final Sat.:	1750	720	1080	1750	600	1200	1750	2847	852	1750	3070	630
Capacity Analysis Module:												
Vol/Sat:	0.07	0.03	0.03	0.04	0.02	0.02	0.07	0.25	0.25	0.09	0.89	0.89
Crit Moves:	****			****			****			****		
Green Time:	7.0	10.0	10.0	7.0	10.0	10.0	7.0	67.5	67.5	23.5	84.0	84.0
Volume/Cap:	1.17	0.33	0.33	0.69	0.20	0.20	1.18	0.44	0.44	0.44	1.27	1.27
Delay/Veh:	196.9	53.2	53.2	73.1	51.9	51.9	200.3	15.4	15.4	43.4	143	142.7
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:	196.9	53.2	53.2	73.1	51.9	51.9	200.3	15.4	15.4	43.4	143	142.7
LOS by Move:	F	D-	D-	E	D-	D-	F	B	B	D	F	F
HCM2kAvgQ:	7	2	2	4	1	1	8	10	10	5	102	102
Note: Queue reported is the number of cars per lane.												

Tasman East Focus Area Plan
SJ16-1669
Cumulative AM

Level Of Service Computation Report
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Cumulative AM Plus Project

Intersection #34: Rio Robles/Tasman Drive

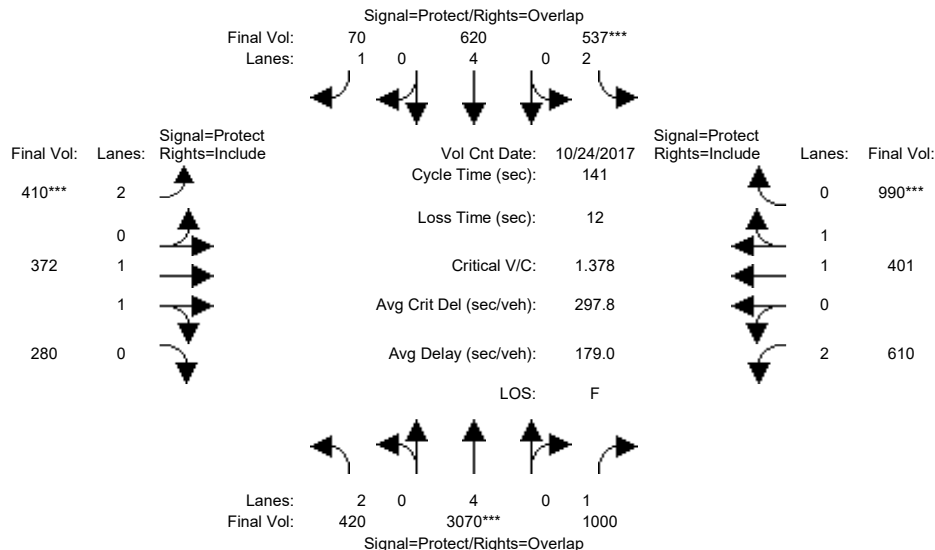


Street Name:	Rio Robles						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 Oct 2017 << 07:30:00 AM												
Base Vol:	120	20	30	70	10	20	120	800	220	150	2740	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:	120	20	30	70	10	20	120	800	220	150	2740	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:	120	20	30	70	10	20	120	800	220	150	2740	560
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	120	20	30	70	10	20	120	800	220	150	2740	560
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	20	30	70	10	20	120	800	220	150	2740	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
Final Volume:	120	20	30	70	10	20	120	800	220	150	2740	560
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	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	0.40	0.60	1.00	0.33	0.67	1.00	1.56	0.44	1.00	1.65	0.35
Final Sat.:	1750	720	1080	1750	600	1200	1750	2901	798	1750	3072	628
Capacity Analysis Module:												
Vol/Sat:	0.07	0.03	0.03	0.04	0.02	0.02	0.07	0.28	0.28	0.09	0.89	0.89
Crit Moves:	****			****			****			****		
Green Time:	7.0	10.0	10.0	7.0	10.0	10.0	7.0	69.4	69.4	21.6	84.0	84.0
Volume/Cap:	1.18	0.33	0.33	0.69	0.20	0.20	1.18	0.48	0.48	0.48	1.27	1.27
Delay/Veh:	200.3	53.2	53.2	73.1	51.9	51.9	200.3	14.9	14.9	45.3	145	144.6
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:	200.3	53.2	53.2	73.1	51.9	51.9	200.3	14.9	14.9	45.3	145	144.6
LOS by Move:	F	D-	D-	E	D-	D-	F	B	B	D	F	F
HCM2kAvgQ:	7	2	2	4	1	1	8	11	11	5	103	103
Note: Queue reported is the number of cars per lane.												

Tasman East Focus Area Plan
SJ16-1669
Cumulative AM

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

Intersection #35: Lawrence Expy/Tasman Dr (CMP)

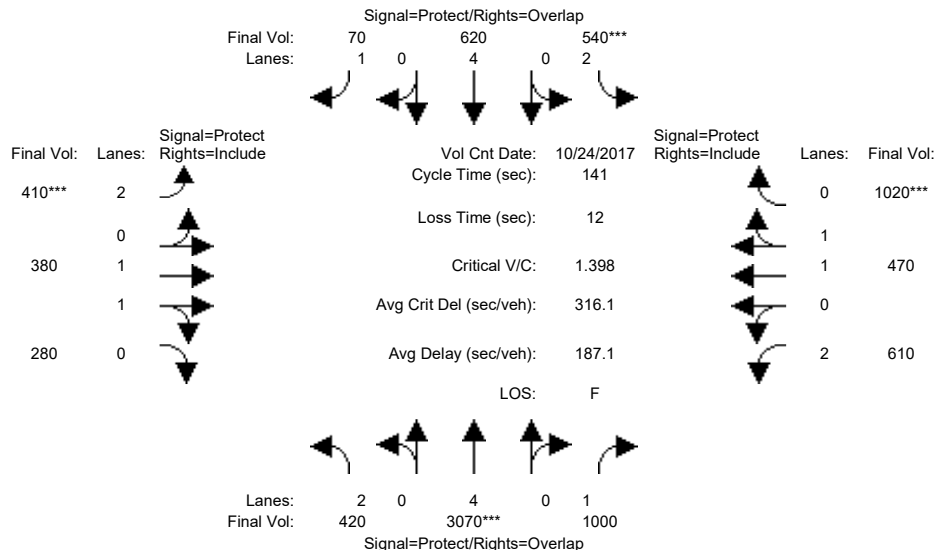


Street Name:	Lawrence Expy						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	17	61	61	12	57	57	34	40	40	27	33	33
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 Oct 2017 << 07:30:00 AM												
Base Vol:	420	3070	1000	540	620	70	410	380	280	610	470	1020
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	420	3070	1000	540	620	70	410	380	280	610	470	1020
Added Vol:	0	0	0	-3	0	0	0	-8	0	0	-69	-30
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	420	3070	1000	537	620	70	410	372	280	610	401	990
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	420	3070	1000	537	620	70	410	372	280	610	401	990
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	420	3070	1000	537	620	70	410	372	280	610	401	990
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	420	3070	1000	537	620	70	410	372	280	610	401	990
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	0.92
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	1.12	0.88	2.00	1.00	1.00
Final Sat.:	3150	7600	1750	3150	7600	1750	3150	2110	1588	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.40	0.57	0.17	0.08	0.04	0.13	0.18	0.18	0.19	0.21	0.57
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	17.7	56.2	82.0	11.1	49.5	80.9	31.3	36.9	36.9	25.8	31.3	31.3
Volume/Cap:	1.06	1.01	0.98	2.17	0.23	0.07	0.59	0.67	0.67	1.06	0.95	2.55
Delay/Veh:	128.9	65.7	55.1	611.8	35.1	14.5	54.5	52.6	52.6	116.3	72.1	760.5
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:	128.9	65.7	55.1	611.8	35.1	14.5	54.5	52.6	52.6	116.3	72.1	760.5
LOS by Move:	F	E	E+	F	D+	B	D-	D-	D-	F	E	F
HCM2kAvgQ:	17	43	56	37	5	2	11	15	15	19	18	127
Note: Queue reported is the number of cars per lane.												

Tasman East Focus Area Plan
SJ16-1669
Cumulative AM

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Intersection #35: Lawrence Expy/Tasman Dr (CMP)

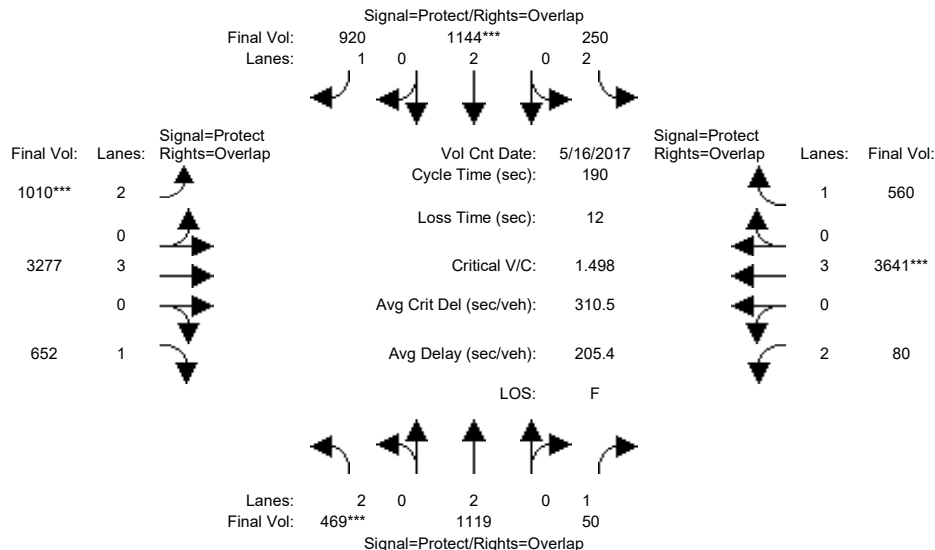


Street Name:	Lawrence Expy						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	17	61	61	12	57	57	34	40	40	27	33	33
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 Oct 2017 << 07:30:00 AM												
Base Vol:	420	3070	1000	540	620	70	410	380	280	610	470	1020
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	420	3070	1000	540	620	70	410	380	280	610	470	1020
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	420	3070	1000	540	620	70	410	380	280	610	470	1020
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	420	3070	1000	540	620	70	410	380	280	610	470	1020
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	420	3070	1000	540	620	70	410	380	280	610	470	1020
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	420	3070	1000	540	620	70	410	380	280	610	470	1020
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	0.92
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	1.13	0.87	2.00	1.00	1.00
Final Sat.:	3150	7600	1750	3150	7600	1750	3150	2129	1569	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.40	0.57	0.17	0.08	0.04	0.13	0.18	0.18	0.19	0.25	0.58
Crit Moves:	****			****			****					****
Green Time:	17.7	56.2	82.0	11.1	49.5	80.9	31.3	36.9	36.9	25.8	31.3	31.3
Volume/Cap:	1.06	1.01	0.98	2.19	0.23	0.07	0.59	0.68	0.68	1.06	1.11	2.62
Delay/Veh:	128.9	65.7	55.1	617.2	35.1	14.5	54.5	52.8	52.8	116.3	121	794.9
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:	128.9	65.7	55.1	617.2	35.1	14.5	54.5	52.8	52.8	116.3	121	794.9
LOS by Move:	F	E	E+	F	D+	B	D-	D-	D-	F	F	F
HCM2kAvgQ:	17	43	56	38	5	2	11	15	15	19	26	133
Note: Queue reported is the number of cars per lane.												

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Intersection #36: Montague Expy/North First Street (CMP)

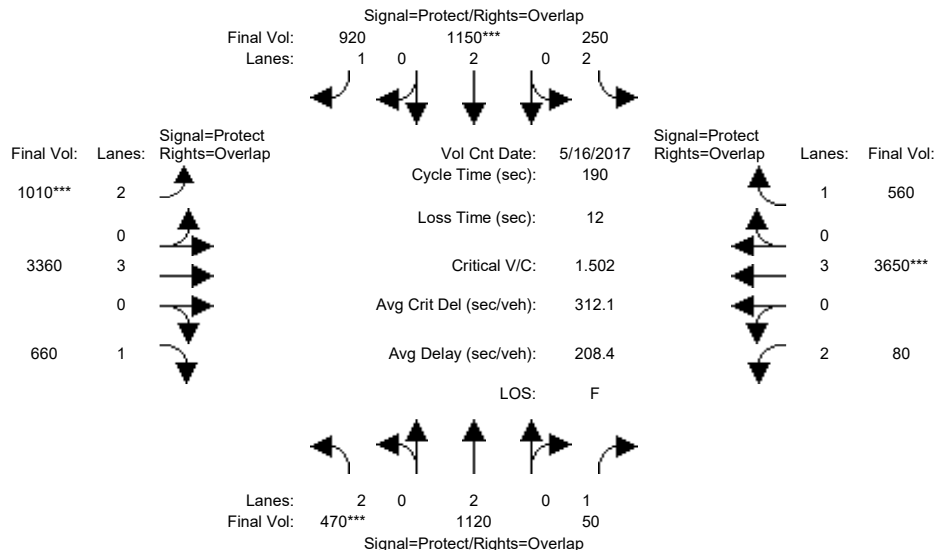


Street Name:	North First Street						Montague Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	24	48	48	20	45	45	40	106	106	15	82	82
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count	Date: 16 May 2017 << 07:30:00 AM											
Base Vol:	470	1120	50	250	1150	920	1010	3360	660	80	3650	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:	470	1120	50	250	1150	920	1010	3360	660	80	3650	560
Added Vol:	-1	-1	0	0	-6	0	0	-83	-8	0	-9	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	469	1119	50	250	1144	920	1010	3277	652	80	3641	560
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1119	50	250	1144	920	1010	3277	652	80	3641	560
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	469	1119	50	250	1144	920	1010	3277	652	80	3641	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
Final Volume:	469	1119	50	250	1144	920	1010	3277	652	80	3641	560
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:	0.15	0.29	0.03	0.08	0.30	0.53	0.32	0.57	0.37	0.03	0.64	0.32
Crit Moves:	***			***			***			***		
Green Time:	22.5	45.9	59.9	18.7	42.1	79.6	37.4	100	122.6	14.0	76.7	95.5
Volume/Cap:	1.26	1.22	0.09	0.81	1.36	1.26	1.63	1.09	0.58	0.34	1.58	0.64
Delay/Veh:	226.2	186	49.1	103.8	248	185.0	371.1	95.1	21.1	90.2	324	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:	226.2	186	49.1	103.8	248	185.0	371.1	95.1	21.1	90.2	324	38.5
LOS by Move:	F	F	D	F	F	F	F	F	C+	F	F	D+
HCM2kAvgQ:	27	48	2	11	54	86	64	76	23	3	127	27
Note: Queue reported is the number of cars per lane.												

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Cumulative AM

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Intersection #36: Montague Expy/North First Street (CMP)

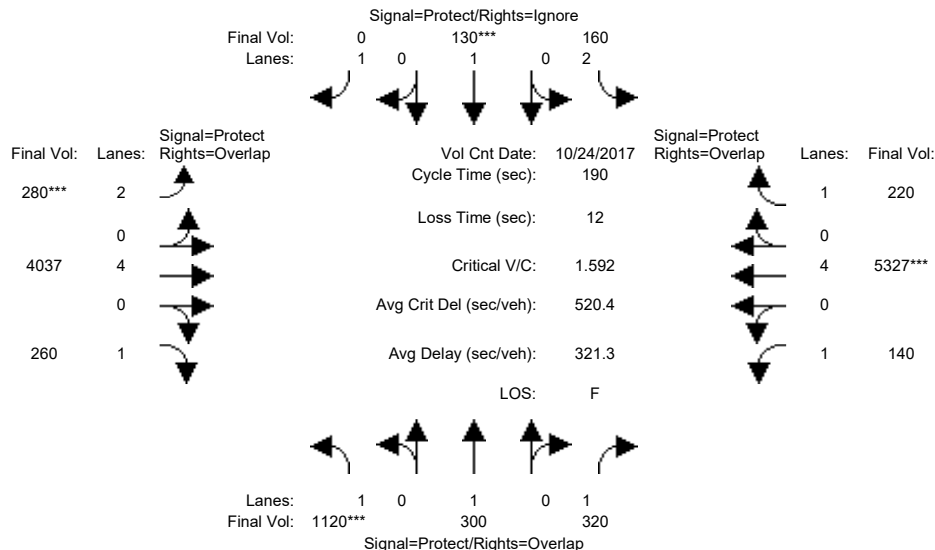


Street Name:	North First Street						Montague Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	24	48	48	20	45	45	40	106	106	15	82	82
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	16 May 2017 << 07:30:00 AM											
Base Vol:	470	1120	50	250	1150	920	1010	3360	660	80	3650	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:	470	1120	50	250	1150	920	1010	3360	660	80	3650	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:	470	1120	50	250	1150	920	1010	3360	660	80	3650	560
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1120	50	250	1150	920	1010	3360	660	80	3650	560
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	470	1120	50	250	1150	920	1010	3360	660	80	3650	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
Final Volume:	470	1120	50	250	1150	920	1010	3360	660	80	3650	560
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:	0.15	0.29	0.03	0.08	0.30	0.53	0.32	0.59	0.38	0.03	0.64	0.32
Crit Moves:	***				***		***				***	
Green Time:	22.5	45.9	59.9	18.7	42.1	79.6	37.4	100	122.6	14.0	76.7	95.5
Volume/Cap:	1.26	1.22	0.09	0.81	1.37	1.26	1.63	1.12	0.58	0.34	1.59	0.64
Delay/Veh:	227.3	186	49.1	103.8	251	185.0	371.1	106	21.3	90.2	326	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:	227.3	186	49.1	103.8	251	185.0	371.1	106	21.3	90.2	326	38.5
LOS by Move:	F	F	D	F	F	F	F	F	C+	F	F	D+
HCM2kAvgQ:	27	48	2	11	55	86	64	80	23	3	127	27
Note: Queue reported is the number of cars per lane.												

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Cumulative AM

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Cumulative AM

Intersection #37: Montague Expy/Mission College Blvd (CMP)

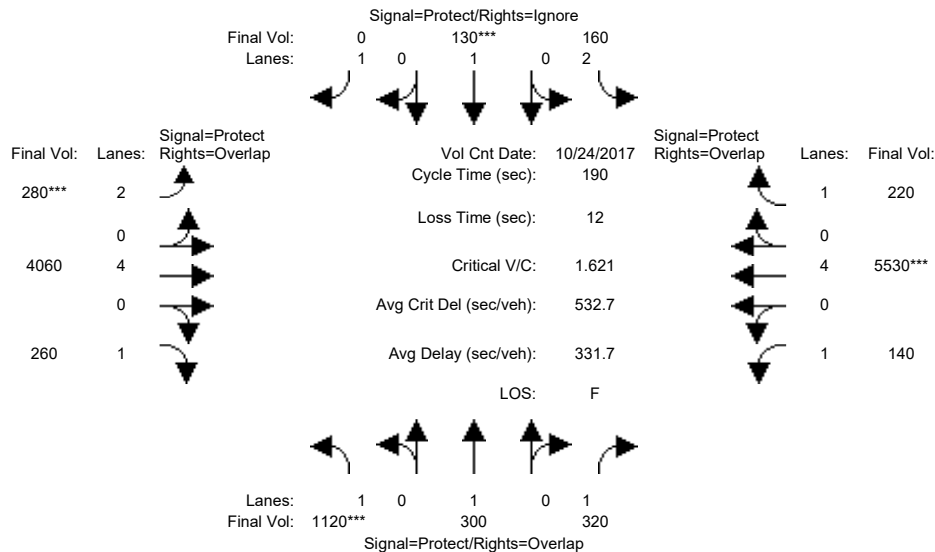


Street Name:	Mission College Blvd						Montague Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	26	49	49	19	42	42	26	103	103	19	97	97
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 Oct 2017 << 07:30:00 AM												
Base Vol:	1120	300	320	160	130	330	280	4060	260	140	5530	220
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1120	300	320	160	130	330	280	4060	260	140	5530	220
Added Vol:	0	0	0	0	0	0	0	-23	0	0	-203	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1120	300	320	160	130	330	280	4037	260	140	5327	220
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1120	300	320	160	130	0	280	4037	260	140	5327	220
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1120	300	320	160	130	0	280	4037	260	140	5327	220
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	1120	300	320	160	130	0	280	4037	260	140	5327	220
Saturation 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:	0.64	0.16	0.18	0.05	0.07	0.00	0.09	0.53	0.15	0.08	0.70	0.13
Crit Moves:	***				***		***				***	
Green Time:	24.3	45.9	63.6	17.8	39.3	0.0	24.3	97.3	121.7	17.8	90.8	108.6
Volume/Cap:	5.00	0.65	0.55	0.54	0.33	0.00	0.69	1.04	0.23	0.85	1.47	0.22
Delay/Veh:	1897	72.8	56.0	89.9	69.0	0.0	89.9	74.7	15.5	123.6	265	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:	1897	72.8	56.0	89.9	69.0	0.0	89.9	74.7	15.5	123.6	265	21.4
LOS by Move:	F	E	E+	F	E	A	F	E	B	F	F	C+
HCM2kAvgQ:	191	17	17	6	7	0	11	71	7	9	128	7
Note: Queue reported is the number of cars per lane.												

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Cumulative AM

Level Of Service Computation Report
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Intersection #37: Montague Expy/Mission College Blvd (CMP)

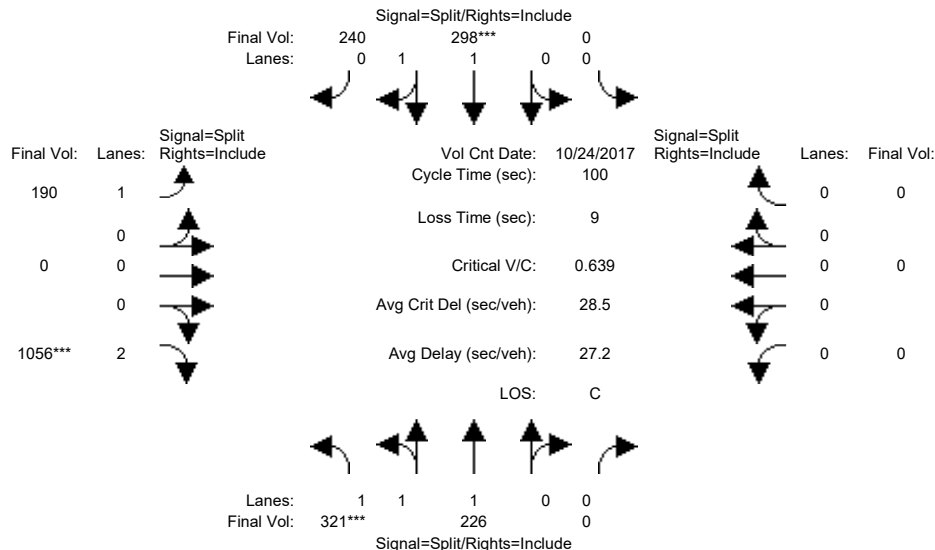


Street Name:	Mission College Blvd						Montague Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	26	49	49	19	42	42	26	103	103	19	97	97
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 Oct 2017 << 07:30:00 AM												
Base Vol:	1120	300	320	160	130	330	280	4060	260	140	5530	220
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1120	300	320	160	130	330	280	4060	260	140	5530	220
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1120	300	320	160	130	330	280	4060	260	140	5530	220
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1120	300	320	160	130	0	280	4060	260	140	5530	220
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1120	300	320	160	130	0	280	4060	260	140	5530	220
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	1120	300	320	160	130	0	280	4060	260	140	5530	220
Saturation 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:	0.64	0.16	0.18	0.05	0.07	0.00	0.09	0.53	0.15	0.08	0.73	0.13
Crit Moves:	***				***		***				***	
Green Time:	24.3	45.9	63.6	17.8	39.3	0.0	24.3	97.3	121.7	17.8	90.8	108.6
Volume/Cap:	5.00	0.65	0.55	0.54	0.33	0.00	0.69	1.04	0.23	0.85	1.52	0.22
Delay/Veh:	1897	72.8	56.0	89.9	69.0	0.0	89.9	76.7	15.5	123.6	290	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:	1897	72.8	56.0	89.9	69.0	0.0	89.9	76.7	15.5	123.6	290	21.4
LOS by Move:	F	E	E+	F	E	A	F	E-	B	F	F	C+
HCM2kAvgQ:	191	17	17	6	7	0	11	71	7	9	138	7
Note: Queue reported is the number of cars per lane.												

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Cumulative AM

Intersection #38: Gold Street/Gold Street Connector



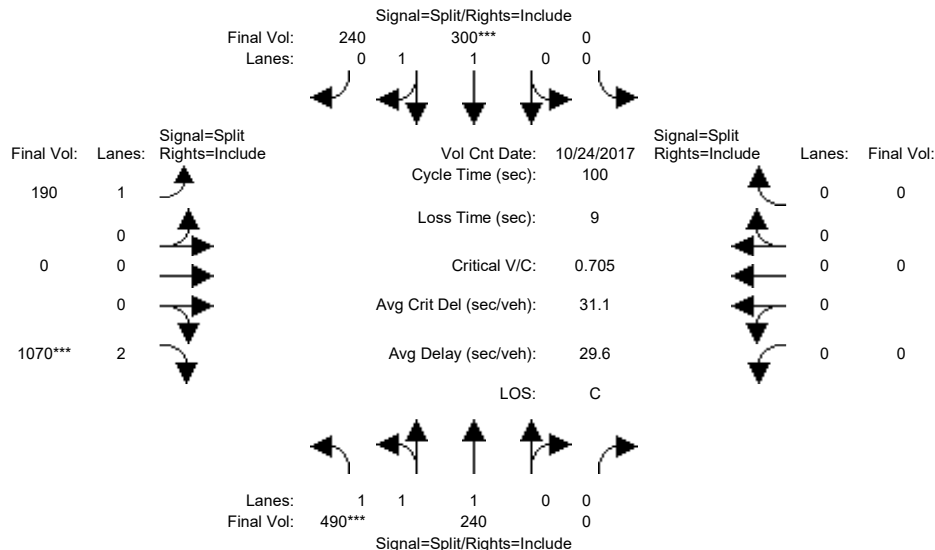
Street Name:	Gold Street						Gold Street Connector					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 Oct 2017 << 07:30:00 AM												
Base Vol:	490	240	0	0	300	240	190	0	1070	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:	490	240	0	0	300	240	190	0	1070	0	0	0
Added Vol:	-169	-14	0	0	-2	0	0	0	-14	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	321	226	0	0	298	240	190	0	1056	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	321	226	0	0	298	240	190	0	1056	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	321	226	0	0	298	240	190	0	1056	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	321	226	0	0	298	240	190	0	1056	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.99	0.92	0.92	0.99	0.95	0.92	1.00	0.83	0.92	1.00	0.92
Lanes:	1.80	1.20	0.00	0.00	1.08	0.92	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	3195	2250	0	0	2048	1650	1750	0	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.00	0.00	0.15	0.15	0.11	0.00	0.34	0.00	0.00	0.00
Crit Moves:	***				***				***			
Green Time:	15.7	15.7	0.0	0.0	22.8	22.8	52.5	0.0	52.5	0.0	0.0	0.0
Volume/Cap:	0.64	0.64	0.00	0.00	0.64	0.64	0.21	0.00	0.64	0.00	0.00	0.00
Delay/Veh:	41.1	41.1	0.0	0.0	36.5	36.5	12.8	0.0	17.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.1	41.1	0.0	0.0	36.5	36.5	12.8	0.0	17.8	0.0	0.0	0.0
LOS by Move:	D	D	A	A	D+	D+	B	A	B	A	A	A
HCM2kAvgQ:	5	5	0	0	9	9	3	0	14	0	0	0

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

Tasman East Focus Area Plan
SJ16-1669
Cumulative AM

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

Intersection #38: Gold Street/Gold Street Connector

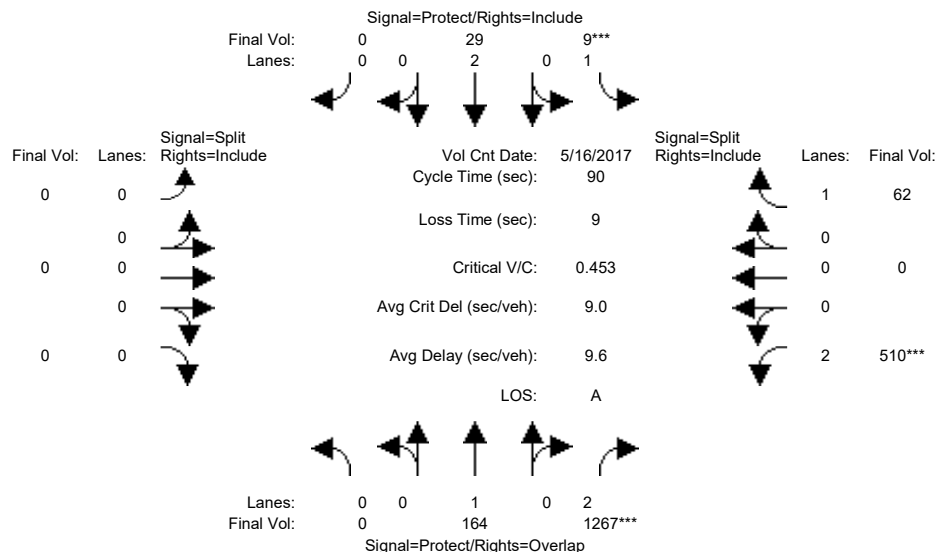


Street Name:	Gold Street						Gold Street Connector					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 Oct 2017 << 07:30:00 AM												
Base Vol:	490	240	0	0	300	240	190	0	1070	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:	490	240	0	0	300	240	190	0	1070	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:	490	240	0	0	300	240	190	0	1070	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	490	240	0	0	300	240	190	0	1070	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	490	240	0	0	300	240	190	0	1070	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	490	240	0	0	300	240	190	0	1070	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.83	0.92	1.00	0.92
Lanes:	2.00	1.00	0.00	0.00	1.09	0.91	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	3150	1900	0	0	2054	1643	1750	0	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.16	0.13	0.00	0.00	0.15	0.15	0.11	0.00	0.34	0.00	0.00	0.00
Crit Moves:	***				***				***			
Green Time:	22.1	22.1	0.0	0.0	20.7	20.7	48.2	0.0	48.2	0.0	0.0	0.0
Volume/Cap:	0.70	0.57	0.00	0.00	0.70	0.70	0.23	0.00	0.70	0.00	0.00	0.00
Delay/Veh:	38.2	35.4	0.0	0.0	39.8	39.8	15.2	0.0	21.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.2	35.4	0.0	0.0	39.8	39.8	15.2	0.0	21.8	0.0	0.0	0.0
LOS by Move:	D+	D+	A	A	D	D	B	A	C+	A	A	A
HCM2kAvgQ:	8	6	0	0	9	9	4	0	16	0	0	0
Note: Queue reported is the number of cars per lane.												

Tasman East Focus Area Plan
SJ16-1669
Cumulative AM

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

Intersection #39: Gold Street Connector/Great America Pkwy



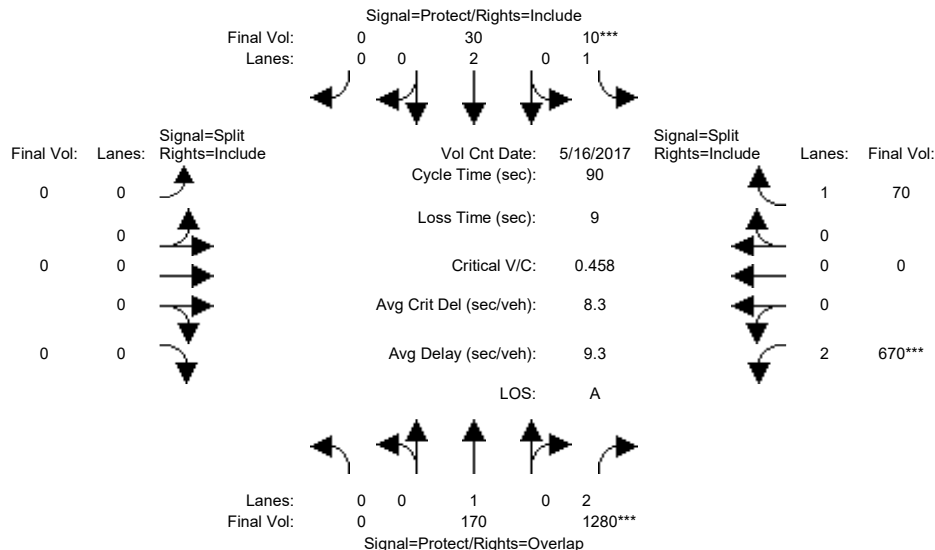
Street Name:	Great America Pkwy						Gold Street Connector					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 16 May 2017 << 07:30:00 AM												
Base Vol:	0	170	1280	10	30	0	0	0	0	670	0	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:	0	170	1280	10	30	0	0	0	0	670	0	70
Added Vol:	0	-6	-13	-1	-1	0	0	0	0	-160	0	-8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	164	1267	9	29	0	0	0	0	510	0	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:	0	164	1267	9	29	0	0	0	0	510	0	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	164	1267	9	29	0	0	0	0	510	0	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
Final Volume:	0	164	1267	9	29	0	0	0	0	510	0	62
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	1.00	2.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	1900	3150	1750	3800	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.09	0.40	0.01	0.01	0.00	0.00	0.00	0.00	0.16	0.00	0.04
Crit Moves:	****			****			****			****		
Green Time:	0.0	44.2	74.0	7.0	51.2	0.0	0.0	0.0	0.0	29.8	0.0	29.8
Volume/Cap:	0.00	0.18	0.49	0.07	0.01	0.00	0.00	0.00	0.00	0.49	0.00	0.11
Delay/Veh:	0.0	12.8	2.5	38.7	8.4	0.0	0.0	0.0	0.0	24.4	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	12.8	2.5	38.7	8.4	0.0	0.0	0.0	0.0	24.4	0.0	21.0
LOS by Move:	A	B	A	D+	A	A	A	A	A	C	A	C+
HCM2kAvgQ:	0	2	6	0	0	0	0	0	0	7	0	1

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

Tasman East Focus Area Plan
SJ16-1669
Cumulative AM

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

Intersection #39: Gold Street Connector/Great America Pkwy



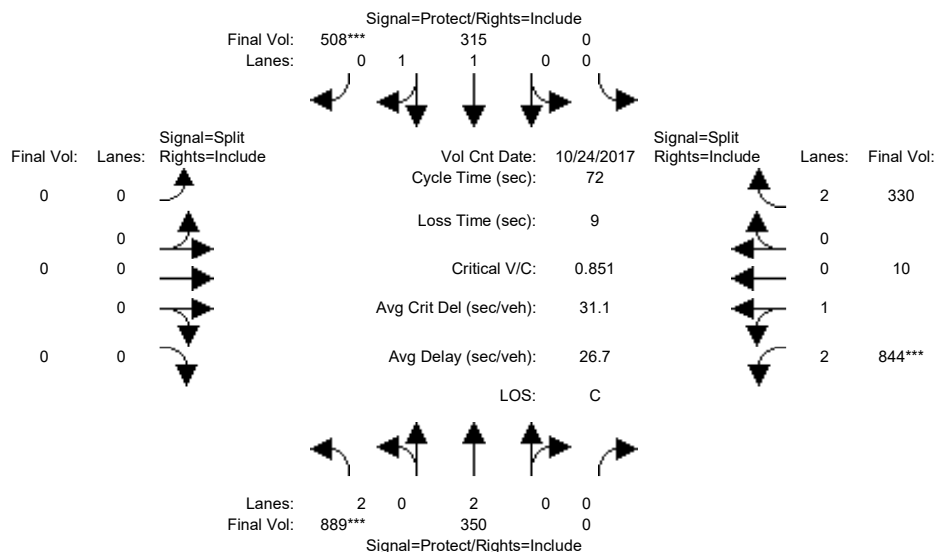
Street Name:	Great America Pkwy						Gold Street Connector					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	16 May 2017 << 07:30:00 AM											
Base Vol:	0	170	1280	10	30	0	0	0	0	670	0	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:	0	170	1280	10	30	0	0	0	0	670	0	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:	0	170	1280	10	30	0	0	0	0	670	0	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:	0	170	1280	10	30	0	0	0	0	670	0	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	170	1280	10	30	0	0	0	0	670	0	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
Final Volume:	0	170	1280	10	30	0	0	0	0	670	0	70
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	1.00	2.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	1900	3150	1750	3800	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.09	0.41	0.01	0.01	0.00	0.00	0.00	0.00	0.21	0.00	0.04
Crit Moves:	****			****			****			****		
Green Time:	0.0	35.3	74.0	7.0	42.3	0.0	0.0	0.0	0.0	38.7	0.0	38.7
Volume/Cap:	0.00	0.23	0.49	0.07	0.02	0.00	0.00	0.00	0.00	0.49	0.00	0.09
Delay/Veh:	0.0	18.4	2.5	38.7	12.8	0.0	0.0	0.0	0.0	18.8	0.0	15.3
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	18.4	2.5	38.7	12.8	0.0	0.0	0.0	0.0	18.8	0.0	15.3
LOS by Move:	A	B-	A	D+	B	A	A	A	A	B-	A	B
HCM2kAvgQ:	0	3	7	0	0	0	0	0	0	8	0	1

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

Tasman East Focus Area Plan
SJ16-1669
Cumulative PM

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

Intersection #1: Great America Parkway / WB SR 237

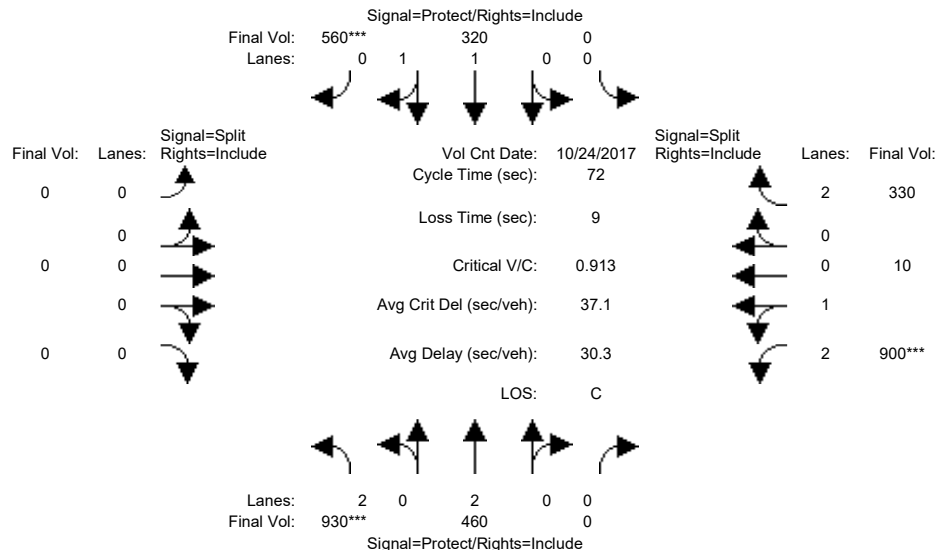


Street Name:	Great America Parkway						WB SR 237								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
Volume Module:	>> Count Date: 24 Oct 2017 << 05:00:00 PM														
Base Vol:	930	460	0	0	320	560	0	0	0	900	10	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:	930	460	0	0	320	560	0	0	0	900	10	330			
Added Vol:	-41	-110	0	0	-5	-52	0	0	0	-56	0	0			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	889	350	0	0	315	508	0	0	0	844	10	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:	889	350	0	0	315	508	0	0	0	844	10	330			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	889	350	0	0	315	508	0	0	0	844	10	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:	889	350	0	0	315	508	0	0	0	844	10	330			
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	0.87	0.95	0.83			
Lanes:	2.00	2.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	2.97	0.03	2.00			
Final Sat.:	3150	3800	0	0	1900	1750	0	0	0	4892	58	3150			
Capacity Analysis Module:															
Vol/Sat:	0.28	0.09	0.00	0.00	0.17	0.29	0.00	0.00	0.00	0.17	0.17	0.10			
Crit Moves:	****					****				****					
Green Time:	23.9	48.4	0.0	0.0	24.5	24.5	0.0	0.0	0.0	14.6	14.6	14.6			
Volume/Cap:	0.85	0.14	0.00	0.00	0.49	0.85	0.00	0.00	0.00	0.85	0.85	0.52			
Delay/Veh:	29.3	4.3	0.0	0.0	19.0	29.4	0.0	0.0	0.0	34.8	34.8	26.3			
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
AdjDel/Veh:	29.3	4.3	0.0	0.0	19.0	29.4	0.0	0.0	0.0	34.8	34.8	26.3			
LOS by Move:	C	A	A	A	B-	C	A	A	A	C-	C-	C			
HCM2kAvgQ:	12	1	0	0	5	12	0	0	0	10	10	5			
Note: Queue reported is the number of cars per lane.															

Tasman East Focus Area Plan
SJ16-1669
Cumulative PM

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

Intersection #1: Great America Parkway / WB SR 237

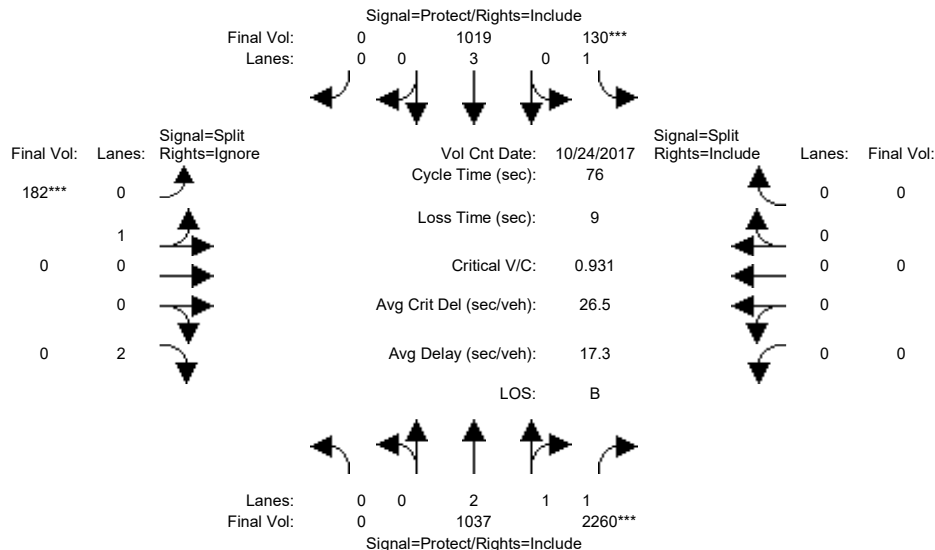


Street Name:	Great America Parkway						WB SR 237								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Min. Green:	7		10		0	0		10		10	0		10		10
Y+R:	4.0		4.0		4.0	4.0		4.0		4.0	4.0		4.0		4.0
Volume Module: >> Count Date: 24 Oct 2017 << 05:00:00 PM															
Base Vol:	930		460		0	0		320		560	0		0		0
Growth Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
Initial Bse:	930		460		0	0		320		560	0		0		0
Added Vol:	0		0		0	0		0		0	0		0		0
PasserByVol:	0		0		0	0		0		0	0		0		0
Initial Fut:	930		460		0	0		320		560	0		0		0
User Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
PHF Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
PHF Volume:	930		460		0	0		320		560	0		0		0
Reduct Vol:	0		0		0	0		0		0	0		0		0
Reduced Vol:	930		460		0	0		320		560	0		0		0
PCE Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
MLF Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
FinalVolume:	930		460		0	0		320		560	0		0		0
Saturation Flow Module:															
Sat/Lane:	1900		1900		1900	1900		1900		1900	1900		1900		1900
Adjustment:	0.83		1.00		0.92	0.92		1.00		0.92	0.92		0.87		0.83
Lanes:	2.00		2.00		0.00	0.00		1.00		1.00	0.00		2.97		0.03
Final Sat.:	3150		3800		0	0		1900		1750	0		0		0
Capacity Analysis Module:															
Vol/Sat:	0.30		0.12		0.00	0.00		0.17		0.32	0.00		0.00		0.00
Crit Moves:	****									****					
Green Time:	23.3		48.5		0.0	0.0		25.2		25.2	0.0		0.0		0.0
Volume/Cap:	0.91		0.18		0.00	0.00		0.48		0.91	0.00		0.00		0.00
Delay/Veh:	35.6		4.4		0.0	0.0		18.5		35.1	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
AdjDel/Veh:	35.6		4.4		0.0	0.0		18.5		35.1	0.0		0.0		0.0
LOS by Move:	D+		A		A	A		B-		D+	A		A		D
HCM2kAvgQ:	14		2		0	0		5		15	0		0		0
Note: Queue reported is the number of cars per lane.															

Tasman East Focus Area Plan
SJ16-1669
Cumulative PM

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

Intersection #2: Great America Parkway / EB SR 237

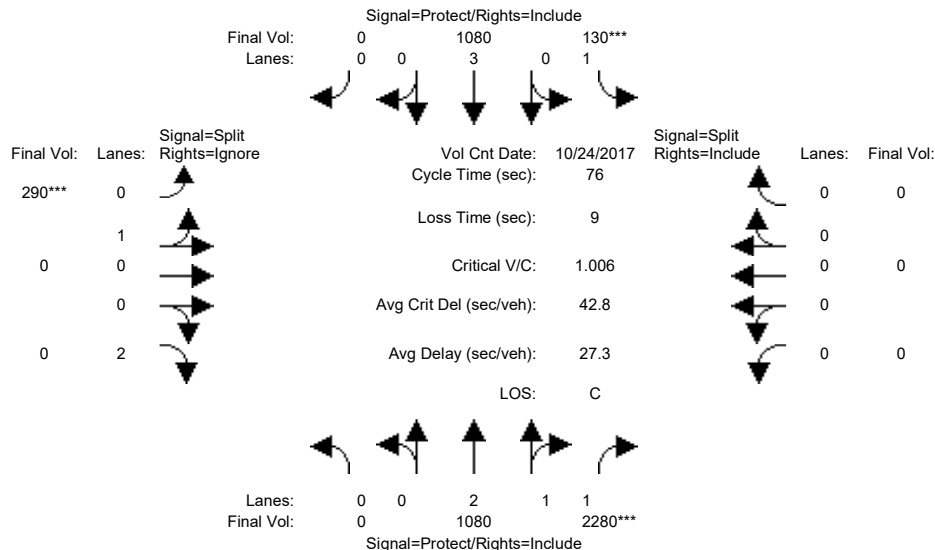


Street Name:	Great America Parkway						EB SR 237								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Min. Green:	0		10		10	7		10		0	10		10		10
Y+R:	4.0		4.0		4.0	4.0		4.0		4.0	4.0		4.0		4.0
Volume Module: >> Count	Date: 24 Oct 2017 << 05:00:00 PM														
Base Vol:	0	1080	2280	130	1080	0	290	0	620	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	1080	2280	130	1080	0	290	0	620	0	0	0			
Added Vol:	0	-43	-20	0	-61	0	-108	0	-153	0	0	0			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	0	1037	2260	130	1019	0	182	0	467	0	0	0			
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:	0	1037	2260	130	1019	0	182	0	0	0	0	0			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	0	1037	2260	130	1019	0	182	0	0	0	0	0			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	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:	0	1037	2260	130	1019	0	182	0	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	0.92	1.00	0.92	0.95	0.95	0.83	0.92	1.00	0.92			
Lanes:	0.00	2.00	2.00	1.00	3.00	0.00	1.00	0.00	2.00	0.00	0.00	0.00			
Final Sat.:	0	3800	3500	1750	5700	0	1800	0	3150	0	0	0			
Capacity Analysis Module:															
Vol/Sat:	0.00	0.27	0.65	0.07	0.18	0.00	0.10	0.00	0.00	0.00	0.00	0.00			
Crit Moves:	*****														
Green Time:	0.0	50.0	50.0	7.0	57.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0			
Volume/Cap:	0.00	0.41	0.98	0.81	0.24	0.00	0.77	0.00	0.00	0.00	0.00	0.00			
Delay/Veh:	0.0	6.2	24.1	58.8	2.9	0.0	46.0	0.0	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	6.2	24.1	58.8	2.9	0.0	46.0	0.0	0.0	0.0	0.0	0.0			
LOS by Move:	A	A	C	E+	A	A	D	A	A	A	A	A			
HCM2kAvgQ:	0	5	28	4	2	0	6	0	0	0	0	0			
Note: Queue reported is the number of cars per lane.															

Tasman East Focus Area Plan
SJ16-1669
Cumulative PM

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

Intersection #2: Great America Parkway / EB SR 237

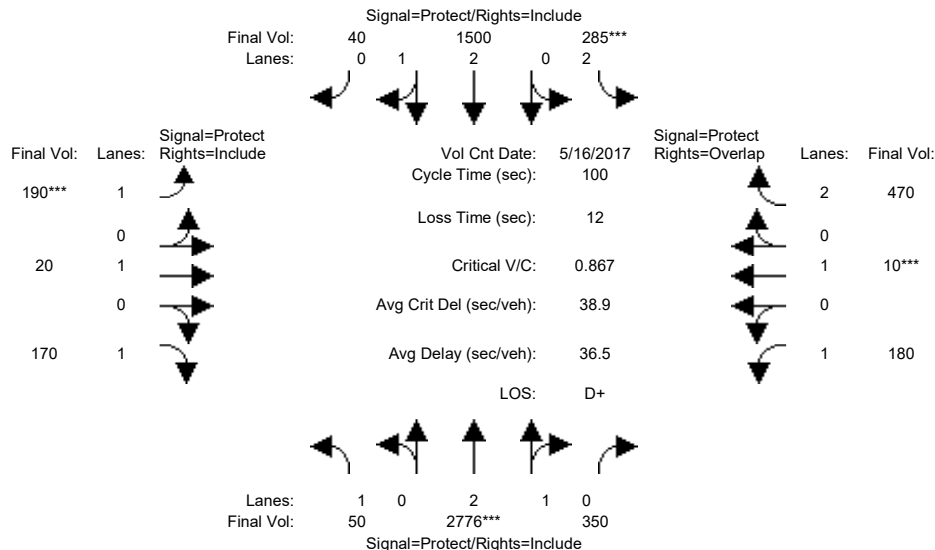


Street Name:	Great America Parkway						EB SR 237								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Min. Green:	0	10	10			7	10	0	10	10	10		0	0	0
Y+R:	4.0	4.0	4.0			4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Volume Module: >> Count	Date: 24 Oct 2017 << 05:00:00 PM														
Base Vol:	0	1080	2280			130	1080	0	290	0	620		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	1080	2280			130	1080	0	290	0	620		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	1080	2280			130	1080	0	290	0	620		0	0	0
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:	0	1080	2280			130	1080	0	290	0	0		0	0	0
Reduct Vol:	0	0	0			0	0	0	0	0	0		0	0	0
Reduced Vol:	0	1080	2280			130	1080	0	290	0	0		0	0	0
PCE Adj:	1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00	0.00		1.00	1.00	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:	0	1080	2280			130	1080	0	290	0	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			0.92	1.00	0.92	0.95	0.95	0.83		0.92	1.00	0.92
Lanes:	0.00	2.00	2.00			1.00	3.00	0.00	1.00	0.00	2.00		0.00	0.00	0.00
Final Sat.:	0	3800	3500			1750	5700	0	1800	0	3150		0	0	0
Capacity Analysis Module:															
Vol/Sat:	0.00	0.28	0.65			0.07	0.19	0.00	0.16	0.00	0.00		0.00	0.00	0.00
Crit Moves:	****					****			****				****		
Green Time:	0.0	48.1	48.1			7.0	55.1	0.0	11.9	0.0	0.0		0.0	0.0	0.0
Volume/Cap:	0.00	0.45	1.03			0.81	0.26	0.00	1.03	0.00	0.00		0.00	0.00	0.00
Delay/Veh:	0.0	7.2	37.8			58.8	3.6	0.0	93.4	0.0	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	7.2	37.8			58.8	3.6	0.0	93.4	0.0	0.0		0.0	0.0	0.0
LOS by Move:	A	A	D+			E+	A	A	F	A	A		A	A	A
HCM2kAvgQ:	0	6	32			4	3	0	13	0	0		0	0	0
Note: Queue reported is the number of cars per lane.															

Tasman East Focus Area Plan
SJ16-1669
Cumulative PM

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2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #3: Great America Parkway / Great America Way

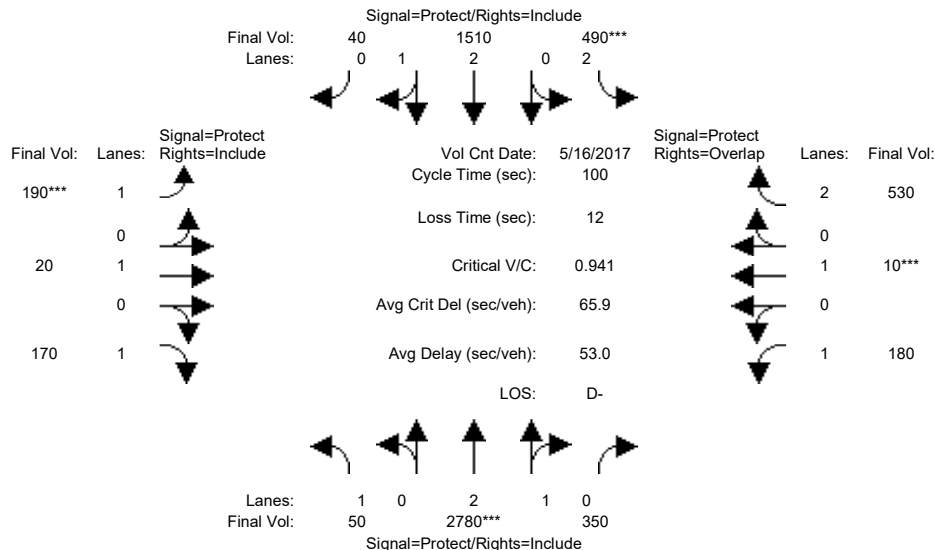


Street Name:	Great America Parkway						Great America Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count	Date: 16 May 2017 << 05:00:00 PM											
Base Vol:	50	2780	350	490	1510	40	190	20	170	180	10	530
Growth Adj:	1.00	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	2780	350	490	1510	40	190	20	170	180	10	530
Added Vol:	0	-4	0	-205	-10	0	0	0	0	0	0	-60
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	2776	350	285	1500	40	190	20	170	180	10	470
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	2776	350	285	1500	40	190	20	170	180	10	470
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	2776	350	285	1500	40	190	20	170	180	10	470
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	50	2776	350	285	1500	40	190	20	170	180	10	470
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.83
Lanes:	1.00	2.65	0.35	2.00	2.92	0.08	1.00	1.00	1.00	1.00	1.00	2.00
Final Sat.:	1750	4972	627	3150	5454	145	1750	1900	1750	1750	1900	3150
Capacity Analysis Module:												
Vol/Sat:	0.03	0.56	0.56	0.09	0.28	0.28	0.11	0.01	0.10	0.10	0.01	0.15
Crit Moves:	****			****			****			****		
Green Time:	13.6	57.5	57.5	9.3	53.3	53.3	11.2	10.4	10.4	10.7	10.0	19.3
Volume/Cap:	0.21	0.97	0.97	0.97	0.52	0.52	0.97	0.10	0.93	0.96	0.05	0.77
Delay/Veh:	38.9	30.5	30.5	89.6	15.2	15.2	100.0	40.8	91.3	97.6	40.8	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:	38.9	30.5	30.5	89.6	15.2	15.2	100.0	40.8	91.3	97.6	40.8	44.3
LOS by Move:	D+	C	C	F	B	B	F	D	F	F	D	D
HCM2kAvgQ:	1	30	30	7	10	10	10	1	9	7	0	8
Note: Queue reported is the number of cars per lane.												

Tasman East Focus Area Plan
SJ16-1669
Cumulative PM

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

Intersection #3: Great America Parkway / Great America Way

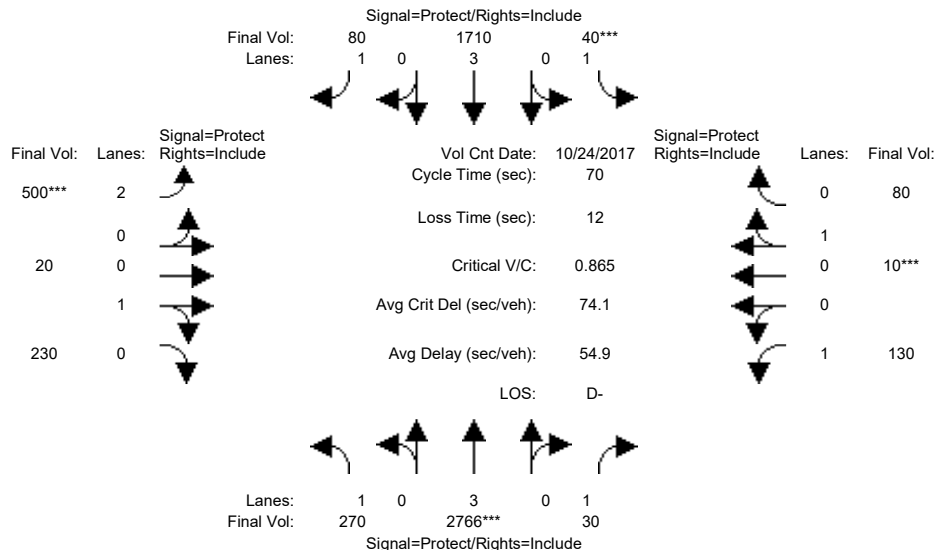


Street Name:	Great America Parkway						Great America Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 16 May 2017 << 05:00:00 PM												
Base Vol:	50	2780	350	490	1510	40	190	20	170	180	10	530
Growth Adj:	1.00	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	2780	350	490	1510	40	190	20	170	180	10	530
Added Vol:	0	0	0	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	2780	350	490	1510	40	190	20	170	180	10	530
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	2780	350	490	1510	40	190	20	170	180	10	530
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	2780	350	490	1510	40	190	20	170	180	10	530
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	50	2780	350	490	1510	40	190	20	170	180	10	530
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.83
Lanes:	1.00	2.65	0.35	2.00	2.92	0.08	1.00	1.00	1.00	1.00	1.00	2.00
Final Sat.:	1750	4973	626	3150	5455	145	1750	1900	1750	1750	1900	3150
Capacity Analysis Module:												
Vol/Sat:	0.03	0.56	0.56	0.16	0.28	0.28	0.11	0.01	0.10	0.10	0.01	0.17
Crit Moves:	****			****			****			****		
Green Time:	13.7	53.0	53.0	14.7	54.0	54.0	10.3	10.0	10.0	10.3	10.0	24.7
Volume/Cap:	0.21	1.06	1.06	1.06	0.51	0.51	1.06	0.11	0.97	1.00	0.05	0.68
Delay/Veh:	38.8	57.0	57.0	99.8	14.8	14.8	127.3	41.2	104.2	111.9	40.8	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:	38.8	57.0	57.0	99.8	14.8	14.8	127.3	41.2	104.2	111.9	40.8	36.5
LOS by Move:	D+	E+	E+	F	B	B	F	D	F	F	D	D+
HCM2kAvgQ:	1	38	38	13	10	10	12	1	10	7	0	9
Note: Queue reported is the number of cars per lane.												

Tasman East Focus Area Plan
SJ16-1669
Cumulative PM

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

Intersection #4: Great America Parkway / Old Mountain View - Alviso Road



Street Name:	Great America Parkway			Old Mountain View - Alviso Road		
Approach:	North Bound			South Bound		
Movement:	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	24 Oct 2017	<<	05:00:00 PM
Base Vol:	270	2770	30	40	1720	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	270	2770	30	40	1720	80
Added Vol:	0	-4	0	0	-10	0
PasserByVol:	0	0	0	0	0	0
Initial Fut:	270	2766	30	40	1710	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	270	2766	30	40	1710	80
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	270	2766	30	40	1710	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	270	2766	30	40	1710	80

Saturation Flow Module:						
Sat/Lane:	1900	1900	1900	1900	1900	1900
Adjustment:	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
Final Sat.:	1750	5700	1750	1750	5700	1750

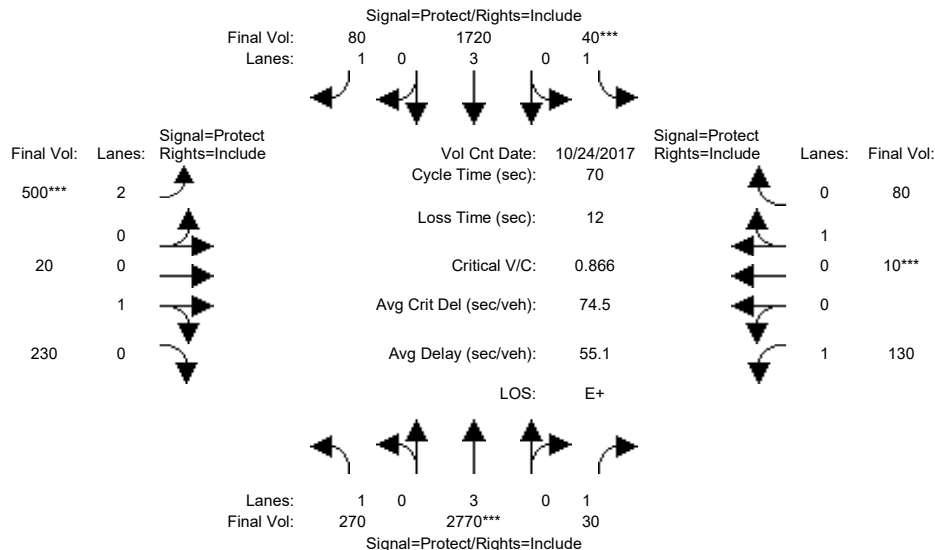
Capacity Analysis Module:						
Vol/Sat:	0.15	0.49	0.02	0.02	0.30	0.05
Crit Moves:	****	****	****	****	****	****
Green Time:	12.9	30.9	30.9	7.0	25.0	25.0
Volume/Cap:	0.84	1.10	0.04	0.23	0.84	0.13
Delay/Veh:	45.0	71.2	11.1	29.7	23.9	15.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.0	71.2	11.1	29.7	23.9	15.2
LOS by Move:	D	E	B+	C	C	B
HCM2kAvgQ:	9	35	0	1	12	1

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

Tasman East Focus Area Plan
SJ16-1669
Cumulative PM

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

Intersection #4: Great America Parkway / Old Mountain View - Alviso Road



Street Name:	Great America Parkway						Old Mountain View - Alviso Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count	Date: 24 Oct 2017 << 05:00:00 PM											
Base Vol:	270	2770	30	40	1720	80	500	20	230	130	10	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:	270	2770	30	40	1720	80	500	20	230	130	10	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:	270	2770	30	40	1720	80	500	20	230	130	10	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:	270	2770	30	40	1720	80	500	20	230	130	10	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	270	2770	30	40	1720	80	500	20	230	130	10	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
Final Volume:	270	2770	30	40	1720	80	500	20	230	130	10	80

Saturation Flow Module:												
Sat/Lane:	1900	1900	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	0.08	0.92	1.00	0.11	0.89
Final Sat.:	1750	5700	1750	1750	5700	1750	3150	144	1656	1750	200	1600

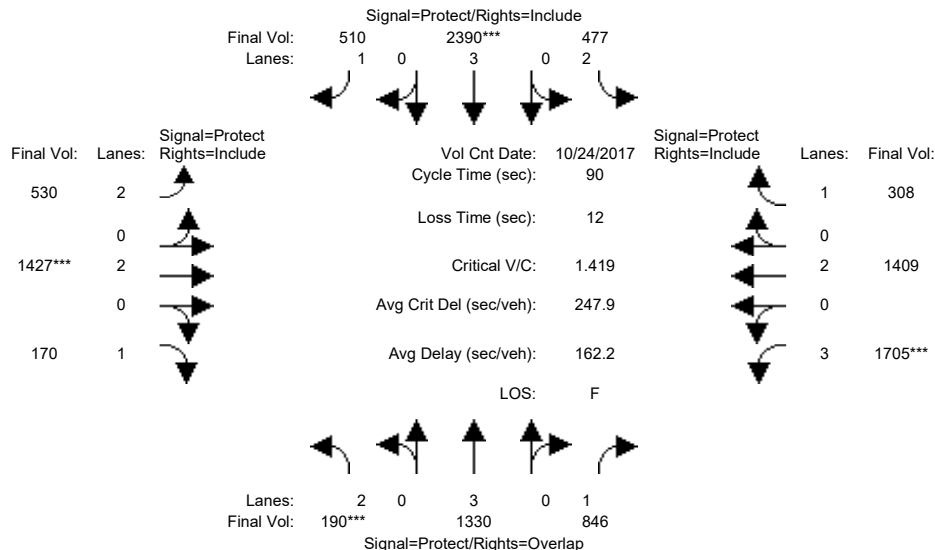
Capacity Analysis Module:												
Vol/Sat:	0.15	0.49	0.02	0.02	0.30	0.05	0.16	0.14	0.14	0.07	0.05	0.05
Crit Moves:	****			****			****			****		
Green Time:	12.8	30.9	30.9	7.0	25.1	25.1	10.1	11.8	11.8	8.3	10.0	10.0
Volume/Cap:	0.84	1.10	0.04	0.23	0.84	0.13	1.10	0.82	0.82	0.63	0.35	0.35
Delay/Veh:	45.5	71.7	11.1	29.7	24.0	15.2	102.4	44.4	44.4	35.4	27.9	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:	45.5	71.7	11.1	29.7	24.0	15.2	102.4	44.4	44.4	35.4	27.9	27.9
LOS by Move:	D	E	B+	C	C	B	F	D	D	D+	C	C
HCM2kAvgQ:	9	35	0	1	12	1	14	8	8	4	2	2

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

Tasman East Focus Area Plan
SJ16-1669
Cumulative PM

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

Intersection #5: Great America Parkway / Tasman Drive

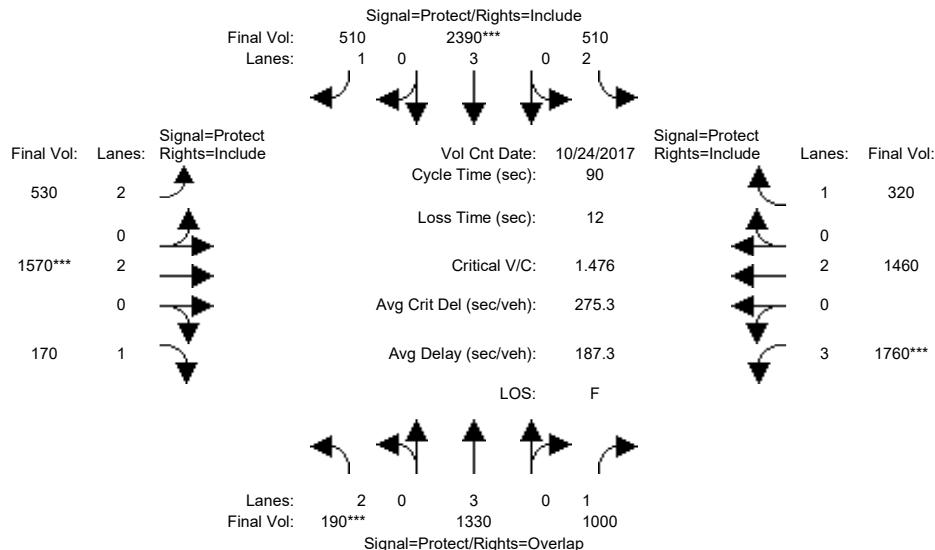


Street Name:	Great America Parkway						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count	Date: 24 Oct 2017 << 05:00:00 PM											
Base Vol:	190	1330	1000	510	2390	510	530	1570	170	1760	1460	320
Growth Adj:	1.00	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	1330	1000	510	2390	510	530	1570	170	1760	1460	320
Added Vol:	0	0	-154	-33	0	0	0	-143	0	-55	-51	-12
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	190	1330	846	477	2390	510	530	1427	170	1705	1409	308
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	190	1330	846	477	2390	510	530	1427	170	1705	1409	308
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	1330	846	477	2390	510	530	1427	170	1705	1409	308
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	190	1330	846	477	2390	510	530	1427	170	1705	1409	308
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.80	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	3.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	4551	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.23	0.48	0.15	0.42	0.29	0.17	0.38	0.10	0.37	0.37	0.18
Crit Moves:	****			****			****			****		
Green Time:	7.0	19.7	42.4	12.8	25.5	25.5	14.2	22.8	22.8	22.7	31.3	31.3
Volume/Cap:	0.78	1.07	1.03	1.07	1.48	1.03	1.07	1.48	0.38	1.48	1.07	0.51
Delay/Veh:	55.1	80.6	61.8	100.1	253	80.7	96.7	256	28.3	255.4	73.5	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:	55.1	80.6	61.8	100.1	253	80.7	96.7	256	28.3	255.4	73.5	23.9
LOS by Move:	E+	F	E	F	F	F	F	F	C	F	E	C
HCM2kAvgQ:	5	20	35	14	55	23	11	47	4	47	24	7
Note: Queue reported is the number of cars per lane.												

Tasman East Focus Area Plan
SJ16-1669
Cumulative PM

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

Intersection #5: Great America Parkway / Tasman Drive

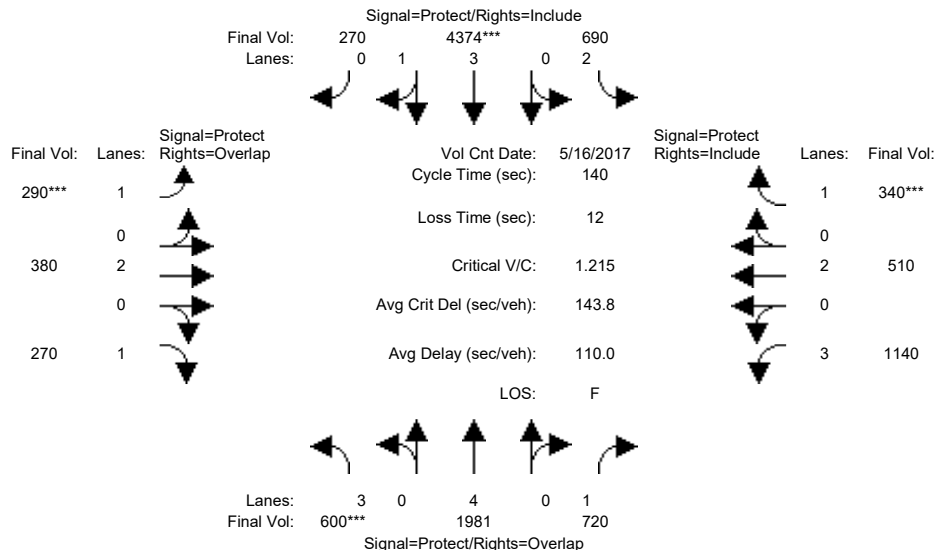


Street Name:	Great America Parkway						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 Oct 2017 << 05:00:00 PM												
Base Vol:	190	1330	1000	510	2390	510	530	1570	170	1760	1460	320
Growth Adj:	1.00	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	1330	1000	510	2390	510	530	1570	170	1760	1460	320
Added Vol:	0	0	0	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	1330	1000	510	2390	510	530	1570	170	1760	1460	320
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1330	1000	510	2390	510	530	1570	170	1760	1460	320
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	1330	1000	510	2390	510	530	1570	170	1760	1460	320
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	190	1330	1000	510	2390	510	530	1570	170	1760	1460	320
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	0.80	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	3.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	4551	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.23	0.57	0.16	0.42	0.29	0.17	0.41	0.10	0.39	0.38	0.18
Crit Moves:	***			***			***			***		
Green Time:	7.0	18.5	41.1	12.9	24.4	24.4	14.2	24.1	24.1	22.5	32.4	32.4
Volume/Cap:	0.78	1.13	1.25	1.13	1.55	1.07	1.07	1.55	0.36	1.55	1.07	0.51
Delay/Veh:	55.1	106	148.2	122.4	281	95.4	97.5	283	27.2	283.6	73.3	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:	55.1	106	148.2	122.4	281	95.4	97.5	283	27.2	283.6	73.3	23.2
LOS by Move:	E+	F	F	F	F	F	F	F	C	F	E	C
HCM2kAvgQ:	5	22	59	17	58	25	11	54	4	51	25	7
Note: Queue reported is the number of cars per lane.												

Tasman East Focus Area Plan
SJ16-1669
Cumulative PM

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

Intersection #6: Great America Parkway / Mission College Boulevard

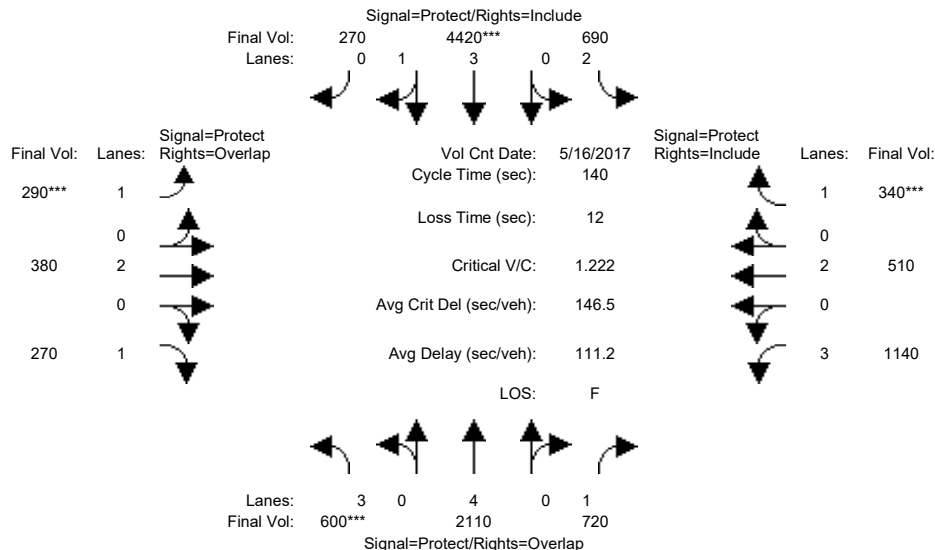


Street Name:	Great America Parkway						Mission College Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 16 May 2017 << 05:00:00 PM												
Base Vol:	600	2110	720	690	4420	270	290	380	270	1140	510	340
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	600	2110	720	690	4420	270	290	380	270	1140	510	340
Added Vol:	0	-129	0	0	-46	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	600	1981	720	690	4374	270	290	380	270	1140	510	340
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	600	1981	720	690	4374	270	290	380	270	1140	510	340
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	600	1981	720	690	4374	270	290	380	270	1140	510	340
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	600	1981	720	690	4374	270	290	380	270	1140	510	340
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	1.00	0.92	0.83	0.99	0.95	0.92	1.00	0.92	0.80	1.00	0.92
Lanes:	3.00	4.00	1.00	2.00	3.76	0.24	1.00	2.00	1.00	3.00	2.00	1.00
Final Sat.:	4551	7600	1750	3150	7063	436	1750	3800	1750	4551	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.26	0.41	0.22	0.62	0.62	0.17	0.10	0.15	0.25	0.13	0.19
Crit Moves:	****			****			****					****
Green Time:	15.2	47.0	76.7	39.5	71.3	71.3	19.1	11.8	27.0	29.6	22.4	22.4
Volume/Cap:	1.22	0.78	0.75	0.78	1.22	1.22	1.22	1.18	0.80	1.18	0.84	1.22
Delay/Veh:	176.7	43.3	27.7	50.5	134	133.8	189.3	174	66.6	148.3	67.2	183.8
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:	176.7	43.3	27.7	50.5	134	133.8	189.3	174	66.6	148.3	67.2	183.8
LOS by Move:	F	D	C	D	F	F	F	F	E	F	E	F
HCM2kAvgQ:	17	19	26	18	77	77	23	14	14	29	11	24
Note: Queue reported is the number of cars per lane.												

Tasman East Focus Area Plan
SJ16-1669
Cumulative PM

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

Intersection #6: Great America Parkway / Mission College Boulevard

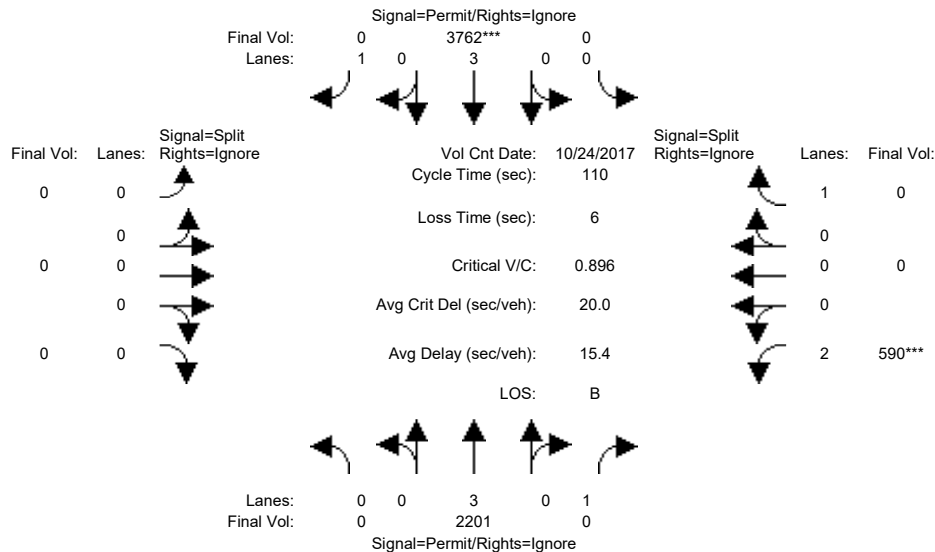


Street Name:	Great America Parkway						Mission College Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 16 May 2017 << 05:00:00 PM												
Base Vol:	600	2110	720	690	4420	270	290	380	270	1140	510	340
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	600	2110	720	690	4420	270	290	380	270	1140	510	340
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	600	2110	720	690	4420	270	290	380	270	1140	510	340
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	600	2110	720	690	4420	270	290	380	270	1140	510	340
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	600	2110	720	690	4420	270	290	380	270	1140	510	340
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	600	2110	720	690	4420	270	290	380	270	1140	510	340
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	1.00	0.92	0.83	0.99	0.95	0.92	1.00	0.92	0.80	1.00	0.92
Lanes:	3.00	4.00	1.00	2.00	3.76	0.24	1.00	2.00	1.00	3.00	2.00	1.00
Final Sat.:	4551	7600	1750	3150	7068	432	1750	3800	1750	4551	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.28	0.41	0.22	0.63	0.63	0.17	0.10	0.15	0.25	0.13	0.19
Crit Moves:	****			****			****					****
Green Time:	15.1	48.5	78.0	38.3	71.7	71.7	19.0	11.8	26.9	29.5	22.3	22.3
Volume/Cap:	1.22	0.80	0.74	0.80	1.22	1.22	1.22	1.19	0.80	1.19	0.84	1.22
Delay/Veh:	179.6	43.2	26.4	52.8	137	136.6	192.1	176	67.2	151.1	67.7	186.6
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:	179.6	43.2	26.4	52.8	137	136.6	192.1	176	67.2	151.1	67.7	186.6
LOS by Move:	F	D	C	D-	F	F	F	F	E	F	E	F
HCM2kAvgQ:	17	21	25	18	78	78	23	15	14	29	11	24
Note: Queue reported is the number of cars per lane.												

Tasman East Focus Area Plan
SJ16-1669
Cumulative PM

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

Intersection #7: Great America Parkway - Bowers Avenue / US 101 NB Ramps

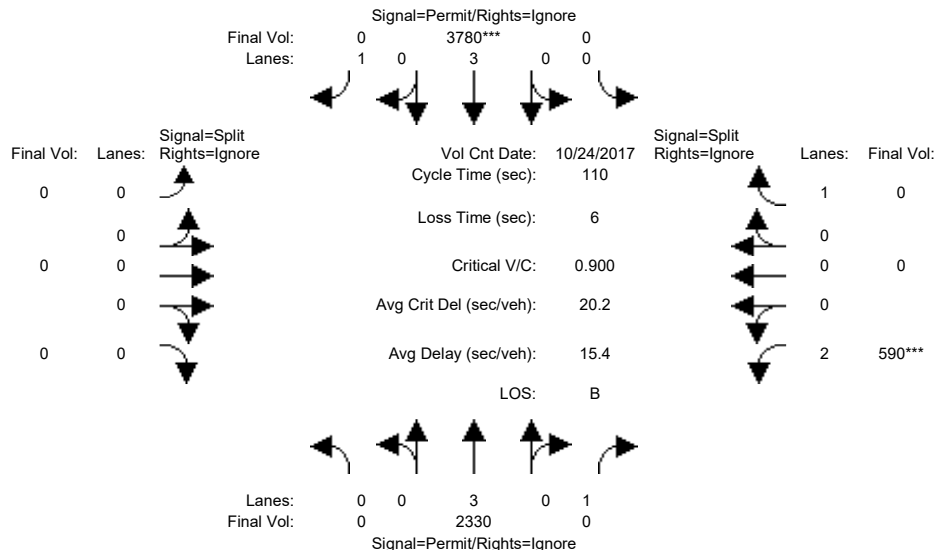


Street Name:Great America Parkway - Bowers Av									US 101 NB Ramps								
Approach: North Bound				South Bound			East Bound			West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R		
Min. Green:	0		10		10	0		10		10	0		10		0	10	
Y+R:	4.0		4.0		4.0	4.0		4.0		4.0	4.0		4.0		4.0	4.0	
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----																	
Volume Module: >> Count Date: 24 Oct 2017 << 05:00:00 PM																	
Base Vol:	0		2330		570	0		3780		1890	0		0		590	0	1070
Growth Adj:	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		2330		570	0		3780		1890	0		0		590	0	1070
Added Vol:	0		-129		0	0		-18		-28	0		0		0	0	0
PasserByVol:	0		0		0	0		0		0	0		0		0	0	0
Initial Fut:	0		2201		570	0		3762		1862	0		0		590	0	1070
User Adj:	1.00		1.00		0.00	1.00		1.00		0.00	1.00		1.00		1.00	1.00	0.00
PHF Adj:	1.00		1.00		0.00	1.00		1.00		0.00	1.00		1.00		1.00	1.00	0.00
PHF Volume:	0		2201		0	0		3762		0	0		0		590	0	0
Reduct Vol:	0		0		0	0		0		0	0		0		0	0	0
Reduced Vol:	0		2201		0	0		3762		0	0		0		590	0	0
PCE Adj:	1.00		1.00		0.00	1.00		1.00		0.00	1.00		1.00		1.00	1.00	0.00
MLF Adj:	1.00		1.00		0.00	1.00		1.00		0.00	1.00		1.00		1.00	1.00	0.00
FinalVolume:	0		2201		0	0		3762		0	0		0		590	0	0
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----																	
Saturation Flow Module:																	
Sat/Lane:	1900		1900		1900	1900		1900		1900	1900		1900		1900	1900	1900
Adjustment:	0.92		1.00		0.92	0.92		1.00		0.92	0.92		1.00		0.83	1.00	0.92
Lanes:	0.00		3.00		1.00	0.00		3.00		1.00	0.00		0.00		2.00	0.00	1.00
Final Sat.:	0		5700		1750	0		5700		1750	0		0		3150	0	1750
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----																	
Capacity Analysis Module:																	
Vol/Sat:	0.00		0.39		0.00	0.00		0.66		0.00	0.00		0.00		0.19	0.00	0.00
Crit Moves:								****							****		
Green Time:	0.0		81.0		0.0	0.0		81.0		0.0	0.0		0.0		23.0	0.0	0.0
Volume/Cap:	0.00		0.52		0.00	0.00		0.90		0.00	0.00		0.00		0.90	0.00	0.00
Delay/Veh:	0.0		6.3		0.0	0.0		14.1		0.0	0.0		0.0		57.3	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
AdjDel/Veh:	0.0		6.3		0.0	0.0		14.1		0.0	0.0		0.0		57.3	0.0	0.0
LOS by Move:	A		A		A	A		B		A	A		A		E+	A	A
HCM2kAvgQ:	0		11		0	0		30		0	0		0		15	0	0
Note: Queue reported is the number of cars per lane.																	

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Intersection #7: Great America Parkway - Bowers Avenue / US 101 NB Ramps

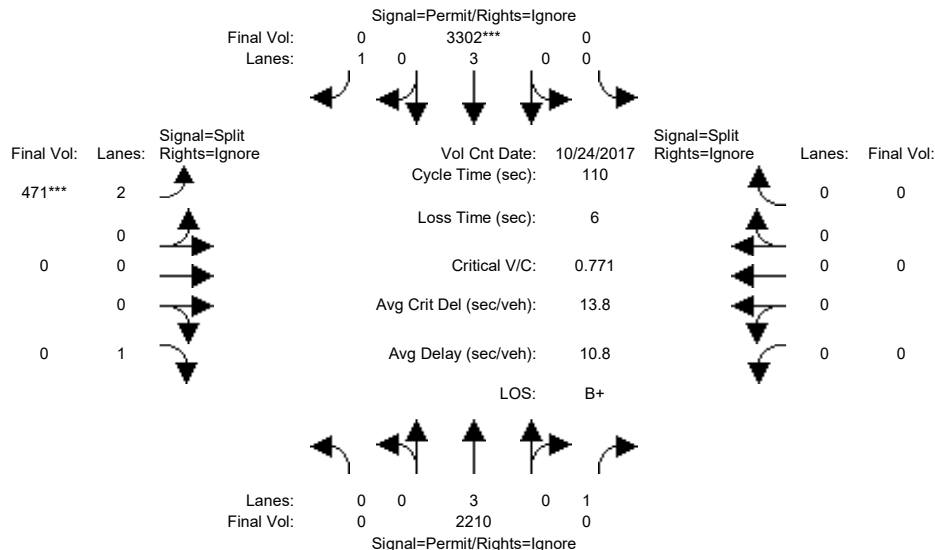


Street Name:Great America Parkway - Bowers Av									US 101 NB Ramps								
Approach: North Bound				South Bound			East Bound			West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R		
Min. Green:	0		10		10	0		10		10	0		10		0	10	
Y+R:	4.0		4.0		4.0	4.0		4.0		4.0	4.0		4.0		4.0	4.0	
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----																	
Volume Module: >> Count Date: 24 Oct 2017 << 05:00:00 PM																	
Base Vol:	0		2330		570	0		3780		1890	0		0		590	0	1070
Growth Adj:	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		2330		570	0		3780		1890	0		0		590	0	1070
Added Vol:	0		0		0	0		0		0	0		0		0	0	0
PasserByVol:	0		0		0	0		0		0	0		0		0	0	0
Initial Fut:	0		2330		570	0		3780		1890	0		0		590	0	1070
User Adj:	1.00		1.00		0.00	1.00		1.00		0.00	1.00		1.00		1.00	1.00	0.00
PHF Adj:	1.00		1.00		0.00	1.00		1.00		0.00	1.00		1.00		1.00	1.00	0.00
PHF Volume:	0		2330		0	0		3780		0	0		0		590	0	0
Reduct Vol:	0		0		0	0		0		0	0		0		0	0	0
Reduced Vol:	0		2330		0	0		3780		0	0		0		590	0	0
PCE Adj:	1.00		1.00		0.00	1.00		1.00		0.00	1.00		1.00		1.00	1.00	0.00
MLF Adj:	1.00		1.00		0.00	1.00		1.00		0.00	1.00		1.00		1.00	1.00	0.00
FinalVolume:	0		2330		0	0		3780		0	0		0		590	0	0
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----																	
Saturation Flow Module:																	
Sat/Lane:	1900		1900		1900	1900		1900		1900	1900		1900		1900	1900	1900
Adjustment:	0.92		1.00		0.92	0.92		1.00		0.92	0.92		1.00		0.83	1.00	0.92
Lanes:	0.00		3.00		1.00	0.00		3.00		1.00	0.00		0.00		2.00	0.00	1.00
Final Sat.:	0		5700		1750	0		5700		1750	0		0		3150	0	1750
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----																	
Capacity Analysis Module:																	
Vol/Sat:	0.00		0.41		0.00	0.00		0.66		0.00	0.00		0.00		0.19	0.00	0.00
Crit Moves:								****							****		
Green Time:	0.0		81.1		0.0	0.0		81.1		0.0	0.0		0.0		22.9	0.0	0.0
Volume/Cap:	0.00		0.55		0.00	0.00		0.90		0.00	0.00		0.00		0.90	0.00	0.00
Delay/Veh:	0.0		6.6		0.0	0.0		14.3		0.0	0.0		0.0		57.8	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
AdjDel/Veh:	0.0		6.6		0.0	0.0		14.3		0.0	0.0		0.0		57.8	0.0	0.0
LOS by Move:	A		A		A	A		B		A	A		A		E+	A	A
HCM2kAvgQ:	0		12		0	0		31		0	0		0		15	0	0
Note: Queue reported is the number of cars per lane.																	

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Intersection #8: Bowers Avenue / US 101 SB Ramps



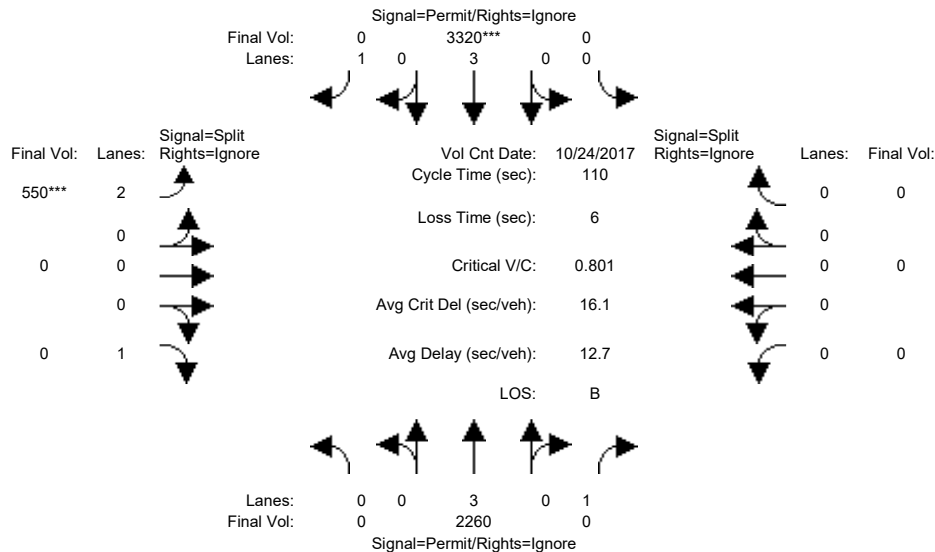
Street Name:	Bowers Avenue						US 101 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count	Date: 24 Oct 2017 << 05:00:00 PM											
Base Vol:	0	2260	1070	0	3320	970	550	0	680	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	2260	1070	0	3320	970	550	0	680	0	0	0
Added Vol:	0	-50	0	0	-18	0	-79	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2210	1070	0	3302	970	471	0	680	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	2210	0	0	3302	0	471	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2210	0	0	3302	0	471	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	2210	0	0	3302	0	471	0	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	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	5700	1750	0	5700	1750	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.39	0.00	0.00	0.58	0.00	0.15	0.00	0.00	0.00	0.00	0.00
Crit Moves:	*****											
Green Time:	0.0	82.7	0.0	0.0	82.7	0.0	21.3	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.52	0.00	0.00	0.77	0.00	0.77	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	5.7	0.0	0.0	9.0	0.0	48.0	0.0	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	5.7	0.0	0.0	9.0	0.0	48.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	D	A	A	A	A	A
HCM2kAvgQ:	0	10	0	0	21	0	11	0	0	0	0	0

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

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Cumulative PM

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Cumulative PM Plus Project

Intersection #8: Bowers Avenue / US 101 SB Ramps



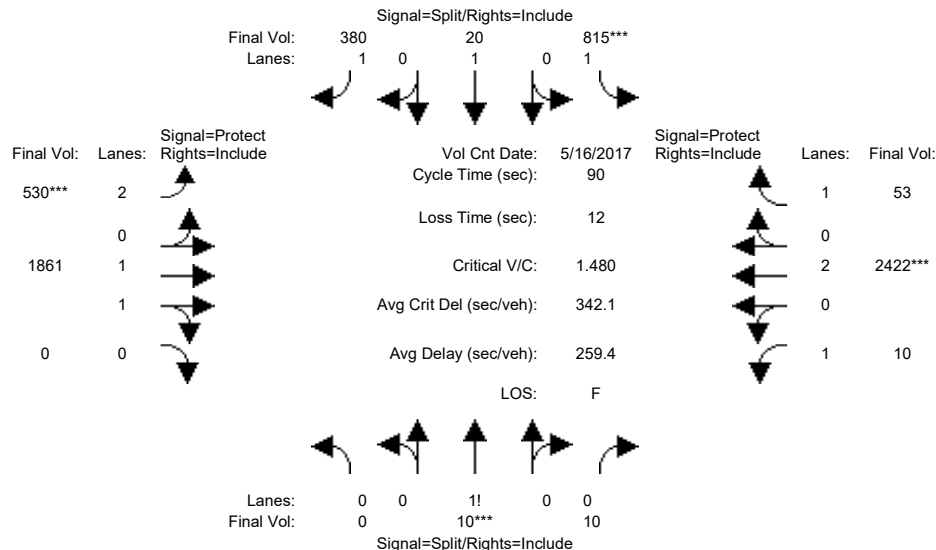
Street Name:	Bowers Avenue						US 101 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 Oct 2017 << 05:00:00 PM												
Base Vol:	0	2260	1070	0	3320	970	550	0	680	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	2260	1070	0	3320	970	550	0	680	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	2260	1070	0	3320	970	550	0	680	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	2260	0	0	3320	0	550	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2260	0	0	3320	0	550	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Volume:	0	2260	0	0	3320	0	550	0	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	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	5700	1750	0	5700	1750	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.40	0.00	0.00	0.58	0.00	0.17	0.00	0.00	0.00	0.00	0.00
Crit Moves:	*****											
Green Time:	0.0	80.0	0.0	0.0	80.0	0.0	24.0	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.55	0.00	0.00	0.80	0.00	0.80	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	6.9	0.0	0.0	11.0	0.0	47.4	0.0	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	6.9	0.0	0.0	11.0	0.0	47.4	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	B+	A	D	A	A	A	A	A
HCM2kAvgQ:	0	12	0	0	23	0	13	0	0	0	0	0

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

Tasman East Focus Area Plan
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Cumulative PM

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

Intersection #9: Centennial Drive / Tasman Drive

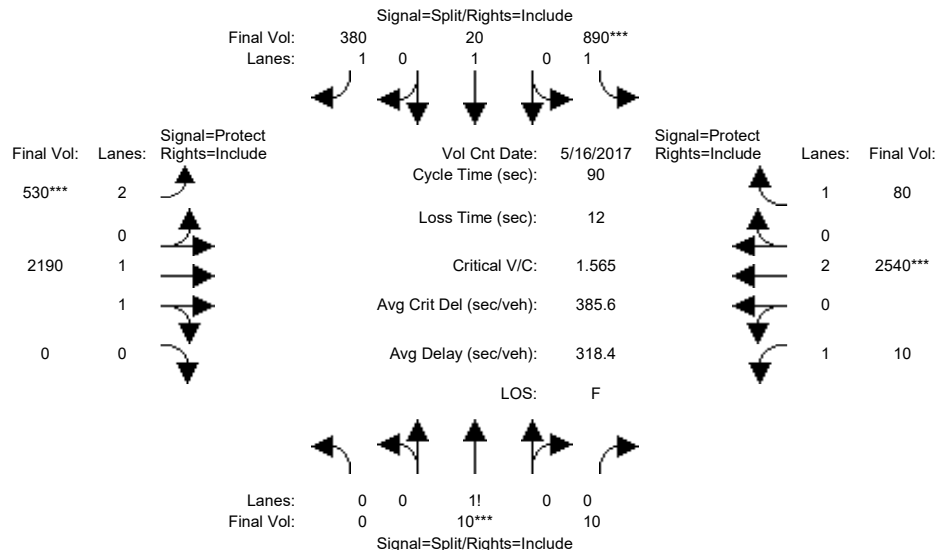


Street Name:	Centennial Drive						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 16 May 2017 << 05:00:00 PM												
Base Vol:	0	10	10	890	20	380	530	2190	0	10	2540	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:	0	10	10	890	20	380	530	2190	0	10	2540	80
Added Vol:	0	0	0	-75	0	0	0	-329	0	0	-118	-27
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	10	10	815	20	380	530	1861	0	10	2422	53
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	10	10	815	20	380	530	1861	0	10	2422	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	10	10	815	20	380	530	1861	0	10	2422	53
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	10	10	815	20	380	530	1861	0	10	2422	53
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.83	0.97	0.92	0.92	1.00	0.92
Lanes:	0.00	0.50	0.50	1.00	1.00	1.00	2.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	900	900	1750	1900	1750	3150	3700	0	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.01	0.01	0.47	0.01	0.22	0.17	0.50	0.00	0.01	0.64	0.03
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	0.0	10.0	10.0	24.9	24.9	24.9	9.0	36.1	0.0	7.0	34.1	34.1
Volume/Cap:	0.00	0.10	0.10	1.68	0.04	0.78	1.68	1.25	0.00	0.07	1.68	0.08
Delay/Veh:	0.0	36.2	36.2	348.6	23.8	38.3	361.2	147	0.0	38.7	338	18.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	36.2	36.2	348.6	23.8	38.3	361.2	147	0.0	38.7	338	18.0
LOS by Move:	A	D+	D+	F	C	D+	F	F	A	D+	F	B
HCM2kAvgQ:	0	1	1	69	0	13	24	48	0	0	92	1
Note: Queue reported is the number of cars per lane.												

Tasman East Focus Area Plan
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Cumulative PM

Level Of Service Computation Report
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Cumulative PM Plus Project

Intersection #9: Centennial Drive / Tasman Drive

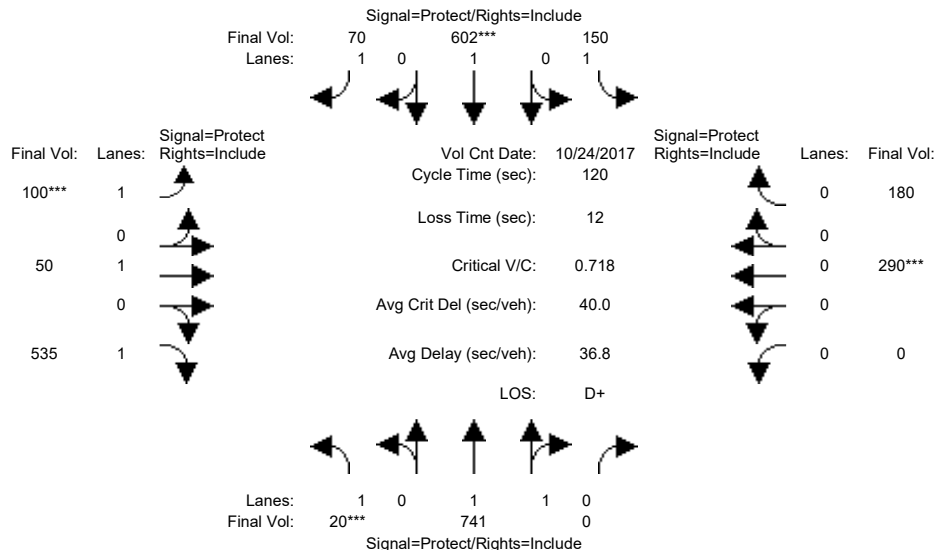


Street Name:	Centennial Drive						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	16 May 2017 << 05:00:00 PM											
Base Vol:	0	10	10	890	20	380	530	2190	0	10	2540	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:	0	10	10	890	20	380	530	2190	0	10	2540	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:	0	10	10	890	20	380	530	2190	0	10	2540	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:	0	10	10	890	20	380	530	2190	0	10	2540	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	10	10	890	20	380	530	2190	0	10	2540	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
Final Volume:	0	10	10	890	20	380	530	2190	0	10	2540	80
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.83	0.97	0.92	0.92	1.00	0.92
Lanes:	0.00	0.50	0.50	1.00	1.00	1.00	2.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	900	900	1750	1900	1750	3150	3700	0	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.01	0.01	0.51	0.01	0.22	0.17	0.59	0.00	0.01	0.67	0.05
Crit Moves:	****			****			****			****		
Green Time:	0.0	10.0	10.0	25.7	25.7	25.7	8.5	35.3	0.0	7.0	33.8	33.8
Volume/Cap:	0.00	0.10	0.10	1.78	0.04	0.76	1.78	1.51	0.00	0.07	1.78	0.12
Delay/Veh:	0.0	36.2	36.2	391.4	23.2	36.0	405.3	260	0.0	38.7	382	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:	0.0	36.2	36.2	391.4	23.2	36.0	405.3	260	0.0	38.7	382	18.5
LOS by Move:	A	D+	D+	F	C	D+	F	F	A	D+	F	B-
HCM2kAvgQ:	0	1	1	79	0	12	26	76	0	0	101	1
Note: Queue reported is the number of cars per lane.												

Tasman East Focus Area Plan
SJ16-1669
Cumulative PM

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

Intersection #10: Lafayette Street / Great America Way

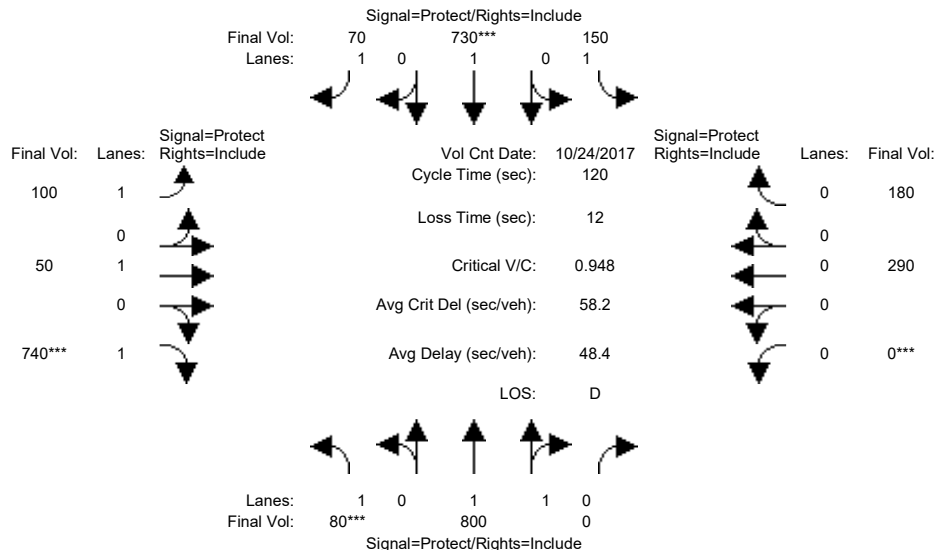


Street Name:	Lafayette Street						Great America Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:	>> Count Date: 24 Oct 2017 << 05:00:00 PM											
Base Vol:	80	800	0	150	730	70	100	50	740	0	290	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:	80	800	0	150	730	70	100	50	740	0	290	180
Added Vol:	-60	-59	0	0	-128	0	0	0	-205	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	741	0	150	602	70	100	50	535	0	290	180
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	741	0	150	602	70	100	50	535	0	290	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	741	0	150	602	70	100	50	535	0	290	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
Final Volume:	20	741	0	150	602	70	100	50	535	0	290	180
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.62	0.38
Final Sat.:	1750	3700	0	1750	1900	1750	1750	1900	1750	0	1111	689
Capacity Analysis Module:												
Vol/Sat:	0.01	0.20	0.00	0.09	0.32	0.04	0.06	0.03	0.31	0.00	0.26	0.26
Crit Moves:	***			***			***			***		
Green Time:	7.0	40.2	0.0	17.2	50.4	50.4	9.1	50.6	50.6	0.0	41.5	41.5
Volume/Cap:	0.20	0.60	0.00	0.60	0.75	0.10	0.75	0.06	0.72	0.00	0.75	0.75
Delay/Veh:	54.8	34.0	0.0	52.1	33.7	21.1	75.9	20.6	32.5	0.0	40.0	40.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.8	34.0	0.0	52.1	33.7	21.1	75.9	20.6	32.5	0.0	40.0	40.0
LOS by Move:	D-	C-	A	D-	C-	C+	E-	C+	C-	A	D	D
HCM2kAvgQ:	1	12	0	5	19	2	4	1	18	0	17	17
Note: Queue reported is the number of cars per lane.												

Tasman East Focus Area Plan
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Cumulative PM

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

Intersection #10: Lafayette Street / Great America Way

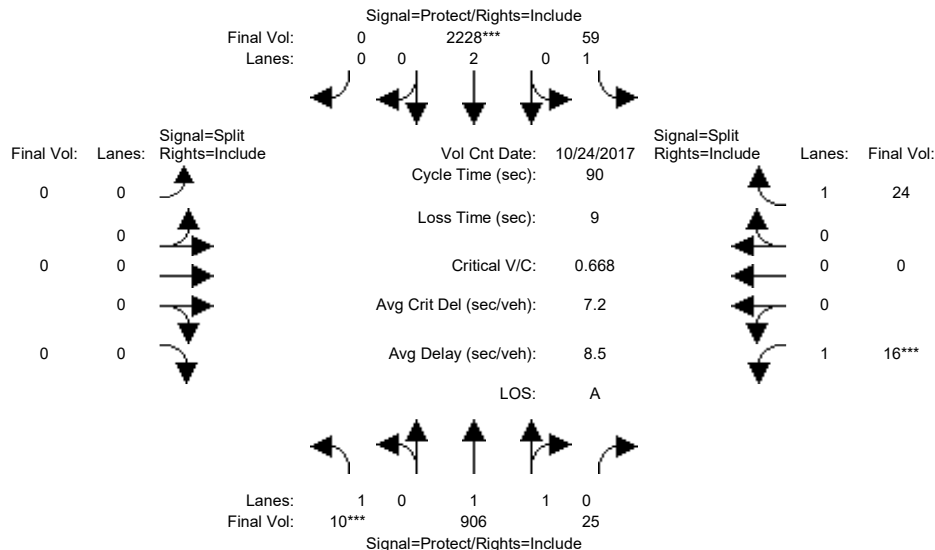


Street Name:	Lafayette Street						Great America Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	24 Oct 2017 << 05:00:00 PM											
Base Vol:	80	800	0	150	730	70	100	50	740	0	290	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:	80	800	0	150	730	70	100	50	740	0	290	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:	80	800	0	150	730	70	100	50	740	0	290	180
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	80	800	0	150	730	70	100	50	740	0	290	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	800	0	150	730	70	100	50	740	0	290	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
Final Volume:	80	800	0	150	730	70	100	50	740	0	290	180
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.62	0.38
Final Sat.:	1750	3700	0	1750	1900	1750	1750	1900	1750	0	1111	689
Capacity Analysis Module:												
Vol/Sat:	0.05	0.22	0.00	0.09	0.38	0.04	0.06	0.03	0.42	0.00	0.26	0.26
Crit Moves:	***			***			***		***	***		
Green Time:	7.0	39.4	0.0	15.6	48.1	48.1	9.7	52.9	52.9	0.0	43.3	43.3
Volume/Cap:	0.78	0.66	0.00	0.66	0.96	0.10	0.71	0.06	0.96	0.00	0.72	0.72
Delay/Veh:	87.4	35.8	0.0	56.5	58.0	22.5	69.2	19.3	55.3	0.0	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:	87.4	35.8	0.0	56.5	58.0	22.5	69.2	19.3	55.3	0.0	37.3	37.3
LOS by Move:	F	D+	A	E+	E+	C+	E	B-	E+	A	D+	D+
HCM2kAvgQ:	5	14	0	6	29	2	4	1	33	0	17	17
Note: Queue reported is the number of cars per lane.												

Tasman East Focus Area Plan
SJ16-1669
Cumulative PM

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

Intersection #11: Lafayette Street / Calle Del Mundo



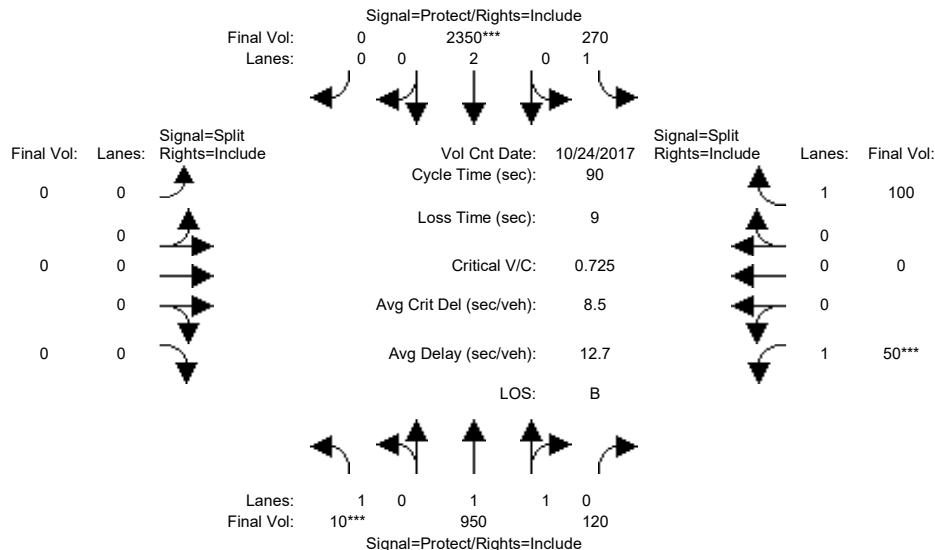
Street Name:	Lafayette Street						Calle Del Mundo									
Approach:	North Bound			South Bound			East Bound			West Bound						
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	
Min. Green:	0	10	10			7	10	0			0	0	0	10	0	10
Y+R:	4.0	4.0	4.0			4.0	4.0	4.0			4.0	4.0	4.0	4.0	4.0	4.0
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Volume Module: >>	Count	Date:	24 Oct 2017	<<	05:00:00 PM											
Base Vol:	10	950	120			270	2350	0			0	0	0	50	0	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:	10	950	120			270	2350	0			0	0	0	50	0	100
Added Vol:	0	-44	-95			-211	-122	0			0	0	0	-34	0	-76
PasserByVol:	0	0	0			0	0	0			0	0	0	0	0	0
Initial Fut:	10	906	25			59	2228	0			0	0	0	16	0	24
User Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	906	25			59	2228	0			0	0	0	16	0	24
Reduct Vol:	0	0	0			0	0	0			0	0	0	0	0	0
Reduced Vol:	10	906	25			59	2228	0			0	0	0	16	0	24
PCE Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	906	25			59	2228	0			0	0	0	16	0	24
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900			1900	1900	1900			1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95			0.92	1.00	0.92			0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.94	0.06			1.00	2.00	0.00			0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1750	3601	99			1750	3800	0			0	0	0	1750	0	1750
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Capacity Analysis Module:																
Vol/Sat:	0.01	0.25	0.25			0.03	0.59	0.00			0.00	0.00	0.00	0.01	0.00	0.01
Crit Moves:	****					****								****		
Green Time:	0.7	54.2	54.2			16.8	70.3	0.0			0.0	0.0	0.0	10.0	0.0	10.0
Volume/Cap:	0.75	0.42	0.42			0.18	0.75	0.00			0.00	0.00	0.00	0.08	0.00	0.12
Delay/Veh:	164.5	9.6	9.6			31.1	6.3	0.0			0.0	0.0	0.0	36.1	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:	164.5	9.6	9.6			31.1	6.3	0.0			0.0	0.0	0.0	36.1	0.0	36.3
LOS by Move:	F	A	A			C	A	A			A	A	A	D+	A	D+
HCM2kAvgQ:	0	7	7			2	18	0			0	0	0	0	0	1
Note: Queue reported is the number of cars per lane.																

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

Tasman East Focus Area Plan
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Cumulative PM

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

Intersection #11: Lafayette Street / Calle Del Mundo

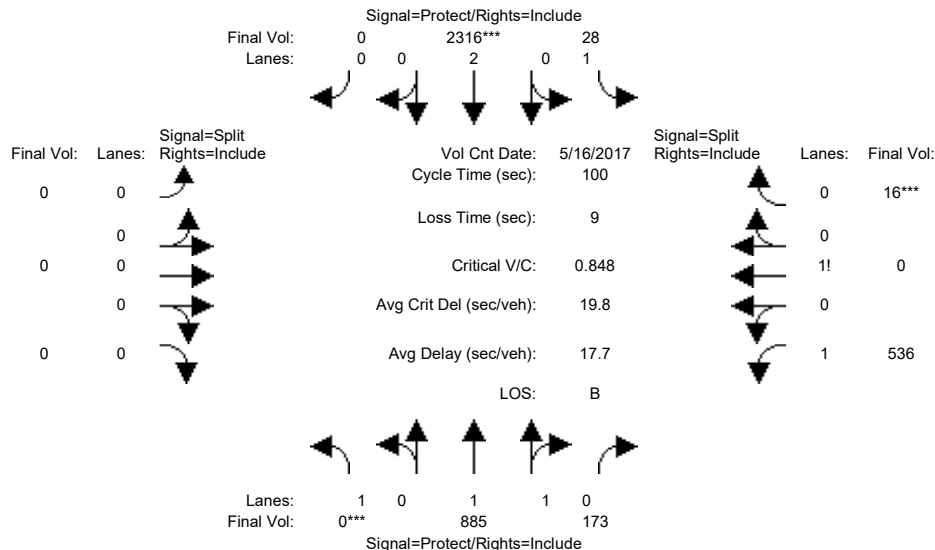


Street Name:	Lafayette Street						Calle Del Mundo										
Approach:	North Bound			South Bound			East Bound			West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R		
Min. Green:	0		10		10	7		10		0	0		0	10		0	10
Y+R:	4.0		4.0		4.0	4.0		4.0		4.0	4.0		4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 24 Oct 2017 << 05:00:00 PM																	
Base Vol:	10		950		120	270		2350		0	0		0	50		0	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
Initial Bse:	10		950		120	270		2350		0	0		0	50		0	100
Added Vol:	0		0		0	0		0		0	0		0	0		0	0
PasserByVol:	0		0		0	0		0		0	0		0	0		0	0
Initial Fut:	10		950		120	270		2350		0	0		0	50		0	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
PHF Adj:	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		950		120	270		2350		0	0		0	50		0	100
Reduct Vol:	0		0		0	0		0		0	0		0	0		0	0
Reduced Vol:	10		950		120	270		2350		0	0		0	50		0	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
MLF Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	1.00		1.00	1.00
FinalVolume:	10		950		120	270		2350		0	0		0	50		0	100
Saturation Flow Module:																	
Sat/Lane:	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		1.00	0.92
Lanes:	1.00		1.77		0.23	1.00		2.00		0.00	0.00		0.00	1.00		0.00	1.00
Final Sat.:	1750		3285		415	1750		3800		0	0		0	1750		0	1750
Capacity Analysis Module:																	
Vol/Sat:	0.01		0.29		0.29	0.15		0.62		0.00	0.00		0.00	0.03		0.00	0.06
Crit Moves:	****					****								****			
Green Time:	0.7		46.3		46.3	24.7		70.3		0.0	0.0		0.0	10.0		0.0	10.0
Volume/Cap:	0.79		0.56		0.56	0.56		0.79		0.00	0.00		0.00	0.26		0.00	0.51
Delay/Veh:	187.5		15.3		15.3	29.5		7.1		0.0	0.0		0.0	37.3		0.0	40.1
User DelAdj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	1.00		1.00	1.00
AdjDel/Veh:	187.5		15.3		15.3	29.5		7.1		0.0	0.0		0.0	37.3		0.0	40.1
LOS by Move:	F		B		B	C		A		A	A		A	D+		A	D
HCM2kAvgQ:	0		10		10	8		20		0	0		0	2		0	4
Note: Queue reported is the number of cars per lane.																	

Tasman East Focus Area Plan
SJ16-1669
Cumulative PM

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

Intersection #12: Lafayette Street / Calle De Luna

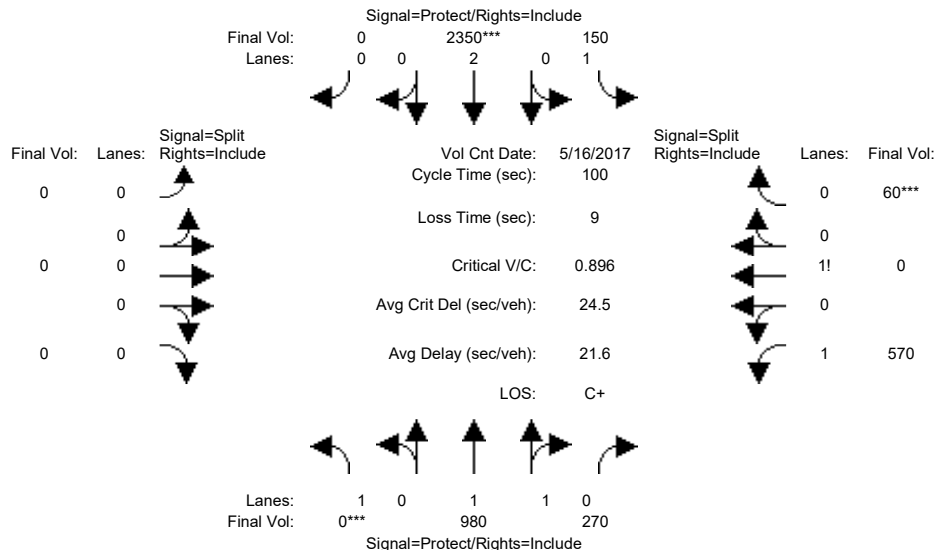


Street Name:	Lafayette Street						Calle De Luna									
Approach:	North Bound			South Bound			East Bound			West Bound						
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	
Min. Green:	7	10	10			7	10	0			0	0	0	10	0	10
Y+R:	4.0	4.0	4.0			4.0	4.0	4.0			4.0	4.0	4.0	4.0	4.0	4.0
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Volume Module: >>	Count	Date:	16 May 2017	<<	05:00:00 PM											
Base Vol:	0	980	270	150	2350	0	0	0	0	570	0	60				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	980	270	150	2350	0	0	0	0	570	0	60				
Added Vol:	0	-95	-97	-122	-34	0	0	0	0	-34	0	-44				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	0	885	173	28	2316	0	0	0	0	536	0	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	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	885	173	28	2316	0	0	0	0	536	0	16				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	885	173	28	2316	0	0	0	0	536	0	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	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	885	173	28	2316	0	0	0	0	536	0	16				
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	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	0.92	1.00	0.92	0.92
Lanes:	1.00	1.66	0.34	1.00	2.00	0.00	0.00	0.00	0.00	1.94	0.00	0.06				
Final Sat.:	1750	3095	605	1750	3800	0	0	0	0	3401	0	99				
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Capacity Analysis Module:																
Vol/Sat:	0.00	0.29	0.29	0.02	0.61	0.00	0.00	0.00	0.00	0.16	0.00	0.16				
Crit Moves:	****				****											
Green Time:	0.0	57.7	57.7	14.1	71.9	0.0	0.0	0.0	0.0	19.1	0.0	19.1				
Volume/Cap:	0.00	0.50	0.50	0.11	0.85	0.00	0.00	0.00	0.00	0.82	0.00	0.85				
Delay/Veh:	0.0	12.7	12.7	37.7	12.8	0.0	0.0	0.0	0.0	47.0	0.0	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:	0.0	12.7	12.7	37.7	12.8	0.0	0.0	0.0	0.0	47.0	0.0	49.2				
LOS by Move:	A	B	B	D+	B	A	A	A	A	D	A	D				
HCM2kAvgQ:	0	10	10	1	26	0	0	0	0	11	0	12				
Note: Queue reported is the number of cars per lane.																

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Intersection #12: Lafayette Street / Calle De Luna

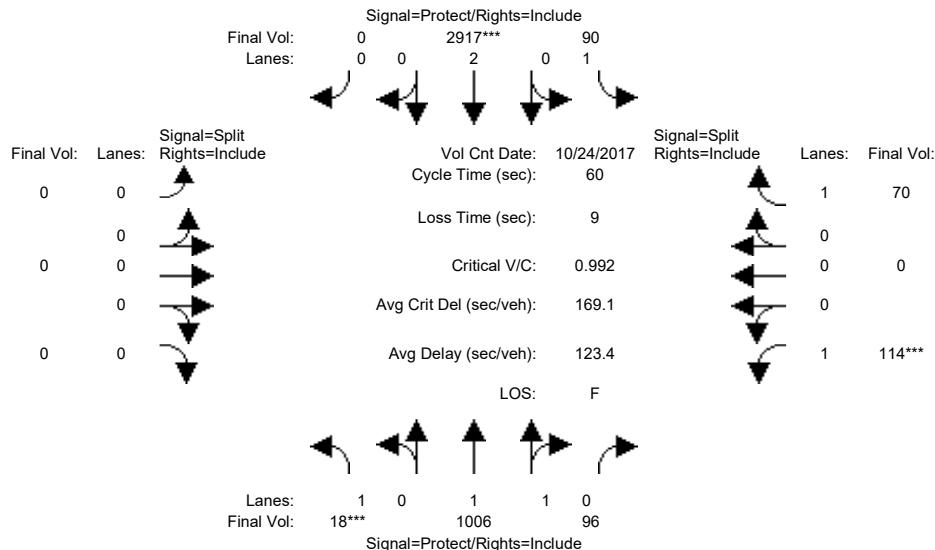


Street Name:				Lafayette Street				Calle De Luna									
Approach:		North Bound		South Bound		East Bound		West Bound									
Movement:		L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	
		-----				-----				-----				-----			
Min. Green:		7	10	10	7	10	0	0	0	10	0	10					
Y+R:		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0					
		-----				-----				-----				-----			
Volume Module: >>		Count	Date:	16 May 2017 << 05:00:00 PM													
Base Vol:		0	980	270	150	2350	0	0	0	570	0	60					
Growth Adj:		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	980	270	150	2350	0	0	0	570	0	60					
Added Vol:		0	0	0	0	0	0	0	0	0	0	0					
PasserByVol:		0	0	0	0	0	0	0	0	0	0	0					
Initial Fut:		0	980	270	150	2350	0	0	0	570	0	60					
User Adj:		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
PHF Adj:		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	980	270	150	2350	0	0	0	570	0	60					
Reduct Vol:		0	0	0	0	0	0	0	0	0	0	0					
Reduced Vol:		0	980	270	150	2350	0	0	0	570	0	60					
PCE Adj:		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
MLF Adj:		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
FinalVolume:		0	980	270	150	2350	0	0	0	570	0	60					
		-----				-----				-----				-----			
Saturation Flow Module:																	
Sat/Lane:		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					
Lanes:		1.00	1.56	0.44	1.00	2.00	0.00	0.00	0.00	0.00	1.83	0.00					
Final Sat.:		1750	2900	799	1750	3800	0	0	0	0	3196	0	304				
		-----				-----				-----				-----			
Capacity Analysis Module:																	
Vol/Sat:		0.00	0.34	0.34	0.09	0.62	0.00	0.00	0.00	0.00	0.18	0.00	0.20				
Crit Moves:		****				****							****				
Green Time:		0.0	55.0	55.0	14.0	69.0	0.0	0.0	0.0	0.0	22.0	0.0	22.0				
Volume/Cap:		0.00	0.61	0.61	0.61	0.90	0.00	0.00	0.00	0.00	0.81	0.00	0.90				
Delay/Veh:		0.0	15.8	15.8	45.1	17.1	0.0	0.0	0.0	0.0	43.5	0.0	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:		0.0	15.8	15.8	45.1	17.1	0.0	0.0	0.0	0.0	43.5	0.0	52.0				
LOS by Move:		A	B	B	D	B	A	A	A	A	D	A	D-				
HCM2kAvgQ:		0	13	13	5	30	0	0	0	0	12	0	15				
Note: Queue reported is the number of cars per lane.																	

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Intersection #13: Lafayette Street / Calle De Primavera

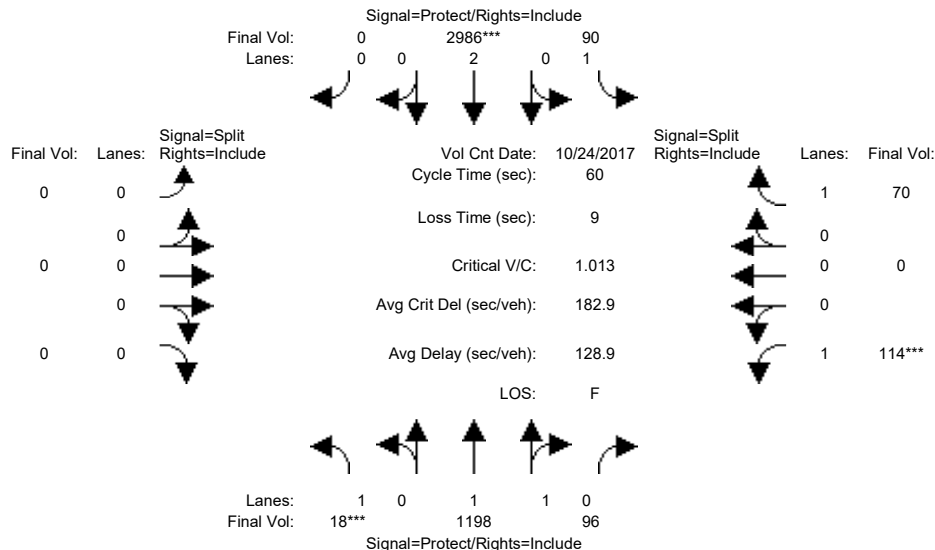


Street Name:	Lafayette Street						Calle De Primavera					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 Oct 2017 << 05:00:00 PM												
Base Vol:	18	1198	96	90	2986	0	0	0	0	114	0	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:	18	1198	96	90	2986	0	0	0	0	114	0	70
Added Vol:	0	-192	0	0	-69	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	18	1006	96	90	2917	0	0	0	0	114	0	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:	18	1006	96	90	2917	0	0	0	0	114	0	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	1006	96	90	2917	0	0	0	0	114	0	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:	18	1006	96	90	2917	0	0	0	0	114	0	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	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.82	0.18	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1750	3377	322	1750	3800	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.30	0.30	0.05	0.77	0.00	0.00	0.00	0.00	0.07	0.00	0.04
Crit Moves:	***			***						***		
Green Time:	7.0	29.5	29.5	11.5	34.0	0.0	0.0	0.0	0.0	10.0	0.0	10.0
Volume/Cap:	0.09	0.61	0.61	0.27	1.35	0.00	0.00	0.00	0.00	0.39	0.00	0.24
Delay/Veh:	23.8	11.7	11.7	21.1	176	0.0	0.0	0.0	0.0	23.2	0.0	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:	23.8	11.7	11.7	21.1	176	0.0	0.0	0.0	0.0	23.2	0.0	22.1
LOS by Move:	C	B+	B+	C+	F	A	A	A	A	C	A	C+
HCM2kAvgQ:	0	7	7	1	73	0	0	0	0	2	0	1
Note: Queue reported is the number of cars per lane.												

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Intersection #13: Lafayette Street / Calle De Primavera

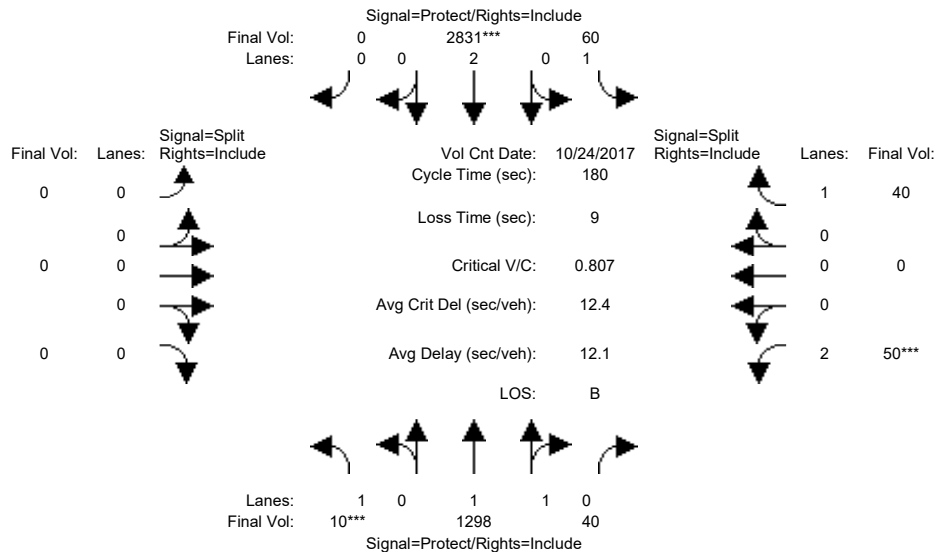


Street Name:	Lafayette Street						Calle De Primavera					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	24 Oct 2017 << 05:00:00 PM											
Base Vol:	18	1198	96	90	2986	0	0	0	0	114	0	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:	18	1198	96	90	2986	0	0	0	0	114	0	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:	18	1198	96	90	2986	0	0	0	0	114	0	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:	18	1198	96	90	2986	0	0	0	0	114	0	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	1198	96	90	2986	0	0	0	0	114	0	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
Final Volume:	18	1198	96	90	2986	0	0	0	0	114	0	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	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.85	0.15	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1750	3425	274	1750	3800	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.35	0.35	0.05	0.79	0.00	0.00	0.00	0.00	0.07	0.00	0.04
Crit Moves:	***			***						***		
Green Time:	7.0	30.7	30.7	10.3	34.0	0.0	0.0	0.0	0.0	10.0	0.0	10.0
Volume/Cap:	0.09	0.68	0.68	0.30	1.39	0.00	0.00	0.00	0.00	0.39	0.00	0.24
Delay/Veh:	23.8	12.0	12.0	22.3	190	0.0	0.0	0.0	0.0	23.2	0.0	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:	23.8	12.0	12.0	22.3	190	0.0	0.0	0.0	0.0	23.2	0.0	22.1
LOS by Move:	C	B	B	C+	F	A	A	A	A	C	A	C+
HCM2kAvgQ:	0	9	9	1	78	0	0	0	0	2	0	1
Note: Queue reported is the number of cars per lane.												

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Cumulative PM

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Cumulative PM

Intersection #14: Lafayette Street / Hogan Drive

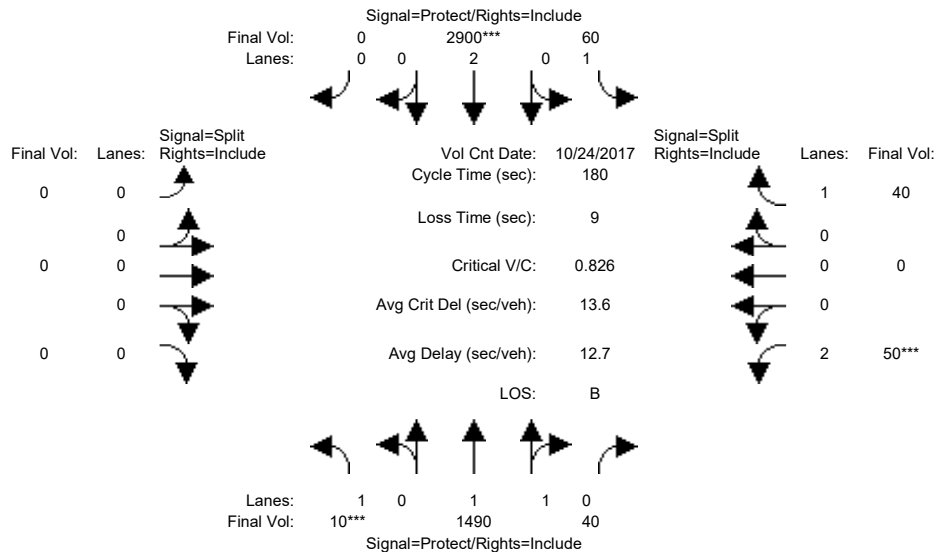


Street Name:	Lafayette Street						Hogan Drive										
Approach:	North Bound			South Bound			East Bound			West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R		
Min. Green:	7		10		10	7		10		0	0		0	10		0	10
Y+R:	4.0		4.0		4.0	4.0		4.0		4.0		4.0		4.0		4.0	
Volume Module: >> Count Date: 24 Oct 2017 << 05:00:00 PM																	
Base Vol:	10		1490		40	60		2900		0	0		0	50		0	40
Growth Adj:	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00		1.00	1.00
Initial Bse:	10		1490		40	60		2900		0	0		0	50		0	40
Added Vol:	0		-192		0	0		-69		0	0		0	0		0	0
PasserByVol:	0		0		0	0		0		0	0		0	0		0	0
Initial Fut:	10		1298		40	60		2831		0	0		0	50		0	40
User Adj:	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00		1.00	1.00
PHF Adj:	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00		1.00	1.00
PHF Volume:	10		1298		40	60		2831		0	0		0	50		0	40
Reduct Vol:	0		0		0	0		0		0	0		0	0		0	0
Reduced Vol:	10		1298		40	60		2831		0	0		0	50		0	40
PCE Adj:	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00		1.00	1.00
MLF Adj:	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00		1.00	1.00
FinalVolume:	10		1298		40	60		2831		0	0		0	50		0	40
Saturation Flow Module:																	
Sat/Lane:	1900		1900		1900	1900		1900		1900		1900		1900		1900	1900
Adjustment:	0.92		0.97		0.95	0.92		1.00		0.92		0.92		0.83		1.00	0.92
Lanes:	1.00		1.94		0.06	1.00		2.00		0.00		0.00		0.00		0.00	1.00
Final Sat.:	1750		3589		111	1750		3800		0		0		0		3150	1750
Capacity Analysis Module:																	
Vol/Sat:	0.01		0.36		0.36	0.03		0.75		0.00		0.00		0.00		0.00	0.02
Crit Moves:	****					****								****			
Green Time:	7.0		145		145.4	15.6		154		0.0		0.0		0.0		10.0	10.0
Volume/Cap:	0.15		0.45		0.45	0.39		0.87		0.00		0.00		0.00		0.29	0.41
Delay/Veh:	88.1		5.7		5.7	85.2		10.9		0.0		0.0		0.0		85.6	94.5
User DelAdj:	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00		1.00	1.00
AdjDel/Veh:	88.1		5.7		5.7	85.2		10.9		0.0		0.0		0.0		85.6	94.5
LOS by Move:	F		A		A	F		B+		A		A		A		F	F
HCM2kAvgQ:	1		29		29	3		69		0		0		0		2	3
Note: Queue reported is the number of cars per lane.																	

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Intersection #14: Lafayette Street / Hogan Drive

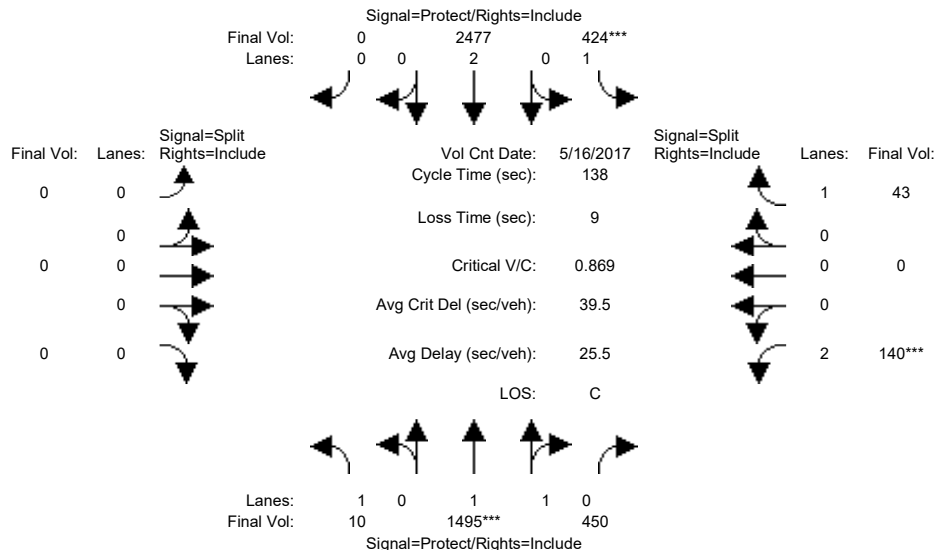


Street Name:	Lafayette Street						Hogan Drive											
Approach:	North Bound			South Bound			East Bound			West Bound								
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R			
Min. Green:	7		10		10	7		10		0	0		0	10		0	10	
Y+R:	4.0		4.0		4.0	4.0		4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Volume Module: >> Count Date: 24 Oct 2017 << 05:00:00 PM																		
Base Vol:	10		1490		40	60		2900		0	0		0	50		0	40	
Growth Adj:	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		1490		40	60		2900		0	0		0	50		0	40	
Added Vol:	0		0		0	0		0		0	0		0	0		0	0	
PasserByVol:	0		0		0	0		0		0	0		0	0		0	0	
Initial Fut:	10		1490		40	60		2900		0	0		0	50		0	40	
User Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	1.00		1.00	1.00	
PHF Adj:	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		1490		40	60		2900		0	0		0	50		0	40	
Reduct Vol:	0		0		0	0		0		0	0		0	0		0	0	
Reduced Vol:	10		1490		40	60		2900		0	0		0	50		0	40	
PCE Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	1.00		1.00	1.00	
MLF Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	1.00		1.00	1.00	
FinalVolume:	10		1490		40	60		2900		0	0		0	50		0	40	
Saturation Flow Module:																		
Sat/Lane:	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		0.83	1.00	0.92
Lanes:	1.00		1.95		0.05	1.00		2.00		0.00	0.00		0.00	0.00		2.00	0.00	1.00
Final Sat.:	1750		3603		97	1750		3800		0	0		0	0		3150	0	1750
Capacity Analysis Module:																		
Vol/Sat:	0.01		0.41		0.41	0.03		0.76		0.00	0.00		0.00	0.00		0.02	0.00	0.02
Crit Moves:	****					****										****		
Green Time:	7.0		147		147.2	13.8		154		0.0	0.0		0.0	0.0		10.0	0.0	10.0
Volume/Cap:	0.15		0.51		0.51	0.45		0.89		0.00	0.00		0.00	0.00		0.29	0.00	0.41
Delay/Veh:	88.1		5.7		5.7	89.8		12.1		0.0	0.0		0.0	0.0		85.6	0.0	94.5
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		5.7		5.7	89.8		12.1		0.0	0.0		0.0	0.0		85.6	0.0	94.5
LOS by Move:	F		A		A	F		B		A	A		A	A		F	A	F
HCM2kAvgQ:	1		34		34	3		71		0	0		0	0		2	0	3
Note: Queue reported is the number of cars per lane.																		

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Cumulative PM

Intersection #15: Lafayette Street / Hope Drive

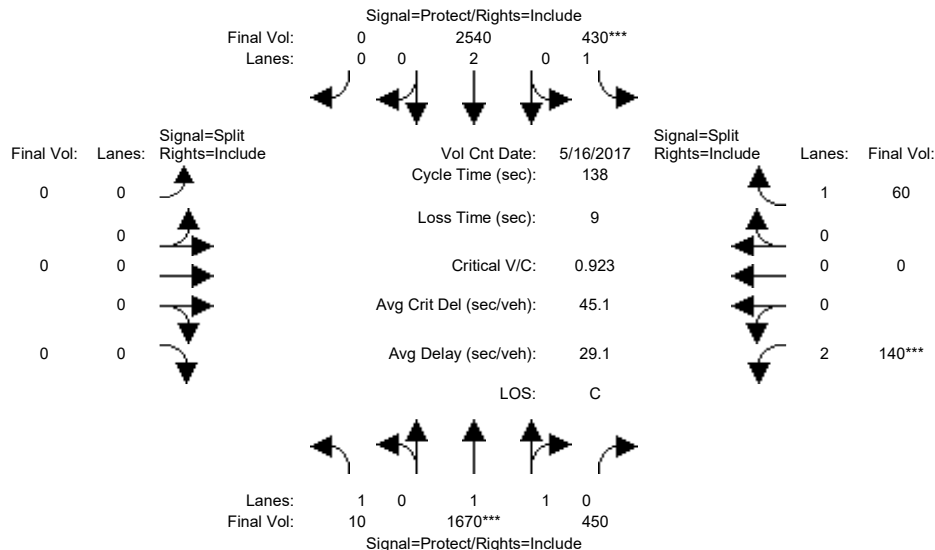


Street Name:	Lafayette Street						Hope Drive									
Approach:	North Bound			South Bound			East Bound			West Bound						
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	
Min. Green:	7	10	10			7	10	0			0	0	0	10	0	10
Y+R:	4.0	4.0	4.0			4.0	4.0	4.0			4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	16 May 2017 << 05:00:00 PM															
Base Vol:	10	1670	450			430	2540	0			0	0	0	140	0	60
Growth Adj:	1.00	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	1670	450			430	2540	0			0	0	0	140	0	60
Added Vol:	0	-175	0			-6	-63	0			0	0	0	0	0	-17
PasserByVol:	0	0	0			0	0	0			0	0	0	0	0	0
Initial Fut:	10	1495	450			424	2477	0			0	0	0	140	0	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:	10	1495	450			424	2477	0			0	0	0	140	0	43
Reduct Vol:	0	0	0			0	0	0			0	0	0	0	0	0
Reduced Vol:	10	1495	450			424	2477	0			0	0	0	140	0	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:	10	1495	450			424	2477	0			0	0	0	140	0	43
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	0.83	1.00	0.92
Lanes:	1.00	1.52	0.48			1.00	2.00	0.00			0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	1750	2843	856			1750	3800	0			0	0	0	3150	0	1750
Capacity Analysis Module:																
Vol/Sat:	0.01	0.53	0.53			0.24	0.65	0.00			0.00	0.00	0.00	0.04	0.00	0.02
Crit Moves:	****					****					****					
Green Time:	8.6	81.5	81.5			37.5	110	0.0			0.0	0.0	0.0	10.0	0.0	10.0
Volume/Cap:	0.09	0.89	0.89			0.89	0.81	0.00			0.00	0.00	0.00	0.61	0.00	0.34
Delay/Veh:	62.7	30.4	30.4			69.7	10.4	0.0			0.0	0.0	0.0	73.8	0.0	68.0
User DelAdj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	62.7	30.4	30.4			69.7	10.4	0.0			0.0	0.0	0.0	73.8	0.0	68.0
LOS by Move:	E	C	C			E	B+	A			A	A	A	E	A	E
HCM2kAvgQ:	0	38	38			19	30	0			0	0	0	4	0	2
Note: Queue reported is the number of cars per lane.																

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Intersection #15: Lafayette Street / Hope Drive

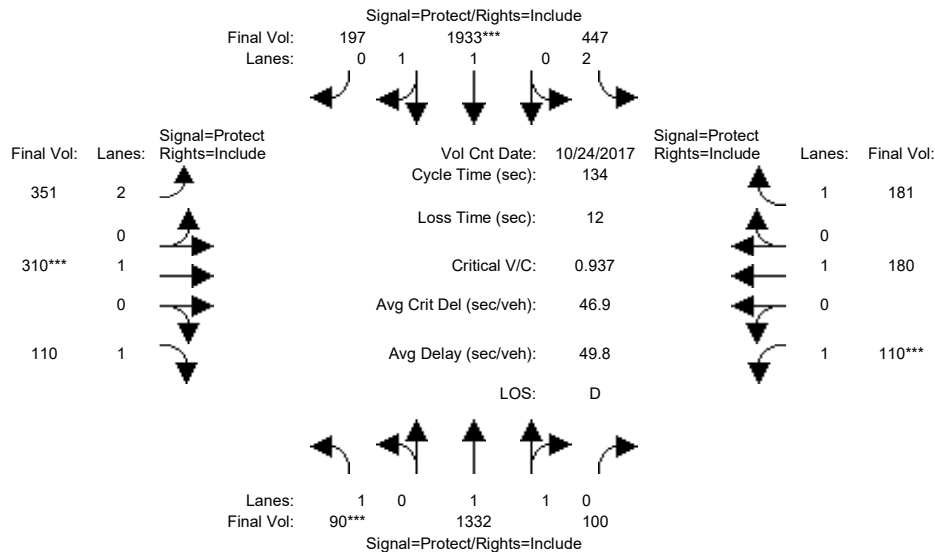


Street Name:	Lafayette Street						Hope Drive									
Approach:	North Bound			South Bound			East Bound			West Bound						
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	
Min. Green:	7	10	10			7	10	0			0	0	0	10	0	10
Y+R:	4.0	4.0	4.0			4.0	4.0	4.0			4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	16 May 2017 << 05:00:00 PM															
Base Vol:	10	1670	450			430	2540	0			0	0	0	140	0	60
Growth Adj:	1.00	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	1670	450			430	2540	0			0	0	0	140	0	60
Added Vol:	0	0	0			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	1670	450			430	2540	0			0	0	0	140	0	60
User Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1670	450			430	2540	0			0	0	0	140	0	60
Reduct Vol:	0	0	0			0	0	0			0	0	0	0	0	0
Reduced Vol:	10	1670	450			430	2540	0			0	0	0	140	0	60
PCE Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	1670	450			430	2540	0			0	0	0	140	0	60
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	0.83	1.00	0.92
Lanes:	1.00	1.56	0.44			1.00	2.00	0.00			0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	1750	2914	785			1750	3800	0			0	0	0	3150	0	1750
Capacity Analysis Module:																
Vol/Sat:	0.01	0.57	0.57			0.25	0.67	0.00			0.00	0.00	0.00	0.04	0.00	0.03
Crit Moves:	****					****					****					
Green Time:	8.4	83.3	83.3			35.7	111	0.0			0.0	0.0	0.0	10.0	0.0	10.0
Volume/Cap:	0.09	0.95	0.95			0.95	0.83	0.00			0.00	0.00	0.00	0.61	0.00	0.47
Delay/Veh:	63.0	35.8	35.8			81.7	11.1	0.0			0.0	0.0	0.0	73.8	0.0	73.6
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:	63.0	35.8	35.8			81.7	11.1	0.0			0.0	0.0	0.0	73.8	0.0	73.6
LOS by Move:	E	D+	D+			F	B+	A			A	A	A	E	A	E
HCM2kAvgQ:	0	46	46			21	32	0			0	0	0	4	0	3
Note: Queue reported is the number of cars per lane.																

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Intersection #16: Lafayette Street / Agnew Road

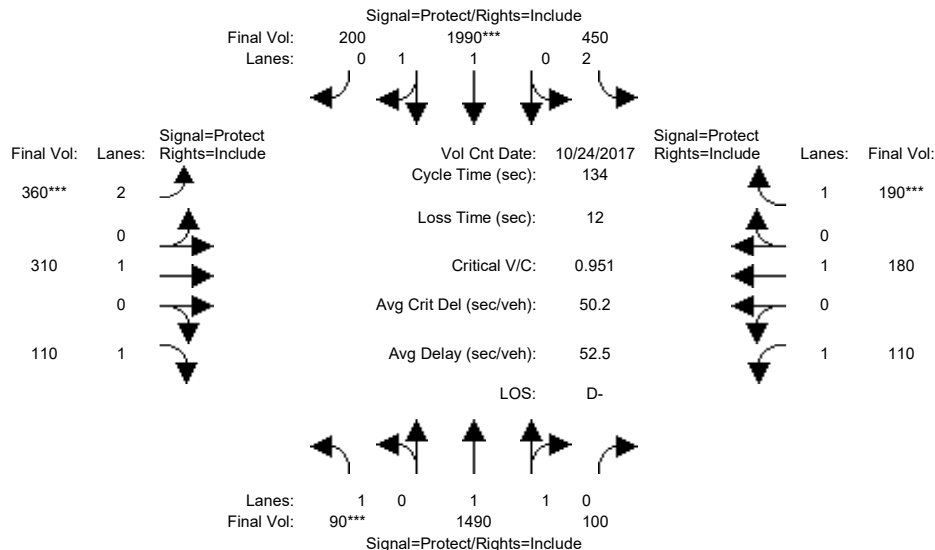


Street Name:	Lafayette Street						Agnew Road									
Approach:	North Bound			South Bound			East Bound			West Bound						
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	
Min. Green:	7	10	10			7	10	10			7	10	10			
Y+R:	4.0	4.0	4.0			4.0	4.0	4.0			4.0	4.0	4.0			
Volume Module:	>> Count Date:			24 Oct 2017			<< 05:00:00 PM									
Base Vol:	90	1490	100			450	1990	200			360	310	110	110	180	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:	90	1490	100			450	1990	200			360	310	110	110	180	190
Added Vol:	0	-158	0			-3	-57	-3			-9	0	0	0	0	-9
PasserByVol:	0	0	0			0	0	0			0	0	0	0	0	0
Initial Fut:	90	1332	100			447	1933	197			351	310	110	110	180	181
User Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1332	100			447	1933	197			351	310	110	110	180	181
Reduct Vol:	0	0	0			0	0	0			0	0	0	0	0	0
Reduced Vol:	90	1332	100			447	1933	197			351	310	110	110	180	181
PCE Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	90	1332	100			447	1933	197			351	310	110	110	180	181
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900			1900	1900	1900			1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95			0.83	0.98	0.95			0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.86	0.14			2.00	1.81	0.19			2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3441	258			3150	3358	342			3150	1900	1750	1750	1900	1750
Capacity Analysis Module:																
Vol/Sat:	0.05	0.39	0.39			0.14	0.58	0.58			0.11	0.16	0.06	0.06	0.09	0.10
Crit Moves:	****					****					****			****		
Green Time:	7.4	65.6	65.6			24.1	82.3	82.3			16.8	23.3	23.3	9.0	15.6	15.6
Volume/Cap:	0.94	0.79	0.79			0.79	0.94	0.94			0.89	0.94	0.36	0.94	0.82	0.89
Delay/Veh:	139.0	32.1	32.1			63.3	32.4	32.4			82.5	90.4	52.1	129.7	85.0	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:	139.0	32.1	32.1			63.3	32.4	32.4			82.5	90.4	52.1	129.7	85.0	98.3
LOS by Move:	F	C-	C-			E	C-	C-			F	F	D-	F	F	F
HCM2kAvgQ:	5	27	27			11	44	44			8	12	4	8	9	11
Note: Queue reported is the number of cars per lane.																

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Intersection #16: Lafayette Street / Agnew Road

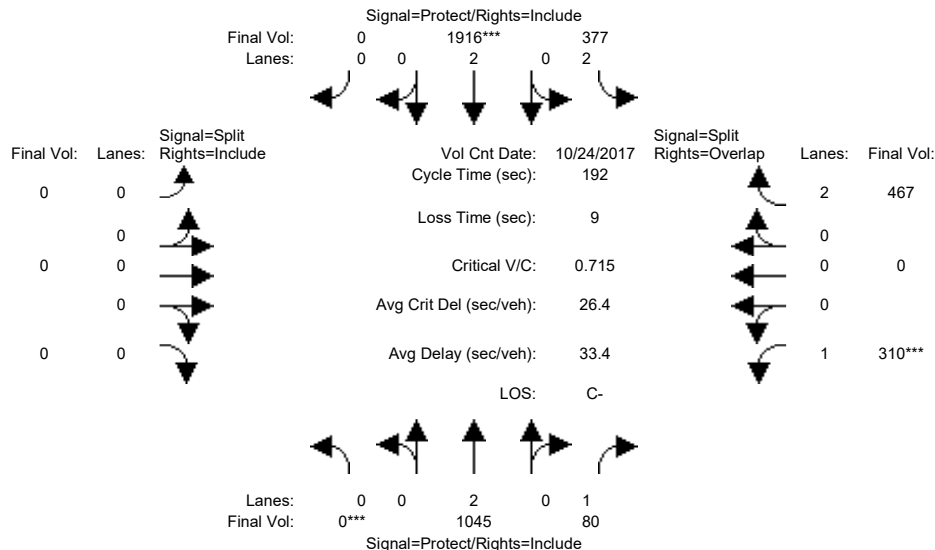


Street Name:	Lafayette Street						Agnew Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 Oct 2017 << 05:00:00 PM												
Base Vol:	90	1490	100	450	1990	200	360	310	110	110	180	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:	90	1490	100	450	1990	200	360	310	110	110	180	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:	90	1490	100	450	1990	200	360	310	110	110	180	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:	90	1490	100	450	1990	200	360	310	110	110	180	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	1490	100	450	1990	200	360	310	110	110	180	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
Final Volume:	90	1490	100	450	1990	200	360	310	110	110	180	190
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.83	0.98	0.95	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.87	0.13	2.00	1.81	0.19	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3467	233	3150	3362	338	3150	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.43	0.43	0.14	0.59	0.59	0.11	0.16	0.06	0.06	0.09	0.11
Crit Moves:	****			****			****					****
Green Time:	7.2	68.0	68.0	22.6	83.4	83.4	16.1	22.7	22.7	8.7	15.3	15.3
Volume/Cap:	0.95	0.85	0.85	0.85	0.95	0.95	0.95	0.96	0.37	0.96	0.83	0.95
Delay/Veh:	143.2	33.4	33.4	69.3	33.8	33.8	94.1	97.3	52.9	137.8	87.4	111.1
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:	143.2	33.4	33.4	69.3	33.8	33.8	94.1	97.3	52.9	137.8	87.4	111.1
LOS by Move:	F	C-	C-	E	C-	C-	F	F	D-	F	F	F
HCM2kAvgQ:	5	31	31	11	46	46	9	12	4	8	10	12
Note: Queue reported is the number of cars per lane.												

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Intersection #17: Lafayette Street / Montague Expressway WB

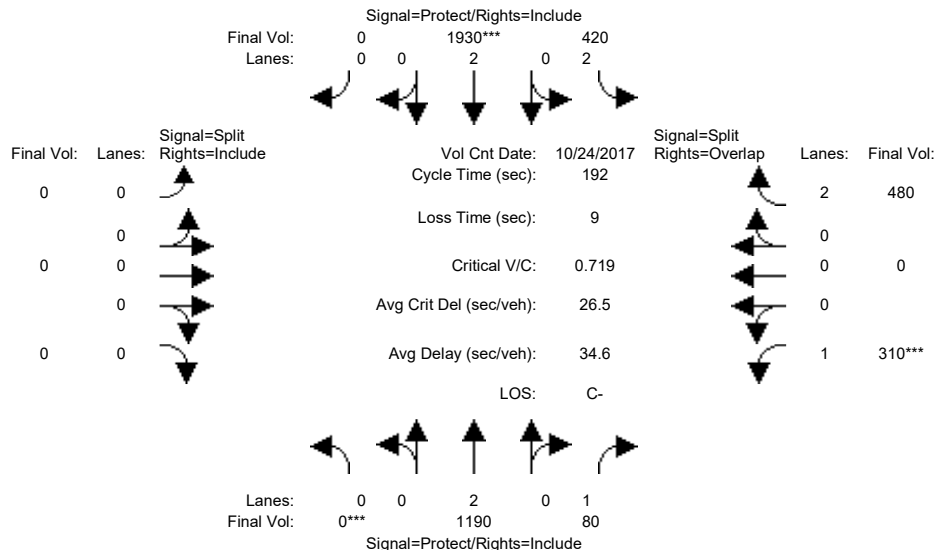


Street Name:	Lafayette Street						Montague Expressway WB					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 Oct 2017 << 05:00:00 PM												
Base Vol:	0	1190	80	420	1930	0	0	0	0	310	0	480
Growth Adj:	1.00	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	1190	80	420	1930	0	0	0	0	310	0	480
Added Vol:	0	-145	0	-43	-14	0	0	0	0	0	0	-13
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1045	80	377	1916	0	0	0	0	310	0	467
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1045	80	377	1916	0	0	0	0	310	0	467
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1045	80	377	1916	0	0	0	0	310	0	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:	0	1045	80	377	1916	0	0	0	0	310	0	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	0.92	1.00	0.92	0.92	1.00	0.83
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	0	3800	1750	3150	3800	0	0	0	0	1750	0	3150
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.05	0.12	0.50	0.00	0.00	0.00	0.00	0.18	0.00	0.15
Crit Moves:	***			***						***		
Green Time:	0.0	94.4	94.4	41.1	135	0.0	0.0	0.0	0.0	47.6	0.0	88.6
Volume/Cap:	0.00	0.56	0.09	0.56	0.71	0.00	0.00	0.00	0.00	0.71	0.00	0.32
Delay/Veh:	0.0	35.5	26.2	70.7	18.5	0.0	0.0	0.0	0.0	75.7	0.0	33.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	35.5	26.2	70.7	18.5	0.0	0.0	0.0	0.0	75.7	0.0	33.2
LOS by Move:	A	D+	C	E	B-	A	A	A	A	E-	A	C-
HCM2kAvgQ:	0	22	3	11	32	0	0	0	0	19	0	10
Note: Queue reported is the number of cars per lane.												

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SJ16-1669
Cumulative PM

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2000 HCM Operations (Future Volume Alternative)
Cumulative PM Plus Project

Intersection #17: Lafayette Street / Montague Expressway WB

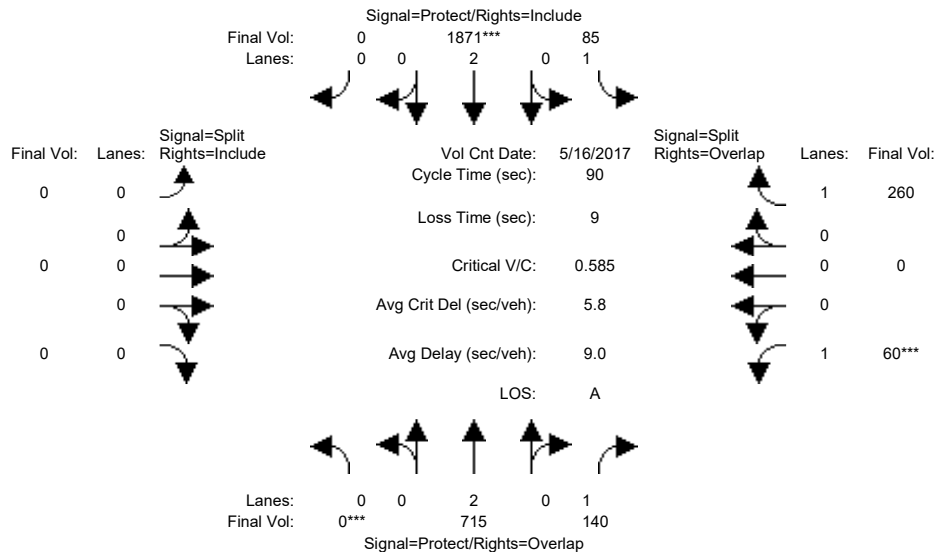


Street Name:			Lafayette Street						Montague Expressway WB									
Approach:			North Bound			South Bound			East Bound			West Bound						
Movement:			L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	
-----			-----			-----			-----			-----			-----			
Min. Green:			0	10	10			7	10	0			0	0	0	10	0	10
Y+R:			4.0	4.0	4.0			4.0	4.0	4.0			4.0	4.0	4.0	4.0	4.0	4.0
-----			-----			-----			-----			-----			-----			
Volume Module: >> Count Date:			24 Oct 2017 << 05:00:00 PM															
Base Vol:			0	1190	80			420	1930	0			0	0	0	310	0	480
Growth Adj:			1.00	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	1190	80			420	1930	0			0	0	0	310	0	480
Added Vol:			0	0	0			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	1190	80			420	1930	0			0	0	0	310	0	480
User Adj:			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:			1.00	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	1190	80			420	1930	0			0	0	0	310	0	480
Reduct Vol:			0	0	0			0	0	0			0	0	0	0	0	0
Reduced Vol:			0	1190	80			420	1930	0			0	0	0	310	0	480
PCE Adj:			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:			0	1190	80			420	1930	0			0	0	0	310	0	480
-----			-----			-----			-----			-----			-----			
Saturation Flow Module:																		
Sat/Lane:			1900	1900	1900			1900	1900	1900			1900	1900	1900	1900	1900	1900
Adjustment:			0.92	1.00	0.92			0.83	1.00	0.92			0.92	1.00	0.92	0.92	1.00	0.83
Lanes:			0.00	2.00	1.00			2.00	2.00	0.00			0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:			0	3800	1750			3150	3800	0			0	0	0	1750	0	3150
-----			-----			-----			-----			-----			-----			
Capacity Analysis Module:																		
Vol/Sat:			0.00	0.31	0.05			0.13	0.51	0.00			0.00	0.00	0.00	0.18	0.00	0.15
Crit Moves:			****					****					0.00	0.00	0.00	****		
Green Time:			0.0	95.2	95.2			40.5	136	0.0			0.0	0.0	0.0	47.3	0.0	87.8
Volume/Cap:			0.00	0.63	0.09			0.63	0.72	0.00			0.00	0.00	0.00	0.72	0.00	0.33
Delay/Veh:			0.0	37.2	25.8			73.5	18.5	0.0			0.0	0.0	0.0	76.1	0.0	34.0
User DelAdj:			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:			0.0	37.2	25.8			73.5	18.5	0.0			0.0	0.0	0.0	76.1	0.0	34.0
LOS by Move:			A	D+	C			E	B-	A			A	A	A	E-	A	C-
HCM2kAvgQ:			0	26	3			13	32	0			0	0	0	19	0	10
Note: Queue reported is the number of cars per lane.																		

Tasman East Focus Area Plan
SJ16-1669
Cumulative PM

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

Intersection #18: Lafayette Street / Montague Expressway EB

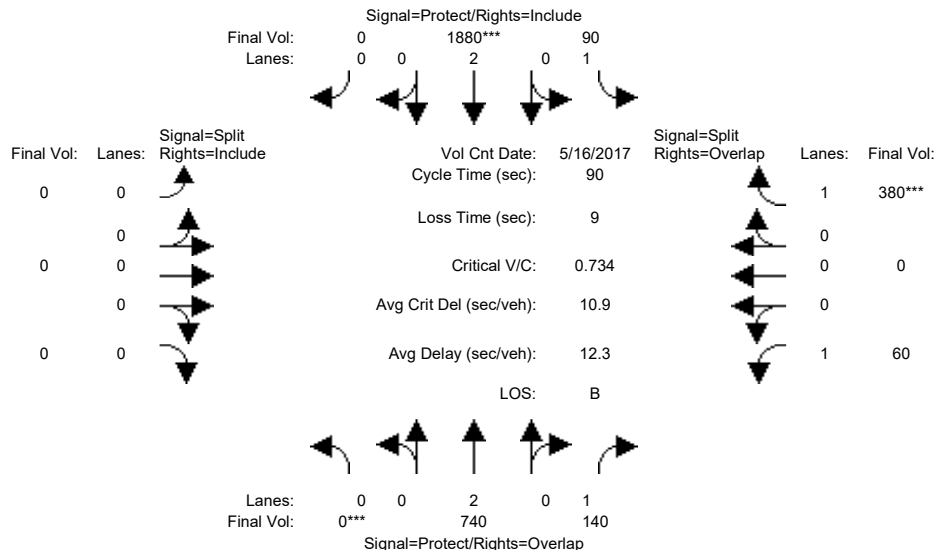


Street Name:	Lafayette Street						Montague Expressway EB					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	16 May 2017 << 05:00:00 PM											
Base Vol:	0	740	140	90	1880	0	0	0	0	60	0	380
Growth Adj:	1.00	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	740	140	90	1880	0	0	0	0	60	0	380
Added Vol:	0	-25	0	-5	-9	0	0	0	0	0	0	-120
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	715	140	85	1871	0	0	0	0	60	0	260
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	715	140	85	1871	0	0	0	0	60	0	260
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	715	140	85	1871	0	0	0	0	60	0	260
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	715	140	85	1871	0	0	0	0	60	0	260
Saturation Flow Module:												
Sat/Lane:	1900	1900	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	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3800	1750	1750	3800	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.08	0.05	0.49	0.00	0.00	0.00	0.00	0.03	0.00	0.15
Crit Moves:	***			***						***		
Green Time:	0.0	49.6	60.5	20.5	70.1	0.0	0.0	0.0	0.0	10.9	0.0	31.4
Volume/Cap:	0.00	0.34	0.12	0.21	0.63	0.00	0.00	0.00	0.00	0.28	0.00	0.43
Delay/Veh:	0.0	11.3	5.3	28.5	4.8	0.0	0.0	0.0	0.0	36.7	0.0	22.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	11.3	5.3	28.5	4.8	0.0	0.0	0.0	0.0	36.7	0.0	22.9
LOS by Move:	A	B+	A	C	A	A	A	A	A	D+	A	C+
HCM2kAvgQ:	0	5	1	2	11	0	0	0	0	2	0	6
Note: Queue reported is the number of cars per lane.												

Tasman East Focus Area Plan
SJ16-1669
Cumulative PM

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

Intersection #18: Lafayette Street / Montague Expressway EB



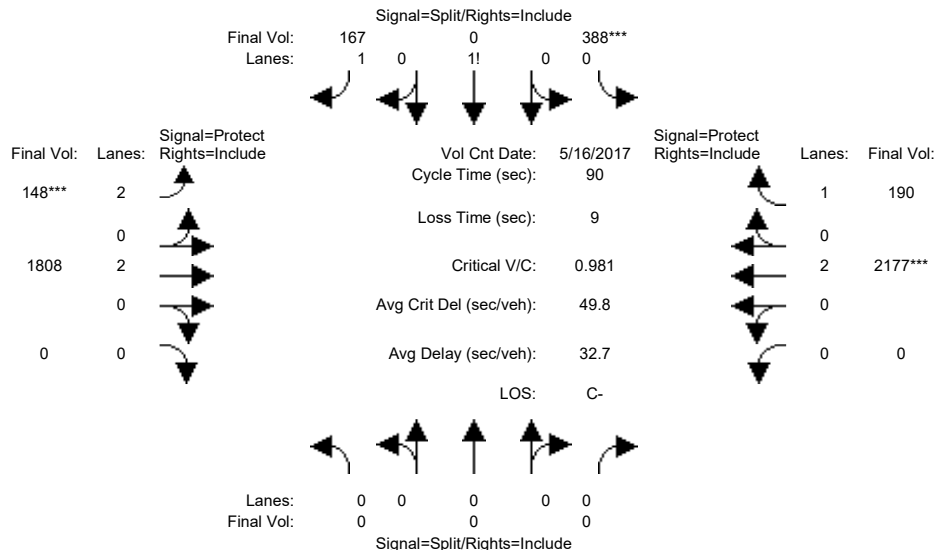
Street Name: Lafayette Street				Montague Expressway EB											
Approach: North Bound				South Bound				East Bound				West Bound			
Movement: L - T - R				L - T - R				L - T - R				L - T - R			
----- ----- ----- -----				----- ----- ----- -----				----- ----- ----- -----				----- ----- ----- -----			
Min. Green: 0 10 10				7 10 0				0 0 0				10 0 10			
Y+R: 4.0 4.0 4.0				4.0 4.0 4.0				4.0 4.0 4.0				4.0 4.0 4.0			
----- ----- ----- -----				----- ----- ----- -----				----- ----- ----- -----				----- ----- ----- -----			
Volume Module: >> Count Date: 16 May 2017 << 05:00:00 PM															
Base Vol: 0 740 140				90 1880 0				0 0 0				60 0 380			
Growth Adj: 1.00 1.00 1.00				1.00 1.00 1.00				1.00 1.00 1.00				1.00 1.00 1.00			
Initial Bse: 0 740 140				90 1880 0				0 0 0				60 0 380			
Added Vol: 0 0 0				0 0 0				0 0 0				0 0 0			
PasserByVol: 0 0 0				0 0 0				0 0 0				0 0 0			
Initial Fut: 0 740 140				90 1880 0				0 0 0				60 0 380			
User Adj: 1.00 1.00 1.00				1.00 1.00 1.00				1.00 1.00 1.00				1.00 1.00 1.00			
PHF Adj: 1.00 1.00 1.00				1.00 1.00 1.00				1.00 1.00 1.00				1.00 1.00 1.00			
PHF Volume: 0 740 140				90 1880 0				0 0 0				60 0 380			
Reduct Vol: 0 0 0				0 0 0				0 0 0				0 0 0			
Reduced Vol: 0 740 140				90 1880 0				0 0 0				60 0 380			
PCE Adj: 1.00 1.00 1.00				1.00 1.00 1.00				1.00 1.00 1.00				1.00 1.00 1.00			
MLF Adj: 1.00 1.00 1.00				1.00 1.00 1.00				1.00 1.00 1.00				1.00 1.00 1.00			
FinalVolume: 0 740 140				90 1880 0				0 0 0				60 0 380			
----- ----- ----- -----				----- ----- ----- -----				----- ----- ----- -----				----- ----- ----- -----			
Saturation Flow Module:															
Sat/Lane: 1900 1900 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				1.00 2.00 0.00				0.00 0.00 0.00				1.00 0.00 1.00			
Final Sat.: 0 3800 1750				1750 3800 0				0 0 0				1750 0 1750			
----- ----- ----- -----				----- ----- ----- -----				----- ----- ----- -----				----- ----- ----- -----			
Capacity Analysis Module:															
Vol/Sat: 0.00 0.19 0.08				0.05 0.49 0.00				0.00 0.00 0.00				0.03 0.00 0.22			
Crit Moves: ****				****											
Green Time: 0.0 45.2 63.0				18.0 63.2 0.0				0.0 0.0 0.0				17.8 0.0 35.8			
Volume/Cap: 0.00 0.39 0.11				0.26 0.70 0.00				0.00 0.00 0.00				0.17 0.00 0.55			
Delay/Veh: 0.0 14.0 4.5				30.7 8.8 0.0				0.0 0.0 0.0				30.2 0.0 21.7			
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 14.0 4.5				30.7 8.8 0.0				0.0 0.0 0.0				30.2 0.0 21.7			
LOS by Move: A B A				C A A				A A A				C A C+			
HCM2kAvgQ: 0 6 1				2 15 0				0 0 0				2 0 9			
Note: Queue reported is the number of cars per lane.															

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

Tasman East Focus Area Plan
SJ16-1669
Cumulative PM

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

Intersection #21: Calle Del Sol / Tasman Drive



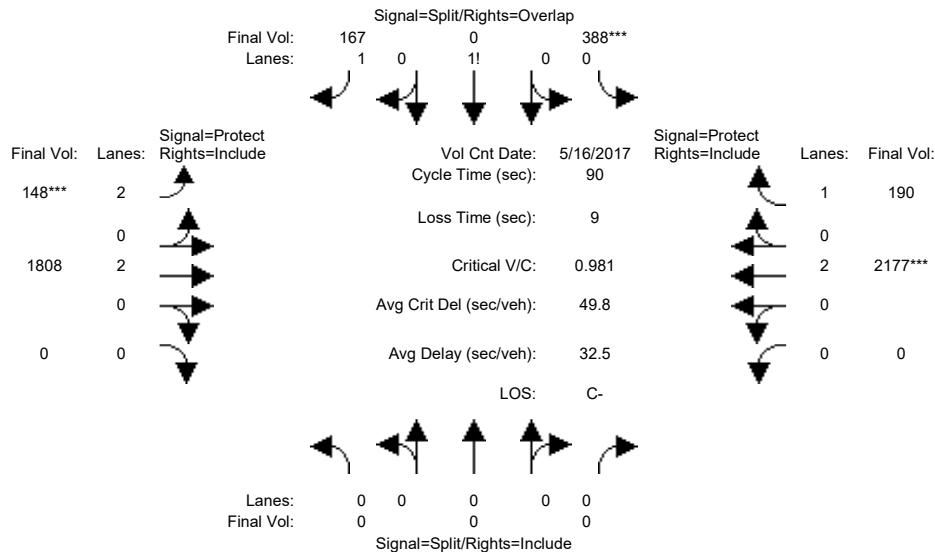
Street Name:	Calle Del Sol						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	16 May 2017 << 05:00:00 PM											
Base Vol:	0	0	0	460	0	240	350	2010	0	0	2250	390
Growth Adj:	1.00	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	460	0	240	350	2010	0	0	2250	390
Added Vol:	0	0	0	-72	0	-73	-202	-202	0	0	-73	-200
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	388	0	167	148	1808	0	0	2177	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:	0	0	0	388	0	167	148	1808	0	0	2177	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	388	0	167	148	1808	0	0	2177	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
Final Volume:	0	0	0	388	0	167	148	1808	0	0	2177	190
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.82	0.00	1.18	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1474	0	2067	3150	3800	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.26	0.00	0.08	0.05	0.48	0.00	0.00	0.57	0.11
Crit Moves:				****				****				****
Green Time:	0.0	0.0	0.0	23.3	0.0	23.3	7.0	57.7	0.0	0.0	50.7	50.7
Volume/Cap:	0.00	0.00	0.00	1.02	0.00	0.31	0.60	0.74	0.00	0.00	1.02	0.19
Delay/Veh:	0.0	0.0	0.0	76.2	0.0	27.0	44.4	12.3	0.0	0.0	43.4	9.7
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	0.0	0.0	76.2	0.0	27.0	44.4	12.3	0.0	0.0	43.4	9.7
LOS by Move:	A	A	A	E-	A	C	D	B	A	A	D	A
HCM2kAvgQ:	0	0	0	21	0	4	2	16	0	0	32	3

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

Tasman East Focus Area Plan
SJ16-1669
Cumulative PM

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

Intersection #21: Calle Del Sol / Tasman Drive

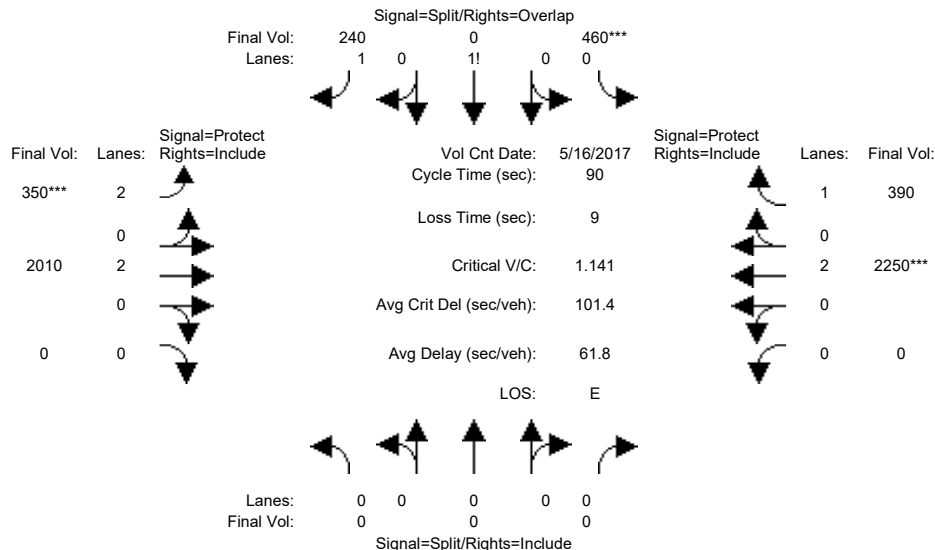


Street Name:	Calle Del Sol						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	16 May 2017 << 05:00:00 PM											
Base Vol:	0	0	0	460	0	240	350	2010	0	0	2250	390
Growth Adj:	1.00	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	460	0	240	350	2010	0	0	2250	390
Added Vol:	0	0	0	-72	0	-73	-202	-202	0	0	-73	-200
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	388	0	167	148	1808	0	0	2177	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:	0	0	0	388	0	167	148	1808	0	0	2177	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	388	0	167	148	1808	0	0	2177	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:	0	0	0	388	0	167	148	1808	0	0	2177	190
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.82	0.00	1.18	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1474	0	2067	3150	3800	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.26	0.00	0.08	0.05	0.48	0.00	0.00	0.57	0.11
Crit Moves:				****				****				
Green Time:	0.0	0.0	0.0	23.3	0.0	30.3	7.0	57.7	0.0	0.0	50.7	50.7
Volume/Cap:	0.00	0.00	0.00	1.02	0.00	0.24	0.60	0.74	0.00	0.00	1.02	0.19
Delay/Veh:	0.0	0.0	0.0	76.2	0.0	21.6	44.4	12.3	0.0	0.0	43.4	9.7
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	0.0	0.0	76.2	0.0	21.6	44.4	12.3	0.0	0.0	43.4	9.7
LOS by Move:	A	A	A	E-	A	C+	D	B	A	A	D	A
HCM2kAvgQ:	0	0	0	21	0	3	2	16	0	0	32	3
Note: Queue reported is the number of cars per lane.												

Tasman East Focus Area Plan
SJ16-1669
Cumulative PM

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

Intersection #21: Calle Del Sol / Tasman Drive

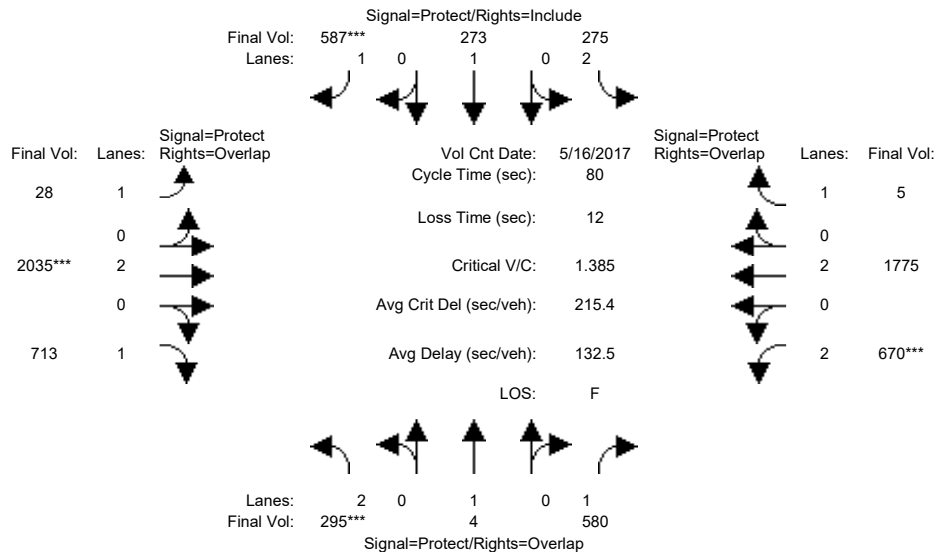


Street Name:	Calle Del Sol						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	16 May 2017 << 05:00:00 PM											
Base Vol:	0	0	0	460	0	240	350	2010	0	0	2250	390
Growth Adj:	1.00	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	460	0	240	350	2010	0	0	2250	390
Added Vol:	0	0	0	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	460	0	240	350	2010	0	0	2250	390
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	460	0	240	350	2010	0	0	2250	390
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	460	0	240	350	2010	0	0	2250	390
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	460	0	240	350	2010	0	0	2250	390
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.79	0.00	1.21	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1419	0	2120	3150	3800	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.32	0.00	0.11	0.11	0.53	0.00	0.00	0.59	0.22
Crit Moves:	****											
Green Time:	0.0	0.0	0.0	25.6	0.0	34.3	8.8	55.4	0.0	0.0	46.7	46.7
Volume/Cap:	0.00	0.00	0.00	1.14	0.00	0.30	1.14	0.86	0.00	0.00	1.14	0.43
Delay/Veh:	0.0	0.0	0.0	114.3	0.0	19.5	135.9	17.5	0.0	0.0	92.0	13.7
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	0.0	0.0	114.3	0.0	19.5	135.9	17.5	0.0	0.0	92.0	13.7
LOS by Move:	A	A	A	F	A	B-	F	B	A	A	F	B
HCM2kAvgQ:	0	0	0	30	0	4	9	21	0	0	46	7
Note: Queue reported is the number of cars per lane.												

Tasman East Focus Area Plan
SJ16-1669
Cumulative PM

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Cumulative PM

Intersection #24: Lick Mill Boulevard / Tasman Drive

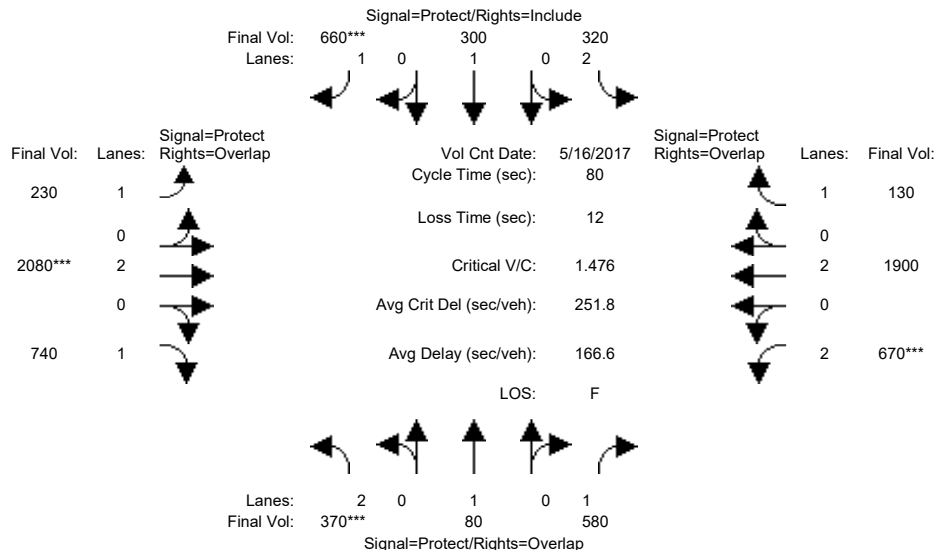


Street Name:	Lick Mill Boulevard						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	16 May 2017 << 05:00:00 PM											
Base Vol:	370	80	580	320	300	660	230	2080	740	670	1900	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:	370	80	580	320	300	660	230	2080	740	670	1900	130
Added Vol:	-75	-76	0	-45	-27	-73	-202	-45	-27	0	-125	-125
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	295	4	580	275	273	587	28	2035	713	670	1775	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	295	4	580	275	273	587	28	2035	713	670	1775	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	295	4	580	275	273	587	28	2035	713	670	1775	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	295	4	580	275	273	587	28	2035	713	670	1775	5
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	1.00	1.00	2.00	1.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	1900	1750	3150	1900	1750	1750	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.00	0.33	0.09	0.14	0.34	0.02	0.54	0.41	0.21	0.47	0.00
Crit Moves:	***					***		***		***		
Green Time:	7.0	15.2	27.2	10.7	18.9	18.9	7.0	30.1	37.1	12.0	35.1	45.8
Volume/Cap:	1.07	0.01	0.97	0.66	0.61	1.42	0.18	1.42	0.88	1.42	1.06	0.00
Delay/Veh:	110.6	26.3	56.5	36.7	29.7	233.8	34.4	219	30.1	235.7	63.8	7.3
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:	110.6	26.3	56.5	36.7	29.7	233.8	34.4	219	30.1	235.7	63.8	7.3
LOS by Move:	F	C	E+	D+	C	F	C-	F	C	F	E	A
HCM2kAvgQ:	7	0	18	5	7	41	1	61	18	24	28	0
Note: Queue reported is the number of cars per lane.												

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SJ16-1669
Cumulative PM

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
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Intersection #24: Lick Mill Boulevard / Tasman Drive

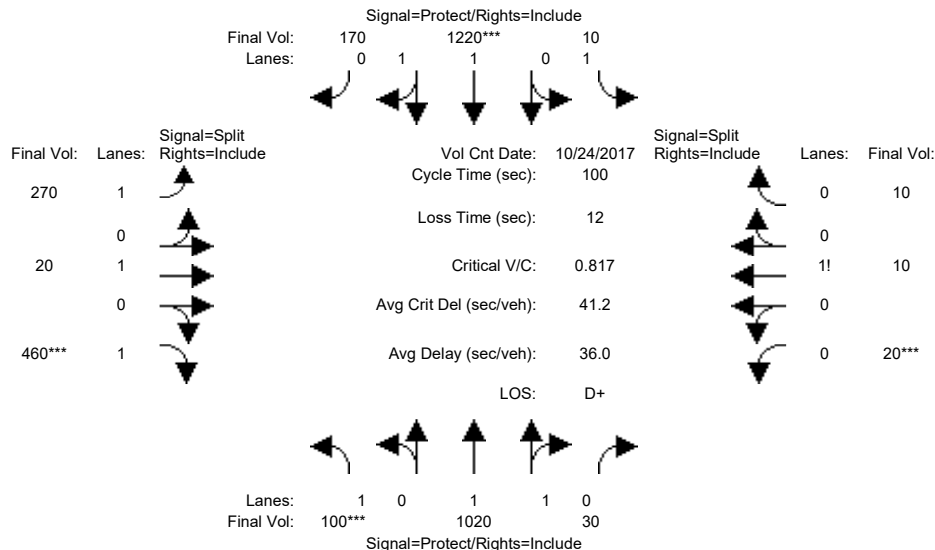


Street Name:	Lick Mill Boulevard						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	16 May 2017 << 05:00:00 PM											
Base Vol:	370	80	580	320	300	660	230	2080	740	670	1900	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:	370	80	580	320	300	660	230	2080	740	670	1900	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:	370	80	580	320	300	660	230	2080	740	670	1900	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:	370	80	580	320	300	660	230	2080	740	670	1900	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	370	80	580	320	300	660	230	2080	740	670	1900	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
Final Volume:	370	80	580	320	300	660	230	2080	740	670	1900	130
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	1.00	1.00	2.00	1.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	1900	1750	3150	1900	1750	1750	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.04	0.33	0.10	0.16	0.38	0.13	0.55	0.42	0.21	0.50	0.07
Crit Moves:	****					****		****		****		
Green Time:	7.0	15.0	26.4	12.2	20.2	20.2	8.5	29.4	36.4	11.4	32.3	44.5
Volume/Cap:	1.34	0.22	1.00	0.67	0.62	1.49	1.24	1.49	0.93	1.49	1.24	0.13
Delay/Veh:	212.9	27.9	65.0	35.5	29.1	262.7	180.6	250	37.9	267.0	137	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:	212.9	27.9	65.0	35.5	29.1	262.7	180.6	250	37.9	267.0	137	8.6
LOS by Move:	F	C	E	D+	C	F	F	F	D+	F	F	A
HCM2kAvgQ:	13	2	19	6	7	48	12	67	19	26	44	2
Note: Queue reported is the number of cars per lane.												

Tasman East Focus Area Plan
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2000 HCM Operations (Future Volume Alternative)
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Intersection #25: Lick Mill Boulevard / Hope Drive

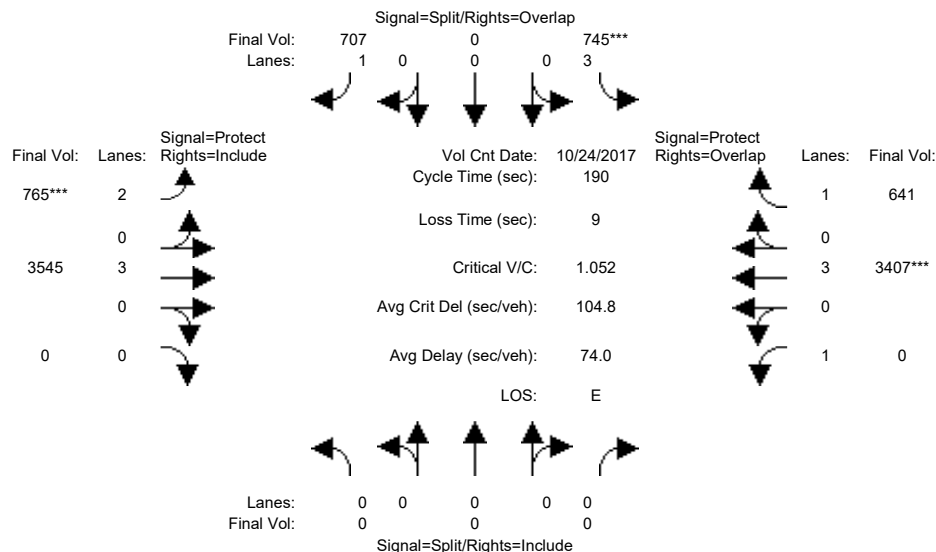


Street Name:	Lick Mill Boulevard						Hope Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 Oct 2017 << 05:00:00 PM												
Base Vol:	100	1020	30	10	1220	170	270	20	460	20	10	10
Growth Adj:	1.00	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	1020	30	10	1220	170	270	20	460	20	10	10
Added Vol:	0	0	0	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	1020	30	10	1220	170	270	20	460	20	10	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1020	30	10	1220	170	270	20	460	20	10	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	1020	30	10	1220	170	270	20	460	20	10	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	100	1020	30	10	1220	170	270	20	460	20	10	10
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	1.00	0.92	0.92	0.92	0.92
Lanes:	1.00	1.94	0.06	1.00	1.75	0.25	1.00	1.00	1.00	0.50	0.25	0.25
Final Sat.:	1750	3594	106	1750	3247	452	1750	1900	1750	875	438	438
Capacity Analysis Module:												
Vol/Sat:	0.06	0.28	0.28	0.01	0.38	0.38	0.15	0.01	0.26	0.02	0.02	0.02
Crit Moves:	***			***			***		***	***		
Green Time:	7.0	39.1	39.1	9.7	41.8	41.8	29.2	29.2	29.2	10.0	10.0	10.0
Volume/Cap:	0.82	0.73	0.73	0.06	0.90	0.90	0.53	0.04	0.90	0.23	0.23	0.23
Delay/Veh:	78.8	27.7	27.7	41.2	34.6	34.6	30.7	25.3	52.7	42.1	42.1	42.1
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:	78.8	27.7	27.7	41.2	34.6	34.6	30.7	25.3	52.7	42.1	42.1	42.1
LOS by Move:	E-	C	C	D	C-	C-	C	C	D-	D	D	D
HCM2kAvgQ:	5	15	15	0	22	22	7	0	16	1	1	1
Note: Queue reported is the number of cars per lane.												

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Cumulative PM

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Cumulative PM

Intersection #26: Lick Mill Boulevard / Montague Expressway

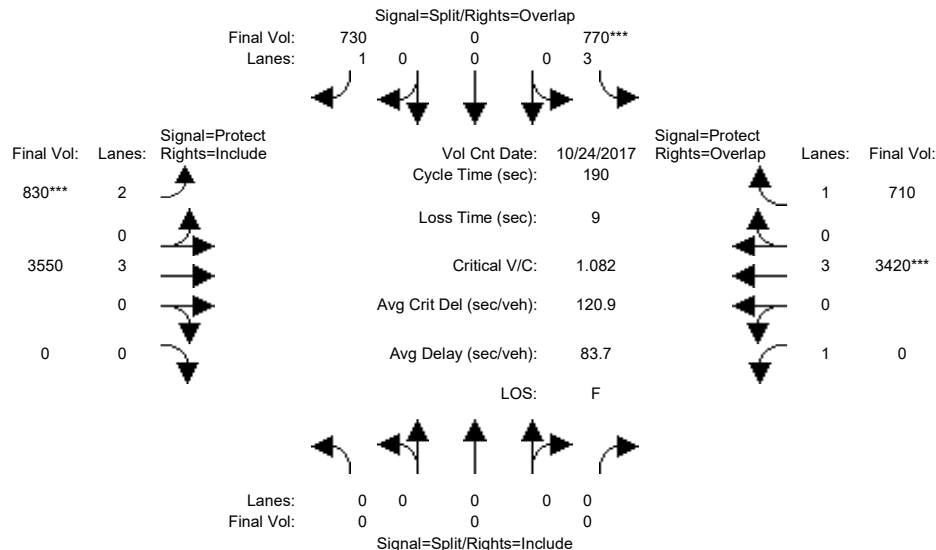


Street Name:	Lick Mill Boulevard						Montague Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	31	0	31	29	157	0	2	130	130
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 Oct 2017 << 05:00:00 PM												
Base Vol:	0	0	0	770	0	730	830	3550	0	0	3420	710
Growth Adj:	1.00	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	770	0	730	830	3550	0	0	3420	710
Added Vol:	0	0	0	-25	0	-23	-65	-5	0	0	-13	-69
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	745	0	707	765	3545	0	0	3407	641
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	745	0	707	765	3545	0	0	3407	641
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	745	0	707	765	3545	0	0	3407	641
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	745	0	707	765	3545	0	0	3407	641
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.80	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	3.00	0.00	1.00	2.00	3.00	0.00	1.00	3.00	1.00
Final Sat.:	0	0	0	4551	0	1750	3150	5700	0	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.16	0.00	0.40	0.24	0.62	0.00	0.00	0.60	0.37
Crit Moves:				****				****				****
Green Time:	0.0	0.0	0.0	29.6	0.0	57.3	27.7	152	0.0	0.0	124	153.7
Volume/Cap:	0.00	0.00	0.00	1.05	0.00	1.34	1.67	0.78	0.00	0.00	0.91	0.45
Delay/Veh:	0.0	0.0	0.0	131.9	0.0	234.9	394.4	11.5	0.0	0.0	33.8	6.0
User DelAdj:	1.00	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	131.9	0.0	234.9	394.4	11.5	0.0	0.0	33.8	6.0
LOS by Move:	A	A	A	F	A	F	F	B+	A	A	C-	A
HCM2kAvgQ:	0	0	0	24	0	70	49	35	0	0	55	12
Note: Queue reported is the number of cars per lane.												

Tasman East Focus Area Plan
SJ16-1669
Cumulative PM

Level Of Service Computation Report
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Cumulative PM Plus Project

Intersection #26: Lick Mill Boulevard / Montague Expressway

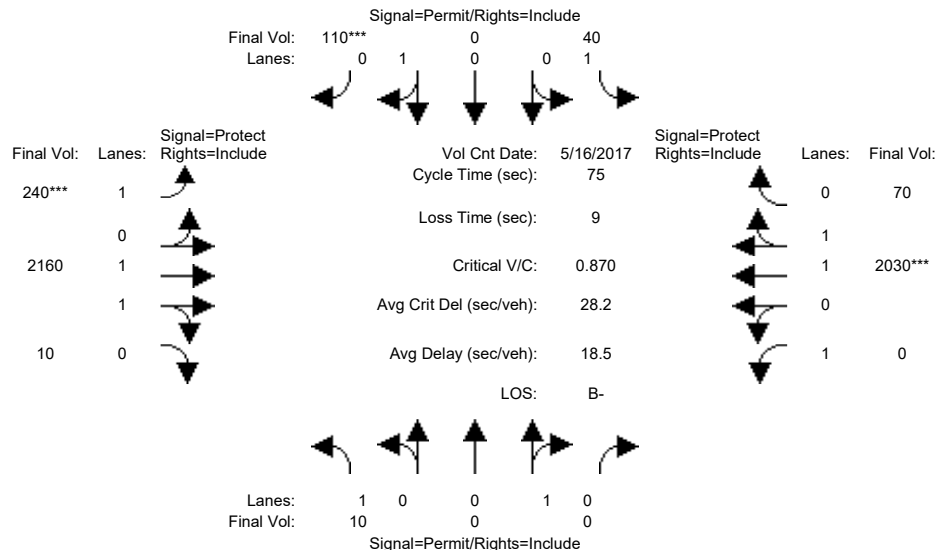


Street Name:	Lick Mill Boulevard						Montague Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	31	0	31	29	157	0	2	130	130
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	24 Oct 2017 << 05:00:00 PM											
Base Vol:	0	0	0	770	0	730	830	3550	0	0	3420	710
Growth Adj:	1.00	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	770	0	730	830	3550	0	0	3420	710
Added Vol:	0	0	0	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	770	0	730	830	3550	0	0	3420	710
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	770	0	730	830	3550	0	0	3420	710
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	770	0	730	830	3550	0	0	3420	710
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	770	0	730	830	3550	0	0	3420	710
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.80	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	3.00	0.00	1.00	2.00	3.00	0.00	1.00	3.00	1.00
Final Sat.:	0	0	0	4551	0	1750	3150	5700	0	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.17	0.00	0.42	0.26	0.62	0.00	0.00	0.60	0.41
Crit Moves:				****				****				****
Green Time:	0.0	0.0	0.0	29.6	0.0	57.3	27.7	152	0.0	0.0	124	153.7
Volume/Cap:	0.00	0.00	0.00	1.09	0.00	1.38	1.81	0.78	0.00	0.00	0.92	0.50
Delay/Veh:	0.0	0.0	0.0	143.6	0.0	253.6	457.2	11.6	0.0	0.0	34.1	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:	0.0	0.0	0.0	143.6	0.0	253.6	457.2	11.6	0.0	0.0	34.1	6.4
LOS by Move:	A	A	A	F	A	F	F	B+	A	A	C-	A
HCM2kAvgQ:	0	0	0	26	0	75	56	35	0	0	56	14
Note: Queue reported is the number of cars per lane.												

Tasman East Focus Area Plan
SJ16-1669
Cumulative PM

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

Intersection #27: Renaissance Drive / Tasman Drive



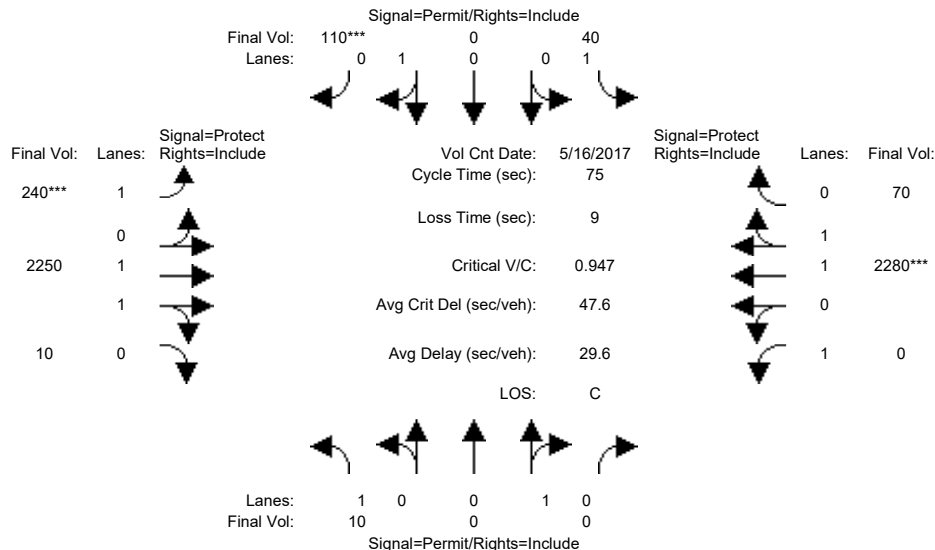
Street Name:	Renaissance Drive						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 16 May 2017 << 05:00:00 PM												
Base Vol:	10	0	0	40	0	110	240	2250	10	0	2280	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:	10	0	0	40	0	110	240	2250	10	0	2280	70
Added Vol:	0	0	0	0	0	0	0	-90	0	0	-250	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	0	0	40	0	110	240	2160	10	0	2030	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:	10	0	0	40	0	110	240	2160	10	0	2030	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	0	0	40	0	110	240	2160	10	0	2030	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
Final Volume:	10	0	0	40	0	110	240	2160	10	0	2030	70
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.95	0.92	0.97	0.95	0.92	0.97	0.95
Lanes:	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.99	0.01	1.00	1.93	0.07
Final Sat.:	1750	1900	0	1750	0	1800	1750	3683	17	1750	3577	123
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.00	0.02	0.00	0.06	0.14	0.59	0.59	0.00	0.57	0.57
Crit Moves:	****											
Green Time:	10.0	0.0	0.0	10.0	0.0	10.0	10.9	56.0	56.0	0.0	45.1	45.1
Volume/Cap:	0.04	0.00	0.00	0.17	0.00	0.46	0.94	0.79	0.79	0.00	0.94	0.94
Delay/Veh:	28.4	0.0	0.0	29.2	0.0	31.4	72.9	7.4	7.4	0.0	22.9	22.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.4	0.0	0.0	29.2	0.0	31.4	72.9	7.4	7.4	0.0	22.9	22.9
LOS by Move:	C	A	A	C	A	C	E	A	A	A	C+	C+
HCM2kAvgQ:	0	0	0	1	0	3	6	14	14	0	23	23

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

Tasman East Focus Area Plan
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Cumulative PM

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Cumulative PM Plus Project

Intersection #27: Renaissance Drive / Tasman Drive

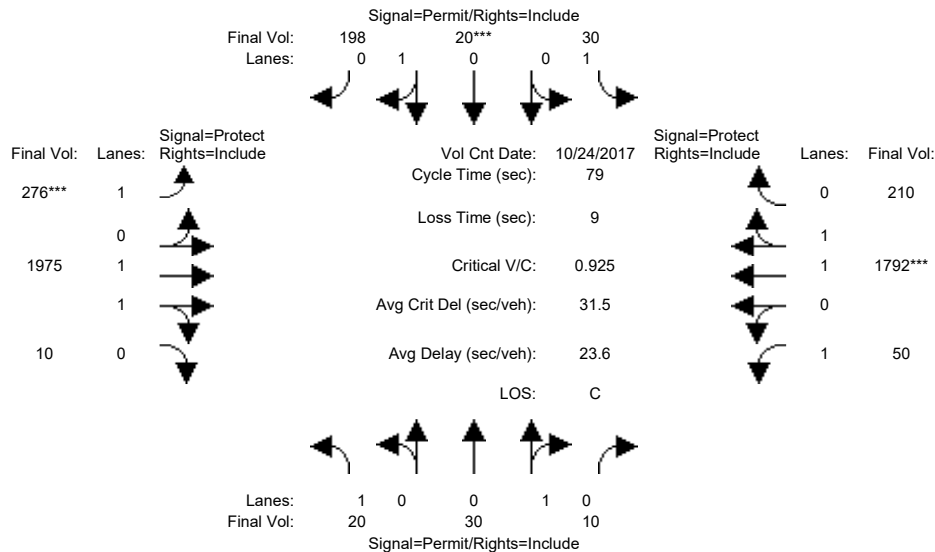


Street Name:	Renaissance Drive						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 16 May 2017 << 05:00:00 PM												
Base Vol:	10	0	0	40	0	110	240	2250	10	0	2280	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:	10	0	0	40	0	110	240	2250	10	0	2280	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:	10	0	0	40	0	110	240	2250	10	0	2280	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:	10	0	0	40	0	110	240	2250	10	0	2280	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	0	0	40	0	110	240	2250	10	0	2280	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
Final Volume:	10	0	0	40	0	110	240	2250	10	0	2280	70
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.95	0.92	0.97	0.95	0.92	0.97	0.95
Lanes:	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.99	0.01	1.00	1.94	0.06
Final Sat.:	1750	1900	0	1750	0	1800	1750	3684	16	1750	3590	110
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.00	0.02	0.00	0.06	0.14	0.61	0.61	0.00	0.64	0.64
Crit Moves:	****											
Green Time:	10.0	0.0	0.0	10.0	0.0	10.0	9.9	56.0	56.0	0.0	46.1	46.1
Volume/Cap:	0.04	0.00	0.00	0.17	0.00	0.46	1.03	0.82	0.82	0.00	1.03	1.03
Delay/Veh:	28.4	0.0	0.0	29.2	0.0	31.4	100.8	8.2	8.2	0.0	42.9	42.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.4	0.0	0.0	29.2	0.0	31.4	100.8	8.2	8.2	0.0	42.9	42.9
LOS by Move:	C	A	A	C	A	C	F	A	A	A	D	D
HCM2kAvgQ:	0	0	0	1	0	3	7	16	16	0	32	32
Note: Queue reported is the number of cars per lane.												

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Intersection #28: Vista Monta / Tasman Drive

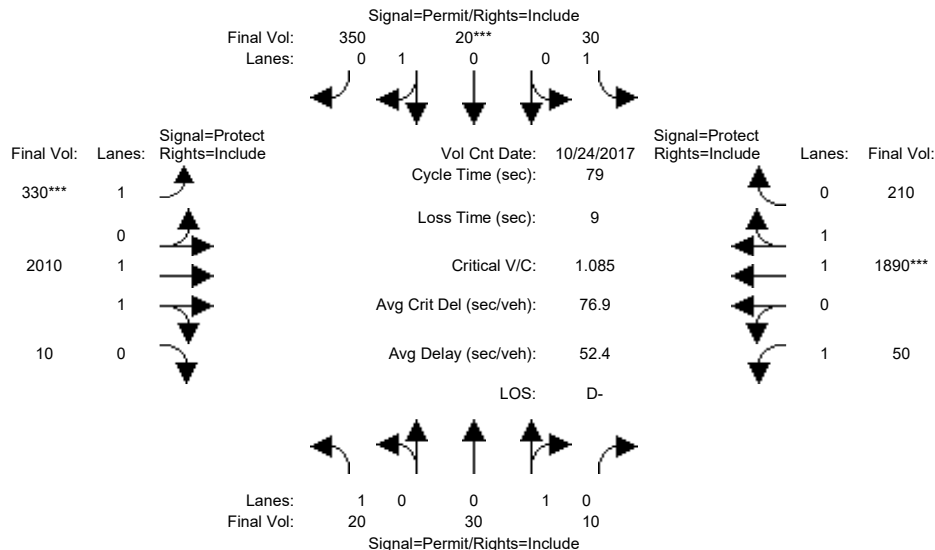


Street Name:	Vista Montana						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 Oct 2017 << 05:00:00 PM												
Base Vol:	20	30	10	30	20	350	330	2010	10	50	1890	210
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	30	10	30	20	350	330	2010	10	50	1890	210
Added Vol:	0	0	0	0	0	-152	-54	-35	0	0	-98	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	30	10	30	20	198	276	1975	10	50	1792	210
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	30	10	30	20	198	276	1975	10	50	1792	210
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	30	10	30	20	198	276	1975	10	50	1792	210
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	20	30	10	30	20	198	276	1975	10	50	1792	210
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	0.97	0.95	0.92	0.98	0.95
Lanes:	1.00	0.75	0.25	1.00	0.09	0.91	1.00	1.99	0.01	1.00	1.78	0.22
Final Sat.:	1750	1350	450	1750	165	1635	1750	3681	19	1750	3312	388
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.02	0.02	0.12	0.12	0.16	0.54	0.54	0.03	0.54	0.54
Crit Moves:	****											
Green Time:	10.3	10.3	10.3	10.3	10.3	10.3	13.5	51.2	51.2	8.5	46.2	46.2
Volume/Cap:	0.09	0.17	0.17	0.13	0.93	0.93	0.93	0.83	0.83	0.27	0.93	0.93
Delay/Veh:	30.3	30.9	30.9	30.6	72.7	72.7	65.4	13.1	13.1	33.2	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:	30.3	30.9	30.9	30.6	72.7	72.7	65.4	13.1	13.1	33.2	22.3	22.3
LOS by Move:	C	C	C	C	E	E	E	B	B	C-	C+	C+
HCM2kAvgQ:	1	1	1	1	9	9	8	19	19	1	23	23
Note: Queue reported is the number of cars per lane.												

Tasman East Focus Area Plan
SJ16-1669
Cumulative PM

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

Intersection #28: Vista Monta / Tasman Drive

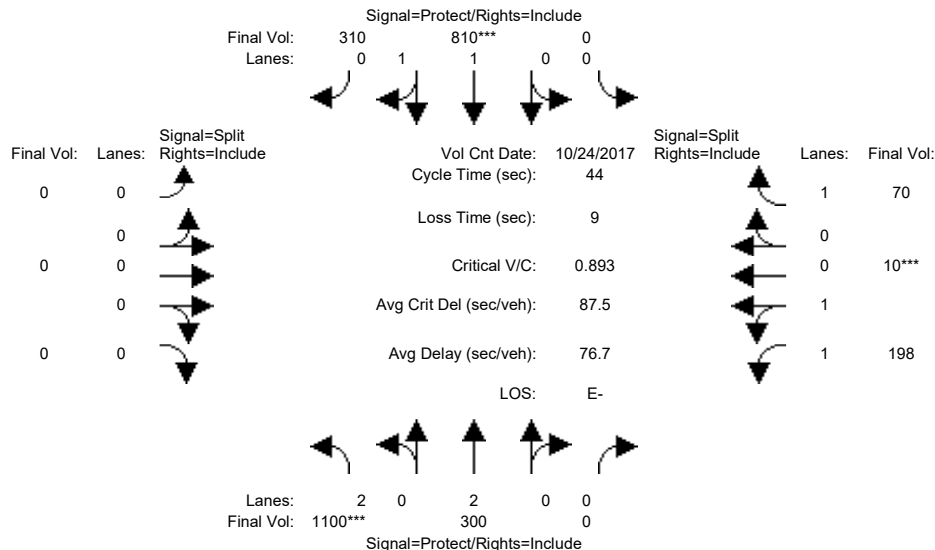


Street Name:	Vista Montana						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	24 Oct 2017 << 05:00:00 PM											
Base Vol:	20	30	10	30	20	350	330	2010	10	50	1890	210
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	30	10	30	20	350	330	2010	10	50	1890	210
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	30	10	30	20	350	330	2010	10	50	1890	210
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	30	10	30	20	350	330	2010	10	50	1890	210
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	30	10	30	20	350	330	2010	10	50	1890	210
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	20	30	10	30	20	350	330	2010	10	50	1890	210
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	0.97	0.95	0.92	0.98	0.95
Lanes:	1.00	0.75	0.25	1.00	0.05	0.95	1.00	1.99	0.01	1.00	1.79	0.21
Final Sat.:	1750	1350	450	1750	97	1703	1750	3682	18	1750	3330	370
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.02	0.02	0.21	0.21	0.19	0.55	0.55	0.03	0.57	0.57
Crit Moves:	*****											
Green Time:	15.0	15.0	15.0	15.0	15.0	15.0	13.7	47.4	47.4	7.7	41.3	41.3
Volume/Cap:	0.06	0.12	0.12	0.09	1.09	1.09	1.09	0.91	0.91	0.29	1.09	1.09
Delay/Veh:	26.3	26.7	26.7	26.5	106	105.5	109.0	20.1	20.1	34.1	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:	26.3	26.7	26.7	26.5	106	105.5	109.0	20.1	20.1	34.1	66.8	66.8
LOS by Move:	C	C	C	C	F	F	F	C+	C+	C-	E	E
HCM2kAvgQ:	0	1	1	1	18	18	13	23	23	1	36	36
Note: Queue reported is the number of cars per lane.												

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2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #29: 1st Street/WB 237

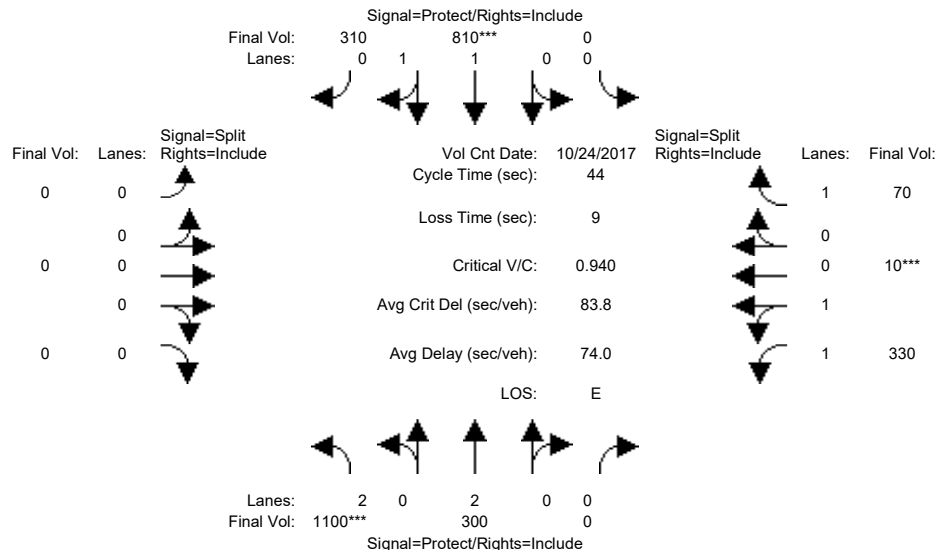


Street Name:			1st Street						WB SR 237								
Approach:			North Bound			South Bound			East Bound			West Bound					
Movement:			L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
			-----			-----			-----			-----					
Min. Green:			7	10	0		0	10	10		0	0	0		10	10	10
Y+R:			4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0
			-----			-----			-----			-----					
Volume Module: >>			Count	Date:	24 Oct 2017	<<	05:00:00	PM									
Base Vol:			1100	300	0		0	810	310		0	0	0		330	10	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:			1100	300	0		0	810	310		0	0	0		330	10	70
Added Vol:			0	0	0		0	0	0		0	0	0		-132	0	0
PasserByVol:			0	0	0		0	0	0		0	0	0		0	0	0
Initial Fut:			1100	300	0		0	810	310		0	0	0		198	10	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:			1100	300	0		0	810	310		0	0	0		198	10	70
Reduct Vol:			0	0	0		0	0	0		0	0	0		0	0	0
Reduced Vol:			1100	300	0		0	810	310		0	0	0		198	10	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:			1100	300	0		0	810	310		0	0	0		198	10	70
			-----			-----			-----			-----					
Saturation Flow Module:																	
Sat/Lane:			1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900
Adjustment:			0.83	1.00	0.92		0.92	0.98	0.95		0.92	1.00	0.92		0.93	0.95	0.92
Lanes:			2.00	2.00	0.00		0.00	1.43	0.57		0.00	0.00	0.00		1.91	0.09	1.00
Final Sat.:			3150	3800	0		0	2675	1024		0	0	0		3379	171	1750
			-----			-----			-----			-----					
Capacity Analysis Module:																	
Vol/Sat:			0.35	0.08	0.00		0.00	0.30	0.30		0.00	0.00	0.00		0.06	0.06	0.04
Crit Moves:			****				****								****		
Green Time:			13.4	25.0	0.0		0.0	11.6	11.6		0.0	0.0	0.0		10.0	10.0	10.0
Volume/Cap:			1.15	0.14	0.00		0.00	1.15	1.15		0.00	0.00	0.00		0.26	0.26	0.18
Delay/Veh:			94.0	4.5	0.0		0.0	94.7	94.7		0.0	0.0	0.0		14.1	14.1	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:			94.0	4.5	0.0		0.0	94.7	94.7		0.0	0.0	0.0		14.1	14.1	13.9
LOS by Move:			F	A	A		A	F	F		A	A	A		B	B	B
HCM2kAvgQ:			19	1	0		0	21	21		0	0	0		1	1	1
Note: Queue reported is the number of cars per lane.																	

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Cumulative PM

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Cumulative PM Plus Project

Intersection #29: 1st Street/WB 237

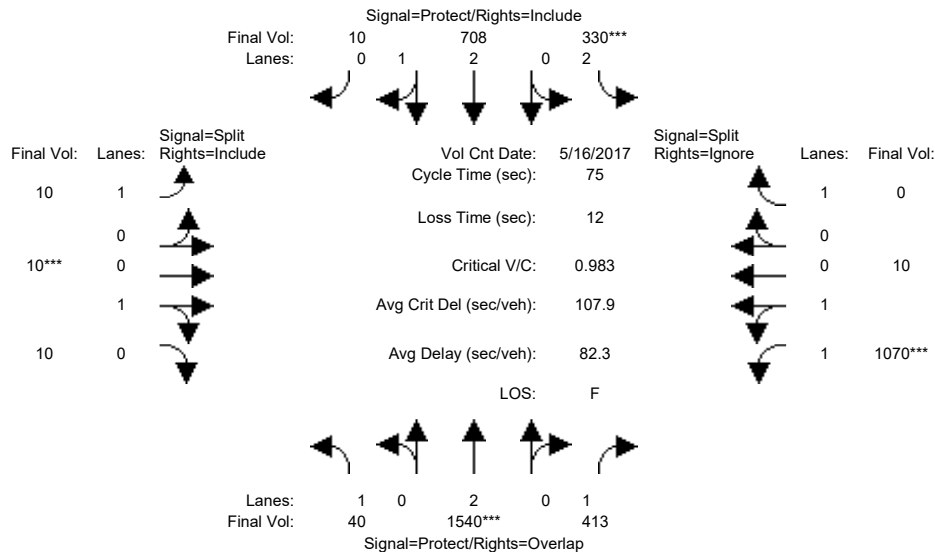


Street Name:	1st Street						WB SR 237								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Min. Green:	7	10	0		0	10	10	0	0	0	10	10	10		
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		
Volume Module: >> Count Date: 24 Oct 2017 << 05:00:00 PM															
Base Vol:	1100	300	0		0	810	310	0	0	0	330	10	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:	1100	300	0		0	810	310	0	0	0	330	10	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:	1100	300	0		0	810	310	0	0	0	330	10	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:	1100	300	0		0	810	310	0	0	0	330	10	70		
Reduct Vol:	0	0	0		0	0	0	0	0	0	0	0	0		
Reduced Vol:	1100	300	0		0	810	310	0	0	0	330	10	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:	1100	300	0		0	810	310	0	0	0	330	10	70		
Saturation Flow Module:															
Sat/Lane:	1900	1900	1900		1900	1900	1900	1900	1900	1900	1900	1900	1900		
Adjustment:	0.83	1.00	0.92		0.92	0.98	0.95	0.92	1.00	0.92	0.93	0.95	0.92		
Lanes:	2.00	2.00	0.00		0.00	1.43	0.57	0.00	0.00	0.00	1.94	0.06	1.00		
Final Sat.:	3150	3800	0		0	2675	1024	0	0	0	3446	104	1750		
Capacity Analysis Module:															
Vol/Sat:	0.35	0.08	0.00		0.00	0.30	0.30	0.00	0.00	0.00	0.10	0.10	0.04		
Crit Moves:	****				****						****				
Green Time:	13.4	25.0	0.0		0.0	11.6	11.6	0.0	0.0	0.0	10.0	10.0	10.0		
Volume/Cap:	1.15	0.14	0.00		0.00	1.15	1.15	0.00	0.00	0.00	0.42	0.42	0.18		
Delay/Veh:	94.0	4.5	0.0		0.0	94.7	94.7	0.0	0.0	0.0	14.9	14.9	13.9		
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
AdjDel/Veh:	94.0	4.5	0.0		0.0	94.7	94.7	0.0	0.0	0.0	14.9	14.9	13.9		
LOS by Move:	F	A	A		A	F	F	A	A	A	B	B	B		
HCM2kAvgQ:	19	1	0		0	21	21	0	0	0	3	3	1		
Note: Queue reported is the number of cars per lane.															

Tasman East Focus Area Plan
SJ16-1669
Cumulative PM

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

Intersection #30: 1st Street/EB 237

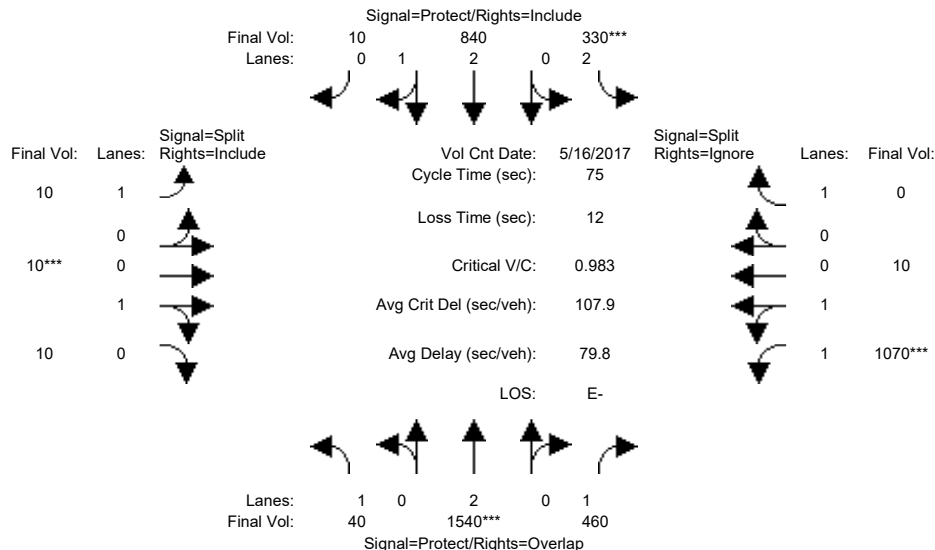


Street Name:	1st Street						EB SR 237								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Min. Green:	7	10	10			7	10	10			10	10	10	10	
Y+R:	4.0	4.0	4.0			4.0	4.0	4.0			4.0	4.0	4.0	4.0	
Volume Module: >> Count	Date: 16 May 2017 << 05:00:00 PM														
Base Vol:	40	1540	460			330	840	10		10	10	10	1070	10	40
Growth Adj:	1.00	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	1540	460			330	840	10		10	10	10	1070	10	40
Added Vol:	0	0	-47			0	-132	0		0	0	0	0	0	0
PasserByVol:	0	0	0			0	0	0		0	0	0	0	0	0
Initial Fut:	40	1540	413			330	708	10		10	10	10	1070	10	40
User Adj:	1.00	1.00	1.00			1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00			1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	40	1540	413			330	708	10		10	10	10	1070	10	0
Reduct Vol:	0	0	0			0	0	0		0	0	0	0	0	0
Reduced Vol:	40	1540	413			330	708	10		10	10	10	1070	10	0
PCE Adj:	1.00	1.00	1.00			1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00			1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	40	1540	413			330	708	10		10	10	10	1070	10	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	0.98	0.95		0.92	0.95	0.95	0.93	0.95	0.92
Lanes:	1.00	2.00	1.00			2.00	2.96	0.04		1.00	0.50	0.50	1.98	0.02	1.00
Final Sat.:	1750	3800	1750			3150	5522	78		1750	900	900	3517	33	1750
Capacity Analysis Module:															
Vol/Sat:	0.02	0.41	0.24			0.10	0.13	0.13		0.01	0.01	0.01	0.30	0.30	0.00
Crit Moves:	****					****				****			****		
Green Time:	13.7	26.3	46.0			7.0	19.6	19.6		10.0	10.0	10.0	19.7	19.7	0.0
Volume/Cap:	0.13	1.16	0.38			1.12	0.49	0.49		0.04	0.08	0.08	1.16	1.16	0.00
Delay/Veh:	25.8	104	7.6			123.6	23.8	23.8		28.4	28.6	28.6	110.3	110	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:	25.8	104	7.6			123.6	23.8	23.8		28.4	28.6	28.6	110.3	110	0.0
LOS by Move:	C	F	A			F	C	C		C	C	C	F	F	A
HCM2kAvgQ:	1	31	5			7	4	4		0	0	0	27	27	0
Note: Queue reported is the number of cars per lane.															

Tasman East Focus Area Plan
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Cumulative PM

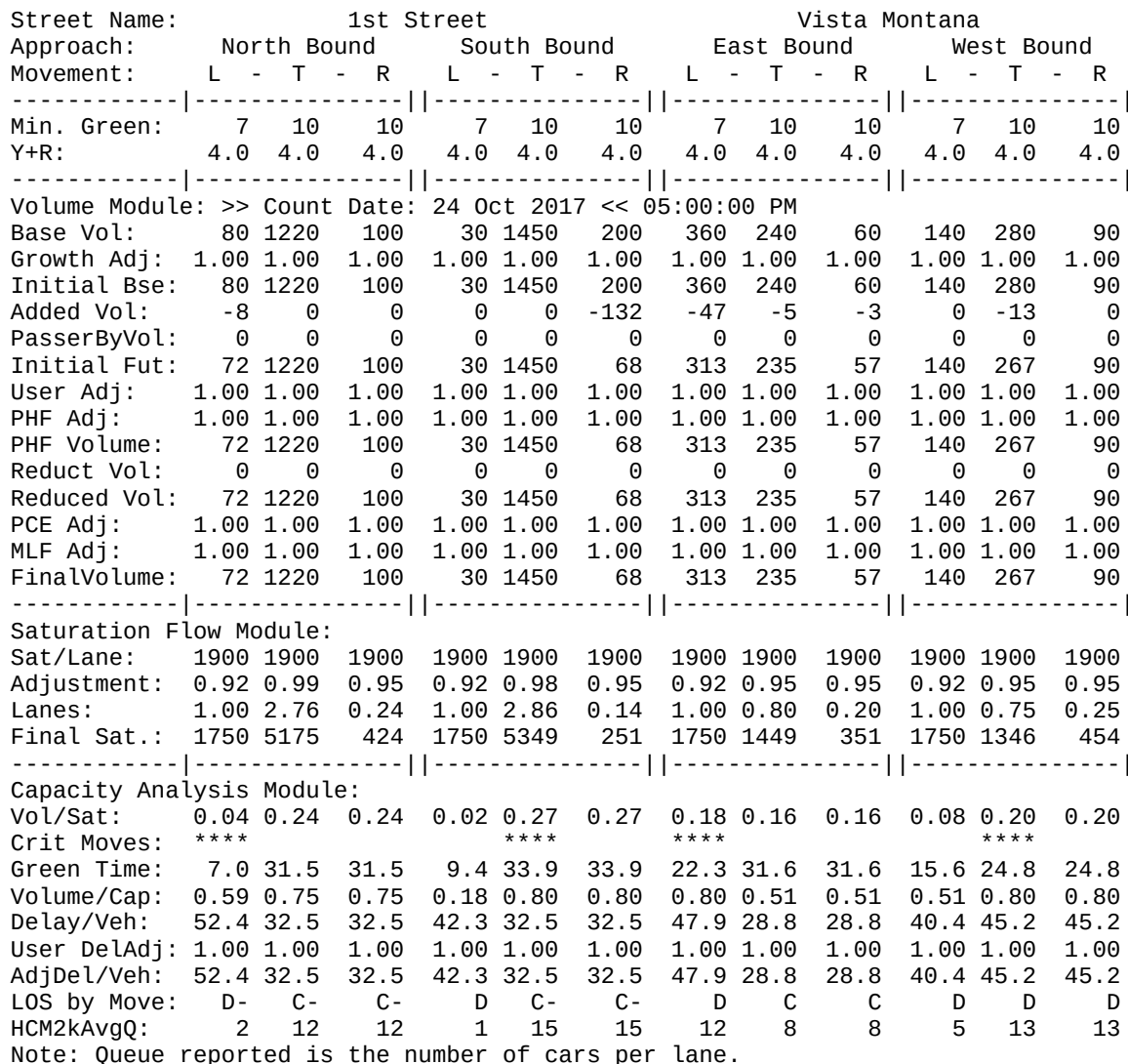
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM Plus Project

Intersection #30: 1st Street/EB 237



Street Name:	1st Street						EB SR 237								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Min. Green:	7	10	10			7	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	
Volume Module: >> Count Date: 16 May 2017 << 05:00:00 PM															
Base Vol:	40	1540	460			330	840	10		10	10	10	1070	10	40
Growth Adj:	1.00	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	1540	460			330	840	10		10	10	10	1070	10	40
Added Vol:	0	0	0			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	1540	460			330	840	10		10	10	10	1070	10	40
User Adj:	1.00	1.00	1.00			1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00			1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	40	1540	460			330	840	10		10	10	10	1070	10	0
Reduct Vol:	0	0	0			0	0	0		0	0	0	0	0	0
Reduced Vol:	40	1540	460			330	840	10		10	10	10	1070	10	0
PCE Adj:	1.00	1.00	1.00			1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00			1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	40	1540	460			330	840	10		10	10	10	1070	10	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	0.98	0.95		0.92	0.95	0.95	0.93	0.95	0.92
Lanes:	1.00	2.00	1.00			2.00	2.96	0.04		1.00	0.50	0.50	1.98	0.02	1.00
Final Sat.:	1750	3800	1750			3150	5534	66		1750	900	900	3517	33	1750
Capacity Analysis Module:															
Vol/Sat:	0.02	0.41	0.26			0.10	0.15	0.15		0.01	0.01	0.01	0.30	0.30	0.00
Crit Moves:	****					****				****			****		
Green Time:	12.7	26.3	46.0			7.0	20.6	20.6		10.0	10.0	10.0	19.7	19.7	0.0
Volume/Cap:	0.14	1.16	0.43			1.12	0.55	0.55		0.04	0.08	0.08	1.16	1.16	0.00
Delay/Veh:	26.7	104	7.9			123.6	23.7	23.7		28.4	28.6	28.6	110.3	110	0.0
User DelAdj:	1.00	1.00	1.00			1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.7	104	7.9			123.6	23.7	23.7		28.4	28.6	28.6	110.3	110	0.0
LOS by Move:	C	F	A			F	C	C		C	C	C	F	F	A
HCM2kAvgQ:	1	31	6			7	5	5		0	0	0	27	27	0
Note: Queue reported is the number of cars per lane.															

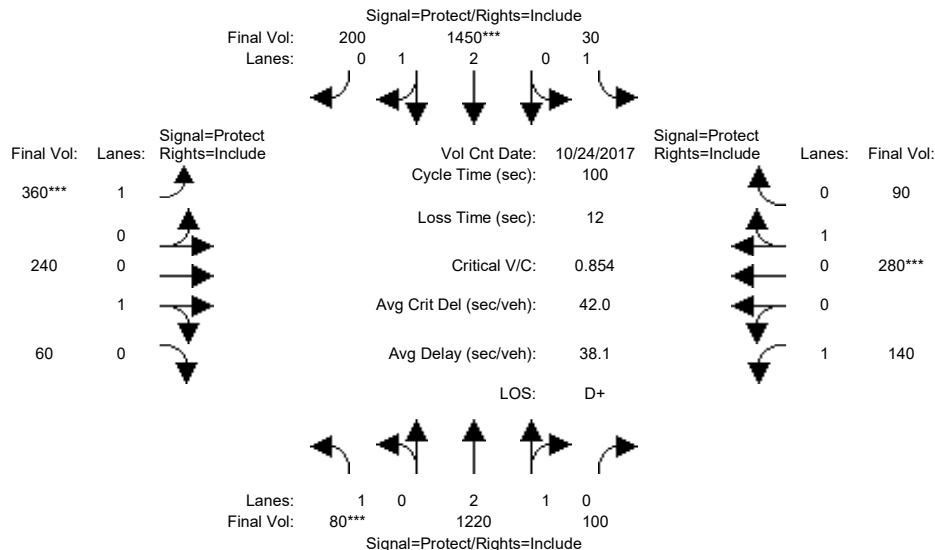
Intersection #31: 1st Street / Vista Montana



Tasman East Focus Area Plan
SJ16-1669
Cumulative PM

Level Of Service Computation Report
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Cumulative PM Plus Project

Intersection #31: 1st Street / Vista Montana

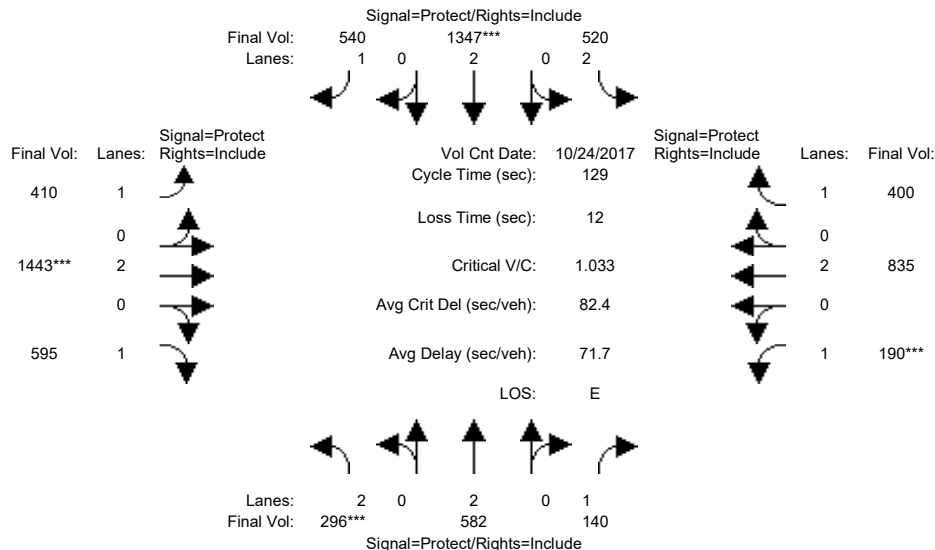


Street Name:	1st Street			Vista Montana		
Approach:	North Bound			South Bound		
Movement:	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 Oct 2017 << 05:00:00 PM						
Base Vol:	80	1220	100	30	1450	200
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	1220	100	30	1450	200
Added Vol:	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0
Initial Fut:	80	1220	100	30	1450	200
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	80	1220	100	30	1450	200
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	80	1220	100	30	1450	200
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	80	1220	100	30	1450	200
Saturation Flow Module:						
Sat/Lane:	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.99	0.95
Lanes:	1.00	2.76	0.24	1.00	2.62	0.38
Final Sat.:	1750	5175	424	1750	4920	679
Capacity Analysis Module:						
Vol/Sat:	0.05	0.24	0.24	0.02	0.29	0.29
Crit Moves:	****			****		
Green Time:	7.0	31.5	31.5	9.3	33.8	33.8
Volume/Cap:	0.65	0.75	0.75	0.18	0.87	0.87
Delay/Veh:	57.3	32.6	32.6	42.4	35.8	35.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.3	32.6	32.6	42.4	35.8	35.8
LOS by Move:	E+	C-	C-	D	D+	D+
HCM2kAvgQ:	3	12	12	1	17	17
Note: Queue reported is the number of cars per lane.						

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Cumulative PM

Intersection #32: 1st Street / Tasman Drive

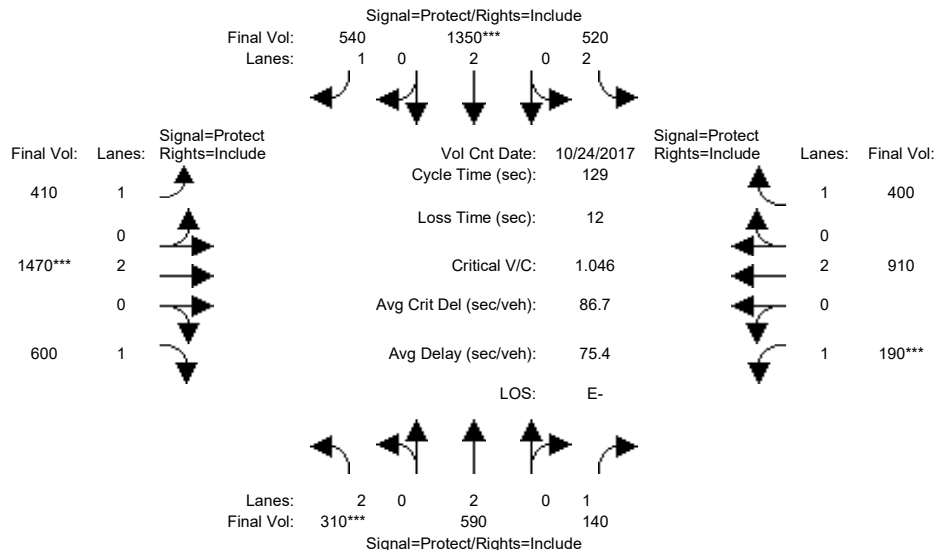


Street Name:	1st Street			Tasman Drive		
Approach:	North Bound			South Bound		
Movement:	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 Oct 2017 << 05:00:00 PM						
Base Vol:	310	590	140	520	1350	540
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	310	590	140	520	1350	540
Added Vol:	-14	-8	0	0	-3	0
PasserByVol:	0	0	0	0	0	0
Initial Fut:	296	582	140	520	1347	540
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	296	582	140	520	1347	540
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	296	582	140	520	1347	540
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	296	582	140	520	1347	540
Saturation Flow Module:						
Sat/Lane:	1900	1900	1900	1900	1900	1900
Adjustment:	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
Final Sat.:	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:						
Vol/Sat:	0.09	0.15	0.08	0.17	0.35	0.31
Crit Moves:	***			***		
Green Time:	11.7	27.0	27.0	29.1	44.3	44.3
Volume/Cap:	1.03	0.73	0.38	0.73	1.03	0.90
Delay/Veh:	120.5	51.2	44.5	50.3	76.1	56.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	120.5	51.2	44.5	50.3	76.1	56.7
LOS by Move:	F	D-	D	D	E-	E+
HCM2kAvgQ:	11	12	5	11	31	22
Note: Queue reported is the number of cars per lane.						

Tasman East Focus Area Plan
SJ16-1669
Cumulative PM

Level Of Service Computation Report
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Cumulative PM Plus Project

Intersection #32: 1st Street / Tasman Drive

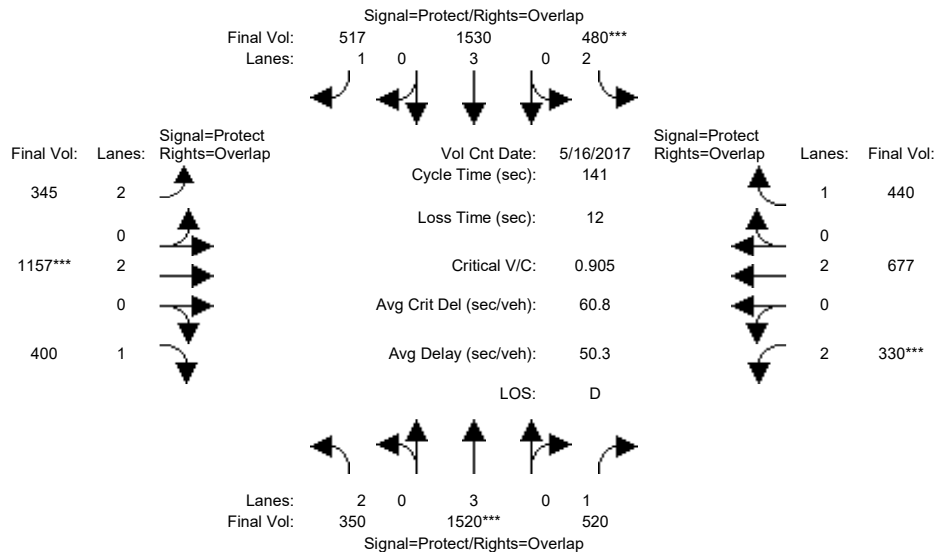


Street Name:	1st Street			Tasman Drive		
Approach:	North Bound			South Bound		
Movement:	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 Oct 2017 << 05:00:00 PM						
Base Vol:	310	590	140	520	1350	540
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	310	590	140	520	1350	540
Added Vol:	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0
Initial Fut:	310	590	140	520	1350	540
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	310	590	140	520	1350	540
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	310	590	140	520	1350	540
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	310	590	140	520	1350	540
Saturation Flow Module:						
Sat/Lane:	1900	1900	1900	1900	1900	1900
Adjustment:	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
Final Sat.:	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:						
Vol/Sat:	0.10	0.16	0.08	0.17	0.36	0.31
Crit Moves:	****			****		
Green Time:	12.1	27.1	27.1	28.8	43.8	43.8
Volume/Cap:	1.05	0.74	0.38	0.74	1.05	0.91
Delay/Veh:	123.4	51.3	44.4	50.7	80.7	58.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	123.4	51.3	44.4	50.7	80.7	58.7
LOS by Move:	F	D-	D	D	F	E+
HCM2kAvgQ:	12	12	5	11	31	22
Note: Queue reported is the number of cars per lane.						

Tasman East Focus Area Plan
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Cumulative PM

Level Of Service Computation Report
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Cumulative PM

Intersection #33: Zanker Road / Tasman Drive

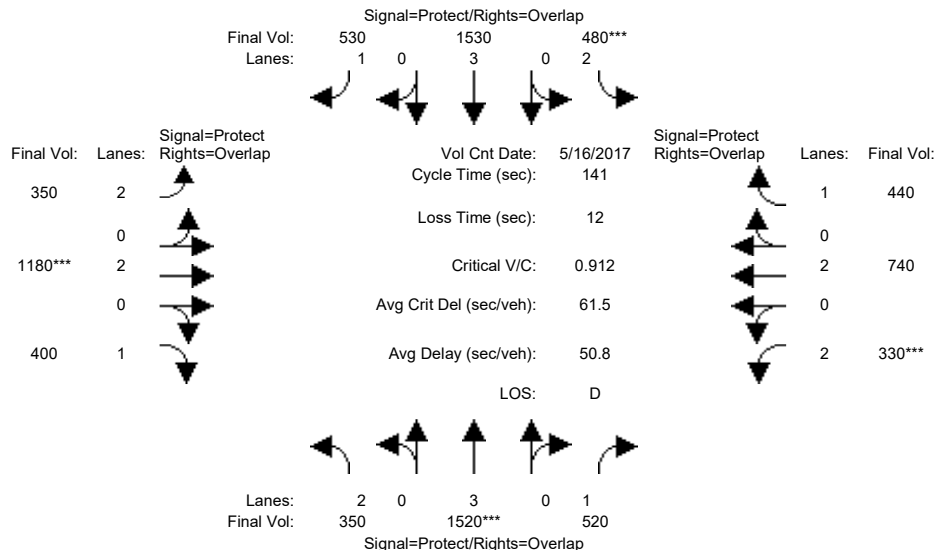


Street Name:	Zanker Road			Tasman Drive		
Approach:	North Bound			South Bound		
Movement:	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 16 May 2017 << 05:00:00 PM						
Base Vol:	350	1520	520	480	1530	530
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	350	1520	520	480	1530	530
Added Vol:	0	0	0	0	0	-13
PasserByVol:	0	0	0	0	0	0
Initial Fut:	350	1520	520	480	1530	517
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	350	1520	520	480	1530	517
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	350	1520	520	480	1530	517
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	350	1520	520	480	1530	517
Saturation Flow Module:						
Sat/Lane:	1900	1900	1900	1900	1900	1900
Adjustment:	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
Final Sat.:	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:						
Vol/Sat:	0.11	0.27	0.30	0.15	0.27	0.30
Crit Moves:	****	****	****	****	****	****
Green Time:	19.1	41.5	57.8	23.7	46.2	70.4
Volume/Cap:	0.82	0.91	0.72	0.91	0.82	0.59
Delay/Veh:	71.2	55.3	38.6	76.6	46.6	26.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	71.2	55.3	38.6	76.6	46.6	26.2
LOS by Move:	E	E+	D+	E-	D	C
HCM2kAvgQ:	11	24	21	16	22	17
Note: Queue reported is the number of cars per lane.						

Tasman East Focus Area Plan
SJ16-1669
Cumulative PM

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

Intersection #33: Zanker Road / Tasman Drive

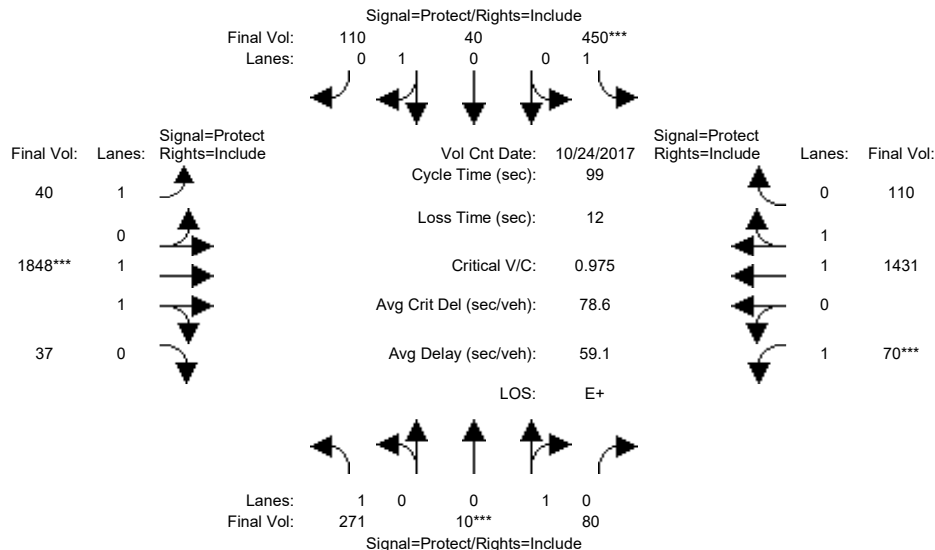


Street Name:	Zanker Road						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	16 May 2017 << 05:00:00 PM											
Base Vol:	350	1520	520	480	1530	530	350	1180	400	330	740	440
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	350	1520	520	480	1530	530	350	1180	400	330	740	440
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	350	1520	520	480	1530	530	350	1180	400	330	740	440
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	350	1520	520	480	1530	530	350	1180	400	330	740	440
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	350	1520	520	480	1530	530	350	1180	400	330	740	440
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	350	1520	520	480	1530	530	350	1180	400	330	740	440
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:	0.11	0.27	0.30	0.15	0.27	0.30	0.11	0.31	0.23	0.10	0.19	0.25
Crit Moves:	****			****			****			****		
Green Time:	19.0	41.2	57.4	23.6	45.8	69.1	23.3	48.0	67.0	16.2	40.9	64.4
Volume/Cap:	0.83	0.91	0.73	0.91	0.83	0.62	0.67	0.91	0.48	0.91	0.67	0.55
Delay/Veh:	71.9	56.1	39.1	77.9	47.1	27.6	58.7	54.4	25.6	88.2	45.8	28.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	71.9	56.1	39.1	77.9	47.1	27.6	58.7	54.4	25.6	88.2	45.8	28.6
LOS by Move:	E	E+	D	E-	D	C	E+	D-	C	F	D	C
HCM2kAvgQ:	11	25	21	16	22	18	8	23	12	12	15	15
Note: Queue reported is the number of cars per lane.												

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Intersection #34: Rio Robles/Tasman Drive

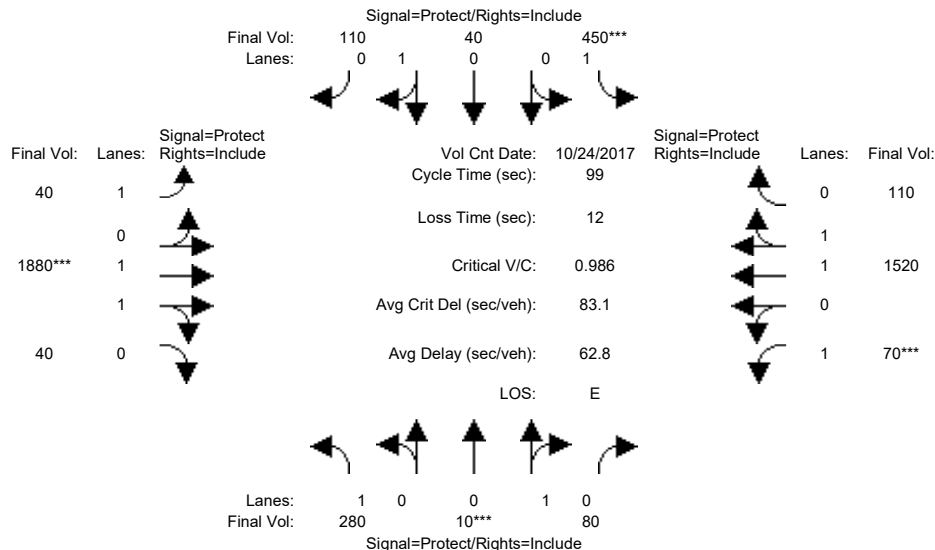


Street Name:	Rio Robles						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 Oct 2017 << 05:00:00 PM												
Base Vol:	280	10	80	450	40	110	40	1880	40	70	1520	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:	280	10	80	450	40	110	40	1880	40	70	1520	110
Added Vol:	-9	0	0	0	0	0	0	-32	-3	0	-89	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	271	10	80	450	40	110	40	1848	37	70	1431	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:	271	10	80	450	40	110	40	1848	37	70	1431	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	271	10	80	450	40	110	40	1848	37	70	1431	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
Final Volume:	271	10	80	450	40	110	40	1848	37	70	1431	110
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	0.97	0.95	0.92	0.98	0.95
Lanes:	1.00	0.11	0.89	1.00	0.27	0.73	1.00	1.96	0.04	1.00	1.85	0.15
Final Sat.:	1750	200	1600	1750	480	1320	1750	3627	73	1750	3436	264
Capacity Analysis Module:												
Vol/Sat:	0.15	0.05	0.05	0.26	0.08	0.08	0.02	0.51	0.51	0.04	0.42	0.42
Crit Moves:	****			****			****			****		
Green Time:	20.3	10.0	10.0	23.5	13.2	13.2	7.8	46.5	46.5	7.0	45.8	45.8
Volume/Cap:	0.76	0.50	0.50	1.08	0.62	0.62	0.29	1.08	1.08	0.57	0.90	0.90
Delay/Veh:	46.0	44.2	44.2	106.5	45.6	45.6	44.2	74.6	74.6	50.5	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:	46.0	44.2	44.2	106.5	45.6	45.6	44.2	74.6	74.6	50.5	31.5	31.5
LOS by Move:	D	D	D	F	D	D	D	E	E	D	C	C
HCM2kAvgQ:	8	3	3	24	6	6	1	39	39	2	21	21
Note: Queue reported is the number of cars per lane.												

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Intersection #34: Rio Robles/Tasman Drive

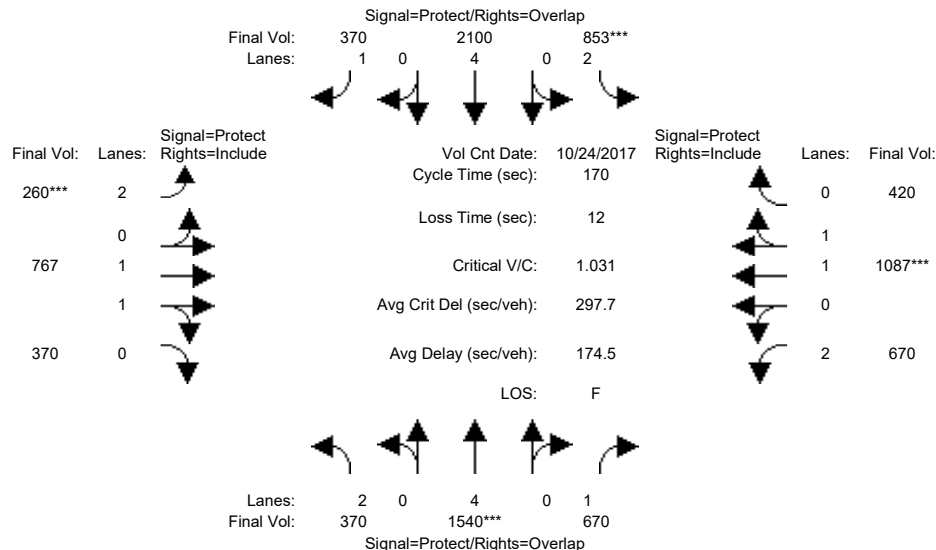


Street Name:	Rio Robles						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 Oct 2017 << 05:00:00 PM												
Base Vol:	280	10	80	450	40	110	40	1880	40	70	1520	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:	280	10	80	450	40	110	40	1880	40	70	1520	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:	280	10	80	450	40	110	40	1880	40	70	1520	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:	280	10	80	450	40	110	40	1880	40	70	1520	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	280	10	80	450	40	110	40	1880	40	70	1520	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
Final Volume:	280	10	80	450	40	110	40	1880	40	70	1520	110
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	0.97	0.95	0.92	0.98	0.95
Lanes:	1.00	0.11	0.89	1.00	0.27	0.73	1.00	1.96	0.04	1.00	1.86	0.14
Final Sat.:	1750	200	1600	1750	480	1320	1750	3623	77	1750	3450	250
Capacity Analysis Module:												
Vol/Sat:	0.16	0.05	0.05	0.26	0.08	0.08	0.02	0.52	0.52	0.04	0.44	0.44
Crit Moves:	****			****			****			****		
Green Time:	20.3	10.0	10.0	23.2	12.8	12.8	7.4	46.8	46.8	7.0	46.4	46.4
Volume/Cap:	0.78	0.50	0.50	1.10	0.64	0.64	0.30	1.10	1.10	0.57	0.94	0.94
Delay/Veh:	47.5	44.2	44.2	111.3	46.9	46.9	44.6	79.5	79.5	50.5	35.7	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:	47.5	44.2	44.2	111.3	46.9	46.9	44.6	79.5	79.5	50.5	35.7	35.7
LOS by Move:	D	D	D	F	D	D	D	E-	E-	D	D+	D+
HCM2kAvgQ:	8	3	3	24	6	6	1	40	40	2	23	23
Note: Queue reported is the number of cars per lane.												

Tasman East Focus Area Plan
SJ16-1669
Cumulative PM

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Cumulative PM

Intersection #35: Lawrence Expy/Tasman Dr (CMP)

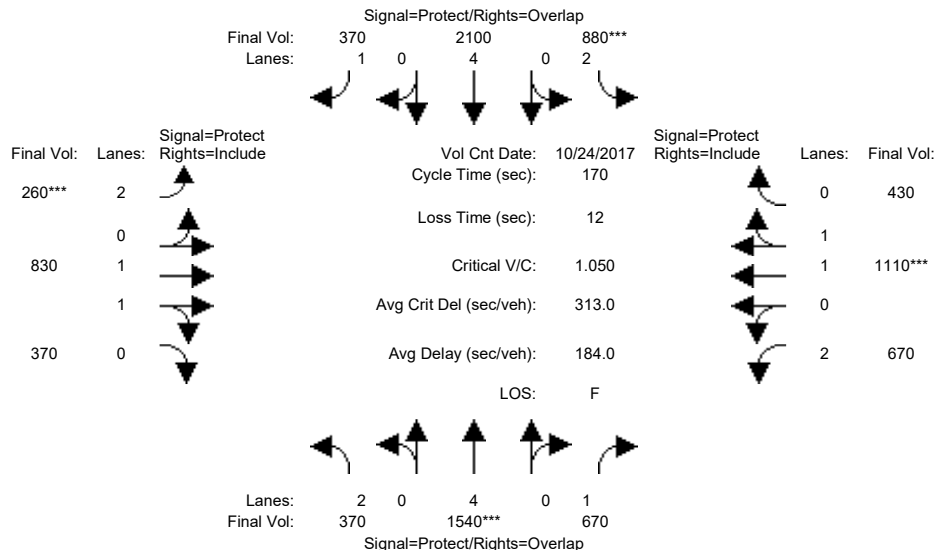


Street Name:	Lawrence Expy						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	23	57	57	23	57	57	48	50	50	40	41	41
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count	Date: 24 Oct 2017 << 05:00:00 PM											
Base Vol:	370	1540	670	880	2100	370	260	830	370	670	1110	430
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	370	1540	670	880	2100	370	260	830	370	670	1110	430
Added Vol:	0	0	0	-27	0	0	0	-63	0	0	-23	-10
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	370	1540	670	853	2100	370	260	767	370	670	1087	420
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	370	1540	670	853	2100	370	260	767	370	670	1087	420
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	370	1540	670	853	2100	370	260	767	370	670	1087	420
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	370	1540	670	853	2100	370	260	767	370	670	1087	420
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.99	0.95	0.83	0.98	0.95
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	1.33	0.67	2.00	1.43	0.57
Final Sat.:	3150	7600	1750	3150	7600	1750	3150	2495	1204	3150	2668	1031
Capacity Analysis Module:												
Vol/Sat:	0.12	0.20	0.38	0.27	0.28	0.21	0.08	0.31	0.31	0.21	0.41	0.41
Crit Moves:	****			****			****			****		
Green Time:	21.8	53.2	87.9	22.4	53.9	98.7	44.8	48.5	48.5	34.7	38.3	38.3
Volume/Cap:	0.92	0.65	0.74	2.05	0.87	0.36	0.31	1.08	1.08	1.04	1.81	1.81
Delay/Veh:	104.0	54.5	37.7	561.4	62.4	20.5	54.0	116	116.3	119.8	439	439.1
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:	104.0	54.5	37.7	561.4	62.4	20.5	54.0	116	116.3	119.8	439	439.1
LOS by Move:	F	D-	D+	F	E	C+	D-	F	F	F	F	F
HCM2kAvgQ:	15	18	31	61	30	11	7	41	41	23	83	83
Note: Queue reported is the number of cars per lane.												

Tasman East Focus Area Plan
SJ16-1669
Cumulative PM

Level Of Service Computation Report
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Cumulative PM Plus Project

Intersection #35: Lawrence Expy/Tasman Dr (CMP)

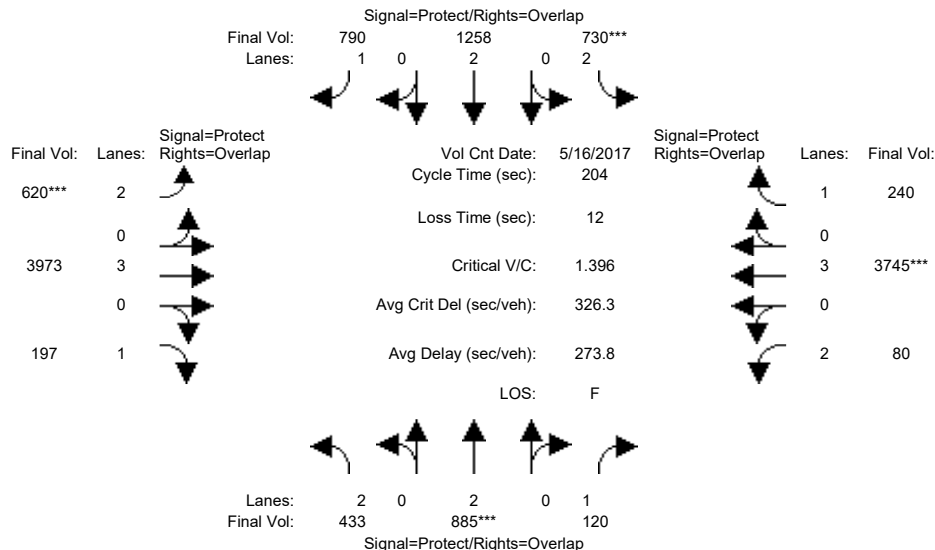


Street Name:	Lawrence Expy						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	23	57	57	23	57	57	48	50	50	40	41	41
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 Oct 2017 << 05:00:00 PM												
Base Vol:	370	1540	670	880	2100	370	260	830	370	670	1110	430
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	370	1540	670	880	2100	370	260	830	370	670	1110	430
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	370	1540	670	880	2100	370	260	830	370	670	1110	430
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	370	1540	670	880	2100	370	260	830	370	670	1110	430
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	370	1540	670	880	2100	370	260	830	370	670	1110	430
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	370	1540	670	880	2100	370	260	830	370	670	1110	430
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.99	0.95	0.83	0.98	0.95
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	1.37	0.63	2.00	1.43	0.57
Final Sat.:	3150	7600	1750	3150	7600	1750	3150	2558	1140	3150	2666	1033
Capacity Analysis Module:												
Vol/Sat:	0.12	0.20	0.38	0.28	0.28	0.21	0.08	0.32	0.32	0.21	0.42	0.42
Crit Moves:	****			****			****			****		
Green Time:	21.8	53.2	86.8	22.4	53.9	98.7	44.8	49.6	49.6	33.6	38.3	38.3
Volume/Cap:	0.92	0.65	0.75	2.12	0.87	0.36	0.31	1.11	1.11	1.08	1.85	1.85
Delay/Veh:	104.0	54.5	38.9	590.4	62.4	20.5	54.0	128	128.4	131.6	457	456.8
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:	104.0	54.5	38.9	590.4	62.4	20.5	54.0	128	128.4	131.6	457	456.8
LOS by Move:	F	D-	D+	F	E	C+	D-	F	F	F	F	F
HCM2kAvgQ:	15	18	32	64	30	11	7	45	45	25	85	85
Note: Queue reported is the number of cars per lane.												

Tasman East Focus Area Plan
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Cumulative PM

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Cumulative PM

Intersection #36: Montague Expy/North First Street (CMP)

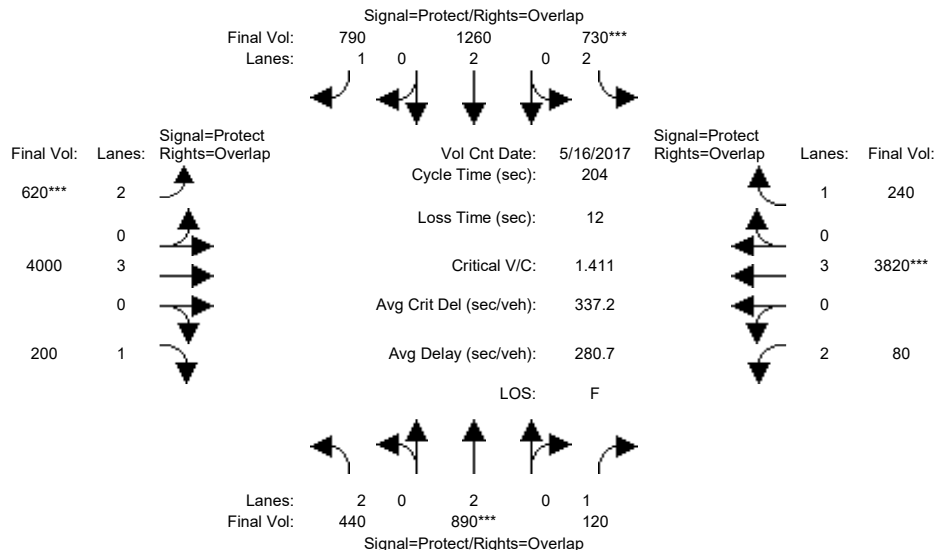


Street Name:	North First Street						Montague Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	31	53	53	37	58	58	33	97	97	17	81	81
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	16 May 2017 << 05:00:00 PM											
Base Vol:	440	890	120	730	1260	790	620	4000	200	80	3820	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:	440	890	120	730	1260	790	620	4000	200	80	3820	240
Added Vol:	-7	-5	0	0	-2	0	0	-27	-3	0	-75	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	433	885	120	730	1258	790	620	3973	197	80	3745	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:	433	885	120	730	1258	790	620	3973	197	80	3745	240
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	433	885	120	730	1258	790	620	3973	197	80	3745	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
Final Volume:	433	885	120	730	1258	790	620	3973	197	80	3745	240
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.14	0.23	0.07	0.23	0.33	0.45	0.20	0.70	0.11	0.03	0.66	0.14
Crit Moves:	****			****			****			****		
Green Time:	29.3	50.1	66.1	34.9	55.7	86.9	31.2	91.6	120.9	16.1	76.5	111.4
Volume/Cap:	0.96	0.95	0.21	1.35	1.21	1.06	1.29	1.55	0.19	0.32	1.75	0.25
Delay/Veh:	123.5	98.5	53.2	260.2	183	112.0	236.2	310	20.3	94.8	408	25.9
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:	123.5	98.5	53.2	260.2	183	112.0	236.2	310	20.3	94.8	408	25.9
LOS by Move:	F	F	D-	F	F	F	F	F	C+	F	F	C
HCM2kAvgQ:	21	32	6	44	56	65	34	140	6	3	144	9
Note: Queue reported is the number of cars per lane.												

Tasman East Focus Area Plan
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Intersection #36: Montague Expy/North First Street (CMP)

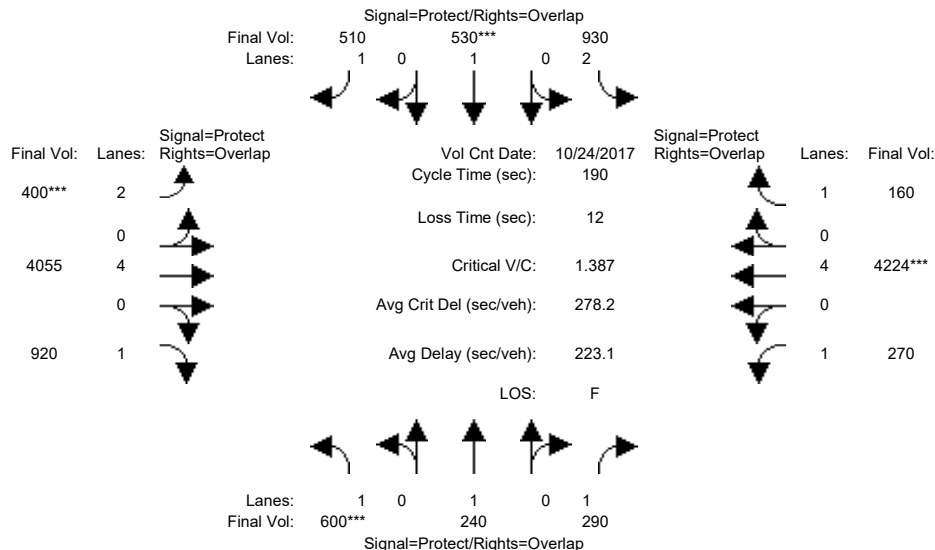


Street Name:	North First Street						Montague Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	31	53	53	37	58	58	33	97	97	17	81	81
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	16 May 2017 << 05:00:00 PM											
Base Vol:	440	890	120	730	1260	790	620	4000	200	80	3820	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:	440	890	120	730	1260	790	620	4000	200	80	3820	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:	440	890	120	730	1260	790	620	4000	200	80	3820	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:	440	890	120	730	1260	790	620	4000	200	80	3820	240
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	440	890	120	730	1260	790	620	4000	200	80	3820	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
Final Volume:	440	890	120	730	1260	790	620	4000	200	80	3820	240
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.14	0.23	0.07	0.23	0.33	0.45	0.20	0.70	0.11	0.03	0.67	0.14
Crit Moves:	****			****			****			****		
Green Time:	29.3	50.1	66.1	34.9	55.7	86.9	31.2	91.6	120.9	16.1	76.5	111.4
Volume/Cap:	0.97	0.95	0.21	1.35	1.21	1.06	1.29	1.56	0.19	0.32	1.79	0.25
Delay/Veh:	127.4	99.6	53.2	260.2	184	112.0	236.2	315	20.3	94.8	424	25.9
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:	127.4	99.6	53.2	260.2	184	112.0	236.2	315	20.3	94.8	424	25.9
LOS by Move:	F	F	D-	F	F	F	F	F	C+	F	F	C
HCM2kAvgQ:	21	33	6	44	56	65	34	142	6	3	149	9
Note: Queue reported is the number of cars per lane.												

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Intersection #37: Montague Expy/Mission College Blvd (CMP)

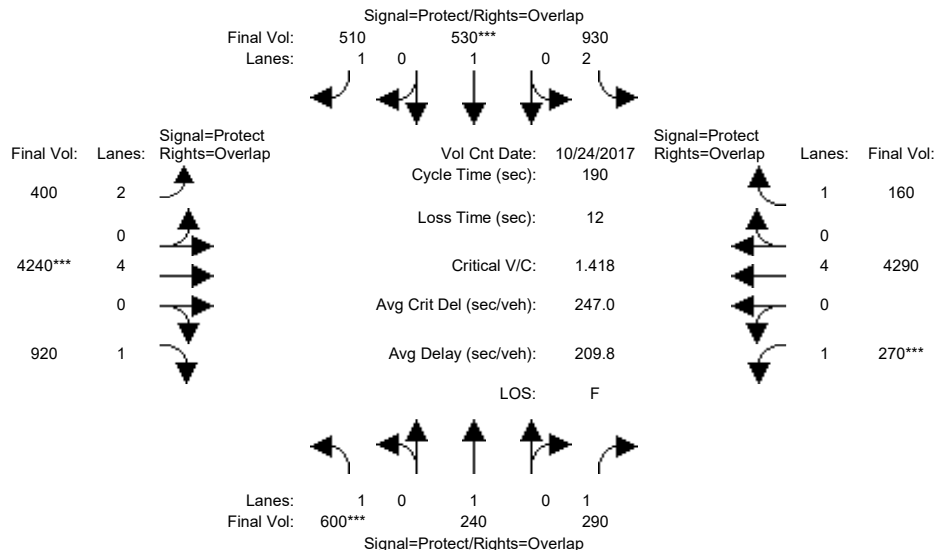


Street Name:	Mission College Blvd						Montague Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	18	42	42	24	48	48	31	102	102	21	93	93
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count	Date: 24 Oct 2017 << 05:00:00 PM											
Base Vol:	600	240	290	930	530	510	400	4240	920	270	4290	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:	600	240	290	930	530	510	400	4240	920	270	4290	160
Added Vol:	0	0	0	0	0	0	0	-185	0	0	-66	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	600	240	290	930	530	510	400	4055	920	270	4224	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:	600	240	290	930	530	510	400	4055	920	270	4224	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	600	240	290	930	530	510	400	4055	920	270	4224	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
Final Volume:	600	240	290	930	530	510	400	4055	920	270	4224	160
Saturation 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:	0.34	0.13	0.17	0.30	0.28	0.29	0.13	0.53	0.53	0.15	0.56	0.09
Crit Moves:	***				***		***				***	
Green Time:	16.9	39.5	65.7	22.6	45.1	74.3	29.2	90.5	107.4	26.2	87.5	110.0
Volume/Cap:	3.85	0.61	0.48	2.48	1.17	0.75	0.83	1.12	0.93	1.12	1.21	0.16
Delay/Veh:	1389	75.3	52.4	765.2	176	57.3	94.2	111	54.9	181.3	151	19.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	1389	75.3	52.4	765.2	176	57.3	94.2	111	54.9	181.3	151	19.8
LOS by Move:	F	E-	D-	F	F	E+	F	F	D-	F	F	B-
HCM2kAvgQ:	98	14	15	75	44	29	16	77	59	21	84	5
Note: Queue reported is the number of cars per lane.												

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Cumulative PM

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Intersection #37: Montague Expy/Mission College Blvd (CMP)

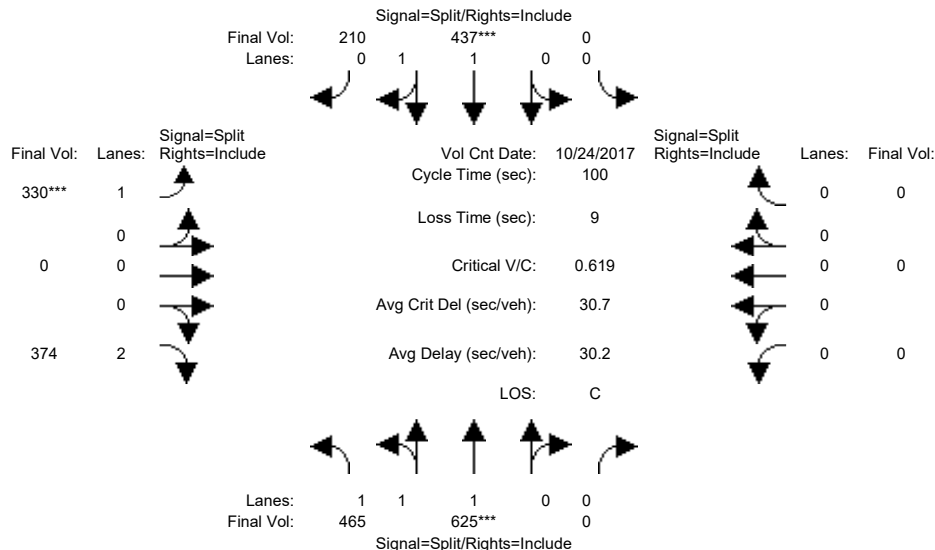


Street Name:	Mission College Blvd						Montague Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	18	42	42	24	48	48	31	102	102	21	93	93
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count	Date: 24 Oct 2017 << 05:00:00 PM											
Base Vol:	600	240	290	930	530	510	400	4240	920	270	4290	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:	600	240	290	930	530	510	400	4240	920	270	4290	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:	600	240	290	930	530	510	400	4240	920	270	4290	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:	600	240	290	930	530	510	400	4240	920	270	4290	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	600	240	290	930	530	510	400	4240	920	270	4290	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
Final Volume:	600	240	290	930	530	510	400	4240	920	270	4290	160
Saturation 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:	0.34	0.13	0.17	0.30	0.28	0.29	0.13	0.56	0.53	0.15	0.56	0.09
Crit Moves:	****				****			****			****	
Green Time:	17.9	39.5	59.3	23.5	45.1	69.9	24.7	95.9	113.8	19.8	91.0	114.5
Volume/Cap:	3.65	0.61	0.53	2.39	1.17	0.79	0.98	1.10	0.88	1.48	1.18	0.15
Delay/Veh:	1297	75.3	58.3	719.8	176	63.6	125.4	102	42.8	335.3	136	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:	1297	75.3	58.3	719.8	176	63.6	125.4	102	42.8	335.3	136	17.6
LOS by Move:	F	E-	E+	F	F	E	F	F	D	F	F	B
HCM2kAvgQ:	97	14	16	74	44	31	19	79	53	29	82	4
Note: Queue reported is the number of cars per lane.												

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Cumulative PM

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Cumulative PM

Intersection #38: Gold Street/Gold Street Connector

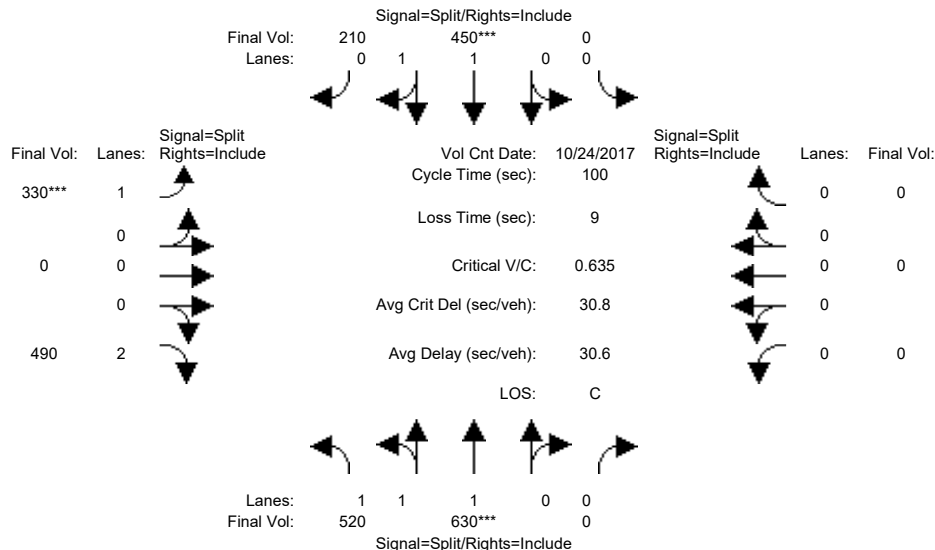


Street Name:		Gold Street						Gold Street Connector									
Approach:		North Bound			South Bound			East Bound			West Bound						
Movement:		L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	
-----		-----			-----			-----			-----			-----			
Min. Green:		10		10		0	0		10		10	0		0		0	
Y+R:		4.0		4.0		4.0	4.0		4.0		4.0	4.0		4.0		4.0	
-----		-----			-----			-----			-----			-----			
Volume Module: >>		Count	Date:		24	Oct	2017	<<	05:00:00		PM						
Base Vol:		520		630		0	0		450		210	330		0		490	
Growth Adj:		1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	
Initial Bse:		520		630		0	0		450		210	330		0		490	
Added Vol:		-55		-5		0	0		-13		0	0		0		-116	
PasserByVol:		0		0		0	0		0		0	0		0		0	
Initial Fut:		465		625		0	0		437		210	330		0		374	
User Adj:		1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	
PHF Adj:		1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	
PHF Volume:		465		625		0	0		437		210	330		0		374	
Reduct Vol:		0		0		0	0		0		0	0		0		0	
Reduced Vol:		465		625		0	0		437		210	330		0		374	
PCE Adj:		1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	
MLF Adj:		1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	
FinalVolume:		465		625		0	0		437		210	330		0		374	
-----		-----			-----			-----			-----			-----			
Saturation Flow Module:																	
Sat/Lane:		1900		1900		1900	1900		1900		1900	1900		1900		1900	
Adjustment:		0.93		0.98		0.92	0.92		0.99		0.95	0.92		1.00		0.83	
Lanes:		1.32		1.68		0.00	0.00		1.33		0.67	1.00		0.00		2.00	
Final Sat.:		2323		3123		0	0		2498		1200	1750		0		3150	
-----		-----			-----			-----			-----			-----			
Capacity Analysis Module:																	
Vol/Sat:		0.20		0.20		0.00	0.00		0.17		0.17	0.19		0.00		0.12	
Crit Moves:		****			****			****			****			****			
Green Time:		32.3		32.3		0.0	0.0		28.2		28.2	30.4		0.0		30.4	
Volume/Cap:		0.62		0.62		0.00	0.00		0.62		0.62	0.62		0.00		0.39	
Delay/Veh:		29.3		29.3		0.0	0.0		32.3		32.3	32.0		0.0		27.7	
User DelAdj:		1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	
AdjDel/Veh:		29.3		29.3		0.0	0.0		32.3		32.3	32.0		0.0		27.7	
LOS by Move:		C		C		A	A		C-		C-	C-		A		C	
HCM2kAvgQ:		10		10		0	0		10		10	9		0		5	
Note: Queue reported is the number of cars per lane.																	

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Cumulative PM

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Cumulative PM Plus Project

Intersection #38: Gold Street/Gold Street Connector



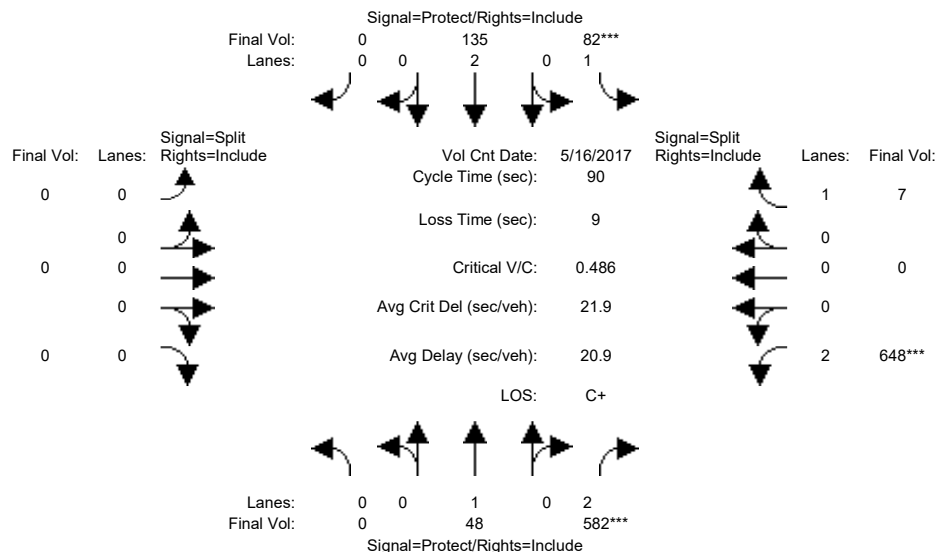
Street Name:	Gold Street						Gold Street Connector					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 Oct 2017 << 05:00:00 PM												
Base Vol:	520	630	0	0	450	210	330	0	490	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:	520	630	0	0	450	210	330	0	490	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:	520	630	0	0	450	210	330	0	490	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	520	630	0	0	450	210	330	0	490	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	520	630	0	0	450	210	330	0	490	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	520	630	0	0	450	210	330	0	490	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.92	0.92	0.99	0.95	0.92	1.00	0.83	0.92	1.00	0.92
Lanes:	1.40	1.60	0.00	0.00	1.35	0.65	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	2463	2984	0	0	2522	1177	1750	0	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.21	0.21	0.00	0.00	0.18	0.18	0.19	0.00	0.16	0.00	0.00	0.00
Crit Moves:	****	****		****	****		****					
Green Time:	33.2	33.2	0.0	0.0	28.1	28.1	29.7	0.0	29.7	0.0	0.0	0.0
Volume/Cap:	0.64	0.64	0.00	0.00	0.64	0.64	0.64	0.00	0.52	0.00	0.00	0.00
Delay/Veh:	29.0	29.0	0.0	0.0	32.8	32.8	33.1	0.0	29.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.0	29.0	0.0	0.0	32.8	32.8	33.1	0.0	29.8	0.0	0.0	0.0
LOS by Move:	C	C	A	A	C-	C-	C-	A	C	A	A	A
HCM2kAvgQ:	10	10	0	0	10	10	10	0	7	0	0	0

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

Tasman East Focus Area Plan
SJ16-1669
Cumulative PM

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

Intersection #39: Gold Street Connector/Great America Pkwy



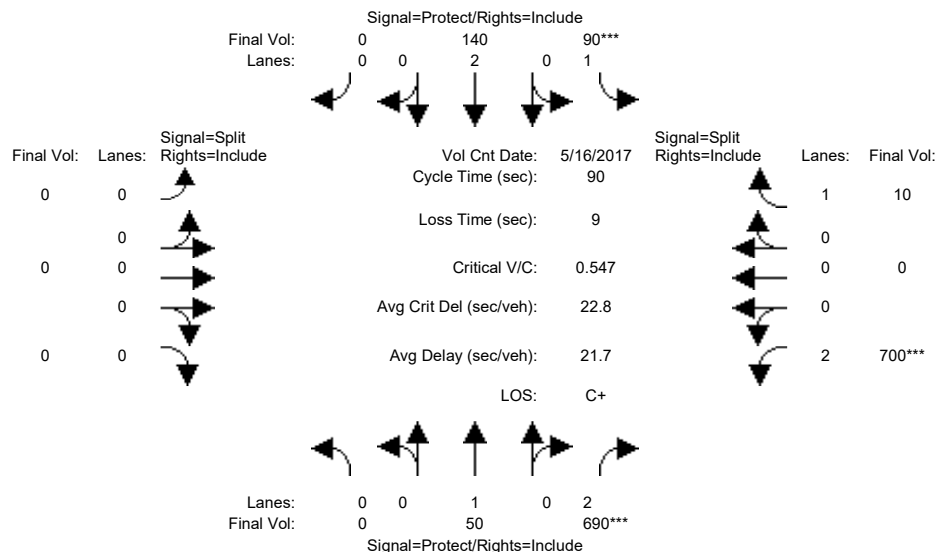
Street Name:	Great America Pkwy						Gold Street Connector					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	7	10	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 16 May 2017 << 05:00:00 PM												
Base Vol:	0	50	690	90	140	0	0	0	0	700	0	10
Growth Adj:	1.00	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	50	690	90	140	0	0	0	0	700	0	10
Added Vol:	0	-2	-108	-8	-5	0	0	0	0	-52	0	-3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	48	582	82	135	0	0	0	0	648	0	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:	0	48	582	82	135	0	0	0	0	648	0	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	48	582	82	135	0	0	0	0	648	0	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
Final Volume:	0	48	582	82	135	0	0	0	0	648	0	7
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	1.00	2.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	1900	3150	1750	3800	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.03	0.18	0.05	0.04	0.00	0.00	0.00	0.00	0.21	0.00	0.00
Crit Moves:	****			****			****			****		
Green Time:	0.0	33.6	33.6	10.0	43.6	0.0	0.0	0.0	0.0	37.4	0.0	37.4
Volume/Cap:	0.00	0.07	0.49	0.42	0.07	0.00	0.00	0.00	0.00	0.49	0.00	0.01
Delay/Veh:	0.0	18.2	22.0	38.8	12.4	0.0	0.0	0.0	0.0	19.6	0.0	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:	0.0	18.2	22.0	38.8	12.4	0.0	0.0	0.0	0.0	19.6	0.0	15.4
LOS by Move:	A	B-	C+	D+	B	A	A	A	A	B-	A	B
HCM2kAvgQ:	0	1	7	3	1	0	0	0	0	8	0	0

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

Tasman East Focus Area Plan
SJ16-1669
Cumulative PM

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

Intersection #39: Gold Street Connector/Great America Pkwy



Street Name:	Great America Pkwy						Gold Street Connector					
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	7	10	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	16 May 2017 << 05:00:00 PM											
Base Vol:	0	50	690	90	140	0	0	0	0	700	0	10
Growth Adj:	1.00	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	50	690	90	140	0	0	0	0	700	0	10
Added Vol:	0	0	0	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	50	690	90	140	0	0	0	0	700	0	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	50	690	90	140	0	0	0	0	700	0	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	50	690	90	140	0	0	0	0	700	0	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	50	690	90	140	0	0	0	0	700	0	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	1.00	2.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	1900	3150	1750	3800	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.03	0.22	0.05	0.04	0.00	0.00	0.00	0.00	0.22	0.00	0.01
Crit Moves:	****			****			****			****		
Green Time:	0.0	35.2	35.2	10.0	45.2	0.0	0.0	0.0	0.0	35.8	0.0	35.8
Volume/Cap:	0.00	0.07	0.56	0.46	0.07	0.00	0.00	0.00	0.00	0.56	0.00	0.01
Delay/Veh:	0.0	17.1	21.9	39.2	11.6	0.0	0.0	0.0	0.0	21.6	0.0	16.4
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	17.1	21.9	39.2	11.6	0.0	0.0	0.0	0.0	21.6	0.0	16.4
LOS by Move:	A	B	C+	D	B+	A	A	A	A	C+	A	B
HCM2kAvgQ:	0	1	9	3	1	0	0	0	0	9	0	0
Note: Queue reported is the number of cars per lane.												

Freeway Segment	Segment Length	Peak Hour ¹	Existing								Existing With Project									
			Lanes ²		Density		LOS		Capacity ³		Density		v/c ⁴ > 1.0?		Project Trips		v/c % Increase		Project Impact ⁵	
			Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
US 101 - Northbound																				
Old Bayshore Hwy. to N. First St.	0.49 AM	3	1	122	108	F	F	6900	1650	122	108	NO	NO	5	0	0.07%	0.00%	NO	NO	
Old Bayshore Hwy. to N. First St.	0.49 PM	3	1	17	8	B	A	6900	1650	17	8	NO	NO	44	0	0.64%	0.00%	NO	NO	
N. First St. to Guadalupe Pkwy.	0.64 AM	3	1	108	110	F	F	6900	1650	108	110	NO	NO	7	0	0.10%	0.00%	NO	NO	
N. First St. to Guadalupe Pkwy.	0.64 PM	3	1	14	9	B	A	6900	1650	14	9	NO	NO	63	0	0.91%	0.00%	NO	NO	
Guadalupe Pkwy. to De La Cruz Blvd.	0.77 AM	3	1	127	107	F	F	6900	1650	128	108	NO	NO	10	0	0.14%	0.00%	NO	NO	
Guadalupe Pkwy. to De La Cruz Blvd.	0.77 PM	3	1	19	9	C	A	6900	1650	19	9	YES	NO	90	0	1.30%	0.00%	NO	NO	
De La Cruz Blvd. to Montague Expwy. / Santa Tomas Expwy.	1.28 AM	3	1	76	71	F	F	6900	1650	76	71	NO	NO	14	0	0.20%	0.00%	NO	NO	
De La Cruz Blvd. to Montague Expwy. / Santa Tomas Expwy.	1.28 PM	3	1	24	11	C	A	6900	1650	25	11	YES	NO	128	0	1.86%	0.00%	NO	NO	
Montague Expwy. / Santa Tomas Expwy. to Bower Av. / Great America Pkwy.	0.75 AM	3	1	97	86	F	F	6900	1650	99	87	NO	NO	65	12	0.94%	0.73%	NO	NO	
Montague Expwy. / Santa Tomas Expwy. to Bower Av. / Great America Pkwy.	0.75 PM	3	1	28	11	D	A	6900	1650	28	11	NO	NO	23	3	0.33%	0.18%	NO	NO	
Bower Av. / Great American Pkwy. to Lawrence Expwy.	1.12 AM	3	1	93	81	F	F	6900	1650	96	83	YES	YES	152	27	2.20%	1.64%	YES	YES	
Bower Av. / Great American Pkwy. to Lawrence Expwy.	1.12 PM	3	1	29	16	D	B	6900	1650	29	16	NO	NO	53	9	0.77%	0.55%	NO	NO	
Lawrence Expwy. to N. Fair Oaks Av.	0.98 AM	3	1	84	73	F	F	6900	1650	86	74	YES	YES	106	19	1.54%	1.15%	YES	YES	
Lawrence Expwy. to N. Fair Oaks Av.	0.98 PM	3	1	29	12	D	B	6900	1650	29	12	NO	NO	37	6	0.54%	0.36%	NO	NO	
N. Fair Oaks Av. to N. Mathilda Av.	0.85 AM	3	1	60	54	F	E	6900	1650	61	55	YES	NO	75	13	1.09%	0.79%	YES	NO	
N. Fair Oaks Av. to N. Mathilda Av.	0.85 PM	3	1	24	11	C	A	6900	1650	24	11	NO	NO	26	4	0.38%	0.24%	NO	NO	
N. Mathilda Av. to SR 237	0.35 AM	3	1	49	71	E	F	6900	1650	49	72	NO	NO	53	9	0.77%	0.55%	NO	NO	
N. Mathilda Av. to SR 237	0.35 PM	3	1	24	20	C	C	6900	1650	24	20	NO	NO	18	3	0.26%	0.18%	NO	NO	
SR 237 to Moffett Blvd.	1.68 AM	3	1	67	64	F	F	6900	1650	67	64	NO	NO	37	6	0.54%	0.36%	NO	NO	
SR 237 to Moffett Blvd.	1.68 PM	3	1	53	33	E	D	6900	1650	53	33	NO	NO	13	2	0.19%	0.12%	NO	NO	
Moffett Blvd. to SR 85	0.33 AM	3	1	97	67	F	F	6900	1650	98	67	NO	NO	25	5	0.36%	0.30%	NO	NO	
Moffett Blvd. to SR 85	0.33 PM	3	1	93	36	F	D	6900	1650	93	36	NO	NO	9	2	0.13%	0.12%	NO	NO	
SR 85 to N. Shoreline Blvd.	0.38 AM	4	1	75	34	F	D	9200	1650	75	34	NO	NO	18	3	0.20%	0.18%	NO	NO	
SR 85 to N. Shoreline Blvd.	0.38 PM	4	1	68	34	F	D	9200	1650	68	34	NO	NO	7	1	0.08%	0.06%	NO	NO	
N. Shoreline Blvd. to Rengstorff Av.	1.01 AM	3	2	70	34	F	D	6900	3300	70	34	NO	NO	13	2	0.19%	0.06%	NO	NO	
N. Shoreline Blvd. to Rengstorff Av.	1.01 PM	3	2	112	18	F	B	6900	3300	112	18	NO	NO	5	1	0.07%	0.03%	NO	NO	
Rengstorff Av. to San Antonio Av.	0.71 AM	3	2	54	25	E	C	6900	3300	54	25	NO	NO	9	2	0.13%	0.06%	NO	NO	
Rengstorff Av. to San Antonio Av.	0.71 PM	3	2	91	23	F	C	6900	3300	91	23	NO	NO	3	1	0.04%	0.03%	NO	NO	
San Antonio Av. to Oregon Expwy.	1.85 AM	3	2	58	40	E	D	6900	3300	58	32	NO	NO	7	1	0.10%	0.03%	NO	NO	
San Antonio Av. to Oregon Expwy.	1.85 PM	3	2	77	45	F	D	6900	3300	77	36	NO	NO	3	0	0.04%	0.00%	NO	NO	
Oregon Expwy. to Embarcadero Rd.	0.15 AM	3	1	68	72	F	F	6900	1650	68	72	NO	NO	5	1	0.07%	0.06%	NO	NO	
Oregon Expwy. to Embarcadero Rd.	0.15 PM	3	1	61	66	F	F	6900	1650	61	66	NO	NO	2	0	0.03%	0.00%	NO	NO	
US 101 - Southbound																				
Embarcadero Rd. to Oregon Expwy.	0.15 AM	3	1	27	36	D	D	6900	1650	27	36	NO	NO	0	0	0.00%	0.00%	NO	NO	
Embarcadero Rd. to Oregon Expwy.	0.15 PM	3	1	100	86	F	F	6900	1650	100	86	NO	NO	1	0	0.01%	0.00%	NO	NO	
Oregon Expwy. to San Antonio Av.	1.85 AM	3	2	37	19	D	C	6900	3300	37	15	NO	NO	0	0	0.00%	0.00%	NO	NO	
Oregon Expwy. to San Antonio Av.	1.85 PM	3	2	95	34	F	D	6900	3300	95	27	NO	NO	2	0	0.03%	0.00%	NO	NO	
San Antonio Av. to Rengstorff Av.	0.71 AM	3	2	50	19	E	C	6900	3300	50	19	NO	NO	0	0	0.00%	0.00%	NO	NO	
San Antonio Av. to Rengstorff Av.	0.71 PM	3	2	92	20	F	C	6900	3300	92	20	NO	NO	5	1	0.07%	0.03%	NO	NO	
Rengstorff Av. to N. Shoreline Blvd.	1.01 AM	3	2	38	22	D	C	6900	3300	38	22	NO	NO	1	0	0.01%	0.00%	NO	NO	
Rengstorff Av. to N. Shoreline Blvd.	1.01 PM	3	2	66	25	F	C	6900	3300	66	25	NO	NO	12	2	0.17%	0.06%	NO	NO	
N. Shoreline Blvd. to SR 85	0.38 AM	3	1	38	37	D	D	6900	1650	38	37	NO	NO	2	0	0.03%	0.00%	NO	NO	
N. Shoreline Blvd. to SR 85	0.38 PM	3	1	68	51	F	E	6900	1650	68	51	NO	NO	17	3	0.25%	0.18%	NO	NO	
SR 85 to Moffett Blvd.	0.33 AM	3	1	31	17	D	B	6900	1650	31	17	NO	NO	3	0	0.04%	0.00%	NO	NO	
SR 85 to Moffett Blvd.	0.33 PM	3	1	95	84	F	F	6900	1650	96	84	NO	NO	25	4	0.36%	0.24%	NO	NO	
Moffett Blvd. to SR 237	1.68 AM	3	1	44	31	D	D	6900	1650	44	31	NO	NO	3	1	0.04%	0.06%	NO	NO	
Moffett Blvd. to SR 237	1.68 PM	3	1	76	57	F	E	6900	1650	77	57	NO	NO	36	6	0.52%	0.36%	NO	NO	
SR 237 to N. Mathilda Av.	0.35 AM	3	1	23	40	C	D	6900	1650	23	40	NO	NO	5	1	0.07%	0.06%	NO	NO	
SR 237 to N. Mathilda Av.	0.35 PM	3	1	87	60	F	F	6900	1650	88	60	NO	NO	51	9	0.74%	0.55%	NO	NO	
N. Mathilda Av. to N. Fair Oaks Av.	0.85 AM	3	1	24	18	C	B	6900	1650	24	18	NO	NO	8	1	0.12%	0.06%	NO	NO	
N. Mathilda Av. to N. Fair Oaks Av.	0.85 PM	3	1	72	68	F	F	6900	1650	73	68	YES	NO	73	13	1.06%	0.79%	YES	NO	
N. Fair Oaks Av. to Lawrence Expwy.	0.98 AM	3	1	28	17	D	B	6900	1650	28	17	NO	NO	11	2	0.16%	0.12%	NO	NO	
N. Fair Oaks Av. to Lawrence Expwy.	0.98 PM	3	1	92	106	F	F	6900	1650	94	107	YES	YES	105	18	1.52%	1.09%	YES	YES	
Lawrence Expwy. to Bower Av. / Great American Pkwy.	1.12 AM	3	1	35	15	D	B	6900	1650	35	15	NO	NO	16	3	0.23%	0.18%	NO	NO	
Lawrence Expwy. to Bower Av. / Great American Pkwy.	1.12 PM	3	1	111	102	F	F	6900	1650	116	103	YES	YES	150	26	2.17%	1.58%	YES	YES	
Bower Av. / Great American Pkwy. to Montague Expwy. / Santa Tomas Expwy.	0.75 AM	3	1	21	14	C	B	6900	1650	21	14	NO	NO	7	1	0.10%	0.06%	NO	NO	
Bower Av. / Great American Pkwy. to Montague Expwy. / Santa Tomas Expwy.	0.75 PM	3	1	108	109	F	F	6900	1650	110	110	NO	NO	65	11	0.94%	0.67%	NO	NO	
Montague Expwy. / Santa Tomas Expwy. to De La Cruz Blvd.	1.28 AM	3	1	25	11	C	A	6900	1650	26	11	YES	YES	113	17	1.64%	1.03%	NO	NO	
Montague Expwy. / Santa Tomas Expwy. to De La Cruz Blvd.	1.28 PM	3	1	111	71	F	F	6900	1650	112	71	NO	NO	38	7	0.55%	0.42%	NO	NO	
De La Cruz Blvd. to Guadalupe Pkwy.	0.77 AM	3	1	25	6	C	A	6900	1650	25	6	YES	NO	84	7	1.22%	0.42%	NO	NO	
De La Cruz Blvd. to Guadalupe Pkwy.	0.77 PM	3	1	52	36	E	D	6900	1650	52	36	NO	NO	27	5	0.39%	0.30%	NO	NO	
Guadalupe Pkwy. to N. First St.	0.64 AM	3	1	16	3	B	A	6900	1650	16	3	NO	NO	60	4	0.87%	0.24%	NO	NO	
Guadalupe Pkwy. to N. First St.	0.64 PM	3	1	75	73	F	F	6900	1650	75	73	NO	NO	19	3	0.28%	0.18%	NO	NO	
N. First St. to Old Bayshore Hwy.	0.49 AM	3	1	13	2	B	A	6900	1650	13	2	NO	NO	43	2	0.62%	0.12%	NO	NO	
N. First St. to Old Bayshore Hwy.	0.49 PM	3	1	160	108	F	F	6900	1650	161	108	NO	NO	13	2	0.19%	0.12%	NO	NO	
State Route 237 - Eastbound																				
US 101 to Mathilda Av.	0.53 AM	2	0	40	0	D		0	4400	0	40	0	NO	NO	19	0	0.43%	0.00%	NO	NO

US 101 to Mathilda Av.	0.53	PM	2	0	121	0	F		0	4400	0	131	0	YES	NO	181	0	4.11%	0.00%	YES	NO
Mathilda Av. to N. Fair Oaks Av.	0.96	AM	2	1	33	12	D	B		4600	1650	33	12	NO	NO	23	4	0.50%	0.24%	NO	NO
Mathilda Av. to N. Fair Oaks Av.	0.96	PM	2	1	100	96	F	F		4600	1650	108	98	YES	YES	219	39	4.76%	2.36%	YES	YES
N. Fair Oaks Av. to Lawrence Expwy.	0.63	AM	2	1	33	19	D	C		4600	1650	33	19	NO	NO	33	6	0.72%	0.36%	NO	NO
N. Fair Oaks Av. to Lawrence Expwy.	0.63	PM	2	1	115	62	F	F		4600	1650	131	63	YES	YES	313	55	6.80%	3.33%	YES	YES
Lawrence Expwy. to Great America Pkwy.	1.27	AM	2	1	32	18	D	B		4600	1650	32	18	NO	NO	31	5	0.67%	0.30%	NO	NO
Lawrence Expwy. to Great America Pkwy.	1.27	PM	2	1	101	69	F	F		4600	1650	111	71	YES	YES	288	51	6.26%	3.09%	YES	YES
Great America Pkwy. to N. First St.	1	AM	2	1	32	21	D	C		4600	1650	33	21	YES	YES	110	20	2.39%	1.21%	NO	NO
Great America Pkwy. to N. First St.	1	PM	2	1	106	64	F	F		4600	1650	108	64	NO	NO	38	7	0.83%	0.42%	NO	NO
N. First St. to Zanker Rd.	1.61	AM	2	1	45	15	D	B		4600	1650	47	16	YES	YES	208	37	4.52%	2.24%	NO	NO
N. First St. to Zanker Rd.	1.61	PM	2	1	72	47	F	E		4600	1650	73	47	YES	NO	71	13	1.54%	0.79%	YES	NO
Zanker Rd. to McCarthy Blvd.	0.94	AM	2	1	28	15	D	B		4600	1650	29	15	YES	YES	146	26	3.17%	1.58%	NO	NO
Zanker Rd. to McCarthy Blvd.	0.94	PM	2	1	42	28	D	D		4600	1650	43	28	YES	NO	50	9	1.09%	0.55%	NO	NO
McCarthy Blvd. to I-880	0.4	AM	2	1	21	7	C	A		4600	1650	22	7	YES	YES	103	17	2.24%	1.03%	NO	NO
McCarthy Blvd. to I-880	0.4	PM	2	1	20	38	C	D		4600	1650	21	38	NO	NO	35	6	0.76%	0.36%	NO	NO
State Route 237 - Westbound																					
I-880 to McCarthy Blvd.	0.4	AM	2	1	113	65	F	F		4600	1650	114	65	NO	NO	11	2	0.24%	0.12%	NO	NO
I-880 to McCarthy Blvd.	0.4	PM	2	1	20	9	C	A		4600	1650	21	9	YES	YES	100	18	2.17%	1.09%	NO	NO
McCarthy Blvd. to Zanker Rd.	0.94	AM	2	1	115	74	F	F		4600	1650	139	74	NO	NO	15	3	0.33%	0.18%	NO	NO
McCarthy Blvd. to Zanker Rd.	0.94	PM	2	1	32	17	D	B		4600	1650	40	17	YES	YES	143	25	3.11%	1.52%	NO	NO
Zanker Rd. to N. 1st St.	1.61	AM	2	1	98	70	F	F		4600	1650	99	70	NO	NO	22	4	0.48%	0.24%	NO	NO
Zanker Rd. to N. 1st St.	1.61	PM	2	1	45	11	D	A		4600	1650	47	12	YES	YES	204	36	4.43%	2.18%	NO	NO
N. 1st St. to Great America Pkwy.	1	PM	2	1	92	84	F	F		4600	1650	93	84	NO	NO	12	2	0.26%	0.12%	NO	NO
N. 1st St. to Great America Pkwy.	1	AM	2	1	38	14	D	B		4600	1650	39	14	YES	YES	108	19	2.35%	1.15%	NO	NO
Great America Pkwy. to Lawrence Expwy.	1.27	PM	2	1	103	82	F	F		4600	1650	114	85	YES	YES	293	52	6.37%	3.15%	YES	YES
Great America Pkwy. to Lawrence Expwy.	1.27	AM	2	1	27	15	D	B		4600	1650	28	15	YES	YES	100	18	2.17%	1.09%	NO	NO
Lawrence Expwy. to N. Fair Oaks Av.	0.63	PM	2	1	95	93	F	F		4600	1650	108	93	YES	NO	375	0	8.15%	0.00%	YES	NO
Lawrence Expwy. to N. Fair Oaks Av.	0.63	AM	2	1	61	38	F	D		4600	1650	63	38	YES	NO	129	0	2.80%	0.00%	YES	NO
N. Fair Oaks Av. to Mathilda Av.	0.96	PM	3	0	89	0	F		0	6900	0	94	0	YES	NO	263	0	3.81%	0.00%	YES	NO
N. Fair Oaks Av. to Mathilda Av.	0.96	AM	3	0	84	0	F		0	6900	0	86	0	YES	NO	90	0	1.30%	0.00%	YES	NO
Mathilda Av. to US 101	0.53	PM	2	0	51	0	E		0	4400	0	53	0	YES	NO	184	0	4.18%	0.00%	NO	NO
Mathilda Av. to US 101	0.53	AM	2	0	82	0	F		0	4400	0	84	0	YES	NO	63	0	1.43%	0.00%	YES	NO
Interstate 880 - Northbound																					
US 101 to E. Brokaw Rd.	1.29	AM	3	1	48	14	E	B		6900	1650	48	14	NO	NO	1	0	0.01%	0.00%	NO	NO
US 101 to E. Brokaw Rd.	1.29	PM	3	1	31	15	D	B		6900	1650	31	15	NO	NO	1	0	0.01%	0.00%	NO	NO
E. Brokaw Rd. to Montague Expwy.	1.35	AM	3	1	24	18	C	B		6900	1650	24	18	NO	NO	2	0	0.03%	0.00%	NO	NO
E. Brokaw Rd. to Montague Expwy.	1.35	PM	3	1	23	12	C	B		6900	1650	23	12	NO	NO	3	0	0.04%	0.00%	NO	NO
Montague Expwy. to Great Mall Pkwy.	0.98	AM	3	1	22	17	C	B		6900	1650	22	17	NO	NO	3	1	0.04%	0.06%	NO	NO
Montague Expwy. to Great Mall Pkwy.	0.98	PM	3	1	28	13	D	B		6900	1650	28	13	NO	NO	7	1	0.10%	0.06%	NO	NO
Great Mall Pkwy. to SR 237	0.72	AM	3	1	27	27	D	D		6900	1650	27	27	NO	NO	8	1	0.12%	0.06%	NO	NO
Great Mall Pkwy. to SR 237	0.72	PM	3	1	34	20	D	C		6900	1650	34	20	NO	NO	18	3	0.26%	0.18%	NO	NO
SR 237 to Dixon Landing Rd.	1.99	PM	3	1	24	11	C	A		6900	1650	27	11	NO	NO	20	3	0.29%	0.18%	NO	NO
SR 237 to Dixon Landing Rd.	1.99	AM	3	1	46	39	D	D		6900	1650	53	39	NO	NO	45	8	0.65%	0.48%	NO	NO
Interstate 880 - Southbound																					
Dixon Landing Rd. to SR 237	1.99	AM	3	1	57	122	E	F		6900	1650	65	122	NO	NO	48	0	0.70%	0.00%	YES	NO
Dixon Landing Rd. to SR 237	1.99	PM	3	1	29	19	D	C		6900	1650	33	19	NO	NO	16	0	0.23%	0.00%	NO	NO
SR 237 to Great Mall Pkwy.	0.72	AM	3	1	44	36	D	D		6900	1650	44	36	NO	NO	19	0	0.28%	0.00%	NO	NO
SR 237 to Great Mall Pkwy.	0.72	PM	3	1	82	38	F	D		6900	1650	82	38	NO	NO	6	0	0.09%	0.00%	NO	NO
Great Mall Pkwy. to Montague Expwy.	0.98	PM	3	1	60	30	F	D		6900	1650	60	30	NO	NO	8	0	0.12%	0.00%	NO	NO
Great Mall Pkwy. to Montague Expwy.	0.98	AM	3	1	68	28	F	D		6900	1650	68	28	NO	NO	2	0	0.03%	0.00%	NO	NO
Montague Expwy. to E. Brokaw Rd.	1.35	PM	3	1	91	21	F	C		6900	1650	91	21	NO	NO	3	0	0.04%	0.00%	NO	NO
Montague Expwy. to E. Brokaw Rd.	1.35	AM	3	1	84	40	F	D		6900	1650	84	40	NO	NO	1	0	0.01%	0.00%	NO	NO
E. Brokaw Rd. to US 101	1.29	PM	3	1	92	68	F	F		6900	1650	92	68	NO	NO	1	0	0.01%	0.00%	NO	NO
E. Brokaw Rd. to US 101	1.29	AM	3	1	75	41	F	D		6900	1650	75	41	NO	NO	0	0	0.00%	0.00%	NO	NO

Notes:

Bold and highlighted indicates a significant impact.

1. AM = morning peak hour, PM = evening peak hour

2. Existing and future lanes are from 2016 and are presented in the VTA 2016 Conformance and Monitoring Report.

3. Freeway capacity is assumed to be 2,200 vehicles per hour per lane (vphpl) for two lanes or less mixed-flow lanes and 2,300 vphpl for three or more mixed flow lanes. HOV lanes are assumed to have a capacity of 1,650 vphpl.

4. V/C = volume-to-capacity ratio. Unacceptable operations occur when the V/C ratio is greater than 1.0.

5. If the Project causes a freeway segment to increase from V/C ratio<1 to a V/C ratio>1 or contributes more than one percent of capacity on a freeway segment already operating at a V/C ratio>1, then the Project is considered to have an impact.

Appendix C. Peak Hour Signal Warrants

Major Street Lafayette Street
Minor Street Great America Way

Project Tasman East Specific Plan
Scenario Existing Plus Project
Peak Hour AM

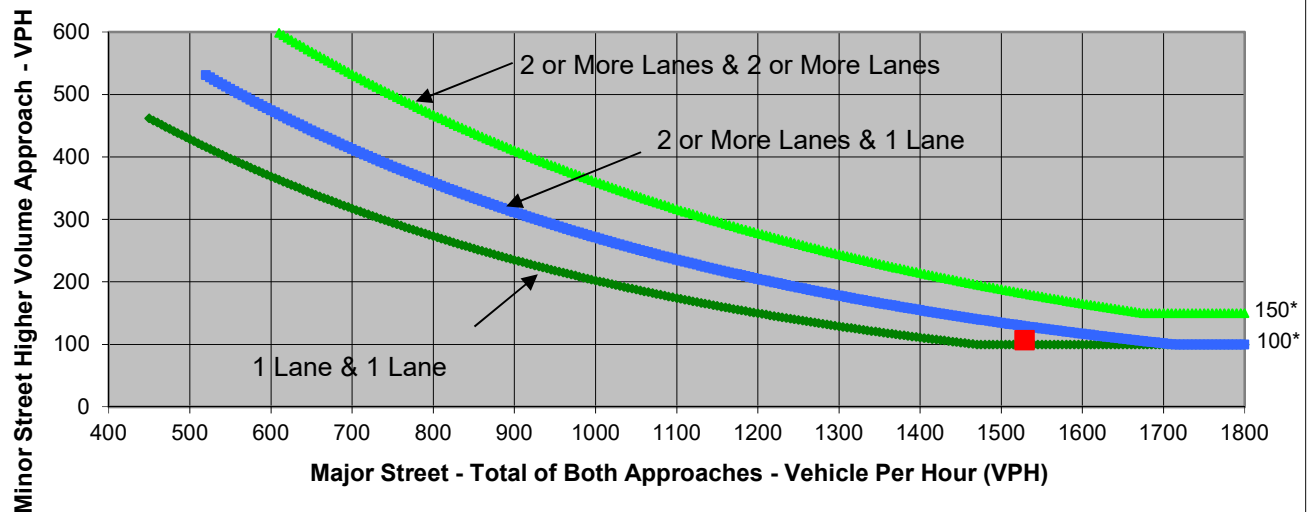
Turn Movement Volumes

	NB	SB	EB	WB
Left	548	0	10	0
Through	786	175	0	0
Right	0	20	97	0
Total	1,334	195	107	0

Major Street Direction

x	North/South
	East/West

Warrant 3B, Peak Hour



* 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
	Lafayette Street	Great America Way	
Number of Approach Lanes	2	2	<u>NO</u>
Traffic Volume (VPH) *	1,529	107	

* Note: Traffic Volume for Major Street is Total Volume of Both Approaches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.



Major Street Lafayette Street
 Minor Street Great America Way

Project Tasman East Specific Plan
 Scenario Existing Plus Project
 Peak Hour PM

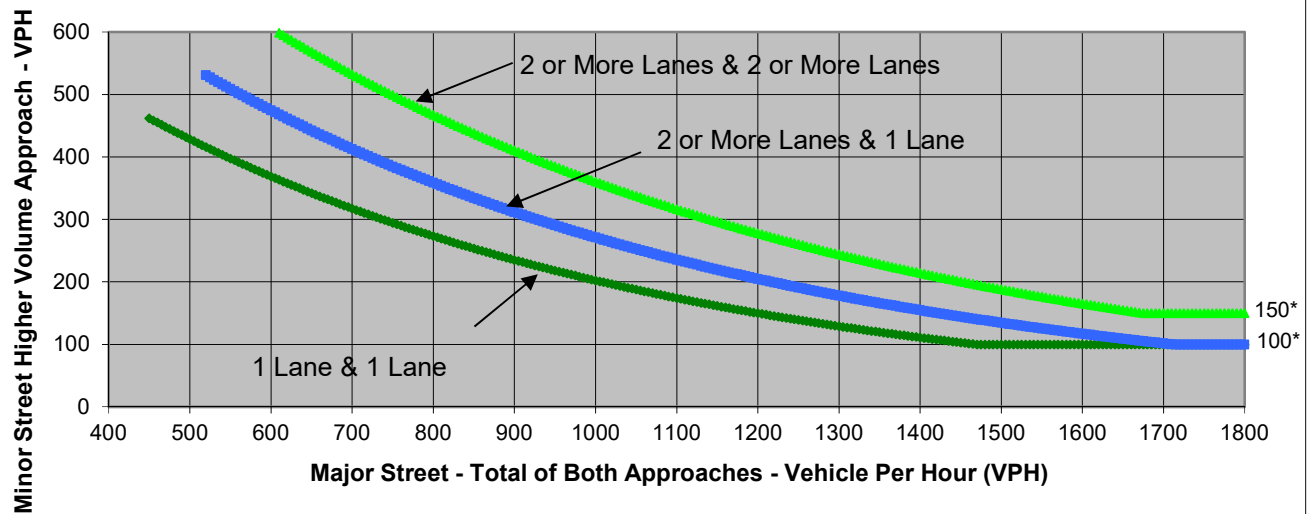
Turn Movement Volumes

	NB	SB	EB	WB
Left	159	0	60	0
Through	261	682	0	0
Right	0	10	673	0
Total	420	692	733	0

Major Street Direction

x	North/South
	East/West

Warrant 3B, Peak Hour



* 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
	Lafayette Street	Great America Way	
Number of Approach Lanes	2	2	<u>YES</u>
Traffic Volume (VPH) *	1,112	733	

* Note: Traffic Volume for Major Street is Total Volume of Both Approaches.
 Traffic Volume for Minor Street is the Volume of High Volume Approach.



Major Street Lafayette Street
 Minor Street Calle Del Mundo

Project Tasman East Specific Plan
 Scenario Existing Plus Project
 Peak Hour AM

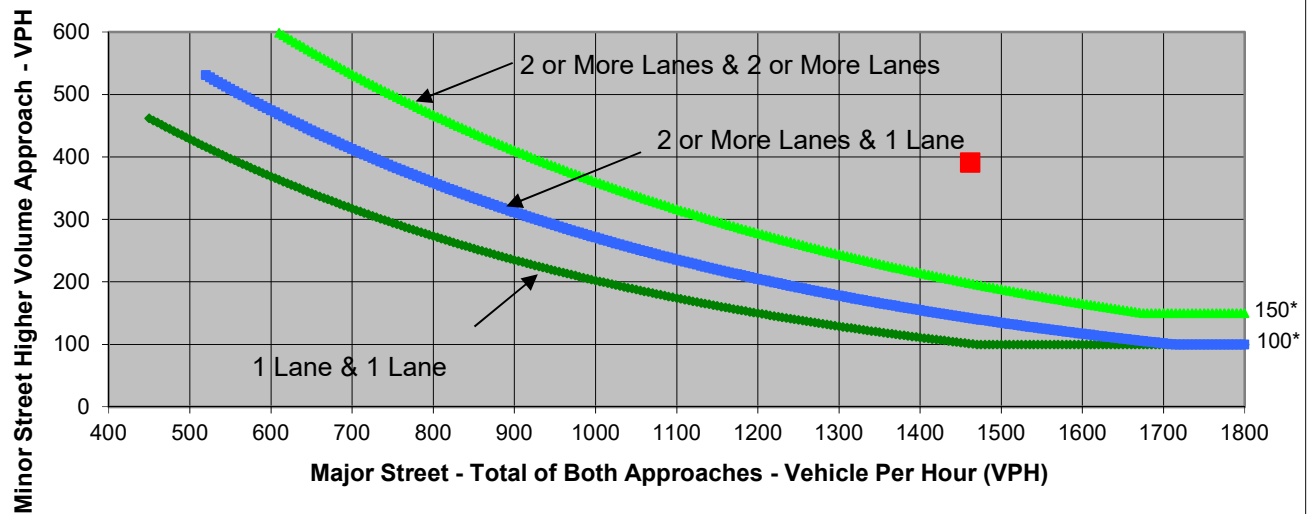
Turn Movement Volumes

	NB	SB	EB	WB
Left	10	56	0	134
Through	1,167	206	0	0
Right	23	0	0	257
Total	1,200	262	0	391

Major Street Direction

x	North/South
	East/West

Warrant 3B, Peak Hour



* 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
	Lafayette Street	Calle Del Mundo	
Number of Approach Lanes	2	1	<u>YES</u>
Traffic Volume (VPH) *	1,462	391	
* Note: Traffic Volume for Major Street is Total Volume of Both Approches. Traffic Volume for Minor Street is the Volume of High Volume Approach.			

Major Street Lafayette Street
Minor Street Calle Del Mundo

Project Tasman East Specific Plan
Scenario Existing Plus Project
Peak Hour PM

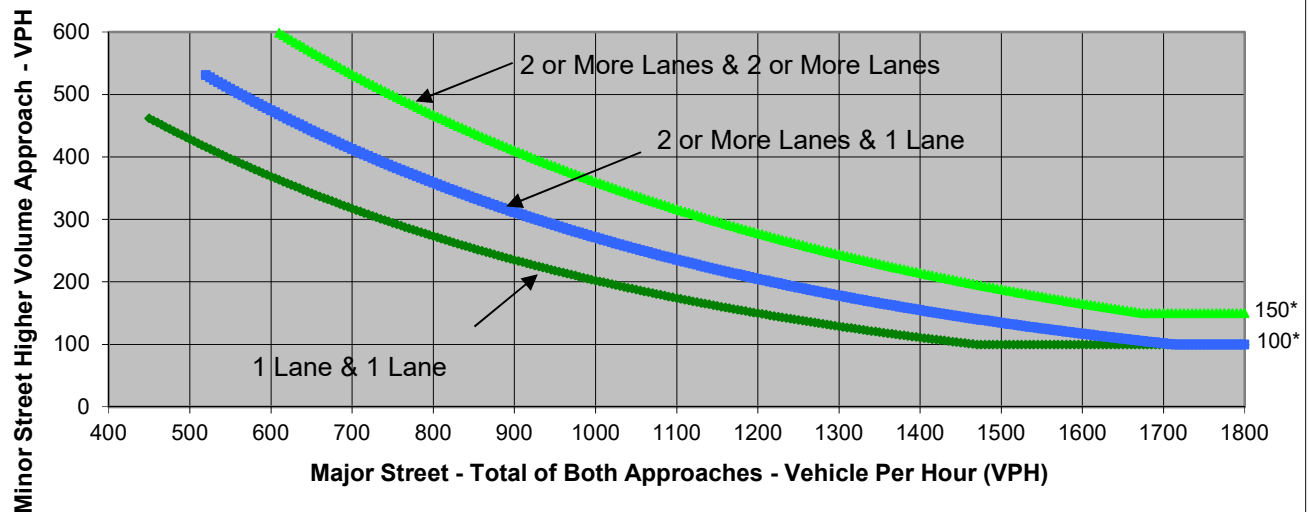
Turn Movement Volumes

	NB	SB	EB	WB
Left	10	253	0	53
Through	355	1,243	0	0
Right	131	0	0	95
Total	496	1,496	0	148

Major Street Direction

x	North/South
	East/West

Warrant 3B, Peak Hour



	Major Street	Minor Street	Warrant Met
	Lafayette Street	Calle Del Mundo	
Number of Approach Lanes	2	1	<u>YES</u>
Traffic Volume (VPH) *	1,992	148	
* Note: Traffic Volume for Major Street is Total Volume of Both Approches. Traffic Volume for Minor Street is the Volume of High Volume Approach.			

Major Street Lafayette Street
Minor Street Great America Way

Project Tasman East Specific Plan
Scenario Background Plus Project
Peak Hour AM

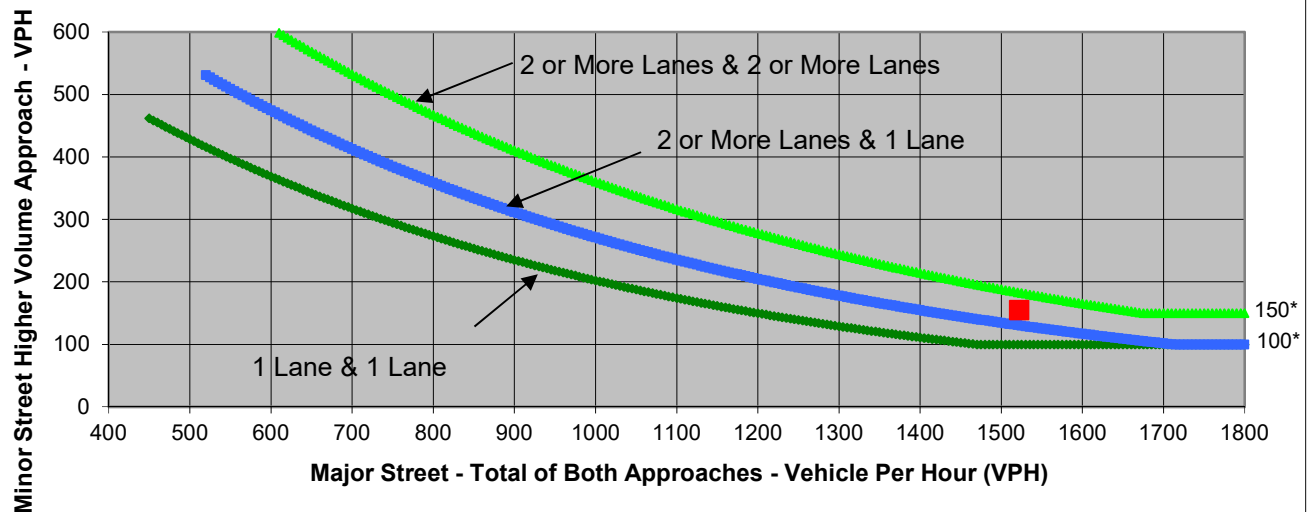
Turn Movement Volumes

	NB	SB	EB	WB
Left	474	0	10	0
Through	802	226	0	0
Right	0	20	145	0
Total	1,276	246	155	0

Major Street Direction

x	North/South
	East/West

Warrant 3B, Peak Hour



* 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
	Lafayette Street	Great America Way	
Number of Approach Lanes	2	2	<u>NO</u>
Traffic Volume (VPH) *	1,522	155	
* Note: Traffic Volume for Major Street is Total Volume of Both Approches. Traffic Volume for Minor Street is the Volume of High Volume Approach.			



Major Street Lafayette Street
 Minor Street Great America Way

Project Tasman East Specific Plan
 Scenario Background Plus Project
 Peak Hour PM

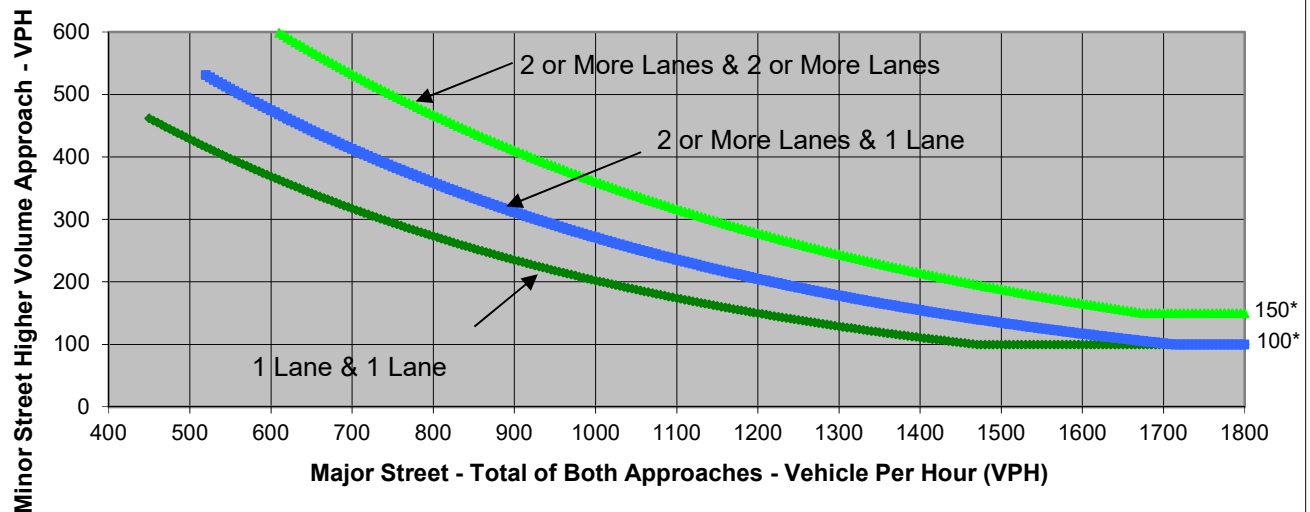
Turn Movement Volumes

	NB	SB	EB	WB
Left	130	0	60	0
Through	309	678	0	0
Right	0	10	645	0
Total	439	688	705	0

Major Street Direction

x	North/South
	East/West

Warrant 3B, Peak Hour



* 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
	Lafayette Street	Great America Way	
Number of Approach Lanes	2	2	<u>YES</u>
Traffic Volume (VPH) *	1,127	705	

* Note: Traffic Volume for Major Street is Total Volume of Both Approaches.
 Traffic Volume for Minor Street is the Volume of High Volume Approach.

Major Street Lafayette Street
Minor Street Calle Del Mundo

Project Tasman East Specific Plan
Scenario Background Plus Project
Peak Hour AM

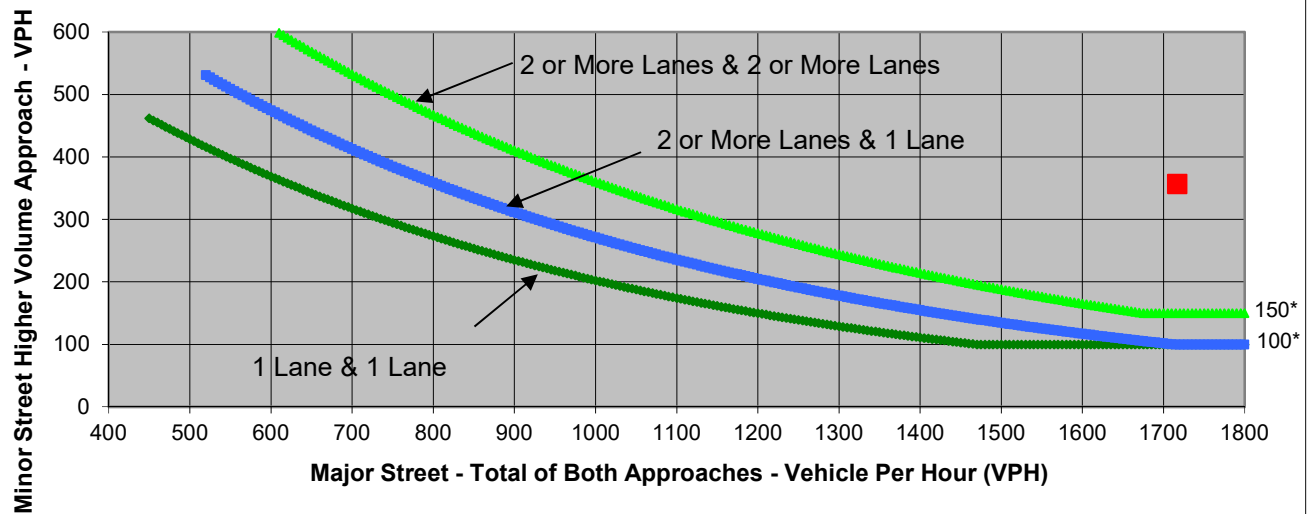
Turn Movement Volumes

	NB	SB	EB	WB
Left	10	56	0	115
Through	1,324	305	0	0
Right	22	0	0	242
Total	1,356	361	0	357

Major Street Direction

x	North/South
	East/West

Warrant 3B, Peak Hour



* 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
	Lafayette Street	Calle Del Mundo	
Number of Approach Lanes	2	1	<u>YES</u>
Traffic Volume (VPH) *	1,717	357	

* Note: Traffic Volume for Major Street is Total Volume of Both Approaches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.



Major Street Lafayette Street
 Minor Street Calle Del Mundo

Project Tasman East Specific Plan
 Scenario Background Plus Project
 Peak Hour PM

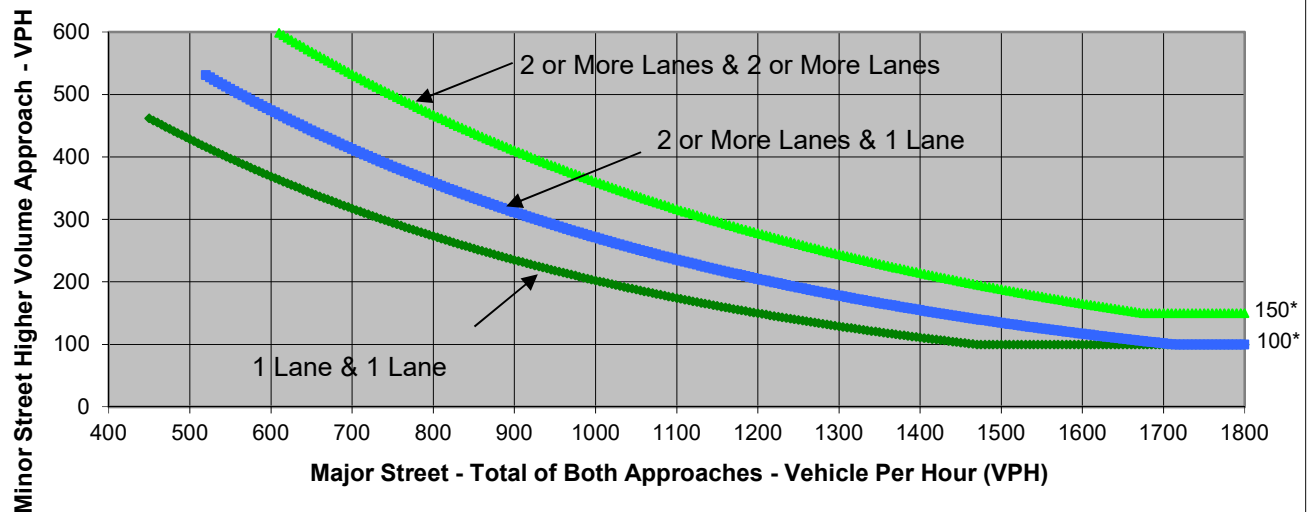
Turn Movement Volumes

	NB	SB	EB	WB
Left	10	221	0	44
Through	534	1,502	0	0
Right	105	0	0	86
Total	649	1,723	0	130

Major Street Direction

x	North/South
	East/West

Warrant 3B, Peak Hour



* 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
	Lafayette Street	Calle Del Mundo	
Number of Approach Lanes	2	1	<u>YES</u>
Traffic Volume (VPH) *	2,372	130	

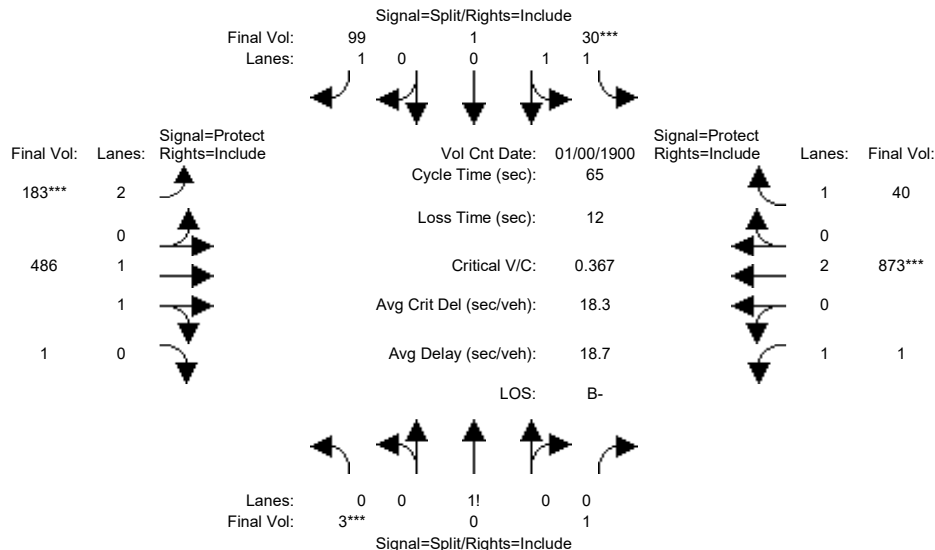
* Note: Traffic Volume for Major Street is Total Volume of Both Approaches.
 Traffic Volume for Minor Street is the Volume of High Volume Approach.

Appendix D. Mitigated Intersection Level of Service Calculations

Tasman East Focus Area Plan
SJ16-1669
Existing AM

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

Intersection #9: Centennial Drive / Tasman Drive

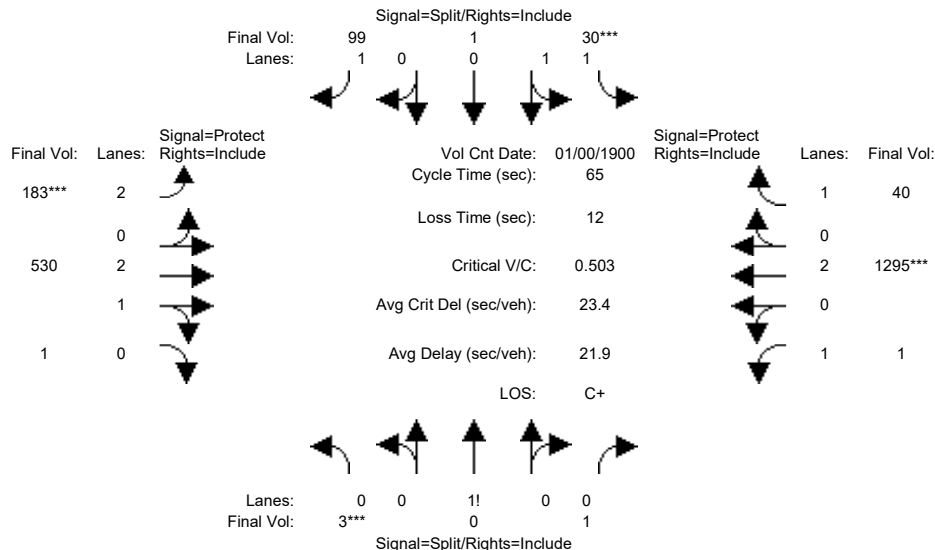


Street Name:	Centennial Drive						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	3	0	1	30	1	99	183	486	1	1	873	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	0	1	30	1	99	183	486	1	1	873	40
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	0	1	30	1	99	183	486	1	1	873	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	3	0	1	30	1	99	183	486	1	1	873	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	0	1	30	1	99	183	486	1	1	873	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	3	0	1	30	1	99	183	486	1	1	873	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.93	0.95	0.92	0.83	0.97	0.95	0.92	1.00	0.92
Lanes:	0.75	0.00	0.25	1.94	0.06	1.00	2.00	1.99	0.01	1.00	2.00	1.00
Final Sat.:	1313	0	438	3435	115	1750	3150	3692	8	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.01	0.06	0.06	0.13	0.13	0.00	0.23	0.02
Crit Moves:	****			****			****			****		
Green Time:	10.0	0.0	10.0	10.0	10.0	10.0	7.0	19.4	19.4	13.6	26.0	26.0
Volume/Cap:	0.01	0.00	0.01	0.06	0.06	0.37	0.54	0.44	0.44	0.00	0.58	0.06
Delay/Veh:	23.3	0.0	23.3	23.5	23.5	25.5	29.2	18.7	18.7	20.4	15.8	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:	23.3	0.0	23.3	23.5	23.5	25.5	29.2	18.7	18.7	20.4	15.8	12.0
LOS by Move:	C	A	C	C	C	C	C	B-	B-	C+	B	B
HCM2kAvgQ:	0	0	0	0	0	2	2	4	4	0	7	1
Note: Queue reported is the number of cars per lane.												

Tasman East Focus Area Plan
SJ16-1669
Existing AM

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

Intersection #9: Centennial Drive / Tasman Drive



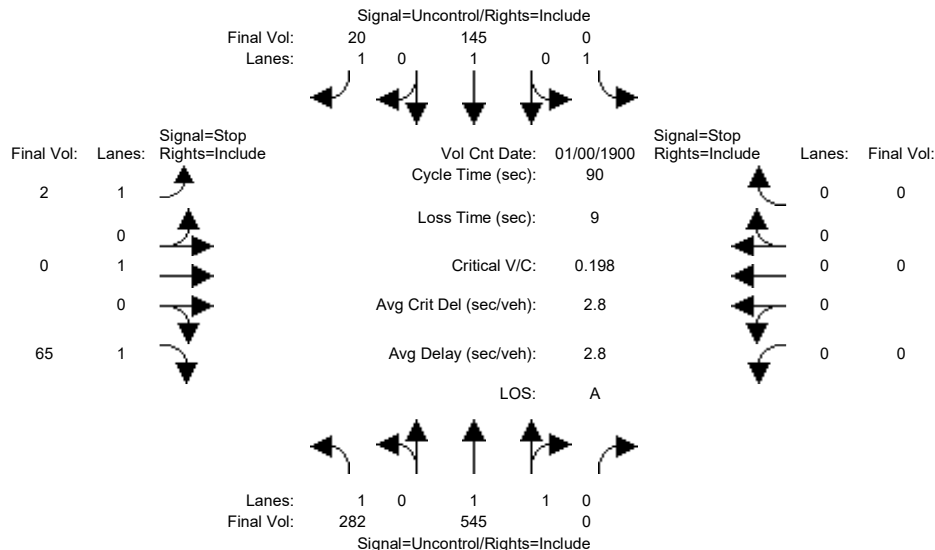
Street Name:	Centennial Drive						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	3	0	1	30	1	99	183	486	1	1	873	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	0	1	30	1	99	183	486	1	1	873	40
Added Vol:	0	0	0	0	0	0	0	44	0	0	422	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	0	1	30	1	99	183	530	1	1	1295	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	3	0	1	30	1	99	183	530	1	1	1295	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	0	1	30	1	99	183	530	1	1	1295	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	3	0	1	30	1	99	183	530	1	1	1295	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.93	0.95	0.92	0.83	0.98	0.95	0.92	1.00	0.92
Lanes:	0.75	0.00	0.25	1.94	0.06	1.00	2.00	2.99	0.01	1.00	2.00	1.00
Final Sat.:	1313	0	438	3435	115	1750	3150	5589	11	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.01	0.06	0.06	0.09	0.09	0.00	0.34	0.02
Crit Moves:	***			***			***			***		
Green Time:	10.0	0.0	10.0	10.0	10.0	10.0	7.0	19.4	19.4	13.6	26.0	26.0
Volume/Cap:	0.01	0.00	0.01	0.06	0.06	0.37	0.54	0.32	0.32	0.00	0.85	0.06
Delay/Veh:	23.3	0.0	23.3	23.5	23.5	25.5	29.2	17.8	17.8	20.3	22.6	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:	23.3	0.0	23.3	23.5	23.5	25.5	29.2	17.8	17.8	20.3	22.6	12.0
LOS by Move:	C	A	C	C	C	C	C	B	B	C+	C+	B
HCM2kAvgQ:	0	0	0	0	0	2	2	3	3	0	12	1

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

Tasman East Focus Area Plan
SJ16-1669
Existing AM

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

Intersection #10: Lafayette Street / Great America Way



Street Name:	Lafayette Street						Great America Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	282	545	0	0	145	20	2	0	65	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:	282	545	0	0	145	20	2	0	65	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:	282	545	0	0	145	20	2	0	65	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	282	545	0	0	145	20	2	0	65	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	282	545	0	0	145	20	2	0	65	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflct Vol:	165	xxxx	xxxxx	xxxx	xxxx	xxxxx	982	1254	145	xxxx	xxxx	xxxxx
Potent Cap.:	1426	xxxx	xxxxx	xxxx	xxxx	xxxxx	279	173	908	xxxx	xxxx	xxxxx
Move Cap.:	1426	xxxx	xxxxx	xxxx	xxxx	xxxxx	236	139	908	xxxx	xxxx	xxxxx
Volume/Cap:	0.20	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	0.00	0.07	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.7	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	0.2	xxxx	xxxx	xxxxx
Control Del:	8.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	20.4	xxxx	9.3	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	C	*	A	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			9.6			xxxxxx		
ApproachLOS:	*			*			A			*		

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

Peak Hour Delay Signal Warrant Report

Intersection #10 Lafayette Street / Great America Way

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 0 1      1 0 1 0 1      0 0 0 0 0
Initial Vol:    282 545      0 0 145 20      2 0 65      0 0 0 0
ApproachDel:    xxxxxx      xxxxxx      9.6      xxxxxx
-----|-----|-----|-----|-----|

```

Approach[eastbound][lanes=3][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.2]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=67]

FAIL - Approach volume less than 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=1059]

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 #10 Lafayette Street / Great America Way

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 0 1      1 0 1 0 1      0 0 0 0 0
Initial Vol:    282 545      0 0 145 20      2 0 65      0 0 0 0
-----|-----|-----|-----|-----|

```

Major Street Volume: 992

Minor Approach Volume: 67

Minor Approach Volume Threshold: 378

SIGNAL WARRANT DISCLAIMER

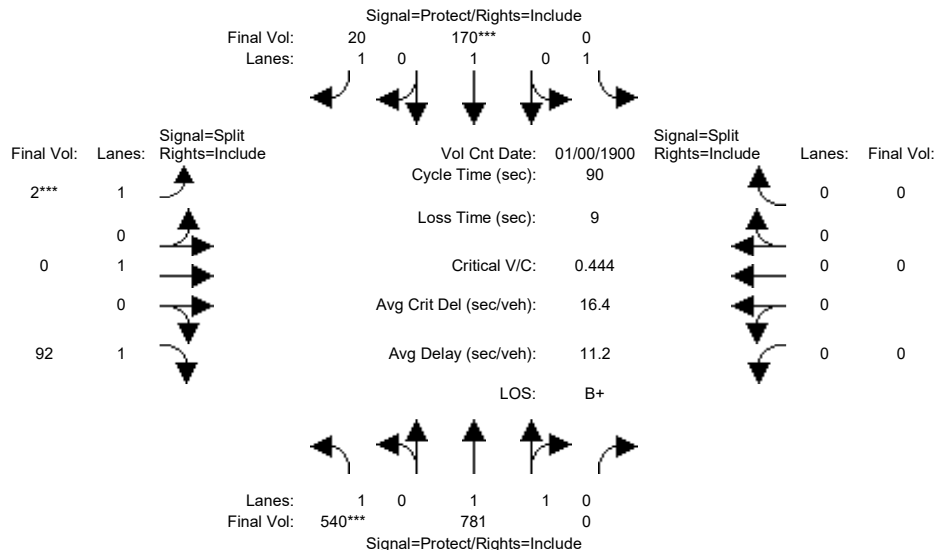
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant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

Tasman East Focus Area Plan
SJ16-1669
Existing AM

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

Intersection #10: Lafayette Street / Great America Way



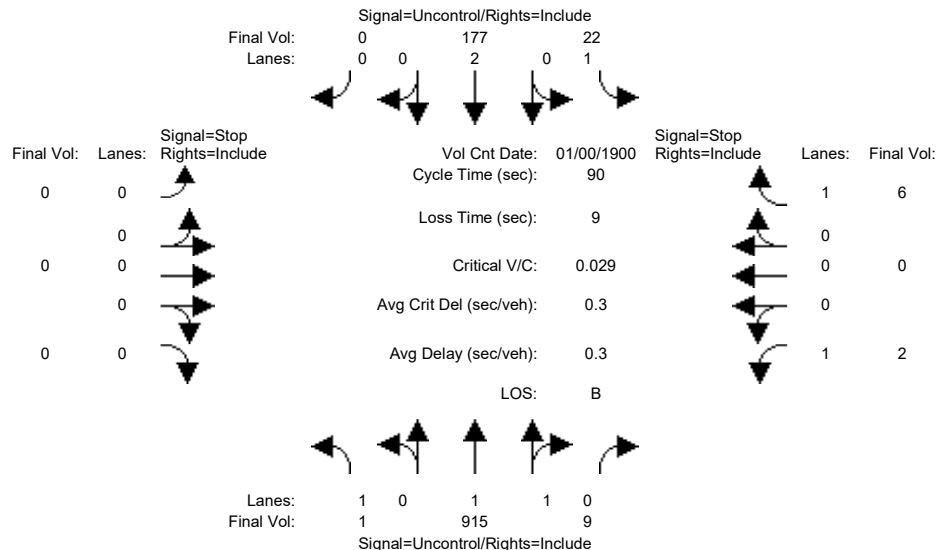
Street Name:	Lafayette Street						Great America Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	282	545	0	0	145	20	2	0	65	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:	282	545	0	0	145	20	2	0	65	0	0	0
Added Vol:	258	236	0	0	25	0	0	0	27	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	540	781	0	0	170	20	2	0	92	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	540	781	0	0	170	20	2	0	92	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	540	781	0	0	170	20	2	0	92	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	540	781	0	0	170	20	2	0	92	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	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	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	3700	0	1750	1900	1750	1750	1900	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.31	0.21	0.00	0.00	0.09	0.01	0.00	0.00	0.05	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	54.5	70.3	0.0	0.0	15.8	15.8	10.7	0.0	10.7	0.0	0.0	0.0
Volume/Cap:	0.51	0.27	0.00	0.00	0.51	0.07	0.01	0.00	0.44	0.00	0.00	0.00
Delay/Veh:	10.5	2.8	0.0	0.0	34.9	31.0	35.0	0.0	38.4	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:	10.5	2.8	0.0	0.0	34.9	31.0	35.0	0.0	38.4	0.0	0.0	0.0
LOS by Move:	B+	A	A	A	C-	C	D+	A	D+	A	A	A
HCM2kAvgQ:	9	3	0	0	4	0	0	0	3	0	0	0

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

Tasman East Focus Area Plan
SJ16-1669
Existing AM

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

Intersection #11: Lafayette Street / Calle Del Mundo



Street Name:	Lafayette Street						Calle Del Mundo					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	1	915	9	22	177	0	0	0	0	2	0	6
Growth Adj:	1.00	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	915	9	22	177	0	0	0	0	2	0	6
Added Vol:	0	0	0	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	915	9	22	177	0	0	0	0	2	0	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	915	9	22	177	0	0	0	0	2	0	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	1	915	9	22	177	0	0	0	0	2	0	6
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3
Capacity Module:												
Cnflct Vol:	177	xxxx	xxxxx	924	xxxx	xxxxx	xxxx	xxxx	xxxxx	1054	xxxx	462
Potent Cap.:	1411	xxxx	xxxxx	748	xxxx	xxxxx	xxxx	xxxx	xxxxx	225	xxxx	552
Move Cap.:	1411	xxxx	xxxxx	748	xxxx	xxxxx	xxxx	xxxx	xxxxx	219	xxxx	552
Volume/Cap:	0.00	xxxx	xxxx	0.03	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	xxxx	0.01
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	0.0
Control Del:	7.6	xxxx	xxxxx	10.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	21.6	xxxx	11.6
LOS by Move:	A	*	*	A	*	*	*	*	*	C	*	B
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			14.1		
ApproachLOS:										B		

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

Peak Hour Delay Signal Warrant Report

Intersection #11 Lafayette Street / Calle Del Mundo

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  2  0  0      0  0  0  0  0      1  0  0  0  1
Initial Vol:    1  915      9      22  177      0      0  0  0  0      2  0  0  6
ApproachDel:    xxxxxx      xxxxxx      xxxxxx      14.1
-----|-----|-----|-----|-----|

```

Approach[westbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.0]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=8]

FAIL - Approach volume less than 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=1132]

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 #11 Lafayette Street / Calle Del Mundo

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  2  0  0      0  0  0  0  0      1  0  0  0  1
Initial Vol:    1  915      9      22  177      0      0  0  0  0      2  0  0  6
-----|-----|-----|-----|-----|

```

Major Street Volume: 1124

Minor Approach Volume: 8

Minor Approach Volume Threshold: 324

SIGNAL WARRANT DISCLAIMER

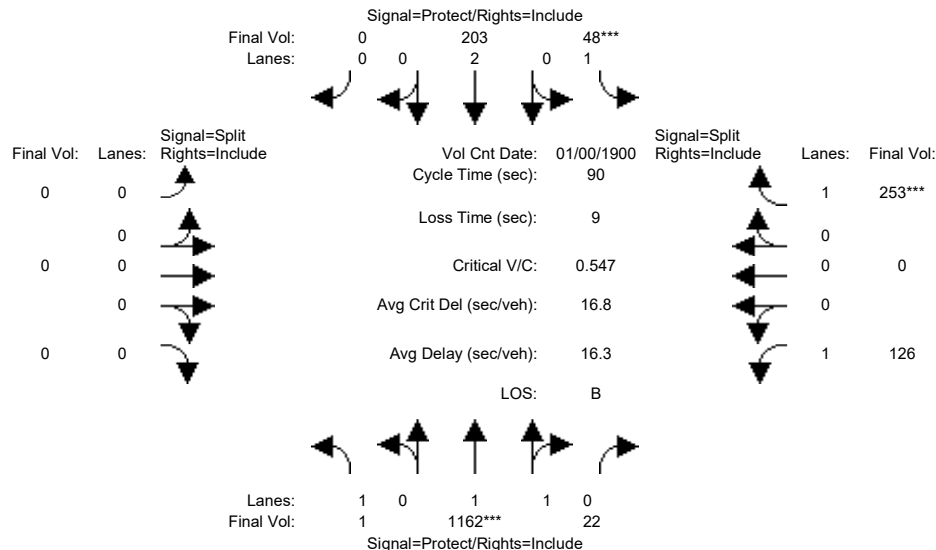
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant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

Tasman East Focus Area Plan
SJ16-1669
Existing AM

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

Intersection #11: Lafayette Street / Calle Del Mundo

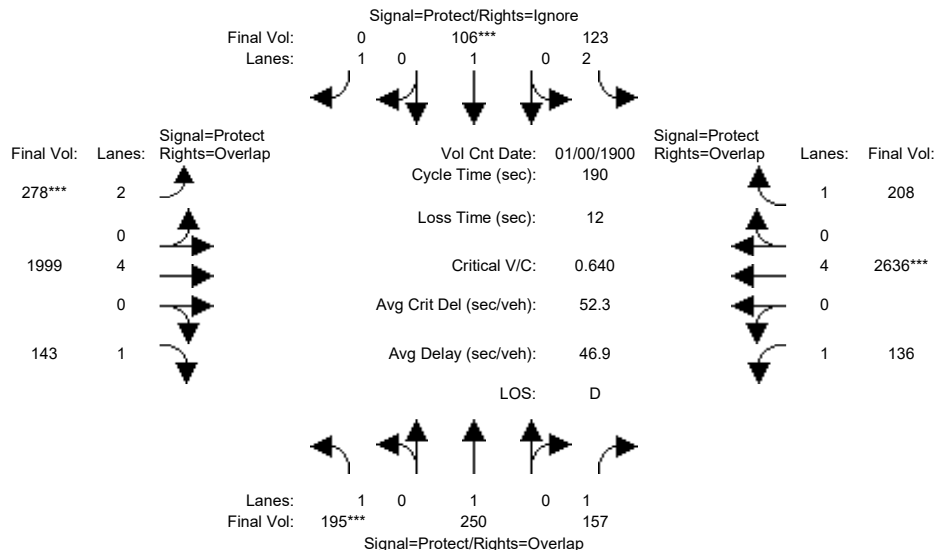


Street Name:	Lafayette Street						Calle Del Mundo									
Approach:	North Bound			South Bound			East Bound			West Bound						
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	
Min. Green:	0	10	10			7	10	0			0	0	0	10	0	10
Y+R:	4.0	4.0	4.0			4.0	4.0	4.0			4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	0 Jan 1900 << 12:00:00 AM															
Base Vol:	1	915	9			22	177	0			0	0	0	2	0	6
Growth Adj:	1.00	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	915	9			22	177	0			0	0	0	2	0	6
Added Vol:	0	247	13			26	26	0			0	0	0	124	0	247
PasserByVol:	0	0	0			0	0	0			0	0	0	0	0	0
Initial Fut:	1	1162	22			48	203	0			0	0	0	126	0	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:	1	1162	22			48	203	0			0	0	0	126	0	253
Reduct Vol:	0	0	0			0	0	0			0	0	0	0	0	0
Reduced Vol:	1	1162	22			48	203	0			0	0	0	126	0	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:	1	1162	22			48	203	0			0	0	0	126	0	253
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	0.00			0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1750	3631	69			1750	3800	0			0	0	0	1750	0	1750
Capacity Analysis Module:																
Vol/Sat:	0.00	0.32	0.32			0.03	0.05	0.00			0.00	0.00	0.00	0.07	0.00	0.14
Crit Moves:	****															
Green Time:	0.3	51.0	51.0			7.0	57.7	0.0			0.0	0.0	0.0	23.0	0.0	23.0
Volume/Cap:	0.17	0.57	0.57			0.35	0.08	0.00			0.00	0.00	0.00	0.28	0.00	0.57
Delay/Veh:	58.6	12.8	12.8			40.9	6.1	0.0			0.0	0.0	0.0	27.2	0.0	30.8
User DelAdj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.6	12.8	12.8			40.9	6.1	0.0			0.0	0.0	0.0	27.2	0.0	30.8
LOS by Move:	E+	B	B			D	A	A			A	A	A	C	A	C
HCM2kAvgQ:	0	10	10			2	1	0			0	0	0	3	0	7
Note: Queue reported is the number of cars per lane.																

Tasman East Focus Area Plan
SJ16-1669
Existing AM

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

Intersection #37: Montague Expy/Mission College Blvd (CMP)

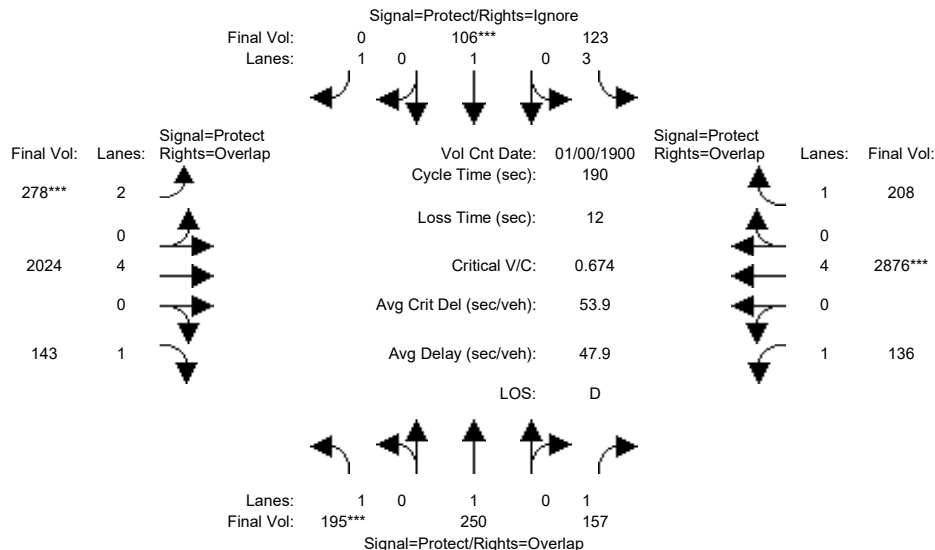


Street Name:	Mission College Blvd						Montague Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	26	49	49	19	42	42	26	103	103	19	97	97
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count	Date: 0 Jan 1900 << 12:00:00 AM											
Base Vol:	195	250	157	123	106	327	278	1999	143	136	2636	208
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	195	250	157	123	106	327	278	1999	143	136	2636	208
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	195	250	157	123	106	327	278	1999	143	136	2636	208
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	195	250	157	123	106	0	278	1999	143	136	2636	208
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	195	250	157	123	106	0	278	1999	143	136	2636	208
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	195	250	157	123	106	0	278	1999	143	136	2636	208
Saturation 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	0.13	0.09	0.04	0.06	0.00	0.09	0.26	0.08	0.08	0.35	0.12
Crit Moves:	****				****		****				****	
Green Time:	24.3	45.9	63.8	17.8	39.3	0.0	24.3	97.2	121.5	17.9	90.8	108.6
Volume/Cap:	0.87	0.55	0.27	0.42	0.27	0.00	0.69	0.51	0.13	0.82	0.73	0.21
Delay/Veh:	115.4	68.6	49.4	87.7	68.0	0.0	89.6	33.0	14.4	117.5	43.1	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:	115.4	68.6	49.4	87.7	68.0	0.0	89.6	33.0	14.4	117.5	43.1	21.3
LOS by Move:	F	E	D	F	E	A	F	C-	B	F	D	C+
HCM2kAvgQ:	15	13	7	5	5	0	11	20	4	9	32	6
Note: Queue reported is the number of cars per lane.												

Tasman East Focus Area Plan
SJ16-1669
Existing AM

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

Intersection #37: Montague Expy/Mission College Blvd (CMP)



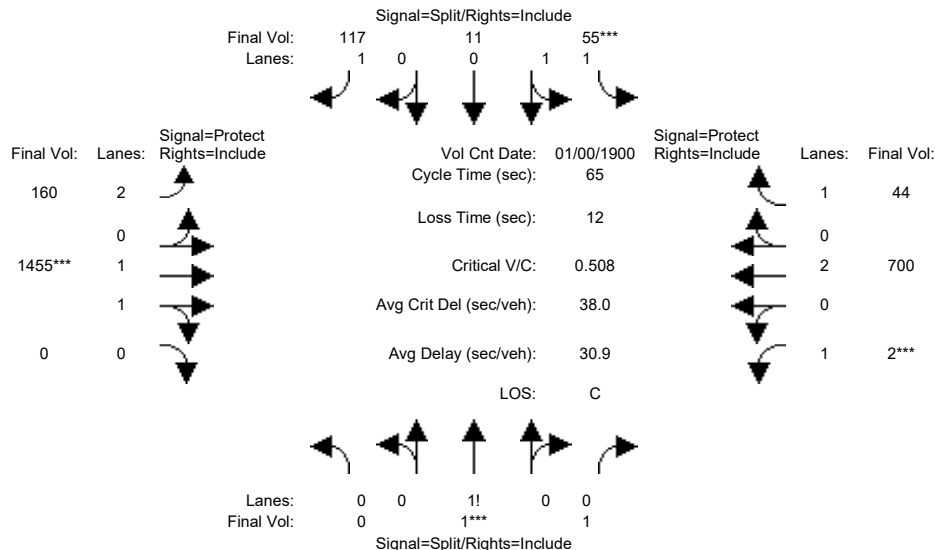
Street Name:	Mission College Blvd						Montague Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	26	49	49	19	42	42	26	103	103	19	97	97
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count	Date: 0 Jan 1900 << 12:00:00 AM											
Base Vol:	195	250	157	123	106	327	278	1999	143	136	2636	208
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	195	250	157	123	106	327	278	1999	143	136	2636	208
Added Vol:	0	0	0	0	0	0	0	25	0	0	240	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	195	250	157	123	106	327	278	2024	143	136	2876	208
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	195	250	157	123	106	0	278	2024	143	136	2876	208
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	195	250	157	123	106	0	278	2024	143	136	2876	208
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	195	250	157	123	106	0	278	2024	143	136	2876	208
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.80	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	3.00	1.00	1.00	2.00	4.00	1.00	1.00	4.00	1.00
Final Sat.:	1750	1900	1750	4551	1900	1750	3150	7600	1750	1750	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.13	0.09	0.03	0.06	0.00	0.09	0.27	0.08	0.08	0.38	0.12
Crit Moves:	***				***		***				***	
Green Time:	24.3	45.9	63.8	17.8	39.3	0.0	24.3	97.2	121.5	17.9	90.8	108.6
Volume/Cap:	0.87	0.55	0.27	0.29	0.27	0.00	0.69	0.52	0.13	0.82	0.79	0.21
Delay/Veh:	115.4	68.6	49.4	86.1	68.0	0.0	89.6	33.1	14.4	117.5	45.8	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:	115.4	68.6	49.4	86.1	68.0	0.0	89.6	33.1	14.4	117.5	45.8	21.3
LOS by Move:	F	E	D	F	E	A	F	C-	B	F	D	C+
HCM2kAvgQ:	15	13	7	3	5	0	11	20	4	9	37	6

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

Tasman East Focus Area Plan
SJ16-1669
Existing PM

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

Intersection #9: Centennial Drive / Tasman Drive



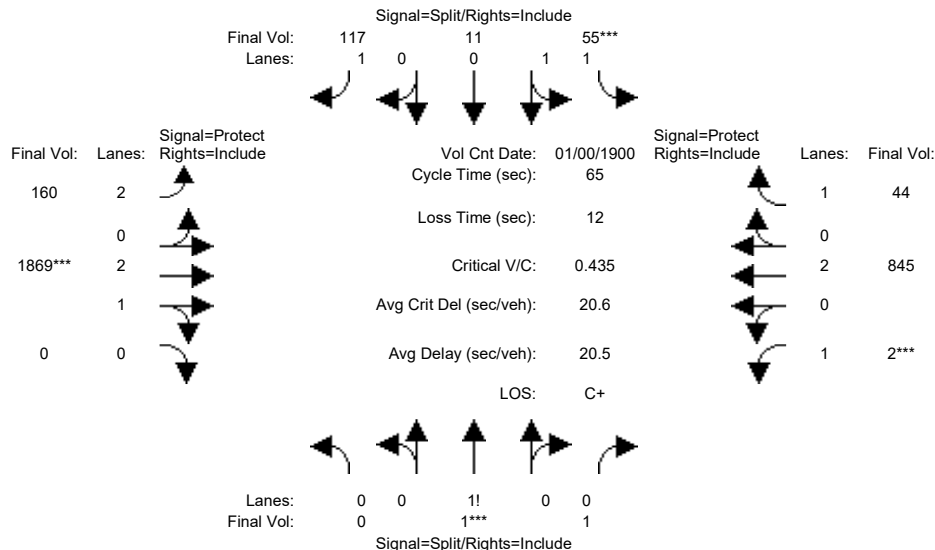
Street Name:	Centennial Drive						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	1	1	55	11	117	160	1455	0	2	700	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:	0	1	1	55	11	117	160	1455	0	2	700	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:	0	1	1	55	11	117	160	1455	0	2	700	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:	0	1	1	55	11	117	160	1455	0	2	700	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1	1	55	11	117	160	1455	0	2	700	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
Final Volume:	0	1	1	55	11	117	160	1455	0	2	700	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	0.93	0.95	0.92	0.83	0.97	0.92	0.92	1.00	0.92
Lanes:	0.00	0.50	0.50	1.67	0.33	1.00	2.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	900	900	2958	592	1750	3150	3700	0	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.02	0.07	0.05	0.39	0.00	0.00	0.18	0.03
Crit Moves:	****			****			****			****		
Green Time:	0.0	10.0	10.0	10.0	10.0	10.0	12.2	26.0	0.0	7.0	20.8	20.8
Volume/Cap:	0.00	0.01	0.01	0.12	0.12	0.43	0.27	0.98	0.00	0.01	0.57	0.08
Delay/Veh:	0.0	23.3	23.3	23.8	23.8	26.1	22.9	38.7	0.0	25.9	19.1	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:	0.0	23.3	23.3	23.8	23.8	26.1	22.9	38.7	0.0	25.9	19.1	15.5
LOS by Move:	A	C	C	C	C	C	C+	D+	A	C	B-	B
HCM2kAvgQ:	0	0	0	1	1	3	2	18	0	0	6	1

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

Tasman East Focus Area Plan
SJ16-1669
Existing PM

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

Intersection #9: Centennial Drive / Tasman Drive



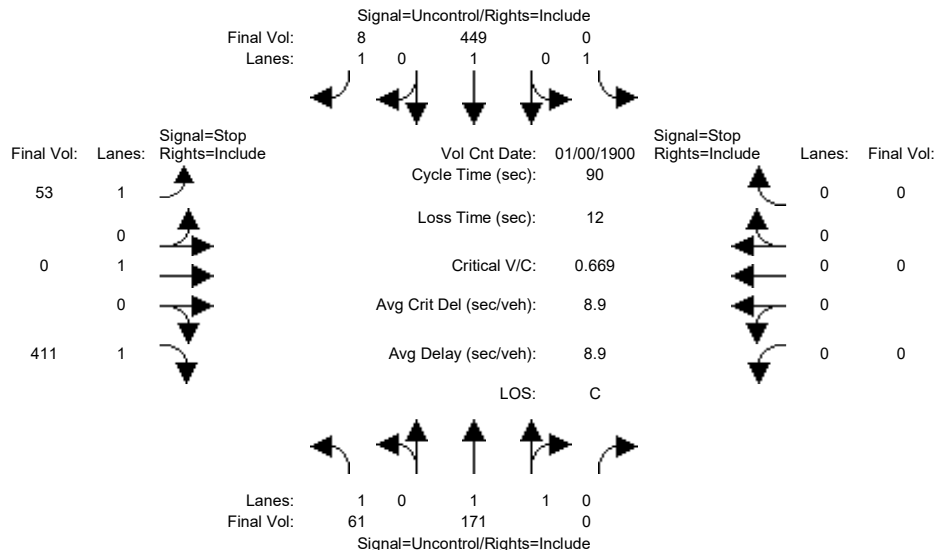
Street Name:	Centennial Drive						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	1	1	55	11	117	160	1455	0	2	700	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:	0	1	1	55	11	117	160	1455	0	2	700	44
Added Vol:	0	0	0	0	0	0	0	414	0	0	145	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1	1	55	11	117	160	1869	0	2	845	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:	0	1	1	55	11	117	160	1869	0	2	845	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1	1	55	11	117	160	1869	0	2	845	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
Final Volume:	0	1	1	55	11	117	160	1869	0	2	845	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	0.93	0.95	0.92	0.83	0.98	0.92	0.92	1.00	0.92
Lanes:	0.00	0.50	0.50	1.67	0.33	1.00	2.00	3.00	0.00	1.00	2.00	1.00
Final Sat.:	0	900	900	2958	592	1750	3150	5600	0	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.02	0.07	0.05	0.33	0.00	0.00	0.22	0.03
Crit Moves:	****			****			****			****		
Green Time:	0.0	10.0	10.0	10.0	10.0	10.0	10.8	26.0	0.0	7.0	22.2	22.2
Volume/Cap:	0.00	0.01	0.01	0.12	0.12	0.43	0.31	0.83	0.00	0.01	0.65	0.07
Delay/Veh:	0.0	23.3	23.3	23.8	23.8	26.1	24.2	20.4	0.0	25.9	19.3	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:	0.0	23.3	23.3	23.8	23.8	26.1	24.2	20.4	0.0	25.9	19.3	14.5
LOS by Move:	A	C	C	C	C	C	C	C+	A	C	B-	B
HCM2kAvgQ:	0	0	0	1	1	3	2	11	0	0	7	1

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

Tasman East Focus Area Plan
SJ16-1669
Existing PM

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

Intersection #10: Lafayette Street / Great America Way



Street Name:	Lafayette Street						Great America Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
----- ----- ----- -----												
Volume Module:	>> Count Date:			0 Jan 1900 <<			12:00:00 AM					
Base Vol:	61	171	0	0	449	8	53	0	411	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:	61	171	0	0	449	8	53	0	411	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:	61	171	0	0	449	8	53	0	411	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	61	171	0	0	449	8	53	0	411	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	61	171	0	0	449	8	53	0	411	0	0	0
----- ----- ----- -----												
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
----- ----- ----- -----												
Capacity Module:												
Cnflct Vol:	457	xxxx	xxxxx	xxxx	xxxx	xxxxx	657	742	449	xxxx	xxxx	xxxxx
Potent Cap.:	1114	xxxx	xxxxx	xxxx	xxxx	xxxxx	433	346	614	xxxx	xxxx	xxxxx
Move Cap.:	1114	xxxx	xxxxx	xxxx	xxxx	xxxxx	415	327	614	xxxx	xxxx	xxxxx
Volume/Cap:	0.05	xxxx	xxxx	xxxx	xxxx	xxxx	0.13	0.00	0.67	xxxx	xxxx	xxxx
----- ----- ----- -----												
Level Of Service Module:												
2Way95thQ:	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.4	xxxx	5.1	xxxx	xxxx	xxxxx
Control Del:	8.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	14.9	xxxx	21.9	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	B	*	C	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			21.1			xxxxxx		
ApproachLOS:	*			*			C			*		

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

Peak Hour Delay Signal Warrant Report

Intersection #10 Lafayette Street / Great America Way

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 0 1      1 0 1 0 1      0 0 0 0 0
Initial Vol:    61 171      0 0 449 8      53 0 411      0 0 0 0
ApproachDel:    xxxxxx      xxxxxx      21.1      xxxxxx
-----|-----|-----|-----|-----|

```

Approach[eastbound][lanes=3][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=2.7]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=464]

SUCCEED - Approach volume >= 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=1153]

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 #10 Lafayette Street / Great America Way

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 0 1      1 0 1 0 1      0 0 0 0 0
Initial Vol:    61 171      0 0 449 8      53 0 411      0 0 0 0
-----|-----|-----|-----|-----|

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Major Street Volume: 689

Minor Approach Volume: 464

Minor Approach Volume Threshold: 534

SIGNAL WARRANT DISCLAIMER

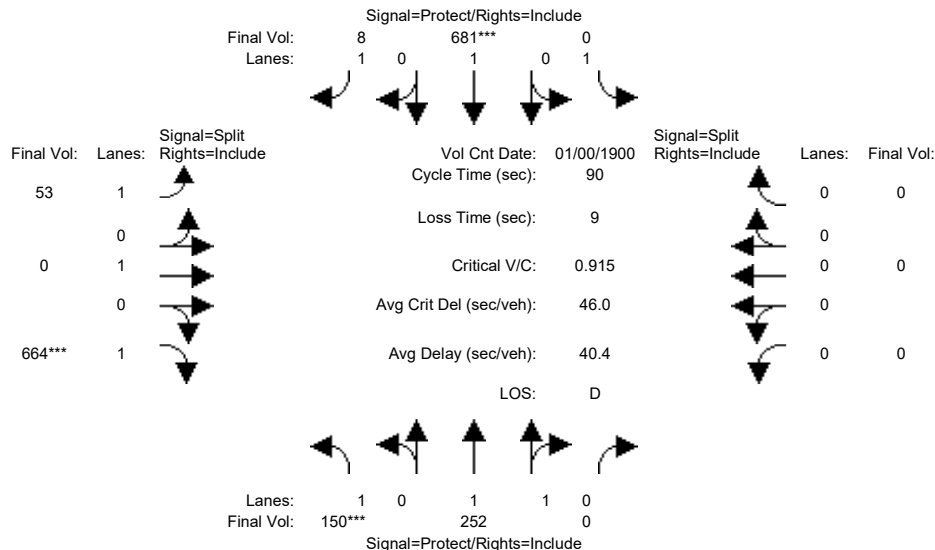
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant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

Tasman East Focus Area Plan
SJ16-1669
Existing PM

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

Intersection #10: Lafayette Street / Great America Way

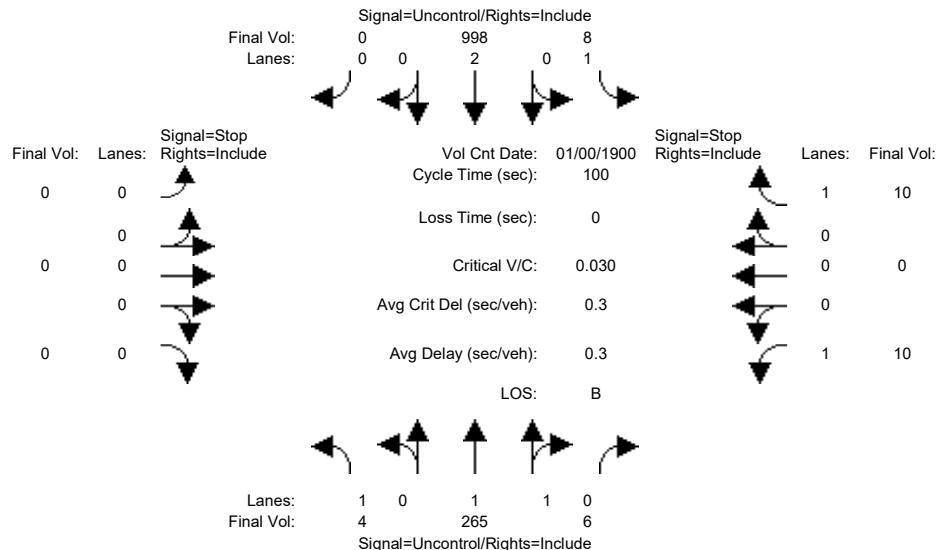


Street Name:	Lafayette Street						Great America Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count	Date: 0 Jan 1900 << 12:00:00 AM											
Base Vol:	61	171	0	0	449	8	53	0	411	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:	61	171	0	0	449	8	53	0	411	0	0	0
Added Vol:	89	81	0	0	232	0	0	0	253	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	150	252	0	0	681	8	53	0	664	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	150	252	0	0	681	8	53	0	664	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	252	0	0	681	8	53	0	664	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	150	252	0	0	681	8	53	0	664	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	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	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	3700	0	1750	1900	1750	1750	1900	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.09	0.07	0.00	0.00	0.36	0.00	0.03	0.00	0.38	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green Time:	8.4	43.7	0.0	0.0	35.3	35.3	37.3	0.0	37.3	0.0	0.0	0.0
Volume/Cap:	0.92	0.14	0.00	0.00	0.92	0.01	0.07	0.00	0.92	0.00	0.00	0.00
Delay/Veh:	86.7	12.8	0.0	0.0	41.9	16.7	15.9	0.0	41.1	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:	86.7	12.8	0.0	0.0	41.9	16.7	15.9	0.0	41.1	0.0	0.0	0.0
LOS by Move:	F	B	A	A	D	B	B	A	D	A	A	A
HCM2kAvgQ:	8	2	0	0	20	0	1	0	21	0	0	0
Note: Queue reported is the number of cars per lane.												

Tasman East Focus Area Plan
SJ16-1669
Existing PM

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

Intersection #11: Lafayette Street / Calle Del Mundo



Street Name:	Lafayette Street						Calle Del Mundo					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	4	265	6	8	998	0	0	0	0	10	0	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	265	6	8	998	0	0	0	0	10	0	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	265	6	8	998	0	0	0	0	10	0	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	265	6	8	998	0	0	0	0	10	0	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	4	265	6	8	998	0	0	0	0	10	0	10
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3
Capacity Module:												
Cnflct Vol:	998	xxxx	xxxxx	271	xxxx	xxxxx	xxxxx	xxxx	xxxxx	791	xxxx	136
Potent Cap.:	701	xxxx	xxxxx	1304	xxxx	xxxxx	xxxxx	xxxx	xxxxx	331	xxxx	895
Move Cap.:	701	xxxx	xxxxx	1304	xxxx	xxxxx	xxxxx	xxxx	xxxxx	328	xxxx	895
Volume/Cap:	0.01	xxxx	xxxx	0.01	xxxx	xxxx	xxxxx	xxxx	xxxxx	0.03	xxxx	0.01
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	0.0
Control Del:	10.2	xxxx	xxxxx	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	16.3	xxxx	9.1
LOS by Move:	B	*	*	A	*	*	*	*	*	C	*	A
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			12.7		
ApproachLOS:										B		

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

Peak Hour Delay Signal Warrant Report

Intersection #11 Lafayette Street / Calle Del Mundo

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  2  0  0      0  0  0  0  0      1  0  0  0  1
Initial Vol:    4  265      6      8  998      0      0  0  0  0      10  0  10
ApproachDel:    xxxxxx      xxxxxx      xxxxxx      12.7
-----|-----|-----|-----|-----|

```

Approach[westbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.1]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=20]

FAIL - Approach volume less than 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=1301]

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 #11 Lafayette Street / Calle Del Mundo

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  2  0  0      0  0  0  0  0      1  0  0  0  1
Initial Vol:    4  265      6      8  998      0      0  0  0  0      10  0  10
-----|-----|-----|-----|-----|

```

Major Street Volume: 1281

Minor Approach Volume: 20

Minor Approach Volume Threshold: 268

SIGNAL WARRANT DISCLAIMER

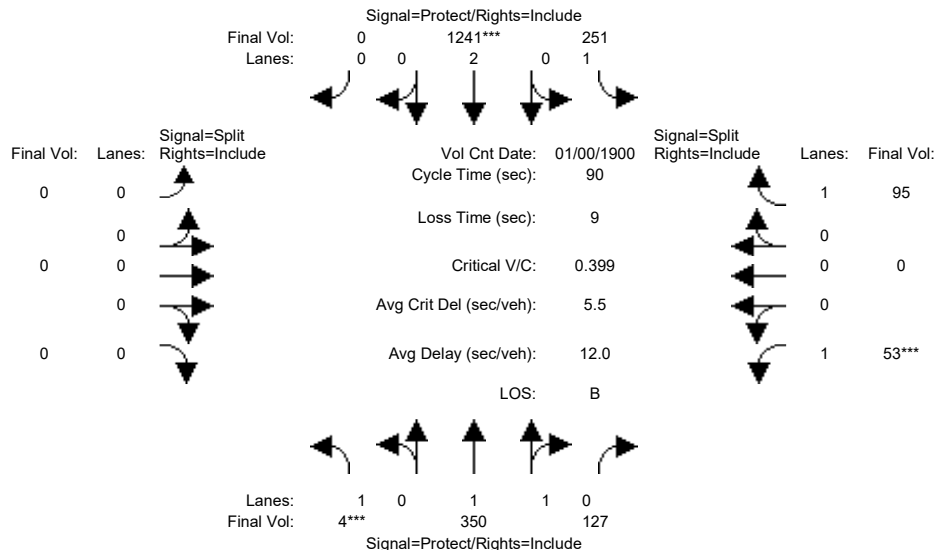
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant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

Tasman East Focus Area Plan
SJ16-1669
Existing PM

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

Intersection #11: Lafayette Street / Calle Del Mundo

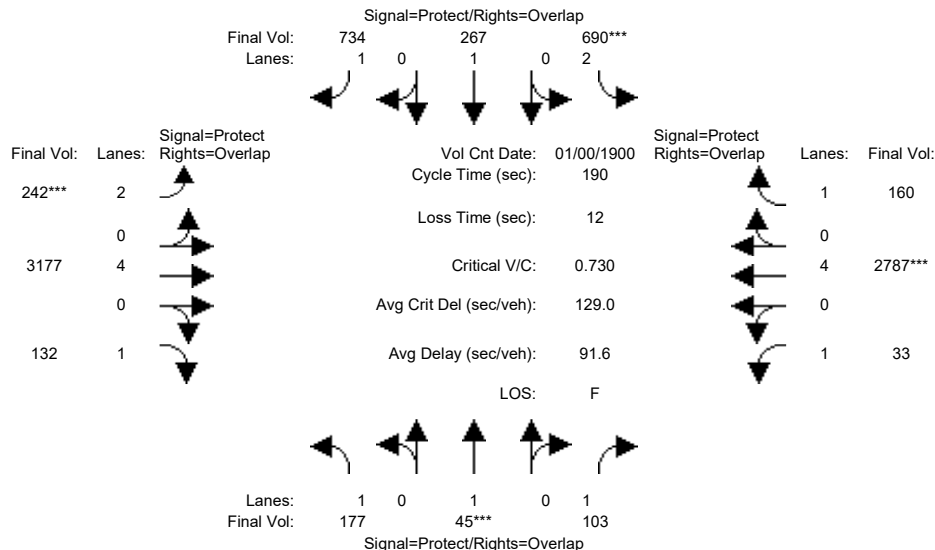


Street Name:	Lafayette Street						Calle Del Mundo									
Approach:	North Bound			South Bound			East Bound			West Bound						
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	
Min. Green:	0	10	10			7	10	0			0	0	0	10	0	10
Y+R:	4.0	4.0	4.0			4.0	4.0	4.0			4.0	4.0	4.0	4.0	4.0	4.0
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Volume Module: >>	Count	Date:	0	Jan	1900	<<	12:00:00	AM								
Base Vol:	4	265	6			8	998	0			0	0	0	10	0	10
Growth Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	265	6			8	998	0			0	0	0	10	0	10
Added Vol:	0	85	121			243	243	0			0	0	0	43	0	85
PasserByVol:	0	0	0			0	0	0			0	0	0	0	0	0
Initial Fut:	4	350	127			251	1241	0			0	0	0	53	0	95
User Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	350	127			251	1241	0			0	0	0	53	0	95
Reduct Vol:	0	0	0			0	0	0			0	0	0	0	0	0
Reduced Vol:	4	350	127			251	1241	0			0	0	0	53	0	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:	4	350	127			251	1241	0			0	0	0	53	0	95
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
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	1.45	0.55			1.00	2.00	0.00			0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1750	2714	985			1750	3800	0			0	0	0	1750	0	1750
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Capacity Analysis Module:																
Vol/Sat:	0.00	0.13	0.13			0.14	0.33	0.00			0.00	0.00	0.00	0.03	0.00	0.05
Crit Moves:	****						****							****		
Green Time:	0.5	32.6	32.6			36.2	68.3	0.0			0.0	0.0	0.0	12.2	0.0	12.2
Volume/Cap:	0.43	0.36	0.36			0.36	0.43	0.00			0.00	0.00	0.00	0.22	0.00	0.40
Delay/Veh:	73.6	21.2	21.2			19.1	4.0	0.0			0.0	0.0	0.0	35.1	0.0	36.6
User DelAdj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	73.6	21.2	21.2			19.1	4.0	0.0			0.0	0.0	0.0	35.1	0.0	36.6
LOS by Move:	E	C+	C+			B-	A	A			A	A	A	D+	A	D+
HCM2kAvgQ:	0	5	5			5	6	0			0	0	0	2	0	3
Note: Queue reported is the number of cars per lane.																

Tasman East Focus Area Plan
SJ16-1669
Existing PM

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

Intersection #37: Montague Expy/Mission College Blvd (CMP)

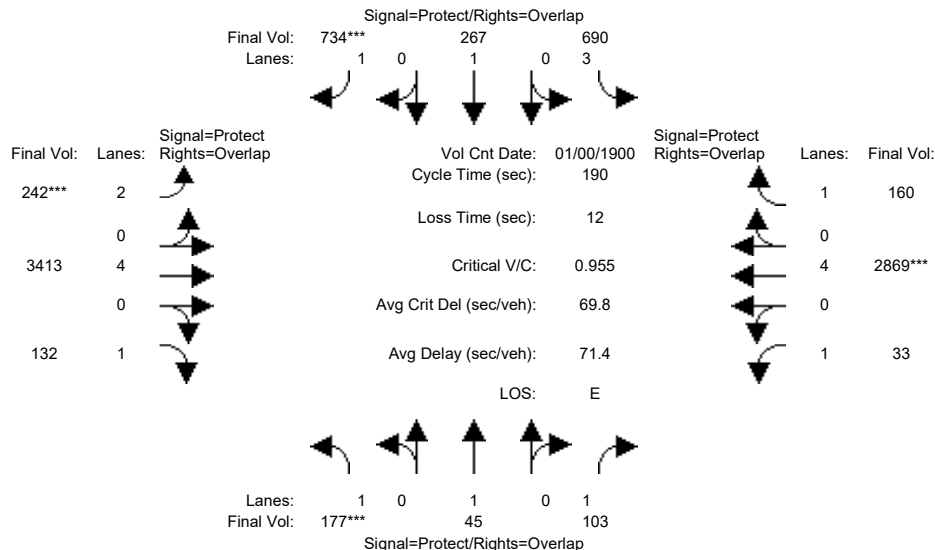


Street Name:	Mission College Blvd						Montague Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	18	42	42	24	48	48	31	102	102	21	93	93
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	177	45	103	690	267	734	242	3177	132	33	2787	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:	177	45	103	690	267	734	242	3177	132	33	2787	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:	177	45	103	690	267	734	242	3177	132	33	2787	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:	177	45	103	690	267	734	242	3177	132	33	2787	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	177	45	103	690	267	734	242	3177	132	33	2787	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
Final Volume:	177	45	103	690	267	734	242	3177	132	33	2787	160
Saturation 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	0.02	0.06	0.22	0.14	0.42	0.08	0.42	0.08	0.02	0.37	0.09
Crit Moves:	****			****			****			****		
Green Time:	14.1	39.5	59.4	22.6	47.9	77.1	29.2	96.7	110.9	19.9	87.5	110.0
Volume/Cap:	1.36	0.11	0.19	1.84	0.56	1.03	0.50	0.82	0.13	0.18	0.80	0.16
Delay/Veh:	296.3	65.0	50.9	478.9	67.2	102.8	79.2	43.3	19.0	83.0	47.8	19.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	296.3	65.0	50.9	478.9	67.2	102.8	79.2	43.3	19.0	83.0	47.8	19.8
LOS by Move:	F	E	D	F	E	F	E-	D	B-	F	D	B-
HCM2kAvgQ:	20	2	5	49	14	56	8	41	4	2	36	5
Note: Queue reported is the number of cars per lane.												

Tasman East Focus Area Plan
SJ16-1669
Existing PM

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

Intersection #37: Montague Expy/Mission College Blvd (CMP)

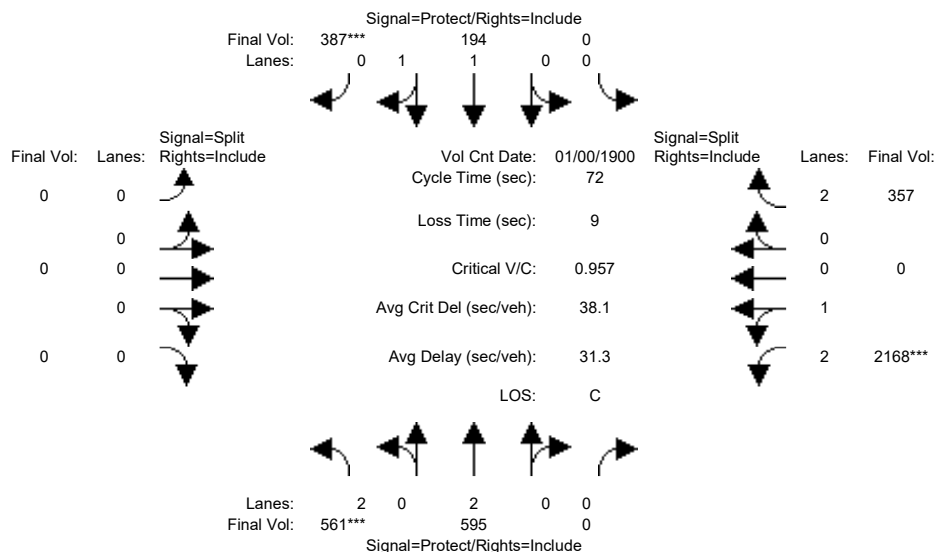


Street Name:	Mission College Blvd						Montague Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	18	42	42	24	48	48	31	102	102	21	93	93
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	177	45	103	690	267	734	242	3177	132	33	2787	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:	177	45	103	690	267	734	242	3177	132	33	2787	160
Added Vol:	0	0	0	0	0	0	0	236	0	0	82	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	177	45	103	690	267	734	242	3413	132	33	2869	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:	177	45	103	690	267	734	242	3413	132	33	2869	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	177	45	103	690	267	734	242	3413	132	33	2869	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
Final Volume:	177	45	103	690	267	734	242	3413	132	33	2869	160
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.80	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	3.00	1.00	1.00	2.00	4.00	1.00	1.00	4.00	1.00
Final Sat.:	1750	1900	1750	4551	1900	1750	3150	7600	1750	1750	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.02	0.06	0.15	0.14	0.42	0.08	0.45	0.08	0.02	0.38	0.09
Crit Moves:	****					****	****				****	
Green Time:	17.1	39.5	59.4	22.6	45.1	74.3	29.2	96.7	113.8	19.9	87.5	110.0
Volume/Cap:	1.12	0.11	0.19	1.28	0.59	1.07	0.50	0.88	0.13	0.18	0.82	0.16
Delay/Veh:	200.6	65.0	50.9	227.1	70.4	117.0	79.2	46.9	17.6	83.0	48.9	19.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	200.6	65.0	50.9	227.1	70.4	117.0	79.2	46.9	17.6	83.0	48.9	19.8
LOS by Move:	F	E	D	F	E	F	E-	D	B	F	D	B-
HCM2kAvgQ:	17	2	5	27	15	59	8	48	4	2	38	5
Note: Queue reported is the number of cars per lane.												

Tasman East Focus Area Plan
SJ16-1669
Background AM

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

Intersection #1: Great America Parkway / WB SR 237

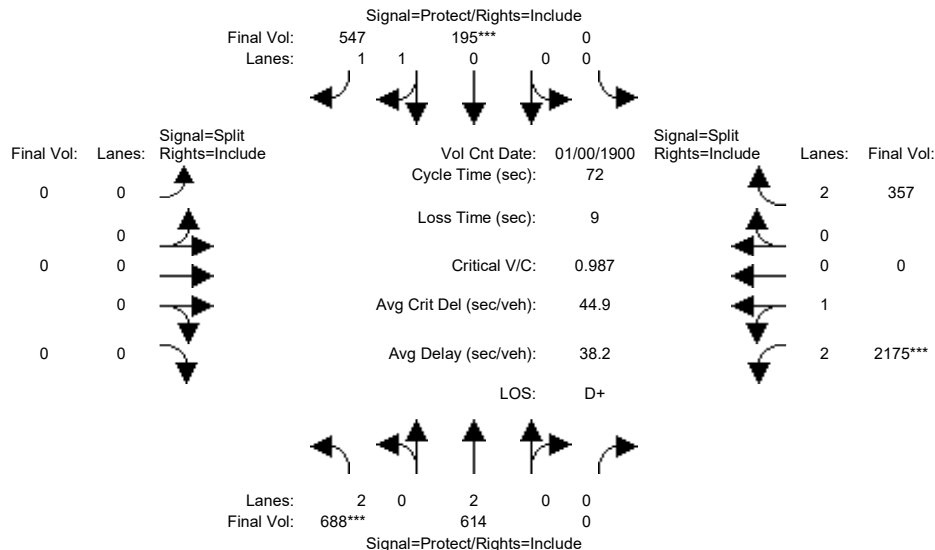


Street Name:	Great America Parkway						WB SR 237								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
Volume Module: >>	Count	Date:	0	Jan	1900	<<	12:00:00	AM							
Base Vol:	561	595	0	0	194	387	0	0	0	2168	0	357			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	561	595	0	0	194	387	0	0	0	2168	0	357			
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	561	595	0	0	194	387	0	0	0	2168	0	357			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	561	595	0	0	194	387	0	0	0	2168	0	357			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	561	595	0	0	194	387	0	0	0	2168	0	357			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
FinalVolume:	561	595	0	0	194	387	0	0	0	2168	0	357			
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	0.87	1.00	0.83			
Lanes:	2.00	2.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	3.00	0.00	2.00			
Final Sat.:	3150	3800	0	0	1900	1750	0	0	0	4950	0	3150			
Capacity Analysis Module:															
Vol/Sat:	0.18	0.16	0.00	0.00	0.10	0.22	0.00	0.00	0.00	0.44	0.00	0.11			
Crit Moves:	****					****				****					
Green Time:	13.4	30.0	0.0	0.0	16.6	16.6	0.0	0.0	0.0	33.0	0.0	33.0			
Volume/Cap:	0.96	0.38	0.00	0.00	0.44	0.96	0.00	0.00	0.00	0.96	0.00	0.25			
Delay/Veh:	55.7	14.6	0.0	0.0	23.9	53.4	0.0	0.0	0.0	29.4	0.0	12.0			
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
AdjDel/Veh:	55.7	14.6	0.0	0.0	23.9	53.4	0.0	0.0	0.0	29.4	0.0	12.0			
LOS by Move:	E+	B	A	A	C	D-	A	A	A	C	A	B			
HCM2kAvgQ:	9	4	0	0	4	12	0	0	0	24	0	3			
Note: Queue reported is the number of cars per lane.															

Tasman East Focus Area Plan
SJ16-1669
Background AM

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

Intersection #1: Great America Parkway / WB SR 237

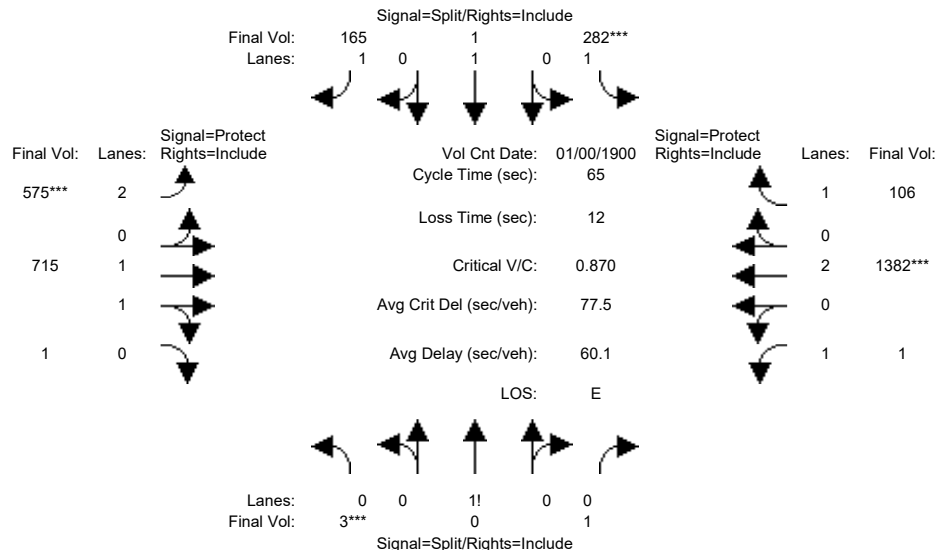


Street Name:	Great America Parkway						WB SR 237								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Min. Green:	7		10		0	0		10		10	0		10		10
Y+R:	4.0		4.0		4.0	4.0		4.0		4.0	4.0		4.0		4.0
Volume Module: >> Count	Date: 0 Jan 1900			<< 12:00:00 AM											
Base Vol:	561		595		0	0		194		387	0		0		0
Growth Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
Initial Bse:	561		595		0	0		194		387	0		0		0
Added Vol:	127		19		0	0		1		160	0		0		0
PasserByVol:	0		0		0	0		0		0	0		0		0
Initial Fut:	688		614		0	0		195		547	0		0		0
User Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
PHF Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
PHF Volume:	688		614		0	0		195		547	0		0		0
Reduct Vol:	0		0		0	0		0		0	0		0		0
Reduced Vol:	688		614		0	0		195		547	0		0		0
PCE Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
MLF Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
FinalVolume:	688		614		0	0		195		547	0		0		0
Saturation Flow Module:															
Sat/Lane:	1900		1900		1900	1900		1900		1900	1900		1900		1900
Adjustment:	0.83		1.00		0.92	0.92		0.95		0.95	0.92		1.00		0.83
Lanes:	2.00		2.00		0.00	0.00		0.53		1.47	0.00		0.00		2.00
Final Sat.:	3150		3800		0	0		946		2654	0		0		0
Capacity Analysis Module:															
Vol/Sat:	0.22		0.16		0.00	0.00		0.21		0.21	0.00		0.00		0.00
Crit Moves:	****							****							****
Green Time:	15.9		31.0		0.0	0.0		15.0		15.0	0.0		0.0		0.0
Volume/Cap:	0.99		0.38		0.00	0.00		0.99		0.99	0.00		0.00		0.00
Delay/Veh:	58.7		14.1		0.0	0.0		58.0		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
AdjDel/Veh:	58.7		14.1		0.0	0.0		58.0		58.0	0.0		0.0		0.0
LOS by Move:	E+		B		A	A		E+		E+	A		A		A
HCM2kAvgQ:	12		4		0	0		12		12	0		0		0
Note: Queue reported is the number of cars per lane.															

Tasman East Focus Area Plan
SJ16-1669
Background AM

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

Intersection #9: Centennial Drive / Tasman Drive

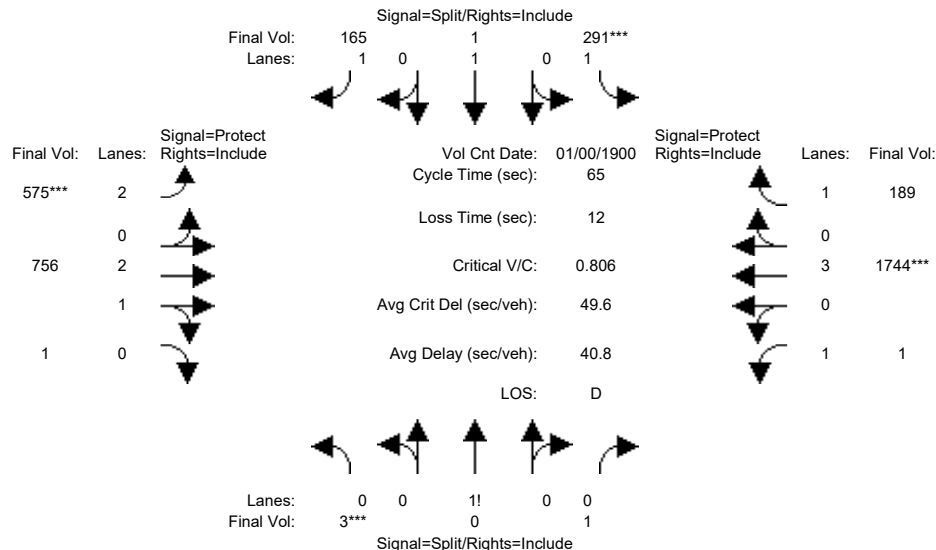


Street Name:	Centennial Drive						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	3	0	1	282	1	165	575	715	1	1	1382	106
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	0	1	282	1	165	575	715	1	1	1382	106
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	0	1	282	1	165	575	715	1	1	1382	106
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	3	0	1	282	1	165	575	715	1	1	1382	106
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	0	1	282	1	165	575	715	1	1	1382	106
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	3	0	1	282	1	165	575	715	1	1	1382	106
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	1.00	0.92	0.83	0.97	0.95	0.92	1.00	0.92
Lanes:	0.75	0.00	0.25	1.00	1.00	1.00	2.00	1.99	0.01	1.00	2.00	1.00
Final Sat.:	1313	0	438	1750	1900	1750	3150	3695	5	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.16	0.00	0.09	0.18	0.19	0.19	0.00	0.36	0.06
Crit Moves:	***			***			***			***		
Green Time:	10.0	0.0	10.0	10.0	10.0	10.0	11.0	21.2	21.2	11.8	22.0	22.0
Volume/Cap:	0.01	0.00	0.01	1.05	0.00	0.61	1.08	0.59	0.59	0.00	1.08	0.18
Delay/Veh:	23.3	0.0	23.3	95.3	23.3	29.8	87.9	19.1	19.1	21.8	69.7	15.3
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:	23.3	0.0	23.3	95.3	23.3	29.8	87.9	19.1	19.1	21.8	69.7	15.3
LOS by Move:	C	A	C	F	C	C	F	B-	B-	C+	E	B
HCM2kAvgQ:	0	0	0	13	0	4	11	6	6	0	21	2
Note: Queue reported is the number of cars per lane.												

Tasman East Focus Area Plan
SJ16-1669
Background AM

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

Intersection #9: Centennial Drive / Tasman Drive

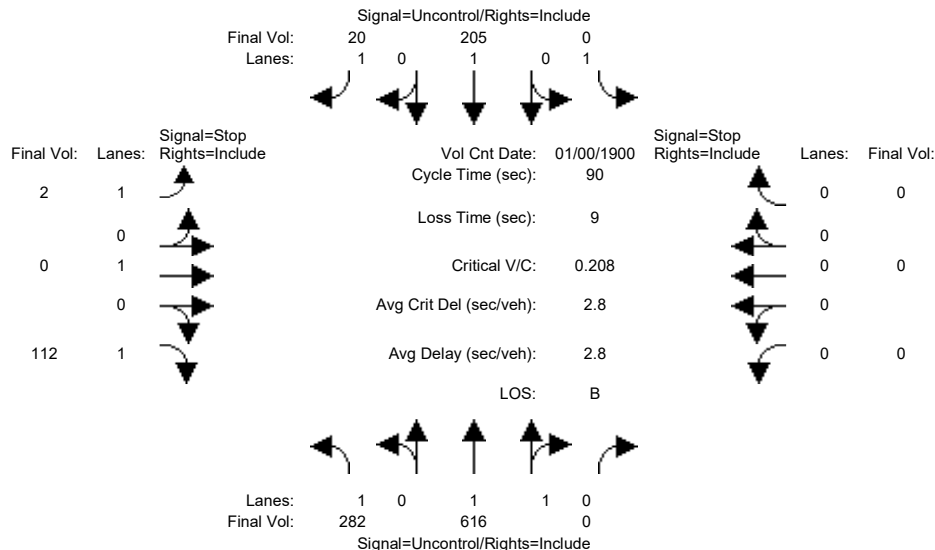


Street Name:	Centennial Drive						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	3	0	1	282	1	165	575	715	1	1	1382	106
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	0	1	282	1	165	575	715	1	1	1382	106
Added Vol:	0	0	0	9	0	0	0	41	0	0	362	83
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	0	1	291	1	165	575	756	1	1	1744	189
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	3	0	1	291	1	165	575	756	1	1	1744	189
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	0	1	291	1	165	575	756	1	1	1744	189
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	3	0	1	291	1	165	575	756	1	1	1744	189
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	1.00	0.92	0.83	0.98	0.95	0.92	1.00	0.92
Lanes:	0.75	0.00	0.25	1.00	1.00	1.00	2.00	2.99	0.01	1.00	3.00	1.00
Final Sat.:	1313	0	438	1750	1900	1750	3150	5593	7	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.17	0.00	0.09	0.18	0.14	0.14	0.00	0.31	0.11
Crit Moves:	***			***			***			***		
Green Time:	10.0	0.0	10.0	10.9	10.9	10.9	12.0	18.9	18.9	13.2	20.1	20.1
Volume/Cap:	0.01	0.00	0.01	0.99	0.00	0.56	0.99	0.47	0.47	0.00	0.99	0.35
Delay/Veh:	23.3	0.0	23.3	76.5	22.5	27.3	61.1	19.1	19.1	20.6	41.3	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:	23.3	0.0	23.3	76.5	22.5	27.3	61.1	19.1	19.1	20.6	41.3	17.8
LOS by Move:	C	A	C	E-	C+	C	E	B-	B-	C+	D	B
HCM2kAvgQ:	0	0	0	12	0	4	9	4	4	0	14	3
Note: Queue reported is the number of cars per lane.												

Tasman East Focus Area Plan
SJ16-1669
Background AM

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

Intersection #10: Lafayette Street / Great America Way



Street Name:	Lafayette Street						Great America Way								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----															
Volume Module:	>> Count Date:			0 Jan 1900 <<			12:00:00 AM								
Base Vol:	282	616	0	0	205	20	2	0	112	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	1.00	1.00	1.00
Initial Bse:	282	616	0	0	205	20	2	0	112	0	0	0			
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	282	616	0	0	205	20	2	0	112	0	0	0			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	282	616	0	0	205	20	2	0	112	0	0	0			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	282	616	0	0	205	20	2	0	112	0	0	0			
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----															
Critical Gap Module:															
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx			
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx			
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----															
Capacity Module:															
Cnflct Vol:	225	xxxx	xxxxx	xxxx	xxxx	xxxxx	1077	1385	205	xxxx	xxxx	xxxxx			
Potent Cap.:	1356	xxxx	xxxxx	xxxx	xxxx	xxxxx	245	145	841	xxxx	xxxx	xxxxx			
Move Cap.:	1356	xxxx	xxxxx	xxxx	xxxx	xxxxx	205	115	841	xxxx	xxxx	xxxxx			
Volume/Cap:	0.21	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	0.00	0.13	xxxx	xxxx	xxxx			
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----															
Level Of Service Module:															
2Way95thQ:	0.8	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	0.5	xxxx	xxxx	xxxxx			
Control Del:	8.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	22.7	xxxx	9.9	xxxxx	xxxx	xxxxx			
LOS by Move:	A	*	*	*	*	*	C	*	A	*	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxx	xxxxx		
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			10.2			xxxxxx					
ApproachLOS:	*			*			B			*					

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

Peak Hour Delay Signal Warrant Report

Intersection #10 Lafayette Street / Great America Way

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 0 1      1 0 1 0 1      0 0 0 0 0
Initial Vol:    282 616      0      0 205 20      2 0 112      0 0 0 0
ApproachDel:    xxxxxx      xxxxxx      10.2      xxxxxx
-----|-----|-----|-----|-----|

```

Approach[eastbound][lanes=3][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.3]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=114]

FAIL - Approach volume less than 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=1237]

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 #10 Lafayette Street / Great America Way

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 0 1      1 0 1 0 1      0 0 0 0 0
Initial Vol:    282 616      0      0 205 20      2 0 112      0 0 0 0
-----|-----|-----|-----|-----|

```

Major Street Volume: 1123

Minor Approach Volume: 114

Minor Approach Volume Threshold: 324

SIGNAL WARRANT DISCLAIMER

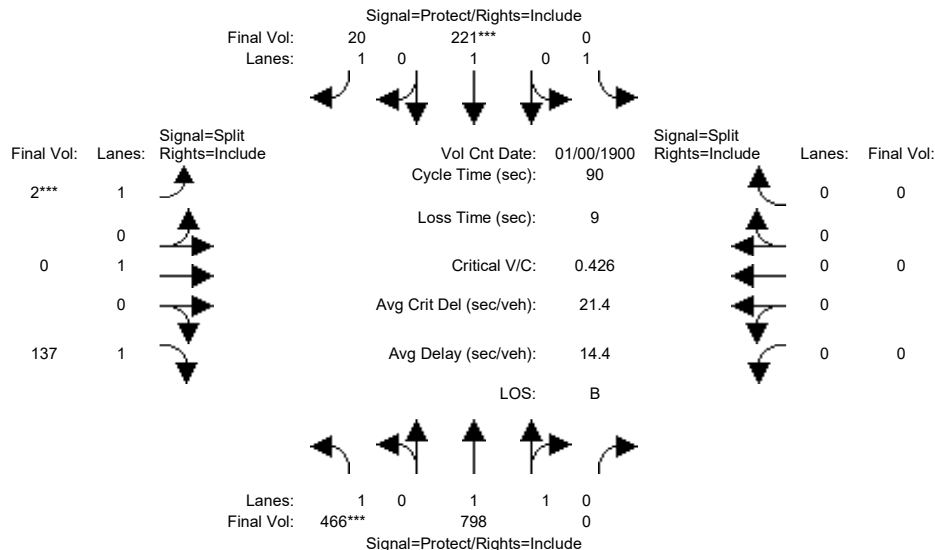
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant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

Tasman East Focus Area Plan
SJ16-1669
Background AM

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

Intersection #10: Lafayette Street / Great America Way



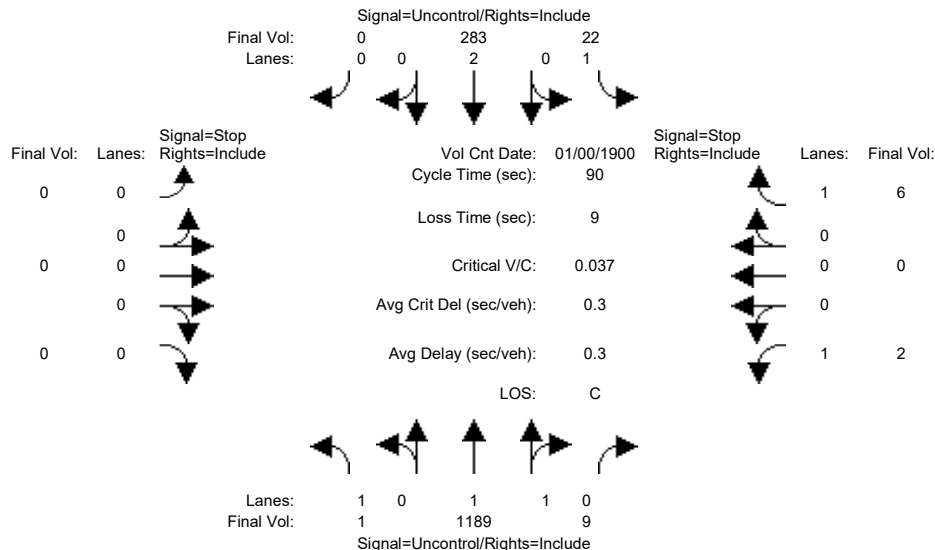
Street Name:	Lafayette Street						Great America Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	282	616	0	0	205	20	2	0	112	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:	282	616	0	0	205	20	2	0	112	0	0	0
Added Vol:	184	182	0	0	16	0	0	0	25	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	466	798	0	0	221	20	2	0	137	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	466	798	0	0	221	20	2	0	137	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	466	798	0	0	221	20	2	0	137	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	466	798	0	0	221	20	2	0	137	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	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	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	3700	0	1750	1900	1750	1750	1900	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.27	0.22	0.00	0.00	0.12	0.01	0.00	0.00	0.08	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	44.9	64.5	0.0	0.0	19.6	19.6	16.5	0.0	16.5	0.0	0.0	0.0
Volume/Cap:	0.53	0.30	0.00	0.00	0.53	0.05	0.01	0.00	0.43	0.00	0.00	0.00
Delay/Veh:	16.1	4.7	0.0	0.0	32.5	27.9	30.0	0.0	33.5	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:	16.1	4.7	0.0	0.0	32.5	27.9	30.0	0.0	33.5	0.0	0.0	0.0
LOS by Move:	B	A	A	A	C-	C	C	A	C-	A	A	A
HCM2kAvgQ:	10	4	0	0	5	0	0	0	4	0	0	0

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

Tasman East Focus Area Plan
SJ16-1669
Background AM

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

Intersection #11: Lafayette Street / Calle Del Mundo



Street Name:	Lafayette Street						Calle Del Mundo					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	1	1189	9	22	283	0	0	0	0	2	0	6
Growth Adj:	1.00	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	1189	9	22	283	0	0	0	0	2	0	6
Added Vol:	0	0	0	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	1189	9	22	283	0	0	0	0	2	0	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1189	9	22	283	0	0	0	0	2	0	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	1	1189	9	22	283	0	0	0	0	2	0	6
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3
Capacity Module:												
Cnflct Vol:	283	xxxx	xxxxx	1198	xxxx	xxxxx	xxxxx	xxxx	xxxxx	1381	xxxx	599
Potent Cap.:	1291	xxxx	xxxxx	590	xxxx	xxxxx	xxxxx	xxxx	xxxxx	138	xxxx	450
Move Cap.:	1291	xxxx	xxxxx	590	xxxx	xxxxx	xxxxx	xxxx	xxxxx	134	xxxx	450
Volume/Cap:	0.00	xxxx	xxxx	0.04	xxxx	xxxx	xxxxx	xxxx	xxxxx	0.01	xxxx	0.01
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	0.0
Control Del:	7.8	xxxx	xxxxx	11.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	32.3	xxxx	13.1
LOS by Move:	A	*	*	B	*	*	*	*	*	D	*	B
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			17.9		
ApproachLOS:										C		

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

Peak Hour Delay Signal Warrant Report

Intersection #11 Lafayette Street / Calle Del Mundo

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 2 0 0	0 0 0 0 0	1 0 0 0 1
Initial Vol:	1 1189 9	22 283 0	0 0 0 0	2 0 0 6
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	17.9

Approach[westbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.0]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=8]

FAIL - Approach volume less than 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=1512]

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 #11 Lafayette Street / Calle Del Mundo

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 2 0 0	0 0 0 0 0	1 0 0 0 1
Initial Vol:	1 1189 9	22 283 0	0 0 0 0	2 0 0 6

Major Street Volume: 1504

Minor Approach Volume: 8

Minor Approach Volume Threshold: 199

SIGNAL WARRANT DISCLAIMER

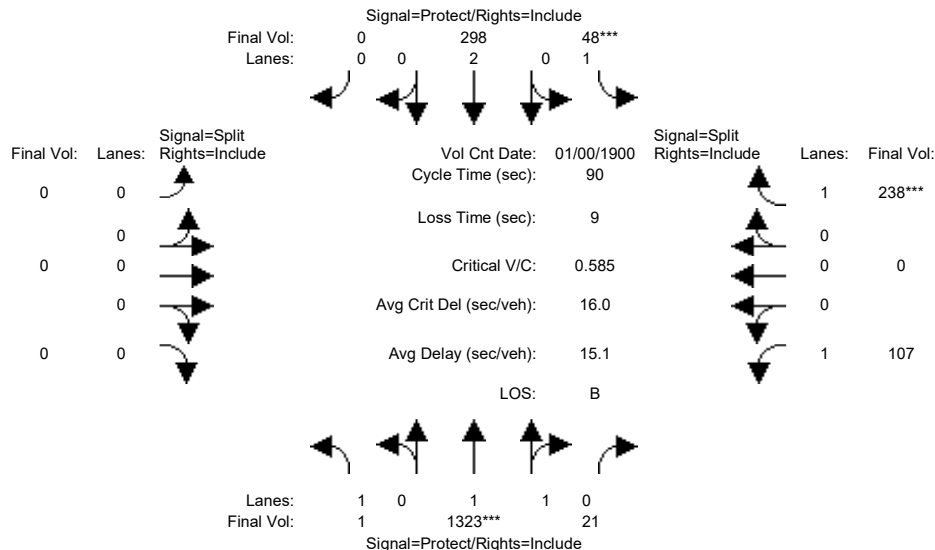
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant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

Tasman East Focus Area Plan
SJ16-1669
Background AM

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

Intersection #11: Lafayette Street / Calle Del Mundo

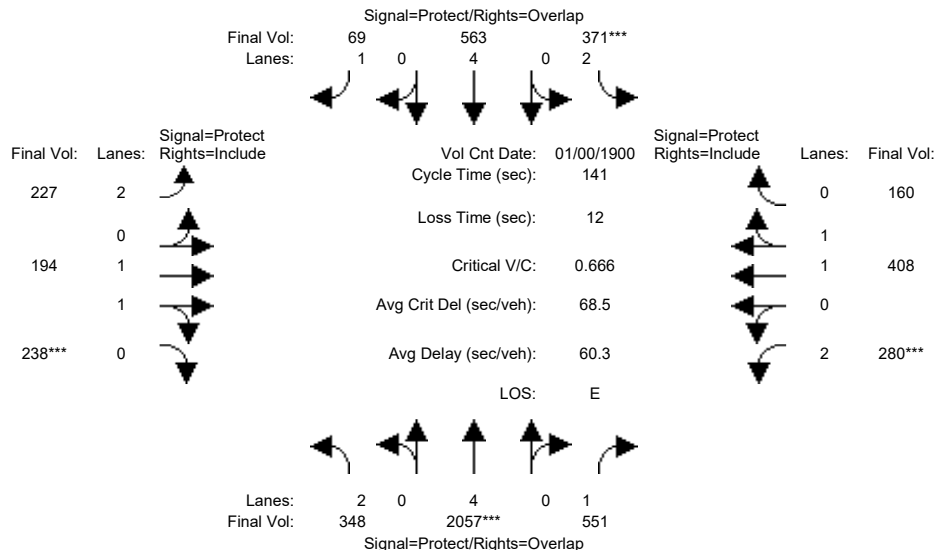


Street Name:	Lafayette Street						Calle Del Mundo								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Min. Green:	0	10	10		7	10	0	0	0	0	10	0	10		
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Volume Module: >>	Count	Date:	0	Jan	1900	<<	12:00:00	AM							
Base Vol:	1	1189	9	22	283	0	0	0	0	2	0	6			
Growth Adj:	1.00	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	1189	9	22	283	0	0	0	0	2	0	6			
Added Vol:	0	134	12	26	15	0	0	0	0	105	0	232			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	1	1323	21	48	298	0	0	0	0	107	0	238			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	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	1323	21	48	298	0	0	0	0	107	0	238			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	1	1323	21	48	298	0	0	0	0	107	0	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:	1	1323	21	48	298	0	0	0	0	107	0	238			
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
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	1.97	0.03	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00			
Final Sat.:	1750	3642	58	1750	3800	0	0	0	0	1750	0	1750			
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Capacity Analysis Module:															
Vol/Sat:	0.00	0.36	0.36	0.03	0.08	0.00	0.00	0.00	0.00	0.06	0.00	0.14			
Crit Moves:	****			****									****		
Green Time:	0.3	53.8	53.8	7.0	60.5	0.0	0.0	0.0	0.0	20.2	0.0	20.2			
Volume/Cap:	0.17	0.61	0.61	0.35	0.12	0.00	0.00	0.00	0.00	0.27	0.00	0.61			
Delay/Veh:	57.2	11.9	11.9	40.9	5.3	0.0	0.0	0.0	0.0	29.2	0.0	34.1			
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
AdjDel/Veh:	57.2	11.9	11.9	40.9	5.3	0.0	0.0	0.0	0.0	29.2	0.0	34.1			
LOS by Move:	E+	B+	B+	D	A	A	A	A	A	C	A	C-			
HCM2kAvgQ:	0	12	12	2	1	0	0	0	0	3	0	7			
Note: Queue reported is the number of cars per lane.															

Tasman East Focus Area Plan
SJ16-1669
Background AM

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

Intersection #35: Lawrence Expy/Tasman Dr (CMP)

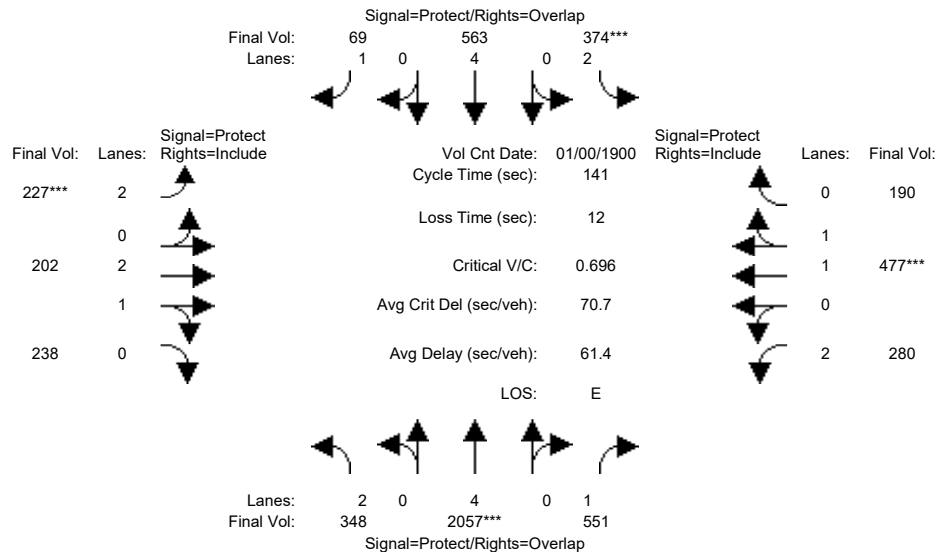


Street Name:	Lawrence Expy						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	17	61	61	12	57	57	34	40	40	27	33	33
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count	Date: 0 Jan 1900 << 12:00:00 AM											
Base Vol:	348	2057	551	371	563	69	227	194	238	280	408	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:	348	2057	551	371	563	69	227	194	238	280	408	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:	348	2057	551	371	563	69	227	194	238	280	408	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:	348	2057	551	371	563	69	227	194	238	280	408	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	348	2057	551	371	563	69	227	194	238	280	408	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
Final Volume:	348	2057	551	371	563	69	227	194	238	280	408	160
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	0.98	0.95
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	1.00	1.00	2.00	1.42	0.58
Final Sat.:	3150	7600	1750	3150	7600	1750	3150	1900	1750	3150	2657	1042
Capacity Analysis Module:												
Vol/Sat:	0.11	0.27	0.31	0.12	0.07	0.04	0.07	0.10	0.14	0.09	0.15	0.15
Crit Moves:	****			****			****			****		
Green Time:	15.7	56.2	81.1	12.0	52.5	83.9	31.3	36.9	36.9	24.9	30.4	30.4
Volume/Cap:	0.99	0.68	0.55	1.39	0.20	0.07	0.32	0.39	0.52	0.50	0.71	0.71
Delay/Veh:	114.4	38.6	20.8	265.3	32.6	13.1	50.1	46.7	48.9	57.7	58.6	58.6
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:	114.4	38.6	20.8	265.3	32.6	13.1	50.1	46.7	48.9	57.7	58.6	58.6
LOS by Move:	F	D+	C+	F	C-	B	D	D	D	E+	E+	E+
HCM2kAvgQ:	14	20	17	20	4	1	5	7	10	7	12	12
Note: Queue reported is the number of cars per lane.												

Tasman East Focus Area Plan
SJ16-1669
Background AM

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

Intersection #35: Lawrence Expy/Tasman Dr (CMP)

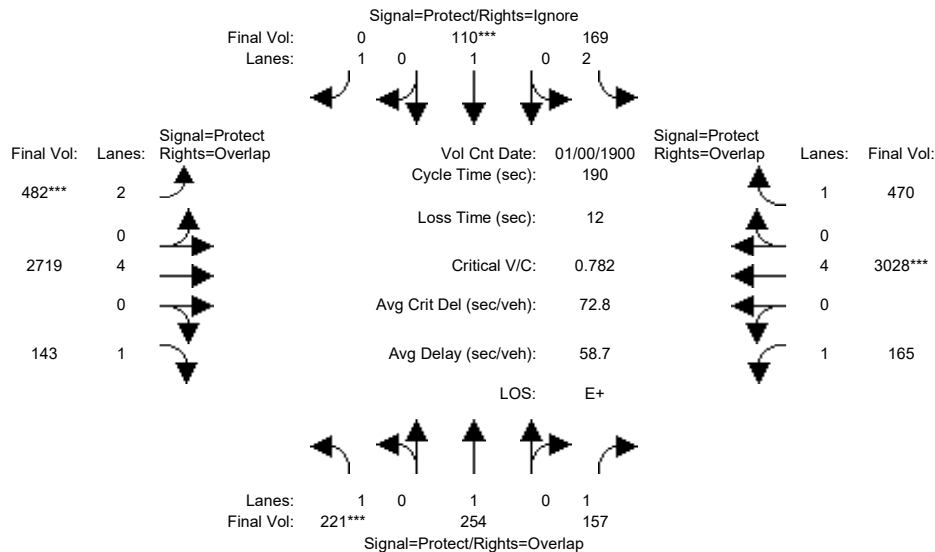


Street Name:	Lawrence Expy						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	17	61	61	12	57	57	34	40	40	27	33	33
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count	Date: 0 Jan 1900 << 12:00:00 AM											
Base Vol:	348	2057	551	371	563	69	227	194	238	280	408	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:	348	2057	551	371	563	69	227	194	238	280	408	160
Added Vol:	0	0	0	3	0	0	0	8	0	0	69	30
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	348	2057	551	374	563	69	227	202	238	280	477	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:	348	2057	551	374	563	69	227	202	238	280	477	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	348	2057	551	374	563	69	227	202	238	280	477	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
Final Volume:	348	2057	551	374	563	69	227	202	238	280	477	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	0.83	0.98	0.95
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	2.00	1.00	2.00	1.41	0.59
Final Sat.:	3150	7600	1750	3150	7600	1750	3150	3800	1750	3150	2645	1054
Capacity Analysis Module:												
Vol/Sat:	0.11	0.27	0.31	0.12	0.07	0.04	0.07	0.05	0.14	0.09	0.18	0.18
Crit Moves:	****			****			****			****		
Green Time:	15.7	56.2	81.1	12.0	52.5	83.9	31.3	36.9	36.9	24.9	30.4	30.4
Volume/Cap:	0.99	0.68	0.55	1.40	0.20	0.07	0.32	0.20	0.52	0.50	0.84	0.84
Delay/Veh:	114.4	38.6	20.8	270.0	32.6	13.1	50.1	44.1	48.9	57.7	65.1	65.1
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:	114.4	38.6	20.8	270.0	32.6	13.1	50.1	44.1	48.9	57.7	65.1	65.1
LOS by Move:	F	D+	C+	F	C-	B	D	D	D	E+	E	E
HCM2kAvgQ:	14	20	17	20	4	1	5	4	10	7	15	15
Note: Queue reported is the number of cars per lane.												

Tasman East Focus Area Plan
SJ16-1669
Background AM

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

Intersection #37: Montague Expy/Mission College Blvd (CMP)

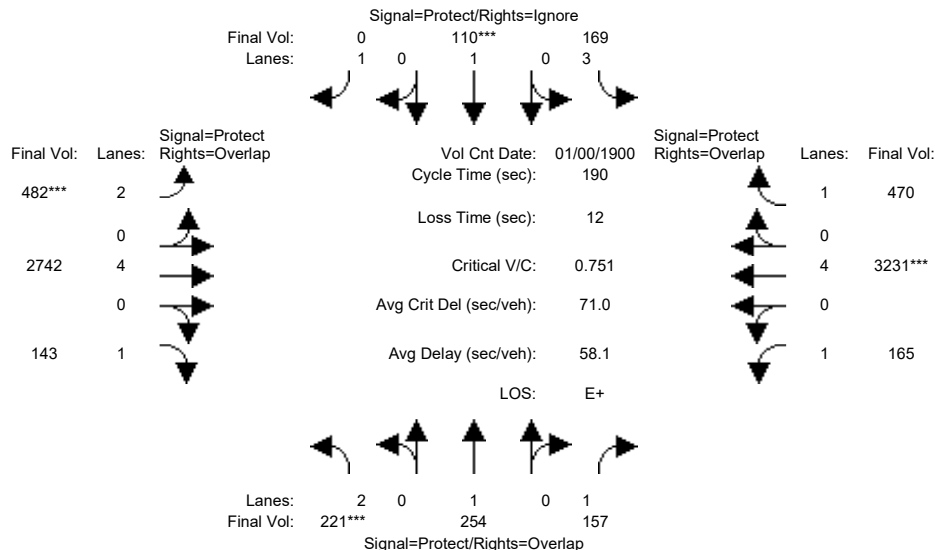


Street Name:	Mission College Blvd						Montague Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	26	49	49	19	42	42	26	103	103	19	97	97
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count	Date: 0 Jan 1900 << 12:00:00 AM											
Base Vol:	221	254	157	169	110	488	482	2719	143	165	3028	470
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	221	254	157	169	110	488	482	2719	143	165	3028	470
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	221	254	157	169	110	488	482	2719	143	165	3028	470
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	221	254	157	169	110	0	482	2719	143	165	3028	470
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	221	254	157	169	110	0	482	2719	143	165	3028	470
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	221	254	157	169	110	0	482	2719	143	165	3028	470
Saturation 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	0.13	0.09	0.05	0.06	0.00	0.15	0.36	0.08	0.09	0.40	0.27
Crit Moves:	***				***		***				***	
Green Time:	24.3	45.9	63.9	17.8	39.3	0.0	24.3	97.1	121.4	18.0	90.8	108.6
Volume/Cap:	0.99	0.55	0.27	0.57	0.28	0.00	1.19	0.70	0.13	0.99	0.83	0.47
Delay/Veh:	144.3	68.9	49.4	90.8	68.2	0.0	198.0	38.4	14.5	159.4	47.8	25.8
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:	144.3	68.9	49.4	90.8	68.2	0.0	198.0	38.4	14.5	159.4	47.8	25.8
LOS by Move:	F	E	D	F	E	A	F	D+	B	F	D	C
HCM2kAvgQ:	19	14	7	7	6	0	26	31	4	13	41	18
Note: Queue reported is the number of cars per lane.												

Tasman East Focus Area Plan
SJ16-1669
Background AM

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

Intersection #37: Montague Expy/Mission College Blvd (CMP)

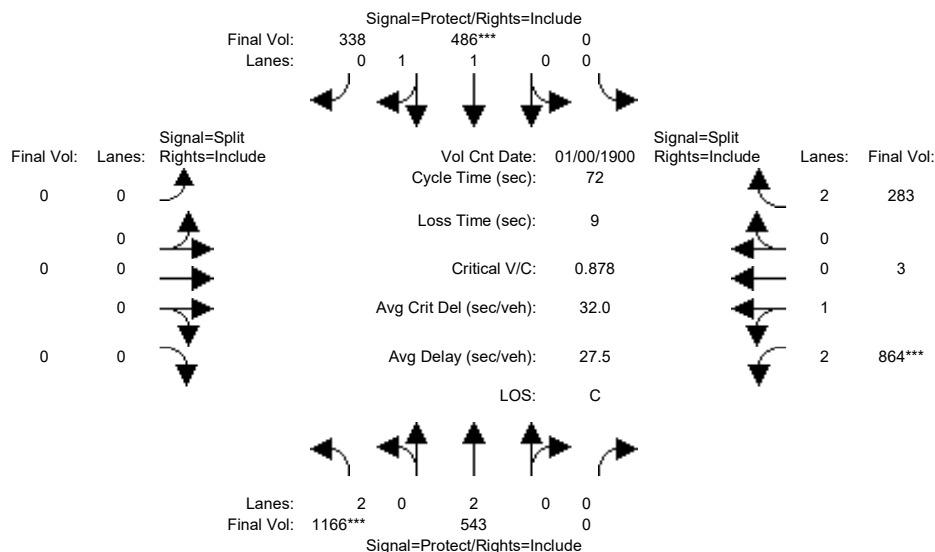


Street Name:	Mission College Blvd						Montague Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	26	49	49	19	42	42	26	103	103	19	97	97
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	221	254	157	169	110	488	482	2719	143	165	3028	470
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	221	254	157	169	110	488	482	2719	143	165	3028	470
Added Vol:	0	0	0	0	0	0	0	23	0	0	203	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	221	254	157	169	110	488	482	2742	143	165	3231	470
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	221	254	157	169	110	0	482	2742	143	165	3231	470
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	221	254	157	169	110	0	482	2742	143	165	3231	470
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	221	254	157	169	110	0	482	2742	143	165	3231	470
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	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	1.00	1.00	3.00	1.00	1.00	2.00	4.00	1.00	1.00	4.00	1.00
Final Sat.:	3150	1900	1750	4551	1900	1750	3150	7600	1750	1750	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.13	0.09	0.04	0.06	0.00	0.15	0.36	0.08	0.09	0.43	0.27
Crit Moves:	***				***		***				***	
Green Time:	24.3	45.9	63.9	17.8	39.3	0.0	24.3	97.1	121.4	18.0	90.8	108.6
Volume/Cap:	0.55	0.55	0.27	0.40	0.28	0.00	1.19	0.71	0.13	0.99	0.89	0.47
Delay/Veh:	84.6	68.9	49.4	87.2	68.2	0.0	198.0	38.6	14.5	159.4	51.2	25.8
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:	84.6	68.9	49.4	87.2	68.2	0.0	198.0	38.6	14.5	159.4	51.2	25.8
LOS by Move:	F	E	D	F	E	A	F	D+	B	F	D-	C
HCM2kAvgQ:	8	14	7	4	6	0	26	32	4	13	46	18
Note: Queue reported is the number of cars per lane.												

Tasman East Focus Area Plan
SJ16-1669
Background PM

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

Intersection #1: Great America Parkway / WB SR 237

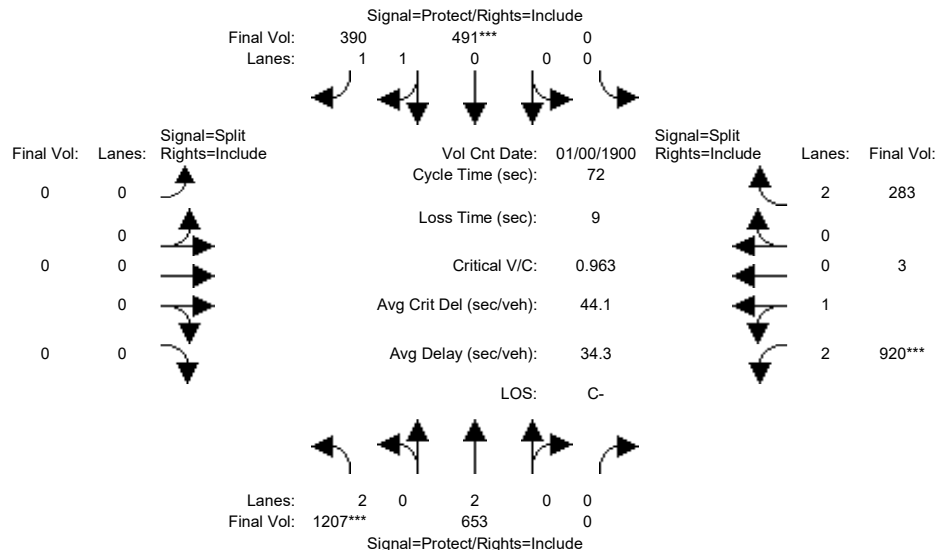


Street Name:	Great America Parkway						WB SR 237								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM															
Base Vol:	1166	543	0	0	486	338	0	0	0	864	3	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:	1166	543	0	0	486	338	0	0	0	864	3	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:	1166	543	0	0	486	338	0	0	0	864	3	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:	1166	543	0	0	486	338	0	0	0	864	3	283			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	1166	543	0	0	486	338	0	0	0	864	3	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:	1166	543	0	0	486	338	0	0	0	864	3	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	0.99	0.95	0.92	1.00	0.92	0.87	0.95	0.83			
Lanes:	2.00	2.00	0.00	0.00	1.16	0.84	0.00	0.00	0.00	2.99	0.01	2.00			
Final Sat.:	3150	3800	0	0	2181	1517	0	0	0	4933	17	3150			
Capacity Analysis Module:															
Vol/Sat:	0.37	0.14	0.00	0.00	0.22	0.22	0.00	0.00	0.00	0.18	0.18	0.09			
Crit Moves:	****				****					****					
Green Time:	30.4	48.6	0.0	0.0	18.3	18.3	0.0	0.0	0.0	14.4	14.4	14.4			
Volume/Cap:	0.88	0.21	0.00	0.00	0.88	0.88	0.00	0.00	0.00	0.88	0.88	0.45			
Delay/Veh:	26.1	4.5	0.0	0.0	35.3	35.3	0.0	0.0	0.0	37.0	37.0	25.9			
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:	26.1	4.5	0.0	0.0	35.3	35.3	0.0	0.0	0.0	37.0	37.0	25.9			
LOS by Move:	C	A	A	A	D+	D+	A	A	A	D+	D+	C			
HCM2kAvgQ:	15	2	0	0	10	10	0	0	0	11	11	4			
Note: Queue reported is the number of cars per lane.															

Tasman East Focus Area Plan
SJ16-1669
Background PM

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

Intersection #1: Great America Parkway / WB SR 237

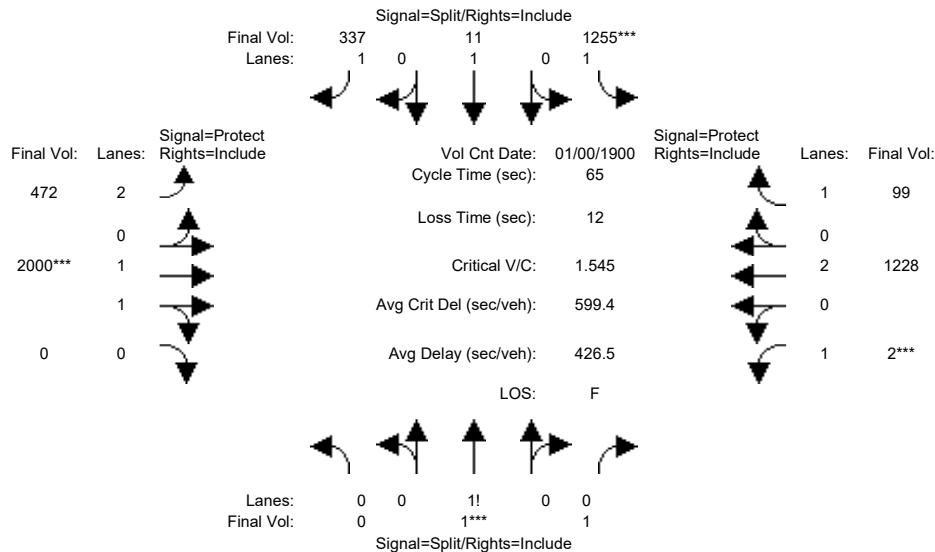


Street Name:	Great America Parkway						WB SR 237								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Min. Green:	7		10		0	0		10		10	0		10		10
Y+R:	4.0		4.0		4.0	4.0		4.0		4.0	4.0		4.0		4.0
Volume Module: >> Count	Date: 0 Jan 1900 << 12:00:00 AM														
Base Vol:	1166		543		0	0		486		338	0		0		0
Growth Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
Initial Bse:	1166		543		0	0		486		338	0		0		0
Added Vol:	41		110		0	0		5		52	0		0		0
PasserByVol:	0		0		0	0		0		0	0		0		0
Initial Fut:	1207		653		0	0		491		390	0		0		0
User Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
PHF Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
PHF Volume:	1207		653		0	0		491		390	0		0		0
Reduct Vol:	0		0		0	0		0		0	0		0		0
Reduced Vol:	1207		653		0	0		491		390	0		0		0
PCE Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
MLF Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
FinalVolume:	1207		653		0	0		491		390	0		0		0
Saturation Flow Module:															
Sat/Lane:	1900		1900		1900	1900		1900		1900	1900		1900		1900
Adjustment:	0.83		1.00		0.92	0.92		0.95		0.95	0.92		1.00		0.92
Lanes:	2.00		2.00		0.00	0.00		1.00		1.00	0.00		0.00		0.00
Final Sat.:	3150		3800		0	0		1800		1800	0		0		0
Capacity Analysis Module:															
Vol/Sat:	0.38		0.17		0.00	0.00		0.27		0.22	0.00		0.00		0.00
Crit Moves:	****					****									****
Green Time:	28.7		49.1		0.0	0.0		20.4		20.4	0.0		0.0		0.0
Volume/Cap:	0.96		0.25		0.00	0.00		0.96		0.76	0.00		0.00		0.00
Delay/Veh:	38.4		4.5		0.0	0.0		46.6		26.7	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
AdjDel/Veh:	38.4		4.5		0.0	0.0		46.6		26.7	0.0		0.0		0.0
LOS by Move:	D+		A		A	A		D		C	A		A		A
HCM2kAvgQ:	18		3		0	0		14		9	0		0		0
Note: Queue reported is the number of cars per lane.															

Tasman East Focus Area Plan
SJ16-1669
Background PM

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

Intersection #9: Centennial Drive / Tasman Drive



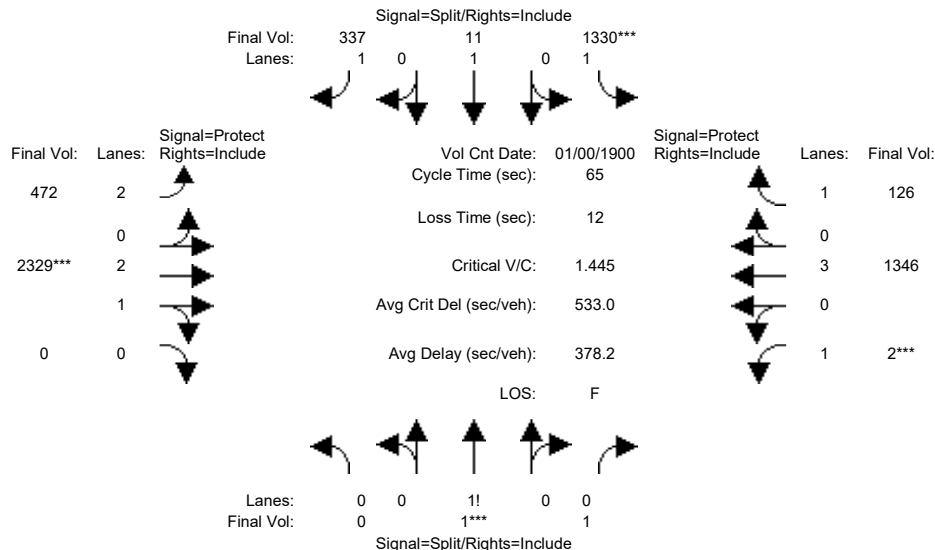
Street Name:	Centennial Drive						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	1	1	1255	11	337	472	2000	0	2	1228	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:	0	1	1	1255	11	337	472	2000	0	2	1228	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:	0	1	1	1255	11	337	472	2000	0	2	1228	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:	0	1	1	1255	11	337	472	2000	0	2	1228	99
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1	1	1255	11	337	472	2000	0	2	1228	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
Final Volume:	0	1	1	1255	11	337	472	2000	0	2	1228	99
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.83	0.97	0.92	0.92	1.00	0.92
Lanes:	0.00	0.50	0.50	1.00	1.00	1.00	2.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	900	900	1750	1900	1750	3150	3700	0	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.72	0.01	0.19	0.15	0.54	0.00	0.00	0.32	0.06
Crit Moves:	****			****			****			****		
Green Time:	0.0	10.0	10.0	20.5	20.5	20.5	7.1	15.5	0.0	7.0	15.4	15.4
Volume/Cap:	0.00	0.01	0.01	2.27	0.02	0.61	1.37	2.27	0.00	0.01	1.37	0.24
Delay/Veh:	0.0	23.3	23.3	599.9	15.3	20.8	212.1	600	0.0	25.9	198	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	23.3	23.3	599.9	15.3	20.8	212.1	600	0.0	25.9	198	20.4
LOS by Move:	A	C	C	F	B	C+	F	F	A	C	F	C+
HCM2kAvgQ:	0	0	0	122	0	7	15	90	0	0	33	2

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

Tasman East Focus Area Plan
SJ16-1669
Background PM

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

Intersection #9: Centennial Drive / Tasman Drive

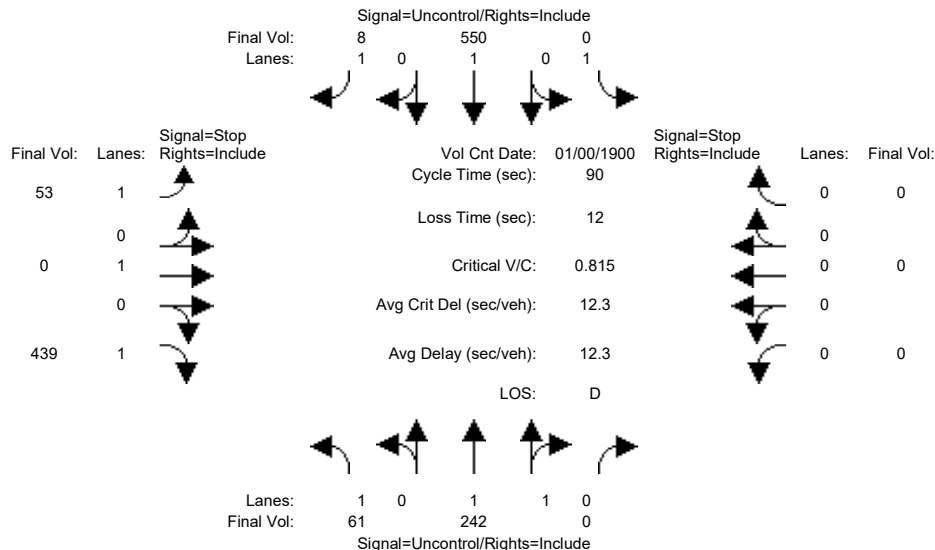


Street Name:	Centennial Drive						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	0 Jan 1900 << 12:00:00 AM											
Base Vol:	0	1	1	1255	11	337	472	2000	0	2	1228	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:	0	1	1	1255	11	337	472	2000	0	2	1228	99
Added Vol:	0	0	0	75	0	0	0	329	0	0	118	27
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1	1	1330	11	337	472	2329	0	2	1346	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:	0	1	1	1330	11	337	472	2329	0	2	1346	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1	1	1330	11	337	472	2329	0	2	1346	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
Final Volume:	0	1	1	1330	11	337	472	2329	0	2	1346	126
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.83	0.98	0.92	0.92	1.00	0.92
Lanes:	0.00	0.50	0.50	1.00	1.00	1.00	2.00	3.00	0.00	1.00	3.00	1.00
Final Sat.:	0	900	900	1750	1900	1750	3150	5600	0	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.76	0.01	0.19	0.15	0.42	0.00	0.00	0.24	0.07
Crit Moves:	****			****			****			****		
Green Time:	0.0	10.0	10.0	23.3	23.3	23.3	7.7	12.7	0.0	7.0	12.1	12.1
Volume/Cap:	0.00	0.01	0.01	2.12	0.02	0.54	1.27	2.12	0.00	0.01	1.27	0.39
Delay/Veh:	0.0	23.3	23.3	531.7	13.5	17.5	170.4	535	0.0	25.9	156	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:	0.0	23.3	23.3	531.7	13.5	17.5	170.4	535	0.0	25.9	156	24.0
LOS by Move:	A	C	C	F	B	B	F	F	A	C	F	C
HCM2kAvgQ:	0	0	0	123	0	6	13	67	0	0	21	2
Note: Queue reported is the number of cars per lane.												

Tasman East Focus Area Plan
SJ16-1669
Background PM

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

Intersection #10: Lafayette Street / Great America Way



Street Name:	Lafayette Street						Great America Way								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
----- ----- ----- -----															
Volume Module:	>> Count Date:			0 Jan 1900 <<			12:00:00 AM								
Base Vol:	61	242	0	0	550	8	53	0	439	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	1.00	1.00	1.00
Initial Bse:	61	242	0	0	550	8	53	0	439	0	0	0			
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	61	242	0	0	550	8	53	0	439	0	0	0			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	61	242	0	0	550	8	53	0	439	0	0	0			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	61	242	0	0	550	8	53	0	439	0	0	0			
----- ----- ----- -----															
Critical Gap Module:															
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx			
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx			
----- ----- ----- -----															
Capacity Module:															
Cnflct Vol:	558	xxxx	xxxxx	xxxx	xxxx	xxxxx	793	914	550	xxxx	xxxx	xxxxx			
Potent Cap.:	1023	xxxx	xxxxx	xxxx	xxxx	xxxxx	360	275	539	xxxx	xxxx	xxxxx			
Move Cap.:	1023	xxxx	xxxxx	xxxx	xxxx	xxxxx	344	259	539	xxxx	xxxx	xxxxx			
Volume/Cap:	0.06	xxxx	xxxx	xxxx	xxxx	xxxx	0.15	0.00	0.82	xxxx	xxxx	xxxx			
----- ----- ----- -----															
Level Of Service Module:															
2Way95thQ:	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.5	xxxx	8.0	xxxx	xxxx	xxxxx			
Control Del:	8.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	17.4	xxxx	34.7	xxxxx	xxxx	xxxxx			
LOS by Move:	A	*	*	*	*	*	C	*	D	*	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*			
ApproachDel:	xxxxxx					xxxxxx	32.9				xxxxxx				
ApproachLOS:	*					*	D				*				

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

Peak Hour Delay Signal Warrant Report

Intersection #10 Lafayette Street / Great America Way

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 0 1      1 0 1 0 1      0 0 0 0 0
Initial Vol:    61 242 0      0 550 8      53 0 439      0 0 0 0
ApproachDel:    xxxxxx      xxxxxx      32.9      xxxxxx
-----|-----|-----|-----|-----|

```

Approach[eastbound][lanes=3][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=4.5]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=492]

SUCCEED - Approach volume >= 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=1353]

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 #10 Lafayette Street / Great America Way

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:        Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Lanes:          1 0 1 1 0      1 0 1 0 1      1 0 1 0 1      0 0 0 0 0
Initial Vol:    61 242 0      0 550 8      53 0 439      0 0 0 0
-----|-----|-----|-----|-----|

```

Major Street Volume: 861

Minor Approach Volume: 492

Minor Approach Volume Threshold: 438

SIGNAL WARRANT DISCLAIMER

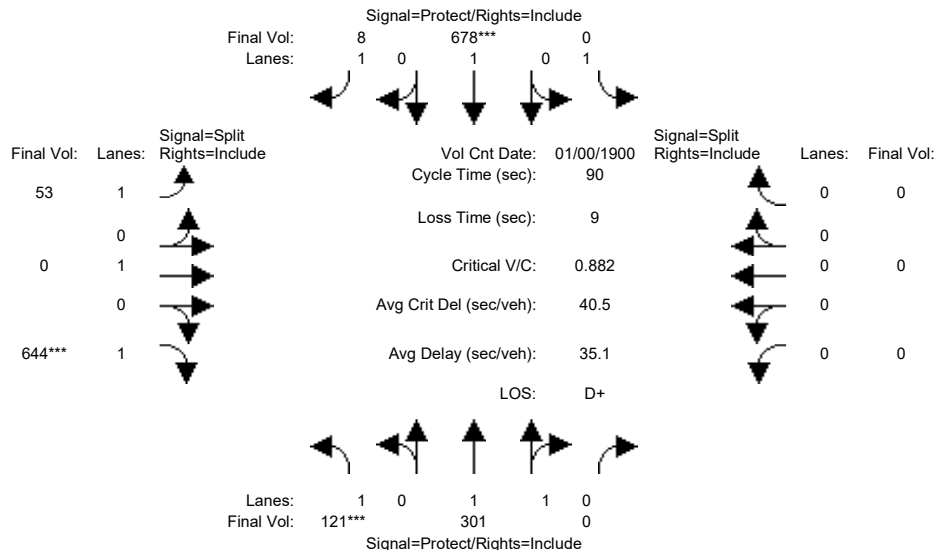
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant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

Tasman East Focus Area Plan
SJ16-1669
Background PM

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

Intersection #10: Lafayette Street / Great America Way

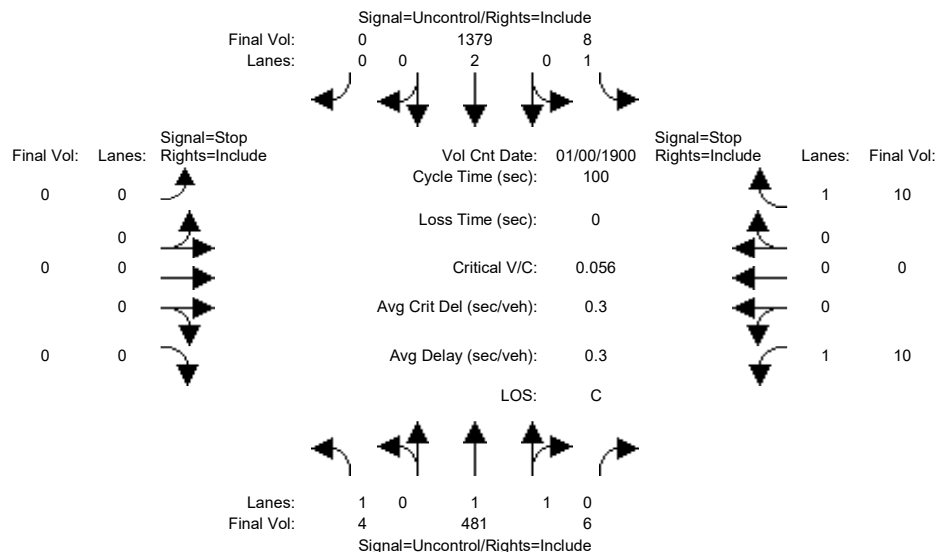


Street Name:	Lafayette Street			Great America Way		
Approach:	North Bound			South Bound		
Movement:	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM						
Base Vol:	61	242	0	0	550	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	61	242	0	0	550	8
Added Vol:	60	59	0	0	128	0
PasserByVol:	0	0	0	0	0	0
Initial Fut:	121	301	0	0	678	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	121	301	0	0	678	8
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	121	301	0	0	678	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	121	301	0	0	678	8
Saturation Flow Module:						
Sat/Lane:	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	1.00	1.00	1.00
Final Sat.:	1750	3700	0	1750	1900	1750
Capacity Analysis Module:						
Vol/Sat:	0.07	0.08	0.00	0.00	0.36	0.00
Crit Moves:	***			***		
Green Time:	7.1	43.5	0.0	0.0	36.4	36.4
Volume/Cap:	0.88	0.17	0.00	0.00	0.88	0.01
Delay/Veh:	84.8	13.1	0.0	0.0	36.5	16.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	84.8	13.1	0.0	0.0	36.5	16.0
LOS by Move:	F	B	A	A	D+	B
HCM2kAvgQ:	6	2	0	0	18	0
Note: Queue reported is the number of cars per lane.						

Tasman East Focus Area Plan
SJ16-1669
Background PM

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

Intersection #11: Lafayette Street / Calle Del Mundo



Street Name:	Lafayette Street						Calle Del Mundo								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
----- ----- ----- -----															
Volume Module: >> Count Date:	0 Jan 1900 << 12:00:00 AM														
Base Vol:	4	481	6	8	1379	0	0	0	0	10	0	10			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	4	481	6	8	1379	0	0	0	0	10	0	10			
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	4	481	6	8	1379	0	0	0	0	10	0	10			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	4	481	6	8	1379	0	0	0	0	10	0	10			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
FinalVolume:	4	481	6	8	1379	0	0	0	0	10	0	10			
----- ----- ----- -----															
Critical Gap Module:															
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9			
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3			
----- ----- ----- -----															
Capacity Module:															
Cnflct Vol:	1379	xxxx	xxxxx	487	xxxx	xxxxx	xxxx	xxxx	xxxxx	1198	xxxx	244			
Potent Cap.:	504	xxxx	xxxxx	1086	xxxx	xxxxx	xxxx	xxxx	xxxxx	181	xxxx	763			
Move Cap.:	504	xxxx	xxxxx	1086	xxxx	xxxxx	xxxx	xxxx	xxxxx	179	xxxx	763			
Volume/Cap:	0.01	xxxx	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.06	xxxx	0.01			
----- ----- ----- -----															
Level Of Service Module:															
2Way95thQ:	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	0.0			
Control Del:	12.2	xxxx	xxxxx	8.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	26.3	xxxx	9.8			
LOS by Move:	B	*	*	A	*	*	*	*	*	D	*	A			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*			
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			18.0					
ApproachLOS:		*			*			*			C				

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

Peak Hour Delay Signal Warrant Report

Intersection #11 Lafayette Street / Calle Del Mundo

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 2 0 0      0 0 0 0 0      1 0 0 0 1
Initial Vol:    4 481      6 8 1379      0 0 0 0 0      10 0 10
ApproachDel:    xxxxxx      xxxxxx      xxxxxx      18.0
-----|-----|-----|-----|-----|

```

Approach[westbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.1]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=20]

FAIL - Approach volume less than 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=1898]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #11 Lafayette Street / Calle Del Mundo

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 2 0 0      0 0 0 0 0      1 0 0 0 1
Initial Vol:    4 481      6 8 1379      0 0 0 0 0      10 0 10
-----|-----|-----|-----|-----|

```

Major Street Volume: 1878

Minor Approach Volume: 20

Minor Approach Volume Threshold: 103 [less than minimum of 150]

SIGNAL WARRANT DISCLAIMER

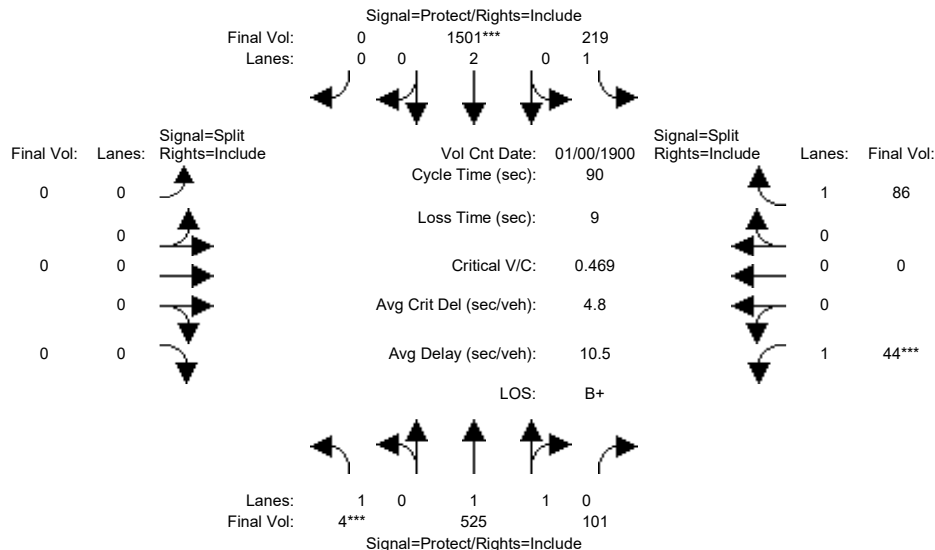
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant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

Tasman East Focus Area Plan
SJ16-1669
Background PM

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

Intersection #11: Lafayette Street / Calle Del Mundo

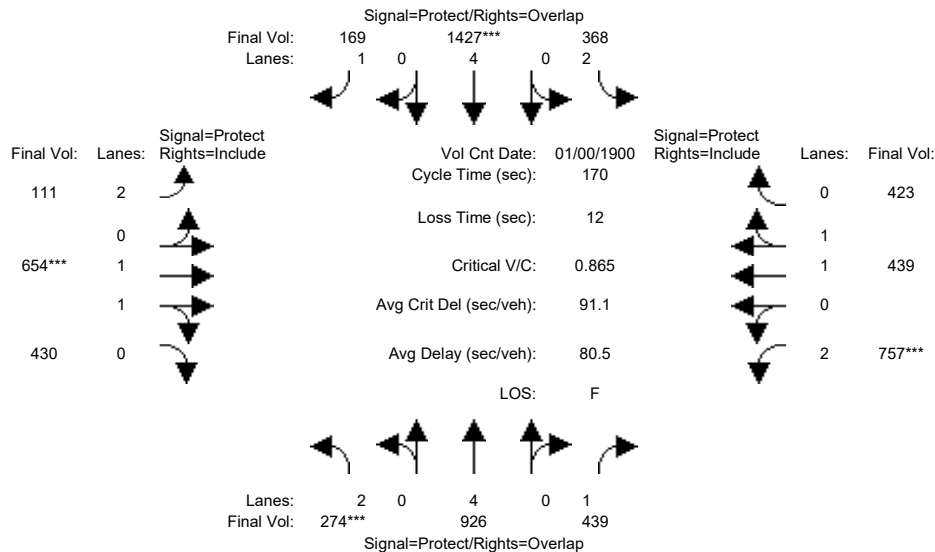


Street Name:	Lafayette Street						Calle Del Mundo									
Approach:	North Bound			South Bound			East Bound			West Bound						
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	
Min. Green:	0		10		10	7		10		0	0		0	10		10
Y+R:	4.0		4.0		4.0	4.0		4.0		4.0	4.0		4.0	4.0		4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM																
Base Vol:	4	481		6	8	1379		0	0	0		0	10	0		10
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	4	481		6	8	1379		0	0	0		0	10	0		10
Added Vol:	0	44		95	211	122		0	0	0		0	34	0		76
PasserByVol:	0	0		0	0	0		0	0	0		0	0	0		0
Initial Fut:	4	525		101	219	1501		0	0	0		0	44	0		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:	4	525		101	219	1501		0	0	0		0	44	0		86
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	4	525		101	219	1501		0	0	0		0	44	0		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:	4	525		101	219	1501		0	0	0		0	44	0		86
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	1.67		0.33	1.00	2.00		0.00	0.00	0.00		0.00	0.00	1.00		1.00
Final Sat.:	1750	3103		597	1750	3800		0	0	0		0	1750	0		1750
Capacity Analysis Module:																
Vol/Sat:	0.00	0.17		0.17	0.13	0.40		0.00	0.00	0.00		0.00	0.00	0.00		0.05
Crit Moves:	****					****								****		
Green Time:	0.4	40.8		40.8	30.2	70.6		0.0	0.0	0.0		0.0	10.0	0.0		10.0
Volume/Cap:	0.50	0.37		0.37	0.37	0.50		0.00	0.00	0.00		0.00	0.23	0.00		0.44
Delay/Veh:	88.1	16.3		16.3	23.1	3.6		0.0	0.0	0.0		0.0	37.1	0.0		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:	88.1	16.3		16.3	23.1	3.6		0.0	0.0	0.0		0.0	37.1	0.0		39.0
LOS by Move:	F	B		B	C	A		A	A	A		A	D+	A		D+
HCM2kAvgQ:	0	6		6	5	8		0	0	0		0	1	0		3
Note: Queue reported is the number of cars per lane.																

Tasman East Focus Area Plan
SJ16-1669
Background PM

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

Intersection #35: Lawrence Expy/Tasman Dr (CMP)

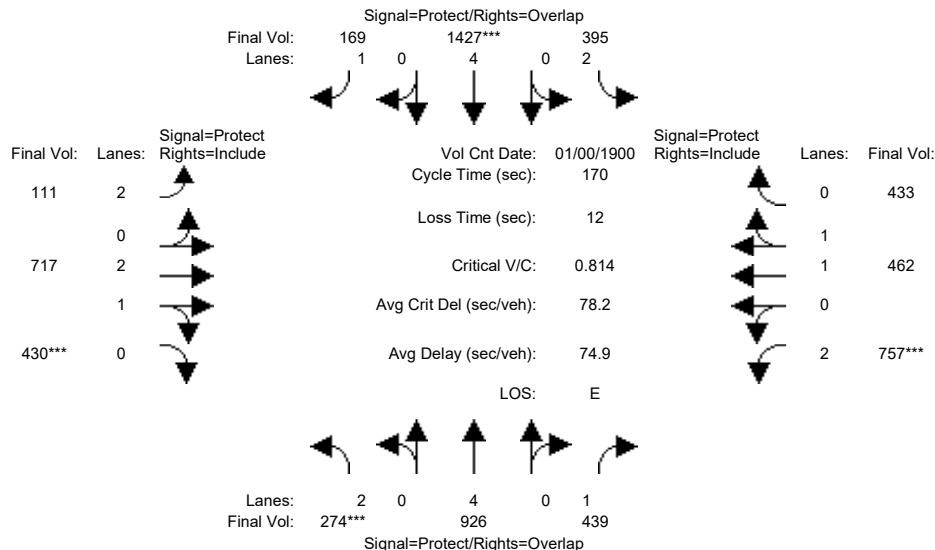


Street Name:	Lawrence Expy						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	23	57	57	23	57	57	48	50	50	40	41	41
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	274	926	439	368	1427	169	111	654	430	757	439	423
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	274	926	439	368	1427	169	111	654	430	757	439	423
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	274	926	439	368	1427	169	111	654	430	757	439	423
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	274	926	439	368	1427	169	111	654	430	757	439	423
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	274	926	439	368	1427	169	111	654	430	757	439	423
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	274	926	439	368	1427	169	111	654	430	757	439	423
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	4.00	1.00	2.00	4.00	1.00	2.00	1.18	0.82	2.00	1.00	1.00
Final Sat.:	3150	7600	1750	3150	7600	1750	3150	2231	1467	3150	1898	1800
Capacity Analysis Module:												
Vol/Sat:	0.09	0.12	0.25	0.12	0.19	0.10	0.04	0.29	0.29	0.24	0.23	0.24
Crit Moves:	***			***			***			***		
Green Time:	21.5	53.2	90.6	21.5	53.2	98.1	44.8	46.7	46.7	37.4	39.2	39.2
Volume/Cap:	0.69	0.39	0.47	0.92	0.60	0.17	0.13	1.07	1.07	1.09	1.00	1.02
Delay/Veh:	81.1	49.0	26.9	105.7	53.3	18.1	51.2	114	113.9	133.5	101	105.6
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:	81.1	49.0	26.9	105.7	53.3	18.1	51.2	114	113.9	133.5	101	105.6
LOS by Move:	F	D	C	F	D-	B-	D-	F	F	F	F	F
HCM2kAvgQ:	10	10	16	15	17	5	3	39	39	30	26	27
Note: Queue reported is the number of cars per lane.												

Tasman East Focus Area Plan
SJ16-1669
Background PM

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

Intersection #35: Lawrence Expy/Tasman Dr (CMP)

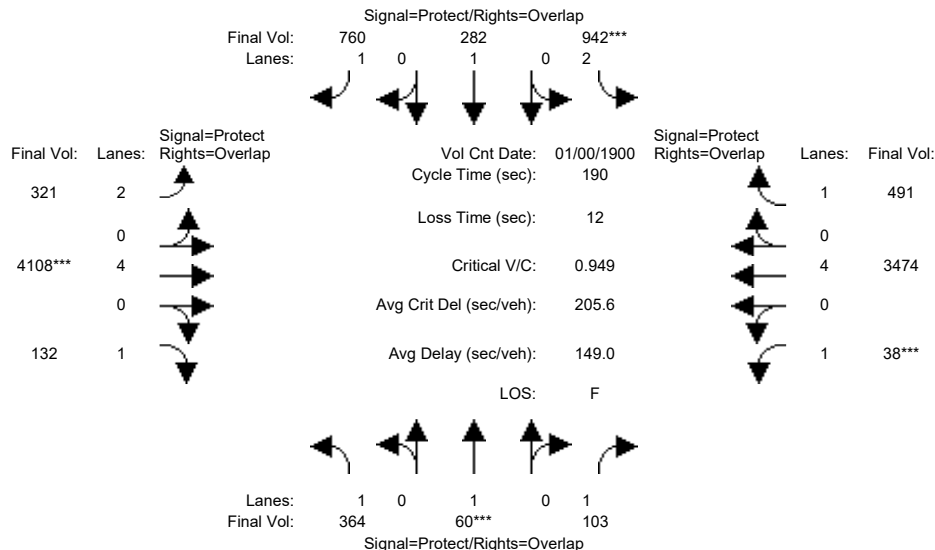


Street Name:	Lawrence Expy						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	-	T	-	R		L	-	T	-	R	
Min. Green:	23	57	57	23	57	57	48	50	50	40	41	41
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count	Date: 0 Jan 1900 << 12:00:00 AM											
Base Vol:	274	926	439	368	1427	169	111	654	430	757	439	423
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	274	926	439	368	1427	169	111	654	430	757	439	423
Added Vol:	0	0	0	27	0	0	0	63	0	0	23	10
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	274	926	439	395	1427	169	111	717	430	757	462	433
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	274	926	439	395	1427	169	111	717	430	757	462	433
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	274	926	439	395	1427	169	111	717	430	757	462	433
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	274	926	439	395	1427	169	111	717	430	757	462	433
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	4.00	1.00	2.00	4.00	1.00	2.00	2.00	1.00	2.00	1.01	0.99
Final Sat.:	3150	7600	1750	3150	7600	1750	3150	3800	1750	3150	1909	1789
Capacity Analysis Module:												
Vol/Sat:	0.09	0.12	0.25	0.13	0.19	0.10	0.04	0.19	0.25	0.24	0.24	0.24
Crit Moves:	***				****				****	****		
Green Time:	21.5	53.2	90.6	21.5	53.2	98.1	44.8	46.7	46.7	37.4	39.2	39.2
Volume/Cap:	0.69	0.39	0.47	0.99	0.60	0.17	0.13	0.69	0.89	1.09	1.05	1.05
Delay/Veh:	81.1	49.0	26.9	122.4	53.3	18.1	51.2	60.2	71.9	133.5	114	114.4
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:	81.1	49.0	26.9	122.4	53.3	18.1	51.2	60.2	71.9	133.5	114	114.4
LOS by Move:	F	D	C	F	D-	B-	D-	E	E	F	F	F
HCM2kAvgQ:	10	10	16	17	17	5	3	18	28	30	29	29
Note: Queue reported is the number of cars per lane.												

Tasman East Focus Area Plan
SJ16-1669
Background PM

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

Intersection #37: Montague Expy/Mission College Blvd (CMP)

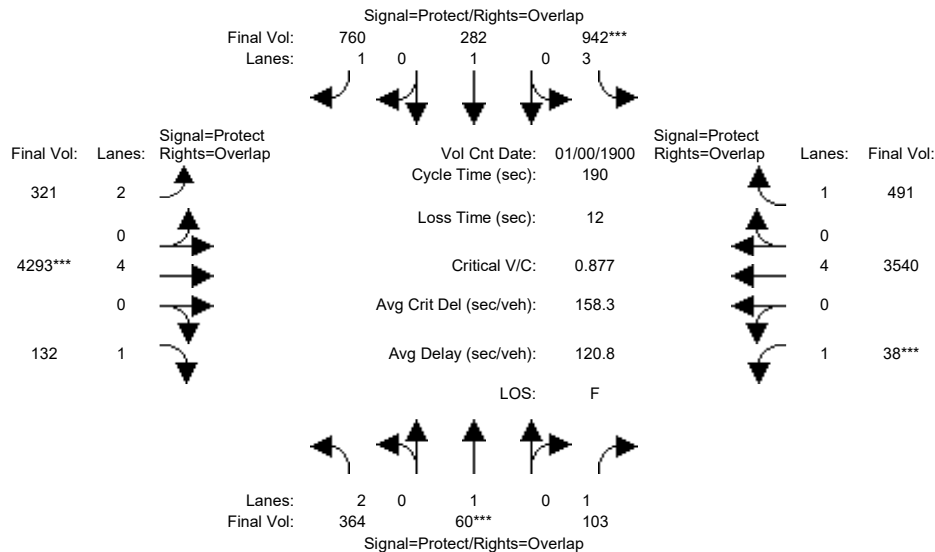


Street Name:	Mission College Blvd						Montague Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	18	42	42	24	48	48	31	102	102	21	93	93
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	364	60	103	942	282	760	321	4108	132	38	3474	491
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	364	60	103	942	282	760	321	4108	132	38	3474	491
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	364	60	103	942	282	760	321	4108	132	38	3474	491
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	364	60	103	942	282	760	321	4108	132	38	3474	491
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	364	60	103	942	282	760	321	4108	132	38	3474	491
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	364	60	103	942	282	760	321	4108	132	38	3474	491
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	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:	0.21	0.03	0.06	0.30	0.15	0.43	0.10	0.54	0.08	0.02	0.46	0.28
Crit Moves:	****			****			****			****		
Green Time:	24.3	39.5	59.3	23.5	38.8	67.7	28.9	95.9	120.2	19.8	86.8	110.3
Volume/Cap:	1.63	0.15	0.19	2.42	0.73	1.22	0.67	1.07	0.12	0.21	1.00	0.48
Delay/Veh:	390.8	65.6	51.0	733.6	81.9	177.7	84.5	87.7	14.8	83.5	70.4	25.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	390.8	65.6	51.0	733.6	81.9	177.7	84.5	87.7	14.8	83.5	70.4	25.1
LOS by Move:	F	E	D	F	F	F	F	F	B	F	E	C
HCM2kAvgQ:	44	3	5	75	17	69	12	74	3	2	57	18
Note: Queue reported is the number of cars per lane.												

Tasman East Focus Area Plan
SJ16-1669
Background PM

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

Intersection #37: Montague Expy/Mission College Blvd (CMP)

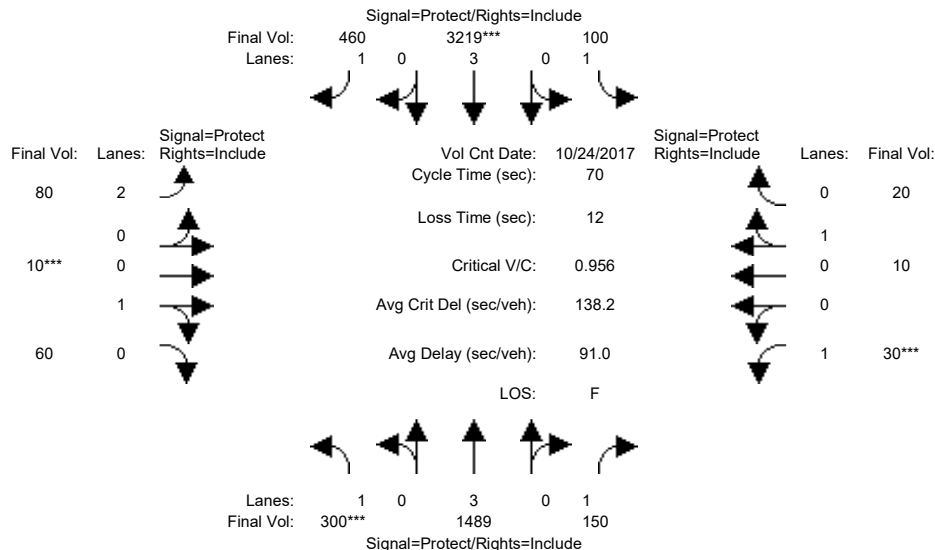


Street Name:	Mission College Blvd						Montague Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	18	42	42	24	48	48	31	102	102	21	93	93
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	364	60	103	942	282	760	321	4108	132	38	3474	491
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	364	60	103	942	282	760	321	4108	132	38	3474	491
Added Vol:	0	0	0	0	0	0	0	185	0	0	66	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	364	60	103	942	282	760	321	4293	132	38	3540	491
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	364	60	103	942	282	760	321	4293	132	38	3540	491
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	364	60	103	942	282	760	321	4293	132	38	3540	491
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	364	60	103	942	282	760	321	4293	132	38	3540	491
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	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	1.00	1.00	3.00	1.00	1.00	2.00	4.00	1.00	1.00	4.00	1.00
Final Sat.:	3150	1900	1750	4551	1900	1750	3150	7600	1750	1750	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.03	0.06	0.21	0.15	0.43	0.10	0.56	0.08	0.02	0.47	0.28
Crit Moves:	****			****			****			****		
Green Time:	16.3	39.5	59.3	23.5	46.8	75.4	28.7	95.9	112.2	19.8	87.0	110.5
Volume/Cap:	1.35	0.15	0.19	1.67	0.60	1.09	0.68	1.12	0.13	0.21	1.02	0.48
Delay/Veh:	272.6	65.6	51.0	398.9	69.6	123.5	84.9	108	18.4	83.5	74.4	24.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	272.6	65.6	51.0	398.9	69.6	123.5	84.9	108	18.4	83.5	74.4	24.9
LOS by Move:	F	E	D	F	E	F	F	F	B-	F	E	C
HCM2kAvgQ:	22	3	5	44	15	62	12	81	4	2	59	18
Note: Queue reported is the number of cars per lane.												

Tasman East Focus Area Plan
SJ16-1669
Cumulative AM

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

Intersection #4: Great America Parkway / Old Mountain View - Alviso Road



Street Name:	Great America Parkway						Old Mountain View - Alviso Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count	Date: 24 Oct 2017 << 07:30:00 AM											
Base Vol:	300	1500	150	100	3220	460	80	10	60	30	10	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:	300	1500	150	100	3220	460	80	10	60	30	10	20
Added Vol:	0	-11	0	0	-1	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	300	1489	150	100	3219	460	80	10	60	30	10	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:	300	1489	150	100	3219	460	80	10	60	30	10	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	300	1489	150	100	3219	460	80	10	60	30	10	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	300	1489	150	100	3219	460	80	10	60	30	10	20

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	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	0.14	0.86	1.00	0.33	0.67
Final Sat.:	1750	5700	1750	1750	5700	1750	3150	257	1543	1750	600	1200

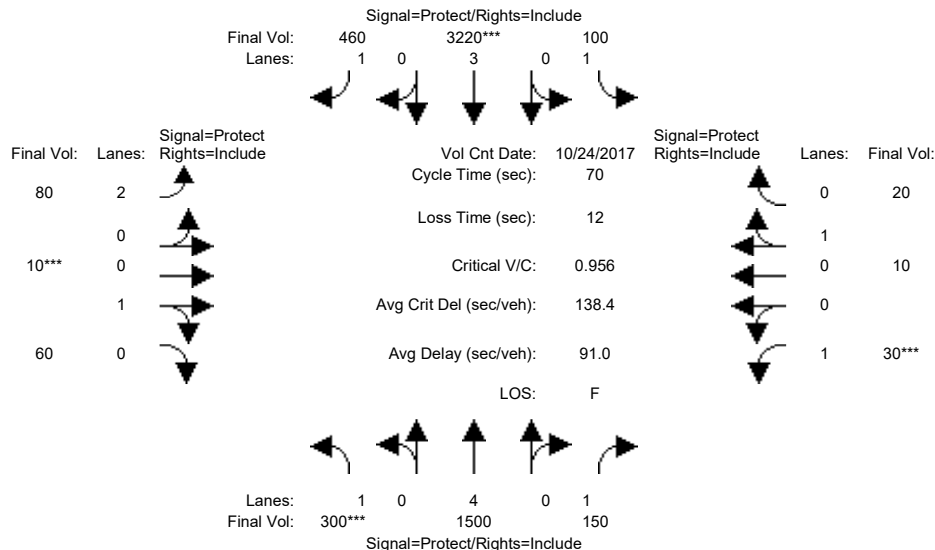
Capacity Analysis Module:												
Vol/Sat:	0.17	0.26	0.09	0.06	0.56	0.26	0.03	0.04	0.04	0.02	0.02	0.02
Crit Moves:	***				***		***			***		
Green Time:	9.5	29.6	29.6	11.4	31.5	31.5	7.0	10.0	10.0	7.0	10.0	10.0
Volume/Cap:	1.26	0.62	0.20	0.35	1.26	0.59	0.25	0.27	0.27	0.17	0.12	0.12
Delay/Veh:	175.2	16.2	12.9	26.8	138	15.5	29.5	27.3	27.3	29.3	26.4	26.4
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:	175.2	16.2	12.9	26.8	138	15.5	29.5	27.3	27.3	29.3	26.4	26.4
LOS by Move:	F	B	B	C	F	B	C	C	C	C	C	C
HCM2kAvgQ:	18	9	2	2	49	7	1	2	2	1	1	1

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

Tasman East Focus Area Plan
SJ16-1669
Cumulative AM

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

Intersection #4: Great America Parkway / Old Mountain View - Alviso Road



Street Name:	Great America Parkway						Old Mountain View - Alviso Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count Date: 24 Oct 2017 << 07:30:00 AM											
Base Vol:	300	1500	150	100	3220	460	80	10	60	30	10	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:	300	1500	150	100	3220	460	80	10	60	30	10	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:	300	1500	150	100	3220	460	80	10	60	30	10	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:	300	1500	150	100	3220	460	80	10	60	30	10	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	300	1500	150	100	3220	460	80	10	60	30	10	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	300	1500	150	100	3220	460	80	10	60	30	10	20

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	4.00	1.00	1.00	3.00	1.00	2.00	0.14	0.86	1.00	0.33	0.67
Final Sat.:	1750	7600	1750	1750	5700	1750	3150	257	1543	1750	600	1200

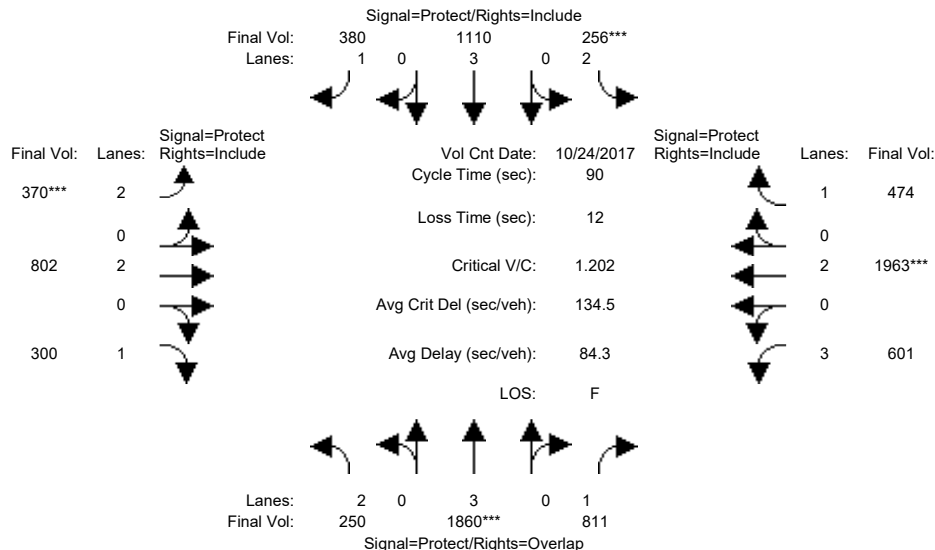
Capacity Analysis Module:												
Vol/Sat:	0.17	0.20	0.09	0.06	0.56	0.26	0.03	0.04	0.04	0.02	0.02	0.02
Crit Moves:	****				****		****			****		
Green Time:	9.5	27.2	27.2	13.8	31.5	31.5	7.0	10.0	10.0	7.0	10.0	10.0
Volume/Cap:	1.26	0.51	0.22	0.29	1.26	0.58	0.25	0.27	0.27	0.17	0.12	0.12
Delay/Veh:	175.4	16.4	14.5	24.4	138	15.5	29.5	27.3	27.3	29.3	26.4	26.4
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:	175.4	16.4	14.5	24.4	138	15.5	29.5	27.3	27.3	29.3	26.4	26.4
LOS by Move:	F	B	B	C	F	B	C	C	C	C	C	C
HCM2kAvgQ:	18	7	2	2	49	7	1	2	2	1	1	1

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

Tasman East Focus Area Plan
SJ16-1669
Cumulative AM

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

Intersection #5: Great America Parkway / Tasman Drive



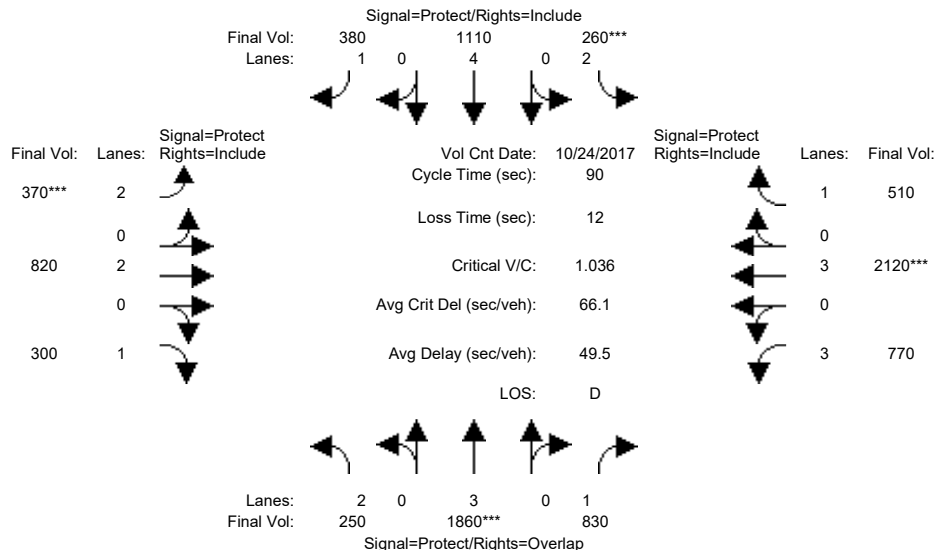
Street Name:	Great America Parkway						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count	Date: 24 Oct 2017 << 07:30:00 AM											
Base Vol:	250	1860	830	260	1110	380	370	820	300	770	2120	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:	250	1860	830	260	1110	380	370	820	300	770	2120	510
Added Vol:	0	0	-19	-4	0	0	0	-18	0	-169	-157	-36
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	250	1860	811	256	1110	380	370	802	300	601	1963	474
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	250	1860	811	256	1110	380	370	802	300	601	1963	474
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	250	1860	811	256	1110	380	370	802	300	601	1963	474
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	250	1860	811	256	1110	380	370	802	300	601	1963	474
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	0.80	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	3.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	4551	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.33	0.46	0.08	0.19	0.22	0.12	0.21	0.17	0.13	0.52	0.27
Crit Moves:	****			****			****			****		
Green Time:	8.3	24.1	42.2	7.0	22.8	22.8	8.7	28.8	28.8	18.0	38.2	38.2
Volume/Cap:	0.86	1.22	0.99	1.04	0.77	0.86	1.22	0.66	0.54	0.66	1.22	0.64
Delay/Veh:	61.7	137	52.3	111.2	33.7	47.3	164.6	27.7	26.1	34.9	130	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:	61.7	137	52.3	111.2	33.7	47.3	164.6	27.7	26.1	34.9	130	22.3
LOS by Move:	E	F	D-	F	C-	D	F	C	C	C-	F	C+
HCM2kAvgQ:	7	34	32	9	11	14	11	9	7	6	47	10

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

Tasman East Focus Area Plan
SJ16-1669
Cumulative AM

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

Intersection #5: Great America Parkway / Tasman Drive

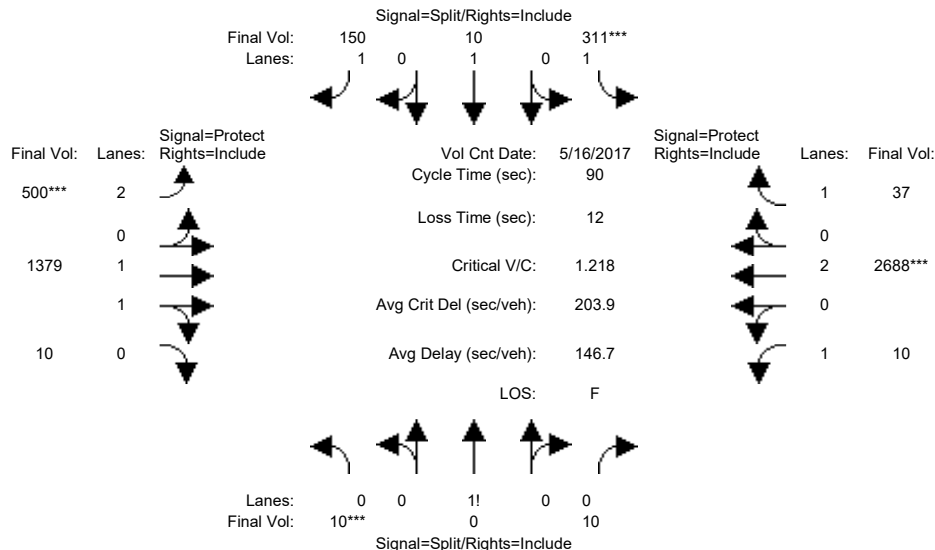


Street Name:	Great America Parkway						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count	Date: 24 Oct 2017 << 07:30:00 AM											
Base Vol:	250	1860	830	260	1110	380	370	820	300	770	2120	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:	250	1860	830	260	1110	380	370	820	300	770	2120	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:	250	1860	830	260	1110	380	370	820	300	770	2120	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:	250	1860	830	260	1110	380	370	820	300	770	2120	510
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	250	1860	830	260	1110	380	370	820	300	770	2120	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
Final Volume:	250	1860	830	260	1110	380	370	820	300	770	2120	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	0.80	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	4.00	1.00	2.00	2.00	1.00	3.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	7600	1750	3150	3800	1750	4551	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.33	0.47	0.08	0.15	0.22	0.12	0.22	0.17	0.17	0.37	0.29
Crit Moves:	****			****			****			****		
Green Time:	9.5	28.3	47.0	7.2	26.0	26.0	10.2	23.8	23.8	18.7	32.3	32.3
Volume/Cap:	0.75	1.04	0.91	1.04	0.51	0.75	1.04	0.82	0.65	0.82	1.04	0.81
Delay/Veh:	48.4	62.2	32.2	108.0	26.8	35.3	97.3	36.3	32.6	39.6	58.9	34.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.4	62.2	32.2	108.0	26.8	35.3	97.3	36.3	32.6	39.6	58.9	34.0
LOS by Move:	D	E	C-	F	C	D+	F	D+	C-	D	E+	C-
HCM2kAvgQ:	6	26	27	9	7	12	8	11	8	8	22	13
Note: Queue reported is the number of cars per lane.												

Tasman East Focus Area Plan
SJ16-1669
Cumulative AM

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

Intersection #9: Centennial Drive / Tasman Drive

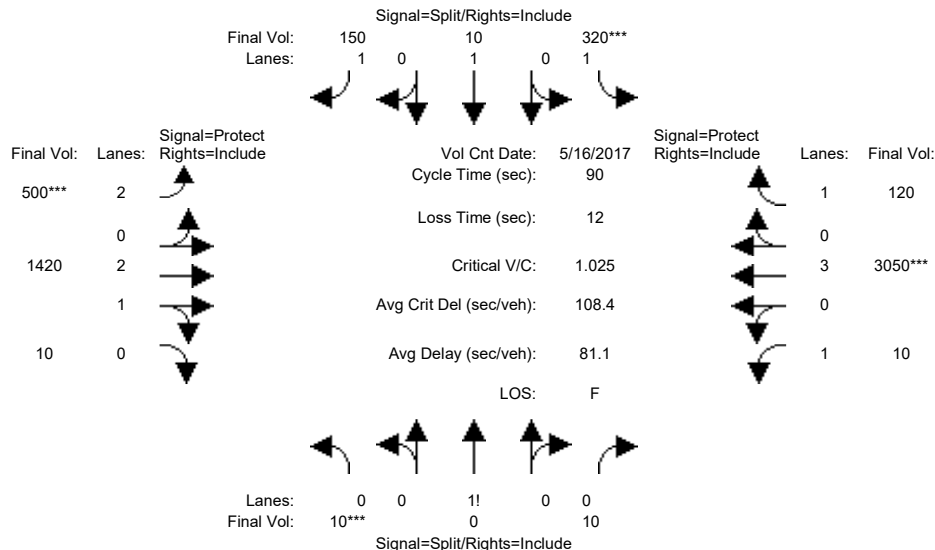


Street Name:	Centennial Drive						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 16 May 2017 << 07:30:00 AM												
Base Vol:	10	0	10	320	10	150	500	1420	10	10	3050	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:	10	0	10	320	10	150	500	1420	10	10	3050	120
Added Vol:	0	0	0	-9	0	0	0	-41	0	0	-362	-83
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	0	10	311	10	150	500	1379	10	10	2688	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:	10	0	10	311	10	150	500	1379	10	10	2688	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	0	10	311	10	150	500	1379	10	10	2688	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
Final Volume:	10	0	10	311	10	150	500	1379	10	10	2688	37
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	1.00	0.92	0.83	0.97	0.95	0.92	1.00	0.92
Lanes:	0.50	0.00	0.50	1.00	1.00	1.00	2.00	1.99	0.01	1.00	2.00	1.00
Final Sat.:	875	0	875	1750	1900	1750	3150	3673	27	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.01	0.18	0.01	0.09	0.16	0.38	0.38	0.01	0.71	0.02
Crit Moves:	***			***			***			***		
Green Time:	10.0	0.0	10.0	11.6	11.6	11.6	10.3	46.7	46.7	9.7	46.1	46.1
Volume/Cap:	0.10	0.00	0.10	1.38	0.04	0.67	1.38	0.72	0.72	0.05	1.38	0.04
Delay/Veh:	36.2	0.0	36.2	236.1	34.4	44.8	227.9	18.0	18.0	36.2	197	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:	36.2	0.0	36.2	236.1	34.4	44.8	227.9	18.0	18.0	36.2	197	11.0
LOS by Move:	D+	A	D+	F	C-	D	F	B-	B-	D+	F	B+
HCM2kAvgQ:	1	0	1	23	0	6	19	15	15	0	80	1
Note: Queue reported is the number of cars per lane.												

Tasman East Focus Area Plan
SJ16-1669
Cumulative AM

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

Intersection #9: Centennial Drive / Tasman Drive

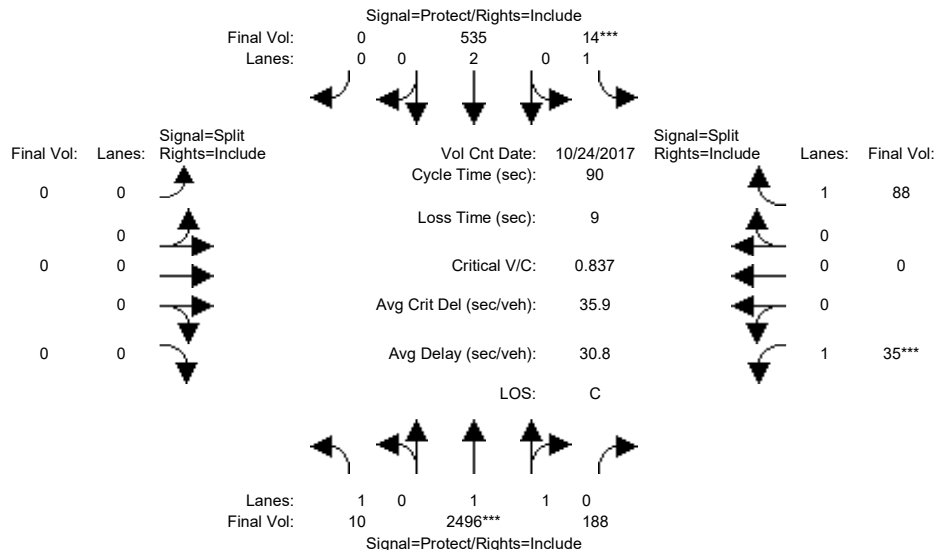


Street Name:	Centennial Drive						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	16 May 2017 << 07:30:00 AM											
Base Vol:	10	0	10	320	10	150	500	1420	10	10	3050	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:	10	0	10	320	10	150	500	1420	10	10	3050	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:	10	0	10	320	10	150	500	1420	10	10	3050	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:	10	0	10	320	10	150	500	1420	10	10	3050	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	0	10	320	10	150	500	1420	10	10	3050	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
Final Volume:	10	0	10	320	10	150	500	1420	10	10	3050	120
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	1.00	0.92	0.83	0.98	0.95	0.92	1.00	0.92
Lanes:	0.50	0.00	0.50	1.00	1.00	1.00	2.00	2.98	0.02	1.00	3.00	1.00
Final Sat.:	875	0	875	1750	1900	1750	3150	5561	39	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.01	0.18	0.01	0.09	0.16	0.26	0.26	0.01	0.54	0.07
Crit Moves:	***			***			***			***		
Green Time:	10.0	0.0	10.0	14.2	14.2	14.2	12.3	41.3	41.3	12.6	41.5	41.5
Volume/Cap:	0.10	0.00	0.10	1.16	0.03	0.54	1.16	0.56	0.56	0.04	1.16	0.15
Delay/Veh:	36.2	0.0	36.2	142.6	32.1	37.2	133.9	18.0	18.0	33.6	101	14.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.2	0.0	36.2	142.6	32.1	37.2	133.9	18.0	18.0	33.6	101	14.1
LOS by Move:	D+	A	D+	F	C-	D+	F	B-	B-	C-	F	B
HCM2kAvgQ:	1	0	1	19	0	5	14	9	9	0	44	2
Note: Queue reported is the number of cars per lane.												

Tasman East Focus Area Plan
SJ16-1669
Cumulative AM

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

Intersection #11: Lafayette Street / Calle Del Mundo

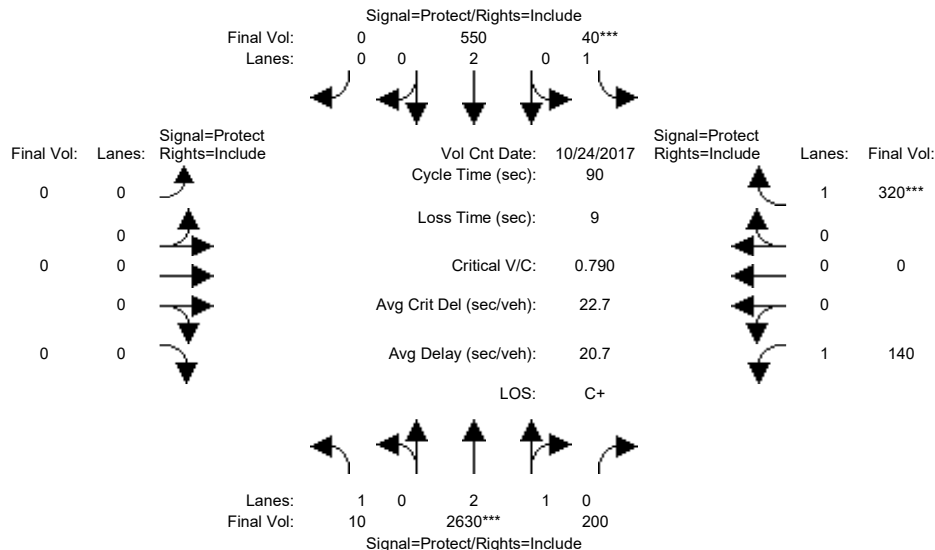


Street Name:	Lafayette Street						Calle Del Mundo									
Approach:	North Bound			South Bound			East Bound			West Bound						
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	
Min. Green:	0		10		10	7		10		0	0		0	10		10
Y+R:	4.0		4.0		4.0	4.0		4.0		4.0	4.0		4.0	4.0		4.0
Volume Module: >> Count Date:	24 Oct 2017 << 07:30:00 AM															
Base Vol:	10	2630		200	40	550		0	0	0		0	140	0		320
Growth Adj:	1.00	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	2630		200	40	550		0	0	0		0	140	0		320
Added Vol:	0	-134		-12	-26	-15		0	0	0		0	-105	0		-232
PasserByVol:	0	0		0	0	0		0	0	0		0	0	0		0
Initial Fut:	10	2496		188	14	535		0	0	0		0	35	0		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:	10	2496		188	14	535		0	0	0		0	35	0		88
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	10	2496		188	14	535		0	0	0		0	35	0		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:	10	2496		188	14	535		0	0	0		0	35	0		88
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900
Adjustment:	0.92	0.98		0.95	0.92	1.00		0.92	0.92	1.00		0.92	0.92	1.00		0.92
Lanes:	1.00	1.86		0.14	1.00	2.00		0.00	0.00	0.00		0.00	0.00	1.00		1.00
Final Sat.:	1750	3441		259	1750	3800		0	0	0		0	1750	0		1750
Capacity Analysis Module:																
Vol/Sat:	0.01	0.73		0.73	0.01	0.14		0.00	0.00	0.00		0.00	0.00	0.00		0.05
Crit Moves:	****															
Green Time:	2.8	64.0		64.0	7.0	68.2		0.0	0.0	0.0		0.0	0.0	10.0		10.0
Volume/Cap:	0.19	1.02		1.02	0.10	0.19		0.00	0.00	0.00		0.00	0.00	0.18		0.45
Delay/Veh:	44.2	35.8		35.8	38.9	3.1		0.0	0.0	0.0		0.0	0.0	36.7		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:	44.2	35.8		35.8	38.9	3.1		0.0	0.0	0.0		0.0	0.0	36.7		39.1
LOS by Move:	D	D+		D+	D+	A		A	A	A		A	A	D+		D
HCM2kAvgQ:	0	40		40	0	2		0	0	0		0	0	1		3
Note: Queue reported is the number of cars per lane.																

Tasman East Focus Area Plan
SJ16-1669
Cumulative AM

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

Intersection #11: Lafayette Street / Calle Del Mundo

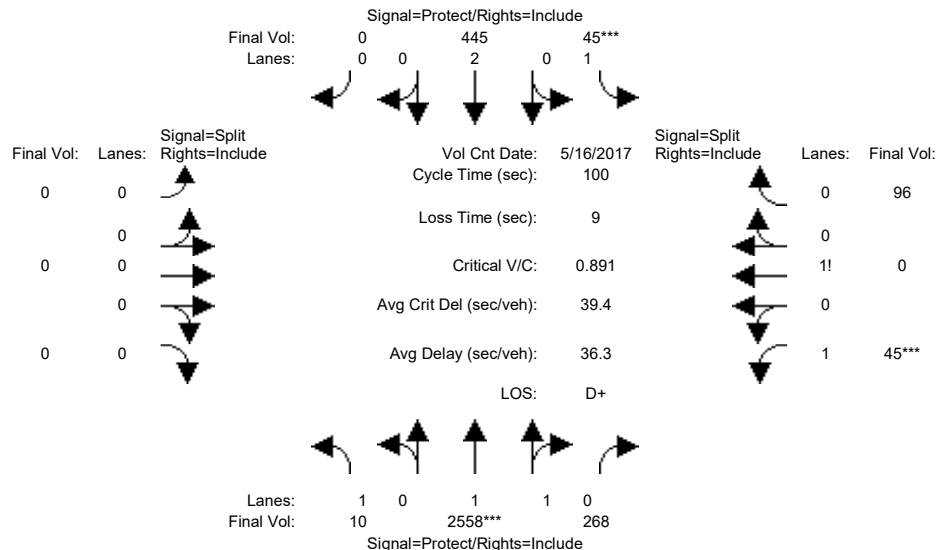


Street Name:	Lafayette Street						Calle Del Mundo								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Min. Green:	0	10	10		10	10	0	0	0		10	0	10		
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0		
Volume Module: >> Count Date:	24 Oct 2017 << 07:30:00 AM														
Base Vol:	10	2630	200		40	550	0	0	0		140	0	320		
Growth Adj:	1.00	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	2630	200		40	550	0	0	0		140	0	320		
Added Vol:	0	0	0		0	0	0	0	0		0	0	0		
PasserByVol:	0	0	0		0	0	0	0	0		0	0	0		
Initial Fut:	10	2630	200		40	550	0	0	0		140	0	320		
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Adj:	1.00	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	2630	200		40	550	0	0	0		140	0	320		
Reduct Vol:	0	0	0		0	0	0	0	0		0	0	0		
Reduced Vol:	10	2630	200		40	550	0	0	0		140	0	320		
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
FinalVolume:	10	2630	200		40	550	0	0	0		140	0	320		
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	2.78	0.22		1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00		
Final Sat.:	1750	5204	396		1750	3800	0	0	0	0	1750	0	1750		
Capacity Analysis Module:															
Vol/Sat:	0.01	0.51	0.51		0.02	0.14	0.00	0.00	0.00	0.00	0.08	0.00	0.18		
Crit Moves:	****				****						****				
Green Time:	2.4	52.1	52.1		10.0	59.8	0.0	0.0	0.0	0.0	18.9	0.0	18.9		
Volume/Cap:	0.22	0.87	0.87		0.21	0.22	0.00	0.00	0.00	0.00	0.38	0.00	0.87		
Delay/Veh:	45.3	19.0	19.0		36.9	6.0	0.0	0.0	0.0	0.0	31.2	0.0	54.3		
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:	45.3	19.0	19.0		36.9	6.0	0.0	0.0	0.0	0.0	31.2	0.0	54.3		
LOS by Move:	D	B-	B-		D+	A	A	A	A	A	C	A	D-		
HCM2kAvgQ:	0	21	21		1	3	0	0	0	0	4	0	13		
Note: Queue reported is the number of cars per lane.															

Tasman East Focus Area Plan
SJ16-1669
Cumulative AM

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

Intersection #12: Lafayette Street / Calle De Luna

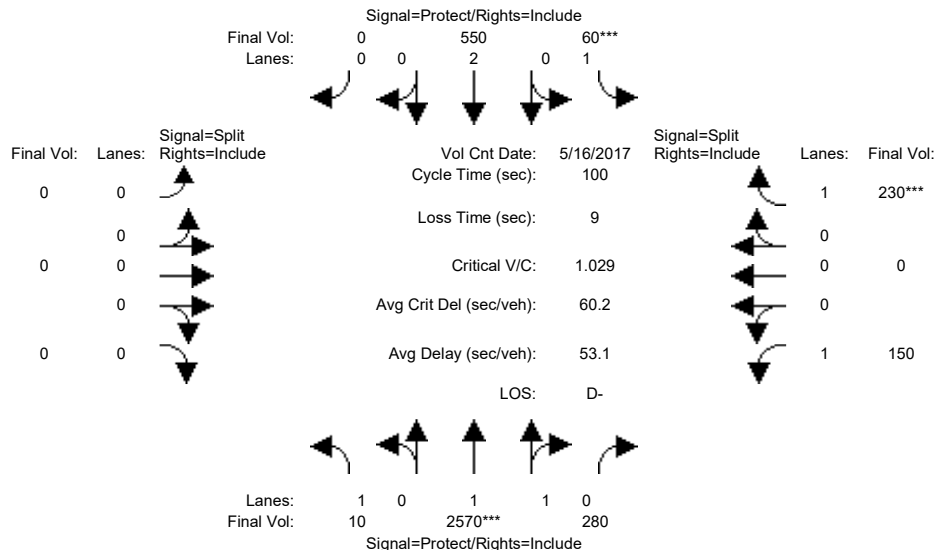


Street Name:	Lafayette Street						Calle De Luna									
Approach:	North Bound			South Bound			East Bound			West Bound						
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	
Min. Green:	7		10		10	7		10		0	0		0	10		10
Y+R:	4.0		4.0		4.0	4.0		4.0		4.0		4.0		4.0		4.0
Volume Module: >> Count	Date: 16 May 2017 <<			07:30:00 AM												
Base Vol:	10	2570	280	60	550	0	0	0	0	150	0	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	1.00			
Initial Bse:	10	2570	280	60	550	0	0	0	0	150	0	230				
Added Vol:	0	-12	-12	-15	-105	0	0	0	0	-105	0	-134				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	10	2558	268	45	445	0	0	0	0	45	0	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:	10	2558	268	45	445	0	0	0	0	45	0	96				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	10	2558	268	45	445	0	0	0	0	45	0	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:	10	2558	268	45	445	0	0	0	0	45	0	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	0.95				
Lanes:	1.00	1.81	0.19	1.00	2.00	0.00	0.00	0.00	0.00	1.19	0.00	0.81				
Final Sat.:	1750	3349	351	1750	3800	0	0	0	0	2090	0	1450				
Capacity Analysis Module:																
Vol/Sat:	0.01	0.76	0.76	0.03	0.12	0.00	0.00	0.00	0.00	0.02	0.00	0.07				
Crit Moves:	****			****						****						
Green Time:	30.3	74.0	74.0	7.0	50.7	0.0	0.0	0.0	0.0	10.0	0.0	10.0				
Volume/Cap:	0.02	1.03	1.03	0.37	0.23	0.00	0.00	0.00	0.00	0.22	0.00	0.66				
Delay/Veh:	24.4	39.2	39.2	46.3	13.8	0.0	0.0	0.0	0.0	41.6	0.0	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:	24.4	39.2	39.2	46.3	13.8	0.0	0.0	0.0	0.0	41.6	0.0	50.9				
LOS by Move:	C	D	D	D	B	A	A	A	A	D	A	D				
HCM2kAvgQ:	0	48	48	1	4	0	0	0	0	1	0	5				
Note: Queue reported is the number of cars per lane.																

Tasman East Focus Area Plan
SJ16-1669
Cumulative AM

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

Intersection #12: Lafayette Street / Calle De Luna

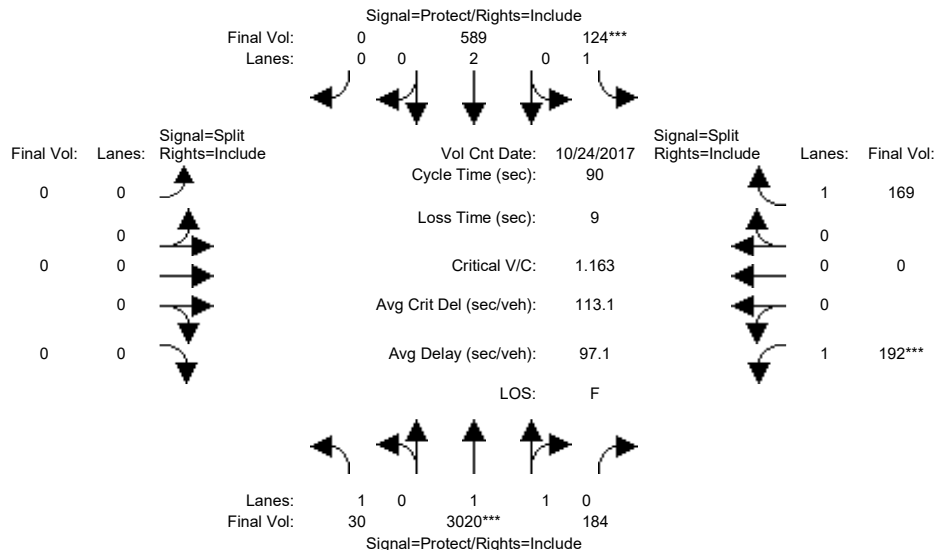


Street Name:	Lafayette Street						Calle De Luna								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
-----	-----			-----			-----			-----					
Min. Green:	7	10	10	7	10	0	0	0	0	10	0	10			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
-----	-----			-----			-----			-----					
Volume Module: >> Count Date:	16 May 2017 << 07:30:00 AM														
Base Vol:	10	2570	280	60	550	0	0	0	0	150	0	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:	10	2570	280	60	550	0	0	0	0	150	0	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:	10	2570	280	60	550	0	0	0	0	150	0	230			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	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	2570	280	60	550	0	0	0	0	150	0	230			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	10	2570	280	60	550	0	0	0	0	150	0	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:	10	2570	280	60	550	0	0	0	0	150	0	230			
-----	-----			-----			-----			-----					
Saturation Flow Module:															
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900			
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92			
Lanes:	1.00	1.80	0.20	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00			
Final Sat.:	1750	3336	363	1750	3800	0	0	0	0	1750	0	1750			
-----	-----			-----			-----			-----					
Capacity Analysis Module:															
Vol/Sat:	0.01	0.77	0.77	0.03	0.14	0.00	0.00	0.00	0.00	0.09	0.00	0.13			
Crit Moves:	****			****			****			****					
Green Time:	25.7	71.8	71.8	7.0	53.1	0.0	0.0	0.0	0.0	12.2	0.0	12.2			
Volume/Cap:	0.02	1.07	1.07	0.49	0.27	0.00	0.00	0.00	0.00	0.70	0.00	1.07			
Delay/Veh:	27.8	55.2	55.2	47.8	12.9	0.0	0.0	0.0	0.0	52.0	0.0	126.2			
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
AdjDel/Veh:	27.8	55.2	55.2	47.8	12.9	0.0	0.0	0.0	0.0	52.0	0.0	126.2			
LOS by Move:	C	E+	E+	D	B	A	A	A	A	D-	A	F			
HCM2kAvgQ:	0	54	54	2	4	0	0	0	0	6	0	14			
Note: Queue reported is the number of cars per lane.															

Tasman East Focus Area Plan
SJ16-1669
Cumulative AM

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

Intersection #13: Lafayette Street / Calle De Primavera

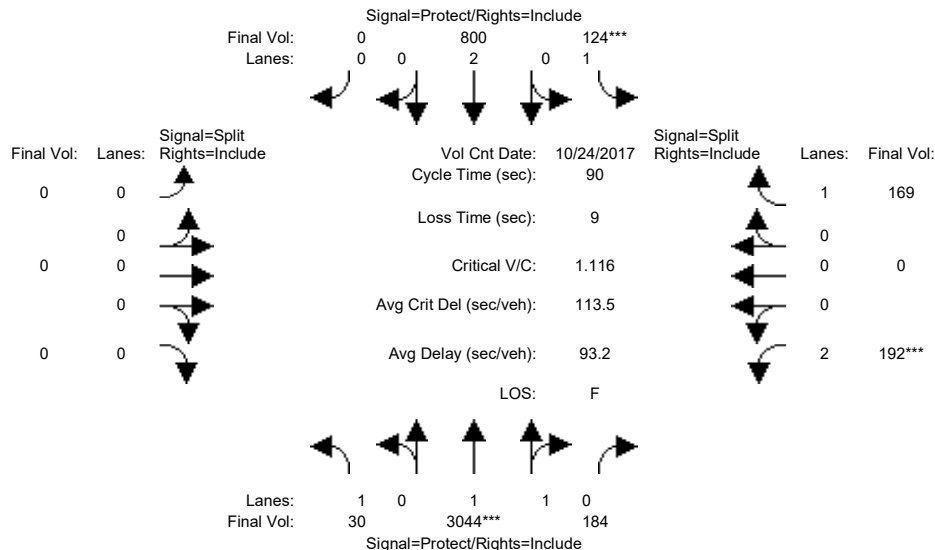


Street Name:	Lafayette Street			Calle De Primavera		
Approach:	North Bound			South Bound		
Movement:	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 Oct 2017 << 07:30:00 AM						
Base Vol:	30	3044	184	124	800	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	3044	184	124	800	0
Added Vol:	0	-24	0	0	-211	0
PasserByVol:	0	0	0	0	0	0
Initial Fut:	30	3020	184	124	589	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	3020	184	124	589	0
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	30	3020	184	124	589	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	30	3020	184	124	589	0
Saturation Flow Module:						
Sat/Lane:	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	1.88	0.12	1.00	2.00	0.00
Final Sat.:	1750	3487	212	1750	3800	0
Capacity Analysis Module:						
Vol/Sat:	0.02	0.87	0.87	0.07	0.16	0.00
Crit Moves:	****	****	****	****	****	****
Green Time:	23.7	64.0	64.0	7.0	47.3	0.0
Volume/Cap:	0.07	1.22	1.22	0.91	0.30	0.00
Delay/Veh:	24.9	115	114.7	92.2	12.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.9	115	114.7	92.2	12.1	0.0
LOS by Move:	C	F	F	F	B	A
HCM2kAvgQ:	1	77	75	4	4	0
Note: Queue reported is the number of cars per lane.						

Tasman East Focus Area Plan
SJ16-1669
Cumulative AM

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

Intersection #13: Lafayette Street / Calle De Primavera

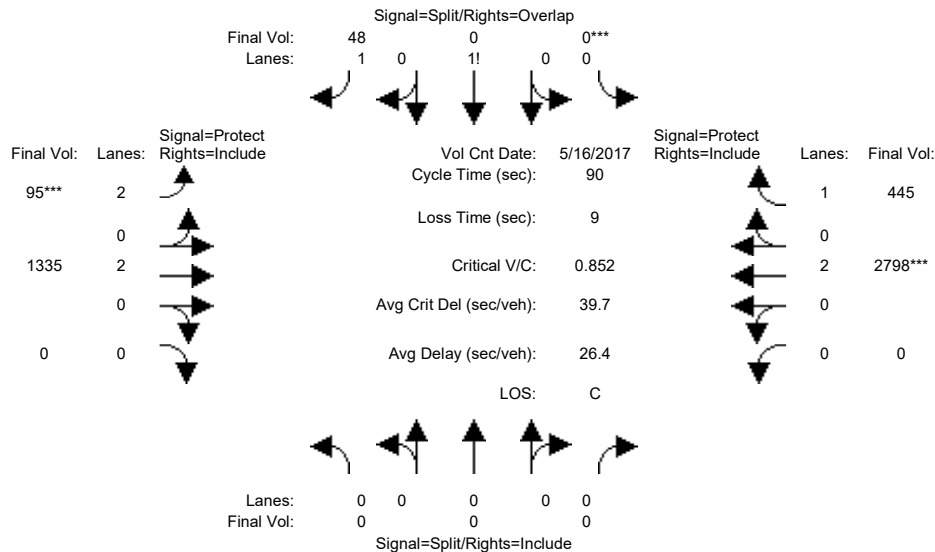


Street Name:	Lafayette Street			Calle De Primavera		
Approach:	North Bound			South Bound		
Movement:	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:	>> Count Date: 24 Oct 2017 << 07:30:00 AM					
Base Vol:	30	3044	184	124	800	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	3044	184	124	800	0
Added Vol:	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0
Initial Fut:	30	3044	184	124	800	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	3044	184	124	800	0
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	30	3044	184	124	800	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	30	3044	184	124	800	0
Saturation Flow Module:						
Sat/Lane:	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	1.88	0.12	1.00	2.00	0.00
Final Sat.:	1750	3489	211	1750	3800	0
Capacity Analysis Module:						
Vol/Sat:	0.02	0.87	0.87	0.07	0.21	0.00
Crit Moves:	****			****		
Green Time:	19.2	64.0	64.0	7.0	51.8	0.0
Volume/Cap:	0.08	1.23	1.23	0.91	0.37	0.00
Delay/Veh:	28.5	119	118.7	92.2	10.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.5	119	118.7	92.2	10.3	0.0
LOS by Move:	C	F	F	F	B+	A
HCM2kAvgQ:	1	79	77	4	6	0
Note: Queue reported is the number of cars per lane.						

Tasman East Focus Area Plan
SJ16-1669
Cumulative AM

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

Intersection #21: Calle Del Sol / Tasman Drive

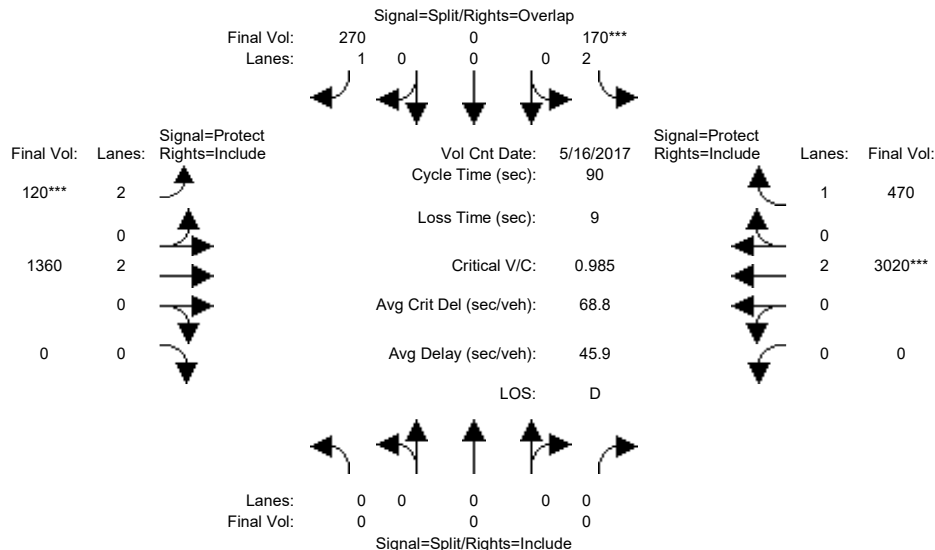


Street Name:	Calle Del Sol						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	16 May 2017 << 07:30:00 AM											
Base Vol:	0	0	0	170	0	270	120	1360	0	0	3020	470
Growth Adj:	1.00	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	170	0	270	120	1360	0	0	3020	470
Added Vol:	0	0	0	-220	0	-222	-25	-25	0	0	-222	-25
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	-50	0	48	95	1335	0	0	2798	445
User Adj:	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	48	95	1335	0	0	2798	445
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	48	95	1335	0	0	2798	445
PCE Adj:	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	0	0	48	95	1335	0	0	2798	445
Saturation Flow Module:												
Sat/Lane:	1900	1900	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	0.00	0.00	0.00	0.00	2.00	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	0	0	3500	3150	3800	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.01	0.03	0.35	0.00	0.00	0.74	0.25
Crit Moves:	****											
Green Time:	0.0	0.0	0.0	0.0	0.0	17.0	7.0	71.0	0.0	0.0	64.0	64.0
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.07	0.39	0.45	0.00	0.00	1.04	0.36
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	30.1	40.5	3.2	0.0	0.0	40.3	5.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	30.1	40.5	3.2	0.0	0.0	40.3	5.2
LOS by Move:	A	A	A	A	A	C	D	A	A	A	D	A
HCM2kAvgQ:	0	0	0	0	0	1	1	6	0	0	43	5
Note: Queue reported is the number of cars per lane.												

Tasman East Focus Area Plan
SJ16-1669
Cumulative AM

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

Intersection #21: Calle Del Sol / Tasman Drive

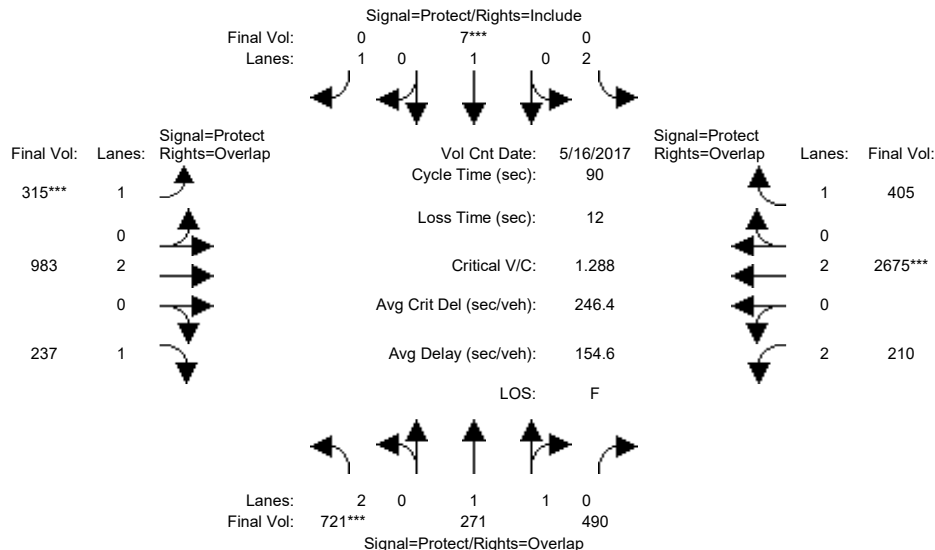


Street Name:	Calle Del Sol						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	16 May 2017 << 07:30:00 AM											
Base Vol:	0	0	0	170	0	270	120	1360	0	0	3020	470
Growth Adj:	1.00	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	170	0	270	120	1360	0	0	3020	470
Added Vol:	0	0	0	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	170	0	270	120	1360	0	0	3020	470
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	170	0	270	120	1360	0	0	3020	470
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	170	0	270	120	1360	0	0	3020	470
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	170	0	270	120	1360	0	0	3020	470
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	3150	0	1750	3150	3800	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.15	0.04	0.36	0.00	0.00	0.79	0.27
Crit Moves:				****				****				****
Green Time:	0.0	0.0	0.0	10.0	0.0	17.0	7.0	71.0	0.0	0.0	64.0	64.0
Volume/Cap:	0.00	0.00	0.00	0.49	0.00	0.82	0.49	0.45	0.00	0.00	1.12	0.38
Delay/Veh:	0.0	0.0	0.0	38.6	0.0	49.6	41.3	3.2	0.0	0.0	71.6	5.3
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	0.0	0.0	38.6	0.0	49.6	41.3	3.2	0.0	0.0	71.6	5.3
LOS by Move:	A	A	A	D+	A	D	D	A	A	A	E	A
HCM2kAvgQ:	0	0	0	3	0	10	2	6	0	0	58	5
Note: Queue reported is the number of cars per lane.												

Tasman East Focus Area Plan
SJ16-1669
Cumulative AM

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Cumulative AM

Intersection #24: Lick Mill Boulevard / Tasman Drive

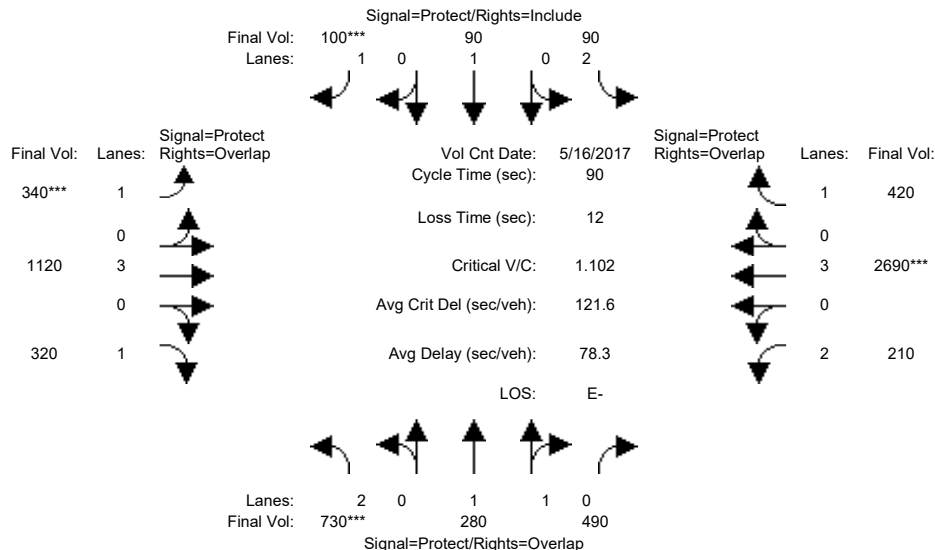


Street Name:	Lick Mill Boulevard						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 16 May 2017 << 07:30:00 AM												
Base Vol:	730	280	490	90	90	100	340	1120	320	210	2690	420
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	730	280	490	90	90	100	340	1120	320	210	2690	420
Added Vol:	-9	-9	0	-137	-83	-222	-25	-137	-83	0	-15	-15
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	721	271	490	-47	7	-122	315	983	237	210	2675	405
User Adj:	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	721	271	490	0	7	0	315	983	237	210	2675	405
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	721	271	490	0	7	0	315	983	237	210	2675	405
PCE Adj:	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	721	271	490	0	7	0	315	983	237	210	2675	405
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	1.00	1.00	2.00	1.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	1900	1750	3150	1900	1750	1750	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.23	0.14	0.28	0.00	0.00	0.00	0.18	0.26	0.14	0.07	0.70	0.23
Crit Moves:	***			***			***			***		
Green Time:	14.0	17.0	29.5	0.0	10.0	0.0	11.0	41.5	55.5	12.5	43.0	50.0
Volume/Cap:	1.47	0.76	0.86	0.00	0.03	0.00	1.47	0.56	0.22	0.48	1.47	0.42
Delay/Veh:	261.7	37.9	36.4	0.0	35.8	0.0	275.9	18.0	7.7	36.6	239	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:	261.7	37.9	36.4	0.0	35.8	0.0	275.9	18.0	7.7	36.6	239	11.8
LOS by Move:	F	D+	D+	A	D+	A	F	B-	A	D+	F	B+
HCM2kAvgQ:	29	7	15	0	0	0	23	10	3	3	87	6
Note: Queue reported is the number of cars per lane.												

Tasman East Focus Area Plan
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Cumulative AM

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Cumulative AM PP + Mitigations

Intersection #24: Lick Mill Boulevard / Tasman Drive

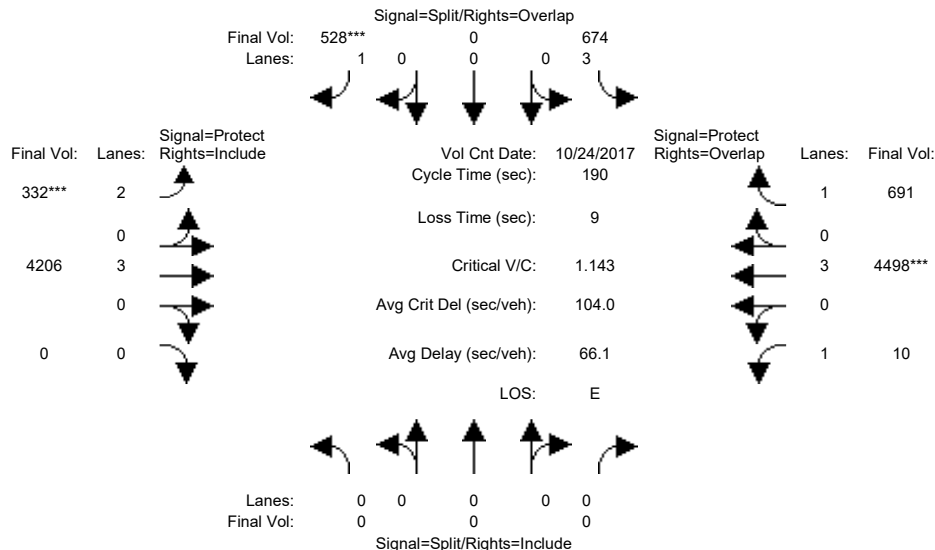


Street Name:	Lick Mill Boulevard						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	16 May 2017 << 07:30:00 AM											
Base Vol:	730	280	490	90	90	100	340	1120	320	210	2690	420
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	730	280	490	90	90	100	340	1120	320	210	2690	420
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	730	280	490	90	90	100	340	1120	320	210	2690	420
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	730	280	490	90	90	100	340	1120	320	210	2690	420
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	730	280	490	90	90	100	340	1120	320	210	2690	420
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	730	280	490	90	90	100	340	1120	320	210	2690	420
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	1.00	1.00	2.00	1.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	1900	1750	3150	1900	1750	1750	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.23	0.15	0.28	0.03	0.05	0.06	0.19	0.20	0.18	0.07	0.47	0.24
Crit Moves:	****					****	****			****		
Green Time:	17.5	20.2	34.5	7.4	10.0	10.0	14.7	36.1	53.7	14.3	35.7	43.1
Volume/Cap:	1.19	0.66	0.73	0.35	0.43	0.51	1.19	0.49	0.31	0.42	1.19	0.50
Delay/Veh:	136.6	33.1	26.4	39.9	38.7	40.1	151.9	20.2	9.1	34.7	117	16.6
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:	136.6	33.1	26.4	39.9	38.7	40.1	151.9	20.2	9.1	34.7	117	16.6
LOS by Move:	F	C-	C	D	D+	D	F	C+	A	C-	F	B
HCM2kAvgQ:	21	7	13	2	3	4	18	7	5	3	41	8
Note: Queue reported is the number of cars per lane.												

Tasman East Focus Area Plan
SJ16-1669
Cumulative AM

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

Intersection #26: Lick Mill Boulevard / Montague Expressway

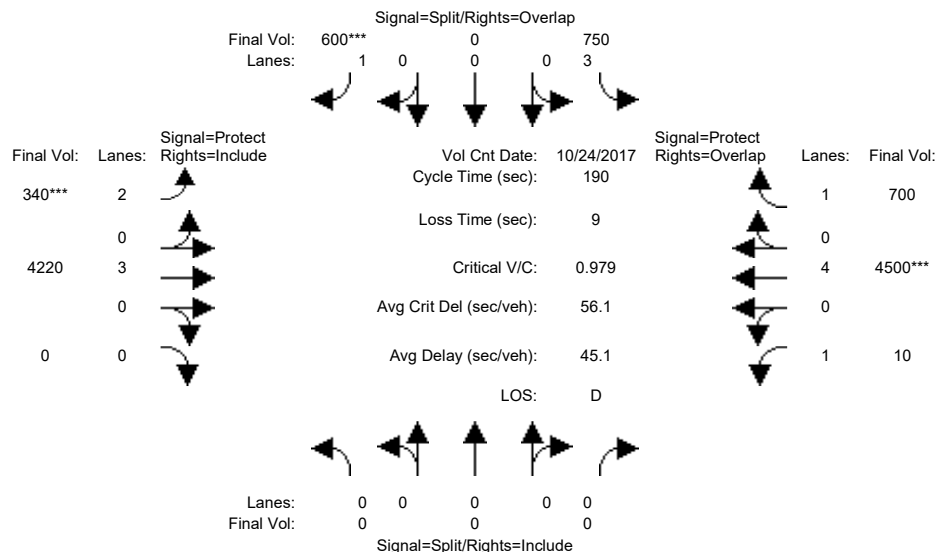


Street Name:	Lick Mill Boulevard						Montague Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	31	0	31	20	157	0	2	139	139
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 Oct 2017 << 07:30:00 AM												
Base Vol:	0	0	0	750	0	600	340	4220	0	10	4500	700
Growth Adj:	1.00	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	750	0	600	340	4220	0	10	4500	700
Added Vol:	0	0	0	-76	0	-72	-8	-14	0	0	-2	-9
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	674	0	528	332	4206	0	10	4498	691
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	674	0	528	332	4206	0	10	4498	691
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	674	0	528	332	4206	0	10	4498	691
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	674	0	528	332	4206	0	10	4498	691
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.80	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	3.00	0.00	1.00	2.00	3.00	0.00	1.00	3.00	1.00
Final Sat.:	0	0	0	4551	0	1750	3150	5700	0	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.15	0.00	0.30	0.11	0.74	0.00	0.01	0.79	0.39
Crit Moves:						****	****				****	
Green Time:	0.0	0.0	0.0	29.6	0.0	48.7	19.1	150	0.0	1.9	133	162.3
Volume/Cap:	0.00	0.00	0.00	0.95	0.00	1.18	1.05	0.94	0.00	0.57	1.13	0.46
Delay/Veh:	0.0	0.0	0.0	105.7	0.0	174.9	153.4	21.4	0.0	135.4	92.1	3.7
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	0.0	0.0	105.7	0.0	174.9	153.4	21.4	0.0	135.4	92.1	3.7
LOS by Move:	A	A	A	F	A	F	F	C+	A	F	F	A
HCM2kAvgQ:	0	0	0	21	0	47	13	64	0	1	105	10
Note: Queue reported is the number of cars per lane.												

Tasman East Focus Area Plan
SJ16-1669
Cumulative AM

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

Intersection #26: Lick Mill Boulevard / Montague Expressway



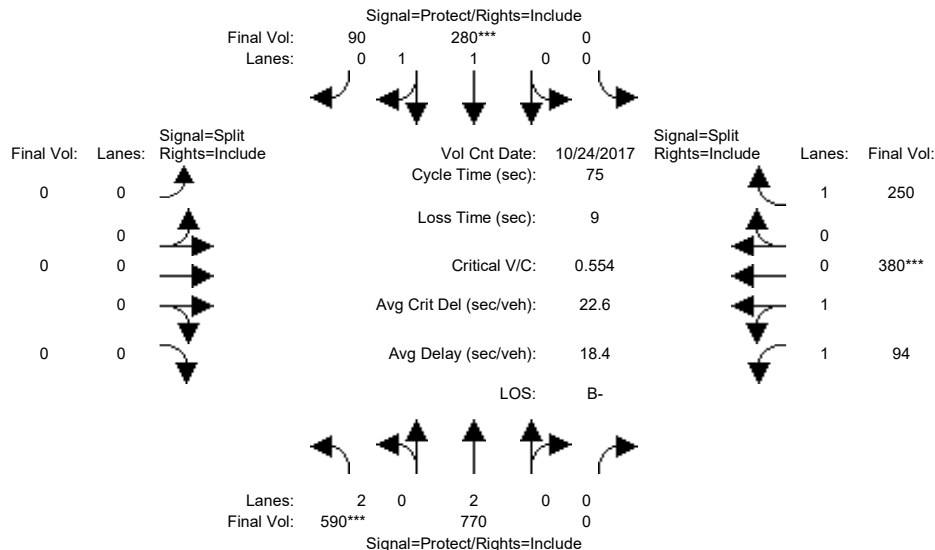
Street Name:	Lick Mill Boulevard						Montague Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	31	0	31	20	157	0	2	139	139
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 Oct 2017 << 07:30:00 AM												
Base Vol:	0	0	0	750	0	600	340	4220	0	10	4500	700
Growth Adj:	1.00	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	750	0	600	340	4220	0	10	4500	700
Added Vol:	0	0	0	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	750	0	600	340	4220	0	10	4500	700
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	750	0	600	340	4220	0	10	4500	700
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	750	0	600	340	4220	0	10	4500	700
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	750	0	600	340	4220	0	10	4500	700
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.80	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	3.00	0.00	1.00	2.00	3.00	0.00	1.00	4.00	1.00
Final Sat.:	0	0	0	4551	0	1750	3150	5700	0	1750	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.16	0.00	0.34	0.11	0.74	0.00	0.01	0.59	0.40
Crit Moves:						****	****				****	
Green Time:	0.0	0.0	0.0	29.6	0.0	48.7	19.1	150	0.0	1.9	133	162.3
Volume/Cap:	0.00	0.00	0.00	1.06	0.00	1.34	1.07	0.94	0.00	0.57	0.85	0.47
Delay/Veh:	0.0	0.0	0.0	134.2	0.0	240.5	161.1	21.8	0.0	135.4	23.6	3.8
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	0.0	0.0	134.2	0.0	240.5	161.1	21.8	0.0	135.4	23.6	3.8
LOS by Move:	A	A	A	F	A	F	F	C+	A	F	C	A
HCM2kAvgQ:	0	0	0	25	0	60	14	65	0	1	47	10

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

Tasman East Focus Area Plan
SJ16-1669
Cumulative AM

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

Intersection #29: 1st Street/WB 237

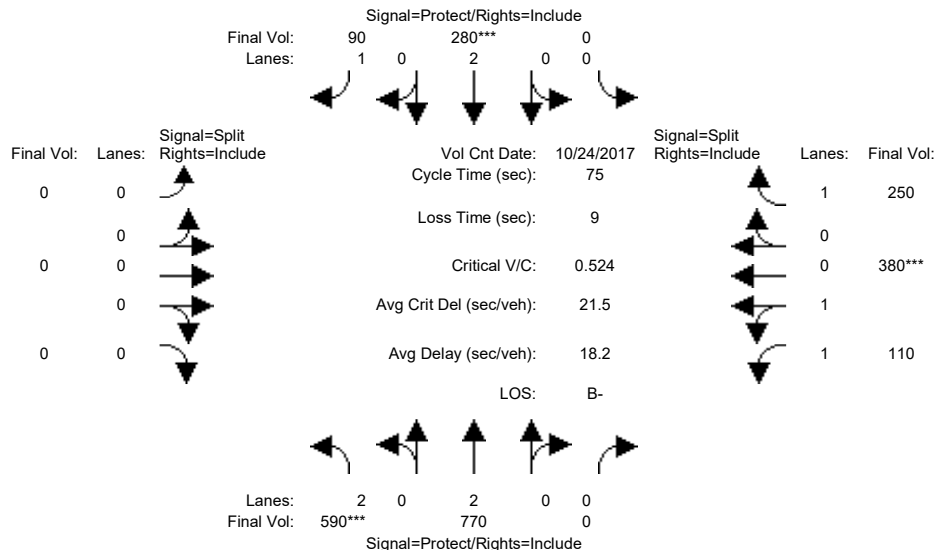


Street Name:	1st Street						WB SR 237					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	24 Oct 2017 << 07:30:00 AM											
Base Vol:	590	770	0	0	280	90	0	0	0	110	380	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:	590	770	0	0	280	90	0	0	0	110	380	250
Added Vol:	0	0	0	0	0	0	0	0	0	-16	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	590	770	0	0	280	90	0	0	0	94	380	250
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	590	770	0	0	280	90	0	0	0	94	380	250
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	590	770	0	0	280	90	0	0	0	94	380	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
Final Volume:	590	770	0	0	280	90	0	0	0	94	380	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	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	0.00	0.00	1.50	0.50	0.00	0.00	0.00	1.00	1.00	1.00
Final Sat.:	3150	3800	0	0	2799	900	0	0	0	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.19	0.20	0.00	0.00	0.10	0.10	0.00	0.00	0.00	0.05	0.20	0.14
Crit Moves:	***				***					***		
Green Time:	25.4	38.9	0.0	0.0	13.5	13.5	0.0	0.0	0.0	27.1	27.1	27.1
Volume/Cap:	0.55	0.39	0.00	0.00	0.55	0.55	0.00	0.00	0.00	0.15	0.55	0.40
Delay/Veh:	20.8	11.0	0.0	0.0	29.0	29.0	0.0	0.0	0.0	16.2	19.9	18.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.8	11.0	0.0	0.0	29.0	29.0	0.0	0.0	0.0	16.2	19.9	18.3
LOS by Move:	C+	B+	A	A	C	C	A	A	A	B	B-	B-
HCM2kAvgQ:	6	5	0	0	5	5	0	0	0	2	8	5
Note: Queue reported is the number of cars per lane.												

Tasman East Focus Area Plan
SJ16-1669
Cumulative AM

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

Intersection #29: 1st Street/WB 237

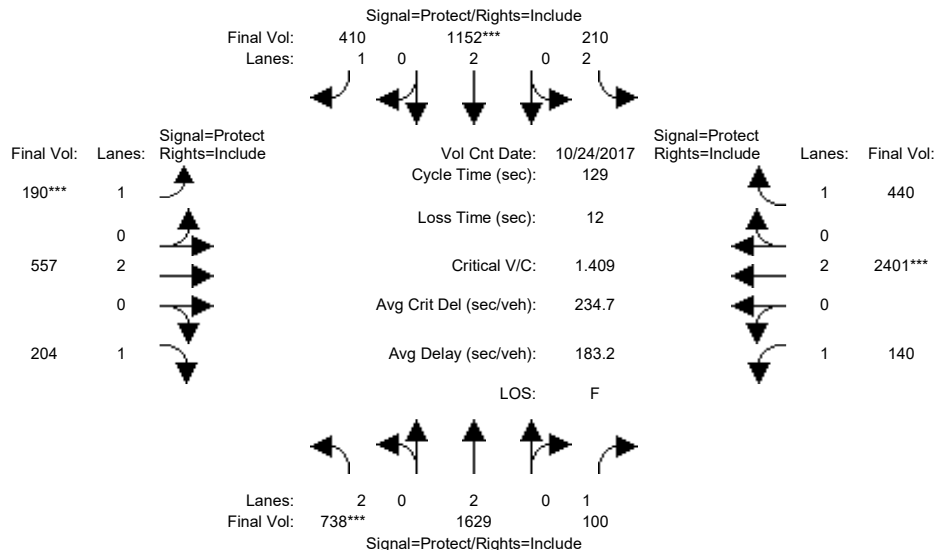


Street Name:	1st Street						WB SR 237								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Min. Green:	7		10		0	0		10		10	0		10		10
Y+R:	4.0		4.0		4.0	4.0		4.0		4.0	4.0		4.0		4.0
Volume Module: >> Count Date: 24 Oct 2017 << 07:30:00 AM															
Base Vol:	590		770		0	0		280		90	0		0		0
Growth Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
Initial Bse:	590		770		0	0		280		90	0		0		0
Added Vol:	0		0		0	0		0		0	0		0		0
PasserByVol:	0		0		0	0		0		0	0		0		0
Initial Fut:	590		770		0	0		280		90	0		0		0
User Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
PHF Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
PHF Volume:	590		770		0	0		280		90	0		0		0
Reduct Vol:	0		0		0	0		0		0	0		0		0
Reduced Vol:	590		770		0	0		280		90	0		0		0
PCE Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
MLF Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
FinalVolume:	590		770		0	0		280		90	0		0		0
Saturation Flow Module:															
Sat/Lane:	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
Lanes:	2.00		2.00		0.00	0.00		2.00		1.00	0.00		0.00		1.00
Final Sat.:	3150		3800		0	0		3800		1750	0		0		0
Capacity Analysis Module:															
Vol/Sat:	0.19		0.20		0.00	0.00		0.07		0.05	0.00		0.00		0.06
Crit Moves:	****					****					0.00				0.20
Green Time:	26.8		37.4		0.0	0.0		10.5		10.5	0.0		0.0		28.6
Volume/Cap:	0.52		0.41		0.00	0.00		0.52		0.37	0.00		0.00		0.16
Delay/Veh:	19.5		12.0		0.0	0.0		30.8		30.1	0.0		0.0		15.3
User DelAdj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
AdjDel/Veh:	19.5		12.0		0.0	0.0		30.8		30.1	0.0		0.0		15.3
LOS by Move:	B-		B+		A	A		C		C	A		A		B
HCM2kAvgQ:	6		5		0	0		4		2	0		0		2
Note: Queue reported is the number of cars per lane.															

Tasman East Focus Area Plan
SJ16-1669
Cumulative AM

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

Intersection #32: 1st Street / Tasman Drive

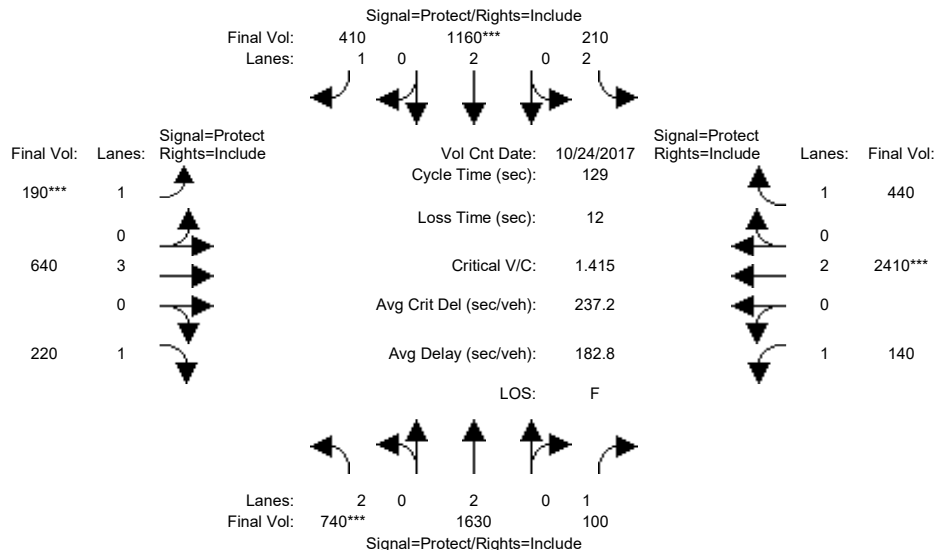


Street Name:	1st Street			Tasman Drive		
Approach:	North Bound			South Bound		
Movement:	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count	Date: 24 Oct 2017 << 07:30:00 AM					
Base Vol:	740	1630	100	210	1160	410
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	740	1630	100	210	1160	410
Added Vol:	-2	-1	0	0	-8	0
PasserByVol:	0	0	0	0	0	0
Initial Fut:	738	1629	100	210	1152	410
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	738	1629	100	210	1152	410
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	738	1629	100	210	1152	410
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	738	1629	100	210	1152	410
Saturation Flow Module:						
Sat/Lane:	1900	1900	1900	1900	1900	1900
Adjustment:	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
Final Sat.:	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:						
Vol/Sat:	0.23	0.43	0.06	0.07	0.30	0.23
Crit Moves:	****			****		
Green Time:	21.5	42.6	42.6	6.6	27.8	27.8
Volume/Cap:	1.41	1.30	0.17	1.30	1.41	1.09
Delay/Veh:	249.0	184	30.8	233.3	242	123.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	249.0	184	30.8	233.3	242	123.0
LOS by Move:	F	F	C	F	F	C-
HCM2kAvgQ:	35	56	3	9	43	23
Note: Queue reported is the number of cars per lane.						

Tasman East Focus Area Plan
SJ16-1669
Cumulative AM

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

Intersection #32: 1st Street / Tasman Drive

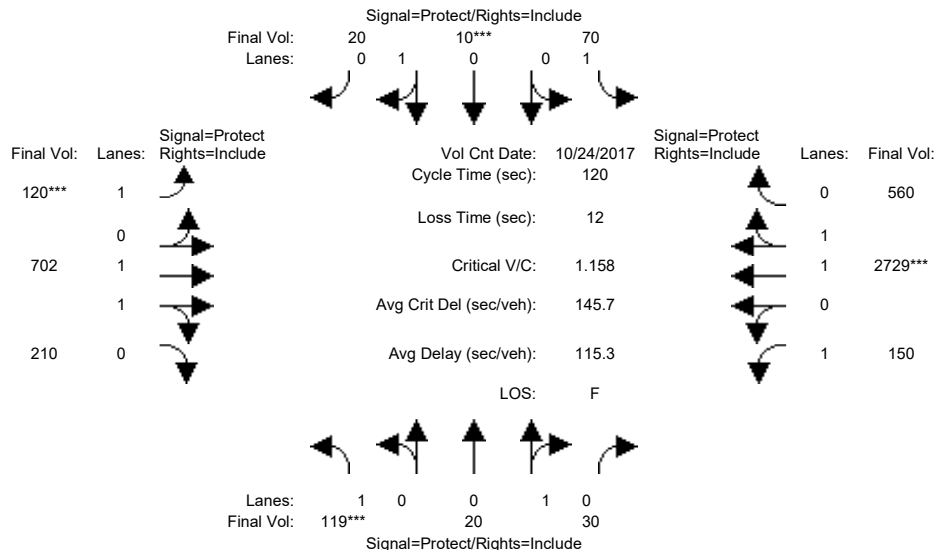


Street Name:	1st Street			Tasman Drive		
Approach:	North Bound			South Bound		
Movement:	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count	Date: 24 Oct 2017 << 07:30:00 AM					
Base Vol:	740	1630	100	210	1160	410
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	740	1630	100	210	1160	410
Added Vol:	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0
Initial Fut:	740	1630	100	210	1160	410
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	740	1630	100	210	1160	410
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	740	1630	100	210	1160	410
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	740	1630	100	210	1160	410
Saturation Flow Module:						
Sat/Lane:	1900	1900	1900	1900	1900	1900
Adjustment:	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
Final Sat.:	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:						
Vol/Sat:	0.23	0.43	0.06	0.07	0.31	0.23
Crit Moves:	****			****		
Green Time:	21.4	42.6	42.6	6.6	27.8	27.8
Volume/Cap:	1.41	1.30	0.17	1.30	1.41	1.09
Delay/Veh:	251.4	183	30.8	233.0	244	121.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	251.4	183	30.8	233.0	244	121.8
LOS by Move:	F	F	C	F	F	C-
HCM2kAvgQ:	35	56	3	9	43	23
Note: Queue reported is the number of cars per lane.						

Tasman East Focus Area Plan
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Cumulative AM

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

Intersection #34: Rio Robles/Tasman Drive

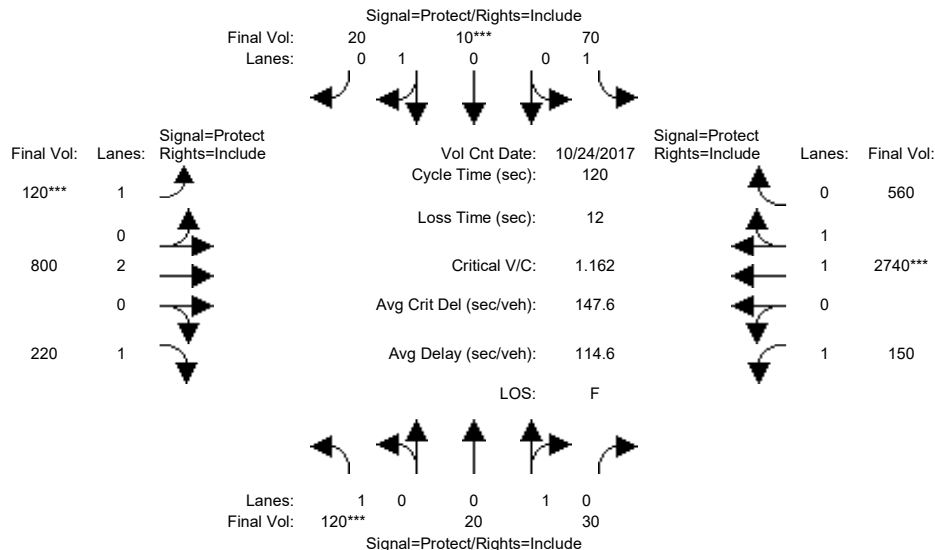


Street Name:	Rio Robles						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 Oct 2017 << 07:30:00 AM												
Base Vol:	120	20	30	70	10	20	120	800	220	150	2740	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:	120	20	30	70	10	20	120	800	220	150	2740	560
Added Vol:	-1	0	0	0	0	0	0	-98	-10	0	-11	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	119	20	30	70	10	20	120	702	210	150	2729	560
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	20	30	70	10	20	120	702	210	150	2729	560
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	119	20	30	70	10	20	120	702	210	150	2729	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
Final Volume:	119	20	30	70	10	20	120	702	210	150	2729	560
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	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	0.40	0.60	1.00	0.33	0.67	1.00	1.53	0.47	1.00	1.65	0.35
Final Sat.:	1750	720	1080	1750	600	1200	1750	2847	852	1750	3070	630
Capacity Analysis Module:												
Vol/Sat:	0.07	0.03	0.03	0.04	0.02	0.02	0.07	0.25	0.25	0.09	0.89	0.89
Crit Moves:	****			****			****			****		
Green Time:	7.0	10.0	10.0	7.0	10.0	10.0	7.0	67.5	67.5	23.5	84.0	84.0
Volume/Cap:	1.17	0.33	0.33	0.69	0.20	0.20	1.18	0.44	0.44	0.44	1.27	1.27
Delay/Veh:	196.9	53.2	53.2	73.1	51.9	51.9	200.3	15.4	15.4	43.4	143	142.7
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:	196.9	53.2	53.2	73.1	51.9	51.9	200.3	15.4	15.4	43.4	143	142.7
LOS by Move:	F	D-	D-	E	D-	D-	F	B	B	D	F	F
HCM2kAvgQ:	7	2	2	4	1	1	8	10	10	5	102	102
Note: Queue reported is the number of cars per lane.												

Tasman East Focus Area Plan
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Cumulative AM

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

Intersection #34: Rio Robles/Tasman Drive

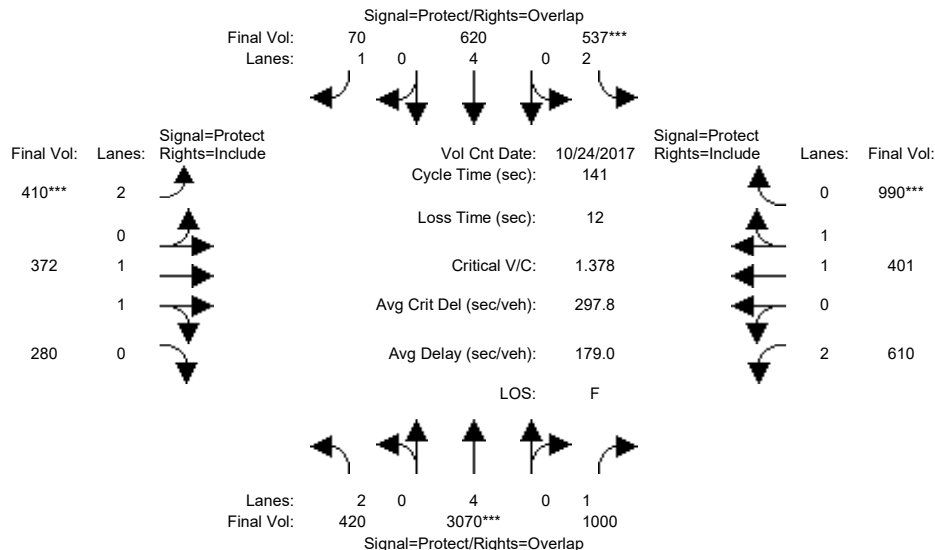


Street Name:	Rio Robles						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	24 Oct 2017 << 07:30:00 AM											
Base Vol:	120	20	30	70	10	20	120	800	220	150	2740	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:	120	20	30	70	10	20	120	800	220	150	2740	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:	120	20	30	70	10	20	120	800	220	150	2740	560
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	120	20	30	70	10	20	120	800	220	150	2740	560
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	20	30	70	10	20	120	800	220	150	2740	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
Final Volume:	120	20	30	70	10	20	120	800	220	150	2740	560
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	0.98	0.95
Lanes:	1.00	0.40	0.60	1.00	0.33	0.67	1.00	2.00	1.00	1.00	1.65	0.35
Final Sat.:	1750	720	1080	1750	600	1200	1750	3800	1750	1750	3072	628
Capacity Analysis Module:												
Vol/Sat:	0.07	0.03	0.03	0.04	0.02	0.02	0.07	0.21	0.13	0.09	0.89	0.89
Crit Moves:	****			****			****			****		
Green Time:	7.0	10.0	10.0	7.0	10.0	10.0	7.0	64.7	64.7	26.3	84.0	84.0
Volume/Cap:	1.18	0.33	0.33	0.69	0.20	0.20	1.18	0.39	0.23	0.39	1.27	1.27
Delay/Veh:	200.3	53.2	53.2	73.1	51.9	51.9	200.3	16.3	14.7	40.6	145	144.6
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:	200.3	53.2	53.2	73.1	51.9	51.9	200.3	16.3	14.7	40.6	145	144.6
LOS by Move:	F	D-	D-	E	D-	D-	F	B	B	D	F	F
HCM2kAvgQ:	7	2	2	4	1	1	8	8	4	5	103	103
Note: Queue reported is the number of cars per lane.												

Tasman East Focus Area Plan
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Cumulative AM

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

Intersection #35: Lawrence Expy/Tasman Dr (CMP)

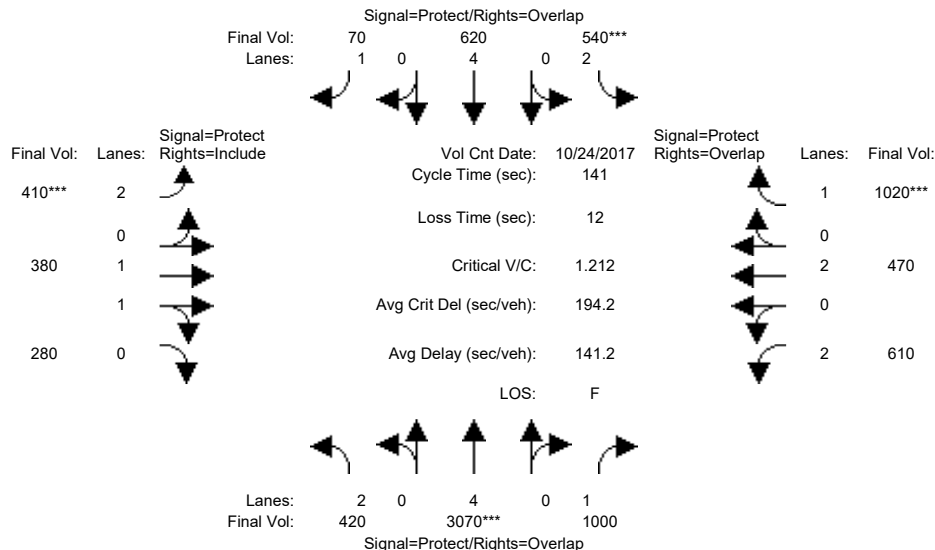


Street Name:	Lawrence Expy						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	17	61	61	12	57	57	34	40	40	27	33	33
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count	Date: 24 Oct 2017 << 07:30:00 AM											
Base Vol:	420	3070	1000	540	620	70	410	380	280	610	470	1020
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	420	3070	1000	540	620	70	410	380	280	610	470	1020
Added Vol:	0	0	0	-3	0	0	0	-8	0	0	-69	-30
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	420	3070	1000	537	620	70	410	372	280	610	401	990
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	420	3070	1000	537	620	70	410	372	280	610	401	990
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	420	3070	1000	537	620	70	410	372	280	610	401	990
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	420	3070	1000	537	620	70	410	372	280	610	401	990
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	0.92
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	1.12	0.88	2.00	1.00	1.00
Final Sat.:	3150	7600	1750	3150	7600	1750	3150	2110	1588	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.40	0.57	0.17	0.08	0.04	0.13	0.18	0.18	0.19	0.21	0.57
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	17.7	56.2	82.0	11.1	49.5	80.9	31.3	36.9	36.9	25.8	31.3	31.3
Volume/Cap:	1.06	1.01	0.98	2.17	0.23	0.07	0.59	0.67	0.67	1.06	0.95	2.55
Delay/Veh:	128.9	65.7	55.1	611.8	35.1	14.5	54.5	52.6	52.6	116.3	72.1	760.5
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:	128.9	65.7	55.1	611.8	35.1	14.5	54.5	52.6	52.6	116.3	72.1	760.5
LOS by Move:	F	E	E+	F	D+	B	D-	D-	D-	F	E	F
HCM2kAvgQ:	17	43	56	37	5	2	11	15	15	19	18	127
Note: Queue reported is the number of cars per lane.												

Tasman East Focus Area Plan
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Cumulative AM

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

Intersection #35: Lawrence Expy/Tasman Dr (CMP)

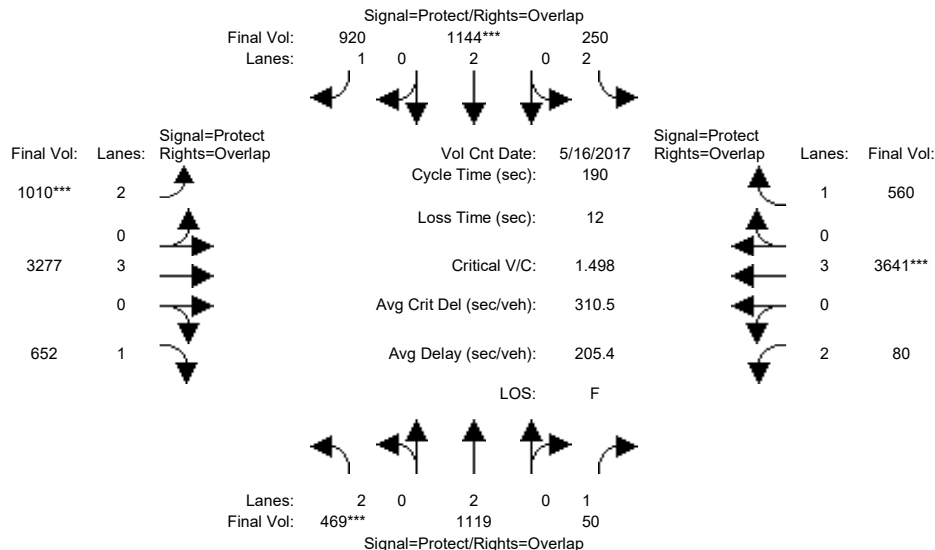


Street Name:			Lawrence Expy						Tasman Drive								
Approach:			North Bound			South Bound			East Bound			West Bound					
Movement:			L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
----- ----- ----- ----- ----- -----																	
Min. Green:			17		61		61	12		57		57	34		40		40
Y+R:			4.0		4.0		4.0	4.0		4.0		4.0	4.0		4.0		4.0
----- ----- ----- ----- ----- -----																	
Volume Module: >> Count			Date: 24 Oct 2017 << 07:30:00 AM														
Base Vol:			420	3070	1000	540	620	70	410	380	280	610	470	1020			
Growth Adj:			1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:			420	3070	1000	540	620	70	410	380	280	610	470	1020			
Added Vol:			0	0	0	0	0	0	0	0	0	0	0	0			
PasserByVol:			0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:			420	3070	1000	540	620	70	410	380	280	610	470	1020			
User Adj:			1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:			1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:			420	3070	1000	540	620	70	410	380	280	610	470	1020			
Reduct Vol:			0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:			420	3070	1000	540	620	70	410	380	280	610	470	1020			
PCE Adj:			1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:			1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
FinalVolume:			420	3070	1000	540	620	70	410	380	280	610	470	1020			
----- ----- ----- ----- ----- -----																	
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	0.92			
Lanes:			2.00	4.00	1.00	2.00	4.00	1.00	2.00	1.13	0.87	2.00	2.00	1.00			
Final Sat.:			3150	7600	1750	3150	7600	1750	3150	2129	1569	3150	3800	1750			
----- ----- ----- ----- ----- -----																	
Capacity Analysis Module:																	
Vol/Sat:			0.13	0.40	0.57	0.17	0.08	0.04	0.13	0.18	0.18	0.19	0.12	0.58			
Crit Moves:			****			****			****			****					
Green Time:			16.2	56.2	82.3	12.5	52.5	83.9	31.3	35.2	35.2	26.1	30.4	42.9			
Volume/Cap:			1.16	1.01	0.98	1.94	0.22	0.07	0.59	0.72	0.72	1.05	0.57	1.92			
Delay/Veh:			167.6	65.7	54.1	505.1	32.8	13.1	54.5	55.1	55.1	112.7	54.7	472.6			
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:			167.6	65.7	54.1	505.1	32.8	13.1	54.5	55.1	55.1	112.7	54.7	472.6			
LOS by Move:			F	E	D-	F	C-	B	D-	E+	E+	F	D-	F			
HCM2kAvgQ:			19	43	55	35	5	1	11	15	15	18	9	113			
Note: Queue reported is the number of cars per lane.																	

Tasman East Focus Area Plan
SJ16-1669
Cumulative AM

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
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Intersection #36: Montague Expy/North First Street (CMP)

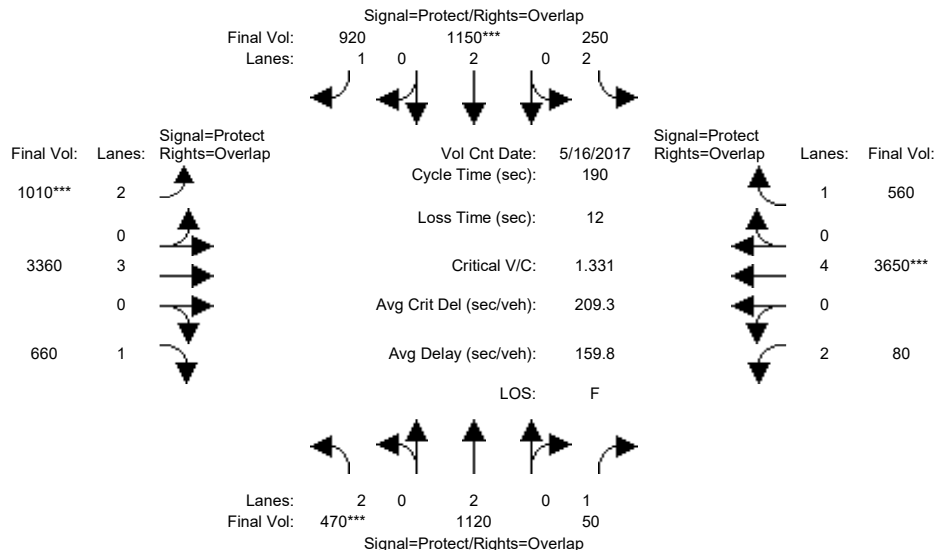


Street Name:	North First Street						Montague Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	24	48	48	20	45	45	40	106	106	15	82	82
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count	Date: 16 May 2017 << 07:30:00 AM											
Base Vol:	470	1120	50	250	1150	920	1010	3360	660	80	3650	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:	470	1120	50	250	1150	920	1010	3360	660	80	3650	560
Added Vol:	-1	-1	0	0	-6	0	0	-83	-8	0	-9	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	469	1119	50	250	1144	920	1010	3277	652	80	3641	560
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1119	50	250	1144	920	1010	3277	652	80	3641	560
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	469	1119	50	250	1144	920	1010	3277	652	80	3641	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
Final Volume:	469	1119	50	250	1144	920	1010	3277	652	80	3641	560
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:	0.15	0.29	0.03	0.08	0.30	0.53	0.32	0.57	0.37	0.03	0.64	0.32
Crit Moves:	***				***		***				***	
Green Time:	22.5	45.9	59.9	18.7	42.1	79.6	37.4	100	122.6	14.0	76.7	95.5
Volume/Cap:	1.26	1.22	0.09	0.81	1.36	1.26	1.63	1.09	0.58	0.34	1.58	0.64
Delay/Veh:	226.2	186	49.1	103.8	248	185.0	371.1	95.1	21.1	90.2	324	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:	226.2	186	49.1	103.8	248	185.0	371.1	95.1	21.1	90.2	324	38.5
LOS by Move:	F	F	D	F	F	F	F	F	C+	F	F	D+
HCM2kAvgQ:	27	48	2	11	54	86	64	76	23	3	127	27
Note: Queue reported is the number of cars per lane.												

Tasman East Focus Area Plan
SJ16-1669
Cumulative AM

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

Intersection #36: Montague Expy/North First Street (CMP)

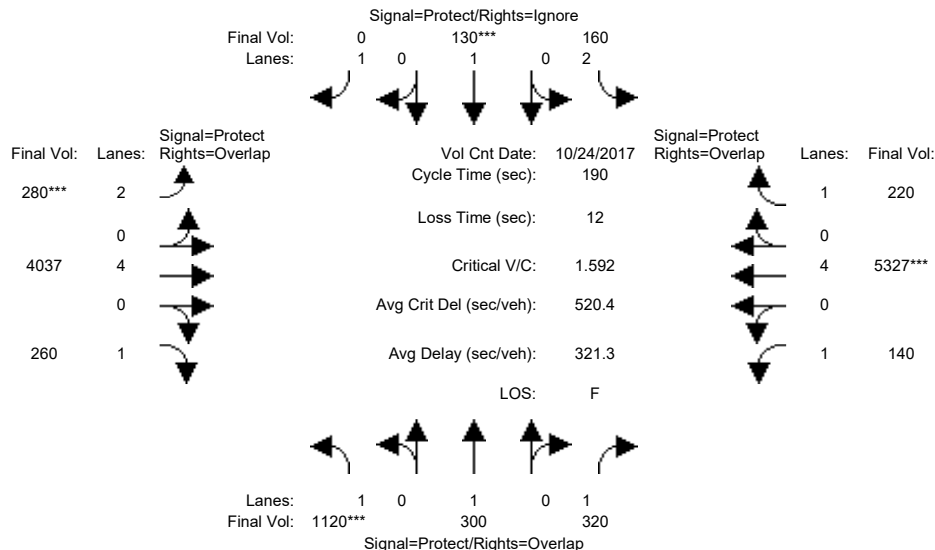


Street Name:	North First Street						Montague Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	24	48	48	20	45	45	40	106	106	15	82	82
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	16 May 2017 << 07:30:00 AM											
Base Vol:	470	1120	50	250	1150	920	1010	3360	660	80	3650	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:	470	1120	50	250	1150	920	1010	3360	660	80	3650	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:	470	1120	50	250	1150	920	1010	3360	660	80	3650	560
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1120	50	250	1150	920	1010	3360	660	80	3650	560
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	470	1120	50	250	1150	920	1010	3360	660	80	3650	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
Final Volume:	470	1120	50	250	1150	920	1010	3360	660	80	3650	560
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	4.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	3150	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.15	0.29	0.03	0.08	0.30	0.53	0.32	0.59	0.38	0.03	0.48	0.32
Crit Moves:	***				***		***				***	
Green Time:	22.5	45.9	59.9	18.7	42.1	79.6	37.4	100	122.6	14.0	76.7	95.5
Volume/Cap:	1.26	1.22	0.09	0.81	1.37	1.26	1.63	1.12	0.58	0.34	1.19	0.64
Delay/Veh:	227.3	186	49.1	103.8	251	185.0	371.1	106	21.3	90.2	149	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:	227.3	186	49.1	103.8	251	185.0	371.1	106	21.3	90.2	149	38.5
LOS by Move:	F	F	D	F	F	F	F	F	C+	F	F	D+
HCM2kAvgQ:	27	48	2	11	55	86	64	80	23	3	75	27
Note: Queue reported is the number of cars per lane.												

Tasman East Focus Area Plan
SJ16-1669
Cumulative AM

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Cumulative AM

Intersection #37: Montague Expy/Mission College Blvd (CMP)

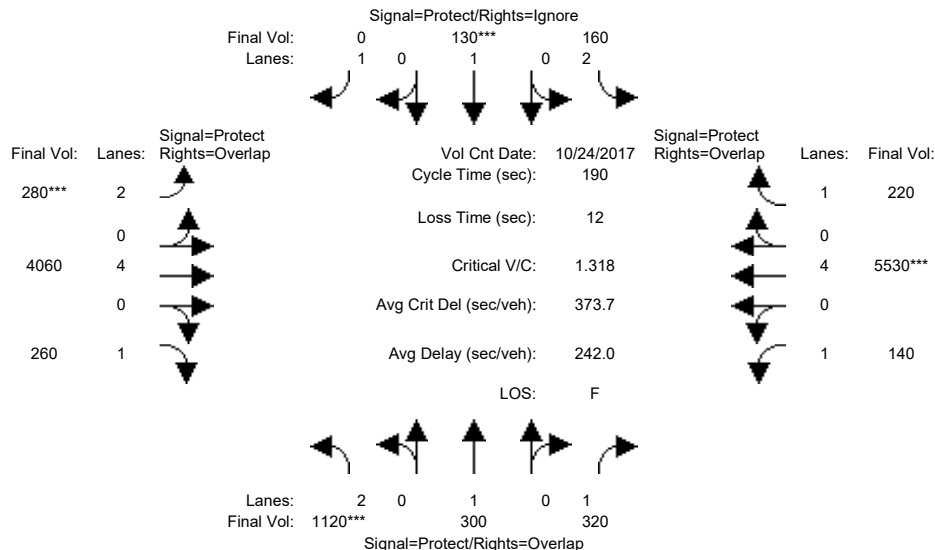


Street Name:	Mission College Blvd						Montague Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	26	49	49	19	42	42	26	103	103	19	97	97
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count	Date: 24 Oct 2017 << 07:30:00 AM											
Base Vol:	1120	300	320	160	130	330	280	4060	260	140	5530	220
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1120	300	320	160	130	330	280	4060	260	140	5530	220
Added Vol:	0	0	0	0	0	0	0	-23	0	0	-203	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1120	300	320	160	130	330	280	4037	260	140	5327	220
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1120	300	320	160	130	0	280	4037	260	140	5327	220
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1120	300	320	160	130	0	280	4037	260	140	5327	220
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	1120	300	320	160	130	0	280	4037	260	140	5327	220
Saturation 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:	0.64	0.16	0.18	0.05	0.07	0.00	0.09	0.53	0.15	0.08	0.70	0.13
Crit Moves:	***				***		***				***	
Green Time:	24.3	45.9	63.6	17.8	39.3	0.0	24.3	97.3	121.7	17.8	90.8	108.6
Volume/Cap:	5.00	0.65	0.55	0.54	0.33	0.00	0.69	1.04	0.23	0.85	1.47	0.22
Delay/Veh:	1897	72.8	56.0	89.9	69.0	0.0	89.9	74.7	15.5	123.6	265	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:	1897	72.8	56.0	89.9	69.0	0.0	89.9	74.7	15.5	123.6	265	21.4
LOS by Move:	F	E	E+	F	E	A	F	E	B	F	F	C+
HCM2kAvgQ:	191	17	17	6	7	0	11	71	7	9	128	7
Note: Queue reported is the number of cars per lane.												

Tasman East Focus Area Plan
SJ16-1669
Cumulative AM

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

Intersection #37: Montague Expy/Mission College Blvd (CMP)

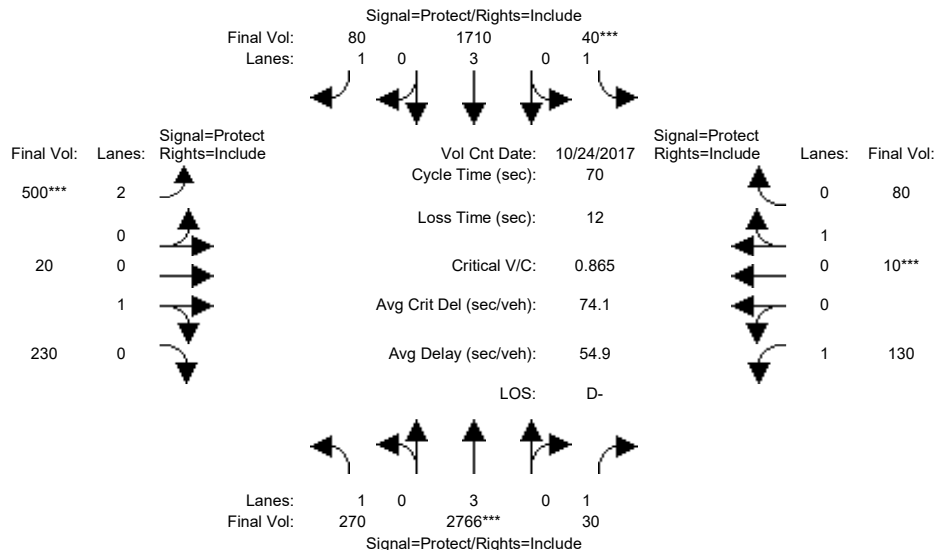


Street Name:	Mission College Blvd						Montague Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	26	49	49	19	42	42	26	103	103	19	97	97
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 Oct 2017 << 07:30:00 AM												
Base Vol:	1120	300	320	160	130	330	280	4060	260	140	5530	220
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1120	300	320	160	130	330	280	4060	260	140	5530	220
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1120	300	320	160	130	330	280	4060	260	140	5530	220
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1120	300	320	160	130	0	280	4060	260	140	5530	220
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1120	300	320	160	130	0	280	4060	260	140	5530	220
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	1120	300	320	160	130	0	280	4060	260	140	5530	220
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	1.00	1.00	2.00	1.00	1.00	2.00	4.00	1.00	1.00	4.00	1.00
Final Sat.:	3150	1900	1750	3150	1900	1750	3150	7600	1750	1750	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.36	0.16	0.18	0.05	0.07	0.00	0.09	0.53	0.15	0.08	0.73	0.13
Crit Moves:	****			****			****			****		
Green Time:	24.3	45.9	63.6	17.8	39.3	0.0	24.3	97.3	121.7	17.8	90.8	108.6
Volume/Cap:	2.78	0.65	0.55	0.54	0.33	0.00	0.69	1.04	0.23	0.85	1.52	0.22
Delay/Veh:	894.6	72.8	56.0	89.9	69.0	0.0	89.9	76.7	15.5	123.6	290	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:	894.6	72.8	56.0	89.9	69.0	0.0	89.9	76.7	15.5	123.6	290	21.4
LOS by Move:	F	E	E+	F	E	A	F	E-	B	F	F	C+
HCM2kAvgQ:	94	17	17	6	7	0	11	71	7	9	139	7
Note: Queue reported is the number of cars per lane.												

Tasman East Focus Area Plan
SJ16-1669
Cumulative PM

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

Intersection #4: Great America Parkway / Old Mountain View - Alviso Road



Street Name:	Great America Parkway			Old Mountain View - Alviso Road		
Approach:	North Bound			South Bound		
Movement:	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	24 Oct 2017	<<	05:00:00 PM
Base Vol:	270	2770	30	40	1720	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	270	2770	30	40	1720	80
Added Vol:	0	-4	0	0	-10	0
PasserByVol:	0	0	0	0	0	0
Initial Fut:	270	2766	30	40	1710	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	270	2766	30	40	1710	80
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	270	2766	30	40	1710	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	270	2766	30	40	1710	80

Saturation Flow Module:						
Sat/Lane:	1900	1900	1900	1900	1900	1900
Adjustment:	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
Final Sat.:	1750	5700	1750	1750	5700	1750

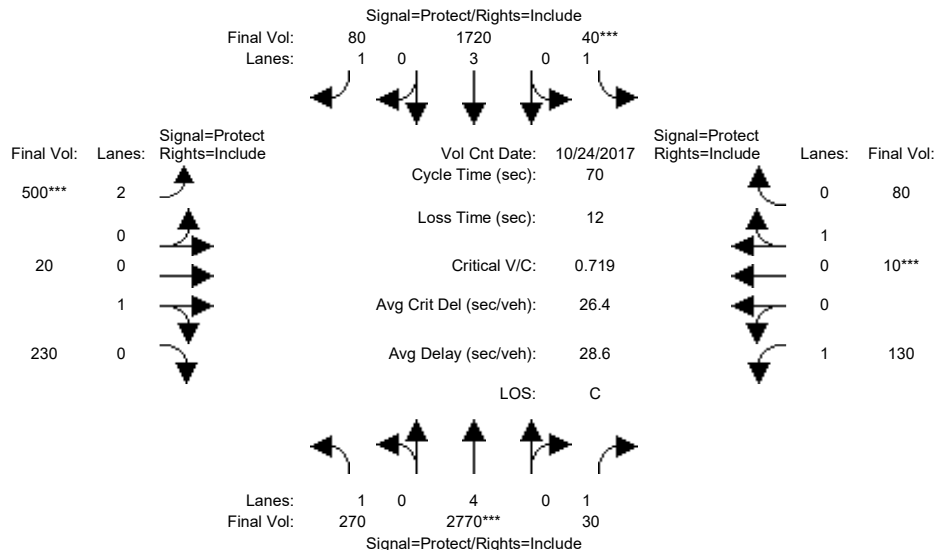
Capacity Analysis Module:						
Vol/Sat:	0.15	0.49	0.02	0.02	0.30	0.05
Crit Moves:	****	****	****	****	****	****
Green Time:	12.9	30.9	30.9	7.0	25.0	25.0
Volume/Cap:	0.84	1.10	0.04	0.23	0.84	0.13
Delay/Veh:	45.0	71.2	11.1	29.7	23.9	15.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.0	71.2	11.1	29.7	23.9	15.2
LOS by Move:	D	E	B+	C	C	B
HCM2kAvgQ:	9	35	0	1	12	1

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

Tasman East Focus Area Plan
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Cumulative PM

Level Of Service Computation Report
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Cumulative PM PP + Mitigations

Intersection #4: Great America Parkway / Old Mountain View - Alviso Road



Street Name:	Great America Parkway						Old Mountain View - Alviso Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count	Date: 24 Oct 2017 << 05:00:00 PM											
Base Vol:	270	2770	30	40	1720	80	500	20	230	130	10	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:	270	2770	30	40	1720	80	500	20	230	130	10	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:	270	2770	30	40	1720	80	500	20	230	130	10	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:	270	2770	30	40	1720	80	500	20	230	130	10	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	270	2770	30	40	1720	80	500	20	230	130	10	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
Final Volume:	270	2770	30	40	1720	80	500	20	230	130	10	80

Saturation Flow Module:												
Sat/Lane:	1900	1900	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	4.00	1.00	1.00	3.00	1.00	2.00	0.08	0.92	1.00	0.11	0.89
Final Sat.:	1750	7600	1750	1750	5700	1750	3150	144	1656	1750	200	1600

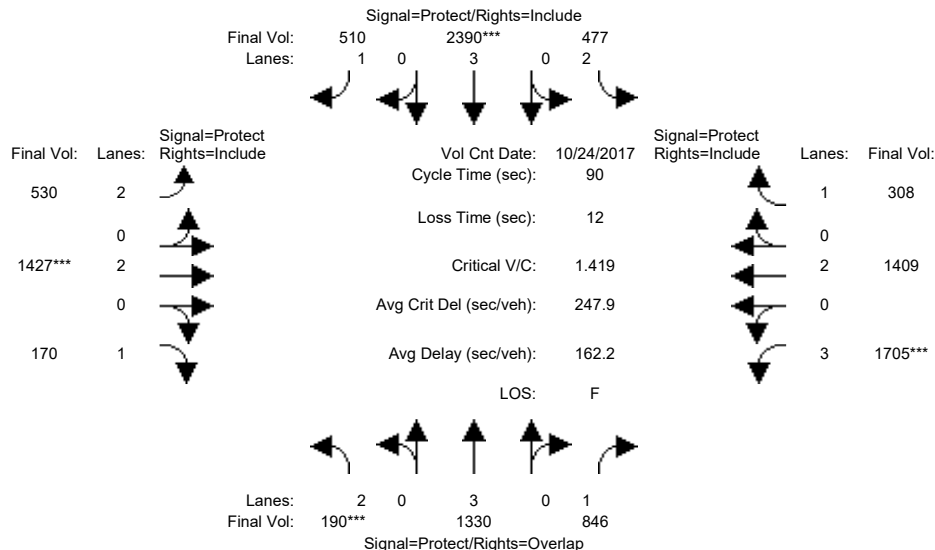
Capacity Analysis Module:												
Vol/Sat:	0.15	0.36	0.02	0.02	0.30	0.05	0.16	0.14	0.14	0.07	0.05	0.05
Crit Moves:	****			****			****			****		
Green Time:	12.0	28.6	28.6	7.0	23.5	23.5	12.4	13.2	13.2	9.2	10.0	10.0
Volume/Cap:	0.90	0.89	0.04	0.23	0.90	0.14	0.89	0.74	0.74	0.56	0.35	0.35
Delay/Veh:	55.9	23.0	12.5	29.7	28.2	16.3	44.7	35.0	35.0	31.7	27.9	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:	55.9	23.0	12.5	29.7	28.2	16.3	44.7	35.0	35.0	31.7	27.9	27.9
LOS by Move:	E+	C	B	C	C	B	D	C-	C-	C	C	C
HCM2kAvgQ:	10	18	0	1	13	1	10	7	7	4	2	2

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

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Cumulative PM

Intersection #5: Great America Parkway / Tasman Drive

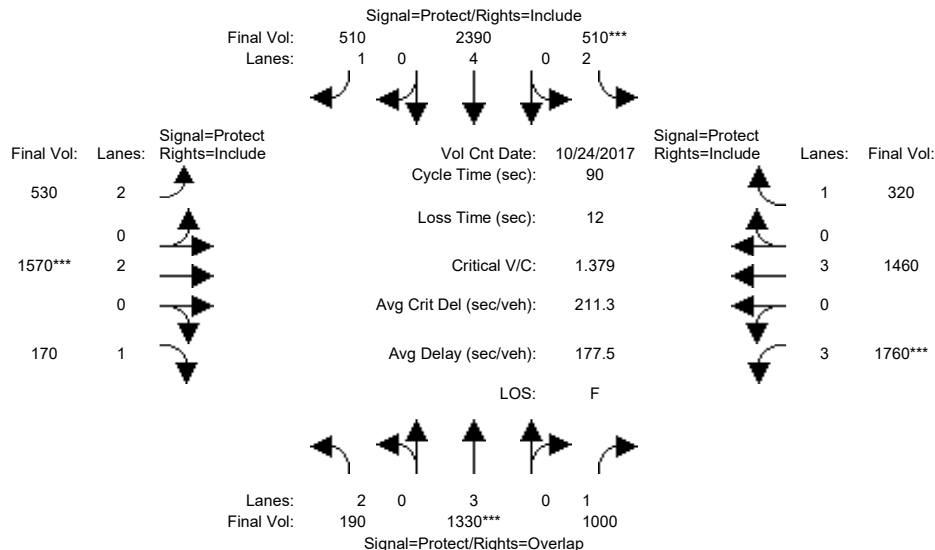


Street Name:	Great America Parkway						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 Oct 2017 << 05:00:00 PM												
Base Vol:	190	1330	1000	510	2390	510	530	1570	170	1760	1460	320
Growth Adj:	1.00	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	1330	1000	510	2390	510	530	1570	170	1760	1460	320
Added Vol:	0	0	-154	-33	0	0	0	-143	0	-55	-51	-12
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	190	1330	846	477	2390	510	530	1427	170	1705	1409	308
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	190	1330	846	477	2390	510	530	1427	170	1705	1409	308
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	1330	846	477	2390	510	530	1427	170	1705	1409	308
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	190	1330	846	477	2390	510	530	1427	170	1705	1409	308
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.80	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	3.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	4551	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.23	0.48	0.15	0.42	0.29	0.17	0.38	0.10	0.37	0.37	0.18
Crit Moves:	****				****		****			****		
Green Time:	7.0	19.7	42.4	12.8	25.5	25.5	14.2	22.8	22.8	22.7	31.3	31.3
Volume/Cap:	0.78	1.07	1.03	1.07	1.48	1.03	1.07	1.48	0.38	1.48	1.07	0.51
Delay/Veh:	55.1	80.6	61.8	100.1	253	80.7	96.7	256	28.3	255.4	73.5	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:	55.1	80.6	61.8	100.1	253	80.7	96.7	256	28.3	255.4	73.5	23.9
LOS by Move:	E+	F	E	F	F	F	F	F	C	F	E	C
HCM2kAvgQ:	5	20	35	14	55	23	11	47	4	47	24	7
Note: Queue reported is the number of cars per lane.												

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Intersection #5: Great America Parkway / Tasman Drive

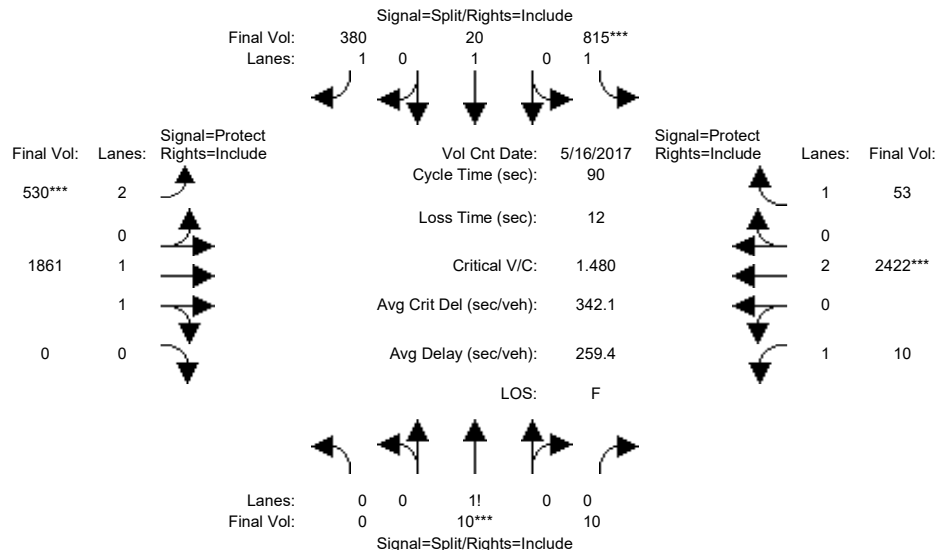


Street Name:	Great America Parkway						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 Oct 2017 << 05:00:00 PM												
Base Vol:	190	1330	1000	510	2390	510	530	1570	170	1760	1460	320
Growth Adj:	1.00	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	1330	1000	510	2390	510	530	1570	170	1760	1460	320
Added Vol:	0	0	0	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	1330	1000	510	2390	510	530	1570	170	1760	1460	320
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1330	1000	510	2390	510	530	1570	170	1760	1460	320
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	1330	1000	510	2390	510	530	1570	170	1760	1460	320
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	190	1330	1000	510	2390	510	530	1570	170	1760	1460	320
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	0.80	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	4.00	1.00	2.00	2.00	1.00	3.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	7600	1750	3150	3800	1750	4551	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.23	0.57	0.16	0.31	0.29	0.17	0.41	0.10	0.39	0.26	0.18
Crit Moves:	****			****			****			****		
Green Time:	7.0	15.2	40.5	10.6	18.8	18.8	20.7	27.0	27.0	25.2	31.5	31.5
Volume/Cap:	0.78	1.38	1.27	1.38	1.51	1.40	0.73	1.38	0.32	1.38	0.73	0.52
Delay/Veh:	55.1	214	156.6	226.4	267	229.5	35.9	208	24.8	207.9	27.0	24.1
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:	55.1	214	156.6	226.4	267	229.5	35.9	208	24.8	207.9	27.0	24.1
LOS by Move:	E+	F	F	F	F	F	D+	F	C	F	C	C
HCM2kAvgQ:	5	29	60	21	43	37	8	47	4	44	11	7
Note: Queue reported is the number of cars per lane.												

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Cumulative PM

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Cumulative PM

Intersection #9: Centennial Drive / Tasman Drive

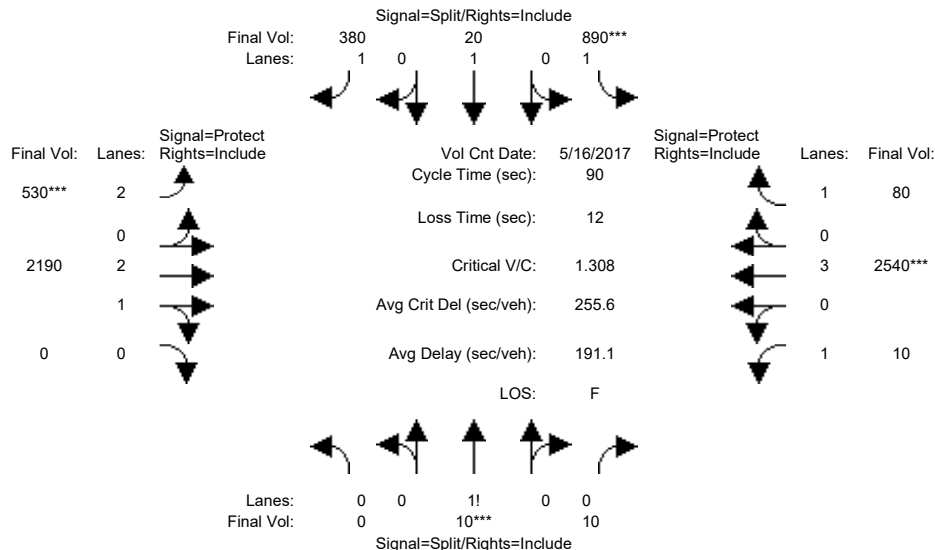


Street Name:	Centennial Drive						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	16 May 2017 << 05:00:00 PM											
Base Vol:	0	10	10	890	20	380	530	2190	0	10	2540	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:	0	10	10	890	20	380	530	2190	0	10	2540	80
Added Vol:	0	0	0	-75	0	0	0	-329	0	0	-118	-27
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	10	10	815	20	380	530	1861	0	10	2422	53
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	10	10	815	20	380	530	1861	0	10	2422	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	10	10	815	20	380	530	1861	0	10	2422	53
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	10	10	815	20	380	530	1861	0	10	2422	53
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.83	0.97	0.92	0.92	1.00	0.92
Lanes:	0.00	0.50	0.50	1.00	1.00	1.00	2.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	900	900	1750	1900	1750	3150	3700	0	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.01	0.01	0.47	0.01	0.22	0.17	0.50	0.00	0.01	0.64	0.03
Crit Moves:	****			****			****			****		
Green Time:	0.0	10.0	10.0	24.9	24.9	24.9	9.0	36.1	0.0	7.0	34.1	34.1
Volume/Cap:	0.00	0.10	0.10	1.68	0.04	0.78	1.68	1.25	0.00	0.07	1.68	0.08
Delay/Veh:	0.0	36.2	36.2	348.6	23.8	38.3	361.2	147	0.0	38.7	338	18.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	36.2	36.2	348.6	23.8	38.3	361.2	147	0.0	38.7	338	18.0
LOS by Move:	A	D+	D+	F	C	D+	F	F	A	D+	F	B
HCM2kAvgQ:	0	1	1	69	0	13	24	48	0	0	92	1
Note: Queue reported is the number of cars per lane.												

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Cumulative PM

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Cumulative PM PP + Mitigations

Intersection #9: Centennial Drive / Tasman Drive

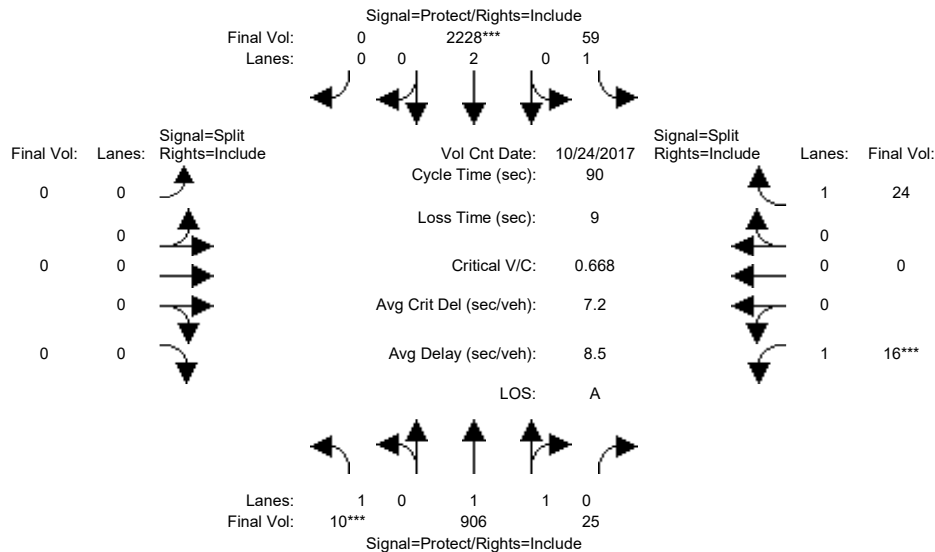


Street Name:	Centennial Drive						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	16 May 2017 << 05:00:00 PM											
Base Vol:	0	10	10	890	20	380	530	2190	0	10	2540	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:	0	10	10	890	20	380	530	2190	0	10	2540	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:	0	10	10	890	20	380	530	2190	0	10	2540	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:	0	10	10	890	20	380	530	2190	0	10	2540	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	10	10	890	20	380	530	2190	0	10	2540	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
Final Volume:	0	10	10	890	20	380	530	2190	0	10	2540	80
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.83	0.98	0.92	0.92	1.00	0.92
Lanes:	0.00	0.50	0.50	1.00	1.00	1.00	2.00	3.00	0.00	1.00	3.00	1.00
Final Sat.:	0	900	900	1750	1900	1750	3150	5600	0	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.01	0.01	0.51	0.01	0.22	0.17	0.39	0.00	0.01	0.45	0.05
Crit Moves:	****			****			****			****		
Green Time:	0.0	10.0	10.0	30.8	30.8	30.8	10.2	30.2	0.0	7.0	27.0	27.0
Volume/Cap:	0.00	0.10	0.10	1.49	0.03	0.63	1.49	1.17	0.00	0.07	1.49	0.15
Delay/Veh:	0.0	36.2	36.2	256.9	19.7	27.1	272.9	111	0.0	38.7	253	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:	0.0	36.2	36.2	256.9	19.7	27.1	272.9	111	0.0	38.7	253	23.2
LOS by Move:	A	D+	D+	F	B-	C	F	F	A	D+	F	C
HCM2kAvgQ:	0	1	1	66	0	10	21	32	0	0	56	2
Note: Queue reported is the number of cars per lane.												

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Cumulative PM

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Cumulative PM

Intersection #11: Lafayette Street / Calle Del Mundo

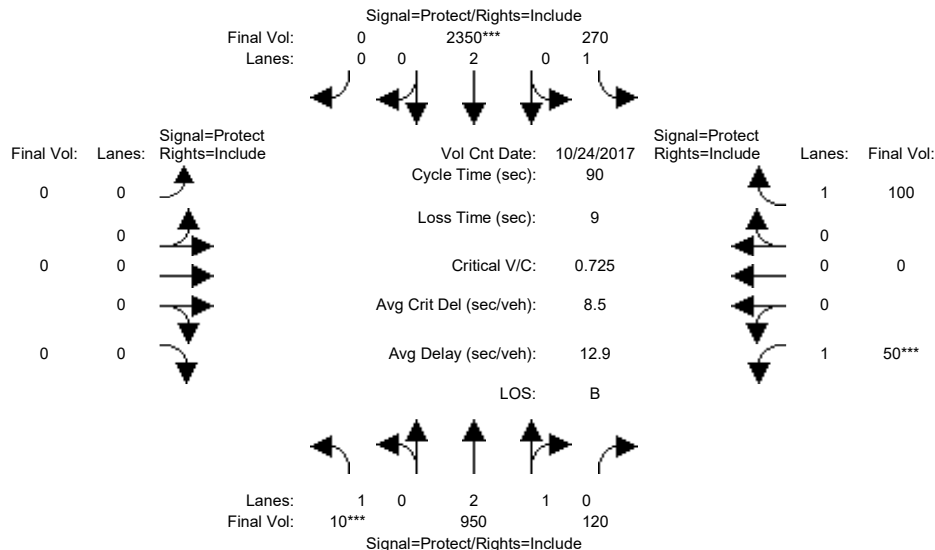


Street Name:	Lafayette Street						Calle Del Mundo										
Approach:	North Bound			South Bound			East Bound			West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R		
Min. Green:	0		10		10	7		10		0	0		0	10		10	
Y+R:	4.0		4.0		4.0	4.0		4.0		4.0	4.0		4.0	4.0		4.0	
Volume Module: >> Count Date: 24 Oct 2017 << 05:00:00 PM																	
Base Vol:	10		950		120	270		2350		0	0		0	50		0	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
Initial Bse:	10		950		120	270		2350		0	0		0	50		0	100
Added Vol:	0		-44		-95	-211		-122		0	0		0	-34		0	-76
PasserByVol:	0		0		0	0		0		0	0		0	0		0	0
Initial Fut:	10		906		25	59		2228		0	0		0	16		0	24
User Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	1.00		1.00	1.00
PHF Adj:	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		906		25	59		2228		0	0		0	16		0	24
Reduct Vol:	0		0		0	0		0		0	0		0	0		0	0
Reduced Vol:	10		906		25	59		2228		0	0		0	16		0	24
PCE Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	1.00		1.00	1.00
FinalVolume:	10		906		25	59		2228		0	0		0	16		0	24
Saturation Flow Module:																	
Sat/Lane:	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		1.00	0.92
Lanes:	1.00		1.94		0.06	1.00		2.00		0.00	0.00		0.00	0.00		1.00	0.00
Final Sat.:	1750		3601		99	1750		3800		0	0		0	0		1750	0
Capacity Analysis Module:																	
Vol/Sat:	0.01		0.25		0.25	0.03		0.59		0.00	0.00		0.00	0.01		0.00	0.01
Crit Moves:	****					****								****			
Green Time:	0.7		54.2		54.2	16.8		70.3		0.0	0.0		0.0	10.0		0.0	10.0
Volume/Cap:	0.75		0.42		0.42	0.18		0.75		0.00	0.00		0.00	0.08		0.00	0.12
Delay/Veh:	164.5		9.6		9.6	31.1		6.3		0.0	0.0		0.0	36.1		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
AdjDel/Veh:	164.5		9.6		9.6	31.1		6.3		0.0	0.0		0.0	36.1		0.0	36.3
LOS by Move:	F		A		A	C		A		A	A		A	D+		A	D+
HCM2kAvgQ:	0		7		7	2		18		0	0		0	0		0	1
Note: Queue reported is the number of cars per lane.																	

Tasman East Focus Area Plan
SJ16-1669
Cumulative PM

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

Intersection #11: Lafayette Street / Calle Del Mundo

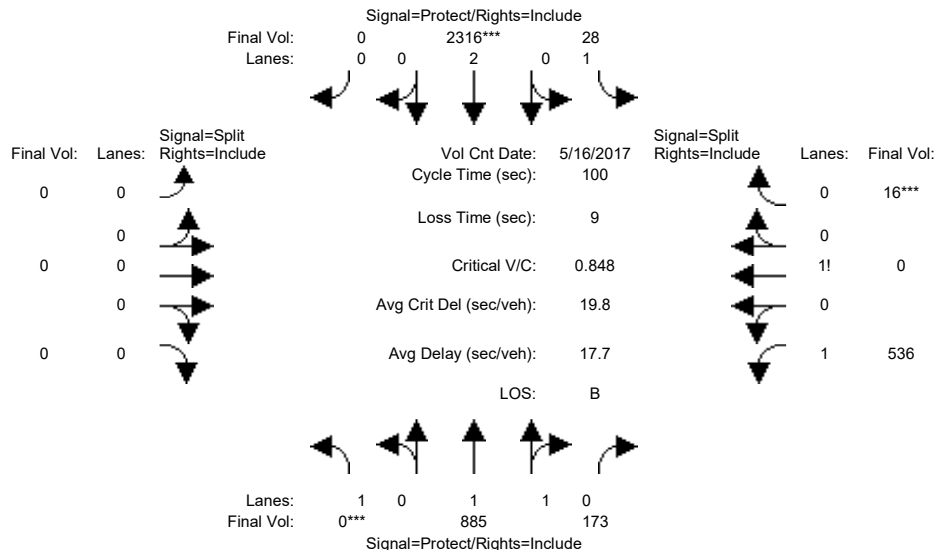


Street Name:	Lafayette Street						Calle Del Mundo					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	10	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	24 Oct 2017 << 05:00:00 PM											
Base Vol:	10	950	120	270	2350	0	0	0	0	50	0	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:	10	950	120	270	2350	0	0	0	0	50	0	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:	10	950	120	270	2350	0	0	0	0	50	0	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:	10	950	120	270	2350	0	0	0	0	50	0	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	950	120	270	2350	0	0	0	0	50	0	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
Final Volume:	10	950	120	270	2350	0	0	0	0	50	0	100
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	2.65	0.35	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1750	4971	628	1750	3800	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.19	0.19	0.15	0.62	0.00	0.00	0.00	0.00	0.03	0.00	0.06
Crit Moves:	***			***						***		
Green Time:	0.7	39.3	39.3	31.7	70.3	0.0	0.0	0.0	0.0	10.0	0.0	10.0
Volume/Cap:	0.79	0.44	0.44	0.44	0.79	0.00	0.00	0.00	0.00	0.26	0.00	0.51
Delay/Veh:	187.5	17.8	17.8	22.8	7.1	0.0	0.0	0.0	0.0	37.3	0.0	40.1
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:	187.5	17.8	17.8	22.8	7.1	0.0	0.0	0.0	0.0	37.3	0.0	40.1
LOS by Move:	F	B	B	C+	A	A	A	A	A	D+	A	D
HCM2kAvgQ:	0	7	7	6	20	0	0	0	0	2	0	4
Note: Queue reported is the number of cars per lane.												

Tasman East Focus Area Plan
SJ16-1669
Cumulative PM

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

Intersection #12: Lafayette Street / Calle De Luna

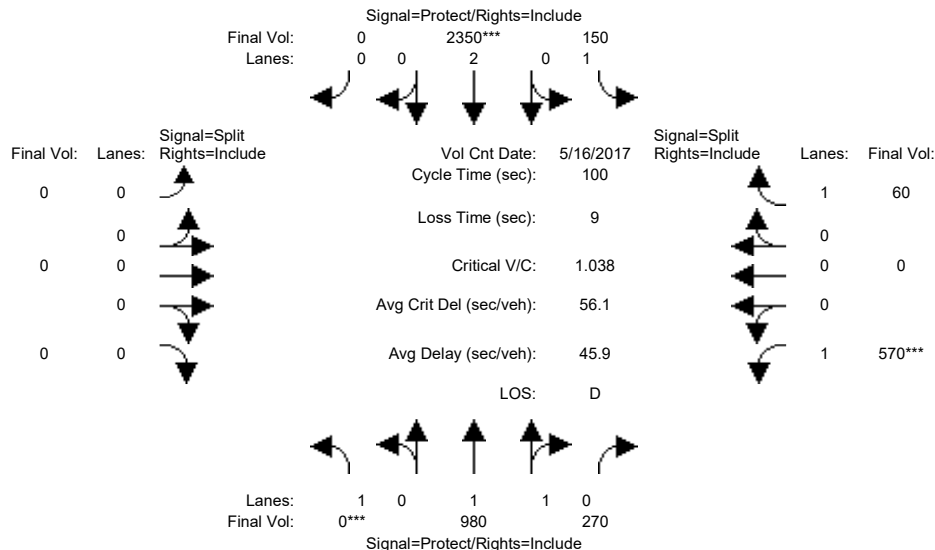


Street Name:	Lafayette Street						Calle De Luna									
Approach:	North Bound			South Bound			East Bound			West Bound						
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	
Min. Green:	7	10	10			7	10	0			0	0	0	10	0	10
Y+R:	4.0	4.0	4.0			4.0	4.0	4.0			4.0	4.0	4.0	4.0	4.0	4.0
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Volume Module: >>	Count	Date:	16 May 2017	<<	05:00:00 PM											
Base Vol:	0	980	270	150	2350	0	0	0	0	570	0	60				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	980	270	150	2350	0	0	0	0	570	0	60				
Added Vol:	0	-95	-97	-122	-34	0	0	0	0	-34	0	-44				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	0	885	173	28	2316	0	0	0	0	536	0	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	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	885	173	28	2316	0	0	0	0	536	0	16				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	885	173	28	2316	0	0	0	0	536	0	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	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	885	173	28	2316	0	0	0	0	536	0	16				
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	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	0.92	1.00	0.92	0.92
Lanes:	1.00	1.66	0.34	1.00	2.00	0.00	0.00	0.00	0.00	1.94	0.00	0.06				
Final Sat.:	1750	3095	605	1750	3800	0	0	0	0	3401	0	99				
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Capacity Analysis Module:																
Vol/Sat:	0.00	0.29	0.29	0.02	0.61	0.00	0.00	0.00	0.00	0.16	0.00	0.16				
Crit Moves:	****				****											
Green Time:	0.0	57.7	57.7	14.1	71.9	0.0	0.0	0.0	0.0	19.1	0.0	19.1				
Volume/Cap:	0.00	0.50	0.50	0.11	0.85	0.00	0.00	0.00	0.00	0.82	0.00	0.85				
Delay/Veh:	0.0	12.7	12.7	37.7	12.8	0.0	0.0	0.0	0.0	47.0	0.0	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:	0.0	12.7	12.7	37.7	12.8	0.0	0.0	0.0	0.0	47.0	0.0	49.2				
LOS by Move:	A	B	B	D+	B	A	A	A	A	D	A	D				
HCM2kAvgQ:	0	10	10	1	26	0	0	0	0	11	0	12				
Note: Queue reported is the number of cars per lane.																

Tasman East Focus Area Plan
SJ16-1669
Cumulative PM

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

Intersection #12: Lafayette Street / Calle De Luna

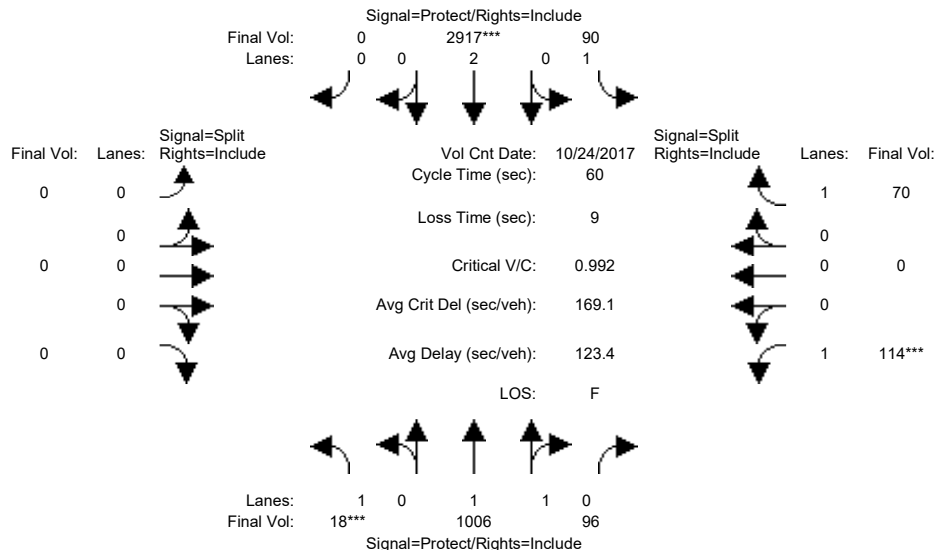


Street Name:	Lafayette Street						Calle De Luna											
Approach:	North Bound			South Bound			East Bound			West Bound								
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R			
Min. Green:	7		10		10	7		10		0	0		0	10		0	10	
Y+R:	4.0		4.0		4.0	4.0		4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Volume Module: >> Count Date:	16 May 2017 << 05:00:00 PM																	
Base Vol:	0		980		270	150		2350		0	0		0	570		0	60	
Growth Adj:	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		980		270	150		2350		0	0		0	570		0	60	
Added Vol:	0		0		0	0		0		0	0		0	0		0	0	
PasserByVol:	0		0		0	0		0		0	0		0	0		0	0	
Initial Fut:	0		980		270	150		2350		0	0		0	570		0	60	
User Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	1.00		1.00	1.00	
PHF Adj:	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		980		270	150		2350		0	0		0	570		0	60	
Reduct Vol:	0		0		0	0		0		0	0		0	0		0	0	
Reduced Vol:	0		980		270	150		2350		0	0		0	570		0	60	
PCE Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	1.00		1.00	1.00	
MLF Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	1.00		1.00	1.00	
FinalVolume:	0		980		270	150		2350		0	0		0	570		0	60	
Saturation Flow Module:																		
Sat/Lane:	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	
Lanes:	1.00		1.56		0.44	1.00		2.00		0.00	0.00		0.00	0.00		1.00	1.00	
Final Sat.:	1750		2900		799	1750		3800		0	0		0	0		1750	1750	
Capacity Analysis Module:																		
Vol/Sat:	0.00		0.34		0.34	0.09		0.62		0.00	0.00		0.00	0.00		0.33	0.03	
Crit Moves:	****					****										****		
Green Time:	0.0		47.5		47.5	12.1		59.6		0.0	0.0		0.0	0.0		31.4	31.4	
Volume/Cap:	0.00		0.71		0.71	0.71		1.04		0.00	0.00		0.00	0.00		1.04	0.11	
Delay/Veh:	0.0		22.2		22.2	53.0		49.7		0.0	0.0		0.0	0.0		82.8	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	
AdjDel/Veh:	0.0		22.2		22.2	53.0		49.7		0.0	0.0		0.0	0.0		82.8	24.5	
LOS by Move:	A		C+		C+	D-		D		A	A		A	A		F	C	
HCM2kAvgQ:	0		15		15	5		43		0	0		0	0		27	1	
Note: Queue reported is the number of cars per lane.																		

Tasman East Focus Area Plan
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Cumulative PM

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

Intersection #13: Lafayette Street / Calle De Primavera

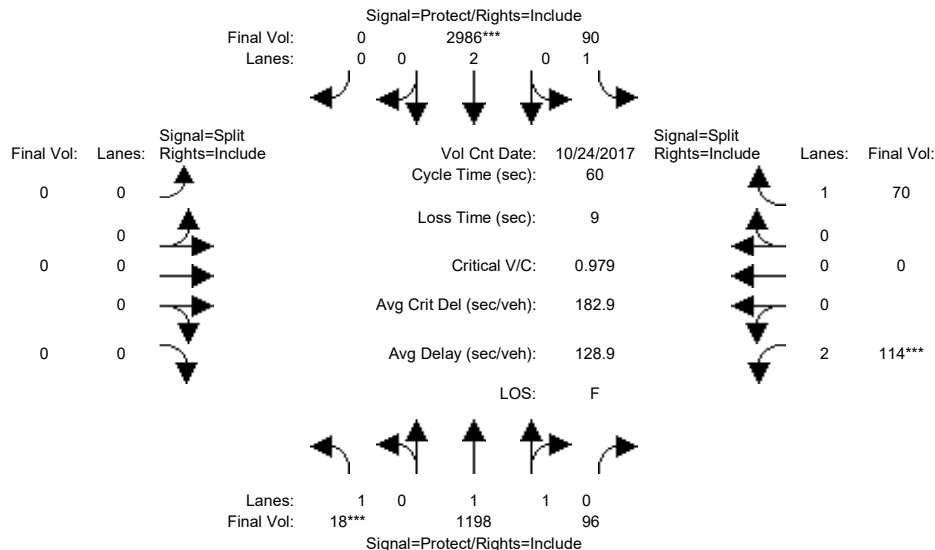


Street Name:	Lafayette Street			Calle De Primavera		
Approach:	North Bound			South Bound		
Movement:	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 Oct 2017 << 05:00:00 PM						
Base Vol:	18	1198	96	90	2986	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	1198	96	90	2986	0
Added Vol:	0	-192	0	0	-69	0
PasserByVol:	0	0	0	0	0	0
Initial Fut:	18	1006	96	90	2917	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	18	1006	96	90	2917	0
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	18	1006	96	90	2917	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	18	1006	96	90	2917	0
Saturation Flow Module:						
Sat/Lane:	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	1.82	0.18	1.00	2.00	0.00
Final Sat.:	1750	3377	322	1750	3800	0
Capacity Analysis Module:						
Vol/Sat:	0.01	0.30	0.30	0.05	0.77	0.00
Crit Moves:	***			***		
Green Time:	7.0	29.5	29.5	11.5	34.0	0.0
Volume/Cap:	0.09	0.61	0.61	0.27	1.35	0.00
Delay/Veh:	23.8	11.7	11.7	21.1	176	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.8	11.7	11.7	21.1	176	0.0
LOS by Move:	C	B+	B+	C+	F	A
HCM2kAvgQ:	0	7	7	1	73	0
Note: Queue reported is the number of cars per lane.						

Tasman East Focus Area Plan
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Cumulative PM

Level Of Service Computation Report
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Cumulative PM PP + Mitigations

Intersection #13: Lafayette Street / Calle De Primavera

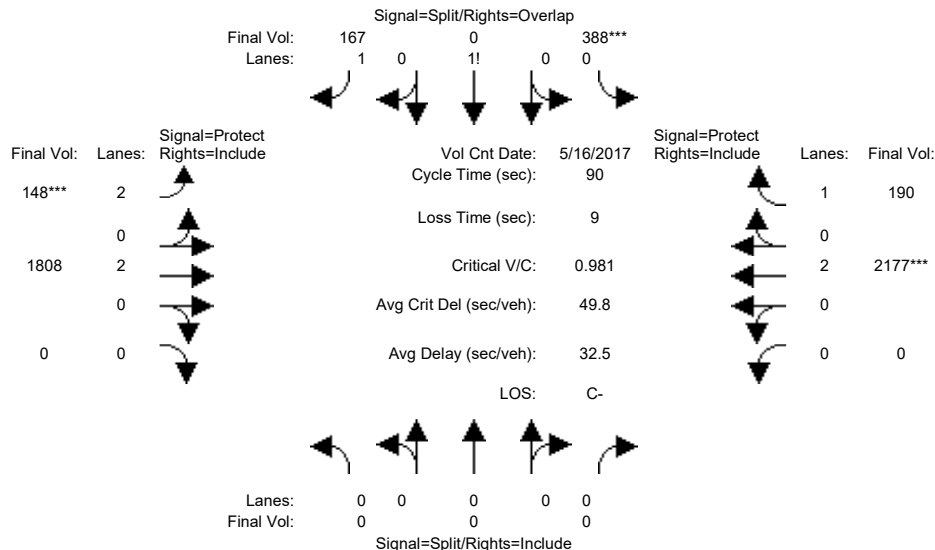


Street Name:	Lafayette Street						Calle De Primavera					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 Oct 2017 << 05:00:00 PM												
Base Vol:	18	1198	96	90	2986	0	0	0	0	114	0	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:	18	1198	96	90	2986	0	0	0	0	114	0	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:	18	1198	96	90	2986	0	0	0	0	114	0	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:	18	1198	96	90	2986	0	0	0	0	114	0	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	1198	96	90	2986	0	0	0	0	114	0	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
Final Volume:	18	1198	96	90	2986	0	0	0	0	114	0	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	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	1.85	0.15	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	1750	3425	274	1750	3800	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.35	0.35	0.05	0.79	0.00	0.00	0.00	0.00	0.04	0.00	0.04
Crit Moves:	***			***						***		
Green Time:	7.0	30.7	30.7	10.3	34.0	0.0	0.0	0.0	0.0	10.0	0.0	10.0
Volume/Cap:	0.09	0.68	0.68	0.30	1.39	0.00	0.00	0.00	0.00	0.22	0.00	0.24
Delay/Veh:	23.8	12.0	12.0	22.3	190	0.0	0.0	0.0	0.0	21.8	0.0	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:	23.8	12.0	12.0	22.3	190	0.0	0.0	0.0	0.0	21.8	0.0	22.1
LOS by Move:	C	B	B	C+	F	A	A	A	A	C+	A	C+
HCM2kAvgQ:	0	9	9	1	77	0	0	0	0	1	0	1
Note: Queue reported is the number of cars per lane.												

Tasman East Focus Area Plan
SJ16-1669
Cumulative PM

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

Intersection #21: Calle Del Sol / Tasman Drive

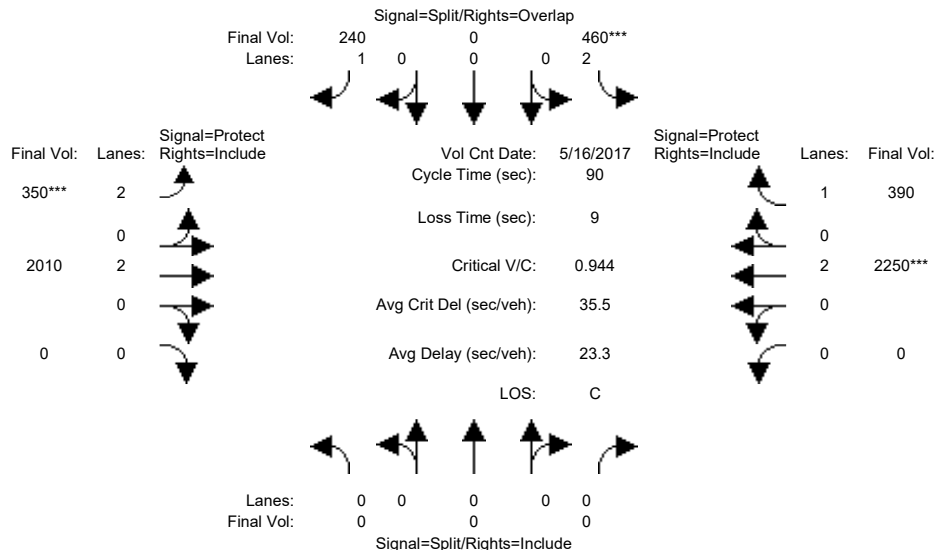


Street Name:	Calle Del Sol						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	-	T	-	R		L	-	T	-	R	
Min. Green:	0	0	0	10	0	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	16 May 2017 << 05:00:00 PM											
Base Vol:	0	0	0	460	0	240	350	2010	0	0	2250	390
Growth Adj:	1.00	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	460	0	240	350	2010	0	0	2250	390
Added Vol:	0	0	0	-72	0	-73	-202	-202	0	0	-73	-200
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	388	0	167	148	1808	0	0	2177	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:	0	0	0	388	0	167	148	1808	0	0	2177	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	388	0	167	148	1808	0	0	2177	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
Final Volume:	0	0	0	388	0	167	148	1808	0	0	2177	190
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.82	0.00	1.18	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1474	0	2067	3150	3800	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.26	0.00	0.08	0.05	0.48	0.00	0.00	0.57	0.11
Crit Moves:				****			****			****		
Green Time:	0.0	0.0	0.0	23.3	0.0	30.3	7.0	57.7	0.0	0.0	50.7	50.7
Volume/Cap:	0.00	0.00	0.00	1.02	0.00	0.24	0.60	0.74	0.00	0.00	1.02	0.19
Delay/Veh:	0.0	0.0	0.0	76.2	0.0	21.6	44.4	12.3	0.0	0.0	43.4	9.7
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	0.0	0.0	76.2	0.0	21.6	44.4	12.3	0.0	0.0	43.4	9.7
LOS by Move:	A	A	A	E-	A	C+	D	B	A	A	D	A
HCM2kAvgQ:	0	0	0	21	0	3	2	16	0	0	32	3
Note: Queue reported is the number of cars per lane.												

Tasman East Focus Area Plan
SJ16-1669
Cumulative PM

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

Intersection #21: Calle Del Sol / Tasman Drive

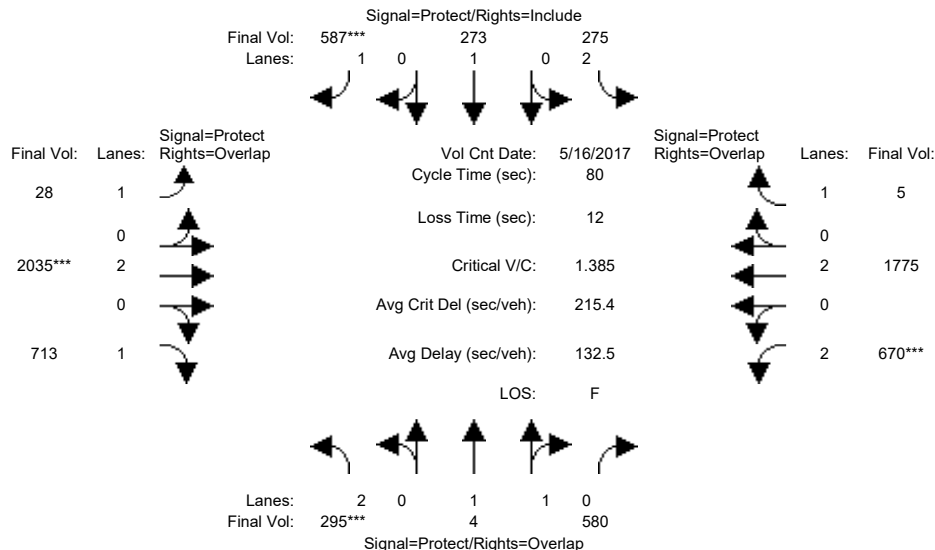


Street Name:	Calle Del Sol						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	16 May 2017 << 05:00:00 PM											
Base Vol:	0	0	0	460	0	240	350	2010	0	0	2250	390
Growth Adj:	1.00	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	460	0	240	350	2010	0	0	2250	390
Added Vol:	0	0	0	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	460	0	240	350	2010	0	0	2250	390
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	460	0	240	350	2010	0	0	2250	390
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	460	0	240	350	2010	0	0	2250	390
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	460	0	240	350	2010	0	0	2250	390
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	3150	0	1750	3150	3800	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.15	0.00	0.14	0.11	0.53	0.00	0.00	0.59	0.22
Crit Moves:				****			****			****		
Green Time:	0.0	0.0	0.0	13.9	0.0	24.5	10.6	67.1	0.0	0.0	56.5	56.5
Volume/Cap:	0.00	0.00	0.00	0.94	0.00	0.50	0.94	0.71	0.00	0.00	0.94	0.36
Delay/Veh:	0.0	0.0	0.0	64.8	0.0	28.5	71.8	7.1	0.0	0.0	23.9	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:	0.0	0.0	0.0	64.8	0.0	28.5	71.8	7.1	0.0	0.0	23.9	8.2
LOS by Move:	A	A	A	E	A	C	E	A	A	A	C	A
HCM2kAvgQ:	0	0	0	12	0	6	6	14	0	0	27	5
Note: Queue reported is the number of cars per lane.												

Tasman East Focus Area Plan
SJ16-1669
Cumulative PM

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

Intersection #24: Lick Mill Boulevard / Tasman Drive

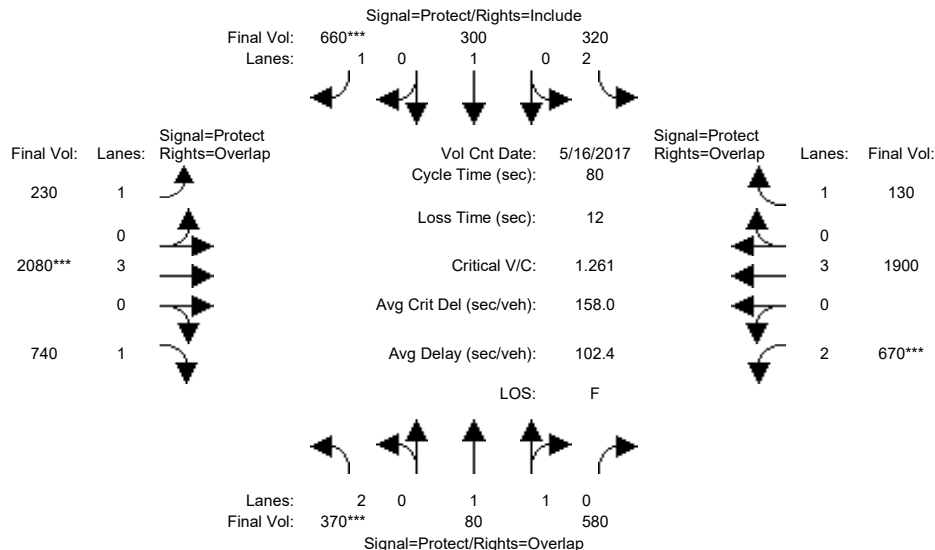


Street Name:	Lick Mill Boulevard						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	16 May 2017 << 05:00:00 PM											
Base Vol:	370	80	580	320	300	660	230	2080	740	670	1900	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:	370	80	580	320	300	660	230	2080	740	670	1900	130
Added Vol:	-75	-76	0	-45	-27	-73	-202	-45	-27	0	-125	-125
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	295	4	580	275	273	587	28	2035	713	670	1775	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	295	4	580	275	273	587	28	2035	713	670	1775	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	295	4	580	275	273	587	28	2035	713	670	1775	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	295	4	580	275	273	587	28	2035	713	670	1775	5
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	1.00	1.00	2.00	1.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	1900	1750	3150	1900	1750	1750	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.00	0.33	0.09	0.14	0.34	0.02	0.54	0.41	0.21	0.47	0.00
Crit Moves:	****					****		****		****		
Green Time:	7.0	15.2	27.2	10.7	18.9	18.9	7.0	30.1	37.1	12.0	35.1	45.8
Volume/Cap:	1.07	0.01	0.97	0.66	0.61	1.42	0.18	1.42	0.88	1.42	1.06	0.00
Delay/Veh:	110.6	26.3	56.4	36.7	29.7	233.8	34.4	219	30.1	235.7	63.8	7.3
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:	110.6	26.3	56.4	36.7	29.7	233.8	34.4	219	30.1	235.7	63.8	7.3
LOS by Move:	F	C	E+	D+	C	F	C-	F	C	F	E	A
HCM2kAvgQ:	7	0	18	5	7	41	1	61	18	24	28	0
Note: Queue reported is the number of cars per lane.												

Tasman East Focus Area Plan
SJ16-1669
Cumulative PM

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

Intersection #24: Lick Mill Boulevard / Tasman Drive

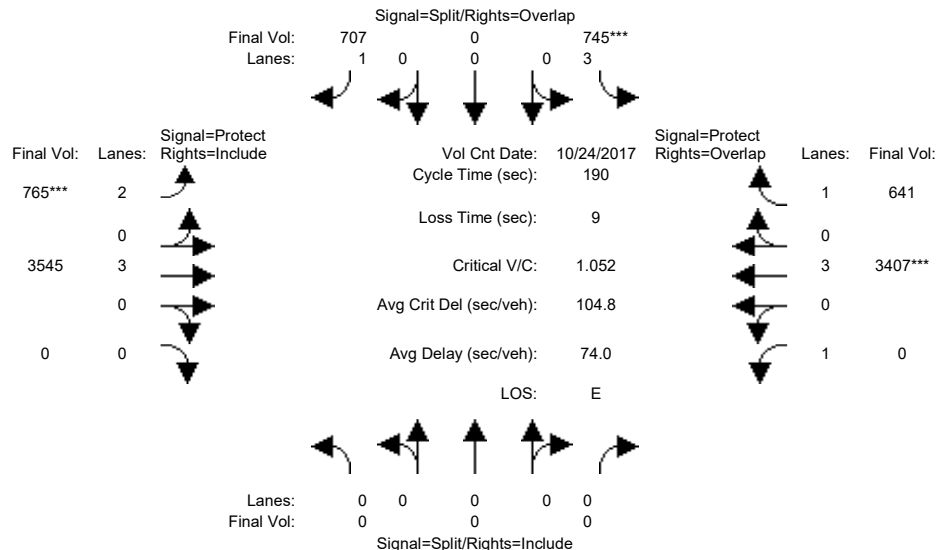


Street Name:	Lick Mill Boulevard						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 16 May 2017 << 05:00:00 PM												
Base Vol:	370	80	580	320	300	660	230	2080	740	670	1900	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:	370	80	580	320	300	660	230	2080	740	670	1900	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:	370	80	580	320	300	660	230	2080	740	670	1900	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:	370	80	580	320	300	660	230	2080	740	670	1900	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	370	80	580	320	300	660	230	2080	740	670	1900	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
Final Volume:	370	80	580	320	300	660	230	2080	740	670	1900	130
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	1.00	1.00	2.00	1.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	1900	1750	3150	1900	1750	1750	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.04	0.33	0.10	0.16	0.38	0.13	0.36	0.42	0.21	0.33	0.07
Crit Moves:	****					****		****		****		
Green Time:	7.4	17.3	30.8	14.1	23.9	23.9	10.4	23.1	30.6	13.5	26.3	40.3
Volume/Cap:	1.26	0.19	0.86	0.58	0.53	1.26	1.01	1.26	1.11	1.26	1.01	0.15
Delay/Veh:	178.4	25.7	32.4	31.8	24.3	160.4	98.5	151	92.2	165.4	51.5	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:	178.4	25.7	32.4	31.8	24.3	160.4	98.5	151	92.2	165.4	51.5	10.7
LOS by Move:	F	C	C-	C	C	F	F	F	F	F	D-	B+
HCM2kAvgQ:	11	2	15	5	7	38	7	34	29	20	17	2
Note: Queue reported is the number of cars per lane.												

Tasman East Focus Area Plan
SJ16-1669
Cumulative PM

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

Intersection #26: Lick Mill Boulevard / Montague Expressway

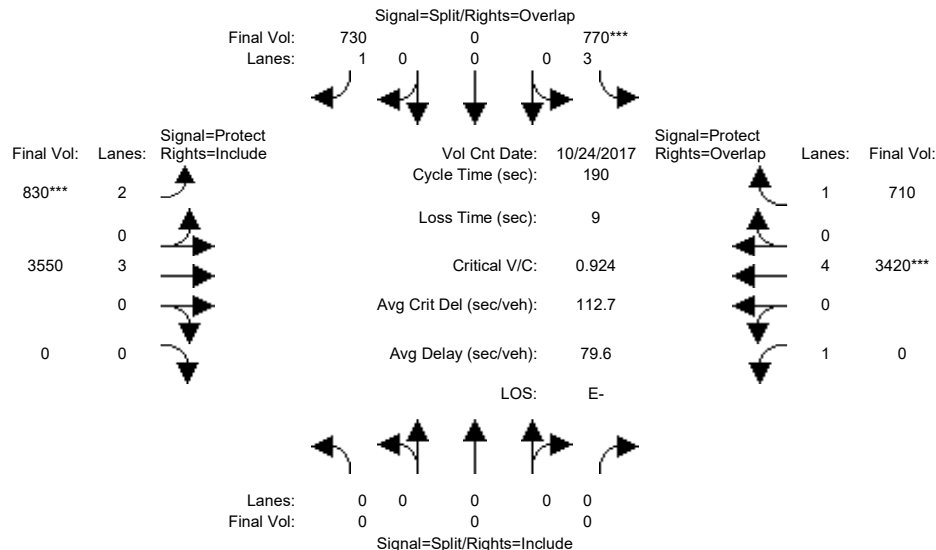


Street Name:	Lick Mill Boulevard						Montague Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	31	0	31	29	157	0	2	130	130
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 Oct 2017 << 05:00:00 PM												
Base Vol:	0	0	0	770	0	730	830	3550	0	0	3420	710
Growth Adj:	1.00	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	770	0	730	830	3550	0	0	3420	710
Added Vol:	0	0	0	-25	0	-23	-65	-5	0	0	-13	-69
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	745	0	707	765	3545	0	0	3407	641
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	745	0	707	765	3545	0	0	3407	641
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	745	0	707	765	3545	0	0	3407	641
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	745	0	707	765	3545	0	0	3407	641
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.80	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	3.00	0.00	1.00	2.00	3.00	0.00	1.00	3.00	1.00
Final Sat.:	0	0	0	4551	0	1750	3150	5700	0	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.16	0.00	0.40	0.24	0.62	0.00	0.00	0.60	0.37
Crit Moves:				****				****				****
Green Time:	0.0	0.0	0.0	29.6	0.0	57.3	27.7	152	0.0	0.0	124	153.7
Volume/Cap:	0.00	0.00	0.00	1.05	0.00	1.34	1.67	0.78	0.00	0.00	0.91	0.45
Delay/Veh:	0.0	0.0	0.0	131.9	0.0	234.9	394.4	11.5	0.0	0.0	33.8	6.0
User DelAdj:	1.00	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	131.9	0.0	234.9	394.4	11.5	0.0	0.0	33.8	6.0
LOS by Move:	A	A	A	F	A	F	F	B+	A	A	C-	A
HCM2kAvgQ:	0	0	0	24	0	70	49	35	0	0	55	12
Note: Queue reported is the number of cars per lane.												

Tasman East Focus Area Plan
SJ16-1669
Cumulative PM

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

Intersection #26: Lick Mill Boulevard / Montague Expressway

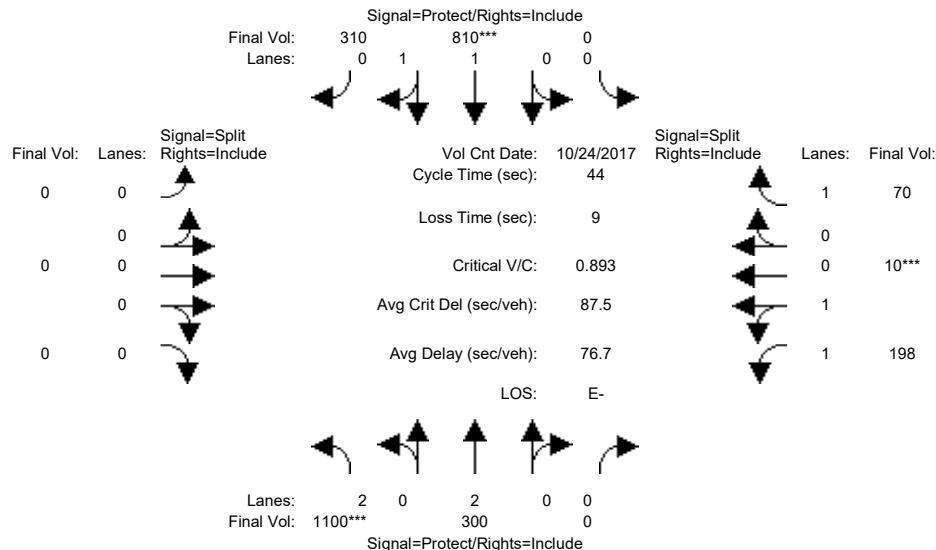


Street Name:	Lick Mill Boulevard						Montague Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	31	0	31	29	157	0	2	130	130
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	24 Oct 2017 << 05:00:00 PM											
Base Vol:	0	0	0	770	0	730	830	3550	0	0	3420	710
Growth Adj:	1.00	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	770	0	730	830	3550	0	0	3420	710
Added Vol:	0	0	0	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	770	0	730	830	3550	0	0	3420	710
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	770	0	730	830	3550	0	0	3420	710
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	770	0	730	830	3550	0	0	3420	710
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	770	0	730	830	3550	0	0	3420	710
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.80	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	3.00	0.00	1.00	2.00	3.00	0.00	1.00	4.00	1.00
Final Sat.:	0	0	0	4551	0	1750	3150	5700	0	1750	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.17	0.00	0.42	0.26	0.62	0.00	0.00	0.45	0.41
Crit Moves:				****				****				****
Green Time:	0.0	0.0	0.0	29.6	0.0	57.3	27.7	152	0.0	0.0	124	153.7
Volume/Cap:	0.00	0.00	0.00	1.09	0.00	1.38	1.81	0.78	0.00	0.00	0.69	0.50
Delay/Veh:	0.0	0.0	0.0	143.6	0.0	253.6	457.2	11.6	0.0	0.0	22.2	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:	0.0	0.0	0.0	143.6	0.0	253.6	457.2	11.6	0.0	0.0	22.2	6.4
LOS by Move:	A	A	A	F	A	F	F	B+	A	A	C+	A
HCM2kAvgQ:	0	0	0	26	0	75	56	35	0	0	30	14
Note: Queue reported is the number of cars per lane.												

Tasman East Focus Area Plan
SJ16-1669
Cumulative PM

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

Intersection #29: 1st Street/WB 237

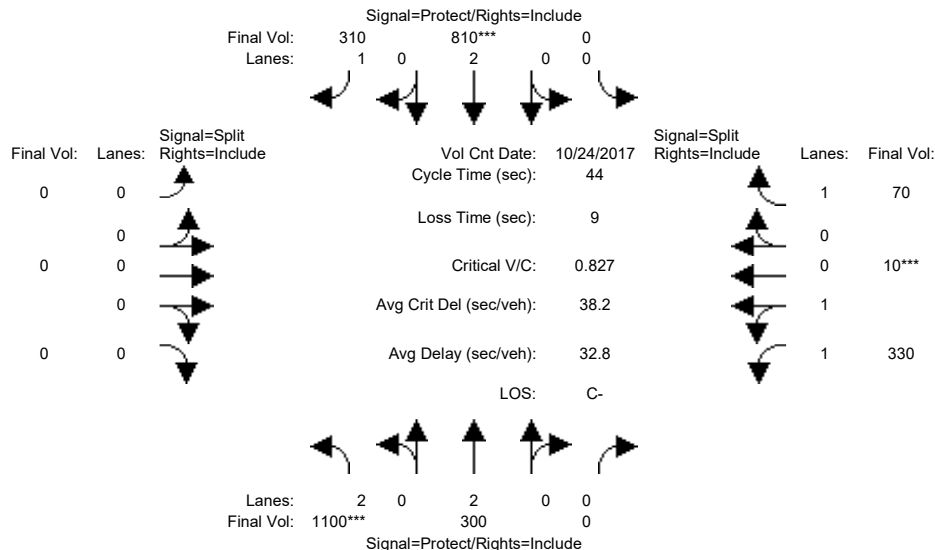


Street Name:	1st Street						WB SR 237					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 Oct 2017 << 05:00:00 PM												
Base Vol:	1100	300	0	0	810	310	0	0	0	330	10	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:	1100	300	0	0	810	310	0	0	0	330	10	70
Added Vol:	0	0	0	0	0	0	0	0	0	-132	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1100	300	0	0	810	310	0	0	0	198	10	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:	1100	300	0	0	810	310	0	0	0	198	10	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1100	300	0	0	810	310	0	0	0	198	10	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
Final Volume:	1100	300	0	0	810	310	0	0	0	198	10	70
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.93	0.95	0.92
Lanes:	2.00	2.00	0.00	0.00	1.43	0.57	0.00	0.00	0.00	1.91	0.09	1.00
Final Sat.:	3150	3800	0	0	2675	1024	0	0	0	3379	171	1750
Capacity Analysis Module:												
Vol/Sat:	0.35	0.08	0.00	0.00	0.30	0.30	0.00	0.00	0.00	0.06	0.06	0.04
Crit Moves:	****				****					****		
Green Time:	13.4	25.0	0.0	0.0	11.6	11.6	0.0	0.0	0.0	10.0	10.0	10.0
Volume/Cap:	1.15	0.14	0.00	0.00	1.15	1.15	0.00	0.00	0.00	0.26	0.26	0.18
Delay/Veh:	94.0	4.5	0.0	0.0	94.7	94.7	0.0	0.0	0.0	14.1	14.1	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:	94.0	4.5	0.0	0.0	94.7	94.7	0.0	0.0	0.0	14.1	14.1	13.9
LOS by Move:	F	A	A	A	F	F	A	A	A	B	B	B
HCM2kAvgQ:	19	1	0	0	21	21	0	0	0	1	1	1
Note: Queue reported is the number of cars per lane.												

Tasman East Focus Area Plan
SJ16-1669
Cumulative PM

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

Intersection #29: 1st Street/WB 237

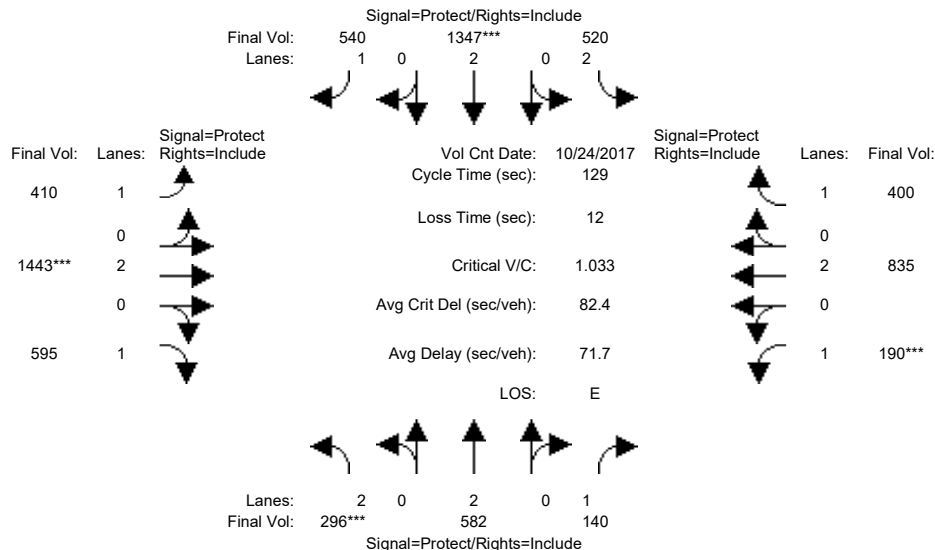


Street Name:	1st Street						WB SR 237					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 Oct 2017 << 05:00:00 PM												
Base Vol:	1100	300	0	0	810	310	0	0	0	330	10	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:	1100	300	0	0	810	310	0	0	0	330	10	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:	1100	300	0	0	810	310	0	0	0	330	10	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:	1100	300	0	0	810	310	0	0	0	330	10	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1100	300	0	0	810	310	0	0	0	330	10	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
Final Volume:	1100	300	0	0	810	310	0	0	0	330	10	70
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.93	0.95	0.92
Lanes:	2.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	1.94	0.06	1.00
Final Sat.:	3150	3800	0	0	3800	1750	0	0	0	3446	104	1750
Capacity Analysis Module:												
Vol/Sat:	0.35	0.08	0.00	0.00	0.21	0.18	0.00	0.00	0.00	0.10	0.10	0.04
Crit Moves:	****				****					****		
Green Time:	15.0	25.0	0.0	0.0	10.0	10.0	0.0	0.0	0.0	10.0	10.0	10.0
Volume/Cap:	1.02	0.14	0.00	0.00	0.94	0.78	0.00	0.00	0.00	0.42	0.42	0.18
Delay/Veh:	48.3	4.5	0.0	0.0	34.1	25.5	0.0	0.0	0.0	14.9	14.9	13.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.3	4.5	0.0	0.0	34.1	25.5	0.0	0.0	0.0	14.9	14.9	13.9
LOS by Move:	D	A	A	A	C-	C	A	A	A	B	B	B
HCM2kAvgQ:	11	1	0	0	10	7	0	0	0	3	3	1
Note: Queue reported is the number of cars per lane.												

Tasman East Focus Area Plan
SJ16-1669
Cumulative PM

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

Intersection #32: 1st Street / Tasman Drive

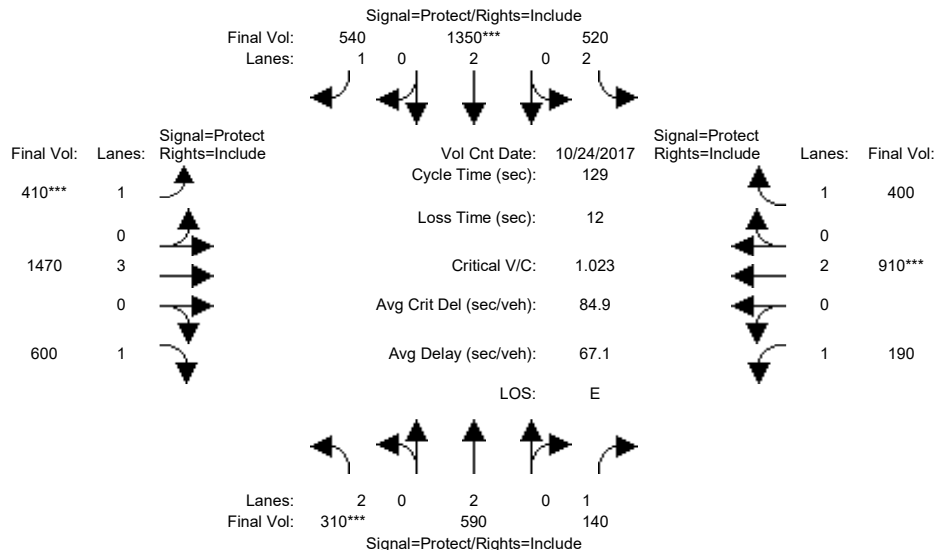


Street Name:	1st Street			Tasman Drive		
Approach:	North Bound			South Bound		
Movement:	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 Oct 2017 << 05:00:00 PM						
Base Vol:	310	590	140	520	1350	540
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	310	590	140	520	1350	540
Added Vol:	-14	-8	0	0	-3	0
PasserByVol:	0	0	0	0	0	0
Initial Fut:	296	582	140	520	1347	540
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	296	582	140	520	1347	540
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	296	582	140	520	1347	540
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	296	582	140	520	1347	540
Saturation Flow Module:						
Sat/Lane:	1900	1900	1900	1900	1900	1900
Adjustment:	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
Final Sat.:	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:						
Vol/Sat:	0.09	0.15	0.08	0.17	0.35	0.31
Crit Moves:	***			***		
Green Time:	11.7	27.0	27.0	29.1	44.3	44.3
Volume/Cap:	1.03	0.73	0.38	0.73	1.03	0.90
Delay/Veh:	120.5	51.2	44.5	50.3	76.1	56.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	120.5	51.2	44.5	50.3	76.1	56.7
LOS by Move:	F	D-	D	D	E-	E+
HCM2kAvgQ:	11	12	5	11	31	22
Note: Queue reported is the number of cars per lane.						

Tasman East Focus Area Plan
SJ16-1669
Cumulative PM

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

Intersection #32: 1st Street / Tasman Drive

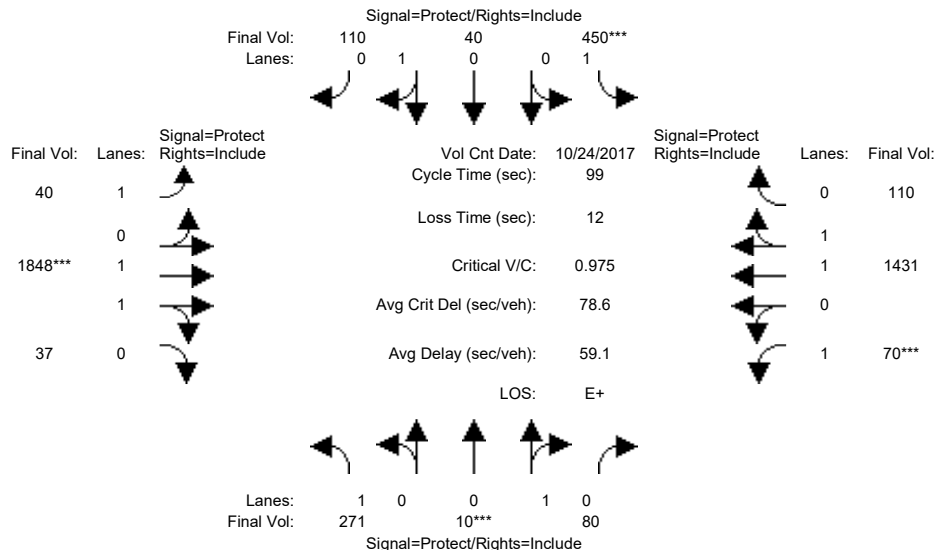


Street Name:	1st Street						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	24 Oct 2017 << 05:00:00 PM											
Base Vol:	310	590	140	520	1350	540	410	1470	600	190	910	400
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	310	590	140	520	1350	540	410	1470	600	190	910	400
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	310	590	140	520	1350	540	410	1470	600	190	910	400
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	310	590	140	520	1350	540	410	1470	600	190	910	400
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	310	590	140	520	1350	540	410	1470	600	190	910	400
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	310	590	140	520	1350	540	410	1470	600	190	910	400
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	2.00	1.00	2.00	2.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	1750	5700	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.16	0.08	0.17	0.36	0.31	0.23	0.26	0.34	0.11	0.24	0.23
Crit Moves:	****			****			****			****		
Green Time:	12.4	27.7	27.7	29.5	44.8	44.8	29.6	45.4	45.4	14.4	30.2	30.2
Volume/Cap:	1.02	0.72	0.37	0.72	1.02	0.89	1.02	0.73	0.97	0.97	1.02	0.98
Delay/Veh:	115.9	50.2	43.8	49.6	72.7	54.6	100.5	37.9	71.0	113.9	85.4	87.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	115.9	50.2	43.8	49.6	72.7	54.6	100.5	37.9	71.0	113.9	85.4	87.0
LOS by Move:	F	D	D	D	E	D-	F	D+	E	F	F	F
HCM2kAvgQ:	12	12	5	11	30	21	18	15	24	9	22	19
Note: Queue reported is the number of cars per lane.												

Tasman East Focus Area Plan
SJ16-1669
Cumulative PM

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

Intersection #34: Rio Robles/Tasman Drive

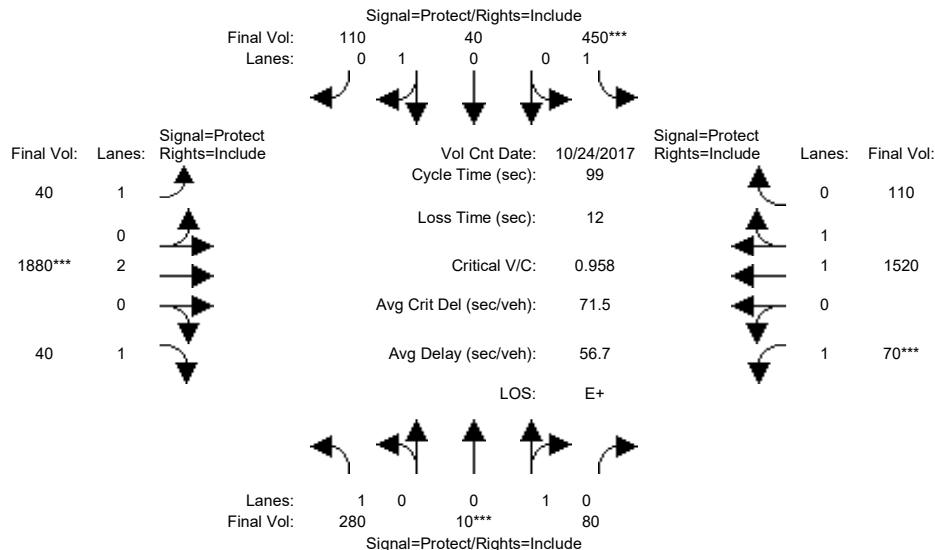


Street Name:	Rio Robles						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 Oct 2017 << 05:00:00 PM												
Base Vol:	280	10	80	450	40	110	40	1880	40	70	1520	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:	280	10	80	450	40	110	40	1880	40	70	1520	110
Added Vol:	-9	0	0	0	0	0	0	-32	-3	0	-89	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	271	10	80	450	40	110	40	1848	37	70	1431	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:	271	10	80	450	40	110	40	1848	37	70	1431	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	271	10	80	450	40	110	40	1848	37	70	1431	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
Final Volume:	271	10	80	450	40	110	40	1848	37	70	1431	110
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	0.97	0.95	0.92	0.98	0.95
Lanes:	1.00	0.11	0.89	1.00	0.27	0.73	1.00	1.96	0.04	1.00	1.85	0.15
Final Sat.:	1750	200	1600	1750	480	1320	1750	3627	73	1750	3436	264
Capacity Analysis Module:												
Vol/Sat:	0.15	0.05	0.05	0.26	0.08	0.08	0.02	0.51	0.51	0.04	0.42	0.42
Crit Moves:	****			****			****			****		
Green Time:	20.3	10.0	10.0	23.5	13.2	13.2	7.8	46.5	46.5	7.0	45.8	45.8
Volume/Cap:	0.76	0.50	0.50	1.08	0.62	0.62	0.29	1.08	1.08	0.57	0.90	0.90
Delay/Veh:	46.0	44.2	44.2	106.5	45.6	45.6	44.2	74.6	74.6	50.5	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:	46.0	44.2	44.2	106.5	45.6	45.6	44.2	74.6	74.6	50.5	31.5	31.5
LOS by Move:	D	D	D	F	D	D	D	E	E	D	C	C
HCM2kAvgQ:	8	3	3	24	6	6	1	39	39	2	21	21
Note: Queue reported is the number of cars per lane.												

Tasman East Focus Area Plan
SJ16-1669
Cumulative PM

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

Intersection #34: Rio Robles/Tasman Drive

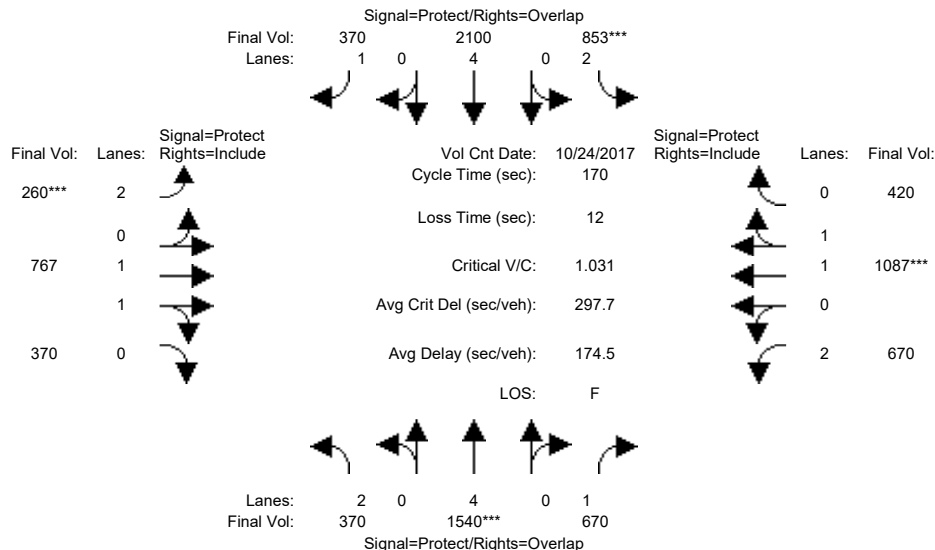


Street Name:	Rio Robles						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 Oct 2017 << 05:00:00 PM												
Base Vol:	280	10	80	450	40	110	40	1880	40	70	1520	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:	280	10	80	450	40	110	40	1880	40	70	1520	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:	280	10	80	450	40	110	40	1880	40	70	1520	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:	280	10	80	450	40	110	40	1880	40	70	1520	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	280	10	80	450	40	110	40	1880	40	70	1520	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
Final Volume:	280	10	80	450	40	110	40	1880	40	70	1520	110
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	0.98	0.95
Lanes:	1.00	0.11	0.89	1.00	0.27	0.73	1.00	2.00	1.00	1.00	1.86	0.14
Final Sat.:	1750	200	1600	1750	480	1320	1750	3800	1750	1750	3450	250
Capacity Analysis Module:												
Vol/Sat:	0.16	0.05	0.05	0.26	0.08	0.08	0.02	0.49	0.02	0.04	0.44	0.44
Crit Moves:	****			****			****			****		
Green Time:	20.8	10.0	10.0	23.9	13.1	13.1	7.3	46.1	46.1	7.0	45.7	45.7
Volume/Cap:	0.76	0.50	0.50	1.06	0.63	0.63	0.31	1.06	0.05	0.57	0.95	0.95
Delay/Veh:	45.8	44.2	44.2	99.1	45.9	45.9	44.8	67.0	14.5	50.5	38.2	38.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.8	44.2	44.2	99.1	45.9	45.9	44.8	67.0	14.5	50.5	38.2	38.2
LOS by Move:	D	D	D	F	D	D	D	E	B	D	D+	D+
HCM2kAvgQ:	8	3	3	23	6	6	1	35	1	2	23	23
Note: Queue reported is the number of cars per lane.												

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Intersection #35: Lawrence Expy/Tasman Dr (CMP)

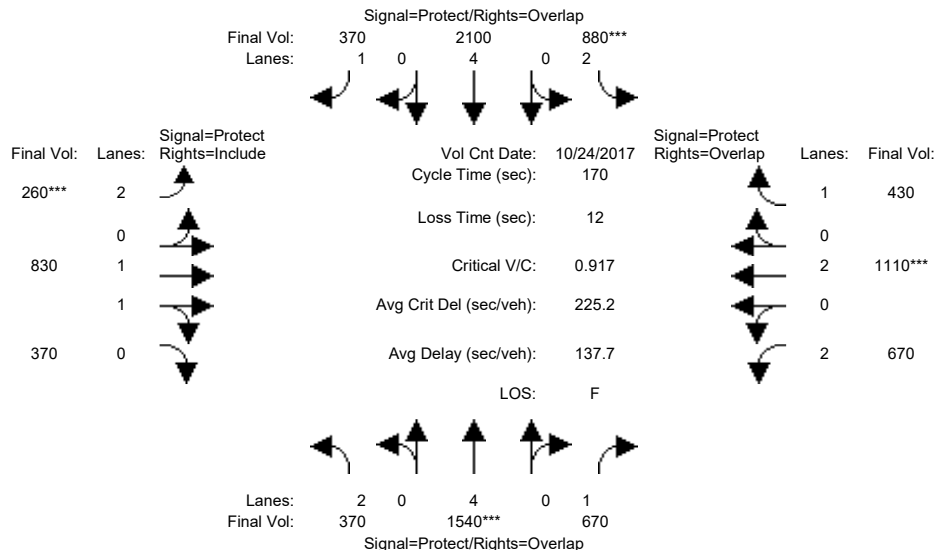


Street Name:	Lawrence Expy						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	23	57	57	23	57	57	48	50	50	40	41	41
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 Oct 2017 << 05:00:00 PM												
Base Vol:	370	1540	670	880	2100	370	260	830	370	670	1110	430
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	370	1540	670	880	2100	370	260	830	370	670	1110	430
Added Vol:	0	0	0	-27	0	0	0	-63	0	0	-23	-10
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	370	1540	670	853	2100	370	260	767	370	670	1087	420
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	370	1540	670	853	2100	370	260	767	370	670	1087	420
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	370	1540	670	853	2100	370	260	767	370	670	1087	420
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	370	1540	670	853	2100	370	260	767	370	670	1087	420
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.99	0.95	0.83	0.98	0.95
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	1.33	0.67	2.00	1.43	0.57
Final Sat.:	3150	7600	1750	3150	7600	1750	3150	2495	1204	3150	2668	1031
Capacity Analysis Module:												
Vol/Sat:	0.12	0.20	0.38	0.27	0.28	0.21	0.08	0.31	0.31	0.21	0.41	0.41
Crit Moves:	****			****			****			****		
Green Time:	21.8	53.2	87.9	22.4	53.9	98.7	44.8	48.5	48.5	34.7	38.3	38.3
Volume/Cap:	0.92	0.65	0.74	2.05	0.87	0.36	0.31	1.08	1.08	1.04	1.81	1.81
Delay/Veh:	104.0	54.5	37.7	561.4	62.4	20.5	54.0	116	116.3	119.8	439	439.1
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:	104.0	54.5	37.7	561.4	62.4	20.5	54.0	116	116.3	119.8	439	439.1
LOS by Move:	F	D-	D+	F	E	C+	D-	F	F	F	F	F
HCM2kAvgQ:	15	18	31	61	30	11	7	41	41	23	83	83
Note: Queue reported is the number of cars per lane.												

Tasman East Focus Area Plan
SJ16-1669
Cumulative PM

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

Intersection #35: Lawrence Expy/Tasman Dr (CMP)

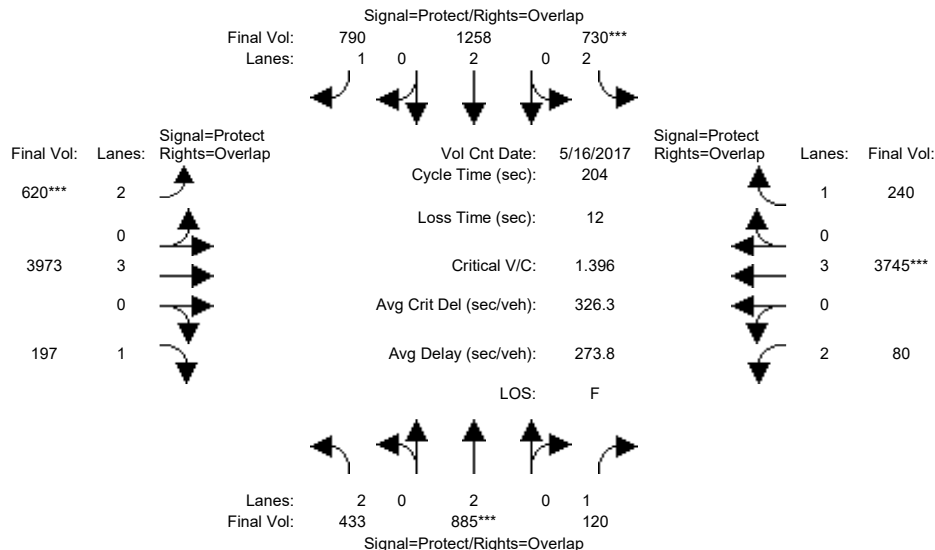


Street Name:	Lawrence Expy						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	23	57	57	23	57	57	48	50	50	40	41	41
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 Oct 2017 << 05:00:00 PM												
Base Vol:	370	1540	670	880	2100	370	260	830	370	670	1110	430
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	370	1540	670	880	2100	370	260	830	370	670	1110	430
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	370	1540	670	880	2100	370	260	830	370	670	1110	430
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	370	1540	670	880	2100	370	260	830	370	670	1110	430
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	370	1540	670	880	2100	370	260	830	370	670	1110	430
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	370	1540	670	880	2100	370	260	830	370	670	1110	430
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	0.92
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	1.37	0.63	2.00	2.00	1.00
Final Sat.:	3150	7600	1750	3150	7600	1750	3150	2558	1140	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.20	0.38	0.28	0.28	0.21	0.08	0.32	0.32	0.21	0.29	0.25
Crit Moves:	****			****			****			****		
Green Time:	21.8	53.2	86.8	22.4	53.9	98.7	44.8	49.6	49.6	33.6	38.3	60.7
Volume/Cap:	0.92	0.65	0.75	2.12	0.87	0.36	0.31	1.11	1.11	1.08	1.30	0.69
Delay/Veh:	104.0	54.5	38.9	590.4	62.4	20.5	54.0	128	128.4	131.6	213	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:	104.0	54.5	38.9	590.4	62.4	20.5	54.0	128	128.4	131.6	213	53.1
LOS by Move:	F	D-	D+	F	E	C+	D-	F	F	F	F	D-
HCM2kAvgQ:	15	18	32	64	30	11	7	45	45	27	45	21
Note: Queue reported is the number of cars per lane.												

Tasman East Focus Area Plan
SJ16-1669
Cumulative PM

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

Intersection #36: Montague Expy/North First Street (CMP)

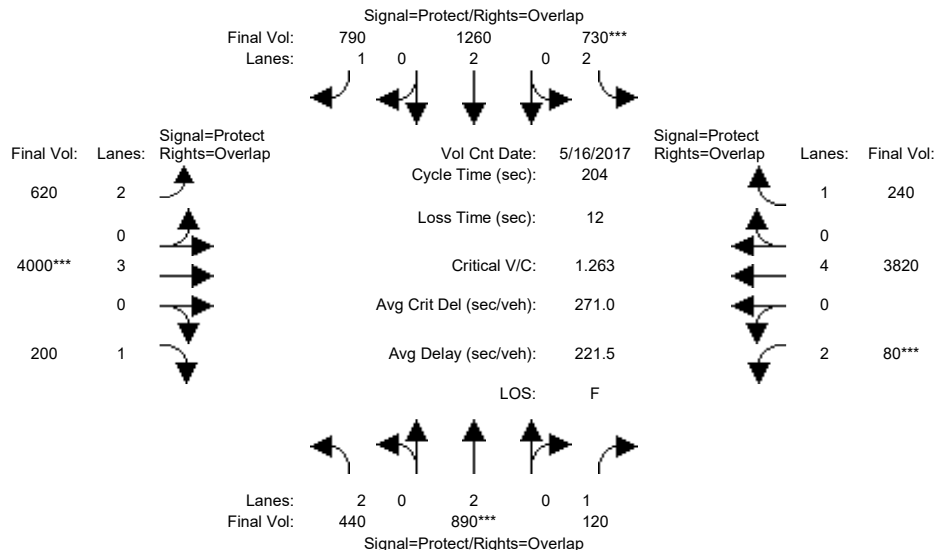


Street Name:	North First Street						Montague Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	31	53	53	37	58	58	33	97	97	17	81	81
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count	Date: 16 May 2017 << 05:00:00 PM											
Base Vol:	440	890	120	730	1260	790	620	4000	200	80	3820	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:	440	890	120	730	1260	790	620	4000	200	80	3820	240
Added Vol:	-7	-5	0	0	-2	0	0	-27	-3	0	-75	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	433	885	120	730	1258	790	620	3973	197	80	3745	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:	433	885	120	730	1258	790	620	3973	197	80	3745	240
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	433	885	120	730	1258	790	620	3973	197	80	3745	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
Final Volume:	433	885	120	730	1258	790	620	3973	197	80	3745	240
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.14	0.23	0.07	0.23	0.33	0.45	0.20	0.70	0.11	0.03	0.66	0.14
Crit Moves:	****			****			****			****		
Green Time:	29.3	50.1	66.1	34.9	55.7	86.9	31.2	91.6	120.9	16.1	76.5	111.4
Volume/Cap:	0.96	0.95	0.21	1.35	1.21	1.06	1.29	1.55	0.19	0.32	1.75	0.25
Delay/Veh:	123.5	98.5	53.2	260.2	183	112.0	236.2	310	20.3	94.8	408	25.9
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:	123.5	98.5	53.2	260.2	183	112.0	236.2	310	20.3	94.8	408	25.9
LOS by Move:	F	F	D-	F	F	F	F	F	C+	F	F	C
HCM2kAvgQ:	21	32	6	44	56	65	34	140	6	3	144	9
Note: Queue reported is the number of cars per lane.												

Tasman East Focus Area Plan
SJ16-1669
Cumulative PM

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

Intersection #36: Montague Expy/North First Street (CMP)

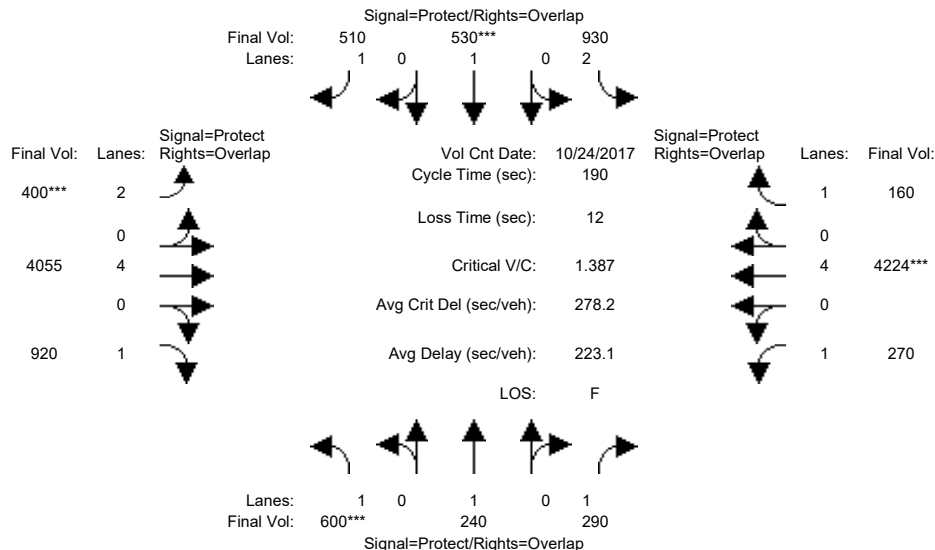


Street Name:	North First Street						Montague Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	31	53	53	37	58	58	33	97	97	17	81	81
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	16 May 2017 << 05:00:00 PM											
Base Vol:	440	890	120	730	1260	790	620	4000	200	80	3820	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:	440	890	120	730	1260	790	620	4000	200	80	3820	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:	440	890	120	730	1260	790	620	4000	200	80	3820	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:	440	890	120	730	1260	790	620	4000	200	80	3820	240
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	440	890	120	730	1260	790	620	4000	200	80	3820	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
Final Volume:	440	890	120	730	1260	790	620	4000	200	80	3820	240
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	4.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	3150	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.14	0.23	0.07	0.23	0.33	0.45	0.20	0.70	0.11	0.03	0.50	0.14
Crit Moves:	****			****			****			****		
Green Time:	29.3	50.1	66.1	34.9	55.7	86.0	30.3	91.6	120.9	16.1	77.4	112.3
Volume/Cap:	0.97	0.95	0.21	1.35	1.21	1.07	1.33	1.56	0.19	0.32	1.33	0.25
Delay/Veh:	127.4	99.6	53.2	260.2	184	116.1	252.6	315	20.3	94.8	216	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:	127.4	99.6	53.2	260.2	184	116.1	252.6	315	20.3	94.8	216	25.4
LOS by Move:	F	F	D-	F	F	F	F	F	C+	F	F	C
HCM2kAvgQ:	21	33	6	44	56	66	35	142	6	3	90	8
Note: Queue reported is the number of cars per lane.												

Tasman East Focus Area Plan
SJ16-1669
Cumulative PM

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

Intersection #37: Montague Expy/Mission College Blvd (CMP)

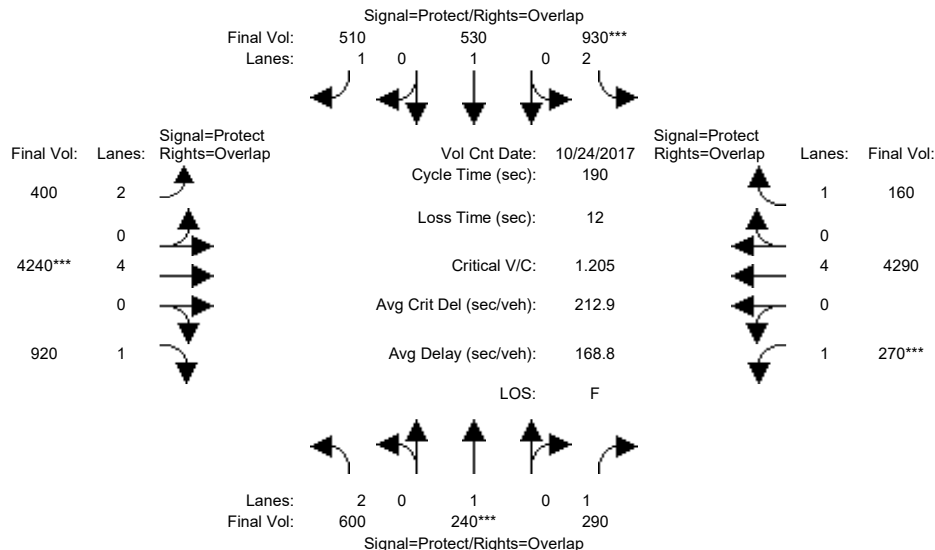


Street Name:	Mission College Blvd						Montague Expy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	18	42	42	24	48	48	31	102	102	21	93	93
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	24 Oct 2017 << 05:00:00 PM											
Base Vol:	600	240	290	930	530	510	400	4240	920	270	4290	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:	600	240	290	930	530	510	400	4240	920	270	4290	160
Added Vol:	0	0	0	0	0	0	0	-185	0	0	-66	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	600	240	290	930	530	510	400	4055	920	270	4224	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:	600	240	290	930	530	510	400	4055	920	270	4224	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	600	240	290	930	530	510	400	4055	920	270	4224	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
Final Volume:	600	240	290	930	530	510	400	4055	920	270	4224	160
Saturation 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:	0.34	0.13	0.17	0.30	0.28	0.29	0.13	0.53	0.53	0.15	0.56	0.09
Crit Moves:	***				***		***				***	
Green Time:	16.9	39.5	65.7	22.6	45.1	74.3	29.2	90.5	107.4	26.2	87.5	110.0
Volume/Cap:	3.85	0.61	0.48	2.48	1.17	0.75	0.83	1.12	0.93	1.12	1.21	0.16
Delay/Veh:	1389	75.3	52.4	765.2	176	57.3	94.2	111	54.9	181.3	151	19.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	1389	75.3	52.4	765.2	176	57.3	94.2	111	54.9	181.3	151	19.8
LOS by Move:	F	E-	D-	F	F	E+	F	F	D-	F	F	B-
HCM2kAvgQ:	98	14	15	75	44	29	16	77	59	21	84	5
Note: Queue reported is the number of cars per lane.												

Tasman East Focus Area Plan
SJ16-1669
Cumulative PM

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

Intersection #37: 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:	18	42	42	24	48	48	31	102	102	21	93	93
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 Oct 2017 << 05:00:00 PM												
Base Vol:	600	240	290	930	530	510	400	4240	920	270	4290	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:	600	240	290	930	530	510	400	4240	920	270	4290	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:	600	240	290	930	530	510	400	4240	920	270	4290	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:	600	240	290	930	530	510	400	4240	920	270	4290	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	600	240	290	930	530	510	400	4240	920	270	4290	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
Final Volume:	600	240	290	930	530	510	400	4240	920	270	4290	160
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	1.00	1.00	2.00	1.00	1.00	2.00	4.00	1.00	1.00	4.00	1.00
Final Sat.:	3150	1900	1750	3150	1900	1750	3150	7600	1750	1750	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.19	0.13	0.17	0.30	0.28	0.29	0.13	0.56	0.53	0.15	0.56	0.09
Crit Moves:	****			****			****			****		
Green Time:	25.6	39.5	59.3	23.5	37.4	62.2	24.7	95.9	121.5	19.8	91.0	114.5
Volume/Cap:	1.42	0.61	0.53	2.39	1.42	0.89	0.98	1.10	0.82	1.48	1.18	0.15
Delay/Veh:	287.8	75.3	58.3	719.8	283	80.4	125.4	102	32.7	335.3	136	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:	287.8	75.3	58.3	719.8	283	80.4	125.4	102	32.7	335.3	136	17.6
LOS by Move:	F	E-	E+	F	F	F	F	F	C-	F	F	B
HCM2kAvgQ:	36	14	16	74	52	35	19	79	47	29	84	4
Note: Queue reported is the number of cars per lane.												

Appendix E. Approved, Not Occupied, Pending Projects

1. Summary

Approved, not occupied, and pending projects for the Project reference those used for the City Place EIR (2014). The City Place EIR approved, not occupied, and pending project list, provided by the City of Santa Clara in 2014, was compared to the existing approved, not occupied, and pending project list. Consultation with City staff was also considered.

Table E-1 outlines the approved land use projects considered for Background and Background Plus Project Conditions.

Volumes for Cumulative and Cumulative Plus Project Conditions were derived from the Cumulative Plus Project volumes in the City Place EIR. Pending projects were not identified in the City Place EIR, as volumes were forecasted from the VTA traffic model, which contains citywide development and roadway improvements expected to occur by 2040. Pages 3.3-184 to 3.3-185 in the City Place EIR discuss the methods used to develop Cumulative forecasts.

E-1: SANTA CLARA APPROVED LAND USE PROJECTS			
ID#	Project Title/Project Applicant	Location	Description
1	Mission College Boulevard Office/Retail	2350 Mission College Boulevard	• 300,000 s.f. office and 6,000 s.f. retail with a six-story parking garage replacing 235,523 s.f. industrial
2	Sobrato Office Development	4301, 4401, 4551 Great America Parkway	• 600,000 s.f. office
3	Yahoo!	5010 Old Ironsides Drive	• 3,060,000 s.f. office and research and development campus with 13 six-story buildings, three commons buildings, surface parking and two levels of below grade parking
4	Lawson Lane	2200 Lawson Lane	• 613,800 sf of office use
5	Office Building	3000 Bowers Avenue	• 200,000 s.f. office
6	Brad Krouskup	4880 Great America Parkway	• 100,000 s.f. office
7	U-Haul and Self Storage	2121 Laurelwood Road	• 217,000 s.f. office, 4,000 s.f. retail, 9,300 s.f. amenity building replacing 100,000 s.f. warehouse
8	Irvine	2600 Augustine	• 1,840 dus and 40,000 s.f. retail
9	Menlo Equities	3535 Garrett Drive	• 150,000 s.f. office

E-1: SANTA CLARA APPROVED LAND USE PROJECTS			
ID#	Project Title/Project Applicant	Location	Description
10	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
11	Courtney Bauer	3226 Scott Boulevard	• 230,500 s.f. office replacing 35,000 s.f. industrial
12	Washington Holdings	2041 Mission College Boulevard	• 175-room hotel and 25,000 s.f. retail replacing 93,000 s.f. industrial
13	Cedar Fair	1/4701 Great America Parkway	• 140,000 s.f. retail
14	John Duquette	3375 Scott Boulevard	• 237,000 s.f. office
15	SummerHill Homes	3505 and 3485 Kifer Road et al	• 41 sfdu, 955 mfdu, and 37,000 s.f. retail

Source: City of Santa Clara, 2018

Appendix F. Intersection Impact Triggering Analysis

MEMORANDUM

Date: June 27, 2018
To: City of Santa Clara, David J. Powers & Associates
From: Matt Haynes, Victoria Caudullo, and Ryan Caldera, Fehr & Peers
Subject: **Appendix F: Tasman East Focus Area – Intersection Impact Sensitivity Analysis**

SJ16-1669

This memorandum presents the results of the analysis conducted to determine the number of Project trips that trigger significant intersection impacts under Background Plus Project and Cumulative Plus Project conditions. Tasman East is a multi-phased, mixed-use development on a 45-acre existing light industrial area. The Project includes the demolition of 708,000 square feet of light industrial uses and the construction of 4,500 residential units, 106,000 square feet of retail space, and a 600-student school. This analysis identifies the percent of project completion that would cause each intersection impact to be triggered and the corresponding number of peak hour vehicle trips. The vehicle trips can be converted to land use types and sizes using the trip generation method (vehicle trip generation rates and internalization reductions) from the *Tasman East Specific Plan Administrative Draft Transportation Impact Assessment*.

Intersections with Significant Impacts

Background Plus Project Impacts

There are six intersections with significant Project impacts under Background Plus Project conditions, as presented in **Table F-1**. Three of these intersections have proposed mitigations that would reduce impacts to *less-than-significant* levels.

Cumulative Plus Project Impacts

There are fifteen intersections with significant Project impacts under Cumulative Plus Project conditions, as presented in **Table F-2**. Three of these intersections have proposed mitigations that



would reduce impacts to *less-than-significant* levels, and one of these intersections has a proposed partial mitigations that would reduce impacts but not to *less-than-significant* levels.

Analysis Methods

The analysis was conducted with the following steps:

1. The level of service calculations for intersections with significant Project impacts were reviewed to identify the amount of Project traffic anticipated to be added to the critical movements.
2. Levels of service were then recalculated to identify the number of Project vehicle trips that would trigger the impact at each intersection based on the significance criteria, i.e., (1) intersection operations degrade from an acceptable level to an unacceptable level, (2) unacceptable operations are exacerbated by increasing critical delay by more than 4 seconds and increasing the V/C ratio by 0.01 or more, or (3) unacceptable operations are exacerbated by increasing the V/C ratio by 0.01 or more when the change in critical delay is negative.
3. The corresponding amount of traffic generated at the Project site was then estimated based on the generalized trip distribution patterns from the select zone analysis for the Project under Background Plus Project and Cumulative Plus Project conditions.

Analysis Results

Background Plus Project Impacts

Table F-1 presents the intersections with significant Background Plus Project impacts where the Project's contribution is considerable and mitigation measures in order based on the number of Project vehicle trips that would trigger each impact (from the lowest number of trips to the highest). Some of the intersections have impacts in both the AM and PM peak hours. The peak hour when the smallest proportion of project trips triggers the impact is identified in **Table F-1**.



Table F-1: Intersection Impact Sensitivity Analysis Results - Background Plus Project Impacts

ID	Intersection	Jurisdiction	Mitigation Measure	Impact Peak Hour	% Project Completion (Project Trips)
10	Lafayette Street / Great America Way	Santa Clara	Signalize	PM	30% (510 trips)
11	Lafayette Street / Calle del Mundo	Santa Clara	Signalize	AM PM	70% (1,020 trips)
1	Great America Parkway/WB SR 237	San José (CMP)	Configure southbound approach to 1 right turn, 1 through-right	AM	80% (1,230 trips)

Bold text indicates the peak hour when the smallest proportion of project trips triggers the impact for intersections with impacts in both peak hours.

Source: Fehr & Peers, 2018.

Cumulative Plus Project Impacts

Table F-2 presents the intersections with significant Cumulative Plus Project impacts where the Project's contribution is considerable and mitigation measures in order based on the number of Project vehicle trips that would trigger each impact (from the lowest number of trips to the highest). Some of the intersections have impacts in both the AM and PM peak hours. The peak hour when the smallest proportion of project trips triggers the impact is identified in **Table F-2**.

Table F-2: Intersection Impact Sensitivity Analysis Results - Cumulative Plus Project Impacts

ID	Intersection	Jurisdiction	Mitigation Measure	Impact Peak Hour	% Project Completion (Project Trips)
13	Lafayette Street / Calle de Primavera	Santa Clara	Add second westbound left turn lane	PM	30% (510 trips)
12	Lafayette Street/Calle de Luna	Santa Clara	Convert westbound approach to 1 left turn, 1 right turn	AM	80% (1,230 trips)
21	Tasman Drive/Calle del Sol	Santa Clara	Convert southbound approach to 2 left turns, 1 right turn	AM PM	90% (1,380 trips)

Bold text indicates the peak hour when the smallest proportion of project trips triggers the impact for intersections with impacts in both peak hours.

Source: Fehr & Peers, 2018.

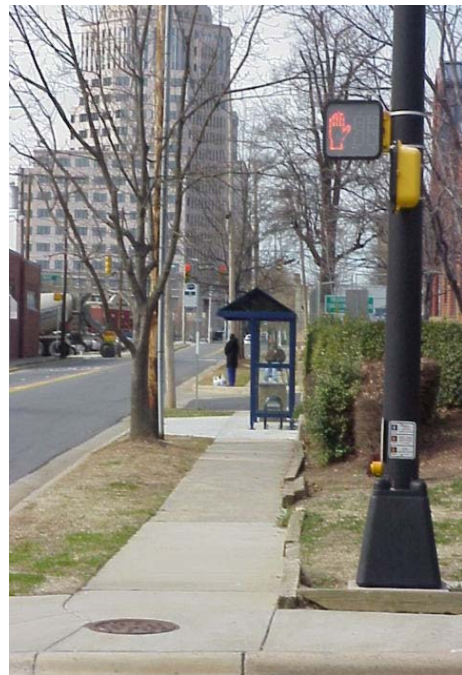
Appendix G. Charlotte Pedestrian and Bicycle Level of Service Analysis



Charlotte Department of Transportation

PEDESTRIAN & BICYCLE LEVEL OF SERVICE METHODOLOGY FOR CROSSINGS AT SIGNALIZED INTERSECTIONS

Updated February 2007



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INTRODUCTION

The Charlotte Department of Transportation has developed the following methodology to assess the important design features that affect pedestrians and bicyclists crossing signalized intersections. Referred to as Level of Service (LOS), this methodology identifies and evaluates features according to their influence on the comfort and safety of pedestrians and bicyclists. Among the key features identified and rated are crossing distance, roadway space allocation (i.e., crosswalks, bike lanes), corner radius dimension and traffic signal characteristics.

This methodology can be used as a diagnostic tool to assess and improve pedestrian and bicyclist levels of comfort and safety by modifying design and operational features of intersections. The results can be compared with those for traffic levels of service of an intersection and weighed according to user priorities. This methodology is intended to be used to select design and operational features that can help achieve desired levels of service for pedestrians and bicyclists.

SIGNALIZED INTERSECTION FEATURES AND THEIR RELATIVE IMPORTANCE TO PEDESTRIAN LEVEL OF SERVICE (LOS)

The primary impediments to comfort and safety for pedestrians crossing at signalized intersections are crossing distance and conflicts with turning vehicles. Vehicle volumes and speeds are factors as well, but are tempered by the presence of the traffic signal, its phasing, and/or physical characteristics of the intersection. For example, tight corner radii can slow the speeds of right-turning vehicles, and right and left turn conflicts can be reduced or eliminated by signal phasing, all design factors affecting comfort and safety between pedestrians and vehicles. So although volumes and speeds are not explicitly addressed by this methodology, they are implicitly dealt with.

This approach for assessing pedestrian level of service, therefore, identifies those key elements or features of intersections that enhance or reduce comfort and safety, and then weighs them relative to one another by a point system. Points are assigned to physical and operational features of intersections according to how well they achieve these objectives. These important features are discussed below.

Rated Intersection Features

Crossing Distance (Table 1) – As previously mentioned, crossing distance is the primary crossing component or obstacle for pedestrians traveling across intersections and therefore receives the greatest weight in this methodology. The less distance one has to walk to cross a street, the easier and more comfortable it is perceived to be. A crossing equivalent to two or three lanes, for example, rates a minimum LOS of B, exclusive of any other features. By contrast, a crossing of eight lanes or more falls in the LOS F range, exclusive of other features. For wide street crossings, where there is a greater probability that pedestrians might fail to make it across the entire roadway during a signal phase, level of service can be improved noticeably if there is a median wide enough to

serve as a refuge. Slip lanes and raised corner islands can also enhance pedestrian crossings by breaking long continuous distances into shorter, more manageable crossings. Crossing distance is determined based on the number of motor vehicle travel lanes that must be crossed to reach the far side of the intersection. Travel lanes are assumed to be within the range of 10' to 14' in width. If a lane(s) is much wider, one might consider the street crossing as wider than simply the number of delineated travel lanes. For example, the departure leg of an intersection is 20' wide and unmarked. In this case, the departure leg can be considered as two travel lanes to be crossed instead of one.

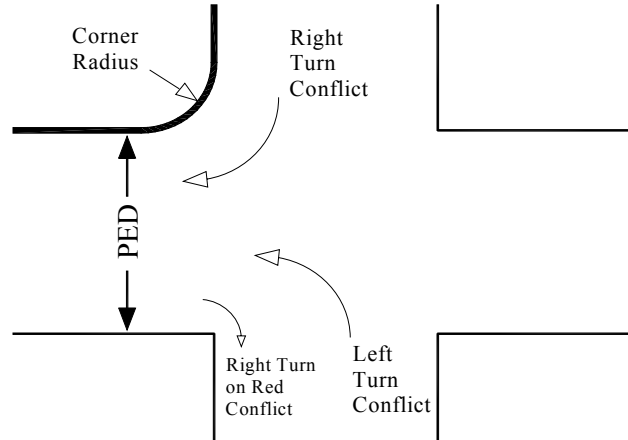
Signal Phasing & Timing (Table 2) – This is the most intricate of the design parameters and second most important in terms of points. It is rated according to the type and level of crossing information provided to the pedestrian and whether the signal phasing minimizes, eliminates or exacerbates conflicts between pedestrians and turning vehicles (Figure 1).

The signal phasing feature that rates best for reducing left turn conflicts across the pedestrian path is the Protected Only phase (when turns occur on a green arrow only), provided there are signals that inform pedestrians when they can cross without a conflict with left turning vehicles. Protected turn phases (e.g., green arrow only, green arrow/green ball) without accompanying pedestrian signals expose pedestrians to greater risks by adding an extra phase to the signal cycle that may not be perceptible to pedestrians. This condition, which may entice pedestrians into the street while motorists are turning on the arrow and not expecting to encounter pedestrians crossing, is viewed negatively. Also considered an increased risk, and rated accordingly, are lane arrangements that allow multiple lanes of traffic to turn across pedestrian paths, unless the signal phasing reduces or eliminates the conflict.

As with left turn conflicts, right turn conflicts are assessed according to lane configuration and signal phasing. Points can only be achieved in this category if the pedestrian conflict with turning traffic is eliminated by the signal phasing. Points are taken away if either the signal phasing creates a conflict similar to that discussed above for left turn phasing (overlap) or multiple lanes of traffic are allowed to turn concurrent with pedestrian crossings. Otherwise, no points are awarded or subtracted.

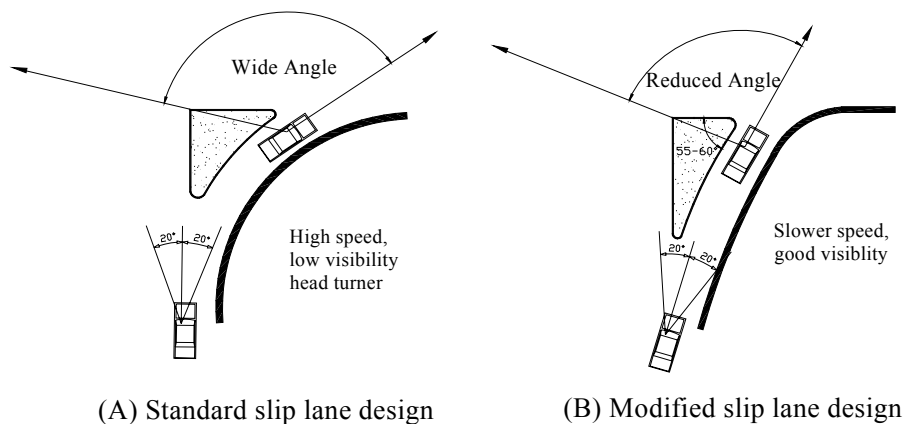
Points can also be attained by the use of pedestrian signals, provided vehicle conflicts are reduced and/or information is given by the signal that shows pedestrians how much time is available for them to cross the street (e.g., countdown signals). Additional points can be obtained within this subcategory by timing pedestrian phases for slower walk speeds, if countdown pedestrian signals are used. Pedestrian phase times based on slower walk speeds without countdown signals are not perceptible to pedestrians, and therefore do not receive extra points.

Figure 1. Pedestrian Crossing Conflicts



Corner Radius (Table 3) – Corner radius is rated according to its effect on right-turning vehicle speeds and any increased walking distance for pedestrians. The smaller the radius, the slower the turning speeds around it and the less additional distance to be walked. Radii of 20' or smaller rate best, while large radii (greater than 40') are considered detrimental enough to be assigned negative point values. If slip lanes or raised corner channel islands suitable in size to serve as pedestrian refuge are provided (Figure 2), then points are assigned according to the type of traffic control present (i.e., yield or signal control) and how this control manages the pedestrian-turning vehicle conflict. For simplicity, no distinction is made between corner radius and its effect on vehicle speeds for turns into a single lane or turns into multiple lanes. Also, the effect of intersection angle on vehicle speeds for a given radius is not directly incorporated. Corner radius ranks third for points among the rated intersection features.

Figure 2. Corner Channel Island Designs

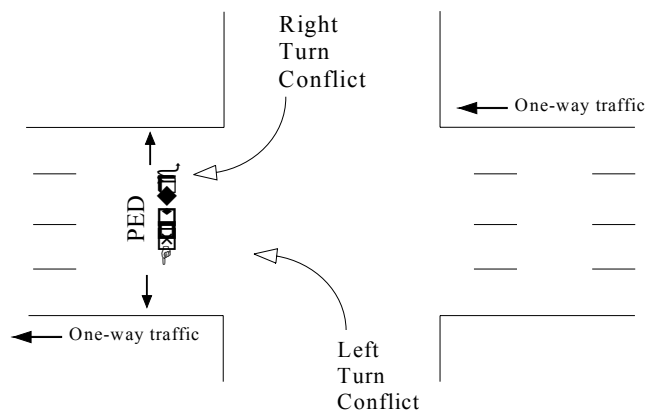


Right Turns On Red (Table 4) – Prohibiting right-turns-on-red eliminates a possible conflict between pedestrians and motorists. The Right-Turns-On-Red and Crosswalk (below) features each account for about 5% of the possible points.

Crosswalk Treatment (Table 5) - The presence of and design features of crosswalks are both rated. Crosswalks help raise awareness to motorists of the possibility of pedestrians crossing the street. Enhanced crosswalks (e.g., textured/colored pavement or ladder style pavement markings) are more visible than simple transverse markings, and therefore are rated better.

Adjustment for One-Way Street Crossings (Table 6) – This parameter accounts for the increased risk to pedestrians caused by their exposure to left and right turning traffic while crossing the departure leg of a one-way street that intersects a two-way street. With this scenario, pedestrians are exposed to left and right turning traffic for the entire crossing distance of the road, instead of just a portion (such as is the case for crossing a two-way street with traffic stopped on the approach lanes by the signal).

Figure 3. Adjustment for One-Way Streets



SIGNALIZED INTERSECTION FEATURES AND THEIR RELATIVE IMPORTANCE TO BICYCLE LEVEL OF SERVICE (LOS)

The major impediments to the comfort and safety of bicyclists are somewhat different than those for pedestrians. Traffic signal features and potential conflicts with turning vehicles are still prominent issues, but crossing distance is less important and is surpassed by the desire for physical space in the roadway apart from automobile traffic. Because bicyclists share space with and travel alongside motor vehicles, the speed of traffic is also a significant factor.

As with the pedestrian level of service methodology, key elements or features of intersections that enhance or reduce comfort and safety are identified and assigned points according to how well they meet the objectives. These important features are discussed below.

Rated Intersection Features

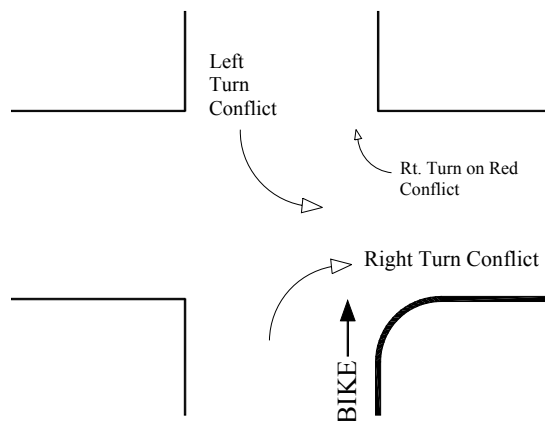
Bicycle Travel Way & Speed of Adjacent Traffic (Table 8) – Where bicyclists travel within the roadway and how fast motor vehicle traffic is moving next to them is the most important factor in accessing their comfort and safety.

For streets with moderate to high traffic speeds (30 mph or more), travel space beyond that provided for general traffic is highly desirable. This extra space may be in the form of separate bicycle lanes, or in the form of wide outside travel lanes (13' to 14'). Bicycle lanes rate best and are the preferred treatment. Conditions requiring bicyclists to share travel lanes with motorists rate poorly.

Bike lanes and wide outside lanes, on the other hand, do not provide as much benefit on low speed streets (less than 30 mph) because cyclists can better match the speed of adjacent traffic. Also, low speed streets generally carry low traffic volumes, which many cyclists prefer.

Signal Features – Left Turn Phasing & Stop Bar Location (Table 9) – Features that remove potential left turn conflicts from the path of bicyclists and features that place bicyclists before motorists (in space) are rated as desirable. Signal phasing and stop location rate as the second most important bicycle feature.

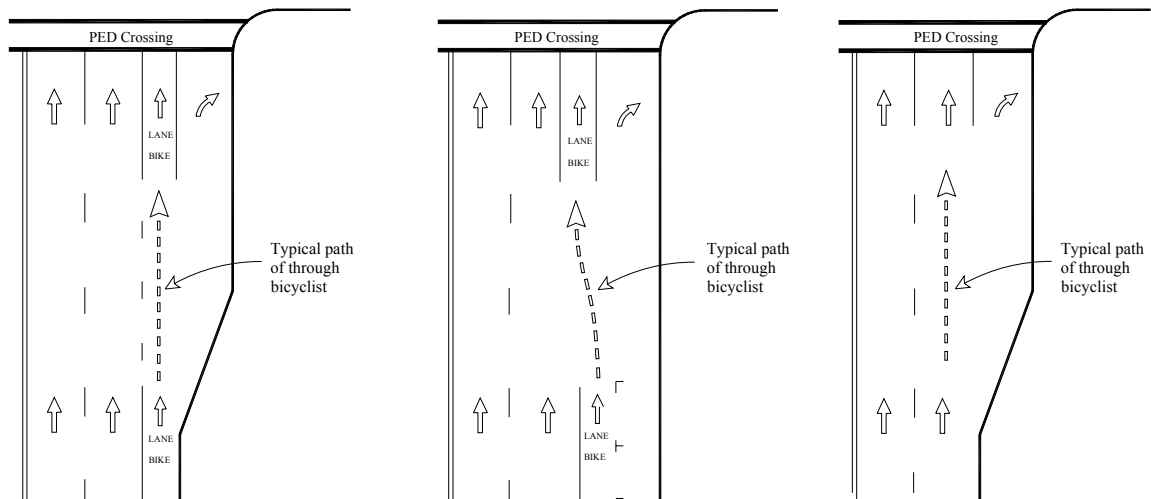
Figure 4. Bicycle Crossing Conflicts



Right Turn Traffic Conflict (Table 10) – This parameter addresses the potential conflict involving motorists turning right and bicyclists traveling straight ahead on an intersection approach. The preferred method of resolving this conflict is for bicyclists to ‘take’ the traffic lane if it is shared with traffic, or if there is a separate right turn lane (Figure 5), motorists should merge right in advance of the intersection while bicyclists travel straight-ahead. Points are awarded if there is no right turn conflict with motorists or if there is a bicycle lane that places bicyclists left of a right turn lane. Otherwise, points are

either not awarded at all or they are taken away, depending on whether the bicyclist or motorist is required to merge.

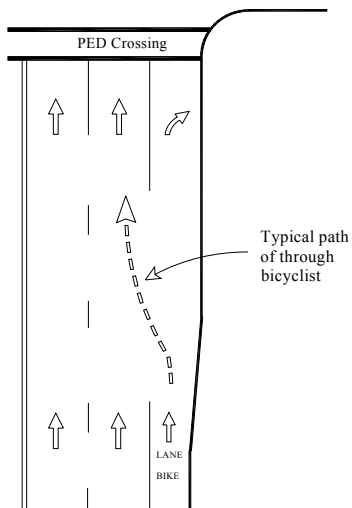
Figure 5. Bike Treatments at Exclusive Right Turn Lanes



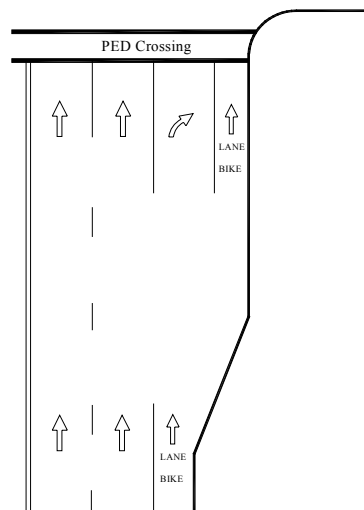
(A) Straight alignment -
Cyclists travel straight
and turning motorists
yield to cyclists
(BEST CONDITION)

(B) Alignment shift -
Cyclists merge left
and turning motorists
merge right

(C) No bike lane -
Cyclists share
lane with motorists



(D) Bike lane ends -
cyclists shift into motor
vehicle lane



(E) Bike lane right of
turn lane
(BAD CONDITION)

Right Turns On Red (Table 11) - This condition creates another conflict between bicyclists and motorists. Bicyclists can easily blend into the background when a motorist is looking to turn right on red because motorists are often looking for larger motor vehicles (Figure 4).

Crossing Distance (Table 12) – Wide street crossings increase the risk of exposure to bicyclists from motor vehicle traffic on cross-streets. Signal clearance times (the yellow and all-red signal phase portions) are timed for motor vehicle speeds and not the slower speeds of bicyclists; therefore, the wider the intersection, the greater the likelihood that cyclists will still be crossing when right-of-way changes to the cross-street.

Intersection Features Not Rated in the Pedestrian and Bicycle Methodologies

There are several other features not rated in these methodologies that also affect the comfort and safety of pedestrians and bicyclists and should be considered in intersection design. Among these features are sight lines, street lighting, pavement condition, signing, pedestrian and bike detection, curb extensions, and ADA features such as wheel chair ramps and accessible signals.

PEDESTRIAN AND BICYCLE LOS DETERMINATION

Level of service for an intersection crossing/approach is determined by adding points from Tables 1 through 6 (for Pedestrians) and points from Tables 8 through 12 (for Bicyclists). The accumulation of points is then compared to the points listed in Tables 7 (Pedestrians) and 13 (Bicyclists), which provides the threshold values for levels of service A through F. An overall intersection level of service for either pedestrian or bicycle features can also be determined by adding the total points from each crossing and dividing their sum by the number of intersection crossing legs (e. g., a three leg intersection's point totals would be divided by three). The higher the point total, the better the level of service.

SUMMARY

The level of service methodology is intended to be used to assess the most crucial, especially safety related, factors affecting pedestrians' and bicyclists' crossing signalized intersections. It attempts to identify and compare those design elements that help make intersection crossings safer and pedestrians and bicyclists feel more comfortable. The methodology is not concerned with the quality of the environment away from the intersection crossing, so those elements that make an area more inviting and attractive to pedestrians and bicyclists, such as visual stimuli, convenience, security, and noise are not considered. These other elements and their importance on creating a pedestrian and bicycle friendly environment are addressed through initiatives such as the Urban Street Design Guidelines

The focus of this methodology is on those intersection features that reduce traffic conflicts, minimize crossing distances, slow down traffic speeds and raise user awareness. The methodology assumes that all rated features are adequately designed and

implemented (e.g., signals are timed adequately and pedestrian signals are well placed), so that equivalent comparisons can be made between features. While important to the overall sense of safety and comfort, elements of risk (e.g., traffic volumes) are not directly evaluated in the methodology since design features are the focus and design features can be used to mitigate the effects of risks. Furthermore, design features such as cross-section distance, number and type of travel lanes, and signal-phasing schemes typically reflect varying traffic volumes.

This level of service methodology is expected to be applied in conjunction with the traditional level of service methodology for motor vehicles. The importance or relative weight given to each level of service (for motor vehicles, bicyclists or pedestrians) is expected to vary by intersection, depending on the planned function and context of each intersection.

The following pages provide additional detail of the pedestrian and bicycle level of service methodologies, along with example level of service calculations. As a companion piece to this document, Charlotte DOT has also developed an electronic spreadsheet that can be used to quickly calculate levels of service. The spreadsheet should be used when performing level of service calculations.

PEDESTRIAN LEVEL OF SERVICE CALCULATION

TABLE 1. PEDESTRIAN LOS: Crossing Distance

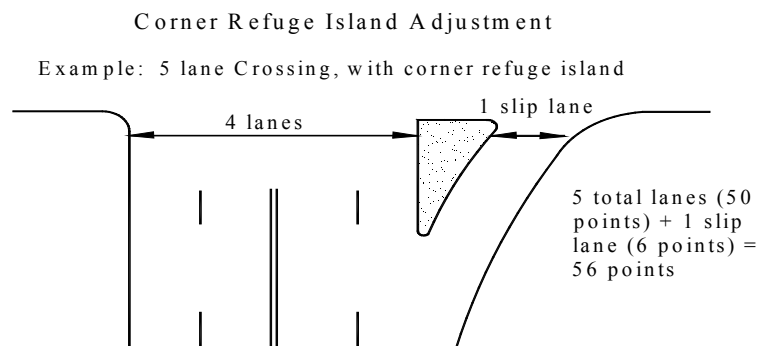
Crossing distance is determined based on the total number of motor vehicle travel lanes that must be crossed to reach the opposite side of the street. The added effect of corner radii on crossing distance is addressed in parameter number 3 (Corner Radius). When the number of travel lanes crossed includes the crossing of corner refuge island lane(s), an adjustment to the points in the table below should be made. This adjustment is described just below the table.

Total Travel Lanes Crossed	Points		
	No Median Refuge (or less than 4')	Median Refuge (4' to 6')	Median Refuge (6' or more)
2 Lanes	80	80	80
3 Lanes	78	78	78
4 Lanes	65	65	68
5 Lanes	50	52	55
6 Lanes	37	40	44
7 Lanes	24	28	33
8 Lanes	8	12	20
9 Lanes	-5	0	10
10 Lanes	-15	-10	0

Corner Refuge Island Adjustments:

- Crossing of corner refuge island lanes is not weighed as heavily as crossing other travel lanes, and therefore the points assigned based on crossing distance in the table above should be adjusted. Six points are assigned for each refuge island lane crossed. Refuge lane points are added to the points assigned for the total crossing distance from Table 1 above.

Example: A crossing of 5 lanes (one of which is a refuge island lane) is adjusted as follows: 50 points (based on 5 lanes crossed) + 6 points (for refuge island lane) = 56 points.



- Adjustments are also made based on how slip lane traffic is controlled at the intersection. If slip lane traffic is under signal control then 5 points are added to the crossing total. If traffic is under Yield control then 3 points are subtracted from the crossing total, and if traffic is uncontrolled (i.e., free flow) then 20 points are subtracted.

TABLE 2. PEDESTRIAN LOS: Signal Phasing & Timing Features

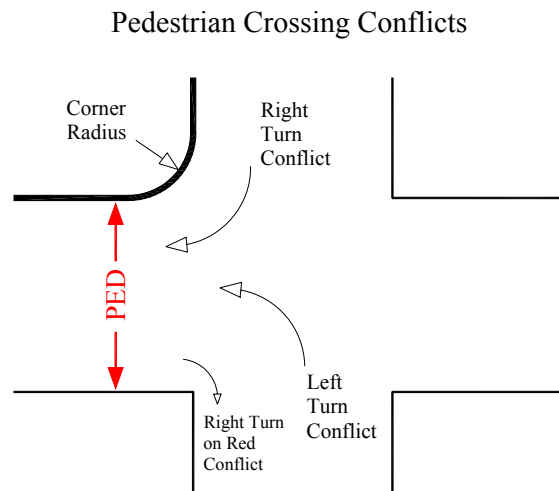


Table 2A Left Turn Conflicts (Left Turns into Pedestrian Crossing Path)	Points
<u>A1. Lefts on GREEN BALL Only (permissive phase - left turns unprotected)</u> - From SINGLE lane, no pedestrian phase on conflicting crossing - From SINGLE lane, <u>with</u> pedestrian phase on conflicting crossing - From 2 or more lanes, no pedestrian phase on conflicting crossing - From 2 or more lanes, <u>with</u> pedestrian phase on conflicting crossing	-5 0 -10 -5
<u>A2. Lefts on GREEN ARROW & GREEN BALL (protected/permissive phase)</u> - From SINGLE lane, no pedestrian phase on conflicting crossing - From SINGLE lane, <u>with</u> pedestrian phase on conflicting crossing	-5 0
<u>A3. Lefts on GREEN ARROW Only (protected only phase)</u> - From SINGLE lane, no pedestrian phase on conflicting crossing - From SINGLE lane, <u>with</u> pedestrian phase on conflicting crossing - From 2 or more lanes, no pedestrian phase on conflicting crossing - From 2 or more lanes, <u>with</u> pedestrian phase on conflicting crossing	5 15 0 15
A4. No Left Turn Conflict (e.g., “T” intersections, one-way streets, exclusive pedestrian phase)	15

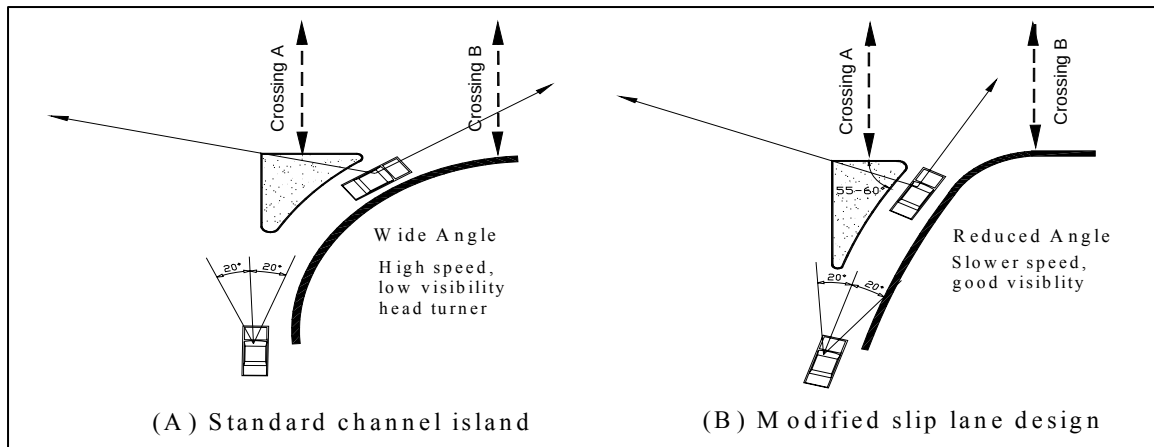
Table 2B Right Turn Conflicts (Right Turns into Pedestrian Crossing Path)	Points
<u>B1. Rights on GREEN BALL Only (permissive phase)</u> • From SHARED Thru-Right lane, no pedestrian phase on conflicting crossing • From SHARED Thru-Right lane, <u>with</u> pedestrian phase at crossing • From SINGLE Right lane, no pedestrian phase on conflicting crossing • From SINGLE Right lane, <u>with</u> pedestrian phase on conflicting crossing • From 2 or more Right lanes, no pedestrian phase on conflicting crossing • From 2 or more Right lanes, <u>with</u> pedestrian phase on conflicting crossing	0 0 0 0 -10 -7
<u>B2. Rights on GREEN ARROW & GREEN BALL (overlap phase)</u> • From RIGHT turn lane(s), no pedestrian phase on conflicting crossing • From RIGHT turn lane(s), <u>with</u> pedestrian phase (no conflict for duration of the Green Arrow)	0 -10
<u>B3. Rights on GREEN ARROW Only (protected phase)</u> • From SINGLE Right lane, no pedestrian phase • From SINGLE Right lane, <u>with</u> pedestrian phase – turning traffic held for pedestrian movement, which eliminates turning/crossing conflict • From 2 or more Right lanes, no pedestrian phase • From 2 or more Right lanes, <u>with</u> pedestrian phase – turning traffic held for pedestrian movement, which eliminates turning/crossing conflict	10 -10 10 -15
B4. No Right Turn Conflict (e.g., “T” intersections, one-way streets, exclusive pedestrian phase)	15

TABLE 2C Pedestrian Phase Signal Display	
C1. No Pedestrian Phase	-5
C2. UPRAISED HAND, WALKING PERSON display	0
C3. UPRAISED HAND, WALKING PERSON display – with LEADING pedestrian phase (pedestrians start crossing seconds before vehicles on the adjacent street)	4
C4. COUNTDOWN display (crossing time is shown) With pedestrian crossing time based on following walk speeds: > 3.5 ft/sec ≤ 3.5 ft/sec	5 8
C5. LEADING COUNTDOWN display (pedestrians start crossing seconds	

before vehicles on the adjacent street) With pedestrian crossing time based on following walk speeds: $> 3.5 \text{ ft/sec}$ $\leq 3.5 \text{ ft/sec}$	8 12

TABLE 3. PEDESTRIAN LOS: Corner Radius

Standard Radius	Points
A. Radius $\leq$ to 20'	10
B. Radius $> 20'$ and $\leq 30'$	5
C. Radius $> 30'$ and $\leq 40'$	0
D. Radius $> 40'$ and $\leq 60'$ (or Equivalent Compound Curve)	-10
E. Radius $> 60'$ (or Equivalent Compound Curve)	-15



CHANNEL ISLAND (in lieu of standard radius)	
F. Painted Channel Island (no curb) - Right turns are uncontrolled (free flow) - Right turns made on Yield or Signal Control	-20 -10
G. Curbed Channel Island (Figure A) - Right turns are uncontrolled (free flow) - Right turns on Yield, Green Ball or Green Arrow/Green Ball (& Pedestrian crossing at location B) (& Pedestrian crossing at location A) - Right turns on Green Arrow Only (& Pedestrian crossing at location B) (& Pedestrian crossing at location A)	-20 -10 0 0 5
H. Curbed Low Speed Design Slip Lane (Figure B) - Right turns on Yield, Green Ball or Green Arrow/Green Ball (& Pedestrian crossing at location B) (& Pedestrian crossing at location A) - Right turns on Green Arrow Only (& Pedestrian crossing at location B) (& Pedestrian crossing at location A)	0 5 5 10

I. No Corner Radius (e.g., “T” intersection)	10

TABLE 4. PEDESTRIAN LOS: Right Turns On Red

	Points
Allowed	0
Prohibited (or no conflict because right turns are not permitted/possible)	5

Table 5. PEDESTRIAN LOS: Crosswalk Treatment

No designated crosswalk	-5
Painted crosswalk	
- Transverse markings (Type A)	0
- LADDER type markings (Type B)	5
Textured/Colored Pavement	5

Crosswalk Types

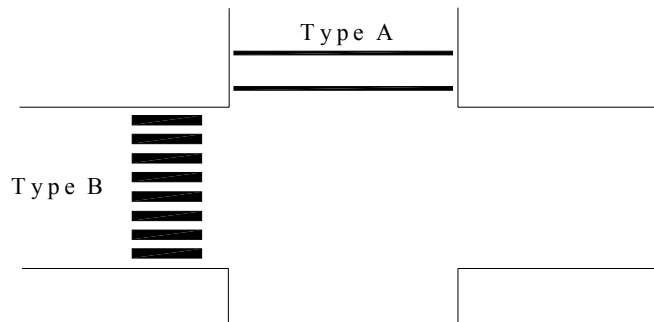


Table 6. PEDESTRIAN LOS: Adjustment for One-Way Street Crossings

Applies only to the departure leg of a one way street with 4 or more lanes that intersects a two-way street. (Figure 3, page 6)	
Conflicting left turns made on:	
• Green Ball Only (with or without pedestrian phase)	-10
• Green Arrow/Green Ball (with or without pedestrian phase)	-10
• Green Arrow Only (without pedestrian phase)	-5
• Green Arrow Only (with pedestrian phase)	-2
• Condition does not apply	0

TABLE 7. Point Totals and Corresponding PEDESTRIAN Level of Service

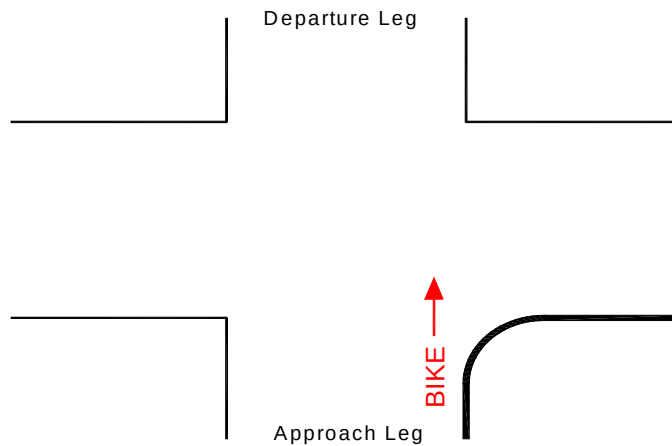
Points

LOS

93+	A
74 - 92	B
55 - 73	C
37 - 54	D
19 - 36	E
0 - 18	F

BICYCLE LEVEL OF SERVICE CALCULATION

TABLE 8. BICYCLE LOS: Bicycle Travel Way & Speed of Adjacent Traffic



Bike Travels in:

<u>(Approach/Departure Legs)</u>	<u>Speed Limit</u>	<u>Points</u>
Shared Auto Lane to Shared Auto Lane (lanes $\leq 12'$ wide)	≥ 40 mph	5
	30 to 35 mph	30
	< 30 mph	50
Shared Auto Lane to Wide Curb Lane (13' to 14' wide)	≥ 40 mph	20
	30 to 35 mph	40
	< 30 mph	55
Shared Auto Lane to Bike Lane	≥ 40 mph	35
	30 to 35 mph	50
	< 30 mph	60
Shared Wide Curb Lane To Shared Auto Lane	≥ 40 mph	15
	30 to 35 mph	35
	< 30 mph	50
Shared Wide Curb Lane to Wide Curb Lane (13' to 14' wide)	≥ 40 mph	30
	30 to 35 mph	50

Shared Wide Curb Lane to Bike Lane	< 30 mph	60
	≥ 40 mph	45
	30 to 35 mph	60
	< 30 mph	70

TABLE 8 (continued)

Bike Travels in:

(Approach/Departure Legs)	Speed Limit	Points
Bike Lane to Shared Auto Lane (lanes ≤ 12' wide)	≥ 40 mph	30
	30 to 35 mph	45
	< 30 mph	55
Bike Lane to Wide Curb Lane (13' to 14' wide)	≥ 40 mph	40
	30 to 35 mph	55
	< 30 mph	65
Bike Lane to Bike Lane	≥ 40 mph	60
	30 to 35 mph	70
	< 30 mph	80

TABLE 9. BICYCLE LOS: Signal Features – Left Turn Phasing & Stop Bar Location

Vehicular Left Turn Phase – turns opposing cyclists (Figure 4, page 7)	Points
Made on Green Ball Only	0
Made on Green Ball/Green Arrow	5
Made on Green Arrow Only	15
No Left Turn Conflict (e.g., “T” intersection, one-way streets)	15
Stop Bar Location	
Shared stop bar - automobiles & bikes stop at common point	0
Advanced stop bar – bikes stop closer to intersection than automobiles	10

Bicycle Crossing Conflicts

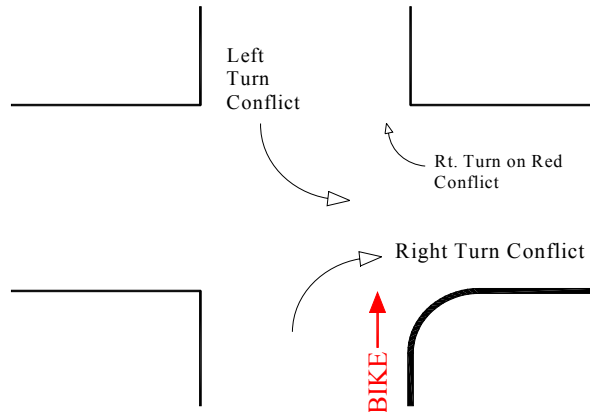


TABLE 10. BICYCLE LOS: Right Turn Traffic Conflict

	Points
No Right Turn Conflict (e.g., “T” intersection, one-way street)	15
No Separate Right Turn Lane (Bike in Shared Lane)	0
Separate Right Turn Lane (Figure 5, page 8)	
Bike lane LEFT of right turn lane (cyclist travels straight ahead and motorist merges right) – see Figure 5A	10
Curb lane drops as right turn lane, with bike lane left of turn lane (cyclist merges left, motorist merges right) – see Figure 5B	5
No bike lane (cyclist travels straight ahead and motorist merges right) – see Figure 5C	0
Curb lane drops as right turn lane, no bike lane at intersection (cyclist merges left, motorist merges right) – see Figure 5D	0
Bike lane RIGHT of right turn lane – see Figure 5E	-20

TABLE 11. BICYCLE LOS: Right Turns On Red

Allowed	0
Prohibited (or no conflict because right turns are not permitted/possible)	5

TABLE 12. BICYCLE LOS: Intersection Crossing Distance

≤ 3 motor vehicle travel lanes	0
4 to 5 motor vehicle travel lanes	-5
≥ 6 travel motor vehicle lanes	-10

TABLE 13. Point Totals and Corresponding BICYCLE Level of Service

Points	LOS
93+	A
74 - 92	B
55 - 73	C
37 - 54	D
19 - 36	E
0 - 18	F

Intersection Example # 1

Application of the pedestrian and bicycle level of service methodologies for an example intersection is presented in Figures 6 and 7. The intersection evaluated is that of a one-way street (4th Street) and a two-way street (McDowell Street) in downtown Charlotte. The sample worksheets in figures 6 and 7 provide information on features relevant to the intersection.

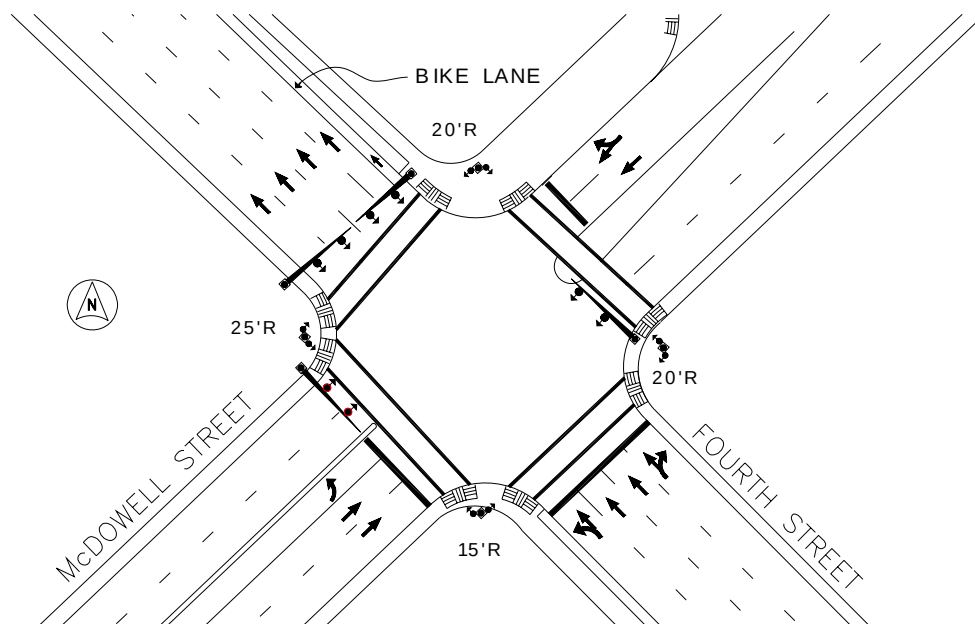


Figure 6. Example Intersection #1: Pedestrian LOS Calculation

Location: 4th Street & McDowell Street

	Crossing of Northbound Approach (McDowell St.)	Crossing of Southbound Approach (McDowell St.)	Crossing of Eastbound Approach (4 th St.)	Crossing of Westbound Approach (4 th St.)
Pedestrian Crossing Distance	5 Lanes (2' median)	4 Lanes (10' median refuge)	4 Lanes	4 Lanes
Score	50	68	65	65
Signal Features				
Left Turn Conflict (left turns into pedestrian path)	Lefts on Green Ball Only, from a single lane – <u>with</u> pedestrian phase	No Left Turn Conflict - (4 th St. one-way)	Lefts on Green Arrow/Green Ball - <u>with</u> pedestrian phasing	No Left Turn Conflict - (4 th St. one-way)
Score	0	15	0	15
Right Turn Conflict (right turns into pedestrian path)	No Right Turn Conflict (4 th St. one-way)	Right Turns on Green Ball, from a shared thru-right lane - <u>with</u> pedestrian phase	Right Turns on Green Ball, from a shared thru-right lane - <u>with</u> pedestrian phase	No Right Turn Conflict (4 th St. one-way)
Score	15	0	0	15
Pedestrian Signal Display	Countdown Display (4 ft/sec)	Countdown Display (4 ft/sec)	Countdown Display (4 ft/sec)	Countdown Display (4 ft/sec)
Score	5	5	5	5

Corner Radius	25'	20'	20'	15'
Score	5	10	10	10
Right Turns on Red	No Conflict (4 th St. one-way)	Prohibited	No Conflict (4 th St. one-way)	Allowed
Score	5	5	5	0
Crosswalks	Textured/Colored	Textured/Colored	Textured/Colored	Textured/Colored
Score	5	5	5	5
Adjustment for One-Way Street Crossings	Two-Way Street (Not Applicable)	Two-Way Street (Not Applicable)	Departure Leg 4 Lanes Wide, with left and right turn conflicts	Multilane One- Way street, no left and right turn conflicts (Not Applicable)
Score	--	--	-10	--
Approach Total	85	108	80	115
Approach LOS	B	A	B	A
Intersection AVG.	97			
INTERSECTION LOS	A			

Figure 7. Example Intersection #1: Bicycle LOS Calculation

Location: 4th Street & McDowell Street

	Northbound Approach (McDowell St.)	Southbound Approach (McDowell St.)	Eastbound Approach (4 th St.)	Westbound Approach (4 th St.)
Bike Travel Way & Speed of Adjacent Traffic	Shared 12' Lane with Motor Vehicles 35 mph	Shared 12' Lane with Motor Vehicles 35 mph	Does not Apply	Shared 12' Lane Transitions to 4' Bike Lane 35 mph
Score	30	30		50
Signal Features				
Opposing Vehicular Left Turn Phase	No Left Turn Conflict	Green Arrow & Green Ball		No Left Turn Conflict
Score	15	5		15
Stop Bar Location	Vehicles & Bikes Stop at Same Point	Vehicles & Bikes Stop at Same Point		Vehicles & Bikes Stop at Same Point
Score	0	0		0
Right Turning Traffic Conflict				
Shared Traffic Lane/Separate Right Turn Traffic Lane	No Right Turn Conflict	Shared Thru-Right lane - no bike lane		Shared Thru-Right Lane - no bike lane on approach

Score	15	0		0
Right Turns On Red	Allowed	No Conflict		Prohibited
Score	0	5		5
Intersection Crossing Distance	4 Travel Lanes	4 Travel Lanes		5 Travel Lanes
Score	-5	-5		-5
Approach Total	55	35		65
Approach LOS	C-	E+		C
Intersection AVG.	52			
Intersection LOS	D+			

Intersection Example # 2

A second application of the pedestrian level of service methodology is presented in Figure 8. This example illustrates how the methodology should be applied for slip lane or channel island designs. The sample worksheet in figure 8 provides information on features relevant to the intersection.

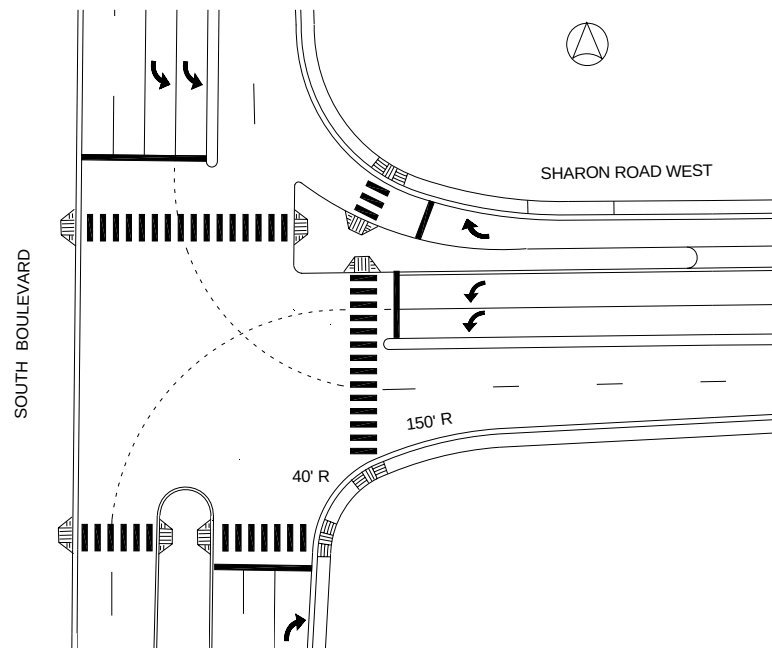


Figure 8. Example Intersection #2: Pedestrian LOS Calculation

Location: South Boulevard & Sharon Road West

	Crossing of Northbound Approach (South Blvd..)	Crossing of Southbound Approach (South Blvd.)		Crossing of Westbound Approach (Sharon Rd. West)
Pedestrian Crossing Distance	5 Lanes (12' median refuge)	7 Lanes 6+1 slip lane – under yield control (no median refuge)		5 Lanes 4+1 slip lane – under yield control (no median refuge)
Score	55	27		53
Signal Features				
Left Turn Conflict (left turns into pedestrian path)	Lefts on Green Arrow Only, from 2 lanes – <u>with</u> pedestrian phase	No Left Turn Conflict		Lefts on Green Arrow Only, from 2 lanes – <u>with</u> pedestrian phase
Score	15	15		15
Right Turn Conflict (right turns into pedestrian path)	No Right Turn Conflict	Cross to Corner Channel Island		Right Turns on Green Arrow/Green Ball, from single right turn lane
Score	15	7		0
Pedestrian Signal Display	Countdown Display	Countdown Display		Countdown Display (4 ft/sec)

	(4 ft/sec)	(4 ft/sec)		
Score	5	5		5
Corner Radius	None (T intersection)	Corner Slip Island (crossing point A)		Compound Curve (55' equivalent)
Score	10	5		-10
Right Turns on Red	Allowed	No Conflict		Slip Lane, right turns yield controlled
Score	0	5		0
Crosswalks	Ladder Style	Ladder Style		Ladder Style
Score	5	5		5
Adjustment for One-Way Street Crossings	Not Applicable	Not Applicable		Not Applicable
Score	--	--		--
Approach Total	105	69		68
Approach LOS	A	C		C
Intersection AVG.	81			
INTERSECTION LOS	B			

Appendix H. Pedestrian and Bicycle Level of Service Calculations

Intersection ID	37 (Existing)			
Intersection Name	Montague Expressway / Mission College Boulevard			
	Approach			
	NB	SB	EB	WB
Pedestrian Crossing Distance	3 Travel Lanes & 2 Refuge Islands	7 Travel Lanes & 2 Refuge Islands	12 Travel Lanes & 2 Refuge Islands	10 Travel Lanes & 1 Refuge Island
	90	33	-6	-12
Signal Features				
Left Turn Conflict	15	15	15	15
Right Turn Conflict	0	0	0	0
Ped Signal Display	0	0	0	0
Subtotal - Signal Features	15	15	15	15
Corner Radius	0	-10	-15	-10
RTOR	0	0	0	0
Crosswalk Treatment	0	0	0	0
One-Way Street Adjustment	0	0	0	0
Approach Total	105	38	-6	-7
Approach LOS	A	D	F	F
Intersection Avg	32			
Intersection LOS	E			
Bike Travel Way & Speed of Adjacent Traffic	30	30	60	60
Signal Features				
Opposing Left-Turn Phase	15	15	15	15
Stop Bar Location	0	0	0	0
Subtotal - Signal Features	15	15	15	15
Right Turning Traffic Conflict	0	0	10	10
RTOR	0	0	0	0
Intersection Crossing Distance	-10	-10	-10	-10
Approach Total	35	35	75	75
Approach LOS	E	E	B	B
Intersection Avg	55			
Intersection LOS	C			

Intersection ID	37 (Existing Mitigation)			
Intersection Name	Montague Expressway / Mission College Boulevard			
	Approach			
	NB	SB	EB	WB
Pedestrian Crossing Distance	4 Travel Lanes & 2 Refuge Islands 77	8 Travel Lanes & 2 Refuge Islands 17	12 Travel Lanes & 2 Refuge Islands -6	10 Travel Lanes & 1 Refuge Island -12
Signal Features				
Left Turn Conflict	15	15	15	15
Right Turn Conflict	0	0	0	0
Ped Signal Display	0	0	0	0
Subtotal - Signal Features	15	15	15	15
Corner Radius	0	-10	-15	-10
RTOR	0	0	0	0
Crosswalk Treatment	0	0	0	0
One-Way Street Adjustment	0	0	0	0
Approach Total	92	22	-6	-7
Approach LOS	B	E	F	F
Intersection Avg	25			
Intersection LOS	E			
Bike Travel Way & Speed of Adjacent Traffic	30	30	60	60
Signal Features				
Opposing Left-Turn Phase	15	15	15	15
Stop Bar Location	0	0	0	0
Subtotal - Signal Features	15	15	15	15
Right Turning Traffic Conflict	0	0	10	10
RTOR	0	0	0	0
Intersection Crossing Distance	-10	-10	-10	-10
Approach Total	35	35	75	75
Approach LOS	E	E	B	B
Intersection Avg	55			
Intersection LOS	C			

Intersection ID	1 (Background)			
Intersection Name	Great America Parkway / WB SR 237			
	Approach			
		SB	EB	WB
Pedestrian Crossing Distance		4 Travel Lanes & 45' Median Refuge & 0 Refuge Islands 68	2 Travel Lanes & 0 Refuge Islands 80	5 Travel Lanes & 0 Refuge Islands 55
Signal Features				
Left Turn Conflict			0	ERROR
Right Turn Conflict		0	0	ERROR
Ped Signal Display		0	0	-5
Subtotal - Signal Features		0	0	-5
Corner Radius		10	10	10
RTOR		0	0	0
Crosswalk Treatment		0	0	-5
One-Way Street Adjustment	0	0	0	-5
Approach Total		78	90	50
Approach LOS		B	B	D
Intersection Avg			72	
Intersection LOS			C	
Bike Travel Way & Speed of Adjacent Traffic	30	30		
Signal Features				
Opposing Left-Turn Phase	15	15		
Stop Bar Location	0	0		
Subtotal - Signal Features	15	15		
Right Turning Traffic Conflict	15	0		
RTOR		0		
Intersection Crossing Distance	-5	-5		
Approach Total	55	40		
Approach LOS	C	D		
Intersection Avg			47	
Intersection LOS			D	

Intersection ID	1 (Background Mitigation)			
Intersection Name	Great America Parkway / WB SR 237			
	Approach			
		SB	EB	WB
Pedestrian Crossing Distance		4 Travel Lanes & 45' Median Refuge & 0 Refuge Islands	2 Travel Lanes & 0 Refuge Islands	5 Travel Lanes & 0 Refuge Islands
		68	80	55
Signal Features				
Left Turn Conflict			0	ERROR
Right Turn Conflict		0	-10	ERROR
Ped Signal Display		0	0	-5
Subtotal - Signal Features		0	-10	-5
Corner Radius		10	10	10
RTOR		0	0	0
Crosswalk Treatment		0	0	-5
One-Way Street Adjustment	0	0	0	-5
Approach Total		78	80	50
Approach LOS		B	B	D
Intersection Avg		69		
Intersection LOS		C		
Bike Travel Way & Speed of Adjacent Traffic	30	30		
Signal Features				
Opposing Left-Turn Phase	15	15		
Stop Bar Location	0	0		
Subtotal - Signal Features	15	15		
Right Turning Traffic Conflict	15	0		
RTOR		0		
Intersection Crossing Distance	-5	-5		
Approach Total	55	40		
Approach LOS	C	D		
Intersection Avg		47		
Intersection LOS		D		

Intersection ID		12 (Cumulative)		
Intersection Name		Lafayette / Calle De Luna		
	Approach			
		SB		WB
Pedestrian Crossing Distance		5 Travel Lanes & 0 Refuge Islands		3 Travel Lanes & 0 Refuge Islands
		50		78
Signal Features				
Left Turn Conflict				15
Right Turn Conflict		0	ERROR	0
Ped Signal Display		0		0
Subtotal - Signal Features		0		15
Corner Radius		0		0
RTOR		5		0
Crosswalk Treatment		0		0
One-Way Street Adjustment	0	0	0	0
Approach Total		55		93
Approach LOS		C		A
Intersection Avg		74		
Intersection LOS		B		
Bike Travel Way & Speed of Adjacent Traffic	60	60		50
Signal Features				
Opposing Left-Turn Phase	15	15		15
Stop Bar Location	0	0		0
Subtotal - Signal Features	15	15		15
Right Turning Traffic Conflict	0	15		0
RTOR		5		0
Intersection Crossing Distance	0	0		-5
Approach Total	75	95		60
Approach LOS	B	A		C
Intersection Avg		76		
Intersection LOS		B		

Intersection ID Intersection Name		12 (Cumulative with Mitigations) Lafayette / Calle De Luna		
	Approach			
		SB		WB
Pedestrian Crossing Distance		5 Travel Lanes & 0 Refuge Islands 50		3 Travel Lanes & 0 Refuge Islands 78
Signal Features				
Left Turn Conflict				15
Right Turn Conflict		0	ERROR	0
Ped Signal Display		0		0
Subtotal - Signal Features		0		15
Corner Radius		0		0
RTOR		5		0
Crosswalk Treatment		0		0
One-Way Street Adjustment	0	0	0	0
Approach Total		55		93
Approach LOS		C		A
Intersection Avg		74		
Intersection LOS		B		
Bike Travel Way & Speed of Adjacent Traffic	60	60		50
Signal Features				
Opposing Left-Turn Phase	15	15		15
Stop Bar Location	0	0		0
Subtotal - Signal Features	15	15		15
Right Turning Traffic Conflict	0	15		0
RTOR		5		0
Intersection Crossing Distance	0	0		-5
Approach Total	75	95		60
Approach LOS	B	A		C
Intersection Avg		76		
Intersection LOS		B		

Intersection ID	13 (Cumulative)			
Intersection Name	Lafayette Street / Calle de Primavera			
	Approach			
				WB
Pedestrian Crossing Distance				4 Travel Lanes & 0 Refuge Islands 65
Signal Features				
Left Turn Conflict				
Right Turn Conflict			15	
Ped Signal Display				0
Subtotal - Signal Features				0
Corner Radius				-10
RTOR				0
Crosswalk Treatment				-5
One-Way Street Adjustment	0	0	0	0
Approach Total				50
Approach LOS				D
Intersection Avg	50			
Intersection LOS	D			
Bike Travel Way & Speed of Adjacent Traffic	35	60		55
Signal Features				
Opposing Left-Turn Phase	15	15		15
Stop Bar Location	0	0		0
Subtotal - Signal Features	15	15		15
Right Turning Traffic Conflict	0	15		5
RTOR				0
Intersection Crossing Distance	-5	-5		-5
Approach Total	45	85		70
Approach LOS	D	B		C
Intersection Avg	66			
Intersection LOS	C			

Intersection ID	13 (Cumulative with Mitigations)			
Intersection Name	Lafayette Street / Calle de Primavera			
	Approach			
				WB
Pedestrian Crossing Distance				5 Travel Lanes & 0 Refuge Islands 50
Signal Features				
Left Turn Conflict				
Right Turn Conflict			15	
Ped Signal Display				0
Subtotal - Signal Features				0
Corner Radius				-10
RTOR				0
Crosswalk Treatment				-5
One-Way Street Adjustment	0	0	0	0
Approach Total				35
Approach LOS				E
Intersection Avg	35			
Intersection LOS	E			
Bike Travel Way & Speed of Adjacent Traffic	35	60		55
Signal Features				
Opposing Left-Turn Phase	15	15		15
Stop Bar Location	0	0		0
Subtotal - Signal Features	15	15		15
Right Turning Traffic Conflict	0	15		5
RTOR				0
Intersection Crossing Distance	-5	-5		-5
Approach Total	45	85		70
Approach LOS	D	B		C
Intersection Avg	66			
Intersection LOS	C			

Intersection ID	21			
Intersection Name	Tasman / Calle Del Sol			
	Approach			
		SB	EB	WB
Pedestrian Crossing Distance		4 Travel Lanes & 0 Refuge Islands 65	7 Travel Lanes & 0 Refuge Islands 24	5 Travel Lanes & 0 Refuge Islands 50
Signal Features				
Left Turn Conflict		15		15
Right Turn Conflict		0	-7	
Ped Signal Display		0	0	0
Subtotal - Signal Features		15	-7	15
Corner Radius		0	-10	10
RTOR		0	5	0
Crosswalk Treatment		0	0	0
One-Way Street Adjustment	0	0	0	0
Approach Total		80	12	75
Approach LOS		B	F	B
Intersection Avg	55			
Intersection LOS	C			
Bike Travel Way & Speed of Adjacent Traffic		55	30	30
Signal Features				
Opposing Left-Turn Phase		15	15	15
Stop Bar Location		0	0	0
Subtotal - Signal Features		15	15	15
Right Turning Traffic Conflict		0	15	0
RTOR		0	5	0
Intersection Crossing Distance		0	-5	0
Approach Total		70	60	45
Approach LOS		C	C	D
Intersection Avg	58			
Intersection LOS	C			

Intersection ID Intersection Name		21 (Cumulative with Mitigations) Tasman / Calle Del Sol		
	Approach			
		SB	EB	WB
Pedestrian Crossing Distance		5 Travel Lanes & 0 Refuge Islands 50	7 Travel Lanes & 0 Refuge Islands 24	5 Travel Lanes & 0 Refuge Islands 50
Signal Features				
Left Turn Conflict		15		15
Right Turn Conflict		0	-7	
Ped Signal Display		0	0	0
Subtotal - Signal Features		15	-7	15
Corner Radius		0	-10	10
RTOR		0	5	0
Crosswalk Treatment		0	0	0
One-Way Street Adjustment	0	0	0	0
Approach Total		65	12	75
Approach LOS		C	F	B
Intersection Avg		50		
Intersection LOS		D		
Bike Travel Way & Speed of Adjacent Traffic		55	30	30
Signal Features				
Opposing Left-Turn Phase		15	15	15
Stop Bar Location		0	0	0
Subtotal - Signal Features		15	15	15
Right Turning Traffic Conflict		0	15	0
RTOR		0	5	0
Intersection Crossing Distance		0	-5	0
Approach Total		70	60	45
Approach LOS		C	C	D
Intersection Avg		58		
Intersection LOS		C		

Intersection ID	36 (Cumulative)			
Intersection Name	Montague Expressway / North First Street			
	Approach			
	NB	SB	EB	WB
Pedestrian Crossing Distance	6 Travel Lanes & 0' Median Refuge & 1 Refuge Island 43	6 Travel Lanes & 0' Median Refuge & 1 Refuge Island 43	11 Travel Lanes & 0' Median Refuge & 1 Refuge Island -12	11 Travel Lanes & 0' Median Refuge & 1 Refuge Island -12
Signal Features				
Left Turn Conflict	15	15	15	15
Right Turn Conflict	0	0	0	0
Ped Signal Display	0	0	0	0
Subtotal - Signal Features	15	15	15	15
Corner Radius	-10	-10	-10	-10
RTOR	0	0	0	0
Crosswalk Treatment	0	0	0	0
One-Way Street Adjustment	0	0	0	0
Approach Total	48	48	-7	-7
Approach LOS	D	D	F	F
Intersection Avg	20			
Intersection LOS	E			
Bike Travel Way & Speed of Adjacent Traffic	70	70	60	60
Signal Features				
Opposing Left-Turn Phase	15	15	15	15
Stop Bar Location	0	0	0	0
Subtotal - Signal Features	15	15	15	15
Right Turning Traffic Conflict	0	0	0	0
RTOR	0	0	0	0
Intersection Crossing Distance	-10	-10	-10	-10
Approach Total	75	75	65	65
Approach LOS	B	B	C	C
Intersection Avg	70			
Intersection LOS	C			

Intersection ID	36 (Cumulative with Mitigations)			
Intersection Name	Montague Expressway / North First Street			
	Approach			
	NB	SB	EB	WB
Pedestrian Crossing Distance	7 Travel Lanes & 0' Median Refuge & 1 Refuge Island 30	7 Travel Lanes & 0' Median Refuge & 1 Refuge Island 30	11 Travel Lanes & 0' Median Refuge & 1 Refuge Island -12	11 Travel Lanes & 0' Median Refuge & 1 Refuge Island -12
Signal Features				
Left Turn Conflict	15	15	15	15
Right Turn Conflict	0	0	0	0
Ped Signal Display	0	0	0	0
Subtotal - Signal Features	15	15	15	15
Corner Radius	-10	-10	-10	-10
RTOR	0	0	0	0
Crosswalk Treatment	0	0	0	0
One-Way Street Adjustment	0	0	0	0
Approach Total	35	35	-7	-7
Approach LOS	E	E	F	F
Intersection Avg	14			
Intersection LOS	F			
Bike Travel Way & Speed of Adjacent Traffic	70	70	60	60
Signal Features				
Opposing Left-Turn Phase	15	15	15	15
Stop Bar Location	0	0	0	0
Subtotal - Signal Features	15	15	15	15
Right Turning Traffic Conflict	0	0	0	0
RTOR	0	0	0	0
Intersection Crossing Distance	-10	-10	-10	-10
Approach Total	75	75	65	65
Approach LOS	B	B	C	C
Intersection Avg	70			
Intersection LOS	C			

Appendix I. Internal Streets Sensitivity Analysis

1. Introduction

This Appendix presents the results of internal streets analysis for the proposed Tasman East Specific Plan (the “Project”) located in the City of Santa Clara, California.

The purpose of this analysis is to identify appropriate lane configurations for new intersections internal to the Project site and to perform a “sensitivity” analysis for intersections along Calle del Mundo at the proposed Lick Mill Boulevard Extension, Calle del Sol extension, and Lafayette Street.

1.1 Internal Street Geometry

The street layout proposed for the Project site includes some changes to the existing street network. These changes include extending Calle del Sol north of Calle de Luna to connect to Calle del Mundo and extending Lick Mill Boulevard north of Tasman Drive to connect to Calle de Luna, Calle del Mundo and ultimately to the planned City Place development to the north. As a result, we have evaluated the following intersections:

- #19 Calle del Sol / Calle del Mundo (New Intersection)
- #20 Calle del Sol / Calle de Luna
- #22 Lick Mill Boulevard / Calle del Mundo (New Intersection)
- #23 Lick Mill Boulevard / Calle de Luna (New Intersection)

Lick Mill Boulevard is planned to be extended northward from Tasman Drive to the City Place project area in the future. For this analysis we assume the Lick Mill Boulevard Extension is constructed northward to City Place under Cumulative Plus Project conditions. Because the timing of the Lick Mill Extension is not known, we consider Background Plus Project conditions both with and without the Lick Mill Extension to City Place, but Background Plus Project analysis results presented in this Appendix are based on Lick Mill Boulevard being extended northward to City Place.

Volumes from Background Plus Project and Cumulative Plus Project conditions in the TIA were used to develop appropriate baseline geometry for the four internal intersections. Volumes for internal intersections are included in **Attachment I-A**. The Traffix traffic analysis software program was then used to develop geometry at signalized and unsignalized intersections that would allow for acceptable peak hour LOS.

Background Plus Project and Cumulative Plus Project internal intersection geometry and delay and LOS is presented in **Table I-1** for standard intersections and **Table I-2** for roundabouts, below and in **Attachments I-B, I-C, and I-D**, respectively. Potential roundabout intersections at Calle del Mundo / Calle del Sol and Calle de Luna / Calle del Sol were evaluated using the HCS 2010 capacity method. Corresponding calculations are included in **Attachments I-E and I-F**.

All standard intersections operate at an acceptable LOS with Project Geometry in Background Plus Project Conditions and Cumulative Plus Project Conditions. All roundabouts, except for #20 Calle del Sol / Calle de Luna, operate at an acceptable LOS in Background Plus Project Conditions and Cumulative Plus Project Conditions. In Cumulative Plus Project Conditions, #20 Calle del Sol / Calle de Luna operates at an LOS F – however, roundabout configurations were analyzed at a planning level. We recommend that a future analysis of roundabouts in a more sophisticated traffic analysis software program be completed if there is a desire to further investigate the possibility of a roundabout at this intersection.

Existing traffic volumes and lane configurations are shown in **Figure I-1** below. Cumulative Plus Project traffic volumes and lane configurations are shown in **Figure I-2** on the following page.

Figure I-1: Existing Intersection Traffic Volumes and Lane Configurations

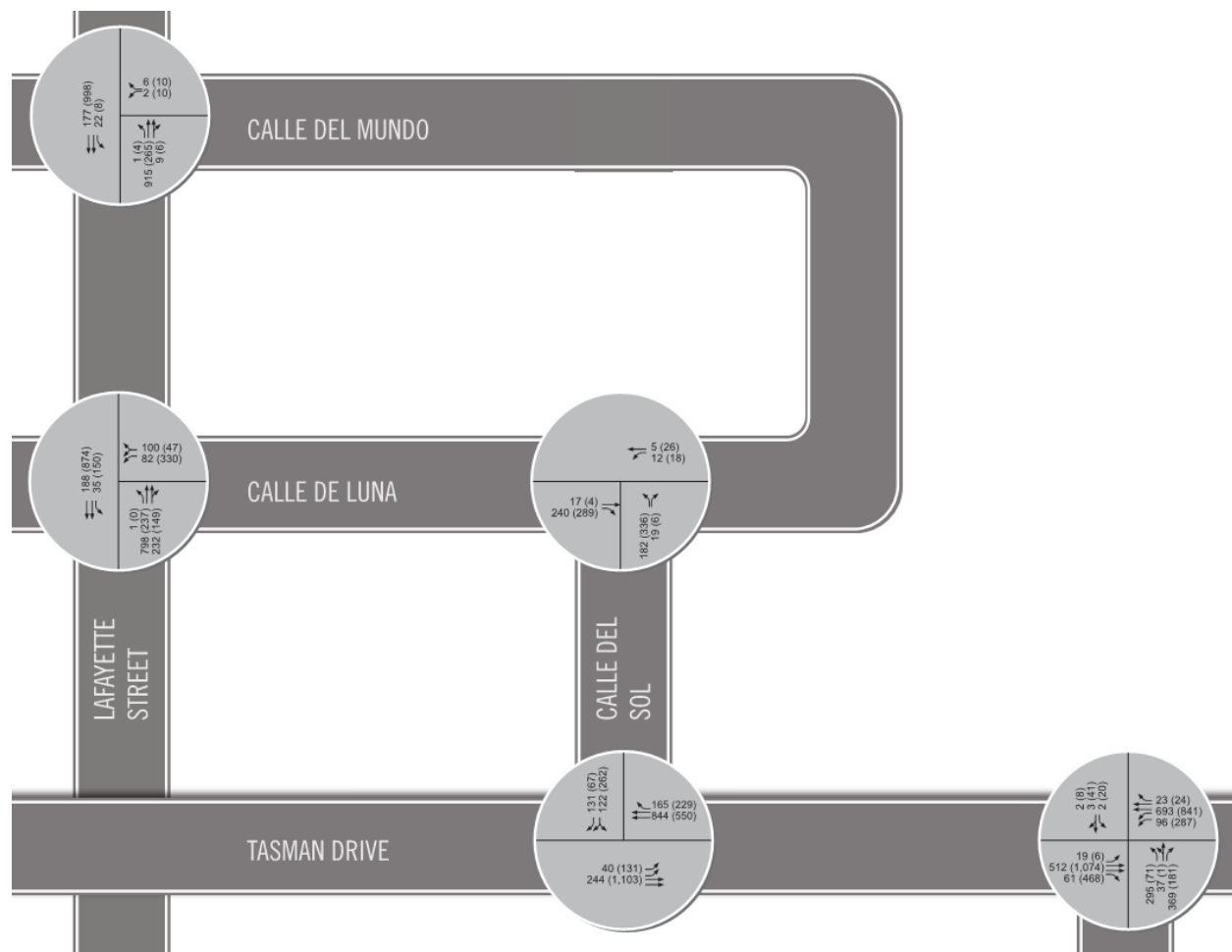


Figure I-2: Cumulative Plus Project Traffic Volumes and Lane Configurations

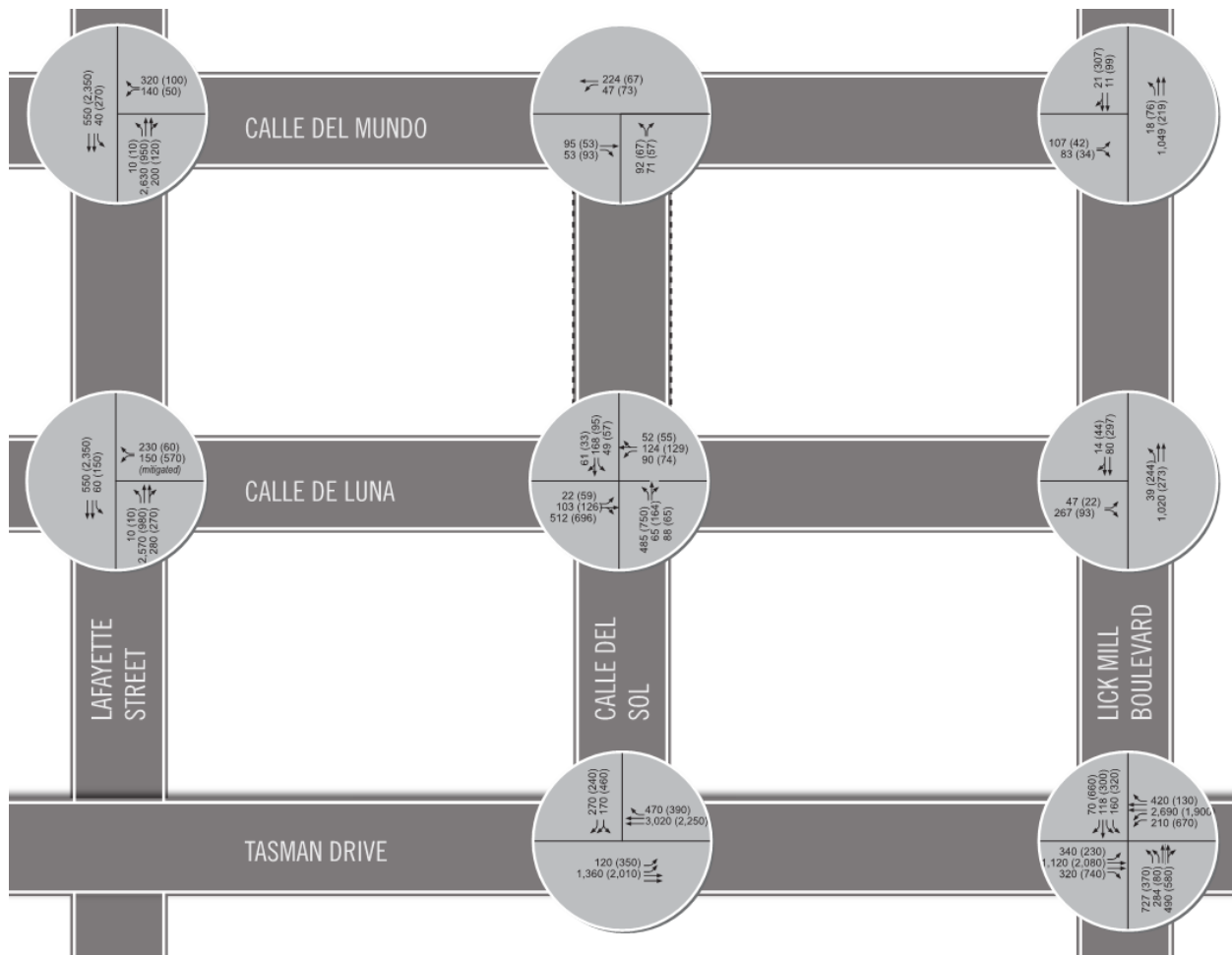


Table I-1: Project Geometry Internal Standard Intersections Control and Levels of Service

Project Geometry											
Intersection	Control	Background Plus Project (with Lick Mill Extension)						Cumulative Plus Project (with Lick Mill Extension)			
		Description	AM		PM		Control	AM		PM	
			Delay	LOS	Delay	LOS		Delay	LOS	Delay	LOS
#19 Calle del Sol / Calle del Mundo	All-way Stop	1 eastbound left-right. 1 westbound left-right.	8.1	A	8.1	A	1 northbound left and 1 northbound through-right. 1 southbound left and 1 southbound through-right. 1 eastbound left and 1 eastbound through-right. 1 westbound left and 1 westbound through-right.	9.4	A	8.3	A
#20 Calle de Luna / Calle del Sol	Signalized	1 northbound left and 1 northbound through-right. 1 southbound left and 1 southbound through-right. 1 eastbound left, 1 eastbound through, and 1 eastbound right (without "overlap"). 1 westbound left and 1 westbound through-right	34.5	C	46.4	D	1 northbound left and 1 northbound through-right. 1 southbound left and 1 southbound through-right. 1 eastbound left, 1 eastbound through, and 1 eastbound right with "overlap". 1 westbound left and 1 westbound through-right.	21.1	C	22.6	C
#22 Lick Mill Boulevard / Calle del Mundo	Unsignalized	Stop signs on eastbound and westbound approaches. 1 northbound left and 2 northbound through. 1 southbound through and 1 southbound through-right. 1 eastbound left and 1 eastbound through-right	9.1	A	9.5	A	Stop signs on eastbound and westbound approaches. 1 northbound left and 2 northbound through. 1 southbound through and 1 southbound through-right. 1 eastbound left and 1 eastbound through-right	13.5	B	12.6	B

#23 Lick Mill Boulevard / Calle de Luna	Unsignalized	Stop signs on eastbound and westbound approaches. 1 northbound left and 2 northbound through. 1 southbound through and 1 southbound through-right. 1 eastbound left and 1 eastbound through-right	10.1	B	9.8	A	Stop signs on eastbound and westbound approaches. 1 northbound left and 2 northbound through. 1 southbound through and 1 southbound through-right. 1 eastbound left and 1 eastbound through-right	12.2	B	12.3	B

Source: Fehr & Peers, 2018

Table I-2: Project Geometry Internal Roundabout Intersections Control and Levels of Service

Project Geometry											
Intersection	Control	Background Plus Project					Cumulative Plus Project				
		Description	AM		PM		Control	AM		PM	
			Delay	LOS	Delay	LOS		Delay	LOS	Delay	LOS
#19 Calle del Sol / Calle del Mundo	Roundabout	1 eastbound, 1 northbound, 1 westbound lane with no bypass lane	4.1	A	4.0	A	1 eastbound, 1 northbound, 1 westbound lane with no bypass lane	4.0	A	4.2	A
#20 Calle de Luna / Calle del Sol	Roundabout	1 eastbound, 1 northbound, 1 westbound lane with no bypass lane	9.4	A	27.8	D	1 eastbound, 1 northbound, 1 westbound lane with no bypass lane	19.1	C	59.8	F

Source: Fehr & Peers, 2018

1.2 Sensitivity Analysis

In addition to the baseline analysis, two alternative street configurations were tested as part of this sensitivity analysis. For each alternative, the Project's internal intersections were analyzed to determine peak hour traffic delay and LOS at internal intersections. Each alternative street configuration is discussed below.

Alternative 1: No Calle del Sol Extension

In Alternative #1, the street layout is modified such that Calle del Sol is not extended north of Calle de Luna. Thus, northbound traffic on Calle del Sol would not be able to continue past Calle de Luna and would instead be redirected eastbound and westbound on Calle de Luna. As a result, under this Alternative there would be some additional traffic at the Lafayette Street and Lick Mill Boulevard intersections with Calle de Luna and Calle del Mundo.

Alternative #1 volumes are included as **Attachment I-A**. In Alternative #1 – Background Plus Project Conditions, all four internal intersections operate at an acceptable LOS. All intersections operate at an acceptable LOS in Alternative #1 – Cumulative Plus Project Conditions.

Alternative 2: Calle del Sol Extension to City Place

In Alternative #2, the street layout is modified such that Calle del Sol is extended further north of Calle del Mundo. In this scenario, some northbound left and northbound right-turning vehicle trips at Calle del Sol / Calle del Mundo and eastbound left trips at Lafayette Street / Calle del Mundo would be redirected as northbound through trips that continue north to the City Place area. Additionally, some southbound trips from the City Place area would use Calle del Sol rather than Lick Mill Boulevard to access the Tasman East site. Alternative #2 volumes are included as **Attachment I-A**. In Alternative #2 – Background Plus Project Conditions and Cumulative Plus Project Conditions, all intersections operate at an acceptable LOS.

In Cumulative Plus Project Conditions, #20 Calle del Sol / Calle de Luna operates at an LOS F as a roundabout. Roundabouts were analyzed at a planning level, therefore future analysis of roundabouts in a more sophisticated roundabout analysis program such as VISSIM should be completed as a future step prior to design. All other intersections operate at an acceptable LOS with Project Geometry in Cumulative Plus Project Conditions.

LOS and Delay Results

LOS and delay for proposed geometry and Alternatives #1 and #2 are shown below in **Table I-3** for Background Plus Project Conditions and in **Table I-4** for Cumulative Plus Project Conditions. Level of service computation reports for internal street geometry, Alternative #1, and Alternative #2 in Background Plus

Project and Cumulative Plus Project Conditions are included as **Attachments I-B, I-C, and I-D**, respectively. Corresponding calculations for roundabout analysis of Calle del Sol / Calle del Mundo and Calle del Sol / Calle de Luna are included in **Attachment I-E** and **Attachment I-F**.

Table I-3. Sensitivity Analysis of Alternatives #1 and #2 in Background Plus Project Conditions

Intersection	Proposed Geometry				Alternative #1				Alternative #2			
	Background Plus Project AM		Background Plus Project PM		Background Plus Project AM		Background Plus Project PM		Background Plus Project AM		Background Plus Project PM	
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
#19 Calle del Sol / Calle del Mundo (All-way Stop)	8.1	A	8.1	A	7.5	A	7.5	A	8.3	A	8.0	A
#19 Calle del Sol / Calle del Mundo (Roundabout)	4.1	A	4.1	A	3.6	A	3.6	A	4.2	A	4.1	A
#20 Calle de Luna / Calle del Sol (Signalized)	34.5	C-	46.4	D	28.3	C	49.1	D	33.9	C-	48.6	D-
#20 Calle de Luna / Calle del Sol (Roundabout)	10.0	A	27.8	D	9.2	A	21.8	C	9.7	A	27.5	D
#22 Lick Mill Boulevard / Calle del Mundo (Unsignalized)	9.1	A	9.5	A	9.1	A	9.6	A	8.8	A	9.0	A
#23 Lick Mill Boulevard / Calle de Luna (Unsignalized)	10.1	B	9.8	A	10.7	B	10.8	B	10.0	B	9.4	A

Table I-4. Sensitivity Analysis of Alternatives #1 and #2 in Cumulative Plus Project Conditions

Intersection	Proposed Geometry				Alternative 1				Alternative 2			
	Cumulative Plus Project AM		Cumulative Plus Project PM		Cumulative Plus Project AM		Cumulative Plus Project PM		Cumulative Plus Project AM		Cumulative Plus Project PM	
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
#19 Calle del Sol / Calle del Mundo (All-way Stop)	9.4	A	8.3	A	9.0	A	7.8	A	31.0	D	9.3	A
#19 Calle del Sol / Calle del Mundo (Roundabout)	4.6	A	4.0	A	4.1	A	3.5	A	10.4	B	4.8	A
#20 Calle de Luna / Calle del Sol (Signalized)	24.1	C	22.6	C+	18.7	B-	19.7	B-	24.1	C	33.2	C-
#20 Calle de Luna / Calle del Sol (Roundabout)	14.6	B	30.8	D	12.9	B	25.1	D	74.9	F	53.1	F
#22 Lick Mill Boulevard / Calle del Mundo (Unsignalized)	13.5	B	12.6	B	11.0	B	11.0	B	9.7	A	10.7	B
#23 Lick Mill Boulevard / Calle de Luna (Unsignalized)	12.2	B	12.3	B	12.1	B	12.6	B	9.9	A	10.5	B

1.3 Analysis Conclusions

Based on the above analysis results, there are several conclusions that can be made from the sensitivity analysis. These conclusions should be used to refine the design and access control for internal streets as part of the development process within the Tasman East project area.

Lick Mill Boulevard Extension

Based on our analysis results, Lick Mill Boulevard should be designed as a four-lane street through the Tasman East area, as shown in **Figure I-1**. This is because it would accept a high traffic demand from the City Place project once it and Tasman East are fully built out. The City Place EIR forecasts that approximately 1,200 AM peak hour and 1,700 PM peak hour vehicle trips would use Lick Mill Boulevard (in both directions) when the City Place project is fully built out.

This would be in addition to trips to and from the Tasman East Project area that would travel north and south on Lick Mill Boulevard. As a result total northbound peak hour traffic volumes on Lick Mill are expected to exceed 1,400 vehicles in the AM peak hour. This suggests the need for two through automobile lanes to accommodate this level of vehicle demand.

However, until full City Place buildout is reached, Lick Mill Boulevard may be able to operate as a 2-lane street. Without City Place traffic, peak hour volumes in each direction on Lick Mill Boulevard would be less than 1,000 vehicles per hour – which is sufficient capacity to be accommodated in a single through travel lane in each direction. **Table I-5** below lists the recommend phasing approach for the potential Lick Mill Boulevard Extension.

Table I-5: Lick Mill Boulevard Implementation Phasing		
Project Phase	Development Assumptions	Lick Mill Boulevard Configuration
Background Plus Project: without extension to City Place	Buildout of Tasman East; Buildout of Phases 1-3 of City Place	One lane in each direction, with intersection turn lanes
Background Plus Project: with extension to City Place	Buildout of Tasman East; Buildout of Phases 1-3 of City Place	One lane in each direction, with intersection turn lanes
Cumulative Plus Project: with extension to City Place	Buildout of Tasman East; Buildout of City Place (all phases)	Two lanes in each direction, with intersection turn lanes

Source: Fehr & Peers, 2018

Lick Mill Boulevard / Tasman Drive Intersection

This intersection is assumed to have a lane configuration similar to that assumed in the City Place EIR. Under that configuration, the southbound Lick Mill Boulevard approach would have four lanes: two left-turn lanes, one through lane, and one right-turn lane. The northbound approach to Tasman Drive would also have two left-turn lanes, one through lane and one right turn lane. While a specific configuration for northbound Lick Mill Boulevard north of Tasman Drive was not evaluated in the City Place EIR, the high northbound traffic volumes during the AM peak hour suggest that two northbound through lanes should be striped starting immediately north of Tasman Drive.

Calle del Sol Extension

Calle del Sol between Tasman Drive and Calle de Luna would need to be configured to allow for adequate turn pocket lengths on its northbound and southbound approaches to adjacent intersections. This would mean that northbound Calle del Sol have a left and a through-right turn lane approaching Calle de Luna, and that southbound Calle del Sol have two left turn lanes and one right turn lane approaching Tasman Drive.

More specifically, as shown in **Figure I-1**, Calle del Sol would need to be designed to the following configuration to accommodate the expected vehicle demand:

- **Between Tasman Drive and Calle de Luna:** Two northbound through lanes immediately north of Tasman Drive to serve as acceptance lanes for the double left-turn lanes from eastbound Tasman Drive to northbound Calle del Sol. Approaching Calle de Luna, the two northbound lanes would change to a single left hand turn lane and a shared northbound-right turn lane. In the southbound direction, a single southbound through lane would widen to one southbound left turn lane and a shared left and right turn lane approaching Tasman Drive. Further, a mitigation under Cumulative Plus Project conditions at this intersection would widen the southbound direction to two left turn lanes and one right turn lane approaching Tasman Drive. As a result, the southern portion of this street segment (~300 feet) would need to be four lanes wide – similar to its current configuration (five lanes with mitigation), and the northern portion (~150 feet) would need to be three lanes wide (four lanes wide with mitigation).
- **North of Calle de Luna:** Traffic volumes would decrease north of Calle de Luna, thus only requiring a single northbound and southbound through lane in each direction. Intersection approaches would be configured as roundabouts or include a single left turn lane and shared through-right turn lane. Under Alternative 2, which would extend Calle del Sol north to City Place, a single through lane is likely to be adequate because Calle del Sol would generally only carry locally circulating traffic. Regional or through traffic would be more likely to use Lick Mill Boulevard for travel between Tasman East and City Place rather than Calle del Sol.

Calle de Luna

Calle de Luna would be configured to allow two westbound lanes approaching Lafayette Street, similar to its current configuration. Under Cumulative Plus Project conditions, the increase in westbound right turning approaching Lafayette Street traffic during the AM peak hour would mean the current configuration would work. One eastbound through lane would be sufficient, but this would need to be widened to include a dedicated left and right turn lane at the approach to Calle del Sol. Between Calle del Sol and Lick Mill Boulevard, Calle de Luna would only need one through lane in each direction, widening to a dedicated left turn lane at intersection approaches in each direction.

Roundabouts

Based on our initial analysis, roundabout intersections appear to be feasible at both the Calle del Mundo / Calle del Sol and Calle de Luna / Calle del Sol intersections. While more detailed analysis is recommended at the Calle del Sol / Calle de Luna intersection to confirm expected operations under full buildout of Tasman East and City Place, initial results suggest that each roundabout could be configured as a single lane roundabout without bypass lanes. With a single lane roundabout, the northbound approach to the intersection would narrow from two lanes to a single lane prior to the roundabout.

Under Cumulative plus Project conditions for the proposed Project and under Alternative 2, a roundabout at Calle de Luna / Calle del Sol may approach its design capacity and operate at LOS F during the PM peak hour based on the preliminary analysis conducted as part of this task. As a result, we would recommend a more detailed roundabout evaluation be conducted using a microsimulation model to better determine the ultimate roundabout configuration and timing for this intersection. Under Alternative 1 during the PM peak hour, a roundabout would operate at a LOS D under Cumulative plus Project conditions.

Calle del Mundo / Lafayette Street Intersection

The intersection of Calle del Mundo / Lafayette Street is forecast to meet peak hour signal warrants under Background plus Project conditions and should be signalized when volumes warrant. This improvement is included as a proposed mitigation in the Tasman East TIA.

As noted in the TIA, even when signalized the intersection would operate at an unacceptable LOS under Cumulative Plus Project conditions, which assume both City Place buildout and Tasman East build out. No cumulative mitigation measures are considered feasible for this intersection, as the unacceptable LOS is primarily due to high through traffic demand on Lafayette Street at Calle del Mundo. This demand would also be limited by upstream traffic capacity constraints, so it is unlikely that the full demand would reach the intersection during a cumulative peak hour conditions. As a result, no additional modifications to the Calle del Mundo intersection are recommended at this time. However, this intersection should be

monitored as buildout of Tasman East and City Place occurs, and future improvements considered if operations warrant.

Additional Considerations

The timing and phasing of the City Place and Tasman East projects could affect the results of this analysis. As a result, we recommend these conclusions be periodically revisited to confirm if internal street geometries should be modified as phases of each project begin construction. Additionally, these results may need to be revisited or refined if specific development proposals within the Tasman East project area differ substantially from land uses assumed in this TIA.

**Attachment I-A. Background Plus Project and Cumulative Plus Project
Geometry, Alternative #1, and Alternative #2 Internal Intersection
Volumes**

Table I-5. Background Plus Project AM

ID	Project Geometry												Alternative #1												Alternative #2											
	NB			SB			EB			WB			NB			SB			EB			WB			NB			SB			EB			WB		
	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R
#19 Calle del Sol / Calle del Mun do	92	0	71	0	0	0	0	75	53	47	71	0	0	0	0	0	0	0	0	107	0	0	99	0	91	45	38	1	5	2	15	60	46	43	69	8
#20 Calle de Luna / Calle del Sol	385	65	68	49	168	61	22	83	412	70	114	52	411	0	102	0	0	0	0	109	429	170	213	0	387	70	63	31	113	35	19	79	425	118	139	50
#22 Lick Mill Boule vard / Calle del Mun do	28	37	0	0	4	11	97	0	113	0	0	0	35	74	0	0	8	7	60	0	173	0	0	0	28	19	0	0	2	6	49	0	106	0	0	0
#23 Lick Mill Boule vard / Calle	74	53	0	0	97	20	53	0	281	0	0	0	73	60	0	0	157	24	90	0	273	0	0	0	74	53	0	0	90	18	35	0	281	0	0	0

Table I-6. Background Plus Project PM

ID	Project Geometry												Alternative #1												Alternative #2											
	NB			SB			EB			WB			NB			SB			EB			WB			NB			SB			EB			WB		
	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R			
#19 Calle del Sol / Calle del Mun do	67	0	57	0	0	0	0	60	93	73	75	0	0	0	0	0	0	0	0	92	0	0	110	0	61	15	46	7	41	13	5	55	91	43	62	2
#20 Calle de Luna / Calle del Sol	600	164	65	57	95	33	59	116	606	74	109	55	621	0	161	0	0	0	0	209	633	12 6	157	0	612	116	10 6	51	87	25	36	137	611	79	110	39
#22 Lick Mill Boul evard / Calle del Mun do	86	12	0	0	34	89	32	0	44	0	0	0	141	24	0	0	68	55	20	0	63	0	0	0	80	6	0	0	17	44	16	0	42	0	0	0
#23 Lick Mill Boul evard / 	271	79	0	0	36	42	16	0	99	0	0	0	264	13 4	0	0	55	76	28	0	97	0	0	0	271	73	0	0	34	25	10	0	99	0	0	0

Table I-7. Cumulative Plus Project AM

ID	Project Geometry												Alternative #1												Alternative #2											
	NB			SB			EB			WB			NB			SB			EB			WB			NB			SB			EB			WB		
	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R			
#19 Calle del Sol / Calle del Mun do	92	0	71	0	0	0	0	95	53	47	224	0	0	0	0	0	0	0	0	127	0	0	252	0	91	551	38	1	5	31	15	80	46	43	222	8
#20 Calle de Luna / Calle del Sol	645	65	68	49	168	61	22	103	542	70	114	52	671	0	102	0	0	0	0	129	559	170	213	0	758	587	134	68	211	85	25	182	664	170	291	54
#22 Lick Mill Boul evar d / Calle del Mun do	18	1049	0	0	11	21	107	0	83	0	0	0	25	1086	0	0	15	17	70	0	143	0	0	0	18	525	0	0	9	16	59	0	76	0	0	0

#23 Lick Mill Boul evar d / Calle de Luna	39	1020	0	0	80	14	47	0	267	0	0	0	38	1027	0	0	140	18	84	0	259	0	0	0	39	514	0	0	73	12	29	0	267	0	0	0

Table I-8. Cumulative Plus Project PM

ID	Project Geometry												Alternative #1												Alternative #2											
	NB			SB			EB			WB			NB			SB			EB			WB			NB			SB			EB			WB		
	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R
#19 Calle del Sol / Calle del Mun do	67	0	57	0	0	0	0	53	93	73	64	0	0	0	0	0	0	0	0	100	0	0	68	0	91	148	38	1	141	2	15	53	46	43	38	8
#20 Calle de Luna / Calle del Sol	750	164	65	57	95	33	59	126	696	74	129	55	761	0	92	0	0	0	0	109	709	17 0	253	0	737	173	53	31	249	35	19	79	705	11 8	179	50
#22 Lick Mill Boul evard / Calle del Mun do	76	219	0	0	307	99	42	0	34	0	0	0	25	281	0	0	281	17	70	0	143	0	0	0	18	226	0	0	275	16	59	0	76	0	0	0
#23 Lick Mill Boul evard / Calle de Luna	244	273	0	0	297	44	22	0	93	0	0	0	38	222	0	0	406	18	84	0	259	0	0	0	39	112	0	0	203	12	29	0	267	0	0	0

**Attachment I-A. Background Plus Project and Cumulative Plus Project
Geometry, Alternative #1, and Alternative #2 Internal Intersection
Volumes**

Table I-5. Background Plus Project AM

ID	Project Geometry												Alternative #1												Alternative #2											
	NB			SB			EB			WB			NB			SB			EB			WB			NB			SB			EB			WB		
	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R
#19 Calle del Sol / Calle del Mundo	92	0	71	0	0	0	0	75	53	47	71	0	0	0	0	0	0	0	0	107	0	0	99	0	91	45	38	1	5	2	15	60	46	43	69	8
#20 Calle de Luna / Calle del Sol	385	65	68	49	168	61	22	83	412	70	114	52	411	0	102	0	0	0	0	109	429	170	213	0	387	70	63	31	113	35	19	79	425	118	139	50
#22 Lick Mill Boulevard / Calle del Mundo	28	37	0	0	4	11	97	0	113	0	0	0	35	74	0	0	8	7	60	0	173	0	0	0	28	19	0	0	2	6	49	0	106	0	0	0
#23 Lick Mill Boulevard / Calle de Luna	74	53	0	0	97	20	53	0	281	0	0	0	73	60	0	0	157	24	90	0	273	0	0	0	74	53	0	0	90	18	35	0	281	0	0	0

Table I-6. Background Plus Project PM

ID	Project Geometry												Alternative #1												Alternative #2											
	NB			SB			EB			WB			NB			SB			EB			WB			NB			SB			EB			WB		
	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R
#19 Calle del Sol / Calle del Mundo	67	0	57	0	0	0	0	60	93	73	75	0	0	0	0	0	0	0	0	92	0	0	110	0	61	15	46	7	41	13	5	55	91	43	62	2
#20 Calle de Luna / Calle del Sol	600	164	65	57	95	33	59	116	606	74	109	55	621	0	161	0	0	0	0	209	633	126	157	0	612	116	106	51	87	25	36	137	611	79	110	39
#22 Lick Mill Boulevard / Calle del Mundo	86	12	0	0	34	89	32	0	44	0	0	0	141	24	0	0	68	55	20	0	63	0	0	0	80	6	0	0	17	44	16	0	42	0	0	0
#23 Lick Mill Boulevard / Calle de Luna	271	79	0	0	36	42	16	0	99	0	0	0	264	134	0	0	55	76	28	0	97	0	0	0	271	73	0	0	34	25	10	0	99	0	0	0

Table I-7. Cumulative Plus Project AM

ID	Project Geometry												Alternative #1												Alternative #2											
	NB			SB			EB			WB			NB			SB			EB			WB			NB			SB			EB			WB		
	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R
#19 Calle del Sol / Calle del Mundo	92	0	71	0	0	0	0	95	53	47	224	0	0	0	0	0	0	0	0	127	0	0	252	0	91	551	38	1	5	31	15	80	46	43	222	8
#20 Calle de Luna / Calle del Sol	645	65	68	49	168	61	22	103	542	70	114	52	671	0	102	0	0	0	0	129	559	170	213	0	758	587	134	68	211	85	25	182	664	170	291	54
#22 Lick Mill Boulevard / Calle del Mundo	18	1049	0	0	11	21	107	0	83	0	0	0	25	1086	0	0	15	17	70	0	143	0	0	0	18	525	0	0	9	16	59	0	76	0	0	0
#23 Lick Mill Boulevard / Calle de Luna	39	1020	0	0	80	14	47	0	267	0	0	0	38	1027	0	0	140	18	84	0	259	0	0	0	39	514	0	0	73	12	29	0	267	0	0	0

Table I-8. Cumulative Plus Project PM

ID	Project Geometry												Alternative #1												Alternative #2											
	NB			SB			EB			WB			NB			SB			EB			WB			NB			SB			EB			WB		
	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R			
#19 Calle del Sol / Calle del Mundo	67	0	57	0	0	0	0	53	93	73	64	0	0	0	0	0	0	0	0	100	0	0	68	0	91	148	38	1	141	2	15	53	46	43	38	8
#20 Calle de Luna / Calle del Sol	750	164	65	57	95	33	59	126	696	74	129	55	761	0	92	0	0	0	0	109	709	170	253	0	737	173	53	31	249	35	19	79	705	118	179	50
#22 Lick Mill Boulevard / Calle del Mundo	76	219	0	0	307	99	42	0	34	0	0	0	25	281	0	0	281	17	70	0	143	0	0	0	18	226	0	0	275	16	59	0	76	0	0	0
#23 Lick Mill Boulevard / Calle de Luna	244	273	0	0	297	44	22	0	93	0	0	0	38	222	0	0	406	18	84	0	259	0	0	0	39	112	0	0	203	12	29	0	267	0	0	0

**Attachment I-B. Background Plus Project and Cumulative Plus Project
Internal Intersection Level of Service Analysis**

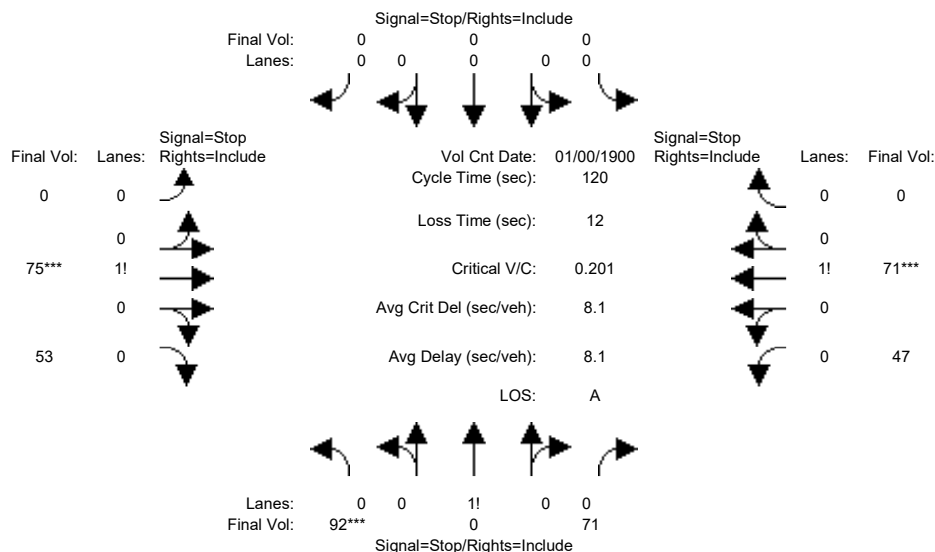
Tasman East Focus Area Plan - Internal Streets

SJ16-1669

Background Plus Project

Level Of Service Computation Report
 2000 HCM 4-Way Stop (Future Volume Alternative)
 Background PP AM

Intersection #19: Calle Del Sol / Calle Del Mundo



Street Name: Calle Del Sol Calle Del Mundo

Approach: North Bound South Bound East 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

Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM

Base Vol:	0	0	0	0	0	0	0	20	0	0	40	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	20	0	0	40	0
Added Vol:	92	0	71	0	0	0	0	55	53	47	31	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	92	0	71	0	0	0	0	75	53	47	71	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:	92	0	71	0	0	0	0	75	53	47	71	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	0	71	0	0	0	0	75	53	47	71	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	92	0	71	0	0	0	0	75	53	47	71	0

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.56	0.00	0.44	0.00	0.00	0.00	0.00	0.59	0.41	0.40	0.60	0.00
Final Sat.:	457	0	353	0	0	0	0	492	348	311	469	0

Capacity Analysis Module:

Vol/Sat:	0.20	xxxx	0.20	xxxx	xxxx	xxxx	xxxx	0.15	0.15	0.15	0.15	xxxx
Crit Moves:	****							****			****	
Delay/Veh:	8.3	0.0	8.3	0.0	0.0	0.0	0.0	7.8	7.8	8.2	8.2	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.3	0.0	8.3	0.0	0.0	0.0	0.0	7.8	7.8	8.2	8.2	0.0
LOS by Move:	A	*	A	*	*	*	*	A	A	A	A	*
ApproachDel:	8.3			xxxxxx				7.8			8.2	
Delay Adj:	1.00			xxxxxx				1.00			1.00	
ApprAdjDel:	8.3			xxxxxx				7.8			8.2	
LOS by Appr:	A			*				A			A	
AllWayAvgQ:	0.2	0.2	0.2	0.0	0.0	0.0	0.2	0.2	0.2	0.2	0.2	0.2

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

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #19 Calle Del Sol / Calle Del Mundo

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        Stop Sign        Stop Sign
Lanes:          0  0  1!  0  0      0  0  0  0  0      0  0  0  1  0      0  1  0  0  0
Initial Vol:    92    0    71      0    0    0      0    75    53      47    71    0
-----|-----|-----|-----|-----|
Major Street Volume:                246
Minor Approach Volume:              163
Minor Approach Volume Threshold: 593
-----|-----|-----|-----|-----|

```

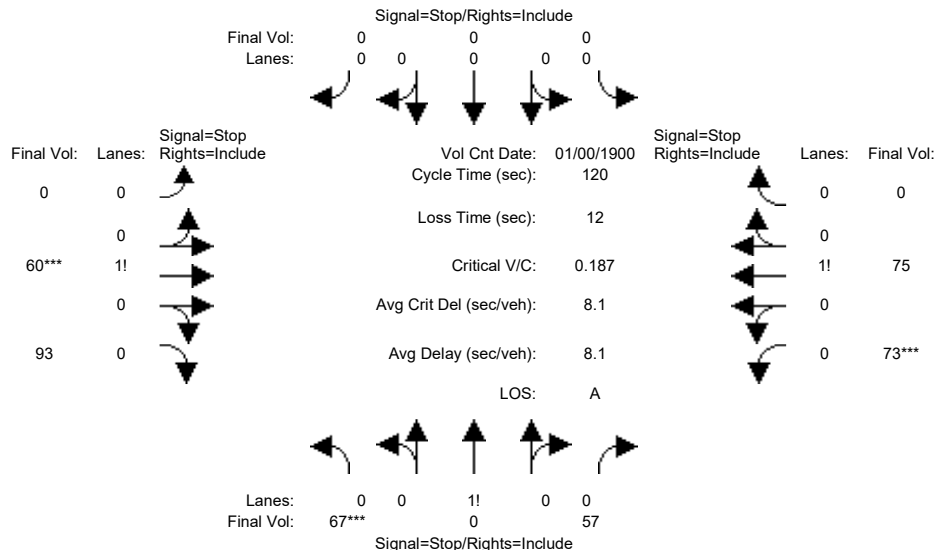
SIGNAL WARRANT DISCLAIMER

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.

Tasman East Focus Area Plan - Internal Streets
SJ16-1669
Background Plus Project
Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Background PP PM

Intersection #19: Calle Del Sol / Calle Del Mundo



Street Name:	Calle Del Sol						Calle Del Mundo					
Approach:	North Bound			South Bound			East 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
Volume Module: >> Count Date:	0 Jan 1900 << 12:00:00 AM											
Base Vol:	0	0	0	0	0	0	0	20	0	0	20	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	20	0	0	20	0
Added Vol:	67	0	57	0	0	0	0	40	93	73	55	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	67	0	57	0	0	0	0	60	93	73	75	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:	67	0	57	0	0	0	0	60	93	73	75	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	67	0	57	0	0	0	0	60	93	73	75	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:	67	0	57	0	0	0	0	60	93	73	75	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.54	0.00	0.46	0.00	0.00	0.00	0.00	0.39	0.61	0.49	0.51	0.00
Final Sat.:	425	0	362	0	0	0	0	346	536	391	402	0
Capacity Analysis Module:												
Vol/Sat:	0.16	xxxx	0.16	xxxx	xxxx	xxxx	xxxx	0.17	0.17	0.19	0.19	xxxx
Crit Moves:	****							****		****		
Delay/Veh:	8.1	0.0	8.1	0.0	0.0	0.0	0.0	7.8	7.8	8.4	8.4	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.1	0.0	8.1	0.0	0.0	0.0	0.0	7.8	7.8	8.4	8.4	0.0
LOS by Move:	A	*	A	*	*	*	*	A	A	A	A	*
ApproachDel:	8.1			xxxxxx				7.8			8.4	
Delay Adj:	1.00			xxxxxx				1.00			1.00	
ApprAdjDel:	8.1			xxxxxx				7.8			8.4	
LOS by Appr:	A			*				A			A	
AllWayAvgQ:	0.2	0.2	0.2	0.0	0.0	0.0	0.2	0.2	0.2	0.2	0.2	0.2

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

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #19 Calle Del Sol / Calle Del Mundo

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				Stop Sign				Stop Sign							
Lanes:	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0
Initial Vol:	67		0		57	0		0		0	0		60		93	73		75		0
Major Street Volume:					301															
Minor Approach Volume:					124															
Minor Approach Volume Threshold:					540															

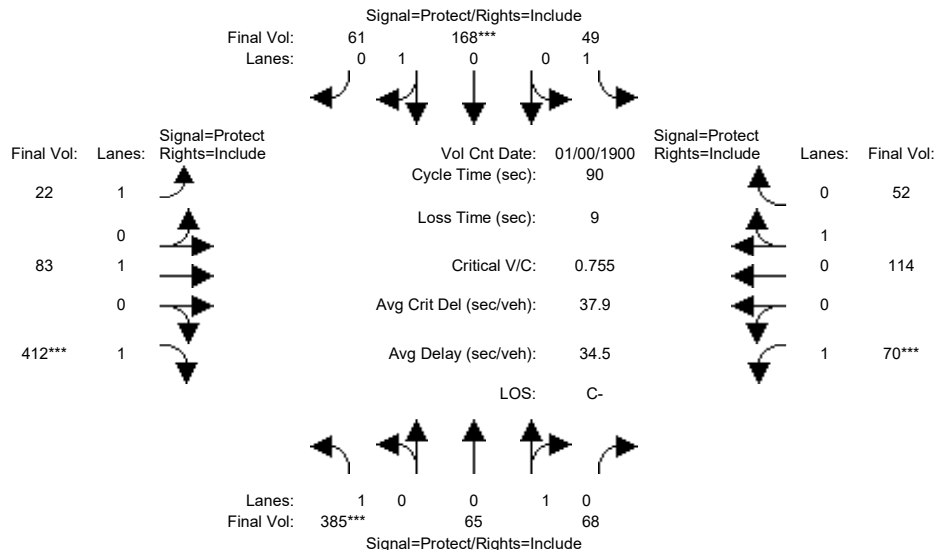
SIGNAL WARRANT DISCLAIMER

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.

Tasman East Focus Area Plan - Internal Streets
 SJ16-1669
 Background Plus Project
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Background PP AM

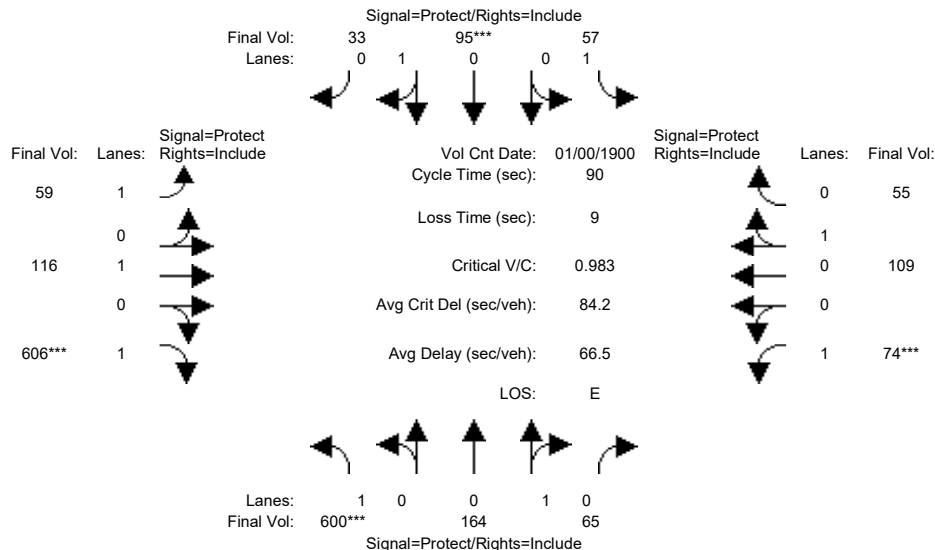
Intersection #20: Calle Del Sol / Calle De Luna



Street Name:	Calle Del Sol						Calle De Luna					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	300	0	20	0	0	0	0	20	320	20	10	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:	300	0	20	0	0	0	0	20	320	20	10	0
Added Vol:	85	65	48	49	168	61	22	63	92	50	104	52
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	385	65	68	49	168	61	22	83	412	70	114	52
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	385	65	68	49	168	61	22	83	412	70	114	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	385	65	68	49	168	61	22	83	412	70	114	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
Final Volume:	385	65	68	49	168	61	22	83	412	70	114	52
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.88	0.92	0.85	0.88	0.96	0.88	0.88	1.00	0.78	0.88	0.95	0.88
Lanes:	1.00	0.47	0.53	1.00	0.72	0.28	1.00	1.00	1.00	1.00	0.67	0.33
Final Sat.:	1663	821	859	1663	1308	475	1663	1900	1488	1663	1211	552
Capacity Analysis Module:												
Vol/Sat:	0.23	0.08	0.08	0.03	0.13	0.13	0.01	0.04	0.28	0.04	0.09	0.09
Crit Moves:	***			***					***	***		
Green Time:	26.9	24.6	24.6	17.2	14.9	14.9	16.1	32.2	32.2	7.0	23.0	23.0
Volume/Cap:	0.77	0.29	0.29	0.15	0.77	0.77	0.07	0.12	0.77	0.54	0.37	0.37
Delay/Veh:	36.3	26.2	26.2	30.5	48.0	48.0	30.8	19.5	32.7	44.6	28.0	28.0
User DelAdj:	1.00	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	26.2	26.2	30.5	48.0	48.0	30.8	19.5	32.7	44.6	28.0	28.0
LOS by Move:	D+	C	C	C	D	D	C	B-	C-	D	C	C
HCM2kAvgQ:	12	3	3	1	8	8	1	1	11	3	4	4
Note: Queue reported is the number of cars per lane.												

Tasman East Focus Area Plan - Internal Streets
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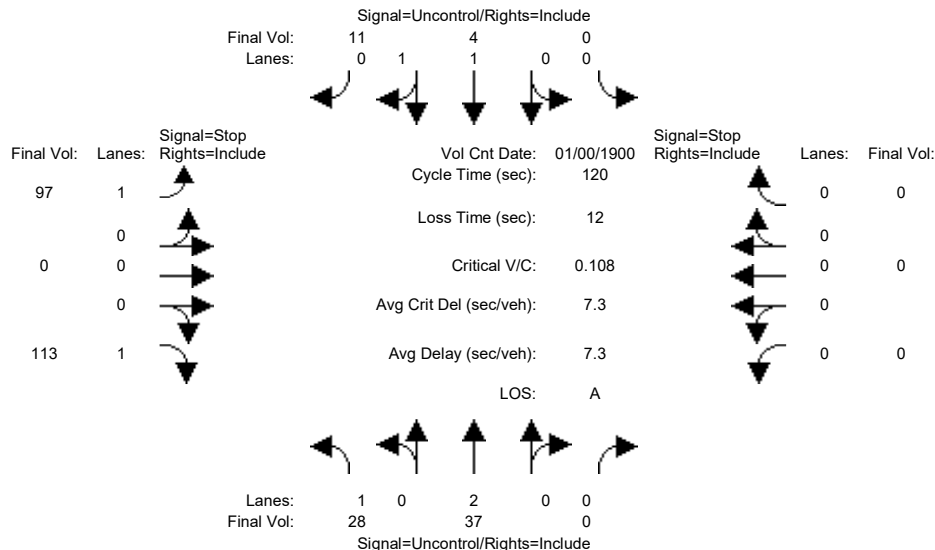
Intersection #20: Calle Del Sol / Calle De Luna



Street Name:	Calle Del Sol						Calle De Luna					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	500	0	10	0	0	0	0	10	510	20	30	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:	500	0	10	0	0	0	0	10	510	20	30	0
Added Vol:	100	164	55	57	95	33	59	106	96	54	79	55
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	600	164	65	57	95	33	59	116	606	74	109	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:	600	164	65	57	95	33	59	116	606	74	109	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	600	164	65	57	95	33	59	116	606	74	109	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
Final Volume:	600	164	65	57	95	33	59	116	606	74	109	55
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.88	0.96	0.88	0.88	0.96	0.89	0.88	1.00	0.78	0.88	0.95	0.88
Lanes:	1.00	0.70	0.30	1.00	0.73	0.27	1.00	1.00	1.00	1.00	0.65	0.35
Final Sat.:	1663	1271	504	1663	1326	461	1663	1900	1488	1663	1166	588
Capacity Analysis Module:												
Vol/Sat:	0.36	0.13	0.13	0.03	0.07	0.07	0.04	0.06	0.41	0.04	0.09	0.09
Crit Moves:	***			***					***	***		
Green Time:	30.1	25.0	25.0	15.1	10.0	10.0	16.9	33.9	33.9	7.0	24.1	24.1
Volume/Cap:	1.08	0.46	0.46	0.20	0.64	0.64	0.19	0.16	1.08	0.57	0.35	0.35
Delay/Veh:	91.7	27.6	27.6	32.7	45.4	45.4	31.1	18.7	89.6	46.1	27.1	27.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	91.7	27.6	27.6	32.7	45.4	45.4	31.1	18.7	89.6	46.1	27.1	27.1
LOS by Move:	F	C	C	C-	D	D	C	B-	F	D	C	C
HCM2kAvgQ:	29	6	6	2	5	5	1	2	27	3	4	4
Note: Queue reported is the number of cars per lane.												

Tasman East Focus Area Plan - Internal Streets
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2000 HCM Unsignalized (Future Volume Alternative)
Background PP AM

Intersection #22: Lick Mill Boulevard / Calle Del Mundo



Street Name:	Lick Mill Boulevard						Calle Del Mundo					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module: >> Count Date:	0 Jan 1900 << 12:00:00 AM											
Base Vol:	20	0	0	0	0	0	0	0	40	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	0	0	0	0	0	0	0	40	0	0	0
Added Vol:	8	37	0	0	4	11	97	0	73	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	28	37	0	0	4	11	97	0	113	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	28	37	0	0	4	11	97	0	113	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	28	37	0	0	4	11	97	0	113	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflct Vol:	15	xxxx	xxxxx	xxxx	xxxx	xxxxx	84	xxxx	8	xxxx	xxxx	xxxxx
Potent Cap.:	1616	xxxx	xxxxx	xxxx	xxxx	xxxxx	914	xxxx	1079	xxxx	xxxx	xxxxx
Move Cap.:	1616	xxxx	xxxxx	xxxx	xxxx	xxxxx	902	xxxx	1079	xxxx	xxxx	xxxxx
Volume/Cap:	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	0.11	xxxx	0.10	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.4	xxxx	0.3	xxxx	xxxx	xxxxx
Control Del:	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.5	xxxx	8.7	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	A	*	A	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			9.1		xxxxxx			
ApproachLOS:							A					

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

Peak Hour Delay Signal Warrant Report

Intersection #22 Lick Mill Boulevard / Calle Del Mundo

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  2  0  0      0  0  1  1  0      1  0  0  0  1      0  0  0  0  0
Initial Vol:    28  37      0      0  4  11      97  0  113      0  0  0  0
ApproachDel:    xxxxxx      xxxxxx      9.1      xxxxxx
-----|-----|-----|-----|-----|

```

Approach[eastbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.5]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=210]

SUCCEED - Approach volume >= 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=290]

FAIL - Total volume less than 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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

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

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #22 Lick Mill Boulevard / Calle Del Mundo

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  2  0  0      0  0  1  1  0      1  0  0  0  1      0  0  0  0  0
Initial Vol:    28  37      0      0  4  11      97  0  113      0  0  0  0
-----|-----|-----|-----|-----|

```

Major Street Volume: 80

Minor Approach Volume: 210

Minor Approach Volume Threshold: 1460

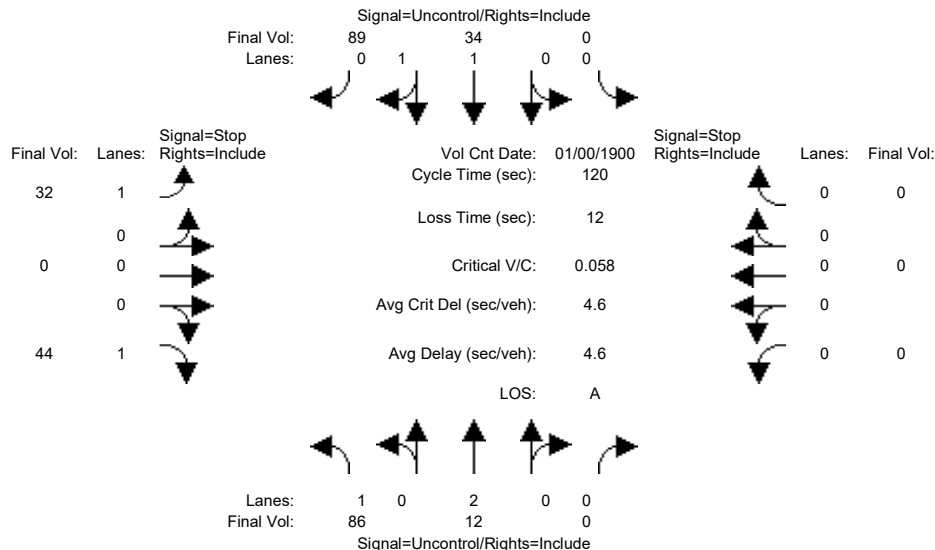
SIGNAL WARRANT DISCLAIMER

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

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Tasman East Focus Area Plan - Internal Streets
 SJ16-1669
 Background Plus Project
 Level Of Service Computation Report
 2000 HCM Unsignalized (Future Volume Alternative)
 Background PP PM

Intersection #22: Lick Mill Boulevard / Calle Del Mundo



Street Name:	Lick Mill Boulevard						Calle Del Mundo								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
----- ----- ----- -----															
Volume Module:	>>	Count	Date:	0 Jan 1900 << 12:00:00 AM											
Base Vol:	20	0	0	0	0	0	0	0	20	0	0	0			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	20	0	0	0	0	0	0	0	20	0	0	0			
Added Vol:	66	12	0	0	34	89	32	0	24	0	0	0			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	86	12	0	0	34	89	32	0	44	0	0	0			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	86	12	0	0	34	89	32	0	44	0	0	0			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
FinalVolume:	86	12	0	0	34	89	32	0	44	0	0	0			
----- ----- ----- -----															
Critical Gap Module:															
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx			
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx			
----- ----- ----- -----															
Capacity Module:															
Cnflct Vol:	123	xxxx	xxxxx	xxxx	xxxx	xxxxx	257	xxxx	62	xxxx	xxxx	xxxxx			
Potent Cap.:	1477	xxxx	xxxxx	xxxx	xxxx	xxxxx	716	xxxx	997	xxxx	xxxx	xxxxx			
Move Cap.:	1477	xxxx	xxxxx	xxxx	xxxx	xxxxx	684	xxxx	997	xxxx	xxxx	xxxxx			
Volume/Cap:	0.06	xxxx	xxxx	xxxx	xxxx	xxxx	0.05	xxxx	0.04	xxxx	xxxx	xxxx			
----- ----- ----- -----															
Level Of Service Module:															
2Way95thQ:	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	0.1	xxxx	xxxx	xxxxx			
Control Del:	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	10.5	xxxx	8.8	xxxxx	xxxx	xxxxx			
LOS by Move:	A	*	*	*	*	*	B	*	A	*	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*			
ApproachDel:	xxxxxx			xxxxxx			9.5			xxxxxx					
ApproachLOS:		*			*		A				*				

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

Peak Hour Delay Signal Warrant Report

Intersection #22 Lick Mill Boulevard / Calle Del Mundo

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  2  0  0      0  0  1  1  0      1  0  0  0  1      0  0  0  0  0
Initial Vol:    86  12      0      0  34  89      32  0  44      0  0  0  0
ApproachDel:    xxxxxx      xxxxxx      9.5      xxxxxx
-----|-----|-----|-----|-----|

```

Approach[eastbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.2]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=76]

FAIL - Approach volume less than 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=297]

FAIL - Total volume less than 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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

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

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #22 Lick Mill Boulevard / Calle Del Mundo

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  2  0  0      0  0  1  1  0      1  0  0  0  1      0  0  0  0  0
Initial Vol:    86  12      0      0  34  89      32  0  44      0  0  0  0
-----|-----|-----|-----|-----|

```

Major Street Volume: 221

Minor Approach Volume: 76

Minor Approach Volume Threshold: 1023

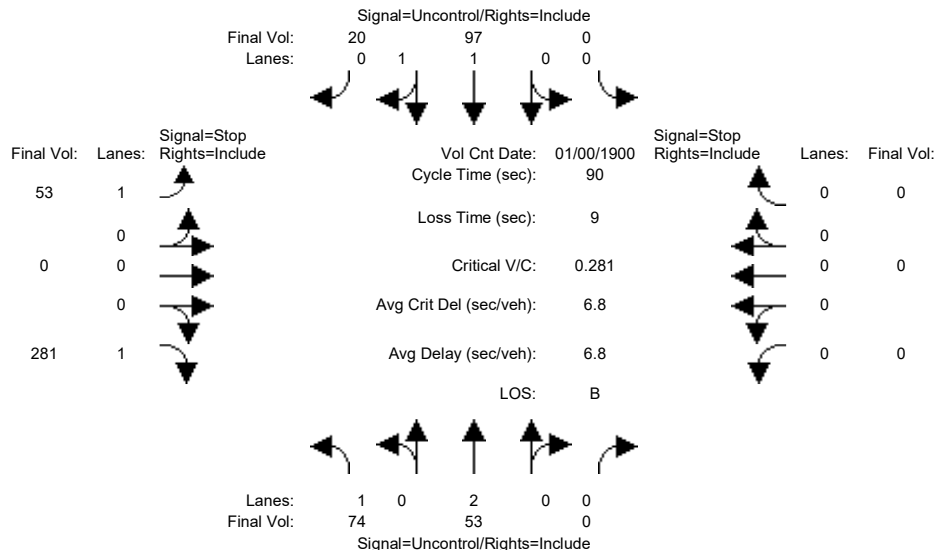
SIGNAL WARRANT DISCLAIMER

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.

Tasman East Focus Area Plan - Internal Streets
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Background Plus Project
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Background PP AM

Intersection #23: Lick Mill Boulevard / Calle De Luna



Street Name:	Lick Mill Boulevard						Calle De Luna								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
----- ----- ----- -----															
Volume Module:	>>	Count	Date:	0	Jan	1900	<<	12:00:00	AM						
Base Vol:	45	45	0		0	24	16	16	0	24	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:	45	45	0		0	24	16	16	0	24	0	0	0		
Added Vol:	29	8	0		0	73	4	37	0	257	0	0	0		
PasserByVol:	0	0	0		0	0	0	0	0	0	0	0	0		
Initial Fut:	74	53	0		0	97	20	53	0	281	0	0	0		
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Volume:	74	53	0		0	97	20	53	0	281	0	0	0		
Reduct Vol:	0	0	0		0	0	0	0	0	0	0	0	0		
FinalVolume:	74	53	0		0	97	20	53	0	281	0	0	0		
----- ----- ----- -----															
Critical Gap Module:															
Critical Gp:	4.1	xxxx	xxxxxx		xxxxxx	xxxx	xxxxxx	6.8	xxxx	6.9	xxxxxx	xxxx	xxxxxx		
FollowUpTim:	2.2	xxxx	xxxxxx		xxxxxx	xxxx	xxxxxx	3.5	xxxx	3.3	xxxxxx	xxxx	xxxxxx		
----- ----- ----- -----															
Capacity Module:															
Cnflct Vol:	117	xxxx	xxxxxx		xxxx	xxxx	xxxxxx	282	xxxx	59	xxxx	xxxx	xxxxxx		
Potent Cap.:	1484	xxxx	xxxxxx		xxxx	xxxx	xxxxxx	691	xxxx	1002	xxxx	xxxx	xxxxxx		
Move Cap.:	1484	xxxx	xxxxxx		xxxx	xxxx	xxxxxx	665	xxxx	1002	xxxx	xxxx	xxxxxx		
Volume/Cap:	0.05	xxxx	xxxx		xxxx	xxxx	xxxx	0.08	xxxx	0.28	xxxx	xxxx	xxxx		
----- ----- ----- -----															
Level Of Service Module:															
2Way95thQ:	0.2	xxxx	xxxxxx		xxxx	xxxx	xxxxxx	0.3	xxxx	1.2	xxxx	xxxx	xxxxxx		
Control Del:	7.6	xxxx	xxxxxx		xxxxxx	xxxx	xxxxxx	10.9	xxxx	10.0	xxxxxx	xxxx	xxxxxx		
LOS by Move:	A	*	*		*	*	*	B	*	A	*	*	*		
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxxx		xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx		
SharedQueue:	xxxxxx	xxxx	xxxxxx		xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx		
Shrd ConDel:	xxxxxx	xxxx	xxxxxx		xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx		
Shared LOS:	*	*	*		*	*	*	*	*	*	*	*	*		
ApproachDel:	xxxxxx				xxxxxx			10.1			xxxxxx				
ApproachLOS:	*				*			B			*				

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

Peak Hour Delay Signal Warrant Report

Intersection #23 Lick Mill Boulevard / Calle De Luna

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  2  0  0      0  0  1  1  0      1  0  0  0  1      0  0  0  0  0
Initial Vol:    74  53    0      0  97  20      53    0  281      0    0    0
ApproachDel:    xxxxxx      xxxxxx      10.1      xxxxxx
-----|-----|-----|-----|-----|

```

Approach[eastbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.9]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=334]

SUCCEED - Approach volume >= 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=578]

FAIL - Total volume less than 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #23 Lick Mill Boulevard / Calle De Luna

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  2  0  0      0  0  1  1  0      1  0  0  0  1      0  0  0  0  0
Initial Vol:    74  53    0      0  97  20      53    0  281      0    0    0
-----|-----|-----|-----|-----|

```

Major Street Volume: 244

Minor Approach Volume: 334

Minor Approach Volume Threshold: 981

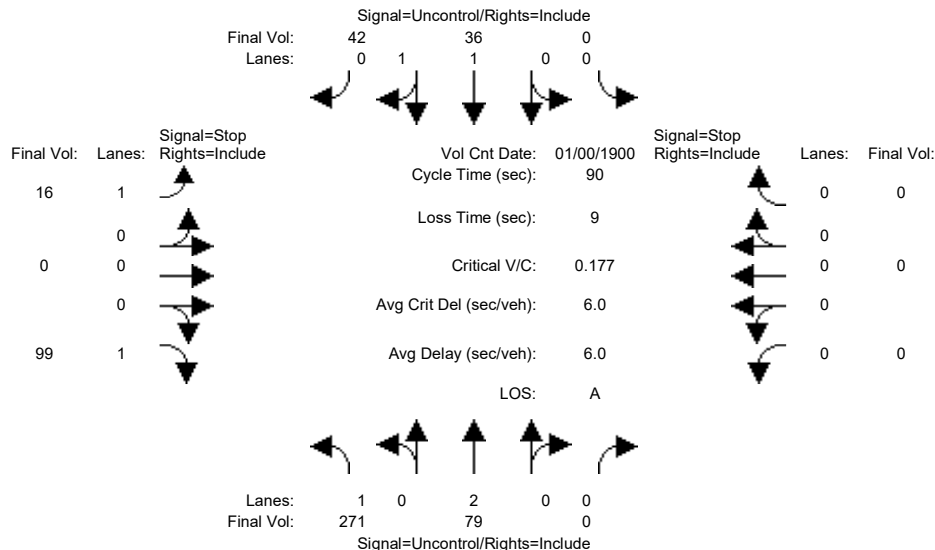
SIGNAL WARRANT DISCLAIMER

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Tasman East Focus Area Plan - Internal Streets
SJ16-1669
Background Plus Project
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Background PP PM

Intersection #23: Lick Mill Boulevard / Calle De Luna



Street Name:	Lick Mill Boulevard						Calle De Luna								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
----- ----- ----- -----															
Volume Module:	>>	Count	Date:	0	Jan	1900	<<	12:00:00	AM						
Base Vol:	37	13	0	0	12	8	4	0	16	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	1.00		
Initial Bse:	37	13	0	0	12	8	4	0	16	0	0	0			
Added Vol:	234	66	0	0	24	34	12	0	83	0	0	0			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	271	79	0	0	36	42	16	0	99	0	0	0			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Volume:	271	79	0	0	36	42	16	0	99	0	0	0			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
FinalVolume:	271	79	0	0	36	42	16	0	99	0	0	0			
----- ----- ----- -----															
Critical Gap Module:															
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx			
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx			
----- ----- ----- -----															
Capacity Module:															
Cnflct Vol:	78	xxxx	xxxxx	xxxx	xxxx	xxxxx	639	xxxx	39	xxxx	xxxx	xxxxx			
Potent Cap.:	1533	xxxx	xxxxx	xxxx	xxxx	xxxxx	413	xxxx	1031	xxxx	xxxx	xxxxx			
Move Cap.:	1533	xxxx	xxxxx	xxxx	xxxx	xxxxx	357	xxxx	1031	xxxx	xxxx	xxxxx			
Volume/Cap:	0.18	xxxx	xxxx	xxxx	xxxx	xxxx	0.04	xxxx	0.10	xxxx	xxxx	xxxx			
----- ----- ----- -----															
Level Of Service Module:															
2Way95thQ:	0.6	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	0.3	xxxx	xxxx	xxxxx			
Control Del:	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	15.6	xxxx	8.9	xxxxx	xxxx	xxxxx			
LOS by Move:	A	*	*	*	*	*	C	*	A	*	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*			
ApproachDel:	xxxxxx					xxxxxx					9.8	xxxxxx			
ApproachLOS:	*					*					A	*			

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

Peak Hour Delay Signal Warrant Report

Intersection #23 Lick Mill Boulevard / Calle De Luna

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 2 0 0      0 0 1 1 0      1 0 0 0 1      0 0 0 0 0
Initial Vol:    271 79 0      0 36 42      16 0 99      0 0 0 0
ApproachDel:    xxxxxx      xxxxxx      9.8      xxxxxx
-----|-----|-----|-----|-----|

```

Approach[eastbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.3]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=115]

FAIL - Approach volume less than 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=543]

FAIL - Total volume less than 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #23 Lick Mill Boulevard / Calle De Luna

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 2 0 0      0 0 1 1 0      1 0 0 0 1      0 0 0 0 0
Initial Vol:    271 79 0      0 36 42      16 0 99      0 0 0 0
-----|-----|-----|-----|-----|

```

Major Street Volume: 428

Minor Approach Volume: 115

Minor Approach Volume Threshold: 739

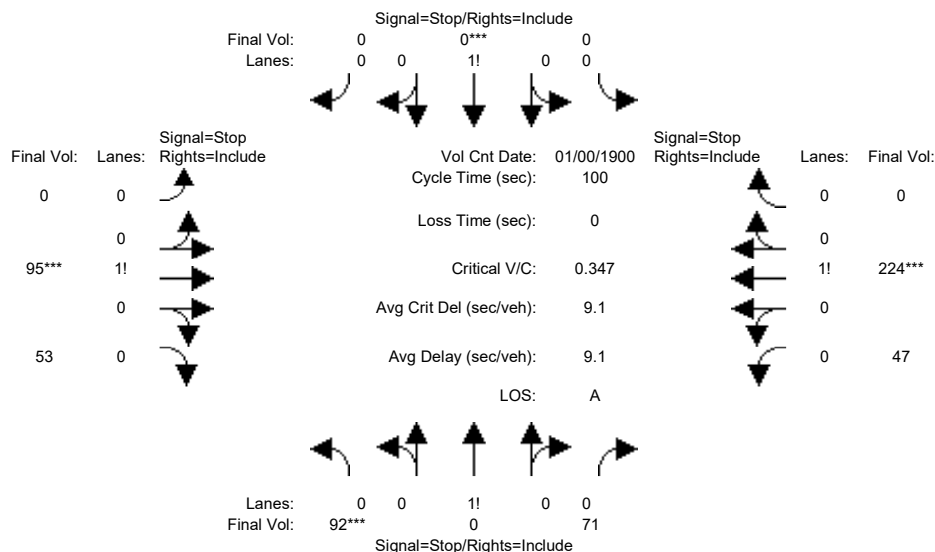
SIGNAL WARRANT DISCLAIMER

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Tasman East Focus Area Plan - Internal Streets
SJ16-1669
Cumulative Plus Project
Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Cumulative PP AM

Intersection #19: Calle Del Sol / Calle Del Mundo



Street Name:	Calle Del Sol						Calle Del Mundo					
Approach:	North Bound			South Bound			East 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
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	0	0	0	0	0	0	40	0	0	193	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	40	0	0	193	0
Added Vol:	92	0	71	0	0	0	0	55	53	47	31	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	92	0	71	0	0	0	0	95	53	47	224	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:	92	0	71	0	0	0	0	95	53	47	224	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	0	71	0	0	0	0	95	53	47	224	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	92	0	71	0	0	0	0	95	53	47	224	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.56	0.00	0.44	0.00	1.00	0.00	0.00	0.64	0.36	0.17	0.83	0.00
Final Sat.:	409	0	316	0	653	0	0	509	284	136	646	0
Capacity Analysis Module:												
Vol/Sat:	0.22	xxxx	0.22	xxxx	0.00	xxxx	xxxx	0.19	0.19	0.35	0.35	xxxx
Crit Moves:	****			****			****			****		
Delay/Veh:	8.9	0.0	8.9	0.0	0.0	0.0	0.0	8.3	8.3	9.7	9.7	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.9	0.0	8.9	0.0	0.0	0.0	0.0	8.3	8.3	9.7	9.7	0.0
LOS by Move:	A	*	A	*	*	*	*	A	A	A	A	*
ApproachDel:	8.9			xxxxxx			8.3			9.7		
Delay Adj:	1.00			xxxxxx			1.00			1.00		
ApprAdjDel:	8.9			xxxxxx			8.3			9.7		
LOS by Appr:	A			*			A			A		
AllWayAvgQ:	0.3	0.3	0.3	0.0	0.0	0.0	0.2	0.2	0.2	0.5	0.5	0.5
Note: Queue reported is the number of cars per lane.												

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #19 Calle Del Sol / Calle Del Mundo

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				Stop Sign				Stop Sign									
Lanes:	0	0	1	!	0	0	0	0	1	!	0	0	0	0	0	1	0	0	1	0	0	0
Initial Vol:	92		0		71		0		0		0		0	95		53		47	224		0	
Major Street Volume:					419																	
Minor Approach Volume:					163																	
Minor Approach Volume Threshold:					451																	

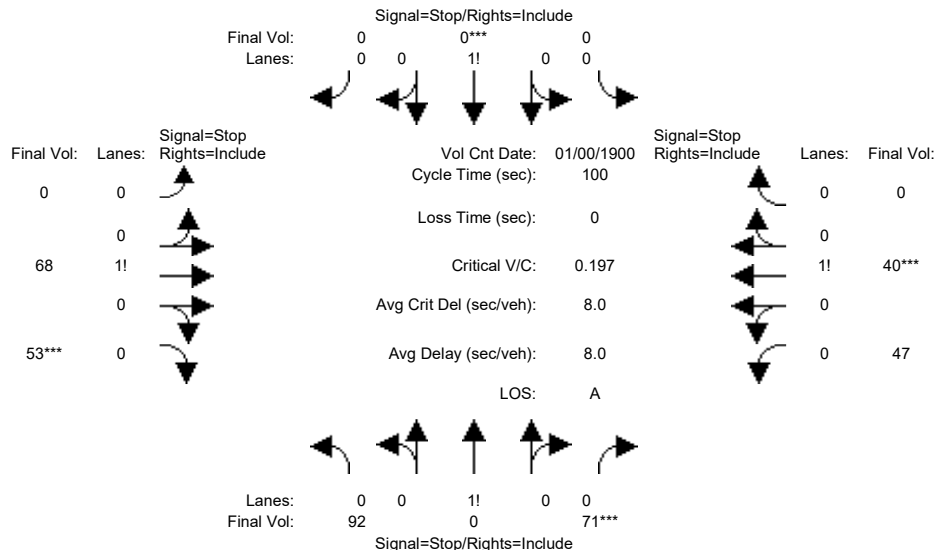
SIGNAL WARRANT DISCLAIMER

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Tasman East Focus Area Plan - Internal Streets
SJ16-1669
Cumulative Plus Project
Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Cumulative PP PM

Intersection #19: Calle Del Sol / Calle Del Mundo



Street Name:	Calle Del Sol						Calle Del Mundo					
Approach:	North Bound			South Bound			East 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
Volume Module: >> Count Date:	0 Jan 1900 << 12:00:00 AM											
Base Vol:	0	0	0	0	0	0	0	13	0	0	9	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	13	0	0	9	0
Added Vol:	92	0	71	0	0	0	0	55	53	47	31	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	92	0	71	0	0	0	0	68	53	47	40	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:	92	0	71	0	0	0	0	68	53	47	40	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	0	71	0	0	0	0	68	53	47	40	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	92	0	71	0	0	0	0	68	53	47	40	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.56	0.00	0.44	0.00	1.00	0.00	0.00	0.56	0.44	0.54	0.46	0.00
Final Sat.:	467	0	360	0	756	0	0	478	373	419	357	0
Capacity Analysis Module:												
Vol/Sat:	0.20	xxxx	0.20	xxxx	0.00	xxxx	xxxx	0.14	0.14	0.11	0.11	xxxx
Crit Moves:			****		****				****		****	
Delay/Veh:	8.2	0.0	8.2	0.0	0.0	0.0	0.0	7.7	7.7	8.0	8.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.2	0.0	8.2	0.0	0.0	0.0	0.0	7.7	7.7	8.0	8.0	0.0
LOS by Move:	A	*	A	*	*	*	*	A	A	A	A	*
ApproachDel:	8.2			xxxxxx				7.7		8.0		
Delay Adj:	1.00			xxxxxx				1.00		1.00		
ApprAdjDel:	8.2			xxxxxx				7.7		8.0		
LOS by Appr:	A			*				A		A		
AllWayAvgQ:	0.2	0.2	0.2	0.0	0.0	0.0	0.2	0.2	0.2	0.1	0.1	0.1

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

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #19 Calle Del Sol / Calle Del Mundo

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        Stop Sign        Stop Sign
Lanes:          0  0  1!  0  0      0  0  1!  0  0      0  0  0  1  0      0  1  0  0  0
Initial Vol:    92    0    71      0    0    0      0    68    53      47    40    0
-----|-----|-----|-----|-----|
Major Street Volume:                208
Minor Approach Volume:              163
Minor Approach Volume Threshold: 638
-----|-----|-----|-----|-----|

```

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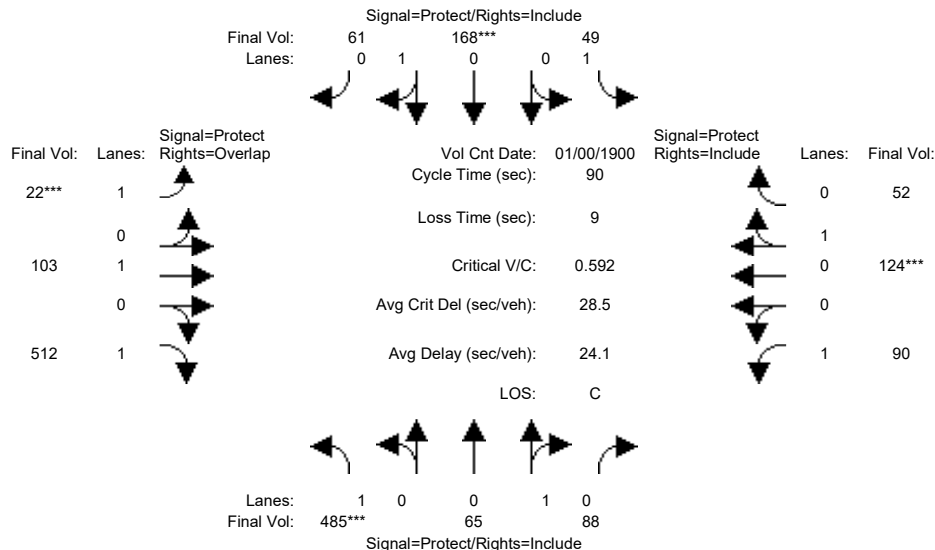
Tasman East Focus Area Plan - Internal Streets

SJ16-1669

Cumulative Plus Project

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

Intersection #20: Calle Del Sol / Calle De Luna

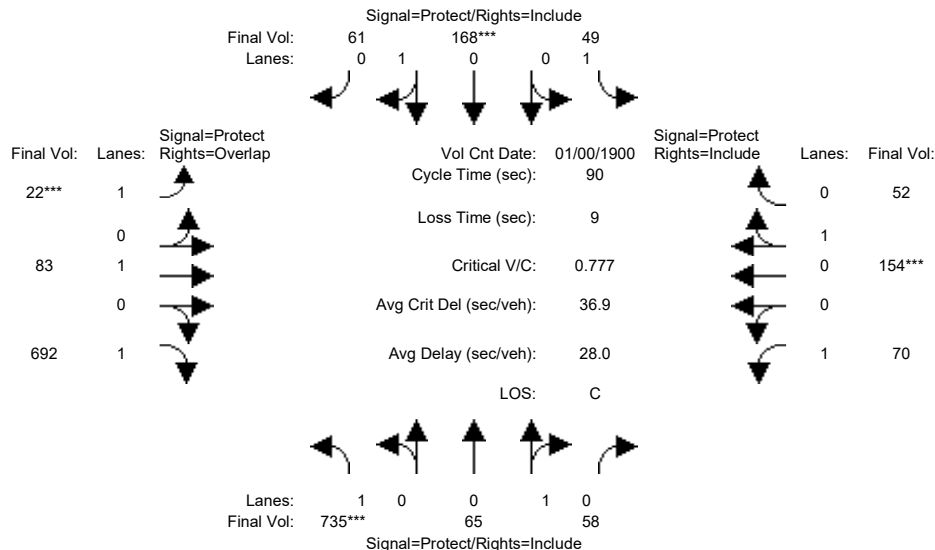


Street Name:	Calle Del Sol						Calle De Luna					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	400	0	40	0	0	0	0	40	420	40	20	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:	400	0	40	0	0	0	0	40	420	40	20	0
Added Vol:	85	65	48	49	168	61	22	63	92	50	104	52
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	485	65	88	49	168	61	22	103	512	90	124	52
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	485	65	88	49	168	61	22	103	512	90	124	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	485	65	88	49	168	61	22	103	512	90	124	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
Final Volume:	485	65	88	49	168	61	22	103	512	90	124	52
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.88	0.91	0.84	0.88	0.96	0.88	0.88	1.00	0.78	0.88	0.96	0.88
Lanes:	1.00	0.40	0.60	1.00	0.72	0.28	1.00	1.00	1.00	1.00	0.69	0.31
Final Sat.:	1663	703	952	1663	1308	475	1663	1900	1488	1663	1248	523
Capacity Analysis Module:												
Vol/Sat:	0.29	0.09	0.09	0.03	0.13	0.13	0.01	0.05	0.34	0.05	0.10	0.10
Crit Moves:	***			***			***			***		
Green Time:	41.6	35.2	35.2	24.6	18.3	18.3	7.0	12.4	54.0	8.7	14.2	14.2
Volume/Cap:	0.63	0.24	0.24	0.11	0.63	0.63	0.17	0.39	0.57	0.56	0.63	0.63
Delay/Veh:	20.1	18.6	18.6	24.6	36.4	36.4	39.4	36.3	11.9	43.2	40.1	40.1
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:	20.1	18.6	18.6	24.6	36.4	36.4	39.4	36.3	11.9	43.2	40.1	40.1
LOS by Move:	C+	B-	B-	C	D+	D+	D	D+	B+	D	D	D
HCM2kAvgQ:	12	3	3	1	7	7	1	3	9	3	6	6

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

Tasman East Focus Area Plan - Internal Streets
 SJ16-1669
 Cumulative Plus Project
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative PP PM

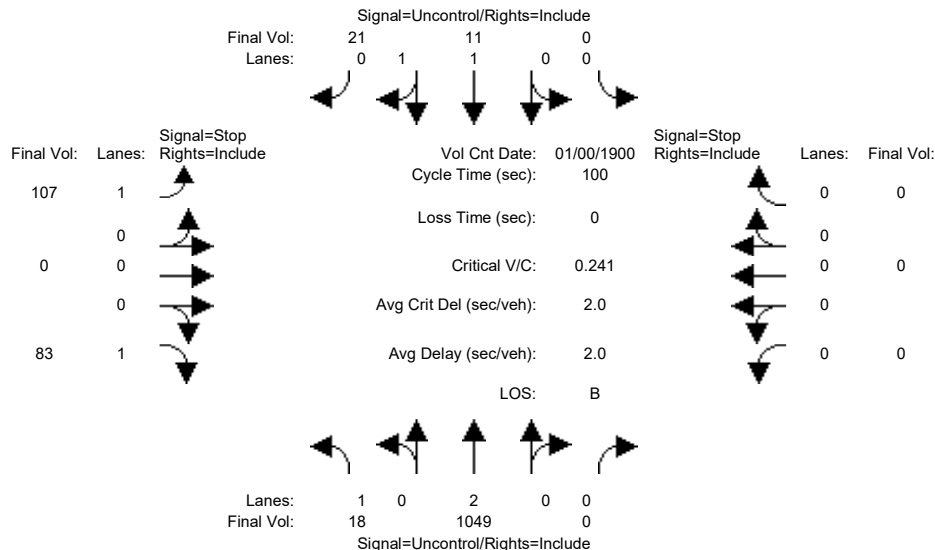
Intersection #20: Calle Del Sol / Calle De Luna



Street Name:	Calle Del Sol						Calle De Luna					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	650	0	10	0	0	0	0	20	600	20	50	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:	650	0	10	0	0	0	0	20	600	20	50	0
Added Vol:	85	65	48	49	168	61	22	63	92	50	104	52
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	735	65	58	49	168	61	22	83	692	70	154	52
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	735	65	58	49	168	61	22	83	692	70	154	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	735	65	58	49	168	61	22	83	692	70	154	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
Final Volume:	735	65	58	49	168	61	22	83	692	70	154	52
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.88	0.93	0.86	0.88	0.96	0.88	0.88	1.00	0.78	0.88	0.96	0.89
Lanes:	1.00	0.51	0.49	1.00	0.72	0.28	1.00	1.00	1.00	1.00	0.73	0.27
Final Sat.:	1663	897	800	1663	1308	475	1663	1900	1488	1663	1337	452
Capacity Analysis Module:												
Vol/Sat:	0.44	0.07	0.07	0.03	0.13	0.13	0.01	0.04	0.47	0.04	0.12	0.12
Crit Moves:	****				****		****				****	
Green Time:	47.7	36.2	36.2	25.4	13.9	13.9	7.0	11.4	59.1	8.0	12.4	12.4
Volume/Cap:	0.83	0.18	0.18	0.10	0.83	0.83	0.17	0.34	0.71	0.47	0.83	0.83
Delay/Veh:	24.7	17.5	17.5	24.0	56.2	56.2	39.4	36.7	12.3	41.4	58.8	58.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.7	17.5	17.5	24.0	56.2	56.2	39.4	36.7	12.3	41.4	58.8	58.8
LOS by Move:	C	B	B	C	E+	E+	D	D+	B	D	E+	E+
HCM2kAvgQ:	21	2	2	1	9	9	1	2	14	3	8	8
Note: Queue reported is the number of cars per lane.												

Tasman East Focus Area Plan - Internal Streets
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Cumulative PP AM

Intersection #22: Lick Mill Boulevard / Calle Del Mundo



Street Name:	Lick Mill Boulevard						Calle Del Mundo								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
----- ----- ----- -----															
Volume Module:	>>	Count	Date:	0	Jan	1900	<<	12:00:00	AM						
Base Vol:	10	1012	0	0	7	10	10	0	10	0	0	0	0		
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Initial Bse:	10	1012	0	0	7	10	10	0	10	0	0	0	0		
Added Vol:	8	37	0	0	4	11	97	0	73	0	0	0	0		
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0		
Initial Fut:	18	1049	0	0	11	21	107	0	83	0	0	0	0		
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Volume:	18	1049	0	0	11	21	107	0	83	0	0	0	0		
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0		
FinalVolume:	18	1049	0	0	11	21	107	0	83	0	0	0	0		
----- ----- ----- -----															
Critical Gap Module:															
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx			
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx			
----- ----- ----- -----															
Capacity Module:															
Cnflct Vol:	32	xxxx	xxxxx	xxxx	xxxx	xxxxx	582	xxxx	16	xxxx	xxxx	xxxxx			
Potent Cap.:	1593	xxxx	xxxxx	xxxx	xxxx	xxxxx	449	xxxx	1066	xxxx	xxxx	xxxxx			
Move Cap.:	1593	xxxx	xxxxx	xxxx	xxxx	xxxxx	445	xxxx	1066	xxxx	xxxx	xxxxx			
Volume/Cap:	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.24	xxxx	0.08	xxxx	xxxx	xxxx			
----- ----- ----- -----															
Level Of Service Module:															
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.9	xxxx	0.3	xxxx	xxxx	xxxxx			
Control Del:	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	15.6	xxxx	8.7	xxxxx	xxxx	xxxxx			
LOS by Move:	A	*	*	*	*	*	C	*	A	*	*	*	*		
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*	*		
ApproachDel:	xxxxxx			xxxxxx			12.6			xxxxxx					
ApproachLOS:	*			*			B			*					

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

Peak Hour Delay Signal Warrant Report

Intersection #22 Lick Mill Boulevard / Calle Del Mundo

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 2 0 0      0 0 1 1 0      1 0 0 0 1      0 0 0 0 0
Initial Vol:    18 1049      0      0 11 21      107 0 83      0 0 0 0
ApproachDel:    xxxxxx      xxxxxx      12.6      xxxxxx
-----|-----|-----|-----|-----|

```

Approach[eastbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.7]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=190]

SUCCEED - Approach volume >= 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=1289]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #22 Lick Mill Boulevard / Calle Del Mundo

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 2 0 0      0 0 1 1 0      1 0 0 0 1      0 0 0 0 0
Initial Vol:    18 1049      0      0 11 21      107 0 83      0 0 0 0
-----|-----|-----|-----|-----|

```

Major Street Volume: 1099

Minor Approach Volume: 190

Minor Approach Volume Threshold: 333

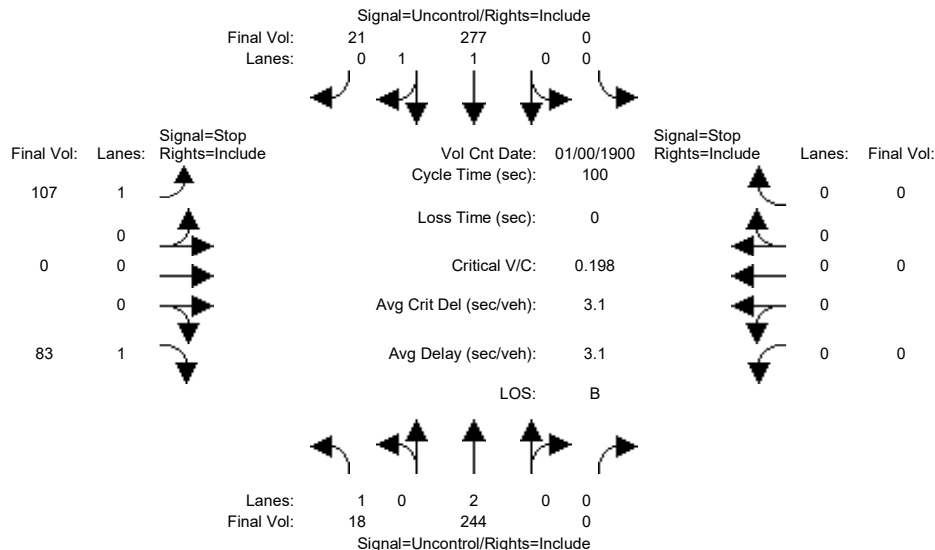
SIGNAL WARRANT DISCLAIMER

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2000 HCM Unsignalized (Future Volume Alternative)
Cumulative PP PM

Intersection #22: Lick Mill Boulevard / Calle Del Mundo



Street Name:	Lick Mill Boulevard						Calle Del Mundo								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
----- ----- ----- -----															
Volume Module:	>>	Count	Date:	0	Jan	1900	<<	12:00:00	AM						
Base Vol:	10	207	0	0	273	10	10	0	10	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	207	0	0	273	10	10	0	10	0	0	0	0	0	0
Added Vol:	8	37	0	0	4	11	97	0	73	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	18	244	0	0	277	21	107	0	83	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	18	244	0	0	277	21	107	0	83	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	18	244	0	0	277	21	107	0	83	0	0	0	0	0	0
----- ----- ----- -----															
Critical Gap Module:															
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxxx
----- ----- ----- -----															
Capacity Module:															
Cnflct Vol:	298	xxxx	xxxxx	xxxx	xxxx	xxxxx	446	xxxx	149	xxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxxx
Potent Cap.:	1275	xxxx	xxxxx	xxxx	xxxx	xxxxx	546	xxxx	877	xxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxxx
Move Cap.:	1275	xxxx	xxxxx	xxxx	xxxx	xxxxx	540	xxxx	877	xxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxxx
Volume/Cap:	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.20	xxxx	0.09	xxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxxx
----- ----- ----- -----															
Level Of Service Module:															
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.7	xxxx	0.3	xxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxxx
Control Del:	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	13.3	xxxx	9.5	xxxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	B	*	A	*	*	*	*	*	*
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx				xxxxxx				11.7			xxxxxx			
ApproachLOS:		*			*				B			*			

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

Peak Hour Delay Signal Warrant Report

Intersection #22 Lick Mill Boulevard / Calle Del Mundo

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  2  0  0      0  0  1  1  0      1  0  0  0  1      0  0  0  0  0
Initial Vol:    18  244      0      0  277  21  107      0  83      0  0  0  0
ApproachDel:    xxxxxx      xxxxxx      11.7      xxxxxx
-----|-----|-----|-----|-----|

```

Approach[eastbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.6]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=190]

SUCCEED - Approach volume >= 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=750]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #22 Lick Mill Boulevard / Calle Del Mundo

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  2  0  0      0  0  1  1  0      1  0  0  0  1      0  0  0  0  0
Initial Vol:    18  244      0      0  277  21  107      0  83      0  0  0  0
-----|-----|-----|-----|-----|

```

Major Street Volume: 560

Minor Approach Volume: 190

Minor Approach Volume Threshold: 623

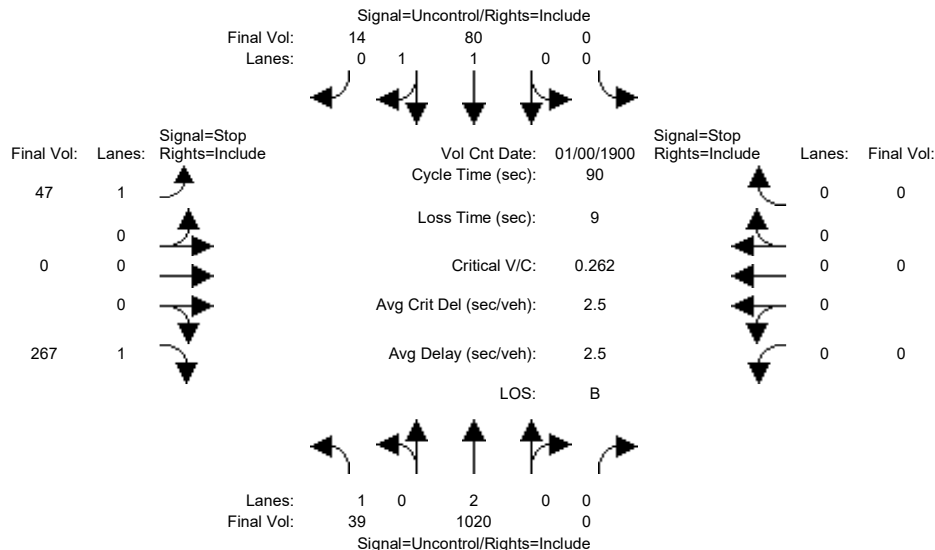
SIGNAL WARRANT DISCLAIMER

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

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2000 HCM Unsignalized (Future Volume Alternative)
Cumulative PP AM

Intersection #23: Lick Mill Boulevard / Calle De Luna



Street Name:	Lick Mill Boulevard						Calle De Luna								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
----- ----- ----- -----															
Volume Module:	>> Count Date:			0 Jan 1900 <<			12:00:00 AM								
Base Vol:	10	1012	0	0	7	10	10	0	10	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	1.00		
Initial Bse:	10	1012	0	0	7	10	10	0	10	0	0	0			
Added Vol:	29	8	0	0	73	4	37	0	257	0	0	0			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	39	1020	0	0	80	14	47	0	267	0	0	0			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Volume:	39	1020	0	0	80	14	47	0	267	0	0	0			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
FinalVolume:	39	1020	0	0	80	14	47	0	267	0	0	0			
----- ----- ----- -----															
Critical Gap Module:															
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx			
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx			
----- ----- ----- -----															
Capacity Module:															
Cnflct Vol:	94	xxxx	xxxxx	xxxx	xxxx	xxxxx	675	xxxx	47	xxxx	xxxx	xxxxx			
Potent Cap.:	1513	xxxx	xxxxx	xxxx	xxxx	xxxxx	392	xxxx	1019	xxxx	xxxx	xxxxx			
Move Cap.:	1513	xxxx	xxxxx	xxxx	xxxx	xxxxx	384	xxxx	1019	xxxx	xxxx	xxxxx			
Volume/Cap:	0.03	xxxx	xxxx	xxxx	xxxx	xxxx	0.12	xxxx	0.26	xxxx	xxxx	xxxx			
----- ----- ----- -----															
Level Of Service Module:															
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.4	xxxx	1.1	xxxx	xxxx	xxxxx			
Control Del:	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	15.7	xxxx	9.8	xxxxx	xxxx	xxxxx			
LOS by Move:	A	*	*	*	*	*	C	*	A	*	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*			
ApproachDel:	xxxxxx			xxxxxx			10.7			xxxxxx					
ApproachLOS:	*			*			B			*					

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

Peak Hour Delay Signal Warrant Report

Intersection #23 Lick Mill Boulevard / Calle De Luna

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 2 0 0      0 0 1 1 0      1 0 0 0 1      0 0 0 0 0
Initial Vol:    39 1020      0 0 80 14      47 0 267      0 0 0 0
ApproachDel:    xxxxxx      xxxxxx      10.7      xxxxxx
-----|-----|-----|-----|-----|

```

Approach[eastbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.9]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=314]

SUCCEED - Approach volume >= 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=1467]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #23 Lick Mill Boulevard / Calle De Luna

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:       Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Lanes:         1 0 2 0 0      0 0 1 1 0      1 0 0 0 1      0 0 0 0 0
Initial Vol:    39 1020      0 0 80 14      47 0 267      0 0 0 0
-----|-----|-----|-----|-----|

```

Major Street Volume: 1153

Minor Approach Volume: 314

Minor Approach Volume Threshold: 313

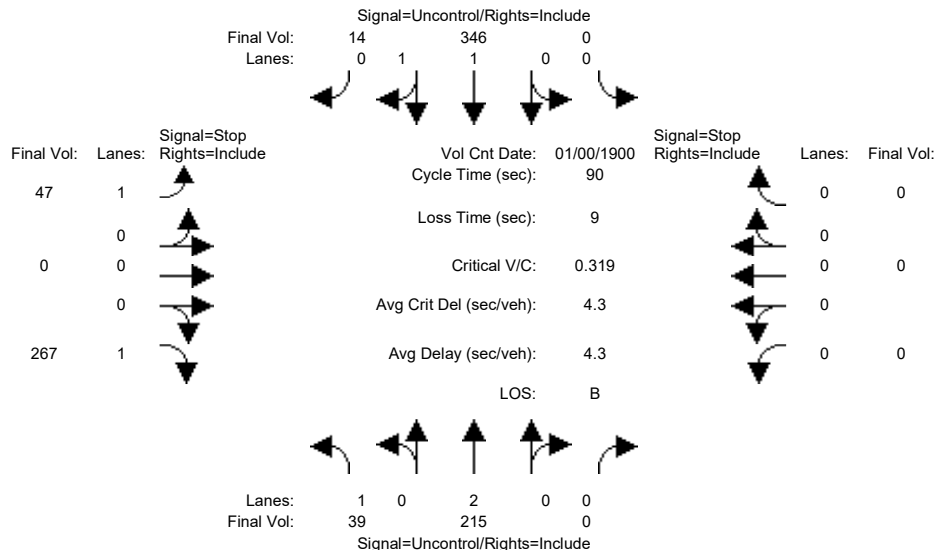
SIGNAL WARRANT DISCLAIMER

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Tasman East Focus Area Plan - Internal Streets
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Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumulative PP PM

Intersection #23: Lick Mill Boulevard / Calle De Luna



Street Name:	Lick Mill Boulevard						Calle De Luna								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
----- ----- ----- -----															
Volume Module:	>>	Count	Date:	0	Jan	1900	<<	12:00:00	AM						
Base Vol:	10	207	0	0	273	10	10	0	10	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	1.00		
Initial Bse:	10	207	0	0	273	10	10	0	10	0	0	0			
Added Vol:	29	8	0	0	73	4	37	0	257	0	0	0			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	39	215	0	0	346	14	47	0	267	0	0	0			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Volume:	39	215	0	0	346	14	47	0	267	0	0	0			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
FinalVolume:	39	215	0	0	346	14	47	0	267	0	0	0			
----- ----- ----- -----															
Critical Gap Module:															
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx			
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx			
----- ----- ----- -----															
Capacity Module:															
Cnflct Vol:	360	xxxx	xxxxx	xxxx	xxxx	xxxxx	539	xxxx	180	xxxx	xxxx	xxxxx			
Potent Cap.:	1210	xxxx	xxxxx	xxxx	xxxx	xxxxx	478	xxxx	838	xxxx	xxxx	xxxxx			
Move Cap.:	1210	xxxx	xxxxx	xxxx	xxxx	xxxxx	466	xxxx	838	xxxx	xxxx	xxxxx			
Volume/Cap:	0.03	xxxx	xxxx	xxxx	xxxx	xxxx	0.10	xxxx	0.32	xxxx	xxxx	xxxx			
----- ----- ----- -----															
Level Of Service Module:															
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.3	xxxx	1.4	xxxx	xxxx	xxxxx			
Control Del:	8.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	13.6	xxxx	11.3	xxxxx	xxxx	xxxxx			
LOS by Move:	A	*	*	*	*	*	B	*	B	*	*	*	*	*	*
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			11.6			xxxxxx					
ApproachLOS:		*			*		B				*				

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

Peak Hour Delay Signal Warrant Report

Intersection #23 Lick Mill Boulevard / Calle De Luna

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  2  0  0      0  0  1  1  0      1  0  0  0  1      0  0  0  0  0
Initial Vol:    39  215      0      0  346  14      47  0  267      0  0  0  0
ApproachDel:    xxxxxx      xxxxxx      11.6      xxxxxx
-----|-----|-----|-----|-----|

```

Approach[eastbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=1.0]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=314]

SUCCEED - Approach volume >= 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=928]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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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 #23 Lick Mill Boulevard / Calle De Luna

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  2  0  0      0  0  1  1  0      1  0  0  0  1      0  0  0  0  0
Initial Vol:    39  215      0      0  346  14      47  0  267      0  0  0  0
-----|-----|-----|-----|-----|

```

Major Street Volume: 614

Minor Approach Volume: 314

Minor Approach Volume Threshold: 584

SIGNAL WARRANT DISCLAIMER

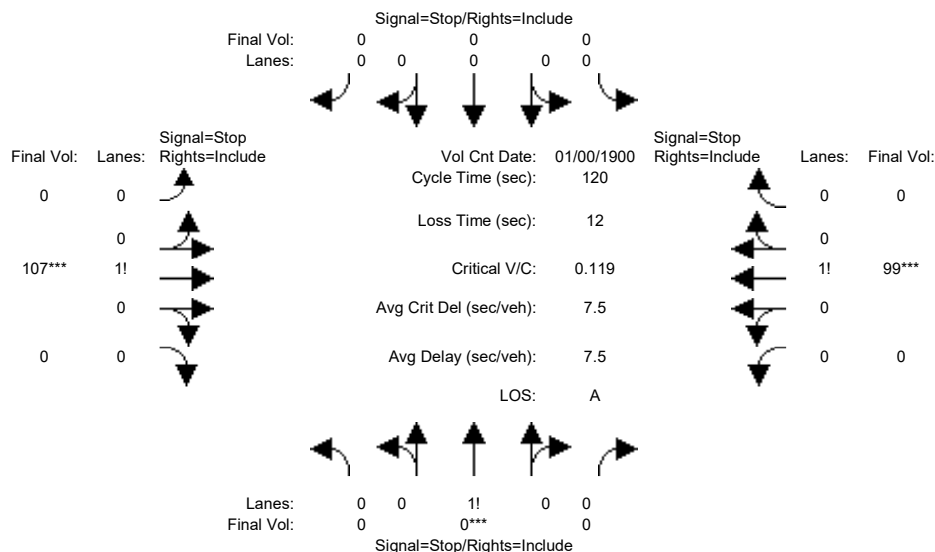
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant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

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**Attachment I-C. Alternative #1 – Background Plus Project and
Cumulative Plus Project Internal Intersection Level of Service Analysis**

Tasman East Focus Area Plan - Internal Streets
 SJ16-1669
 Background Plus Project - Alternative #1
 Level Of Service Computation Report
 2000 HCM 4-Way Stop (Future Volume Alternative)
 Background PP AM Alt 1

Intersection #19: Calle Del Sol / Calle Del Mundo



Street Name:	Calle Del Sol						Calle Del Mundo					
Approach:	North Bound			South Bound			East 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
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	0	0	0	0	0	0	20	0	0	40	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	20	0	0	40	0
Added Vol:	0	0	0	0	0	0	0	87	0	0	59	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	107	0	0	99	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	107	0	0	99	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	107	0	0	99	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	0	0	0	0	107	0	0	99	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	0.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Final Sat.:	0	801	0	0	0	0	0	900	0	0	898	0
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	0.12	xxxx	xxxx	0.11	xxxx
Crit Moves:		****						****			****	
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.5	0.0	0.0	7.5	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.5	0.0	0.0	7.5	0.0
LOS by Move:	*	*		*	*		*	A	*	*	A	*
ApproachDel:	xxxxxx			xxxxxx				7.5			7.5	
Delay Adj:	xxxxxx			xxxxxx				1.00			1.00	
ApprAdjDel:	xxxxxx			xxxxxx				7.5			7.5	
LOS by Appr:	*			*				A			A	
AllWayAvgQ:	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.1

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

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #19 Calle Del Sol / Calle Del Mundo

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				Stop Sign				Stop Sign							
Lanes:	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0
Initial Vol:	0		0		0	0		0		0	0	107		0		0	99		0	
Major Street Volume:					206															
Minor Approach Volume:					0															
Minor Approach Volume Threshold:					641															

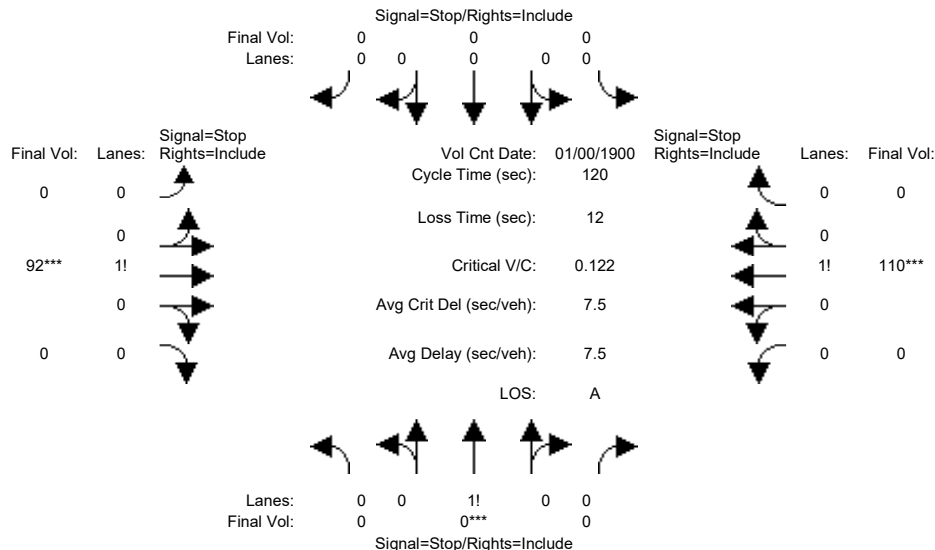
SIGNAL WARRANT DISCLAIMER

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Tasman East Focus Area Plan - Internal Streets
 SJ16-1669
 Background Plus Project - Alternative #1
 Level Of Service Computation Report
 2000 HCM 4-Way Stop (Future Volume Alternative)
 Background PP PM Alt 1

Intersection #19: Calle Del Sol / Calle Del Mundo



Street Name:	Calle Del Sol						Calle Del Mundo								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Min. Green:	7		10		10	7		10		10	7		10		10
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Volume Module: >> Count Date:	0 Jan 1900 << 12:00:00 AM														
Base Vol:	0		0		0	0		0		20	0		0		20
Growth Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
Initial Bse:	0		0		0	0		0		20	0		0		20
Added Vol:	0		0		0	0		0		72	0		0		90
PasserByVol:	0		0		0	0		0		0	0		0		0
Initial Fut:	0		0		0	0		0		92	0		0		110
User Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
PHF Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
PHF Volume:	0		0		0	0		0		92	0		0		110
Reduct Vol:	0		0		0	0		0		0	0		0		0
Reduced Vol:	0		0		0	0		0		92	0		0		110
PCE Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
MLF Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
FinalVolume:	0		0		0	0		0		92	0		0		110
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Saturation Flow Module:															
Adjustment:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
Lanes:	0.00		1.00		0.00	0.00		0.00		1.00	0.00		0.00		1.00
Final Sat.:	0		804		0	0		0		898	0		0		901
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Capacity Analysis Module:															
Vol/Sat:	xxxx		0.00		xxxx	xxxx		xxxx		0.10	xxxx		xxxx		0.12
Crit Moves:			****							****					****
Delay/Veh:	0.0		0.0		0.0	0.0		0.0		7.5	0.0		0.0		7.5
Delay Adj:	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	0.0		0.0		7.5	0.0		0.0		7.5
LOS by Move:	*		*		*	*		*		A	*		*		A
ApproachDel:	xxxxxx				xxxxxx					7.5					7.5
Delay Adj:	xxxxxx				xxxxxx					1.00					1.00
ApprAdjDel:	xxxxxx				xxxxxx					7.5					7.5
LOS by Appr:			*			*				A					A
AllWayAvgQ:	0.0		0.0		0.0	0.0		0.0		0.1	0.1		0.1		0.1
Note: Queue reported is the number of cars per lane.															

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

Peak Hour Volume Signal Warrant Report [Urban]

 Intersection #19 Calle Del Sol / Calle Del Mundo

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        Stop Sign        Stop Sign
Lanes:          0  0  1!  0  0      0  0  0  0  0      0  0  1  0  0      0  0  1  0  0
Initial Vol:    0    0    0      0    0    0      0   92    0      0  110    0
-----|-----|-----|-----|-----|
Major Street Volume:                202
Minor Approach Volume:                0
Minor Approach Volume Threshold: 646
-----|-----|-----|-----|-----|

```

SIGNAL WARRANT DISCLAIMER

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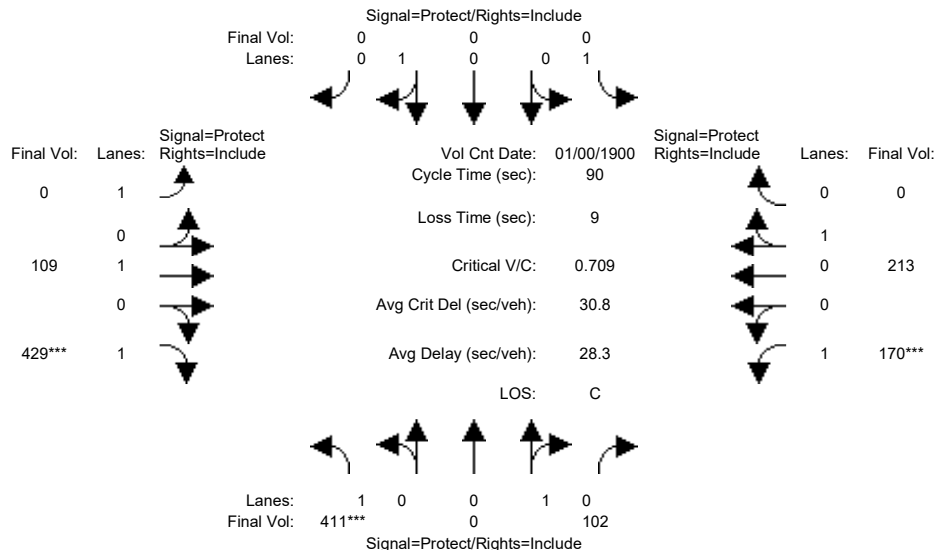
Tasman East Focus Area Plan - Internal Streets

SJ16-1669

Background Plus Project - Alternative #1

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Background PP AM Alt 1

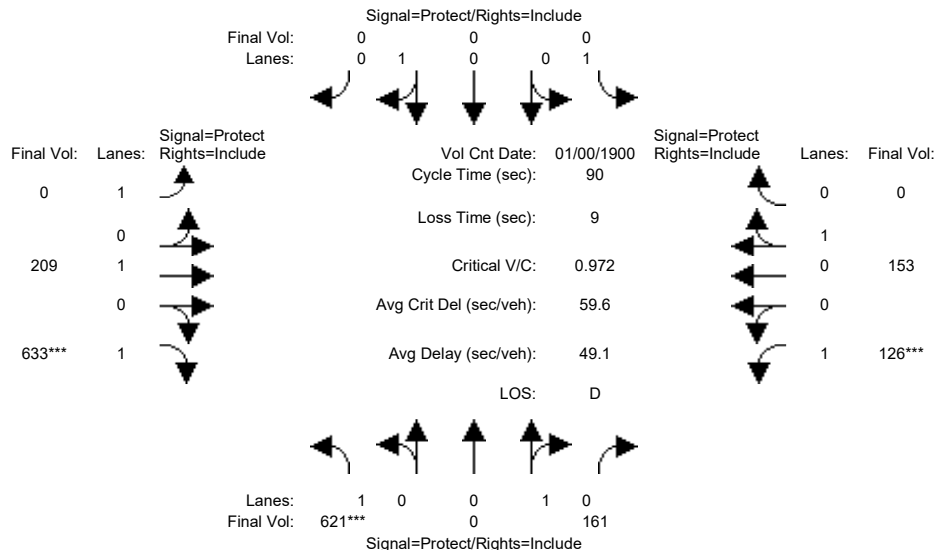
Intersection #20: Calle Del Sol / Calle De Luna



Street Name:	Calle Del Sol						Calle De Luna					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	300	0	20	0	0	0	0	20	320	20	10	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:	300	0	20	0	0	0	0	20	320	20	10	0
Added Vol:	111	0	82	0	0	0	0	89	109	150	203	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	411	0	102	0	0	0	0	109	429	170	213	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:	411	0	102	0	0	0	0	109	429	170	213	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	411	0	102	0	0	0	0	109	429	170	213	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	411	0	102	0	0	0	0	109	429	170	213	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.88	1.00	0.78	0.92	1.00	0.92	0.92	1.00	0.78	0.88	1.00	0.92
Lanes:	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	1663	0	1488	1750	1900	0	1750	1900	1488	1663	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.25	0.00	0.07	0.00	0.00	0.00	0.00	0.06	0.29	0.10	0.11	0.00
Crit Moves:	****								****	****		
Green Time:	31.4	0.0	24.3	0.0	0.0	0.0	0.0	36.6	36.6	13.0	29.3	0.0
Volume/Cap:	0.71	0.00	0.25	0.00	0.00	0.00	0.00	0.14	0.71	0.71	0.34	0.00
Delay/Veh:	29.4	0.0	26.0	0.0	0.0	0.0	0.0	16.9	26.1	46.1	23.4	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:	29.4	0.0	26.0	0.0	0.0	0.0	0.0	16.9	26.1	46.1	23.4	0.0
LOS by Move:	C	A	C	A	A	A	A	B	C	D	C	A
HCM2kAvgQ:	12	0	3	0	0	0	0	2	11	6	5	0
Note: Queue reported is the number of cars per lane.												

Tasman East Focus Area Plan - Internal Streets
SJ16-1669
Background Plus Project - Alternative #1
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PP PM Alt 1

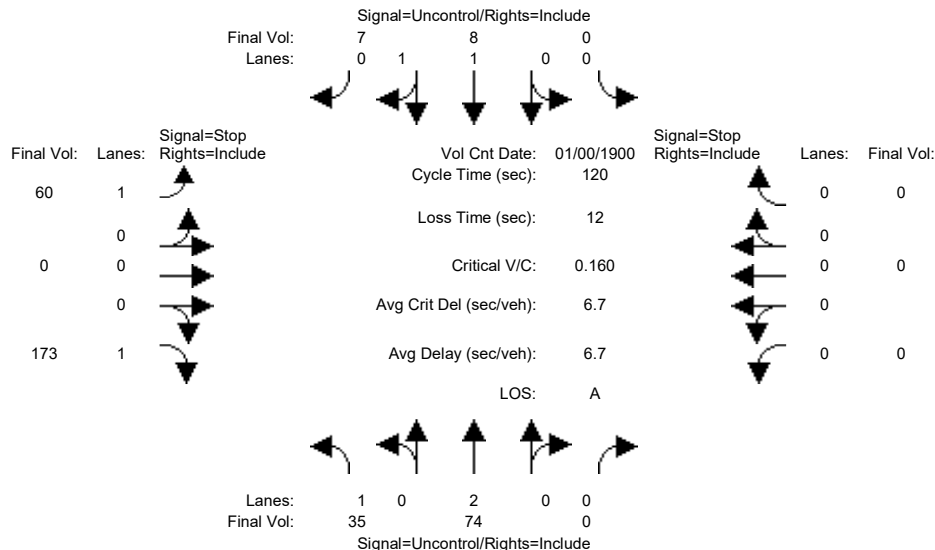
Intersection #20: Calle Del Sol / Calle De Luna



Street Name:	Calle Del Sol						Calle De Luna					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	500	0	10	0	0	0	0	10	510	20	30	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:	500	0	10	0	0	0	0	10	510	20	30	0
Added Vol:	121	0	151	0	0	0	0	199	123	106	123	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	621	0	161	0	0	0	0	209	633	126	153	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:	621	0	161	0	0	0	0	209	633	126	153	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	621	0	161	0	0	0	0	209	633	126	153	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	621	0	161	0	0	0	0	209	633	126	153	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.88	1.00	0.78	0.92	1.00	0.92	0.92	1.00	0.78	0.88	1.00	0.92
Lanes:	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	1663	0	1488	1750	1900	0	1750	1900	1488	1663	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.37	0.00	0.11	0.00	0.00	0.00	0.00	0.11	0.43	0.08	0.08	0.00
Crit Moves:	****								****	****		
Green Time:	34.6	0.0	26.2	0.0	0.0	0.0	0.0	39.4	39.4	7.0	27.3	0.0
Volume/Cap:	0.97	0.00	0.37	0.00	0.00	0.00	0.00	0.25	0.97	0.97	0.27	0.00
Delay/Veh:	55.8	0.0	25.9	0.0	0.0	0.0	0.0	16.1	53.0	111.5	24.0	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:	55.8	0.0	25.9	0.0	0.0	0.0	0.0	16.1	53.0	111.5	24.0	0.0
LOS by Move:	E+	A	C	A	A	A	A	B	D-	F	C	A
HCM2kAvgQ:	25	0	4	0	0	0	0	4	23	7	3	0
Note: Queue reported is the number of cars per lane.												

Tasman East Focus Area Plan - Internal Streets
 SJ16-1669
 Background Plus Project - Alternative #1
 Level Of Service Computation Report
 2000 HCM Unsignalized (Future Volume Alternative)
 Background PP AM Alt 1

Intersection #22: Lick Mill Boulevard / Calle Del Mundo



Street Name:	Lick Mill Boulevard						Calle Del Mundo								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
----- ----- ----- -----															
Volume Module:	>>	Count	Date:	0	Jan	1900	<<	12:00:00	AM						
Base Vol:	20	0	0	0	0	0	0	0	40	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	1.00		
Initial Bse:	20	0	0	0	0	0	0	0	40	0	0	0			
Added Vol:	15	74	0	0	8	7	60	0	133	0	0	0			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	35	74	0	0	8	7	60	0	173	0	0	0			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Volume:	35	74	0	0	8	7	60	0	173	0	0	0			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
FinalVolume:	35	74	0	0	8	7	60	0	173	0	0	0			
----- ----- ----- -----															
Critical Gap Module:															
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx			
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx			
----- ----- ----- -----															
Capacity Module:															
Cnflct Vol:	15	xxxx	xxxxx	xxxx	xxxx	xxxxx	119	xxxx	8	xxxx	xxxx	xxxxx			
Potent Cap.:	1616	xxxx	xxxxx	xxxx	xxxx	xxxxx	871	xxxx	1079	xxxx	xxxx	xxxxx			
Move Cap.:	1616	xxxx	xxxxx	xxxx	xxxx	xxxxx	856	xxxx	1079	xxxx	xxxx	xxxxx			
Volume/Cap:	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	0.07	xxxx	0.16	xxxx	xxxx	xxxx			
----- ----- ----- -----															
Level Of Service Module:															
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	0.6	xxxx	xxxx	xxxxx			
Control Del:	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.5	xxxx	9.0	xxxxx	xxxx	xxxxx			
LOS by Move:	A	*	*	*	*	*	A	*	A	*	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*			
ApproachDel:	xxxxxx					xxxxxx					9.1	xxxxxx			
ApproachLOS:	*					*					A	*			

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

Peak Hour Delay Signal Warrant Report

Intersection #22 Lick Mill Boulevard / Calle Del Mundo

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 2 0 0      0 0 1 1 0      1 0 0 0 1      0 0 0 0 0
Initial Vol:    35 74 0      0 8 7      60 0 173      0 0 0
ApproachDel:    xxxxxx      xxxxxx      9.1      xxxxxx
-----|-----|-----|-----|-----|

```

Approach[eastbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.6]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=233]

SUCCEED - Approach volume >= 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=357]

FAIL - Total volume less than 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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

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

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #22 Lick Mill Boulevard / Calle Del Mundo

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 2 0 0      0 0 1 1 0      1 0 0 0 1      0 0 0 0 0
Initial Vol:    35 74 0      0 8 7      60 0 173      0 0 0
-----|-----|-----|-----|-----|

```

Major Street Volume: 124

Minor Approach Volume: 233

Minor Approach Volume Threshold: 1272

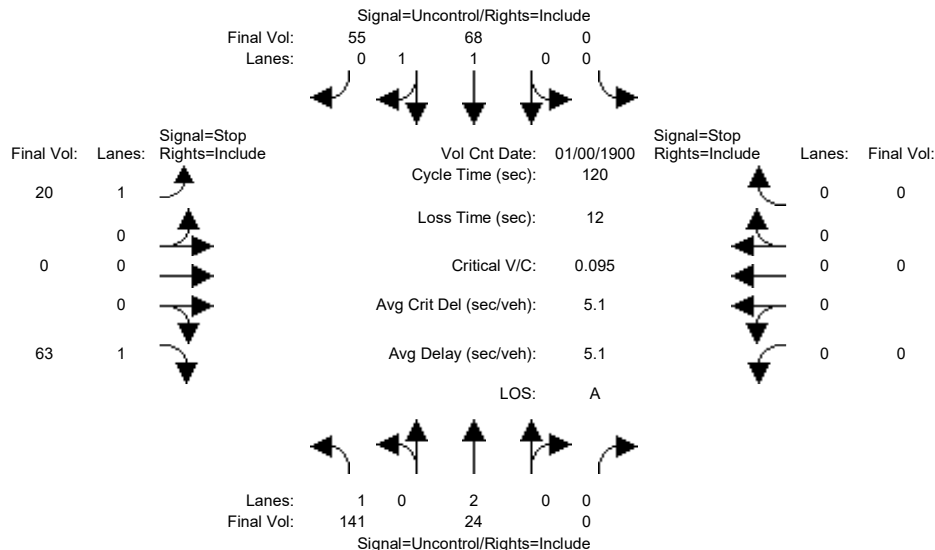
SIGNAL WARRANT DISCLAIMER

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Tasman East Focus Area Plan - Internal Streets
 SJ16-1669
 Background Plus Project - Alternative #1
 Level Of Service Computation Report
 2000 HCM Unsignalized (Future Volume Alternative)
 Background PP PM Alt 1

Intersection #22: Lick Mill Boulevard / Calle Del Mundo



Street Name:	Lick Mill Boulevard						Calle Del Mundo								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
----- ----- ----- -----															
Volume Module:	>>	Count	Date:	0	Jan	1900	<<	12:00:00	AM						
Base Vol:	20	0	0	0	0	0	0	0	20	0	0	0	0		
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Initial Bse:	20	0	0	0	0	0	0	0	20	0	0	0	0		
Added Vol:	121	24	0	0	68	55	20	0	43	0	0	0	0		
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0		
Initial Fut:	141	24	0	0	68	55	20	0	63	0	0	0	0		
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Volume:	141	24	0	0	68	55	20	0	63	0	0	0	0		
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0		
FinalVolume:	141	24	0	0	68	55	20	0	63	0	0	0	0		
----- ----- ----- -----															
Critical Gap Module:															
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx			
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx			
----- ----- ----- -----															
Capacity Module:															
Cnflct Vol:	123	xxxx	xxxxx	xxxx	xxxx	xxxxx	390	xxxx	62	xxxx	xxxx	xxxxx			
Potent Cap.:	1477	xxxx	xxxxx	xxxx	xxxx	xxxxx	592	xxxx	997	xxxx	xxxx	xxxxx			
Move Cap.:	1477	xxxx	xxxxx	xxxx	xxxx	xxxxx	549	xxxx	997	xxxx	xxxx	xxxxx			
Volume/Cap:	0.10	xxxx	xxxx	xxxx	xxxx	xxxx	0.04	xxxx	0.06	xxxx	xxxx	xxxx			
----- ----- ----- -----															
Level Of Service Module:															
2Way95thQ:	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	0.2	xxxx	xxxx	xxxxx			
Control Del:	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	11.8	xxxx	8.9	xxxxx	xxxx	xxxxx			
LOS by Move:	A	*	*	*	*	*	B	*	A	*	*	*	*		
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*	*		
ApproachDel:	xxxxxx			xxxxxx			9.6			xxxxxx					
ApproachLOS:	*			*			A			*					

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

Peak Hour Delay Signal Warrant Report

Intersection #22 Lick Mill Boulevard / Calle Del Mundo

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 2 0 0	0 0 1 1 0	1 0 0 0 1	0 0 0 0 0
Initial Vol:	141 24 0	0 68 55	20 0 63	0 0 0
ApproachDel:	xxxxxx	xxxxxx	9.6	xxxxxx

Approach[eastbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.2]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=83]

FAIL - Approach volume less than 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=371]

FAIL - Total volume less than 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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

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

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #22 Lick Mill Boulevard / Calle Del Mundo

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 2 0 0	0 0 1 1 0	1 0 0 0 1	0 0 0 0 0
Initial Vol:	141 24 0	0 68 55	20 0 63	0 0 0

Major Street Volume: 288

Minor Approach Volume: 83

Minor Approach Volume Threshold: 909

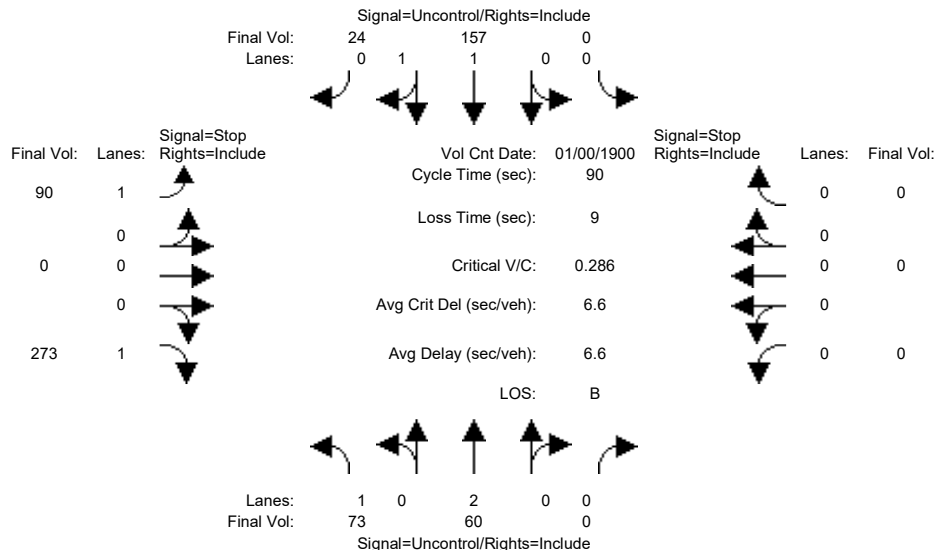
SIGNAL WARRANT DISCLAIMER

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

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Tasman East Focus Area Plan - Internal Streets
 SJ16-1669
 Background Plus Project - Alternative #1
 Level Of Service Computation Report
 2000 HCM Unsignalized (Future Volume Alternative)
 Background PP AM Alt 1

Intersection #23: Lick Mill Boulevard / Calle De Luna



Street Name:	Lick Mill Boulevard						Calle De Luna										
Approach:	North Bound			South Bound			East Bound			West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R		
----- ----- ----- -----																	
Volume Module:	>>	Count	Date:	0	Jan	1900	<<	12:00:00	AM								
Base Vol:	45	45	0	0	24	16	16	0	24	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:	45	45	0	0	24	16	16	0	24	0	0	0					
Added Vol:	28	15	0	0	133	8	74	0	249	0	0	0					
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0					
Initial Fut:	73	60	0	0	157	24	90	0	273	0	0	0					
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
PHF Volume:	73	60	0	0	157	24	90	0	273	0	0	0					
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0					
FinalVolume:	73	60	0	0	157	24	90	0	273	0	0	0					
----- ----- ----- -----																	
Critical Gap Module:																	
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx					
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx					
----- ----- ----- -----																	
Capacity Module:																	
Cnflct Vol:	181	xxxx	xxxxx	xxxx	xxxx	xxxxx	345	xxxx	91	xxxx	xxxx	xxxxx					
Potent Cap.:	1407	xxxx	xxxxx	xxxx	xxxx	xxxxx	631	xxxx	956	xxxx	xxxx	xxxxx					
Move Cap.:	1407	xxxx	xxxxx	xxxx	xxxx	xxxxx	606	xxxx	956	xxxx	xxxx	xxxxx					
Volume/Cap:	0.05	xxxx	xxxx	xxxx	xxxx	xxxx	0.15	xxxx	0.29	xxxx	xxxx	xxxx					
----- ----- ----- -----																	
Level Of Service Module:																	
2Way95thQ:	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.5	xxxx	1.2	xxxx	xxxx	xxxxx					
Control Del:	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	12.0	xxxx	10.3	xxxxx	xxxx	xxxxx					
LOS by Move:	A	*	*	*	*	*	B	*	B	*	*	*					
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx					
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx					
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxxx					
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*					
ApproachDel:	xxxxxx						10.7			xxxxxx							
ApproachLOS:	*					*	B			*		*					

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

Peak Hour Delay Signal Warrant Report

Intersection #23 Lick Mill Boulevard / Calle De Luna

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  2  0  0      0  0  1  1  0      1  0  0  0  1      0  0  0  0  0
Initial Vol:    73  60      0      0 157  24      90  0  273      0  0  0  0
ApproachDel:    xxxxxx      xxxxxx      10.7      xxxxxx
-----|-----|-----|-----|-----|

```

Approach[eastbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=1.1]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=363]

SUCCEED - Approach volume >= 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=677]

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 #23 Lick Mill Boulevard / Calle De Luna

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  2  0  0      0  0  1  1  0      1  0  0  0  1      0  0  0  0  0
Initial Vol:    73  60      0      0 157  24      90  0  273      0  0  0  0
-----|-----|-----|-----|-----|

```

Major Street Volume: 314

Minor Approach Volume: 363

Minor Approach Volume Threshold: 872

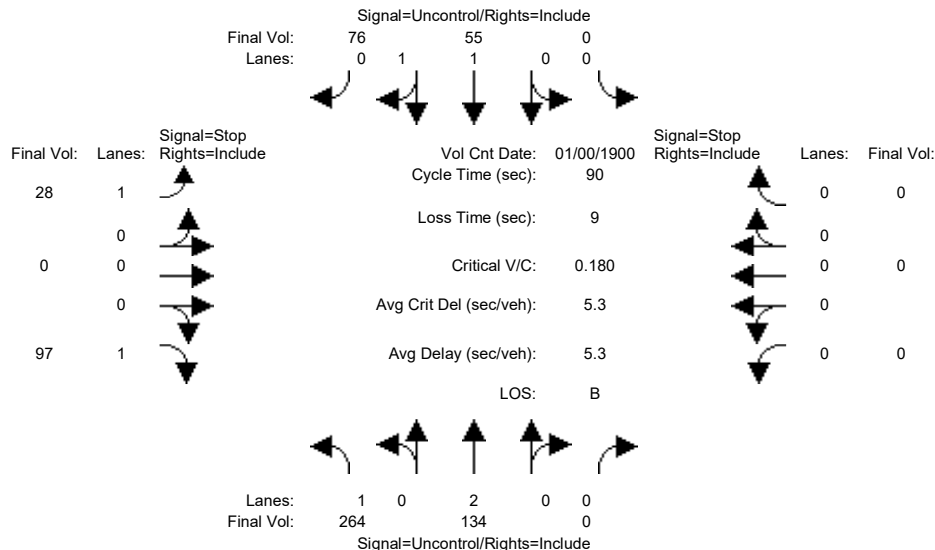
SIGNAL WARRANT DISCLAIMER

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

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Tasman East Focus Area Plan - Internal Streets
 SJ16-1669
 Background Plus Project - Alternative #1
 Level Of Service Computation Report
 2000 HCM Unsignalized (Future Volume Alternative)
 Background PP PM Alt 1

Intersection #23: Lick Mill Boulevard / Calle De Luna



Street Name:	Lick Mill Boulevard						Calle De Luna										
Approach:	North Bound			South Bound			East Bound			West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R		
----- ----- ----- -----																	
Volume Module: >> Count Date:	0	Jan	1900	<<	12:00:00	AM											
Base Vol:	37	13	0	0	12	8	4	0	16	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	1.00	1.00			
Initial Bse:	37	13	0	0	12	8	4	0	16	0	0	0					
Added Vol:	227	121	0	0	43	68	24	0	81	0	0	0					
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0					
Initial Fut:	264	134	0	0	55	76	28	0	97	0	0	0					
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	264	134	0	0	55	76	28	0	97	0	0	0					
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0					
FinalVolume:	264	134	0	0	55	76	28	0	97	0	0	0					
----- ----- ----- -----																	
Critical Gap Module:																	
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx					
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx					
----- ----- ----- -----																	
Capacity Module:																	
Cnflct Vol:	131	xxxx	xxxxx	xxxx	xxxx	xxxxx	688	xxxx	66	xxxx	xxxx	xxxxx					
Potent Cap.:	1467	xxxx	xxxxx	xxxx	xxxx	xxxxx	385	xxxx	991	xxxx	xxxx	xxxxx					
Move Cap.:	1467	xxxx	xxxxx	xxxx	xxxx	xxxxx	331	xxxx	991	xxxx	xxxx	xxxxx					
Volume/Cap:	0.18	xxxx	xxxx	xxxx	xxxx	xxxx	0.08	xxxx	0.10	xxxx	xxxx	xxxx					
----- ----- ----- -----																	
Level Of Service Module:																	
2Way95thQ:	0.7	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.3	xxxx	0.3	xxxx	xxxx	xxxxx					
Control Del:	8.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	16.9	xxxx	9.0	xxxxx	xxxx	xxxxx					
LOS by Move:	A	*	*	*	*	*	C	*	A	*	*	*					
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx					
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx					
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*					
ApproachDel:	xxxxxx			xxxxxx			10.8			xxxxxx							
ApproachLOS:	*			*			B			*							

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

Peak Hour Delay Signal Warrant Report

Intersection #23 Lick Mill Boulevard / Calle De Luna

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 2 0 0      0 0 1 1 0      1 0 0 0 1      0 0 0 0 0
Initial Vol:    264 134 0      0 55 76      28 0 97      0 0 0 0
ApproachDel:    xxxxxx      xxxxxx      10.8      xxxxxx
-----|-----|-----|-----|-----|

```

Approach[eastbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.4]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=125]

FAIL - Approach volume less than 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=654]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #23 Lick Mill Boulevard / Calle De Luna

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 2 0 0      0 0 1 1 0      1 0 0 0 1      0 0 0 0 0
Initial Vol:    264 134 0      0 55 76      28 0 97      0 0 0 0
-----|-----|-----|-----|-----|

```

Major Street Volume: 529

Minor Approach Volume: 125

Minor Approach Volume Threshold: 648

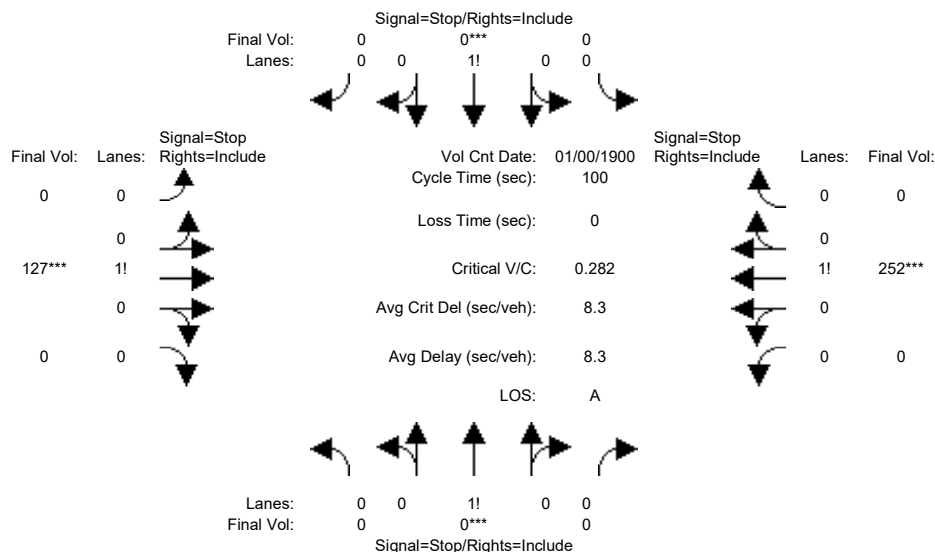
SIGNAL WARRANT DISCLAIMER

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

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Tasman East Focus Area Plan - Internal Streets
 SJ16-1669
 Cumulative Plus Project - Alternative #1
 Level Of Service Computation Report
 2000 HCM 4-Way Stop (Future Volume Alternative)
 Cumulative PP AM Alt 1

Intersection #19: Calle Del Sol / Calle Del Mundo



Street Name:	Calle Del Sol						Calle Del Mundo					
Approach:	North Bound			South Bound			East 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
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	0	0	0	0	0	0	40	0	0	193	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	40	0	0	193	0
Added Vol:	0	0	0	0	0	0	0	87	0	0	59	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	127	0	0	252	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	127	0	0	252	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	127	0	0	252	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	0	0	0	0	127	0	0	252	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Final Sat.:	0	718	0	0	718	0	0	866	0	0	893	0
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.00	xxxx	xxxx	0.00	xxxx	xxxx	0.15	xxxx	xxxx	0.28	xxxx
Crit Moves:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.8	0.0	0.0	8.6	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.8	0.0	0.0	8.6	0.0
LOS by Move:	*	*	*	*	*	*	*	A	*	*	A	*
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	7.8	xxxxxx	xxxxxx	8.6	xxxxxx
Delay Adj:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	1.00	xxxxxx	xxxxxx	1.00	xxxxxx
ApprAdjDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	7.8	xxxxxx	xxxxxx	8.6	xxxxxx
LOS by Appr:	*	*	*	*	*	*	*	A	*	*	A	*
AllWayAvgQ:	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.2	0.2	0.4	0.4	0.4

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

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #19 Calle Del Sol / Calle Del Mundo

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				Stop Sign				Stop Sign									
Lanes:	0	0	1	!	0	0	0	0	1	!	0	0	0	0	1	0	0	0	0	1	0	0
Initial Vol:	0		0		0		0		0		0		0	127		0		0	252		0	
Major Street Volume:					379																	
Minor Approach Volume:					0																	
Minor Approach Volume Threshold:					478																	

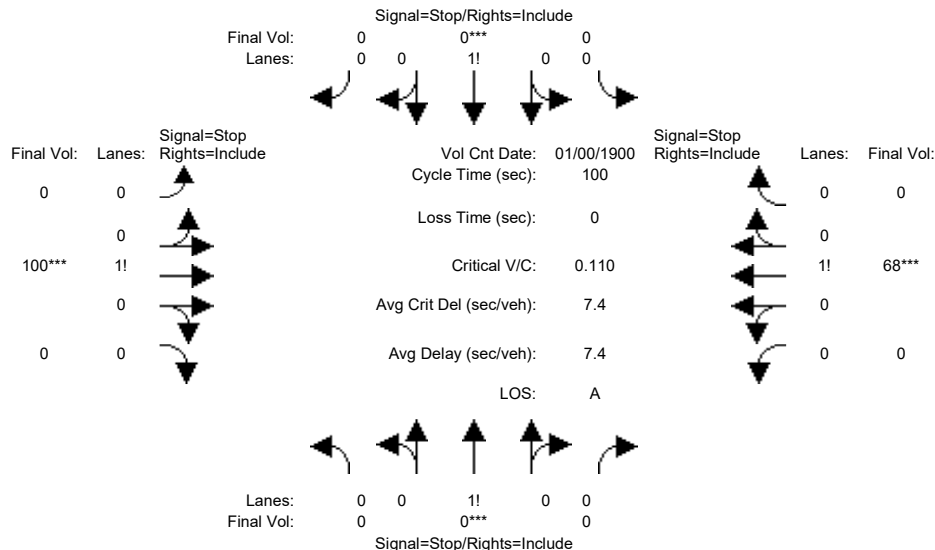
SIGNAL WARRANT DISCLAIMER

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Tasman East Focus Area Plan - Internal Streets
SJ16-1669
Cumulative Plus Project - Alternative #1
Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Cumulative PP PM Alt 1

Intersection #19: Calle Del Sol / Calle Del Mundo



Street Name:	Calle Del Sol						Calle Del Mundo					
Approach:	North Bound			South Bound			East 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
Volume Module: >> Count Date:	0 Jan 1900 << 12:00:00 AM											
Base Vol:	0	0	0	0	0	0	0	13	0	0	9	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	13	0	0	9	0
Added Vol:	0	0	0	0	0	0	0	87	0	0	59	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	100	0	0	68	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	100	0	0	68	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	100	0	0	68	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	0	0	0	0	100	0	0	68	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Final Sat.:	0	820	0	0	820	0	0	906	0	0	900	0
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.00	xxxx	xxxx	0.00	xxxx	xxxx	0.11	xxxx	xxxx	0.08	xxxx
Crit Moves:	****			****			****			****		
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.4	0.0	0.0	7.3	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.4	0.0	0.0	7.3	0.0
LOS by Move:	*	*	*	*	*	*	*	A	*	*	A	*
ApproachDel:	xxxxxx			xxxxxx				7.4			7.3	
Delay Adj:	xxxxxx			xxxxxx				1.00			1.00	
ApprAdjDel:	xxxxxx			xxxxxx				7.4			7.3	
LOS by Appr:	*			*				A			A	
AllWayAvgQ:	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.1

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

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #19 Calle Del Sol / Calle Del Mundo

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				Stop Sign				Stop Sign									
Lanes:	0	0	1	!	0	0	0	0	1	!	0	0	0	0	1	0	0	0	0	1	0	0
Initial Vol:	0		0		0		0		0		0		0	100		0		0	68		0	
Major Street Volume:					168																	
Minor Approach Volume:					0																	
Minor Approach Volume Threshold:					695																	

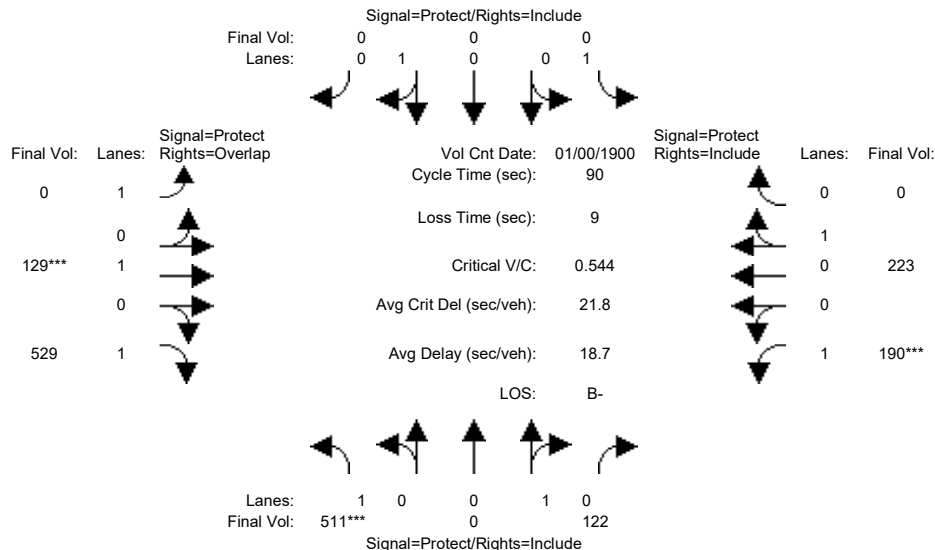
SIGNAL WARRANT DISCLAIMER

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Tasman East Focus Area Plan - Internal Streets
 SJ16-1669
 Cumulative Plus Project - Alternative #1
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative PP AM Alt 1

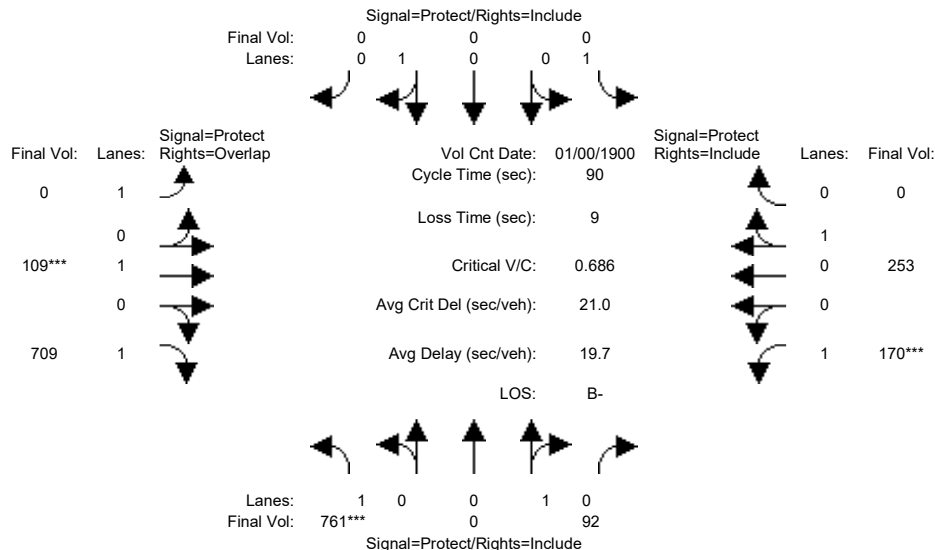
Intersection #20: Calle Del Sol / Calle De Luna



Street Name:	Calle Del Sol						Calle De Luna					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	400	0	40	0	0	0	0	40	420	40	20	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:	400	0	40	0	0	0	0	40	420	40	20	0
Added Vol:	111	0	82	0	0	0	0	89	109	150	203	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	511	0	122	0	0	0	0	129	529	190	223	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:	511	0	122	0	0	0	0	129	529	190	223	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	511	0	122	0	0	0	0	129	529	190	223	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	511	0	122	0	0	0	0	129	529	190	223	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.88	1.00	0.78	0.92	1.00	0.92	0.92	1.00	0.78	0.88	1.00	0.92
Lanes:	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	1663	0	1488	1750	1900	0	1750	1900	1488	1663	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.31	0.00	0.08	0.00	0.00	0.00	0.00	0.07	0.36	0.11	0.12	0.00
Crit Moves:	****							****		****		
Green Time:	50.9	0.0	35.8	0.0	0.0	0.0	0.0	11.2	62.1	18.9	18.1	0.0
Volume/Cap:	0.54	0.00	0.21	0.00	0.00	0.00	0.00	0.54	0.52	0.54	0.58	0.00
Delay/Veh:	13.0	0.0	18.0	0.0	0.0	0.0	0.0	39.6	7.2	33.5	34.8	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:	13.0	0.0	18.0	0.0	0.0	0.0	0.0	39.6	7.2	33.5	34.8	0.0
LOS by Move:	B	A	B	A	A	A	A	D	A	C-	C-	A
HCM2kAvgQ:	10	0	2	0	0	0	0	3	8	6	6	0
Note: Queue reported is the number of cars per lane.												

Tasman East Focus Area Plan - Internal Streets
 SJ16-1669
 Cumulative Plus Project - Alternative #1
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative PP PM Alt 1

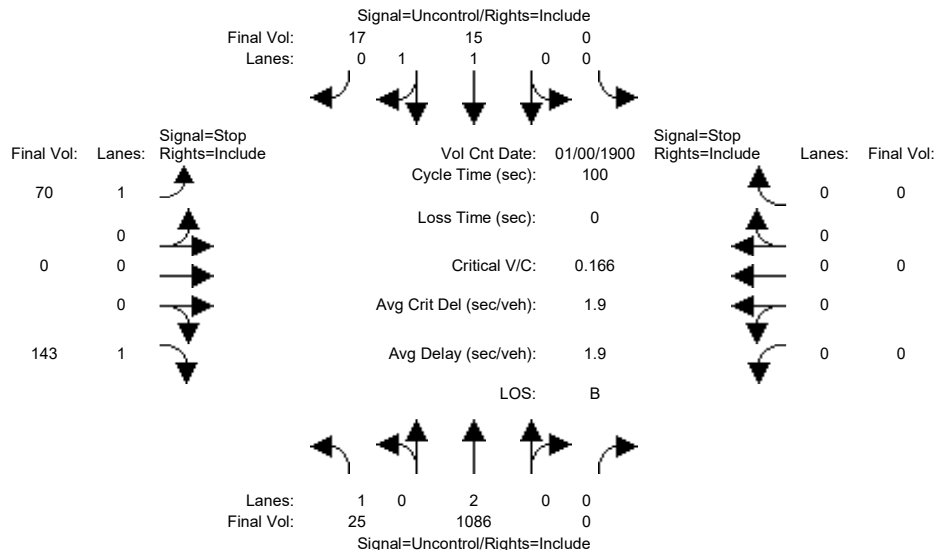
Intersection #20: Calle Del Sol / Calle De Luna



Street Name:	Calle Del Sol						Calle De Luna					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	0 Jan 1900 << 12:00:00 AM											
Base Vol:	650	0	10	0	0	0	0	20	600	20	50	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:	650	0	10	0	0	0	0	20	600	20	50	0
Added Vol:	111	0	82	0	0	0	0	89	109	150	203	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	761	0	92	0	0	0	0	109	709	170	253	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:	761	0	92	0	0	0	0	109	709	170	253	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	761	0	92	0	0	0	0	109	709	170	253	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	761	0	92	0	0	0	0	109	709	170	253	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.88	1.00	0.78	0.92	1.00	0.92	0.92	1.00	0.78	0.88	1.00	0.92
Lanes:	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	1663	0	1488	1750	1900	0	1750	1900	1488	1663	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.46	0.00	0.06	0.00	0.00	0.00	0.00	0.06	0.48	0.10	0.13	0.00
Crit Moves:	****							****		****		
Green Time:	58.0	0.0	40.0	0.0	0.0	0.0	0.0	10.0	68.0	13.0	14.5	0.0
Volume/Cap:	0.71	0.00	0.14	0.00	0.00	0.00	0.00	0.52	0.63	0.71	0.83	0.00
Delay/Veh:	12.7	0.0	14.9	0.0	0.0	0.0	0.0	39.9	6.3	46.2	53.2	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:	12.7	0.0	14.9	0.0	0.0	0.0	0.0	39.9	6.3	46.2	53.2	0.0
LOS by Move:	B	A	B	A	A	A	A	D	A	D	D-	A
HCM2kAvgQ:	16	0	2	0	0	0	0	3	10	6	9	0
Note: Queue reported is the number of cars per lane.												

Tasman East Focus Area Plan - Internal Streets
 SJ16-1669
 Cumulative Plus Project - Alternative #1
 Level Of Service Computation Report
 2000 HCM Unsignalized (Future Volume Alternative)
 Cumulative PP AM Alt 1

Intersection #22: Lick Mill Boulevard / Calle Del Mundo



Street Name:	Lick Mill Boulevard						Calle Del Mundo								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
----- ----- ----- -----															
Volume Module:	>> Count Date:			0 Jan 1900 <<			12:00:00 AM								
Base Vol:	10	1012	0	0	7	10	10	0	10	0	0	0	0		
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Initial Bse:	10	1012	0	0	7	10	10	0	10	0	0	0	0		
Added Vol:	15	74	0	0	8	7	60	0	133	0	0	0	0		
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0		
Initial Fut:	25	1086	0	0	15	17	70	0	143	0	0	0	0		
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Volume:	25	1086	0	0	15	17	70	0	143	0	0	0	0		
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0		
FinalVolume:	25	1086	0	0	15	17	70	0	143	0	0	0	0		
----- ----- ----- -----															
Critical Gap Module:															
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx			
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx			
----- ----- ----- -----															
Capacity Module:															
Cnflct Vol:	32	xxxx	xxxxx	xxxx	xxxx	xxxxx	617	xxxx	16	xxxx	xxxx	xxxxx			
Potent Cap.:	1593	xxxx	xxxxx	xxxx	xxxx	xxxxx	427	xxxx	1066	xxxx	xxxx	xxxxx			
Move Cap.:	1593	xxxx	xxxxx	xxxx	xxxx	xxxxx	422	xxxx	1066	xxxx	xxxx	xxxxx			
Volume/Cap:	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	0.17	xxxx	0.13	xxxx	xxxx	xxxx			
----- ----- ----- -----															
Level Of Service Module:															
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.6	xxxx	0.5	xxxx	xxxx	xxxxx			
Control Del:	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	15.2	xxxx	8.9	xxxxx	xxxx	xxxxx			
LOS by Move:	A	*	*	*	*	*	C	*	A	*	*	*	*		
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*	*		
ApproachDel:	xxxxxx			xxxxxx			11.0			xxxxxx					
ApproachLOS:	*			*			B			*					

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

Peak Hour Delay Signal Warrant Report

Intersection #22 Lick Mill Boulevard / Calle Del Mundo

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 2 0 0      0 0 1 1 0      1 0 0 0 1      0 0 0 0 0
Initial Vol:    25 1086      0      0 15 17      70 0 143      0 0 0 0
ApproachDel:    xxxxxx      xxxxxx      11.0      xxxxxx
-----|-----|-----|-----|-----|

```

Approach[eastbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.6]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=213]

SUCCEED - Approach volume >= 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=1356]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #22 Lick Mill Boulevard / Calle Del Mundo

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 2 0 0      0 0 1 1 0      1 0 0 0 1      0 0 0 0 0
Initial Vol:    25 1086      0      0 15 17      70 0 143      0 0 0 0
-----|-----|-----|-----|-----|

```

Major Street Volume: 1143

Minor Approach Volume: 213

Minor Approach Volume Threshold: 317

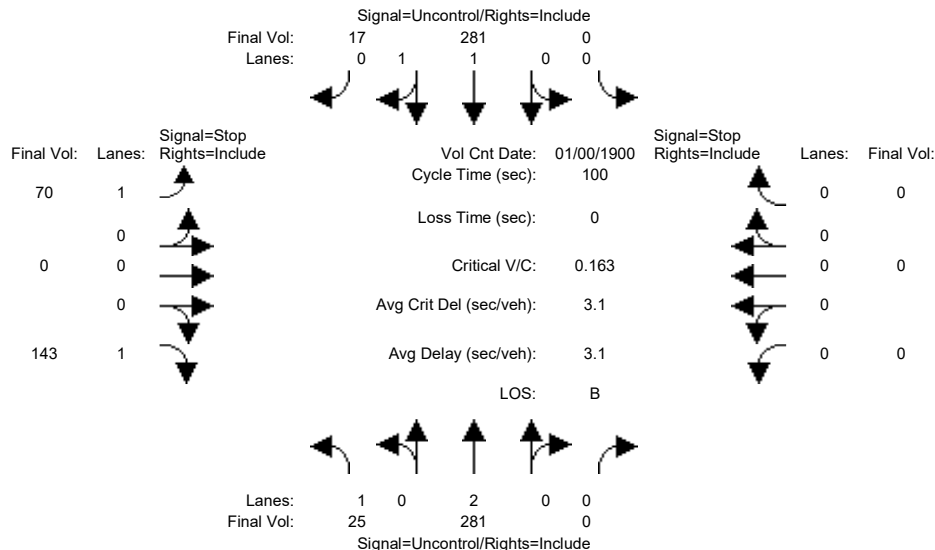
SIGNAL WARRANT DISCLAIMER

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Tasman East Focus Area Plan - Internal Streets
SJ16-1669
Cumulative Plus Project - Alternative #1
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumulative PP PM Alt 1

Intersection #22: Lick Mill Boulevard / Calle Del Mundo



Street Name:	Lick Mill Boulevard						Calle Del Mundo								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
----- ----- ----- -----															
Volume Module:	>>	Count	Date:	0	Jan	1900	<<	12:00:00	AM						
Base Vol:	10	207	0	0	273	10	10	0	10	0	0	0	0		
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Initial Bse:	10	207	0	0	273	10	10	0	10	0	0	0	0		
Added Vol:	15	74	0	0	8	7	60	0	133	0	0	0	0		
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0		
Initial Fut:	25	281	0	0	281	17	70	0	143	0	0	0	0		
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Volume:	25	281	0	0	281	17	70	0	143	0	0	0	0		
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0		
FinalVolume:	25	281	0	0	281	17	70	0	143	0	0	0	0		
----- ----- ----- -----															
Critical Gap Module:															
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx			
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx			
----- ----- ----- -----															
Capacity Module:															
Cnflct Vol:	298	xxxx	xxxxx	xxxx	xxxx	xxxxx	480	xxxx	149	xxxx	xxxx	xxxxx			
Potent Cap.:	1275	xxxx	xxxxx	xxxx	xxxx	xxxxx	520	xxxx	877	xxxx	xxxx	xxxxx			
Move Cap.:	1275	xxxx	xxxxx	xxxx	xxxx	xxxxx	512	xxxx	877	xxxx	xxxx	xxxxx			
Volume/Cap:	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	0.14	xxxx	0.16	xxxx	xxxx	xxxx			
----- ----- ----- -----															
Level Of Service Module:															
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.5	xxxx	0.6	xxxx	xxxx	xxxxx			
Control Del:	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	13.1	xxxx	9.9	xxxxx	xxxx	xxxxx			
LOS by Move:	A	*	*	*	*	*	B	*	A	*	*	*	*		
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*	*		
ApproachDel:	xxxxxx			xxxxxx			11.0			xxxxxx					
ApproachLOS:	*			*			B			*					

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

Peak Hour Delay Signal Warrant Report

Intersection #22 Lick Mill Boulevard / Calle Del Mundo

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  2  0  0      0  0  1  1  0      1  0  0  0  1      0  0  0  0  0
Initial Vol:    25  281      0      0  281  17      70  0  143      0  0  0  0
ApproachDel:    xxxxxx      xxxxxx      11.0      xxxxxx
-----|-----|-----|-----|-----|

```

Approach[eastbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.6]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=213]

SUCCEED - Approach volume >= 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=817]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #22 Lick Mill Boulevard / Calle Del Mundo

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  2  0  0      0  0  1  1  0      1  0  0  0  1      0  0  0  0  0
Initial Vol:    25  281      0      0  281  17      70  0  143      0  0  0  0
-----|-----|-----|-----|-----|

```

Major Street Volume: 604

Minor Approach Volume: 213

Minor Approach Volume Threshold: 591

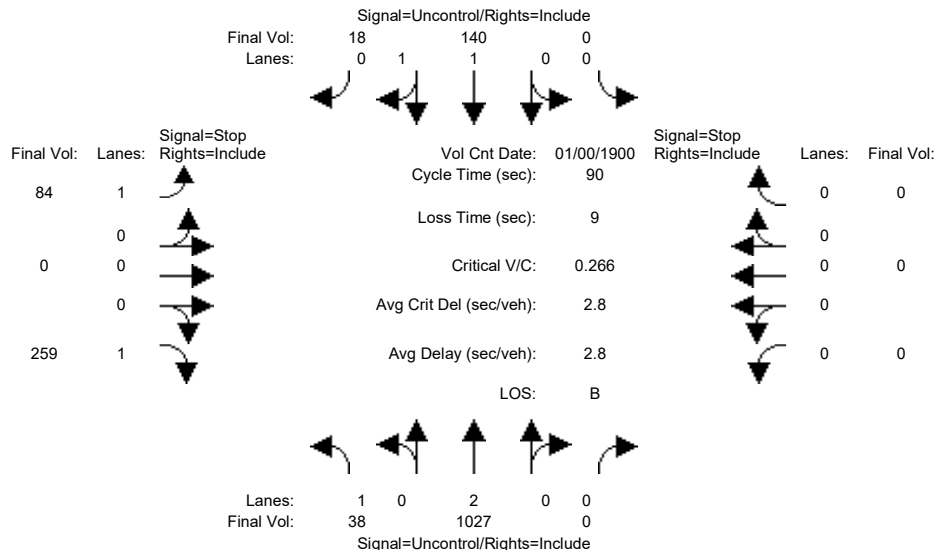
SIGNAL WARRANT DISCLAIMER

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Tasman East Focus Area Plan - Internal Streets
 SJ16-1669
 Cumulative Plus Project - Alternative #1
 Level Of Service Computation Report
 2000 HCM Unsignalized (Future Volume Alternative)
 Cumulative PP AM Alt 1

Intersection #23: Lick Mill Boulevard / Calle De Luna



Street Name:	Lick Mill Boulevard						Calle De Luna								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
----- ----- ----- -----															
Volume Module:	>>	Count	Date:	0	Jan	1900	<<	12:00:00	AM						
Base Vol:	10	1012	0		0	7	10	10	0	10	0	0	0		0
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00
Initial Bse:	10	1012	0		0	7	10	10	0	10	0	0	0		0
Added Vol:	28	15	0		0	133	8	74	0	249	0	0	0		0
PasserByVol:	0	0	0		0	0	0	0	0	0	0	0	0		0
Initial Fut:	38	1027	0		0	140	18	84	0	259	0	0	0		0
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00
PHF Volume:	38	1027	0		0	140	18	84	0	259	0	0	0		0
Reduct Vol:	0	0	0		0	0	0	0	0	0	0	0	0		0
FinalVolume:	38	1027	0		0	140	18	84	0	259	0	0	0		0
----- ----- ----- -----															
Critical Gap Module:															
Critical Gp:	4.1	xxxx	xxxxxx		xxxxxx	xxxx	xxxxxx	6.8	xxxx	6.9	xxxxxx	xxxx	xxxxxx		
FollowUpTim:	2.2	xxxx	xxxxxx		xxxxxx	xxxx	xxxxxx	3.5	xxxx	3.3	xxxxxx	xxxx	xxxxxx		
----- ----- ----- -----															
Capacity Module:															
Cnflct Vol:	158	xxxx	xxxxxx		xxxx	xxxx	xxxxxx	739	xxxx	79	xxxx	xxxx	xxxxxx		
Potent Cap.:	1434	xxxx	xxxxxx		xxxx	xxxx	xxxxxx	357	xxxx	972	xxxx	xxxx	xxxxxx		
Move Cap.:	1434	xxxx	xxxxxx		xxxx	xxxx	xxxxxx	350	xxxx	972	xxxx	xxxx	xxxxxx		
Volume/Cap:	0.03	xxxx	xxxx		xxxx	xxxx	xxxx	0.24	xxxx	0.27	xxxx	xxxx	xxxx		
----- ----- ----- -----															
Level Of Service Module:															
2Way95thQ:	0.1	xxxx	xxxxxx		xxxx	xxxx	xxxxxx	0.9	xxxx	1.1	xxxx	xxxx	xxxxxx		
Control Del:	7.6	xxxx	xxxxxx		xxxxxx	xxxx	xxxxxx	18.5	xxxx	10.0	xxxxxx	xxxx	xxxxxx		
LOS by Move:	A	*	*		*	*	*	C	*	B	*	*	*		*
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxxx		xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx		
SharedQueue:	xxxxxx	xxxx	xxxxxx		xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx		
Shrd ConDel:	xxxxxx	xxxx	xxxxxx		xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx		
Shared LOS:	*	*	*		*	*	*	*	*	*	*	*	*		*
ApproachDel:	xxxxxx				xxxxxx			12.1			xxxxxx				
ApproachLOS:	*				*			B			*				

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

Peak Hour Delay Signal Warrant Report

Intersection #23 Lick Mill Boulevard / Calle De Luna

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 2 0 0      0 0 1 1 0      1 0 0 0 1      0 0 0 0 0
Initial Vol:    38 1027      0      0 140 18      84 0 259      0 0 0 0
ApproachDel:    xxxxxx      xxxxxx      12.1      xxxxxx
-----|-----|-----|-----|-----|

```

Approach[eastbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=1.2]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=343]

SUCCEED - Approach volume >= 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=1566]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #23 Lick Mill Boulevard / Calle De Luna

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:        Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Lanes:          1 0 2 0 0      0 0 1 1 0      1 0 0 0 1      0 0 0 0 0
Initial Vol:    38 1027      0      0 140 18      84 0 259      0 0 0 0
-----|-----|-----|-----|-----|

```

Major Street Volume: 1223

Minor Approach Volume: 343

Minor Approach Volume Threshold: 288

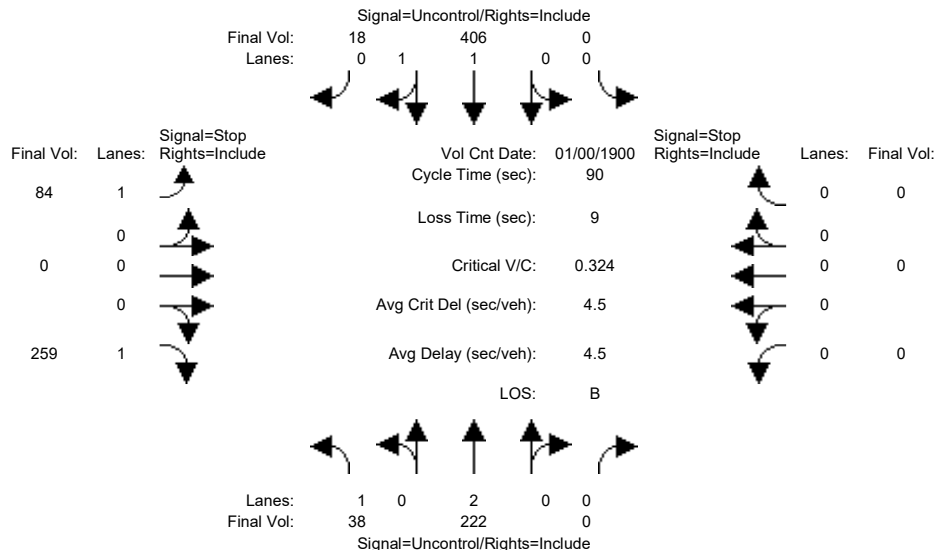
SIGNAL WARRANT DISCLAIMER

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Tasman East Focus Area Plan - Internal Streets
 SJ16-1669
 Cumulative Plus Project - Alternative #1
 Level Of Service Computation Report
 2000 HCM Unsignalized (Future Volume Alternative)
 Cumulative PP PM Alt 1

Intersection #23: Lick Mill Boulevard / Calle De Luna



Street Name:	Lick Mill Boulevard						Calle De Luna								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
----- ----- ----- -----															
Volume Module:	>>	Count	Date:	0	Jan	1900	<<	12:00:00	AM						
Base Vol:	10	207	0	0	273	10	10	0	10	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	207	0	0	273	10	10	0	10	0	0	0	0	0	0
Added Vol:	28	15	0	0	133	8	74	0	249	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	38	222	0	0	406	18	84	0	259	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	38	222	0	0	406	18	84	0	259	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	38	222	0	0	406	18	84	0	259	0	0	0	0	0	0
----- ----- ----- -----															
Critical Gap Module:															
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxxx
----- ----- ----- -----															
Capacity Module:															
Cnflct Vol:	424	xxxx	xxxxx	xxxx	xxxx	xxxxx	602	xxxx	212	xxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxxx
Potent Cap.:	1146	xxxx	xxxxx	xxxx	xxxx	xxxxx	436	xxxx	800	xxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxxx
Move Cap.:	1146	xxxx	xxxxx	xxxx	xxxx	xxxxx	425	xxxx	800	xxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxxx
Volume/Cap:	0.03	xxxx	xxxx	xxxx	xxxx	xxxx	0.20	xxxx	0.32	xxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxxx
----- ----- ----- -----															
Level Of Service Module:															
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.7	xxxx	1.4	xxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxxx
Control Del:	8.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	15.6	xxxx	11.6	xxxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	C	*	B	*	*	*	*	*	*
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx				xxxxxx				12.6			xxxxxx			
ApproachLOS:		*			*				B			*			

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

Peak Hour Delay Signal Warrant Report

Intersection #23 Lick Mill Boulevard / Calle De Luna

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 2 0 0      0 0 1 1 0      1 0 0 0 1      0 0 0 0 0
Initial Vol:    38 222 0      0 406 18      84 0 259      0 0 0 0
ApproachDel:    xxxxxx      xxxxxx      12.6      xxxxxx
-----|-----|-----|-----|-----|

```

Approach[eastbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=1.2]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=343]

SUCCEED - Approach volume >= 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=1027]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #23 Lick Mill Boulevard / Calle De Luna

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 2 0 0      0 0 1 1 0      1 0 0 0 1      0 0 0 0 0
Initial Vol:    38 222 0      0 406 18      84 0 259      0 0 0 0
-----|-----|-----|-----|-----|

```

Major Street Volume: 684

Minor Approach Volume: 343

Minor Approach Volume Threshold: 537

SIGNAL WARRANT DISCLAIMER

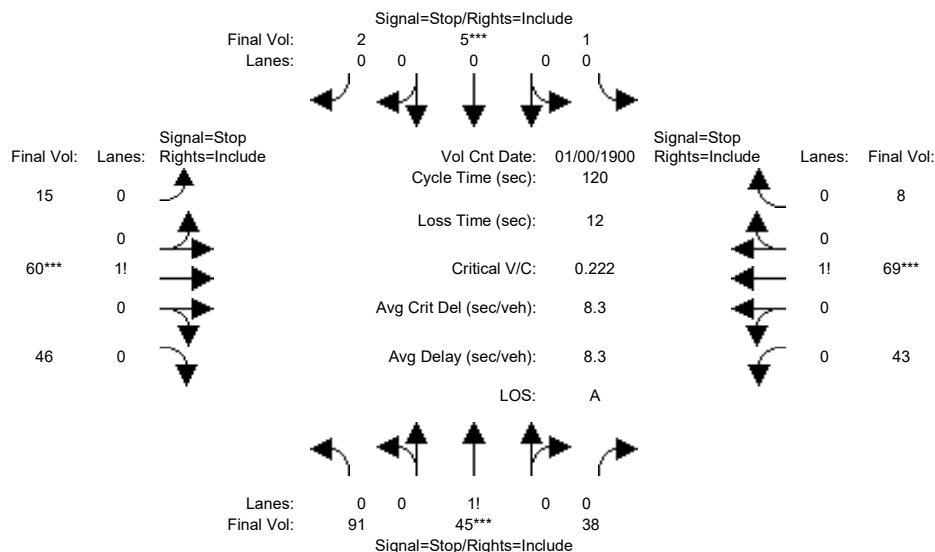
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant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

**Attachment I-D. Alternative #2 – Background Plus Project and
Cumulative Plus Project Internal Intersection Level of Service Analysis**

Tasman East Focus Area Plan - Internal Streets
 SJ16-1669
 Background Plus Project - Alternative #2
 Level Of Service Computation Report
 2000 HCM 4-Way Stop (Future Volume Alternative)
 Background PP AM Alt 2

Intersection #19: Calle Del Sol / Calle Del Mundo



Street Name:	Calle Del Sol						Calle Del Mundo					
Approach:	North Bound			South Bound			East 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
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	0	0	0	0	0	0	20	0	0	40	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	20	0	0	40	0
Added Vol:	91	45	38	1	5	2	15	40	46	43	29	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	91	45	38	1	5	2	15	60	46	43	69	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	91	45	38	1	5	2	15	60	46	43	69	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	91	45	38	1	5	2	15	60	46	43	69	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	91	45	38	1	5	2	15	60	46	43	69	8
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.52	0.26	0.22	0.12	0.63	0.25	0.12	0.50	0.38	0.36	0.57	0.07
Final Sat.:	410	203	171	94	471	188	101	405	311	278	447	52
Capacity Analysis Module:												
Vol/Sat:	0.22	0.22	0.22	0.01	0.01	0.01	0.15	0.15	0.15	0.15	0.15	0.15
Crit Moves:	****			****			****			****		
Delay/Veh:	8.6	8.6	8.6	7.5	7.5	7.5	7.9	7.9	7.9	8.2	8.2	8.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.6	8.6	8.6	7.5	7.5	7.5	7.9	7.9	7.9	8.2	8.2	8.2
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:	8.6			7.5			7.9			8.2		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	8.6			7.5			7.9			8.2		
LOS by Appr:	A			A			A			A		
AllWayAvgQ:	0.3	0.3	0.3	0.0	0.0	0.0	0.2	0.2	0.2	0.2	0.2	0.2
Note: Queue reported is the number of cars per lane.												

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #19 Calle Del Sol / Calle Del Mundo

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				Stop Sign				Stop Sign							
Lanes:	0	0	1!	0	0	0	0	1!	0	0	0	0	1!	0	0	0	0	1!	0	0
Initial Vol:	91		45		38	1		5		2	15		60		46	43		69		8
Major Street Volume:					241															
Minor Approach Volume:					174															
Minor Approach Volume Threshold:					599															

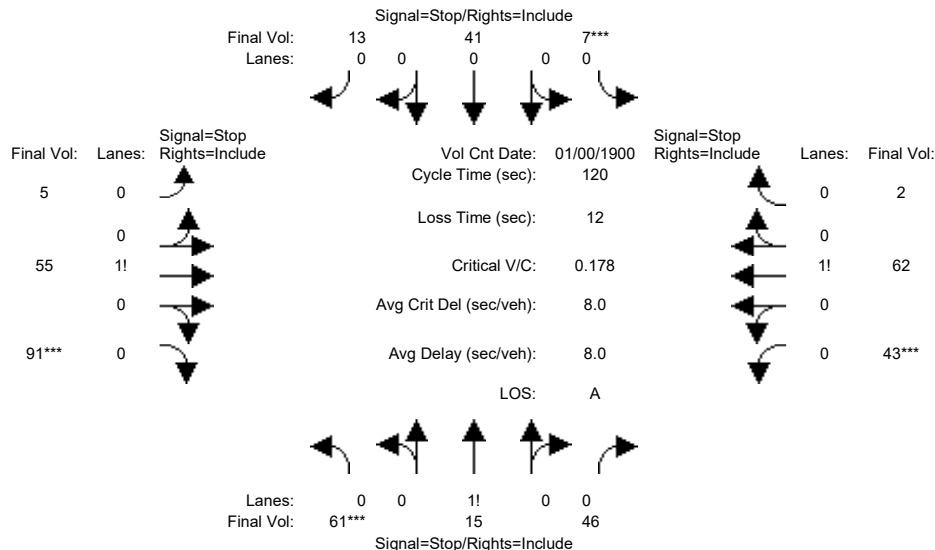
SIGNAL WARRANT DISCLAIMER

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Tasman East Focus Area Plan - Internal Streets
SJ16-1669
Background Plus Project - Alternative #2
Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Background PP PM Alt 2

Intersection #19: Calle Del Sol / Calle Del Mundo



Street Name:	Calle Del Sol						Calle Del Mundo					
Approach:	North Bound			South Bound			East 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
Volume Module: >> Count Date:	0 Jan 1900 << 12:00:00 AM											
Base Vol:	0	0	0	0	0	0	0	20	0	0	20	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	20	0	0	20	0
Added Vol:	61	15	46	7	41	13	5	35	91	43	42	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	61	15	46	7	41	13	5	55	91	43	62	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:	61	15	46	7	41	13	5	55	91	43	62	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	61	15	46	7	41	13	5	55	91	43	62	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	61	15	46	7	41	13	5	55	91	43	62	2
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.50	0.12	0.38	0.11	0.68	0.21	0.03	0.36	0.61	0.40	0.58	0.02
Final Sat.:	390	96	294	87	510	162	28	310	512	307	443	14
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.16	0.08	0.08	0.08	0.18	0.18	0.18	0.14	0.14	0.14
Crit Moves:	****			****					****	****		
Delay/Veh:	8.2	8.2	8.2	7.8	7.8	7.8	7.9	7.9	7.9	8.2	8.2	8.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.2	8.2	8.2	7.8	7.8	7.8	7.9	7.9	7.9	8.2	8.2	8.2
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:	8.2			7.8			7.9			8.2		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	8.2			7.8			7.9			8.2		
LOS by Appr:	A			A			A			A		
AllWayAvgQ:	0.2	0.2	0.2	0.1	0.1	0.1	0.2	0.2	0.2	0.1	0.1	0.1

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

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #19 Calle Del Sol / Calle Del Mundo

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				Stop Sign				Stop Sign							
Lanes:	0	0	1!	0	0	0	0	1!	0	0	0	0	1!	0	0	0	0	1!	0	0
Initial Vol:	61		15		46	7		41		13	5		55		91	43		62		2
Major Street Volume:					258															
Minor Approach Volume:					122															
Minor Approach Volume Threshold:					581															

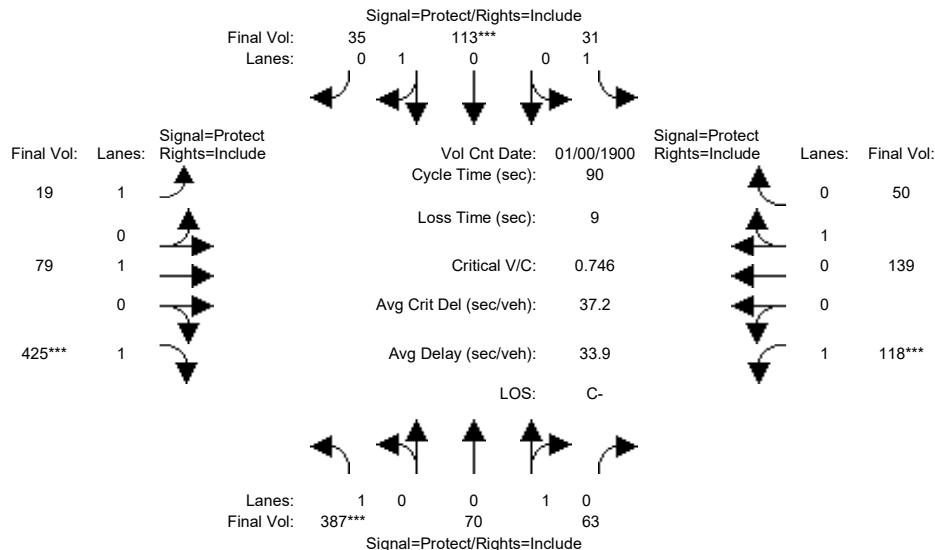
SIGNAL WARRANT DISCLAIMER

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Tasman East Focus Area Plan - Internal Streets
 SJ16-1669
 Background Plus Project - Alternative #2
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Background PP AM Alt 2

Intersection #20: Calle Del Sol / Calle De Luna



Street Name:	Calle Del Sol						Calle De Luna					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	300	0	20	0	0	0	0	20	320	20	10	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:	300	0	20	0	0	0	0	20	320	20	10	0
Added Vol:	87	70	43	31	113	35	19	59	105	98	129	50
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	387	70	63	31	113	35	19	79	425	118	139	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:	387	70	63	31	113	35	19	79	425	118	139	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	387	70	63	31	113	35	19	79	425	118	139	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
Final Volume:	387	70	63	31	113	35	19	79	425	118	139	50
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.88	0.93	0.86	0.88	0.97	0.89	0.88	1.00	0.78	0.88	0.96	0.88
Lanes:	1.00	0.51	0.49	1.00	0.75	0.25	1.00	1.00	1.00	1.00	0.72	0.28
Final Sat.:	1663	893	803	1663	1372	425	1663	1900	1488	1663	1312	472
Capacity Analysis Module:												
Vol/Sat:	0.23	0.08	0.08	0.02	0.08	0.08	0.01	0.04	0.29	0.07	0.11	0.11
Crit Moves:	***			***			***		***	***		
Green Time:	28.0	22.4	22.4	15.7	10.0	10.0	17.7	34.4	34.4	8.5	25.3	25.3
Volume/Cap:	0.75	0.32	0.32	0.11	0.74	0.74	0.06	0.11	0.75	0.75	0.38	0.38
Delay/Veh:	33.7	28.0	28.0	31.4	52.5	52.5	29.5	18.0	29.4	57.3	26.5	26.5
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:	33.7	28.0	28.0	31.4	52.5	52.5	29.5	18.0	29.4	57.3	26.5	26.5
LOS by Move:	C-	C	C	C	D-	D-	C	B	C	E+	C	C
HCM2kAvgQ:	12	3	3	1	6	6	0	1	11	5	4	4

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

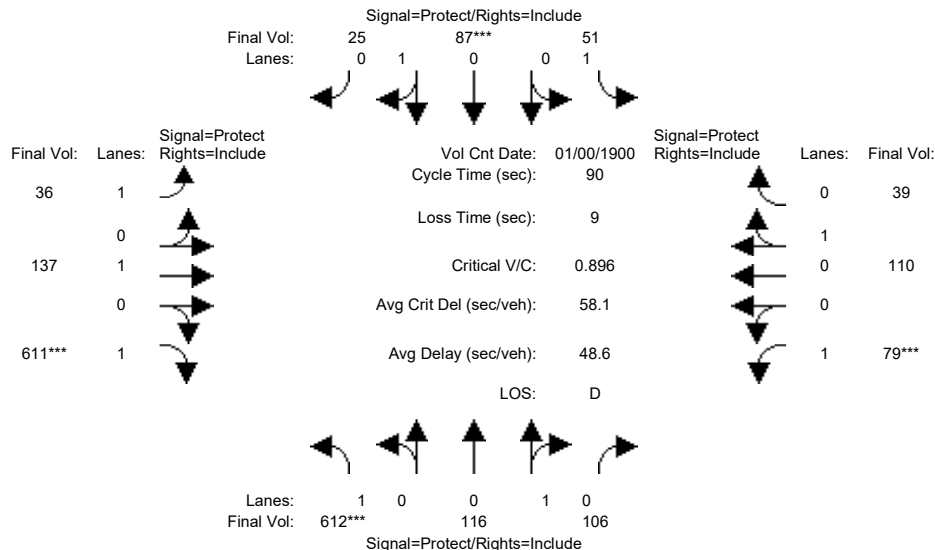
Tasman East Focus Area Plan - Internal Streets

SJ16-1669

Background Plus Project - Alternative #2

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Background PP PM Alt 2

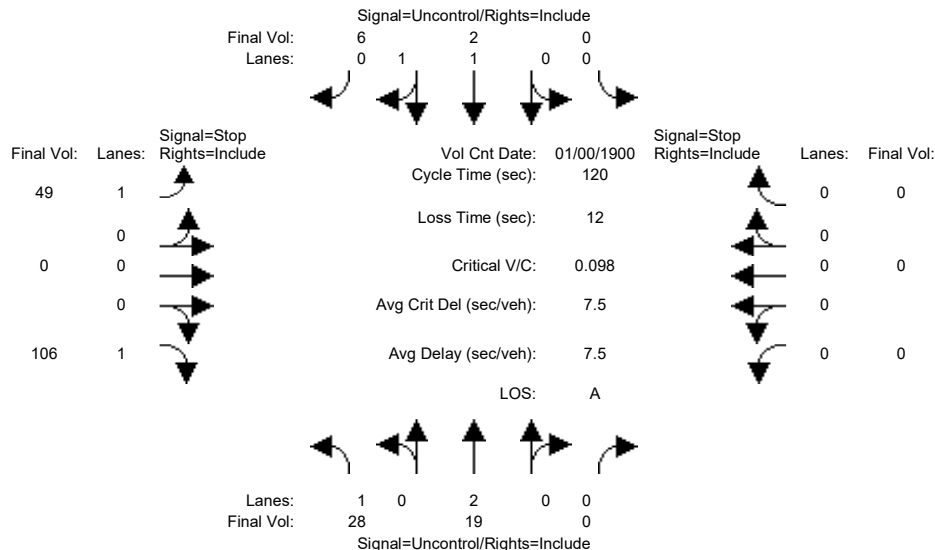
Intersection #20: Calle Del Sol / Calle De Luna



Street Name:	Calle Del Sol						Calle De Luna					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	500	0	10	0	0	0	0	10	510	20	30	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:	500	0	10	0	0	0	0	10	510	20	30	0
Added Vol:	112	116	96	51	87	25	36	127	101	59	80	39
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	612	116	106	51	87	25	36	137	611	79	110	39
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	612	116	106	51	87	25	36	137	611	79	110	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	612	116	106	51	87	25	36	137	611	79	110	39
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	612	116	106	51	87	25	36	137	611	79	110	39
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	0.95	0.95
Lanes:	1.00	0.52	0.48	1.00	0.78	0.22	1.00	1.00	1.00	1.00	0.74	0.26
Final Sat.:	1750	941	859	1750	1398	402	1750	1900	1750	1750	1329	471
Capacity Analysis Module:												
Vol/Sat:	0.35	0.12	0.12	0.03	0.06	0.06	0.02	0.07	0.35	0.05	0.08	0.08
Crit Moves:	***			***					***	***		
Green Time:	32.0	25.8	25.8	16.3	10.0	10.0	16.0	32.0	32.0	7.0	22.9	22.9
Volume/Cap:	0.98	0.43	0.43	0.16	0.56	0.56	0.12	0.20	0.98	0.58	0.32	0.32
Delay/Veh:	60.3	26.7	26.7	31.4	41.5	41.5	31.2	20.3	60.4	46.3	27.7	27.7
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:	60.3	26.7	26.7	31.4	41.5	41.5	31.2	20.3	60.4	46.3	27.7	27.7
LOS by Move:	E	C	C	C	D	D	C	C+	E	D	C	C
HCM2kAvgQ:	25	6	6	1	4	4	1	3	22	3	4	4
Note: Queue reported is the number of cars per lane.												

Tasman East Focus Area Plan - Internal Streets
 SJ16-1669
 Background Plus Project - Alternative #2
 Level Of Service Computation Report
 2000 HCM Unsignalized (Future Volume Alternative)
 Background PP AM Alt 2

Intersection #22: Lick Mill Boulevard / Calle Del Mundo



Street Name:	Lick Mill Boulevard						Calle Del Mundo					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
----- ----- ----- -----												
Volume Module:	>>	Count	Date:	0	Jan	1900	<<	12:00:00	AM			
Base Vol:	20	0	0	0	0	0	0	0	40	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	0	0	0	0	0	0	0	40	0	0	0
Added Vol:	8	19	0	0	2	6	49	0	66	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	28	19	0	0	2	6	49	0	106	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	28	19	0	0	2	6	49	0	106	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	28	19	0	0	2	6	49	0	106	0	0	0
----- ----- ----- -----												
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
----- ----- ----- -----												
Capacity Module:												
Cnflct Vol:	8	xxxx	xxxxx	xxxx	xxxx	xxxxx	71	xxxx	4	xxxx	xxxx	xxxxx
Potent Cap.:	1625	xxxx	xxxxx	xxxx	xxxx	xxxxx	932	xxxx	1085	xxxx	xxxx	xxxxx
Move Cap.:	1625	xxxx	xxxxx	xxxx	xxxx	xxxxx	919	xxxx	1085	xxxx	xxxx	xxxxx
Volume/Cap:	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	0.05	xxxx	0.10	xxxx	xxxx	xxxx
----- ----- ----- -----												
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	0.3	xxxx	xxxx	xxxxx
Control Del:	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.1	xxxx	8.7	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	A	*	A	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			8.8			xxxxxx		
ApproachLOS:	*			*			A			*		

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

Peak Hour Delay Signal Warrant Report

Intersection #22 Lick Mill Boulevard / Calle Del Mundo

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  2  0  0      0  0  1  1  0      1  0  0  0  1      0  0  0  0  0
Initial Vol:    28  19      0      0  2      6      49  0  106      0  0  0  0
ApproachDel:    xxxxxx      xxxxxx      8.8      xxxxxx
-----|-----|-----|-----|-----|

```

Approach[eastbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.4]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=155]

SUCCEED - Approach volume >= 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=210]

FAIL - Total volume less than 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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

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

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #22 Lick Mill Boulevard / Calle Del Mundo

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  2  0  0      0  0  1  1  0      1  0  0  0  1      0  0  0  0  0
Initial Vol:    28  19      0      0  2      6      49  0  106      0  0  0  0
-----|-----|-----|-----|-----|

```

Major Street Volume: 55

Minor Approach Volume: 155

Minor Approach Volume Threshold: 1621

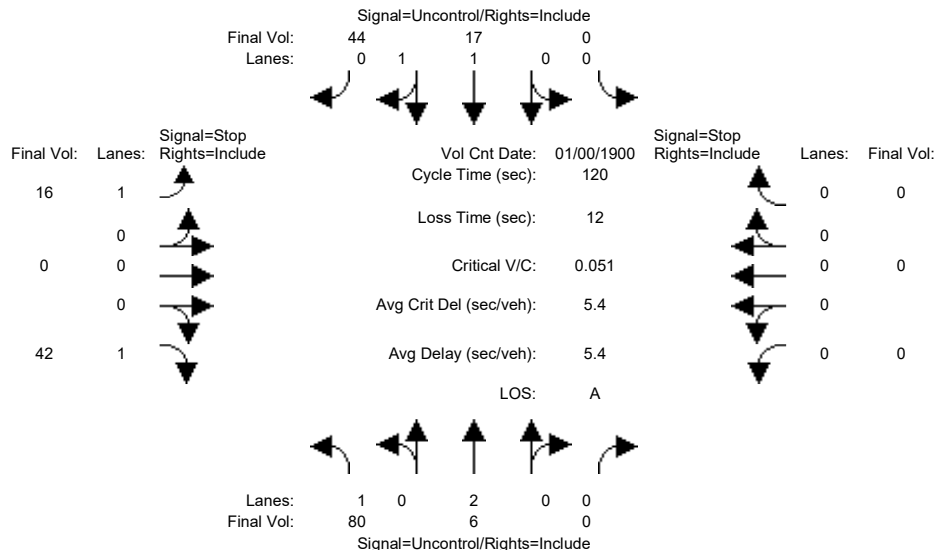
SIGNAL WARRANT DISCLAIMER

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

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Tasman East Focus Area Plan - Internal Streets
 SJ16-1669
 Background Plus Project - Alternative #2
 Level Of Service Computation Report
 2000 HCM Unsignalized (Future Volume Alternative)
 Background PP PM Alt 2

Intersection #22: Lick Mill Boulevard / Calle Del Mundo



Street Name:	Lick Mill Boulevard						Calle Del Mundo								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
----- ----- ----- -----															
Volume Module:	>>	Count	Date:	0	Jan	1900	<<	12:00:00	AM						
Base Vol:	20	0	0	0	0	0	0	0	20	0	0	0	0		
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Initial Bse:	20	0	0	0	0	0	0	0	20	0	0	0	0		
Added Vol:	60	6	0	0	17	44	16	0	22	0	0	0	0		
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0		
Initial Fut:	80	6	0	0	17	44	16	0	42	0	0	0	0		
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Volume:	80	6	0	0	17	44	16	0	42	0	0	0	0		
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0		
FinalVolume:	80	6	0	0	17	44	16	0	42	0	0	0	0		
----- ----- ----- -----															
Critical Gap Module:															
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx			
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx			
----- ----- ----- -----															
Capacity Module:															
Cnflct Vol:	61	xxxx	xxxxx	xxxx	xxxx	xxxxx	202	xxxx	31	xxxx	xxxx	xxxxx			
Potent Cap.:	1555	xxxx	xxxxx	xxxx	xxxx	xxxxx	774	xxxx	1043	xxxx	xxxx	xxxxx			
Move Cap.:	1555	xxxx	xxxxx	xxxx	xxxx	xxxxx	743	xxxx	1043	xxxx	xxxx	xxxxx			
Volume/Cap:	0.05	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	xxxx	0.04	xxxx	xxxx	xxxx			
----- ----- ----- -----															
Level Of Service Module:															
2Way95thQ:	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	0.1	xxxx	xxxx	xxxxx			
Control Del:	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	10.0	xxxx	8.6	xxxxx	xxxx	xxxxx			
LOS by Move:	A	*	*	*	*	*	A	*	A	*	*	*	*		
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*	*		
ApproachDel:	xxxxxx			xxxxxx			9.0			xxxxxx					
ApproachLOS:	*			*			A			*					

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

Peak Hour Delay Signal Warrant Report

Intersection #22 Lick Mill Boulevard / Calle Del Mundo

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 2 0 0	0 0 1 1 0	1 0 0 0 1	0 0 0 0 0
Initial Vol:	80 6 0	0 17 44	16 0 42	0 0 0
ApproachDel:	xxxxxx	xxxxxx	9.0	xxxxxx

Approach[eastbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.1]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=58]

FAIL - Approach volume less than 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=205]

FAIL - Total volume less than 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #22 Lick Mill Boulevard / Calle Del Mundo

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 2 0 0	0 0 1 1 0	1 0 0 0 1	0 0 0 0 0
Initial Vol:	80 6 0	0 17 44	16 0 42	0 0 0

Major Street Volume: 147

Minor Approach Volume: 58

Minor Approach Volume Threshold: 1199

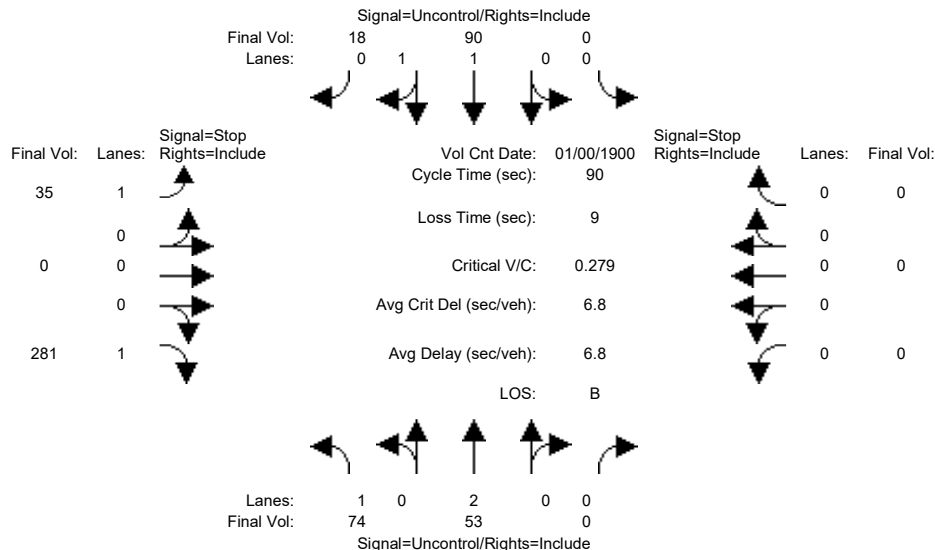
SIGNAL WARRANT DISCLAIMER

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

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Tasman East Focus Area Plan - Internal Streets
 SJ16-1669
 Background Plus Project - Alternative #2
 Level Of Service Computation Report
 2000 HCM Unsignalized (Future Volume Alternative)
 Background PP AM Alt 2

Intersection #23: Lick Mill Boulevard / Calle De Luna



Street Name:	Lick Mill Boulevard						Calle De Luna								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
----- ----- ----- -----															
Volume Module:	>>	Count	Date:	0	Jan	1900	<<	12:00:00	AM						
Base Vol:	45	45	0	0	24	16	16	0	24	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	1.00		
Initial Bse:	45	45	0	0	24	16	16	0	24	0	0	0			
Added Vol:	29	8	0	0	66	2	19	0	257	0	0	0			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	74	53	0	0	90	18	35	0	281	0	0	0			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Volume:	74	53	0	0	90	18	35	0	281	0	0	0			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
FinalVolume:	74	53	0	0	90	18	35	0	281	0	0	0			
----- ----- ----- -----															
Critical Gap Module:															
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx			
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx			
----- ----- ----- -----															
Capacity Module:															
Cnflct Vol:	108	xxxx	xxxxx	xxxx	xxxx	xxxxx	274	xxxx	54	xxxx	xxxx	xxxxx			
Potent Cap.:	1495	xxxx	xxxxx	xxxx	xxxx	xxxxx	699	xxxx	1008	xxxx	xxxx	xxxxx			
Move Cap.:	1495	xxxx	xxxxx	xxxx	xxxx	xxxxx	672	xxxx	1008	xxxx	xxxx	xxxxx			
Volume/Cap:	0.05	xxxx	xxxx	xxxx	xxxx	xxxx	0.05	xxxx	0.28	xxxx	xxxx	xxxx			
----- ----- ----- -----															
Level Of Service Module:															
2Way95thQ:	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	1.1	xxxx	xxxx	xxxxx			
Control Del:	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	10.6	xxxx	9.9	xxxxx	xxxx	xxxxx			
LOS by Move:	A	*	*	*	*	*	B	*	A	*	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxxx			
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*			
ApproachDel:	xxxxxx					xxxxxx	10.0				xxxxxx				
ApproachLOS:	*					*	B				*				

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

Peak Hour Delay Signal Warrant Report

Intersection #23 Lick Mill Boulevard / Calle De Luna

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 2 0 0      0 0 1 1 0      1 0 0 0 1      0 0 0 0 0
Initial Vol:    74 53 0      0 90 18      35 0 281      0 0 0 0
ApproachDel:    xxxxxx      xxxxxx      10.0      xxxxxx
-----|-----|-----|-----|-----|

```

Approach[eastbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.9]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=316]

SUCCEED - Approach volume >= 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=551]

FAIL - Total volume less than 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #23 Lick Mill Boulevard / Calle De Luna

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 2 0 0      0 0 1 1 0      1 0 0 0 1      0 0 0 0 0
Initial Vol:    74 53 0      0 90 18      35 0 281      0 0 0 0
-----|-----|-----|-----|-----|

```

Major Street Volume: 235

Minor Approach Volume: 316

Minor Approach Volume Threshold: 997

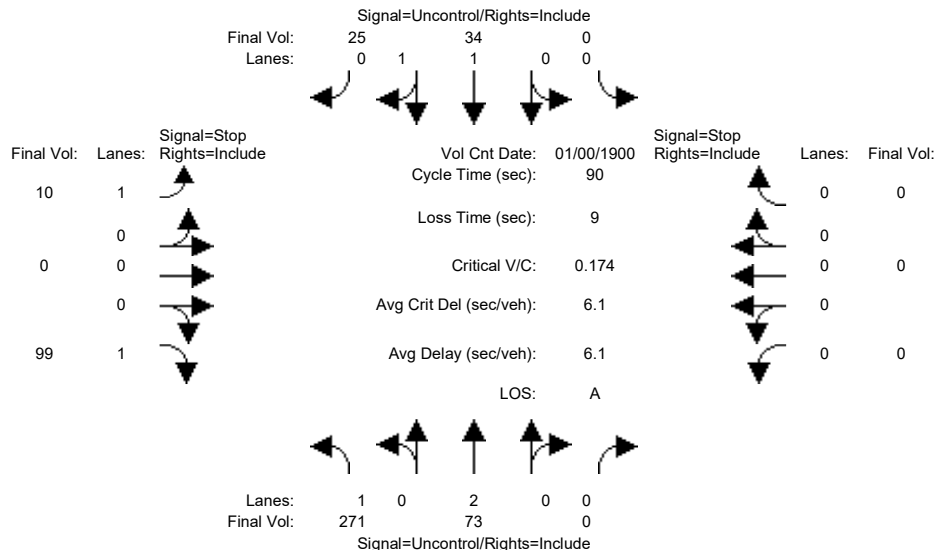
SIGNAL WARRANT DISCLAIMER

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Tasman East Focus Area Plan - Internal Streets
 SJ16-1669
 Background Plus Project - Alternative #2
 Level Of Service Computation Report
 2000 HCM Unsignalized (Future Volume Alternative)
 Background PP PM Alt 2

Intersection #23: Lick Mill Boulevard / Calle De Luna



Street Name:	Lick Mill Boulevard						Calle De Luna								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
----- ----- ----- -----															
Volume Module: >> Count Date:	0 Jan 1900 << 12:00:00 AM														
Base Vol:	37	13	0	0	12	8	4	0	16	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:	37	13	0	0	12	8	4	0	16	0	0	0			
Added Vol:	234	60	0	0	22	17	6	0	83	0	0	0			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	271	73	0	0	34	25	10	0	99	0	0	0			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	271	73	0	0	34	25	10	0	99	0	0	0			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
FinalVolume:	271	73	0	0	34	25	10	0	99	0	0	0			
----- ----- ----- -----															
Critical Gap Module:															
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx			
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx			
----- ----- ----- -----															
Capacity Module:															
Cnflct Vol:	59	xxxx	xxxxx	xxxx	xxxx	xxxxx	625	xxxx	30	xxxx	xxxx	xxxxx			
Potent Cap.:	1558	xxxx	xxxxx	xxxx	xxxx	xxxxx	422	xxxx	1045	xxxx	xxxx	xxxxx			
Move Cap.:	1558	xxxx	xxxxx	xxxx	xxxx	xxxxx	365	xxxx	1045	xxxx	xxxx	xxxxx			
Volume/Cap:	0.17	xxxx	xxxx	xxxx	xxxx	xxxx	0.03	xxxx	0.09	xxxx	xxxx	xxxx			
----- ----- ----- -----															
Level Of Service Module:															
2Way95thQ:	0.6	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	0.3	xxxx	xxxx	xxxxx			
Control Del:	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	15.1	xxxx	8.8	xxxxx	xxxx	xxxxx			
LOS by Move:	A	*	*	*	*	*	C	*	A	*	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*			
ApproachDel:	xxxxxx			xxxxxx			9.4			xxxxxx					
ApproachLOS:		*			*		A				*				

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

Peak Hour Delay Signal Warrant Report

Intersection #23 Lick Mill Boulevard / Calle De Luna

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 2 0 0	0 0 1 1 0	1 0 0 0 1	0 0 0 0 0
Initial Vol:	271 73 0	0 34 25	10 0 99	0 0 0 0
ApproachDel:	xxxxxx	xxxxxx	9.4	xxxxxx

Approach[eastbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.3]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=109]

FAIL - Approach volume less than 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=512]

FAIL - Total volume less than 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #23 Lick Mill Boulevard / Calle De Luna

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 2 0 0	0 0 1 1 0	1 0 0 0 1	0 0 0 0 0
Initial Vol:	271 73 0	0 34 25	10 0 99	0 0 0 0

Major Street Volume: 403

Minor Approach Volume: 109

Minor Approach Volume Threshold: 765

SIGNAL WARRANT DISCLAIMER

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

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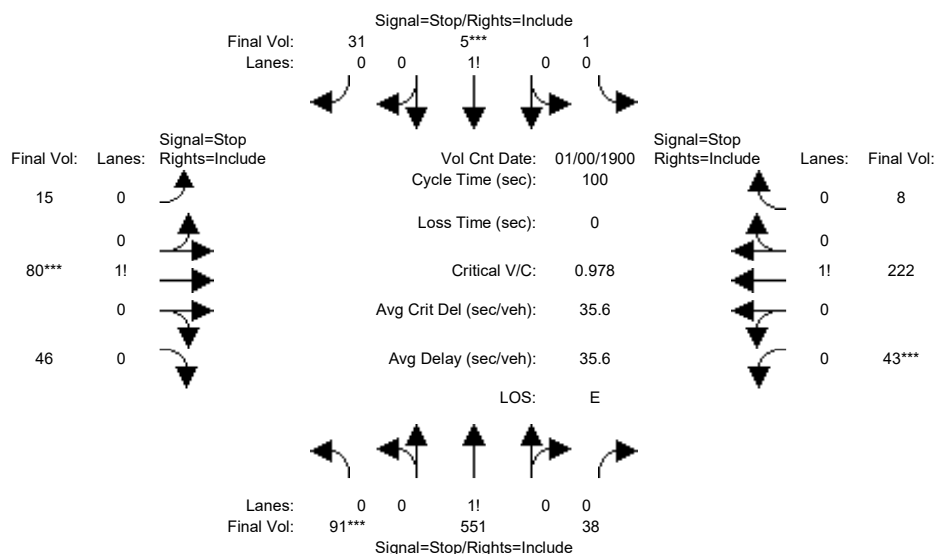
Tasman East Focus Area Plan - Internal Streets

SJ16-1669

Cumulative Plus Project - Alternative #2

Level Of Service Computation Report
 2000 HCM 4-Way Stop (Future Volume Alternative)
 Cumulative PP AM Alt 2

Intersection #19: Calle Del Sol / Calle Del Mundo



Street Name: Calle Del Sol Calle Del Mundo

Approach: North Bound South Bound East 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

Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM

Base Vol:	0	506	0	0	0	29	0	40	0	0	193	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	506	0	0	0	29	0	40	0	0	193	0
Added Vol:	91	45	38	1	5	2	15	40	46	43	29	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	91	551	38	1	5	31	15	80	46	43	222	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	91	551	38	1	5	31	15	80	46	43	222	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	91	551	38	1	5	31	15	80	46	43	222	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	91	551	38	1	5	31	15	80	46	43	222	8

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.13	0.81	0.06	0.03	0.13	0.84	0.11	0.57	0.32	0.16	0.81	0.03
Final Sat.:	93	564	39	16	79	492	61	324	187	92	475	17

Capacity Analysis Module:

Vol/Sat:	0.98	0.98	0.98	0.06	0.06	0.06	0.25	0.25	0.25	0.47	0.47	0.47
Crit Moves:	****			****			****			****		
Delay/Veh:	50.8	50.8	50.8	9.0	9.0	9.0	11.1	11.1	11.1	14.1	14.1	14.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.8	50.8	50.8	9.0	9.0	9.0	11.1	11.1	11.1	14.1	14.1	14.1
LOS by Move:	F	F	F	A	A	A	B	B	B	B	B	B
ApproachDel:		50.8			9.0			11.1			14.1	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		50.8			9.0			11.1			14.1	
LOS by Appr:		F			A			B			B	
AllWayAvgQ:	8.2	8.2	8.2	0.1	0.1	0.1	0.3	0.3	0.3	0.8	0.8	0.8

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

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #19 Calle Del Sol / Calle Del Mundo

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				Stop Sign				Stop Sign							
Lanes:	0	0	1!	0	0	0	0	1!	0	0	0	0	1!	0	0	0	0	1!	0	0
Initial Vol:	91	551		38		1	5		31		15	80		46		43	222		8	
Major Street Volume:					717															
Minor Approach Volume:					273															
Minor Approach Volume Threshold:					308															

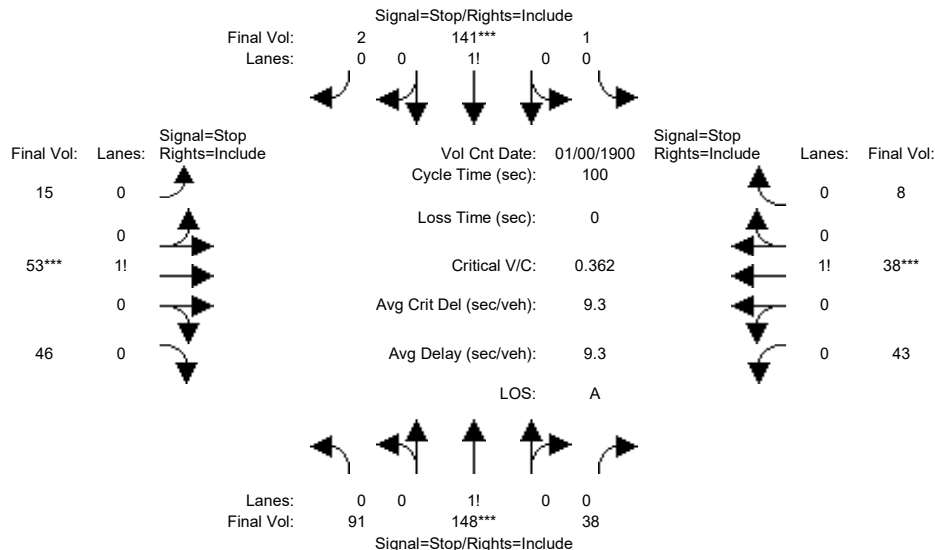
SIGNAL WARRANT DISCLAIMER

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Tasman East Focus Area Plan - Internal Streets
SJ16-1669
Cumulative Plus Project - Alternative #2
Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Cumulative PP PM Alt 2

Intersection #19: Calle Del Sol / Calle Del Mundo



Street Name:	Calle Del Sol						Calle Del Mundo					
Approach:	North Bound			South Bound			East 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
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	0	103	0	0	136	0	0	13	0	0	9	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	103	0	0	136	0	0	13	0	0	9	0
Added Vol:	91	45	38	1	5	2	15	40	46	43	29	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	91	148	38	1	141	2	15	53	46	43	38	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	91	148	38	1	141	2	15	53	46	43	38	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	91	148	38	1	141	2	15	53	46	43	38	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	91	148	38	1	141	2	15	53	46	43	38	8
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.33	0.53	0.14	0.01	0.98	0.01	0.13	0.47	0.40	0.48	0.43	0.09
Final Sat.:	252	409	105	5	716	10	92	326	283	319	282	59
Capacity Analysis Module:												
Vol/Sat:	0.36	0.36	0.36	0.20	0.20	0.20	0.16	0.16	0.16	0.13	0.13	0.13
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Delay/Veh:	10.0	10.0	10.0	8.8	8.8	8.8	8.6	8.6	8.6	8.8	8.8	8.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.0	10.0	10.0	8.8	8.8	8.8	8.6	8.6	8.6	8.8	8.8	8.8
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:	10.0			8.8			8.6			8.8		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	10.0			8.8			8.6			8.8		
LOS by Appr:	A			A			A			A		
AllWayAvgQ:	0.5	0.5	0.5	0.2	0.2	0.2	0.2	0.2	0.2	0.1	0.1	0.1

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

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #19 Calle Del Sol / Calle Del Mundo

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				Stop Sign				Stop Sign							
Lanes:	0	0	1!	0	0	0	0	1!	0	0	0	0	1!	0	0	0	0	1!	0	0
Initial Vol:	91	148		38		1	141		2		15	53		46		43	38		8	
Major Street Volume:					421															
Minor Approach Volume:					114															
Minor Approach Volume Threshold:					450															

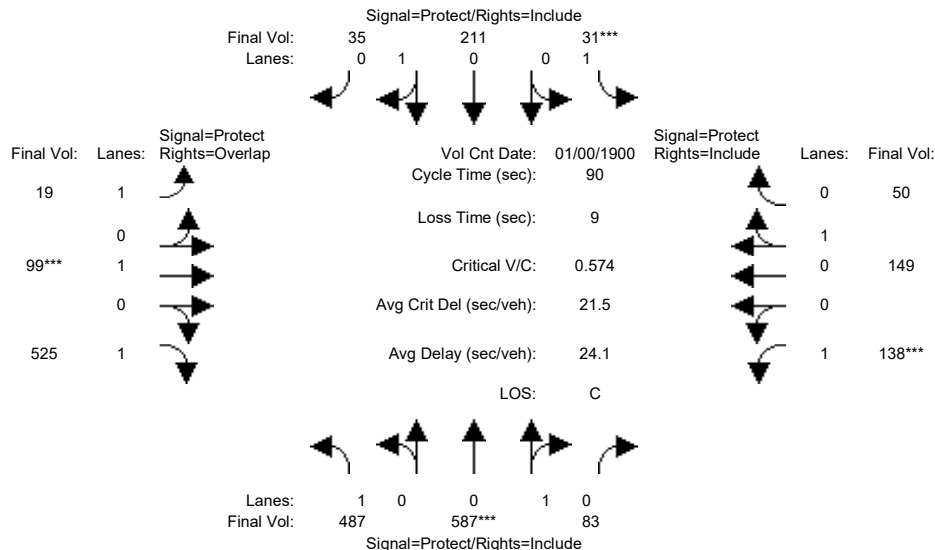
SIGNAL WARRANT DISCLAIMER

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Tasman East Focus Area Plan - Internal Streets
 SJ16-1669
 Cumulative Plus Project - Alternative #2
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative PP AM Alt 2

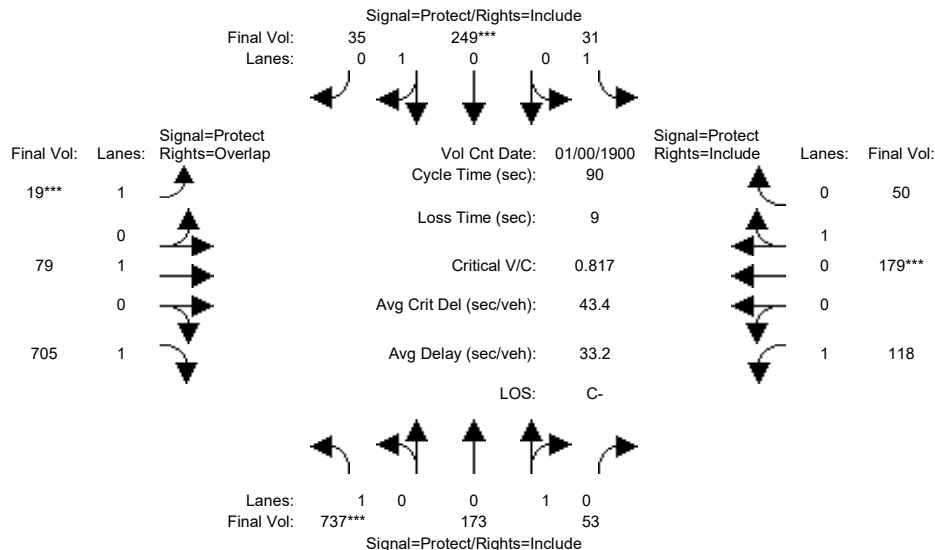
Intersection #20: Calle Del Sol / Calle De Luna



Street Name:	Calle Del Sol						Calle De Luna					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	400	517	40	0	98	0	0	40	420	40	20	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:	400	517	40	0	98	0	0	40	420	40	20	0
Added Vol:	87	70	43	31	113	35	19	59	105	98	129	50
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	487	587	83	31	211	35	19	99	525	138	149	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:	487	587	83	31	211	35	19	99	525	138	149	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	487	587	83	31	211	35	19	99	525	138	149	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
Final Volume:	487	587	83	31	211	35	19	99	525	138	149	50
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.88	0.98	0.90	0.88	0.98	0.90	0.88	1.00	0.78	0.88	0.96	0.89
Lanes:	1.00	0.87	0.13	1.00	0.85	0.15	1.00	1.00	1.00	1.00	0.73	0.27
Final Sat.:	1663	1616	228	1663	1576	261	1663	1900	1488	1663	1340	450
Capacity Analysis Module:												
Vol/Sat:	0.29	0.36	0.36	0.02	0.13	0.13	0.01	0.05	0.35	0.08	0.11	0.11
Crit Moves:	****			****			****			****		
Green Time:	40.6	52.1	52.1	7.0	18.5	18.5	9.0	10.0	50.6	11.9	12.9	12.9
Volume/Cap:	0.65	0.63	0.63	0.24	0.65	0.65	0.11	0.47	0.63	0.63	0.78	0.78
Delay/Veh:	21.2	13.7	13.7	40.0	36.7	36.7	37.2	39.2	14.9	42.6	51.1	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:	21.2	13.7	13.7	40.0	36.7	36.7	37.2	39.2	14.9	42.6	51.1	51.1
LOS by Move:	C+	B	B	D	D+	D+	D+	D	B	D	D-	D-
HCM2kAvgQ:	12	13	13	1	7	7	1	3	11	5	7	7
Note: Queue reported is the number of cars per lane.												

Tasman East Focus Area Plan - Internal Streets
 SJ16-1669
 Cumulative Plus Project - Alternative #2
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative PP PM Alt 2

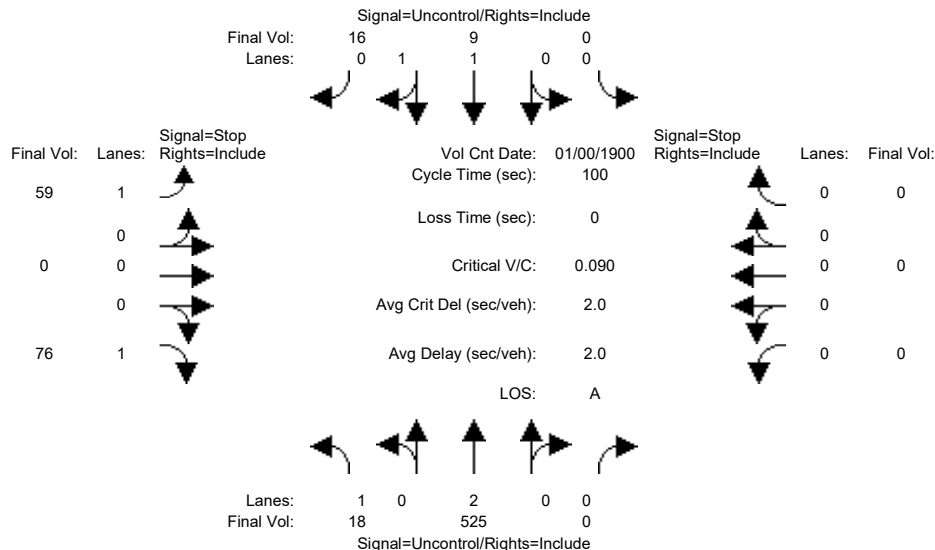
Intersection #20: Calle Del Sol / Calle De Luna



Street Name:	Calle Del Sol						Calle De Luna					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	650	103	10	0	136	0	0	20	600	20	50	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:	650	103	10	0	136	0	0	20	600	20	50	0
Added Vol:	87	70	43	31	113	35	19	59	105	98	129	50
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	737	173	53	31	249	35	19	79	705	118	179	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:	737	173	53	31	249	35	19	79	705	118	179	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	737	173	53	31	249	35	19	79	705	118	179	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
Final Volume:	737	173	53	31	249	35	19	79	705	118	179	50
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.88	0.97	0.89	0.88	0.98	0.90	0.88	1.00	0.78	0.88	0.97	0.89
Lanes:	1.00	0.75	0.25	1.00	0.87	0.13	1.00	1.00	1.00	1.00	0.77	0.23
Final Sat.:	1663	1376	422	1663	1619	228	1663	1900	1488	1663	1410	394
Capacity Analysis Module:												
Vol/Sat:	0.44	0.13	0.13	0.02	0.15	0.15	0.01	0.04	0.47	0.07	0.13	0.13
Crit Moves:	****			****			****			****		
Green Time:	45.3	37.7	37.7	23.3	15.7	15.7	7.0	11.8	57.1	8.2	13.0	13.0
Volume/Cap:	0.88	0.30	0.30	0.07	0.88	0.88	0.15	0.32	0.75	0.78	0.88	0.88
Delay/Veh:	30.6	17.6	17.6	25.2	59.5	59.5	39.2	36.2	14.8	61.9	65.1	65.1
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:	30.6	17.6	17.6	25.2	59.5	59.5	39.2	36.2	14.8	61.9	65.1	65.1
LOS by Move:	C	B	B	C	E+	E+	D	D+	B	E	E	E
HCM2kAvgQ:	23	4	4	1	11	11	1	2	15	5	9	9
Note: Queue reported is the number of cars per lane.												

Tasman East Focus Area Plan - Internal Streets
SJ16-1669
Cumulative Plus Project - Alternative #2
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumulative PP AM Alt 2

Intersection #22: Lick Mill Boulevard / Calle Del Mundo



Street Name:	Lick Mill Boulevard						Calle Del Mundo					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module: >> Count Date: 0 Jan 1900 << 12:00:00 AM												
Base Vol:	10	506	0	0	7	10	10	0	10	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:	10	506	0	0	7	10	10	0	10	0	0	0
Added Vol:	8	19	0	0	2	6	49	0	66	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	18	525	0	0	9	16	59	0	76	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	18	525	0	0	9	16	59	0	76	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	18	525	0	0	9	16	59	0	76	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflct Vol:	25	xxxx	xxxxx	xxxx	xxxx	xxxxx	316	xxxx	13	xxxx	xxxx	xxxxx
Potent Cap.:	1603	xxxx	xxxxx	xxxx	xxxx	xxxxx	658	xxxx	1071	xxxx	xxxx	xxxxx
Move Cap.:	1603	xxxx	xxxxx	xxxx	xxxx	xxxxx	653	xxxx	1071	xxxx	xxxx	xxxxx
Volume/Cap:	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.09	xxxx	0.07	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.3	xxxx	0.2	xxxx	xxxx	xxxxx
Control Del:	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	11.1	xxxx	8.6	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	B	*	A	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			9.7			xxxxxx		
ApproachLOS:							A					

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

Peak Hour Delay Signal Warrant Report

Intersection #22 Lick Mill Boulevard / Calle Del Mundo

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  2  0  0      0  0  1  1  0      1  0  0  0  1      0  0  0  0  0
Initial Vol:    18  525      0      0  9  16      59  0  76      0  0  0  0
ApproachDel:    xxxxxx      xxxxxx      9.7      xxxxxx
-----|-----|-----|-----|-----|

```

Approach[eastbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.4]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=135]

FAIL - Approach volume less than 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=703]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #22 Lick Mill Boulevard / Calle Del Mundo

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  2  0  0      0  0  1  1  0      1  0  0  0  1      0  0  0  0  0
Initial Vol:    18  525      0      0  9  16      59  0  76      0  0  0  0
-----|-----|-----|-----|-----|

```

Major Street Volume: 568

Minor Approach Volume: 135

Minor Approach Volume Threshold: 617

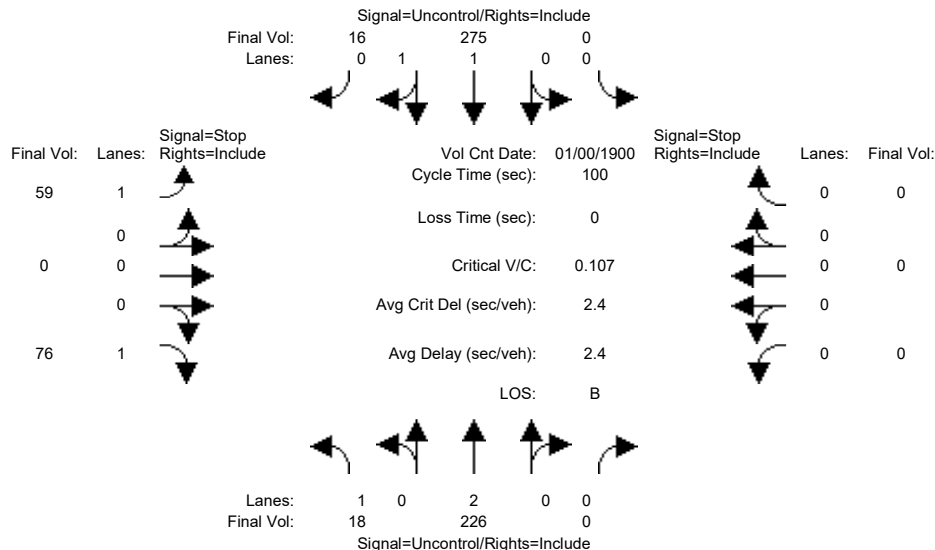
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Tasman East Focus Area Plan - Internal Streets
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 Cumulative Plus Project - Alternative #2
 Level Of Service Computation Report
 2000 HCM Unsignalized (Future Volume Alternative)
 Cumulative PP PM Alt 2

Intersection #22: Lick Mill Boulevard / Calle Del Mundo



Street Name:	Lick Mill Boulevard						Calle Del Mundo								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
----- ----- ----- -----															
Volume Module:	>>	Count	Date:	0	Jan	1900	<<	12:00:00	AM						
Base Vol:	10	207	0	0	273	10	10	0	10	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	207	0	0	273	10	10	0	10	0	0	0	0	0	0
Added Vol:	8	19	0	0	2	6	49	0	66	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	18	226	0	0	275	16	59	0	76	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	18	226	0	0	275	16	59	0	76	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	18	226	0	0	275	16	59	0	76	0	0	0	0	0	0
----- ----- ----- -----															
Critical Gap Module:															
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxxx
----- ----- ----- -----															
Capacity Module:															
Cnflct Vol:	291	xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxxx	432	xxxx	146	xxxxx	xxxx	xxxxx	xxxxx	xxxxx
Potent Cap.:	1282	xxxx	xxxxx	xxxxx	xxxxx	xxxx	xxxxx	557	xxxx	882	xxxxx	xxxx	xxxxx	xxxxx	xxxxx
Move Cap.:	1282	xxxx	xxxxx	xxxxx	xxxxx	xxxx	xxxxx	551	xxxx	882	xxxxx	xxxx	xxxxx	xxxxx	xxxxx
Volume/Cap:	0.01	xxxx	xxxxx	xxxxx	xxxxx	xxxx	xxxxx	0.11	xxxx	0.09	xxxxx	xxxx	xxxxx	xxxxx	xxxxx
----- ----- ----- -----															
Level Of Service Module:															
2Way95thQ:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxxx	0.4	xxxx	0.3	xxxxx	xxxx	xxxxx	xxxxx	xxxxx
Control Del:	7.8	xxxx	xxxxx	xxxxx	xxxxx	xxxx	xxxxx	12.3	xxxx	9.5	xxxxxx	xxxx	xxxxx	xxxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	B	*	A	*	*	*	*	*
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx				xxxxxx			10.7			xxxxxx				
ApproachLOS:		*			*			B			*				

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

Peak Hour Delay Signal Warrant Report

Intersection #22 Lick Mill Boulevard / Calle Del Mundo

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  2  0  0      0  0  1  1  0      1  0  0  0  1      0  0  0  0  0
Initial Vol:    18  226      0      0  275  16      59      0      76      0      0      0
ApproachDel:    xxxxxx      xxxxxx      10.7      xxxxxx
-----|-----|-----|-----|-----|

```

Approach[eastbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.4]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=135]

FAIL - Approach volume less than 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=670]

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 #22 Lick Mill Boulevard / Calle Del Mundo

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  2  0  0      0  0  1  1  0      1  0  0  0  1      0  0  0  0  0
Initial Vol:    18  226      0      0  275  16      59      0      76      0      0      0
-----|-----|-----|-----|-----|

```

Major Street Volume: 535

Minor Approach Volume: 135

Minor Approach Volume Threshold: 643

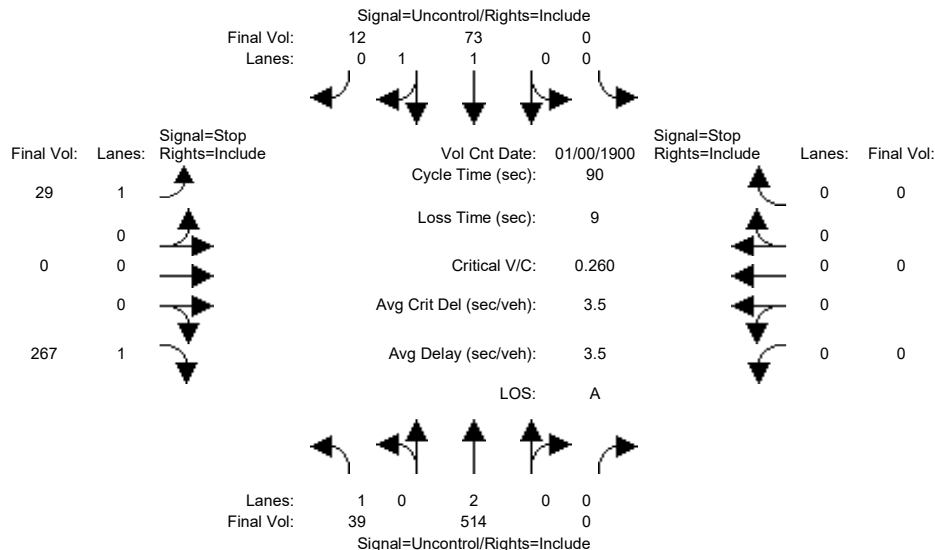
SIGNAL WARRANT DISCLAIMER

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

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Tasman East Focus Area Plan - Internal Streets
 SJ16-1669
 Cumulative Plus Project - Alternative #2
 Level Of Service Computation Report
 2000 HCM Unsignalized (Future Volume Alternative)
 Cumulative PP AM Alt 2

Intersection #23: Lick Mill Boulevard / Calle De Luna



Street Name:	Lick Mill Boulevard						Calle De Luna					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
----- ----- ----- -----												
Volume Module:	>>	Count	Date:	0	Jan	1900	<<	12:00:00	AM			
Base Vol:	10	506	0	0	7	10	10	0	10	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:	10	506	0	0	7	10	10	0	10	0	0	0
Added Vol:	29	8	0	0	66	2	19	0	257	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	39	514	0	0	73	12	29	0	267	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	39	514	0	0	73	12	29	0	267	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	39	514	0	0	73	12	29	0	267	0	0	0
----- ----- ----- -----												
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	6.8	xxxx	6.9	xxxxxx	xxxx	xxxxxx
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.5	xxxx	3.3	xxxxxx	xxxx	xxxxxx
----- ----- ----- -----												
Capacity Module:												
Cnflct Vol:	85	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	414	xxxx	43	xxxx	xxxx	xxxxxx
Potent Cap.:	1524	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	572	xxxx	1025	xxxx	xxxx	xxxxxx
Move Cap.:	1524	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	560	xxxx	1025	xxxx	xxxx	xxxxxx
Volume/Cap:	0.03	xxxx	xxxx	xxxx	xxxx	xxxx	0.05	xxxx	0.26	xxxx	xxxx	xxxx
----- ----- ----- -----												
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	0.2	xxxx	1.0	xxxx	xxxx	xxxxxx
Control Del:	7.4	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	11.8	xxxx	9.7	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	*	*	*	B	*	A	*	*	*
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			9.9			xxxxxx		
ApproachLOS:	*			*			A			*		

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

Peak Hour Delay Signal Warrant Report

Intersection #23 Lick Mill Boulevard / Calle De Luna

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  2  0  0      0  0  1  1  0      1  0  0  0  1      0  0  0  0  0
Initial Vol:    39  514      0      0  73  12      29  0  267      0  0  0  0
ApproachDel:    xxxxxx      xxxxxx      9.9      xxxxxx
-----|-----|-----|-----|-----|

```

Approach[eastbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.8]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=296]

SUCCEED - Approach volume >= 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=934]

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 #23 Lick Mill Boulevard / Calle De Luna

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  2  0  0      0  0  1  1  0      1  0  0  0  1      0  0  0  0  0
Initial Vol:    39  514      0      0  73  12      29  0  267      0  0  0  0
-----|-----|-----|-----|-----|

```

Major Street Volume: 638

Minor Approach Volume: 296

Minor Approach Volume Threshold: 567

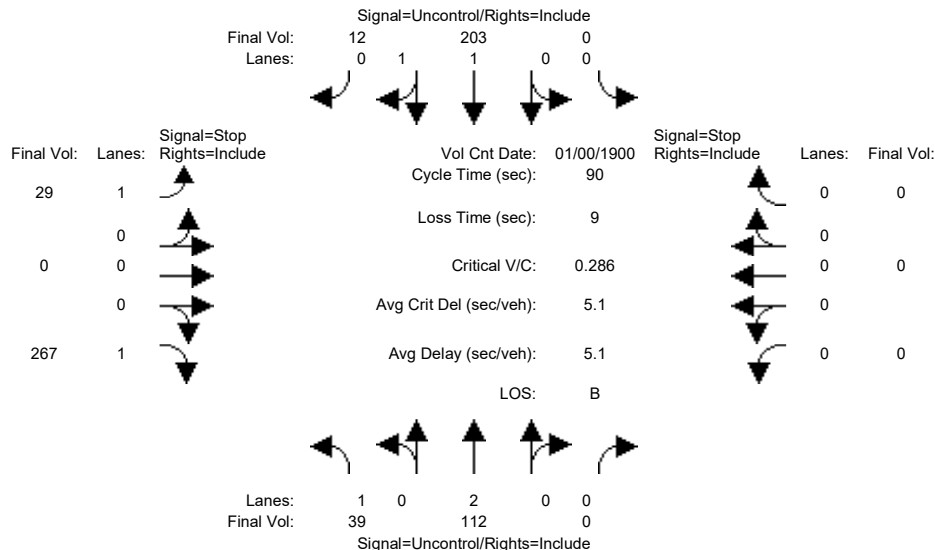
SIGNAL WARRANT DISCLAIMER

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

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Tasman East Focus Area Plan - Internal Streets
 SJ16-1669
 Cumulative Plus Project - Alternative #2
 Level Of Service Computation Report
 2000 HCM Unsignalized (Future Volume Alternative)
 Cumulative PP PM Alt 2

Intersection #23: Lick Mill Boulevard / Calle De Luna



Street Name:	Lick Mill Boulevard						Calle De Luna					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
----- ----- ----- -----												
Volume Module:	>>	Count	Date:	0	Jan	1900	<<	12:00:00	AM			
Base Vol:	10	104	0	0	137	10	10	0	10	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:	10	104	0	0	137	10	10	0	10	0	0	0
Added Vol:	29	8	0	0	66	2	19	0	257	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	39	112	0	0	203	12	29	0	267	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	39	112	0	0	203	12	29	0	267	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	39	112	0	0	203	12	29	0	267	0	0	0
----- ----- ----- -----												
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
----- ----- ----- -----												
Capacity Module:												
Cnflct Vol:	215	xxxx	xxxxx	xxxx	xxxx	xxxxx	343	xxxx	108	xxxx	xxxx	xxxxx
Potent Cap.:	1367	xxxx	xxxxx	xxxx	xxxx	xxxxx	633	xxxx	932	xxxx	xxxx	xxxxx
Move Cap.:	1367	xxxx	xxxxx	xxxx	xxxx	xxxxx	619	xxxx	932	xxxx	xxxx	xxxxx
Volume/Cap:	0.03	xxxx	xxxx	xxxx	xxxx	xxxx	0.05	xxxx	0.29	xxxx	xxxx	xxxx
----- ----- ----- -----												
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	1.2	xxxx	xxxx	xxxxx
Control Del:	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	11.1	xxxx	10.4	xxxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	B	*	B	*	*	*
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			10.5			xxxxxx		
ApproachLOS:	*			*			B			*		

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

Peak Hour Delay Signal Warrant Report

Intersection #23 Lick Mill Boulevard / Calle De Luna

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 2 0 0      0 0 1 1 0      1 0 0 0 1      0 0 0 0 0
Initial Vol:    39 112 0      0 203 12      29 0 267      0 0 0 0
ApproachDel:    xxxxxx      xxxxxx      10.5      xxxxxx
-----|-----|-----|-----|-----|

```

Approach[eastbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.9]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=296]

SUCCEED - Approach volume >= 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=662]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #23 Lick Mill Boulevard / Calle De Luna

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 2 0 0      0 0 1 1 0      1 0 0 0 1      0 0 0 0 0
Initial Vol:    39 112 0      0 203 12      29 0 267      0 0 0 0
-----|-----|-----|-----|-----|

```

Major Street Volume: 366

Minor Approach Volume: 296

Minor Approach Volume Threshold: 806

SIGNAL WARRANT DISCLAIMER

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

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Attachment I-E. Roundabout Analysis of Intersection #19 Calle del Sol / Calle del Mundo in Project Geometry, Alternative #1 and Alternative #2

ROUNDABOUT CAPACITY ANALYSIS - HCM 2010

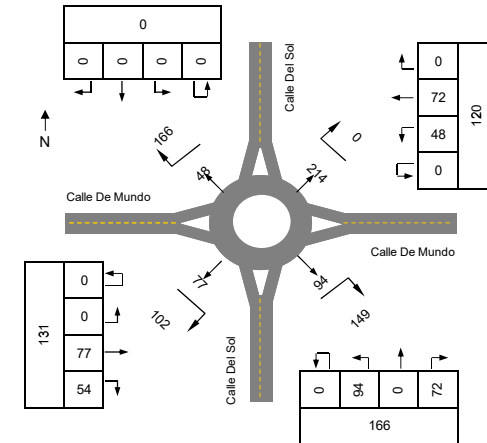
Period (hr)	0.25	Project	Tasman East Focus Area						E-W Street		Calle De Mundo			
PHF	1	Scenario	Background Plus Project AM						N-S Street		Calle Del Sol			
Approach		Lane	Lane Config.	Percentage			Flow (pcph)	Conflicting		Capacity (pcph)	v/c	Control Delay (sec)	LOS*	95th Queue** (ft)
Direction	Lanes			L	T	R		Flow	Lanes					
North	1	1	LTR	100%	100%	100%	166	77	1	1,046	0.16	4.2	A	14
	Bypass?													
	No													
	Total			100%	100%	100%	166					4.2	A	
South	1	1	LTR	100%	100%	100%	0	214	1	912	0.00	3.9	A	0
	Bypass?													
	No													
	Total			100%	100%	100%								
East	1	1	LTR	100%	100%	100%	131	48	1	1,077	0.12	3.9	A	10
	Bypass?													
	No													
	Total			100%	100%	100%	131					3.9	A	
West	1	1	LTR	100%	100%	100%	120	94	1	1,029	0.12	4.1	A	10
	Bypass?													
	No													
	Total			100%	100%	100%	120					4.1	A	
All							417					4.1	A	

Source: NCHRP Report 672 - Roundabouts: An Informational Guide, Second Edition (TRB, 2010)

* Does not include the effect of conflicting pedestrians

** Assumes a queued vehicle length of 25 feet

Diagram



Volumes

	Northbound				Southbound				Eastbound				Westbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Total (vph)	0	92	0	71	0	0	0	0	0	75	53	47	71	0		
Trucks	0	2	0	1	0	0	0	0	0	2	1	0	1	1	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Cars	0	90	0	70	0	0	0	0	0	73	52	0	46	70	0	
f _{HV}	1.00	0.98	1.00	0.99	1.00	1.00	1.00	1.00	1.00	0.97	0.98	1.00	0.98	0.99	1.00	
Total (pcph)	0	94	0	72	0	0	0	0	0	77	54	0	48	72	0	
BackPP AM	413				465				202				130			
BackPP PM	208				247				195				395			
	Northbound				Southbound				Eastbound				Westbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Truck %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Trucks (vph)																

ROUNDABOUT CAPACITY ANALYSIS - HCM 2010

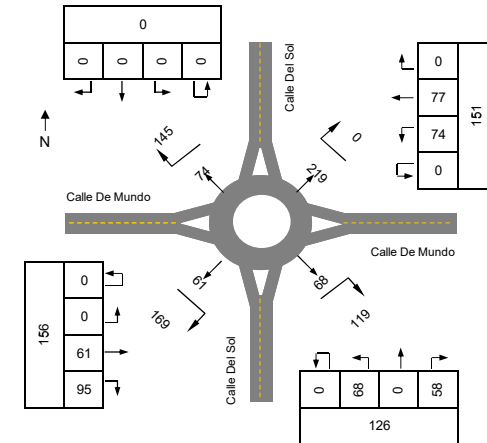
Period (hr)	0.25	Project	Tasman East Focus Area						E-W Street		Calle De Mundo			
PHF	1	Scenario	Background Plus Project PM						N-S Street		Calle Del Sol			
Approach		Lane	Lane Config.	Percentage			Flow (pcph)	Conflicting		Capacity (pcph)	v/c	Control Delay (sec)	LOS*	95th Queue** (ft)
Direction	Lanes			L	T	R		Flow	Lanes					
North	1	1	LTR	100%	100%	100%	126	61	1	1,063	0.12	4.0	A	10
	Bypass?													
	No													
	Total			100%	100%	100%	126					4.0	A	
South	1	1	LTR	100%	100%	100%	0	219	1	908	0.00	4.0	A	0
	Bypass?													
	No													
	Total			100%	100%	100%								
East	1	1	LTR	100%	100%	100%	156	74	1	1,049	0.15	4.2	A	13
	Bypass?													
	No													
	Total			100%	100%	100%	156					4.2	A	
West	1	1	LTR	100%	100%	100%	151	68	1	1,056	0.14	4.1	A	12
	Bypass?													
	No													
	Total			100%	100%	100%	151					4.1	A	
All							433					4.1	A	

Source: NCHRP Report 672 - Roundabouts: An Informational Guide, Second Edition (TRB, 2010)

* Does not include the effect of conflicting pedestrians

** Assumes a queued vehicle length of 25 feet

Diagram



Volumes

	Northbound				Southbound				Eastbound				Westbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Total (vph)	67	0	57	0	0	0	0	0	0	60	93	0	73	75	0	0
Trucks	0	1	0	1	0	0	0	0	0	1	2	0	1	2	0	0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	0	66	0	56	0	0	0	0	0	59	91	0	72	73	0	0
f _{HV}	1.00	0.99	1.00	0.98	1.00	1.00	1.00	1.00	1.00	0.98	0.98	1.00	0.99	0.97	1.00	1.00
Total (pcph)	0	68	0	58	0	0	0	0	0	61	95	0	74	77	0	0
BackPP AM	413				465				202				130			
BackPP PM	208				247				195				395			
Truck %	Northbound				Southbound				Eastbound				Westbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Trucks (vph)	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2

ROUNABOUT CAPACITY ANALYSIS - HCM 2010

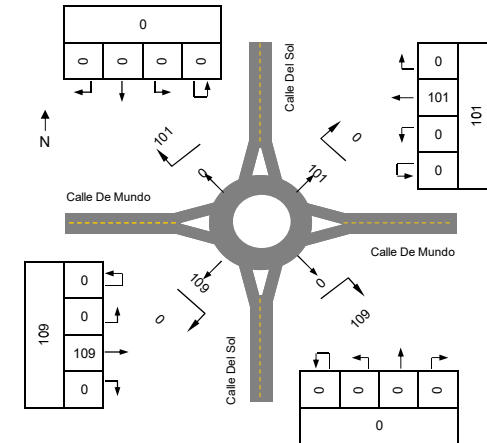
Period (hr)	0.25	Project	Tasman East Focus Area						E-W Street		Calle De Mundo			
PHF	1	Scenario	Background Plus Project AM Alternative #1						N-S Street		Calle Del Sol			
Approach		Lane	Lane Config.	Percentage			Flow (pcph)	Conflicting		Capacity (pcph)	v/c	Control Delay (sec)	LOS*	95th Queue** (ft)
Direction	Lanes			L	T	R		Flow	Lanes					
North	1	1	LTR	100%	100%	100%	0	109	1	1,013	0.00	3.6	A	0
	Bypass?													
	No													
	Total			100%	100%	100%								
South	1	1	LTR	100%	100%	100%	0	101	1	1,021	0.00	3.5	A	0
	Bypass?													
	No													
	Total			100%	100%	100%								
East	1	1	LTR	100%	100%	100%	109	0	1	1,130	0.10	3.6	A	8
	Bypass?													
	No													
	Total			100%	100%	100%	109					3.6	A	
West	1	1	LTR	100%	100%	100%	101	0	1	1,130	0.09	3.6	A	7
	Bypass?													
	No													
	Total			100%	100%	100%	101					3.6	A	
All							210					3.6	A	

Source: NCHRP Report 672 - Roundabouts: An Informational Guide, Second Edition (TRB, 2010)

* Does not include the effect of conflicting pedestrians

** Assumes a queued vehicle length of 25 feet

Diagram



Volumes

	Northbound				Southbound				Eastbound				Westbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Total (vph)	0	0	0	0	0	0	0	0	0	0	107	0	0	0	99	0
Trucks	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	0	0	0	0	0	0	0	0	0	0	105	0	0	0	97	0
f _{HV}	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.98	1.00	1.00	1.00	0.98	1.00
Total (pcph)	0	0	0	0	0	0	0	0	0	0	109	0	0	0	101	0
BackPP AM	413				465				202				130			
BackPP PM	208				247				195				395			
	Northbound				Southbound				Eastbound				Westbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Truck %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Trucks (vph)																

ROUNABOUT CAPACITY ANALYSIS - HCM 2010

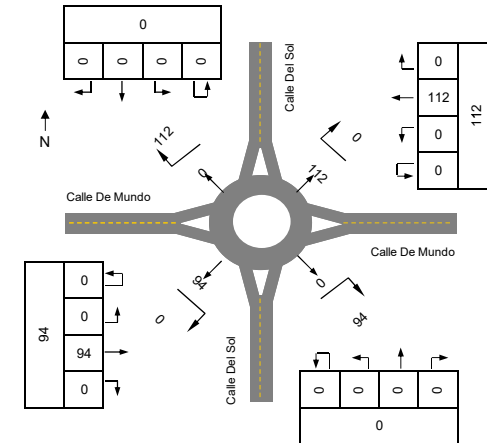
Period (hr)	0.25	Project	Tasman East Focus Area						E-W Street		Calle De Mundo			
PHF	1	Scenario	Background Plus Project PM Alternative #1						N-S Street		Calle Del Sol			
Approach		Lane	Lane Config.	Percentage			Flow (pcph)	Conflicting		Capacity (pcph)	v/c	Control Delay (sec)	LOS*	95th Queue** (ft)
Direction	Lanes			L	T	R		Flow	Lanes					
North	1	1	LTR	100%	100%	100%	0	94	1	1,029	0.00	3.5	A	0
	Bypass?													
	No													
	Total			100%	100%	100%								
South	1	1	LTR	100%	100%	100%	0	112	1	1,010	0.00	3.6	A	0
	Bypass?													
	No													
	Total			100%	100%	100%								
East	1	1	LTR	100%	100%	100%	94	0	1	1,130	0.08	3.6	A	7
	Bypass?													
	No													
	Total			100%	100%	100%	94					3.6	A	
West	1	1	LTR	100%	100%	100%	112	0	1	1,130	0.10	3.6	A	8
	Bypass?													
	No													
	Total			100%	100%	100%	112					3.6	A	
All							206					3.6	A	

Source: NCHRP Report 672 - Roundabouts: An Informational Guide, Second Edition (TRB, 2010)

* Does not include the effect of conflicting pedestrians

** Assumes a queued vehicle length of 25 feet

Diagram



Volumes

	Northbound				Southbound				Eastbound				Westbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Total (vph)	0	0	0	0	0	0	0	0	0	0	92	0	0	0	110	0
Trucks	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	0	0	0	0	0	0	0	0	0	0	90	0	0	0	108	0
f _{HV}	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.98	1.00	1.00	1.00	0.98	1.00
Total (pcph)	0	0	0	0	0	0	0	0	0	0	94	0	0	0	112	0
BackPP AM	413				465				202				130			
BackPP PM	208				247				195				395			
	Northbound				Southbound				Eastbound				Westbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Truck %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Trucks (vph)																

ROUNDABOUT CAPACITY ANALYSIS - HCM 2010

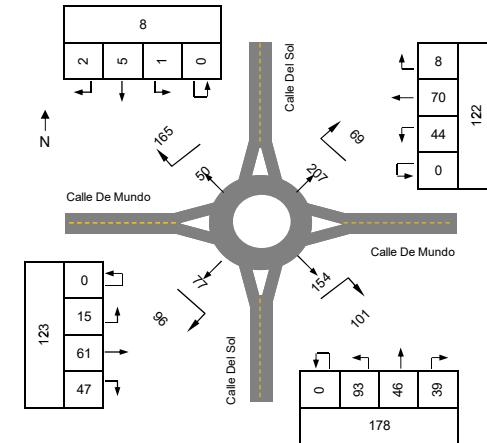
Period (hr)	0.25	Project	Tasman East Focus Area						E-W Street		Calle De Mundo			
PHF	1	Scenario	Background Plus Project AM Alternative #2						N-S Street		Calle Del Sol			
Approach		Lane	Lane Config.	Percentage			Flow (pcph)	Conflicting		Capacity (pcph)	v/c	Control Delay (sec)	LOS*	95th Queue** (ft)
Direction	Lanes			L	T	R		Flow	Lanes					
North	1	1	LTR	100%	100%	100%	178	77	1	1,046	0.17	4.3	A	15
	Bypass?													
	No													
	Total			100%	100%	100%	178					4.3	A	
South	1	1	LTR	100%	100%	100%	8	207	1	919	0.01	4.0	A	1
	Bypass?													
	No													
	Total			100%	100%	100%	8					4.0	A	
East	1	1	LTR	100%	100%	100%	123	50	1	1,075	0.11	3.9	A	10
	Bypass?													
	No													
	Total			100%	100%	100%	123					3.9	A	
West	1	1	LTR	100%	100%	100%	122	154	1	969	0.13	4.4	A	11
	Bypass?													
	No													
	Total			100%	100%	100%	122					4.4	A	
All							431					4.2	A	

Source: NCHRP Report 672 - Roundabouts: An Informational Guide, Second Edition (TRB, 2010)

* Does not include the effect of conflicting pedestrians

** Assumes a queued vehicle length of 25 feet

Diagram



Volumes

	Northbound				Southbound				Eastbound				Westbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Total (vph)	91	45	38	0	1	5	2		15	60	46		43	69	8	
Trucks	0	2	1	1	0	0	0	0	0	1	1	0	1	1	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Cars	0	89	44	37	0	1	5	2	0	15	59	45	0	42	68	8
f _{HV}	1.00	0.98	0.98	0.97	1.00	1.00	1.00	1.00	1.00	0.98	0.98	1.00	0.98	0.99	1.00	
Total (pcph)	0	93	46	39	0	1	5	2	0	15	61	47	0	44	70	8
BackPP AM	413				465				202				130			
BackPP PM	208				247				195				395			
	Northbound				Southbound				Eastbound				Westbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Truck %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Trucks (vph)																

ROUNABOUT CAPACITY ANALYSIS - HCM 2010

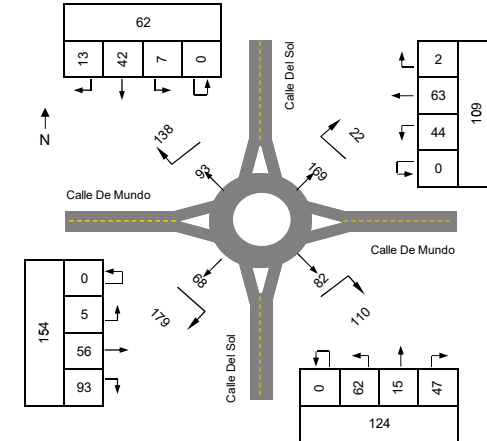
Period (hr)	0.25	Project	Tasman East Focus Area						E-W Street		Calle De Mundo			
PHF	1	Scenario	Background Plus Project PM Alternative #2						N-S Street		Calle Del Sol			
Approach		Lane	Lane Config.	Percentage			Flow (pcph)	Conflicting		Capacity (pcph)	v/c	Control Delay (sec)	LOS*	95th Queue** (ft)
Direction	Lanes			L	T	R		Flow	Lanes					
North	1	1	LTR	100%	100%	100%	124	68	1	1,056	0.12	4.0	A	10
	Bypass?													
	No													
	Total			100%	100%	100%	124					4.0	A	
South	1	1	LTR	100%	100%	100%	62	169	1	954	0.06	4.1	A	5
	Bypass?													
	No													
	Total			100%	100%	100%	62					4.1	A	
East	1	1	LTR	100%	100%	100%	154	93	1	1,030	0.15	4.3	A	13
	Bypass?													
	No													
	Total			100%	100%	100%	154					4.3	A	
West	1	1	LTR	100%	100%	100%	109	82	1	1,041	0.10	4.0	A	9
	Bypass?													
	No													
	Total			100%	100%	100%	109					4.0	A	
All							449					4.1	A	

Source: NCHRP Report 672 - Roundabouts: An Informational Guide, Second Edition (TRB, 2010)

* Does not include the effect of conflicting pedestrians

** Assumes a queued vehicle length of 25 feet

Diagram



Volumes

	Northbound				Southbound				Eastbound				Westbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Total (vph)	61	15	46		7	41	13		5	55	91		0	43	62	2
Trucks	0	1	0	1	0	0	1	0	0	0	1	2	0	1	1	0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	0	60	15	45	0	7	40	13	0	5	54	89	0	42	61	2
f _{HV}	1.00	0.98	1.00	0.98	1.00	1.00	0.98	1.00	1.00	1.00	0.98	0.98	1.00	0.98	0.98	1.00
Total (pcph)	0	62	15	47	0	7	42	13	0	5	56	93	0	44	63	2
BackPP AM	413				465				202				130			
BackPP PM	208				247				195				395			
	Northbound				Southbound				Eastbound				Westbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Truck %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Trucks (vph)																

ROUNDABOUT CAPACITY ANALYSIS - HCM 2010

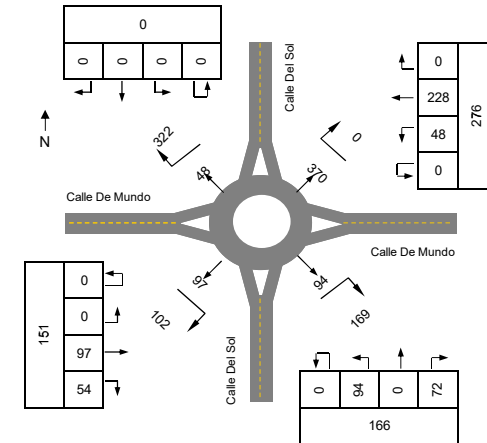
Period (hr)	0.25	Project	Tasman East Focus Area						E-W Street		Calle De Mundo			
PHF	1	Scenario	Cumulative Plus Project AM						N-S Street		Calle Del Sol			
Approach		Lane	Lane Config.	Percentage			Flow (pcph)	Conflicting		Capacity (pcph)	v/c	Control Delay (sec)	LOS*	95th Queue** (ft)
Direction	Lanes			L	T	R		Flow	Lanes					
North	1	1	LTR	100%	100%	100%	166	97	1	1,026	0.16	4.3	A	14
	Bypass?													
	No													
	Total			100%	100%	100%	166					4.3	A	
South	1	1	LTR	100%	100%	100%	0	370	1	781	0.00	4.6	A	0
	Bypass?													
	No													
	Total			100%	100%	100%								
East	1	1	LTR	100%	100%	100%	151	48	1	1,077	0.14	4.0	A	12
	Bypass?													
	No													
	Total			100%	100%	100%	151					4.0	A	
West	1	1	LTR	100%	100%	100%	276	94	1	1,029	0.27	5.0	A	27
	Bypass?													
	No													
	Total			100%	100%	100%	276					5.0	A	
All							593					4.6	A	

Source: NCHRP Report 672 - Roundabouts: An Informational Guide, Second Edition (TRB, 2010)

* Does not include the effect of conflicting pedestrians

** Assumes a queued vehicle length of 25 feet

Diagram



Volumes

	Northbound				Southbound				Eastbound				Westbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Total (vph)	92	0	71	0	0	0	0	0	0	95	53	0	47	224	0	0
Trucks	0	2	0	1	0	0	0	0	0	2	1	0	1	4	0	0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	0	90	0	70	0	0	0	0	0	93	52	0	46	220	0	0
f _{HV}	1.00	0.98	1.00	0.99	1.00	1.00	1.00	1.00	1.00	0.98	0.98	1.00	0.98	0.98	1.00	1.00
Total (pcph)	0	94	0	72	0	0	0	0	0	97	54	0	48	228	0	0
BackPP AM	413				465				202				130			
BackPP PM	208				247				195				395			
	Northbound				Southbound				Eastbound				Westbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Truck %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Trucks (vph)																

ROUNDABOUT CAPACITY ANALYSIS - HCM 2010

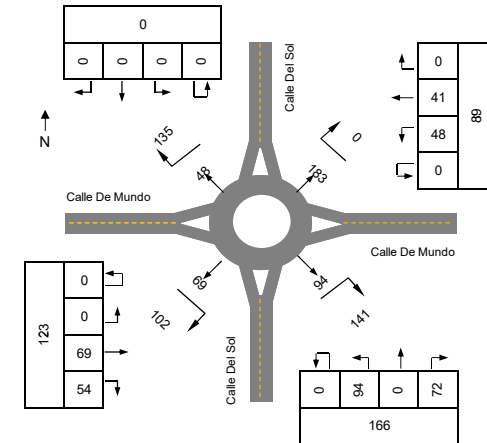
Period (hr)	0.25	Project	Tasman East Focus Area						E-W Street		Calle De Mundo			
PHF	1	Scenario	Cumulative Plus Project PM						N-S Street		Calle Del Sol			
Approach		Lane	Lane Config.	Percentage			Flow (pcph)	Conflicting		Capacity (pcph)	v/c	Control Delay (sec)	LOS*	95th Queue** (ft)
Direction	Lanes			L	T	R		Flow	Lanes					
North	1	1	LTR	100%	100%	100%	166	69	1	1,055	0.16	4.2	A	14
	Bypass?													
	No													
	Total			100%	100%	100%	166					4.2	A	
South	1	1	LTR	100%	100%	100%	0	183	1	941	0.00	3.8	A	0
	Bypass?													
	No													
	Total			100%	100%	100%								
East	1	1	LTR	100%	100%	100%	123	48	1	1,077	0.11	3.9	A	10
	Bypass?													
	No													
	Total			100%	100%	100%	123					3.9	A	
West	1	1	LTR	100%	100%	100%	89	94	1	1,029	0.09	3.9	A	7
	Bypass?													
	No													
	Total			100%	100%	100%	89					3.9	A	
All							378					4.0	A	

Source: NCHRP Report 672 - Roundabouts: An Informational Guide, Second Edition (TRB, 2010)

* Does not include the effect of conflicting pedestrians

** Assumes a queued vehicle length of 25 feet

Diagram



Volumes

	Northbound				Southbound				Eastbound				Westbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Total (vph)	92	0	71	0	0	0	0	0	0	68	53	0	47	40	0	0
Trucks	0	2	0	1	0	0	0	0	0	1	1	0	1	1	0	0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	0	90	0	70	0	0	0	0	0	67	52	0	46	39	0	0
f _{HV}	1.00	0.98	1.00	0.99	1.00	1.00	1.00	1.00	1.00	0.99	0.98	1.00	0.98	0.98	1.00	1.00
Total (pcph)	0	94	0	72	0	0	0	0	0	69	54	0	48	41	0	0
BackPP AM	413				465				202				130			
BackPP PM	208				247				195				395			
	Northbound				Southbound				Eastbound				Westbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Truck %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Trucks (vph)																

ROUNABOUT CAPACITY ANALYSIS - HCM 2010

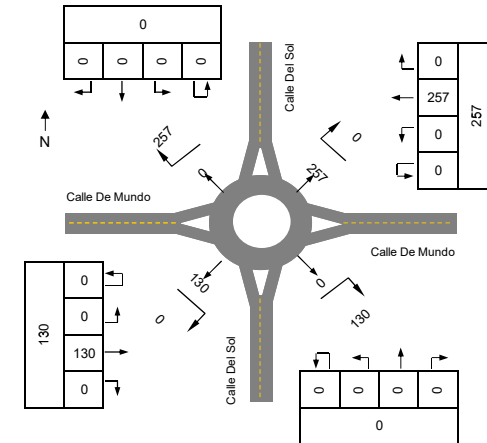
Period (hr)	0.25	Project	Tasman East Focus Area						E-W Street		Calle De Mundo			
PHF	1	Scenario	Cumulative Plus Project AM Alternative #1						N-S Street		Calle Del Sol			
Approach		Lane	Lane Config.	Percentage			Flow (pcph)	Conflicting		Capacity (pcph)	v/c	Control Delay (sec)	LOS*	95th Queue** (ft)
Direction	Lanes			L	T	R		Flow	Lanes					
North	1	1	LTR	100%	100%	100%	0	130	1	992	0.00	3.6	A	0
	Bypass?													
	No													
	Total			100%	100%	100%								
South	1	1	LTR	100%	100%	100%	0	257	1	874	0.00	4.1	A	0
	Bypass?													
	No													
	Total			100%	100%	100%								
East	1	1	LTR	100%	100%	100%	130	0	1	1,130	0.12	3.7	A	10
	Bypass?													
	No													
	Total			100%	100%	100%	130					3.7	A	
West	1	1	LTR	100%	100%	100%	257	0	1	1,130	0.23	4.3	A	22
	Bypass?													
	No													
	Total			100%	100%	100%	257					4.3	A	
All							387					4.1	A	

Source: NCHRP Report 672 - Roundabouts: An Informational Guide, Second Edition (TRB, 2010)

* Does not include the effect of conflicting pedestrians

** Assumes a queued vehicle length of 25 feet

Diagram



Volumes

	Northbound				Southbound				Eastbound				Westbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Total (vph)	0	0	0	0	0	0	0	0	0	0	127	0	0	0	252	0
Trucks	0	0	0	0	0	0	0	0	0	0	3	0	0	0	5	0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	0	0	0	0	0	0	0	0	0	0	124	0	0	0	247	0
f _{HV}	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.98	1.00	1.00	1.00	0.98	1.00
Total (pcph)	0	0	0	0	0	0	0	0	0	0	130	0	0	0	257	0
BackPP AM	413				465				202				130			
BackPP PM	208				247				195				395			
Truck %	Northbound				Southbound				Eastbound				Westbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Truck %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Trucks (vph)																

ROUNABOUT CAPACITY ANALYSIS - HCM 2010

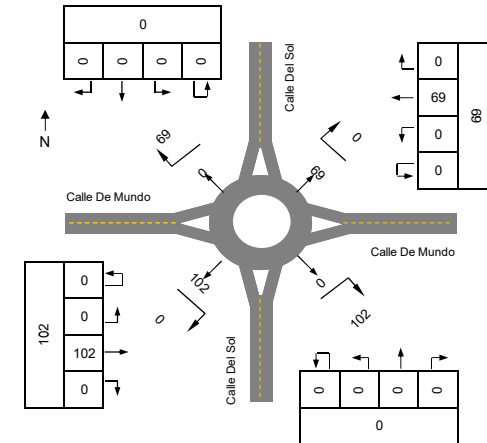
Period (hr)	0.25	Project	Tasman East Focus Area						E-W Street		Calle De Mundo			
PHF	1	Scenario	Cumulative Plus Project PM Alternative #1						N-S Street		Calle Del Sol			
Approach		Lane	Lane Config.	Percentage			Flow (pcph)	Conflicting		Capacity (pcph)	v/c	Control Delay (sec)	LOS*	95th Queue** (ft)
Direction	Lanes			L	T	R		Flow	Lanes					
North	1	1	LTR	100%	100%	100%	0	102	1	1,020	0.00	3.5	A	0
	Bypass?													
	No													
	Total			100%	100%	100%								
South	1	1	LTR	100%	100%	100%	0	69	1	1,055	0.00	3.4	A	0
	Bypass?													
	No													
	Total			100%	100%	100%								
East	1	1	LTR	100%	100%	100%	102	0	1	1,130	0.09	3.6	A	7
	Bypass?													
	No													
	Total			100%	100%	100%	102					3.6	A	
West	1	1	LTR	100%	100%	100%	69	0	1	1,130	0.06	3.5	A	5
	Bypass?													
	No													
	Total			100%	100%	100%	69					3.5	A	
All							171					3.5	A	

Source: NCHRP Report 672 - Roundabouts: An Informational Guide, Second Edition (TRB, 2010)

* Does not include the effect of conflicting pedestrians

** Assumes a queued vehicle length of 25 feet

Diagram



Volumes

	Northbound				Southbound				Eastbound				Westbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Total (vph)	0	0	0	0	0	0	0	0	0	0	100	0	0	0	68	0
Trucks	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	0	0	0	0	0	0	0	0	0	0	98	0	0	0	67	0
f _{HV}	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.98	1.00	1.00	1.00	0.99	1.00
Total (pcph)	0	0	0	0	0	0	0	0	0	0	102	0	0	0	69	0
BackPP AM	413				465				202				130			
BackPP PM	208				247				195				395			
Truck %	Northbound				Southbound				Eastbound				Westbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Trucks (vph)	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2

ROUNDABOUT CAPACITY ANALYSIS - HCM 2010

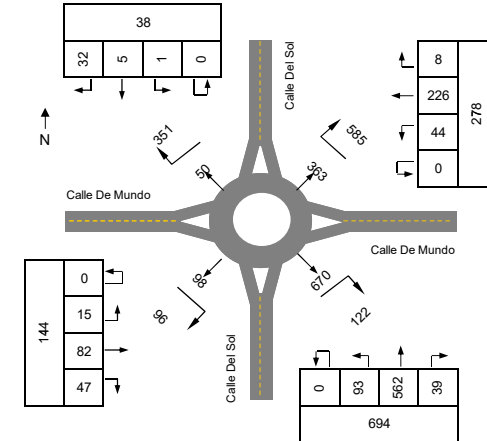
Period (hr)	0.25	Project	Tasman East Focus Area						E-W Street		Calle De Mundo			
PHF	1	Scenario	Cumulative Plus Project AM Alternative #2						N-S Street		Calle Del Sol			
Approach		Lane	Lane Config.	Percentage			Flow (pcph)	Conflicting		Capacity (pcph)	v/c	Control Delay (sec)	LOS*	95th Queue** (ft)
Direction	Lanes			L	T	R		Flow	Lanes					
North	1	1	LTR	100%	100%	100%	694	98	1	1,025	0.68	11.2	B	139
	Bypass?													
	No													
	Total			100%	100%	100%	694					11.2	B	
South	1	1	LTR	100%	100%	100%	38	363	1	786	0.05	4.9	A	4
	Bypass?													
	No													
	Total			100%	100%	100%	38					4.9	A	
East	1	1	LTR	100%	100%	100%	144	50	1	1,075	0.13	4.0	A	12
	Bypass?													
	No													
	Total			100%	100%	100%	144					4.0	A	
West	1	1	LTR	100%	100%	100%	278	670	1	578	0.48	12.3	B	65
	Bypass?													
	No													
	Total			100%	100%	100%	278					12.3	B	
All							1,154					10.4	B	

Source: NCHRP Report 672 - Roundabouts: An Informational Guide, Second Edition (TRB, 2010)

* Does not include the effect of conflicting pedestrians

** Assumes a queued vehicle length of 25 feet

Diagram



Volumes

	Northbound				Southbound				Eastbound				Westbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Total (vph)	91	551	38	1	5	31	15	80	46	0	43	222	8			
Trucks	0	2	11	1	0	0	0	1	0	0	2	1	0	1	4	0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	0	89	540	37	0	1	5	30	0	15	78	45	0	42	218	8
f _{HV}	1.00	0.98	0.98	0.97	1.00	1.00	1.00	0.97	1.00	1.00	0.98	0.98	1.00	0.98	0.98	1.00
Total (pcph)	0	93	562	39	0	1	5	32	0	15	82	47	0	44	226	8
BackPP AM	413				465				202				130			
BackPP PM	208				247				195				395			
Truck %	Northbound				Southbound				Eastbound				Westbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Trucks (vph)	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2

ROUNABOUT CAPACITY ANALYSIS - HCM 2010

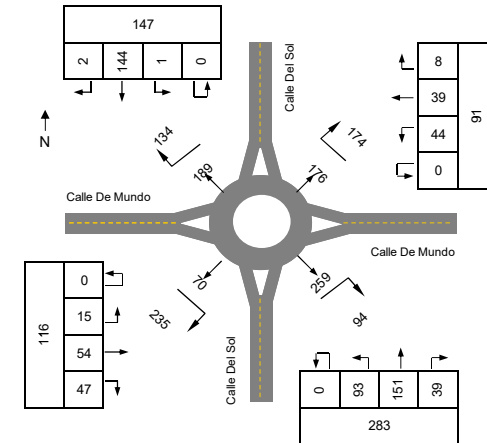
Period (hr)	0.25	Project	Tasman East Focus Area						E-W Street		Calle De Mundo			
PHF	1	Scenario	Cumulative Plus Project PM Alternative #2						N-S Street		Calle Del Sol			
Approach		Lane	Lane Config.	Percentage			Flow (pcph)	Conflicting		Capacity (pcph)	v/c	Control Delay (sec)	LOS*	95th Queue** (ft)
Direction	Lanes			L	T	R		Flow	Lanes					
North	1	1	LTR	100%	100%	100%	283	70	1	1,054	0.27	4.9	A	27
	Bypass?													
	No													
	Total			100%	100%	100%	283					4.9	A	
South	1	1	LTR	100%	100%	100%	147	176	1	948	0.16	4.7	A	14
	Bypass?													
	No													
	Total			100%	100%	100%	147					4.7	A	
East	1	1	LTR	100%	100%	100%	116	189	1	935	0.12	4.5	A	11
	Bypass?													
	No													
	Total			100%	100%	100%	116					4.5	A	
West	1	1	LTR	100%	100%	100%	91	259	1	872	0.10	4.7	A	9
	Bypass?													
	No													
	Total			100%	100%	100%	91					4.7	A	
All							637					4.8	A	

Source: NCHRP Report 672 - Roundabouts: An Informational Guide, Second Edition (TRB, 2010)

* Does not include the effect of conflicting pedestrians

** Assumes a queued vehicle length of 25 feet

Diagram



Volumes

	Northbound				Southbound				Eastbound				Westbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Total (vph)	91	148	38	1	141	2	15	53	46	43	38	8	160	168	160	168
Trucks	0	2	3	1	0	0	3	0	0	0	1	1	0	1	1	0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	0	89	145	37	0	1	138	2	0	15	52	45	0	42	37	8
f _{HV}	1.00	0.98	0.98	0.97	1.00	1.00	0.98	1.00	1.00	0.98	0.98	1.00	1.00	0.98	0.97	1.00
Total (pcph)	0	93	151	39	0	1	144	2	0	15	54	47	0	44	39	8
BackPP AM	413				465				202				130			
BackPP PM	208				247				195				395			
	Northbound				Southbound				Eastbound				Westbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Truck %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Trucks (vph)																

**Attachment I-F. Roundabout Analysis of Intersection #20 Calle del Sol
/ Calle de Luna in Project Geometry, Alternative #1 and Alternative #2**

ROUNABOUT CAPACITY ANALYSIS - HCM 2010

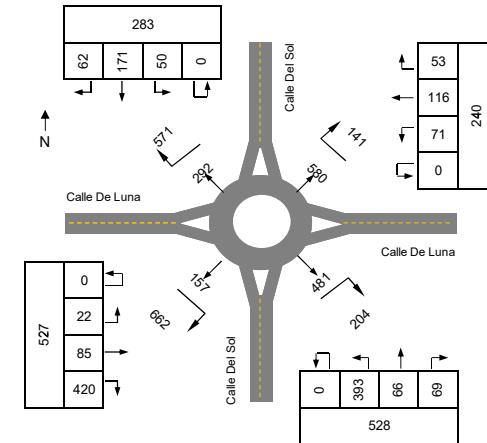
Period (hr)	0.25	Project	Tasman East Focus Area							E-W Street		Calle De Luna			
PHF	1	Scenario	Background Plus Project PM							N-S Street		Calle Del Sol			
Approach		Lane	Lane Config.	Percentage			Flow (pcph)	Conflicting		Capacity (pcph)	v/c	Control Delay (sec)	LOS*	95th Queue* (ft)	
Direction	Lanes			L	T	R		Flow	Lanes						
North	1	1	LTR	100%	100%	100%	528	157	1	966	0.55	8.7	A	85	
	Bypass?														
	No														
	Total			100%	100%	100%	528						8.7	A	
South	1	1	LTR	100%	100%	100%	283	580	1	633	0.45	10.7	B	58	
	Bypass?														
	No														
	Total			100%	100%	100%	283						10.7	B	
East	1	1	LTR	100%	100%	100%	527	292	1	844	0.62	11.7	B	112	
	Bypass?														
	No														
	Total			100%	100%	100%	527						11.7	B	
West	1	1	LTR	100%	100%	100%	240	481	1	699	0.34	8.2	A	38	
	Bypass?														
	No														
	Total			100%	100%	100%	240						8.2	A	
All							1,578						10.0	A	

Source: NCHRP Report 672 - Roundabouts: An Informational Guide, Second Edition (TRB, 2010)

* Does not include the effect of conflicting pedestrians

** Assumes a queued vehicle length of 25 feet

Diagram



Volumes

	Northbound				Southbound				Eastbound				Westbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Total (vph)	385	65	68		49	168	61		22	83	412		70	114	52	
Trucks	0	8	1	1	0	1	3	1	0	0	2	8	0	1	2	1
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	0	377	64	67	0	48	165	60	0	22	81	404	0	69	112	51
f _{HV}	1.00	0.98	0.98	0.99	1.00	0.98	0.98	0.98	1.00	1.00	0.98	0.98	1.00	0.99	0.98	0.98
Total (pcph)	0	393	66	69	0	50	171	62	0	22	85	420	0	71	116	53
BackPP AM	413				465				202				130			
BackPP PM	208				247				195				395			
	Northbound				Southbound				Eastbound				Westbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Truck %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Trucks (vph)																

ROUNDABOUT CAPACITY ANALYSIS - HCM 2010

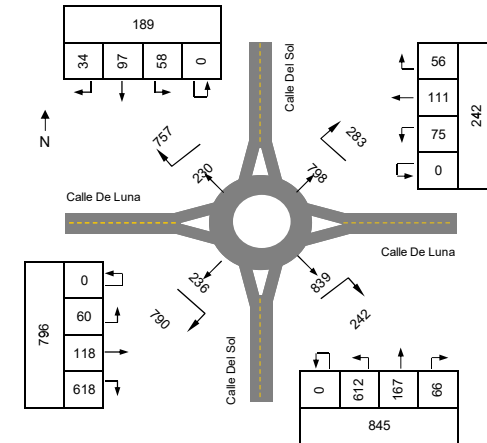
Period (hr)	0.25	Project	Tasman East Focus Area						E-W Street		Calle De Luna			
PHF	1	Scenario	Background Plus Project PM						N-S Street		Calle Del Sol			
Approach		Lane	Lane Config.	Percentage			Flow (pcph)	Conflicting		Capacity (pcph)	v/c	Control Delay (sec)	LOS*	95th Queue** (ft)
Direction	Lanes			L	T	R		Flow	Lanes					
North	1	1	LTR	100%	100%	100%	845	236	1	892	0.95	36.2	E	377
	Bypass?													
	No													
	Total			100%	100%	100%	845					36.2	E	
South	1	1	LTR	100%	100%	100%	189	798	1	509	0.37	11.6	B	43
	Bypass?													
	No													
	Total			100%	100%	100%	189					11.6	B	
East	1	1	LTR	100%	100%	100%	796	230	1	898	0.89	26.8	D	301
	Bypass?													
	No													
	Total			100%	100%	100%	796					26.8	D	
West	1	1	LTR	100%	100%	100%	242	839	1	488	0.50	14.9	B	68
	Bypass?													
	No													
	Total			100%	100%	100%	242					14.9	B	
All							2,072					27.8	D	

Source: NCHRP Report 672 - Roundabouts: An Informational Guide, Second Edition (TRB, 2010)

* Does not include the effect of conflicting pedestrians

** Assumes a queued vehicle length of 25 feet

Diagram



Volumes

	Northbound				Southbound				Eastbound				Westbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Total (vph)	600	164	65		57	95	33		59	116	606		74	109	55	
Trucks	0	12	3	1	0	1	2	1	0	1	2	12	0	1	2	1
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	0	588	161	64	0	56	93	32	0	58	114	594	0	73	107	54
f _{HV}	1.00	0.98	0.98	0.98	1.00	0.98	0.98	0.97	1.00	0.98	0.98	0.98	1.00	0.99	0.98	0.98
Total (pcph)	0	612	167	66	0	58	97	34	0	60	118	618	0	75	111	56
BackPP AM	413				465				202				130			
BackPP PM	208				247				195				395			
	Northbound				Southbound				Eastbound				Westbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Truck %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Trucks (vph)																

ROUNABOUT CAPACITY ANALYSIS - HCM 2010

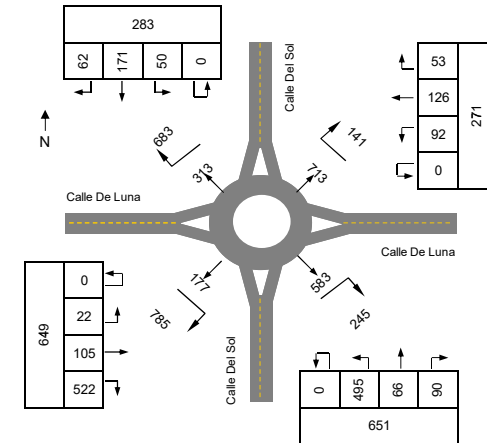
Period (hr)	0.25	Project	Tasman East Focus Area						E-W Street		Calle De Luna			
PHF	1	Scenario	Cumulative Plus Project AM						N-S Street		Calle Del Sol			
Approach		Lane	Lane Config.	Percentage			Flow (pcph)	Conflicting		Capacity (pcph)	v/c	Control Delay (sec)	LOS*	95th Queue** (ft)
Direction	Lanes			L	T	R		Flow	Lanes					
North	1	1	LTR	100%	100%	100%	651	177	1	947	0.69	12.4	B	143
	Bypass?													
	No													
	Total			100%	100%	100%	651					12.4	B	
South	1	1	LTR	100%	100%	100%	283	713	1	554	0.51	13.6	B	72
	Bypass?													
	No													
	Total			100%	100%	100%	283					13.6	B	
East	1	1	LTR	100%	100%	100%	649	313	1	826	0.79	19.1	C	201
	Bypass?													
	No													
	Total			100%	100%	100%	649					19.1	C	
West	1	1	LTR	100%	100%	100%	271	583	1	631	0.43	10.4	B	54
	Bypass?													
	No													
	Total			100%	100%	100%	271					10.4	B	
All							1,854					14.6	B	

Source: NCHRP Report 672 - Roundabouts: An Informational Guide, Second Edition (TRB, 2010)

* Does not include the effect of conflicting pedestrians

** Assumes a queued vehicle length of 25 feet

Diagram



Volumes

	Northbound				Southbound				Eastbound				Westbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Total (vph)	485	65	88		49	168	61		22	103	512		90	124	52	
Trucks	0	10	1	2	0	1	3	1	0	0	2	10	0	2	2	1
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	0	475	64	86	0	48	165	60	0	22	101	502	0	88	122	51
f _{HV}	1.00	0.98	0.98	0.98	1.00	0.98	0.98	0.98	1.00	1.00	0.98	0.98	1.00	0.98	0.98	0.98
Total (pcph)	0	495	66	90	0	50	171	62	0	22	105	522	0	92	126	53
BackPP AM	413				465				202				130			
BackPP PM	208				247				195				395			
Truck %	Northbound				Southbound				Eastbound				Westbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Trucks (vph)	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2

ROUNDABOUT CAPACITY ANALYSIS - HCM 2010

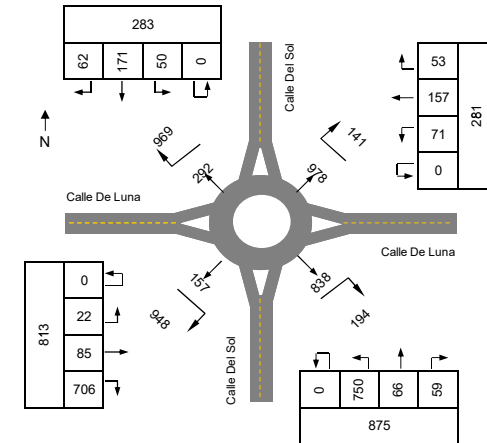
Period (hr)	0.25	Project	Tasman East Focus Area						E-W Street		Calle De Luna			
PHF	1	Scenario	Cumulative Plus Project PM						N-S Street		Calle Del Sol			
Approach		Lane	Lane Config.	Percentage			Flow (pcph)	Conflicting		Capacity (pcph)	v/c	Control Delay (sec)	LOS*	95th Queue** (ft)
Direction	Lanes			L	T	R		Flow	Lanes					
North	1	1	LTR	100%	100%	100%	875	157	1	966	0.91	27.8	D	333
	Bypass?													
	No													
	Total			100%	100%	100%	875					27.8	D	
South	1	1	LTR	100%	100%	100%	283	978	1	425	0.67	24.5	C	118
	Bypass?													
	No													
	Total			100%	100%	100%	283					24.5	C	
East	1	1	LTR	100%	100%	100%	813	292	1	844	0.96	40.8	E	391
	Bypass?													
	No													
	Total			100%	100%	100%	813					40.8	E	
West	1	1	LTR	100%	100%	100%	281	838	1	489	0.57	17.4	C	89
	Bypass?													
	No													
	Total			100%	100%	100%	281					17.4	C	
All							2,252					30.8	D	

Source: NCHRP Report 672 - Roundabouts: An Informational Guide, Second Edition (TRB, 2010)

* Does not include the effect of conflicting pedestrians

** Assumes a queued vehicle length of 25 feet

Diagram



Volumes

	Northbound				Southbound				Eastbound				Westbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Total (vph)	735	65	58		49	168	61		22	83	692		70	154	52	
Trucks	0	15	1	1	0	1	3	1	0	0	2	14	0	1	3	1
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	0	720	64	57	0	48	165	60	0	22	81	678	0	69	151	51
f _{HV}	1.00	0.98	0.98	0.98	1.00	0.98	0.98	0.98	1.00	1.00	0.98	0.98	1.00	0.99	0.98	0.98
Total (pcph)	0	750	66	59	0	50	171	62	0	22	85	706	0	71	157	53
BackPP AM	413				465				202				130			
BackPP PM	208				247				195				395			
Truck %	Northbound				Southbound				Eastbound				Westbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Trucks (vph)	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2

ROUNABOUT CAPACITY ANALYSIS - HCM 2010

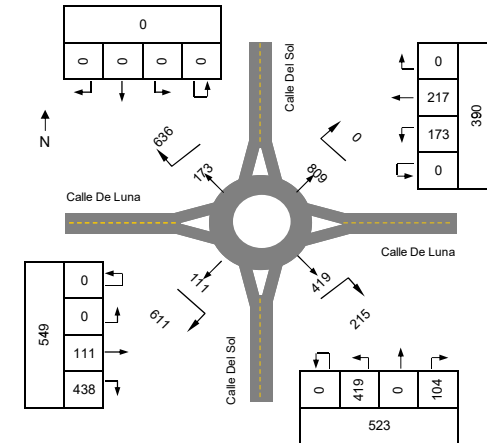
Period (hr)	0.25	Project	Tasman East Focus Area						E-W Street		Calle De Luna			
PHF	1	Scenario	Background Plus Project AM Alternative #1						N-S Street		Calle Del Sol			
Approach		Lane	Lane Config.	Percentage			Flow (pcph)	Conflicting		Capacity (pcph)	v/c	Control Delay (sec)	LOS*	95th Queue** (ft)
Direction	Lanes			L	T	R		Flow	Lanes					
North	1	1	LTR	100%	100%	100%	523	111	1	1,011	0.52	7.8	A	76
	Bypass?													
	No													
	Total			100%	100%	100%	523					7.8	A	
South	1	1	LTR	100%	100%	100%	0	809	1	503	0.00	7.2	A	0
	Bypass?													
	No													
	Total			100%	100%	100%								
East	1	1	LTR	100%	100%	100%	549	173	1	950	0.58	9.4	A	95
	Bypass?													
	No													
	Total			100%	100%	100%	549					9.4	A	
West	1	1	LTR	100%	100%	100%	390	419	1	743	0.52	10.6	B	77
	Bypass?													
	No													
	Total			100%	100%	100%	390					10.6	B	
All							1,462					9.2	A	

Source: NCHRP Report 672 - Roundabouts: An Informational Guide, Second Edition (TRB, 2010)

* Does not include the effect of conflicting pedestrians

** Assumes a queued vehicle length of 25 feet

Diagram



Volumes

	Northbound				Southbound				Eastbound				Westbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Total (vph)	411	0	102	0	0	0	0	0	0	109	429	0	170	213	0	0
Trucks	0	8	0	2	0	0	0	0	0	2	9	0	3	4	0	0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	0	403	0	100	0	0	0	0	0	107	420	0	167	209	0	0
f _{HV}	1.00	0.98	1.00	0.98	1.00	1.00	1.00	1.00	1.00	0.98	0.98	1.00	0.98	0.98	1.00	1.00
Total (pcph)	0	419	0	104	0	0	0	0	0	111	438	0	173	217	0	0
BackPP AM	413	465							202	130			160	168		
BackPP PM	208	247							195	395			447	217		
	Northbound				Southbound				Eastbound				Westbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Truck %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Trucks (vph)																

ROUNABOUT CAPACITY ANALYSIS - HCM 2010

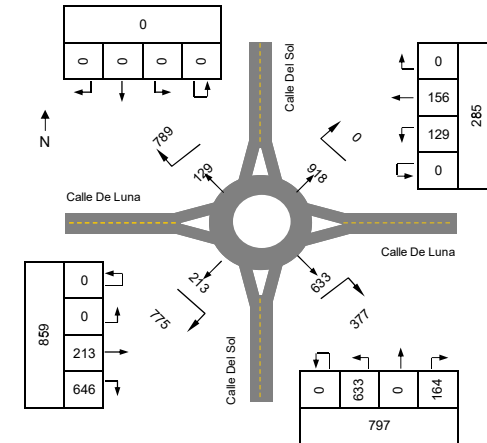
Period (hr)	0.25	Project	Tasman East Focus Area						E-W Street	Calle De Luna				
PHF	1	Scenario	Background Plus Project PM Alternative #1						N-S Street	Calle Del Sol				
Approach		Lane	Lane Config.	Percentage			Flow (pcph)	Conflicting		Capacity (pcph)	v/c	Control Delay (sec)	LOS*	95th Queue** (ft)
Direction	Lanes			L	T	R		Flow	Lanes					
North	1	1	LTR	100%	100%	100%	797	213	1	913	0.87	24.8	C	287
	Bypass?													
	No													
	Total			100%	100%	100%	797					24.8	C	
South	1	1	LTR	100%	100%	100%	0	918	1	451	0.00	8.0	A	0
	Bypass?													
	No													
	Total			100%	100%	100%								
East	1	1	LTR	100%	100%	100%	859	129	1	993	0.86	22.4	C	286
	Bypass?													
	No													
	Total			100%	100%	100%	859					22.4	C	
West	1	1	LTR	100%	100%	100%	285	633	1	600	0.47	11.8	B	64
	Bypass?													
	No													
	Total			100%	100%	100%	285					11.8	B	
All							1,941					21.8	C	

Source: NCHRP Report 672 - Roundabouts: An Informational Guide, Second Edition (TRB, 2010)

* Does not include the effect of conflicting pedestrians

** Assumes a queued vehicle length of 25 feet

Diagram



Volumes

	Northbound				Southbound				Eastbound				Westbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Total (vph)	621	0	161	0	0	0	0	0	0	209	633	0	126	153	0	0
Trucks	0	12	0	3	0	0	0	0	0	4	13	0	3	3	0	0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	0	609	0	158	0	0	0	0	0	205	620	0	123	150	0	0
f _{HV}	1.00	0.98	1.00	0.98	1.00	1.00	1.00	1.00	1.00	0.98	0.98	1.00	0.98	0.98	1.00	1.00
Total (pcph)	0	633	0	164	0	0	0	0	0	213	646	0	129	156	0	0
BackPP AM	413				465					202	130		160	168		
BackPP PM	208				247					195	395		447	217		
	Northbound				Southbound				Eastbound				Westbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Truck %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Trucks (vph)																

ROUNABOUT CAPACITY ANALYSIS - HCM 2010

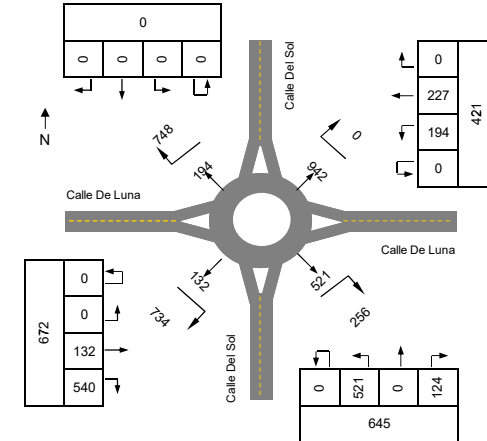
Period (hr)	0.25	Project	Tasman East Focus Area						E-W Street	Calle De Luna				
PHF	1	Scenario	Cumulative Plus Project AM Alternative #1						N-S Street	Calle Del Sol				
Approach		Lane	Lane Config.	Percentage			Flow (pcph)	Conflicting		Capacity (pcph)	v/c	Control Delay (sec)	LOS*	95th Queue** (ft)
Direction	Lanes			L	T	R		Flow	Lanes					
North	1	1	LTR	100%	100%	100%	645	132	1	990	0.65	10.8	B	126
	Bypass?													
	No													
	Total			100%	100%	100%	645					10.8	B	
South	1	1	LTR	100%	100%	100%	0	942	1	441	0.00	8.2	A	0
	Bypass?													
	No													
	Total			100%	100%	100%								
East	1	1	LTR	100%	100%	100%	672	194	1	931	0.72	13.9	B	162
	Bypass?													
	No													
	Total			100%	100%	100%	672					13.9	B	
West	1	1	LTR	100%	100%	100%	421	521	1	671	0.63	14.6	B	111
	Bypass?													
	No													
	Total			100%	100%	100%	421					14.6	B	
All							1,738					12.9	B	

Source: NCHRP Report 672 - Roundabouts: An Informational Guide, Second Edition (TRB, 2010)

* Does not include the effect of conflicting pedestrians

** Assumes a queued vehicle length of 25 feet

Diagram



Volumes

	Northbound				Southbound				Eastbound				Westbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Total (vph)	511	0	122	0	0	0	0	0	0	129	529	190	223	0		
Trucks	0	10	0	2	0	0	0	0	0	3	11	0	4	4	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Cars	0	501	0	120	0	0	0	0	0	126	518	0	186	219	0	
f _{HV}	1.00	0.98	1.00	0.98	1.00	1.00	1.00	1.00	1.00	0.98	0.98	1.00	0.98	0.98	1.00	
Total (pcph)	0	521	0	124	0	0	0	0	0	132	540	0	194	227	0	
BackPP AM	413				465				202				130			
BackPP PM	208				247				195				395			
	Northbound				Southbound				Eastbound				Westbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Truck %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Trucks (vph)																

ROUNABOUT CAPACITY ANALYSIS - HCM 2010

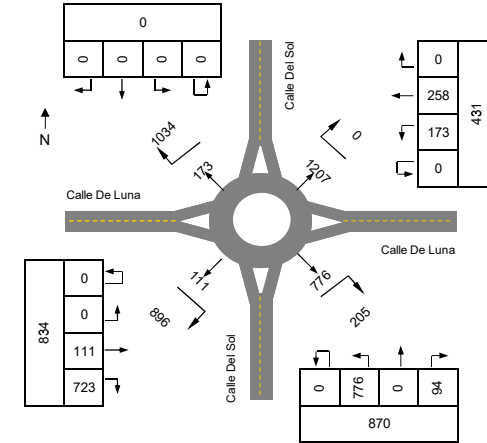
Period (hr)	0.25	Project	Tasman East Focus Area						E-W Street		Calle De Luna			
PHF	1	Scenario	Cumulative Plus Project PM Alternative #1						N-S Street		Calle Del Sol			
Approach		Lane	Lane Config.	Percentage			Flow (pcph)	Conflicting		Capacity (pcph)	v/c	Control Delay (sec)	LOS*	95th Queue** (ft)
Direction	Lanes			L	T	R		Flow	Lanes					
North	1	1	LTR	100%	100%	100%	870	111	1	1,011	0.86	21.6	C	282
	Bypass?													
	No													
	Total			100%	100%	100%	870					21.6	C	
South	1	1	LTR	100%	100%	100%	0	1,207	1	338	0.00	10.7	B	0
	Bypass?													
	No													
	Total			100%	100%	100%								
East	1	1	LTR	100%	100%	100%	834	173	1	950	0.88	24.6	C	296
	Bypass?													
	No													
	Total			100%	100%	100%	834					24.6	C	
West	1	1	LTR	100%	100%	100%	431	776	1	520	0.83	33.0	D	208
	Bypass?													
	No													
	Total			100%	100%	100%	431					33.0	D	
All							2,135					25.1	D	

Source: NCHRP Report 672 - Roundabouts: An Informational Guide, Second Edition (TRB, 2010)

* Does not include the effect of conflicting pedestrians

** Assumes a queued vehicle length of 25 feet

Diagram



Volumes

	Northbound				Southbound				Eastbound				Westbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Total (vph)	761	0	92	0	0	0	0	0	0	109	709	170	253	0		
Trucks	0	15	0	2	0	0	0	0	0	2	14	0	3	5	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Cars	0	746	0	90	0	0	0	0	0	107	695	0	167	248	0	
f _{HV}	1.00	0.98	1.00	0.98	1.00	1.00	1.00	1.00	1.00	0.98	0.98	1.00	0.98	0.98	1.00	
Total (pcph)	0	776	0	94	0	0	0	0	0	111	723	0	173	258	0	
BackPP AM	413				465				202				130			
BackPP PM	208				247				195				395			
	Northbound				Southbound				Eastbound				Westbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Truck %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Trucks (vph)																

ROUNABOUT CAPACITY ANALYSIS - HCM 2010

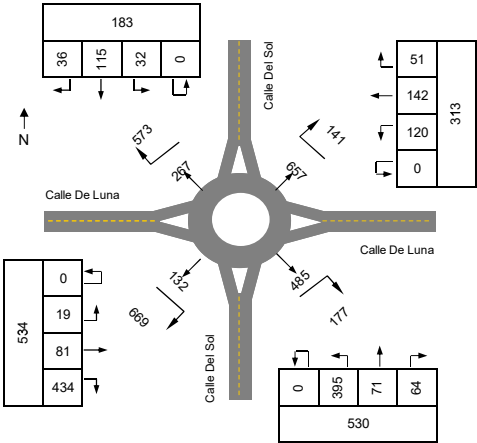
Period (hr)	0.25	Project	Tasman East Focus Area						E-W Street	Calle De Luna				
PHF	1	Scenario	Background Plus Project AM Alternative #2						N-S Street	Calle Del Sol				
Approach		Lane	Lane Config.	Percentage			Flow (pcph)	Conflicting		Capacity (pcph)	v/c	Control Delay (sec)	LOS*	95th Queue** (ft)
Direction	Lanes			L	T	R		Flow	Lanes					
North	1	1	LTR	100%	100%	100%	530	132	1	990	0.54	8.3	A	82
	Bypass?													
	No													
	Total			100%	100%	100%	530					8.3	A	
South	1	1	LTR	100%	100%	100%	183	657	1	586	0.31	9.2	A	33
	Bypass?													
	No													
	Total			100%	100%	100%	183					9.2	A	
East	1	1	LTR	100%	100%	100%	534	267	1	865	0.62	11.2	B	109
	Bypass?													
	No													
	Total			100%	100%	100%	534					11.2	B	
West	1	1	LTR	100%	100%	100%	313	485	1	696	0.45	9.8	A	58
	Bypass?													
	No													
	Total			100%	100%	100%	313					9.8	A	
All							1,560					9.7	A	

Source: NCHRP Report 672 - Roundabouts: An Informational Guide, Second Edition (TRB, 2010)

* Does not include the effect of conflicting pedestrians

** Assumes a queued vehicle length of 25 feet

Diagram



Volumes

	Northbound				Southbound				Eastbound				Westbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Total (vph)		387	70	63		31	113	35		19	79	425		118	139	50
Trucks	0	8	1	1	0	1	2	1	0	0	2	9	0	2	3	1
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	0	379	69	62	0	30	111	34	0	19	77	416	0	116	136	49
f _{HV}	1.00	0.98	0.99	0.98	1.00	0.97	0.98	0.97	1.00	1.00	0.98	0.98	1.00	0.98	0.98	0.98
Total (pcph)	0	395	71	64	0	32	115	36	0	19	81	434	0	120	142	51
BackPP AM		413		465						202	130		160	168		
BackPP PM		208		247						195	395		447	217		
	Northbound				Southbound				Eastbound				Westbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Truck %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Trucks (vph)																

ROUNDABOUT CAPACITY ANALYSIS - HCM 2010

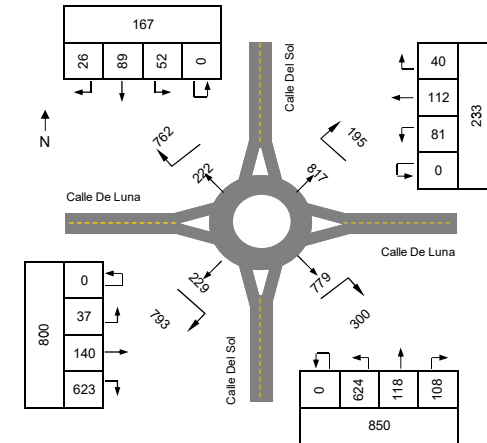
Period (hr)	0.25	Project	Tasman East Focus Area						E-W Street	Calle De Luna				
PHF	1	Scenario	Background Plus Project PM Alternative #2						N-S Street	Calle Del Sol				
Approach		Lane	Lane Config.	Percentage			Flow (pcph)	Conflicting		Capacity (pcph)	v/c	Control Delay (sec)	LOS*	95th Queue** (ft)
Direction	Lanes			L	T	R		Flow	Lanes					
North	1	1	LTR	100%	100%	100%	850	229	1	899	0.95	35.8	E	377
	Bypass?													
	No													
	Total			100%	100%	100%	850					35.8	E	
South	1	1	LTR	100%	100%	100%	167	817	1	499	0.33	11.1	B	36
	Bypass?													
	No													
	Total			100%	100%	100%	167					11.1	B	
East	1	1	LTR	100%	100%	100%	800	222	1	905	0.88	26.3	D	299
	Bypass?													
	No													
	Total			100%	100%	100%	800					26.3	D	
West	1	1	LTR	100%	100%	100%	233	779	1	519	0.45	12.9	B	57
	Bypass?													
	No													
	Total			100%	100%	100%	233					12.9	B	
All							2,050					27.5	D	

Source: NCHRP Report 672 - Roundabouts: An Informational Guide, Second Edition (TRB, 2010)

* Does not include the effect of conflicting pedestrians

** Assumes a queued vehicle length of 25 feet

Diagram



Volumes

	Northbound				Southbound				Eastbound				Westbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Total (vph)	612	116	106		51	87	25		36	137	611		79	110	39	
Trucks	0	12	2	2	0	1	2	1	0	1	3	12	0	2	2	1
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	0	600	114	104	0	50	85	24	0	35	134	599	0	77	108	38
f _{HV}	1.00	0.98	0.98	0.98	1.00	0.98	0.98	0.96	1.00	0.97	0.98	0.98	1.00	0.98	0.98	0.98
Total (pcph)	0	624	118	108	0	52	89	26	0	37	140	623	0	81	112	40
BackPP AM	413				465				202				130			
BackPP PM	208				247				195				395			
Truck %	Northbound				Southbound				Eastbound				Westbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Truck %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Trucks (vph)																

ROUNABOUT CAPACITY ANALYSIS - HCM 2010

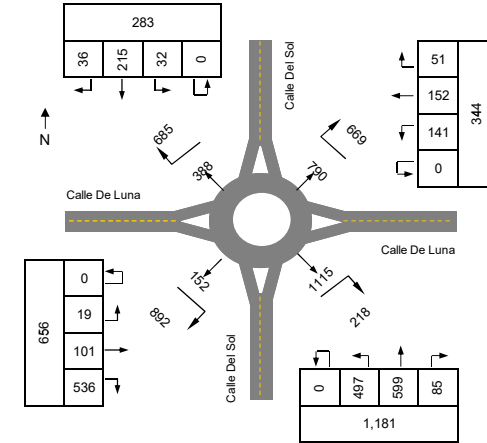
Period (hr)	0.25	Project	Tasman East Focus Area						E-W Street	Calle De Luna				
PHF	1	Scenario	Cumulative Plus Project AM Alternative #2						N-S Street	Calle Del Sol				
Approach		Lane	Lane Config.	Percentage			Flow (pcph)	Conflicting		Capacity (pcph)	v/c	Control Delay (sec)	LOS*	95th Queue** (ft)
Direction	Lanes			L	T	R		Flow	Lanes					
North	1	1	LTR	100%	100%	100%	1,181	152	1	971	1.22	120.1	F	949
	Bypass?													
	No													
	Total			100%	100%	100%	1,181					120.1	F	
South	1	1	LTR	100%	100%	100%	283	790	1	513	0.55	15.9	C	83
	Bypass?													
	No													
	Total			100%	100%	100%	283					15.9	C	
East	1	1	LTR	100%	100%	100%	656	388	1	767	0.86	26.6	D	256
	Bypass?													
	No													
	Total			100%	100%	100%	656					26.6	D	
West	1	1	LTR	100%	100%	100%	344	1,115	1	371	0.93	60.2	F	245
	Bypass?													
	No													
	Total			100%	100%	100%	344					60.2	F	
All							2,464					74.9	F	

Source: NCHRP Report 672 - Roundabouts: An Informational Guide, Second Edition (TRB, 2010)

* Does not include the effect of conflicting pedestrians

** Assumes a queued vehicle length of 25 feet

Diagram



Volumes

	Northbound				Southbound				Eastbound				Westbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Total (vph)	487	587	83		31	211	35		19	99	525		138	149	50	
Trucks	0	10	12	2	0	1	4	1	0	0	2	11	0	3	3	1
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	0	477	575	81	0	30	207	34	0	19	97	514	0	135	146	49
f _{HV}	1.00	0.98	0.98	0.98	1.00	0.97	0.98	0.97	1.00	1.00	0.98	0.98	1.00	0.98	0.98	0.98
Total (pcph)	0	497	599	85	0	32	215	36	0	19	101	536	0	141	152	51
BackPP AM	413				465				202				130			
BackPP PM	208				247				195				395			
Truck %	Northbound				Southbound				Eastbound				Westbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Trucks (vph)	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2

ROUNABOUT CAPACITY ANALYSIS - HCM 2010

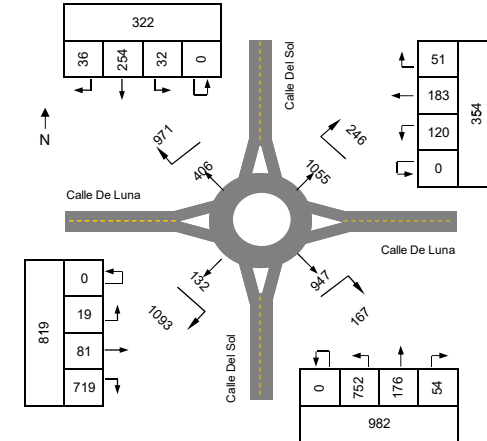
Period (hr)	0.25	Project	Tasman East Focus Area						E-W Street	Calle De Luna				
PHF	1	Scenario	Cumulative Plus Project PM Alternative #2						N-S Street	Calle Del Sol				
Approach		Lane	Lane Config.	Percentage			Flow (pcph)	Conflicting		Capacity (pcph)	v/c	Control Delay (sec)	LOS*	95th Queue** (ft)
Direction	Lanes			L	T	R		Flow	Lanes					
North	1	1	LTR	100%	100%	100%	982	132	1	990	0.99	43.1	E	467
	Bypass?													
	No													
	Total			100%	100%	100%	982					43.1	E	
South	1	1	LTR	100%	100%	100%	322	1,055	1	393	0.82	40.1	E	185
	Bypass?													
	No													
	Total			100%	100%	100%	322					40.1	E	
East	1	1	LTR	100%	100%	100%	819	406	1	753	1.09	77.9	F	553
	Bypass?													
	No													
	Total			100%	100%	100%	819					77.9	F	
West	1	1	LTR	100%	100%	100%	354	947	1	438	0.81	35.4	E	185
	Bypass?													
	No													
	Total			100%	100%	100%	354					35.4	E	
All							2,477					53.1	F	

Source: NCHRP Report 672 - Roundabouts: An Informational Guide, Second Edition (TRB, 2010)

* Does not include the effect of conflicting pedestrians

** Assumes a queued vehicle length of 25 feet

Diagram



Volumes

	Northbound				Southbound				Eastbound				Westbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Total (vph)	737	173	53		31	249	35		19	79	705		118	179	50	
Trucks	0	15	3	1	0	1	5	1	0	0	2	14	0	2	4	1
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	0	722	170	52	0	30	244	34	0	19	77	691	0	116	175	49
f _{HV}	1.00	0.98	0.98	0.98	1.00	0.97	0.98	0.97	1.00	1.00	0.98	0.98	1.00	0.98	0.98	0.98
Total (pcph)	0	752	176	54	0	32	254	36	0	19	81	719	0	120	183	51
BackPP AM	413				465				202				130			
BackPP PM	208				247				195				395			
Truck %	Northbound				Southbound				Eastbound				Westbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Trucks (vph)	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2