467 First Street
Office Development

Technical Appendices

August 15, 2013

Appendix A

Traffic Counts

AM Peak-Hour Volume Count Worksheet

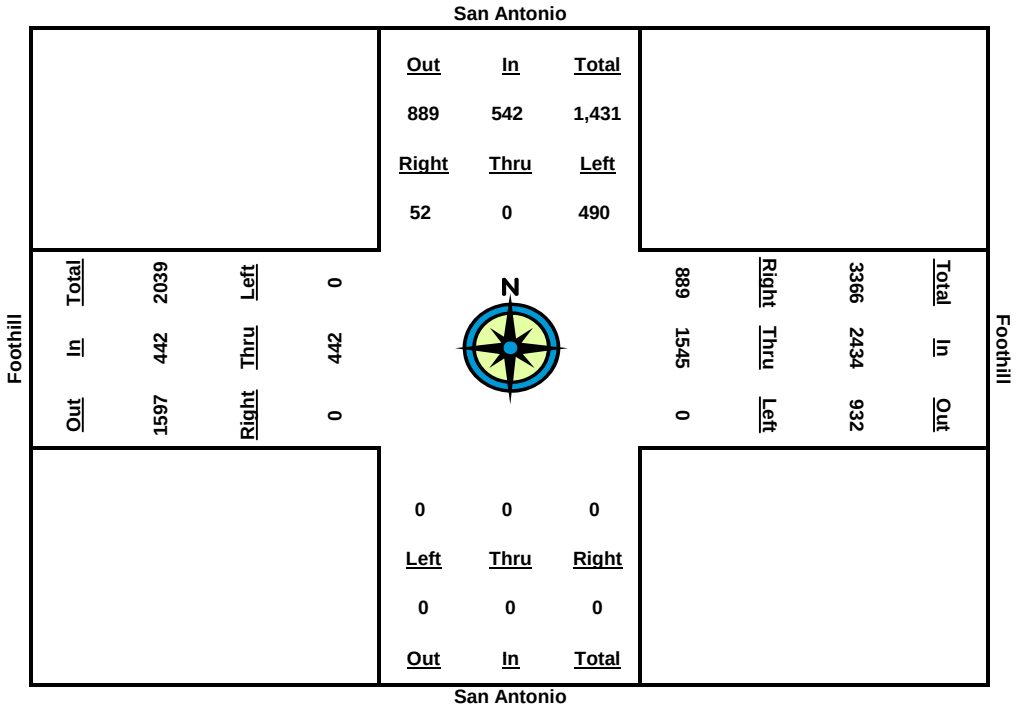
Date: 9/13/12
Counter: Steve and Jo
Intersection Name: San Antonio and Foothill
Weather: Clear Los Altos

AUTO-CENSUS
Traffic Monitoring and Analysis
870 Castlewood Dr. #1
Los Gatos, CA 95032
Phone 408-826-9673 Fax 408-877-1625

	San Antonio				Foothill				San Antonio				Foothill			
	North Approach				East Approach				South Approach				West Approach			
Start Time	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	4	0	46	50	89	192	0	281	0	0	0	0	0	52	0	52
7:30	8	0	88	96	201	427	0	628	0	0	0	0	0	122	0	122
7:45	16	0	196	212	326	733	0	1,059	0	0	0	0	0	206	0	206
8:00	29	0	298	327	551	1,079	0	1,630	0	0	0	0	0	305	0	305
8:15	43	0	412	455	761	1,459	0	2,220	0	0	0	0	0	410	0	410
8:30	55	0	553	608	975	1,872	0	2,847	0	0	0	0	0	529	0	529
8:45	67	0	682	749	1,218	2,255	0	3,473	0	0	0	0	0	640	0	640
9:00	81	0	788	869	1,440	2,624	0	4,064	0	0	0	0	0	747	0	747

Peak Hour	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**PK Hour**
7:00 - 8:00	29	0	298	327	551	1,079	0	1,630	0	0	0	0	0	305	0	305	2,262
7:15 - 8:15	39	0	366	405	672	1,267	0	1,939	0	0	0	0	0	358	0	358	2,702
7:30 - 8:30	47	0	465	512	774	1,445	0	2,219	0	0	0	0	0	407	0	407	3,138
7:45 - 8:45	51	0	486	537	892	1,522	0	2,414	0	0	0	0	0	434	0	434	3,385
8:00 - 9:00	52	0	490	542	889	1,545	0	2,434	0	0	0	0	0	442	0	442	3,418
Peak Volumes:	**52**	**0**	**490**	**542**	**889**	**1,545**	**0**	**2,434**	**0**	**0**	**0**	**0**	**0**	**442**	**0**	**442**	**3,418**

Cut and Paste	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**
	0	0	0	490	0	52	0	442	0	0	1,545	889



PM Peak-Hour Volume Count Worksheet

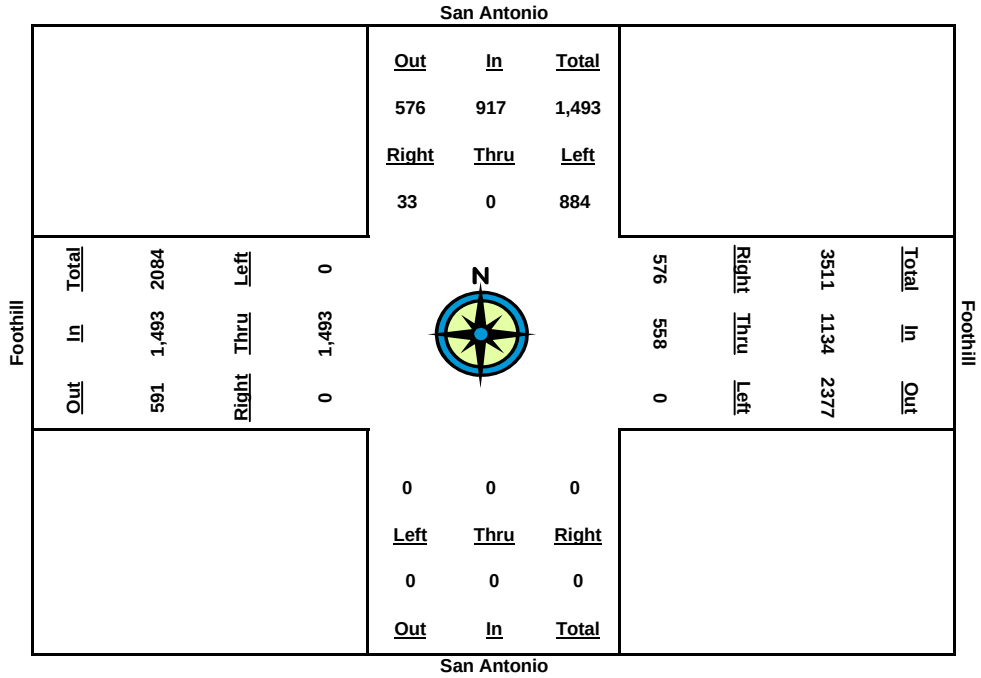
Date: 9/13/12
Counter: Steve and Jo
Intersection Name: San Antonio and Foothill
Weather: Clear Los Altos

AUTO-CENSUS
Traffic Monitoring and Analysis
870 Castlewood Dr. #1
Los Gatos, CA 95032
Phone 408-826-9673 Fax 408-877-1625

	San Antonio				Foothill				San Antonio				Foothill			
	North Approach				East Approach				South Approach				West Approach			
Start Time	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15	7	0	205	212	131	115	0	246	0	0	0	0	0	249	0	249
4:30	16	0	414	430	295	239	0	534	0	0	0	0	0	484	0	484
4:45	27	0	625	652	448	365	0	813	0	0	0	0	0	817	0	817
5:00	33	0	878	911	565	504	0	1,069	0	0	0	0	0	1,185	0	1,185
5:15	44	0	1,086	1,130	692	638	0	1,330	0	0	0	0	0	1,612	0	1,612
5:30	49	0	1,324	1,373	842	743	0	1,585	0	0	0	0	0	1,934	0	1,934
5:45	55	0	1,555	1,610	986	912	0	1,898	0	0	0	0	0	2,301	0	2,301
6:00	66	0	1,762	1,828	1,141	1,062	0	2,203	0	0	0	0	0	2,678	0	2,678

Peak Hour	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	PK Hour
4:00 - 5:00	33	0	878	911	565	504	0	1,069	0	0	0	0	0	1,185	0	1,185	3,165
4:15 - 5:15	37	0	881	918	561	523	0	1,084	0	0	0	0	0	1,363	0	1,363	3,365
4:30 - 5:30	33	0	910	943	547	504	0	1,051	0	0	0	0	0	1,450	0	1,450	3,444
4:45 - 5:45	28	0	930	958	538	547	0	1,085	0	0	0	0	0	1,484	0	1,484	3,527
5:00 - 6:00	33	0	884	917	576	558	0	1,134	0	0	0	0	0	1,493	0	1,493	3,544
Peak Volumes:	**33**	**0**	**884**	**917**	**576**	**558**	**0**	**1,134**	**0**	**0**	**0**	**0**	**0**	**1,493**	**0**	**1,493**	**3,544**

Cut and Paste	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
	0	0	0	884	0	33	0	1,493	0	0	558	576



AM Peak-Hour Volume Count Worksheet

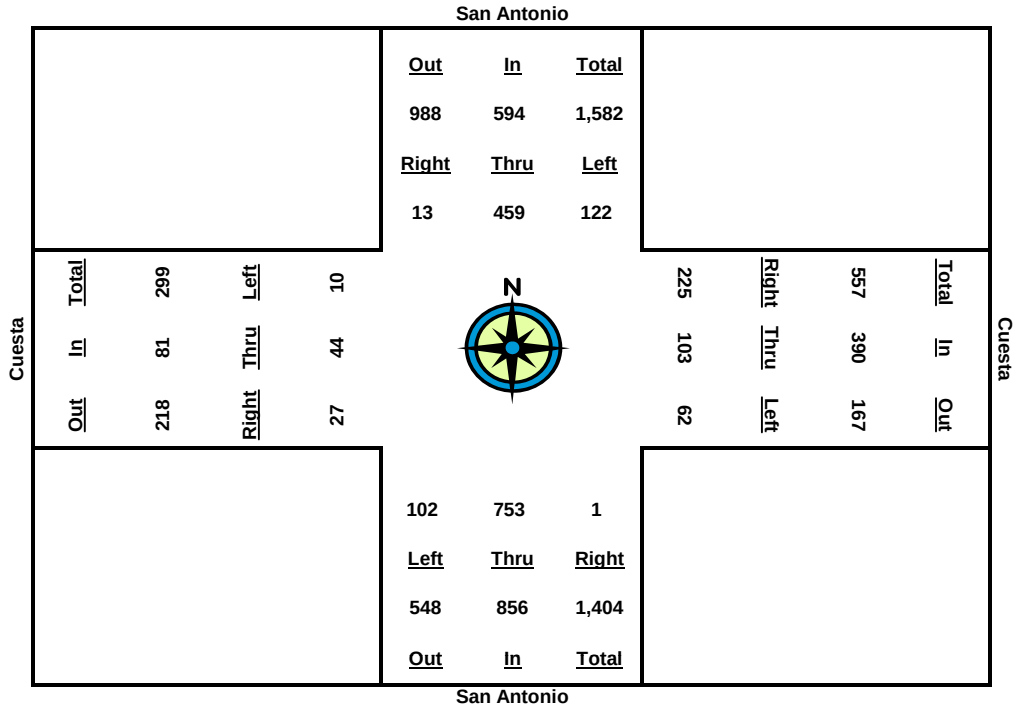
Date: 9/13/12
Counter: Patti and Ron
Intersection Name: San Antonio and Cuesta/1st
Weather: Clear Los Altos

AUTO-CENSUS
Traffic Monitoring and Analysis
870 Castlewood Dr. #1
Los Gatos, CA 95032
Phone 408-826-9673 Fax 408-877-1625

	San Antonio				Cuesta				San Antonio				Cuesta			
	North Approach				East Approach				South Approach				West Approach			
Start Time	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	1	47	9	57	13	6	1	20	0	72	16	88	1	8	0	9
7:30	3	101	26	130	44	13	4	61	0	185	31	216	3	15	1	19
7:45	3	198	38	239	76	26	11	113	0	296	41	337	7	22	5	34
8:00	5	307	58	370	124	43	20	187	0	502	54	556	12	26	7	45
8:15	11	412	104	527	173	64	32	269	0	695	77	772	19	38	8	65
8:30	12	542	140	694	242	89	55	386	0	875	100	975	23	45	8	76
8:45	13	653	166	832	312	118	67	497	1	1,071	127	1,199	32	55	11	98
9:00	18	766	180	964	349	146	82	577	1	1,255	156	1,412	39	70	17	126

Peak Hour	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**PK Hour**
7:00 - 8:00	5	307	58	370	124	43	20	187	0	502	54	556	12	26	7	45	1,158
7:15 - 8:15	10	365	95	470	160	58	31	249	0	623	61	684	18	30	8	56	1,459
7:30 - 8:30	9	441	114	564	198	76	51	325	0	690	69	759	20	30	7	57	1,705
7:45 - 8:45	10	455	128	593	236	92	56	384	1	775	86	862	25	33	6	64	1,903
8:00 - 9:00	13	459	122	594	225	103	62	390	1	753	102	856	27	44	10	81	1,921
Peak Volumes:	**13**	**459**	**122**	**594**	**225**	**103**	**62**	**390**	**1**	**753**	**102**	**856**	**27**	**44**	**10**	**81**	**1,921**

Cut and Paste	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**
	102	753	1	122	459	13	10	44	27	62	103	225



PM Peak-Hour Volume Count Worksheet

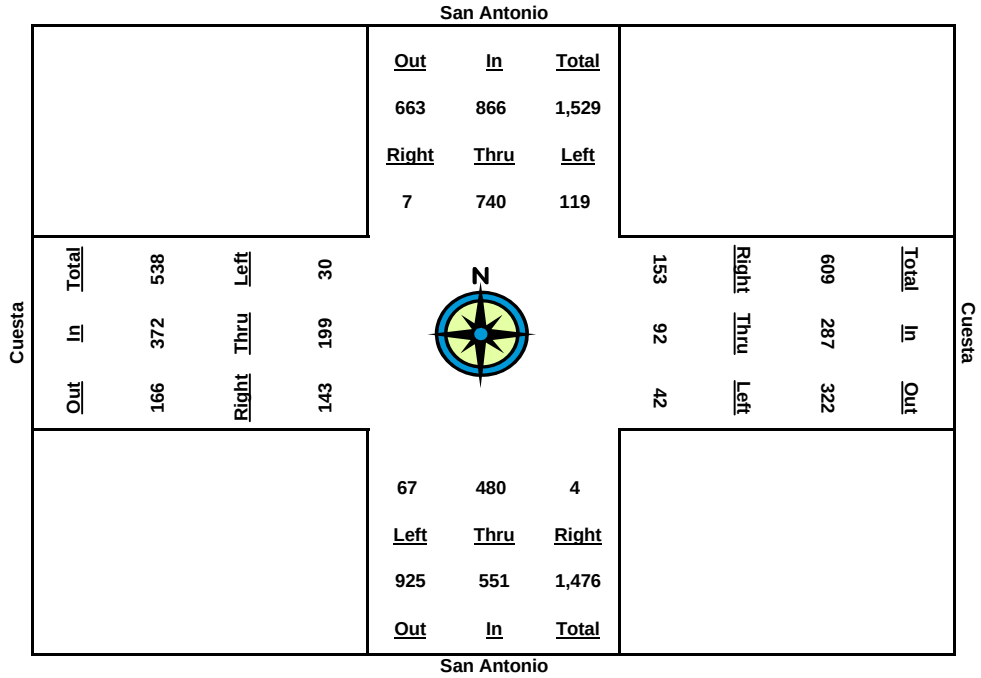
Date: 9/13/12
Counter: Patti and Ron
Intersection Name: San Antonio and Cuesta/1st
Weather: Clear Los Altos

AUTO-CENSUS
Traffic Monitoring and Analysis
870 Castlewood Dr. #1
Los Gatos, CA 95032
Phone 408-826-9673 Fax 408-877-1625

	San Antonio				Cuesta				San Antonio				Cuesta			
	North Approach				East Approach				South Approach				West Approach			
Start Time	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15	0	188	24	212	36	31	5	72	1	97	25	123	32	23	4	59
4:30	2	384	50	436	74	52	9	135	4	236	57	297	54	37	12	103
4:45	2	562	71	635	115	75	10	200	4	342	86	432	88	65	19	172
5:00	8	761	107	876	148	101	17	266	4	450	99	553	124	91	26	241
5:15	10	929	144	1,083	181	122	30	333	4	545	112	661	160	130	36	326
5:30	10	1,115	164	1,289	222	152	45	419	5	684	126	815	200	179	44	423
5:45	12	1,299	186	1,497	260	175	56	491	5	792	141	938	240	237	47	524
6:00	15	1,501	226	1,742	301	193	59	553	8	930	166	1,104	267	290	56	613

Peak Hour	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	PK Hour
4:00 - 5:00	8	761	107	876	148	101	17	266	4	450	99	553	124	91	26	241	1,936
4:15 - 5:15	10	741	120	871	145	91	25	261	3	448	87	538	128	107	32	267	1,937
4:30 - 5:30	8	731	114	853	148	100	36	284	1	448	69	518	146	142	32	320	1,975
4:45 - 5:45	10	737	115	862	145	100	46	291	1	450	55	506	152	172	28	352	2,011
5:00 - 6:00	7	740	119	866	153	92	42	287	4	480	67	551	143	199	30	372	2,076
Peak Volumes:	**7**	**740**	**119**	**866**	**153**	**92**	**42**	**287**	**4**	**480**	**67**	**551**	**143**	**199**	**30**	**372**	**2,076**

Cut and Paste	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
	67	480	4	119	740	7	30	199	143	42	92	153



AM Peak-Hour Volume Count Worksheet

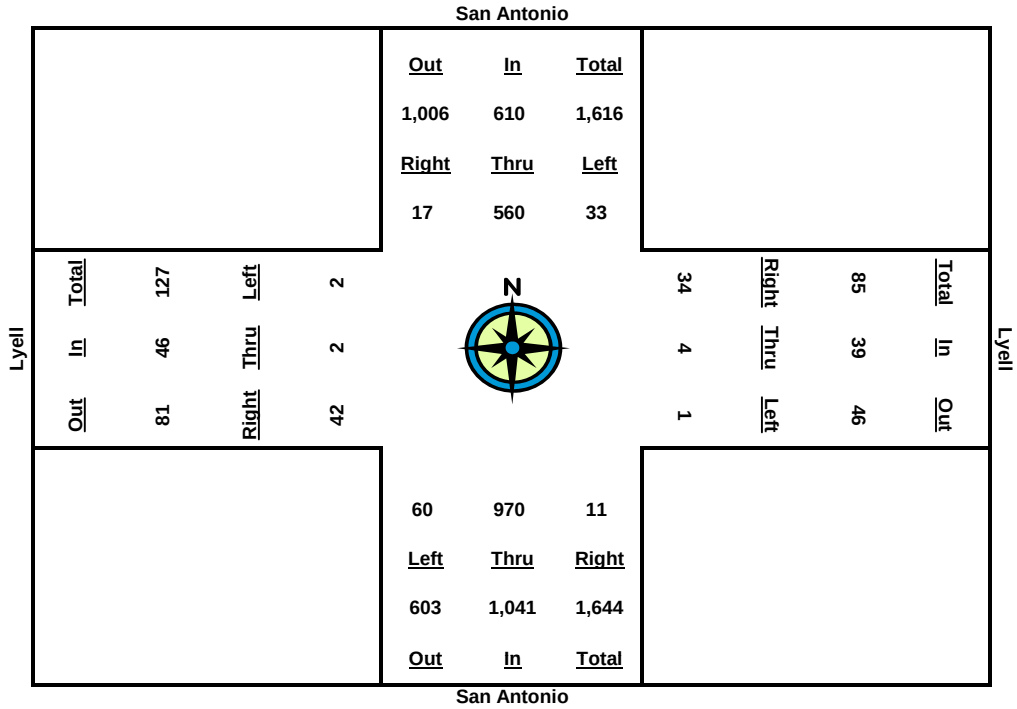
Date: 9/13/12
Counter: Stuart and Matt
Intersection Name: San Antonio and Lyell
Weather: Clear Los Altos

AUTO-CENSUS
Traffic Monitoring and Analysis
870 Castlewood Dr. #1
Los Gatos, CA 95032
Phone 408-826-9673 Fax 408-877-1625

	San Antonio				Lyell				San Antonio				Lyell			
	North Approach				East Approach				South Approach				West Approach			
Start Time	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	1	56	5	62	2	2	0	4	0	73	8	81	1	0	0	1
7:30	4	127	8	139	8	3	1	12	3	208	16	227	5	0	2	7
7:45	5	233	14	252	10	4	2	16	3	340	26	369	7	0	2	9
8:00	10	359	17	386	21	4	2	27	5	591	41	637	13	1	2	16
8:15	14	519	29	562	26	6	2	34	8	818	55	881	24	2	3	29
8:30	15	669	39	723	36	8	2	46	9	1,015	73	1,097	33	2	4	39
8:45	22	793	47	862	44	8	3	55	14	1,310	86	1,410	49	2	4	55
9:00	25	916	52	993	50	10	3	63	14	1,523	110	1,647	67	2	5	74

Peak Hour	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**PK Hour**
7:00 - 8:00	10	359	17	386	21	4	2	27	5	591	41	637	13	1	2	16	1,066
7:15 - 8:15	13	463	24	500	24	4	2	30	8	745	47	800	23	2	3	28	1,358
7:30 - 8:30	11	542	31	584	28	5	1	34	6	807	57	870	28	2	2	32	1,520
7:45 - 8:45	17	560	33	610	34	4	1	39	11	970	60	1,041	42	2	2	46	1,736
8:00 - 9:00	15	557	35	607	29	6	1	36	9	932	69	1,010	54	1	3	58	1,711
Peak Volumes:	**17**	**560**	**33**	**610**	**34**	**4**	**1**	**39**	**11**	**970**	**60**	**1,041**	**42**	**2**	**2**	**46**	**1,736**

Cut and Paste	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**
	60	970	11	33	560	17	2	2	42	1	4	34



PM Peak-Hour Volume Count Worksheet

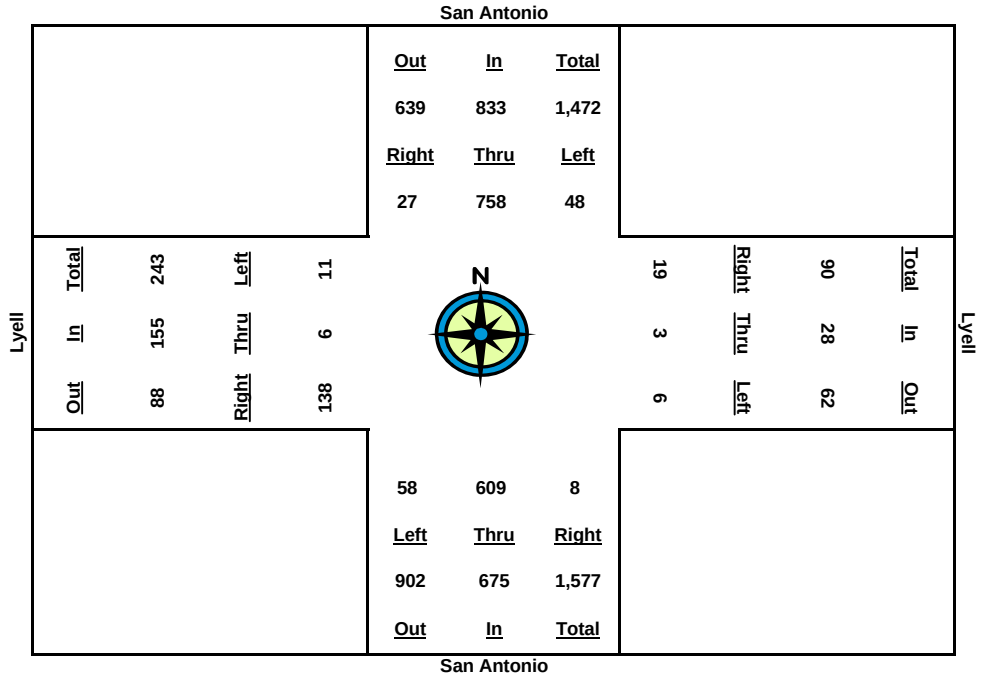
Date: 9/13/12
Counter: Stuart and Peter
Intersection Name: San Antonio and Lyell
Weather: Clear Los Altos

AUTO-CENSUS
Traffic Monitoring and Analysis
870 Castlewood Dr. #1
Los Gatos, CA 95032
Phone 408-826-9673 Fax 408-877-1625

	San Antonio				Lyell				San Antonio				Lyell			
	North Approach				East Approach				South Approach				West Approach			
Start Time	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15	7	188	16	211	4	0	1	5	1	135	10	146	20	3	6	29
4:30	11	357	30	398	12	1	1	14	2	315	30	347	57	3	6	66
4:45	20	523	37	580	15	3	5	23	4	462	45	511	97	5	13	115
5:00	31	729	46	806	19	3	6	28	4	601	54	659	126	8	16	150
5:15	34	946	64	1,044	23	3	7	33	9	744	68	821	158	9	17	184
5:30	41	1,117	81	1,239	25	3	8	36	12	919	81	1,012	171	13	17	201
5:45	49	1,307	104	1,460	30	3	8	41	12	1,070	95	1,177	185	16	18	219
6:00	53	1,479	123	1,655	32	4	10	46	13	1,236	109	1,358	205	19	21	245

Peak Hour	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	PK Hour
4:00 - 5:00	31	729	46	806	19	3	6	28	4	601	54	659	126	8	16	150	1,643
4:15 - 5:15	27	758	48	833	19	3	6	28	8	609	58	675	138	6	11	155	1,691
4:30 - 5:30	30	760	51	841	13	2	7	22	10	604	51	665	114	10	11	135	1,663
4:45 - 5:45	29	784	67	880	15	0	3	18	8	608	50	666	88	11	5	104	1,668
5:00 - 6:00	22	750	77	849	13	1	4	18	9	635	55	699	79	11	5	95	1,661
Peak Volumes:	**27**	**758**	**48**	**833**	**19**	**3**	**6**	**28**	**8**	**609**	**58**	**675**	**138**	**6**	**11**	**155**	**1,691**

Cut and Paste	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
	58	609	8	48	758	27	11	6	138	6	3	19



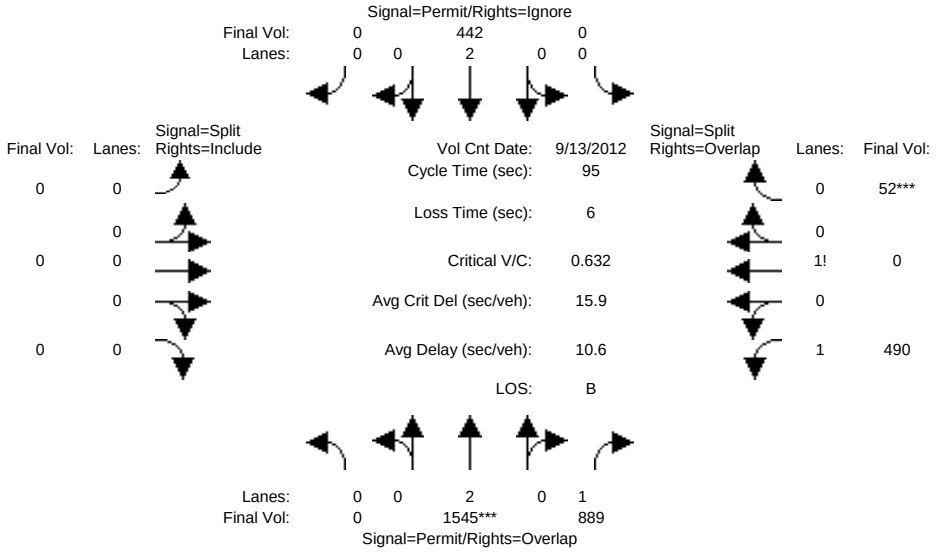
Appendix B

Level of Service Calculations

467 First Street Office Development
Los Altos, CA
20,000 SF Office

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

Intersection #5214: Foothill Expwy / San Antonio Rd (CMP)



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	59	10	0	10	0	0	0	0	14	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: 13 Sep 2012 << 7:00-9:00												
Base Vol:	0	1545	889	0	442	0	0	0	0	490	0	52
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1545	889	0	442	0	0	0	0	490	0	52
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1545	889	0	442	0	0	0	0	490	0	52
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:	0	1545	889	0	442	0	0	0	0	490	0	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1545	889	0	442	0	0	0	0	490	0	52
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
FinalVolume:	0	1545	889	0	442	0	0	0	0	490	0	52
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	2.00	1.00	0.00	2.00	0.00	0.00	0.00	0.00	1.84	0.00	0.16
Final Sat.:	0	3800	1750	0	3800	0	0	0	0	2894	0	280
Capacity Analysis Module:												
Vol/Sat:	0.00	0.41	0.51	0.00	0.12	0.00	0.00	0.00	0.00	0.17	0.00	0.19
Crit Moves:		****										****
Green Time:	0.0	61.1	89.0	0.0	61.1	0.0	0.0	0.0	0.0	27.9	0.0	27.9
Volume/Cap:	0.00	0.63	0.54	0.00	0.18	0.00	0.00	0.00	0.00	0.58	0.00	0.63
Delay/Veh:	0.0	10.7	0.8	0.0	6.9	0.0	0.0	0.0	0.0	29.4	0.0	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:	0.0	10.7	0.8	0.0	6.9	0.0	0.0	0.0	0.0	29.4	0.0	30.6
LOS by Move:	A	B	A	A	A	A	A	A	A	C	A	C
DesignQueue:	0	16	4	0	4	0	0	0	0	11	0	14

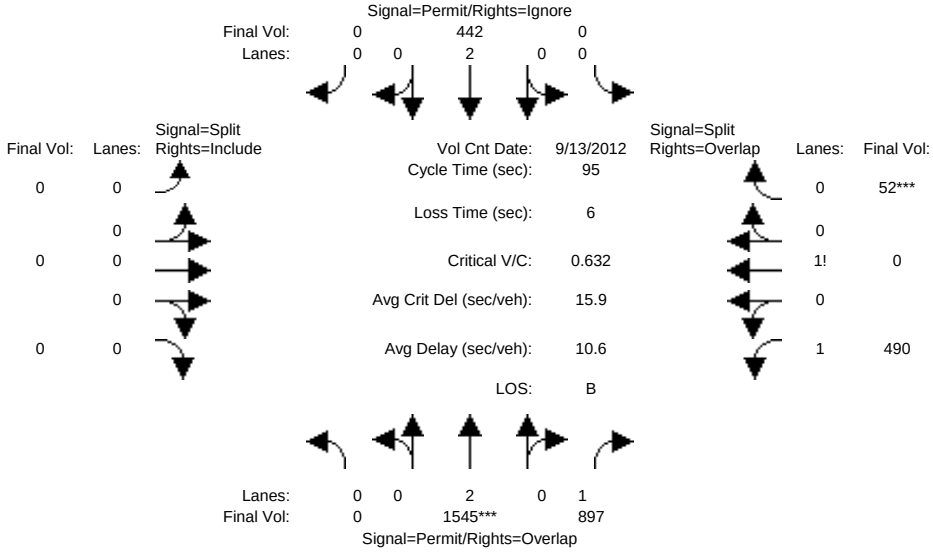
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

467 First Street Office Development
Los Altos, CA
20,000 SF Office

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

Intersection #5214: Foothill Expwy / San Antonio Rd (CMP)



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	59	10		0	10	0		0	0	0		14	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: 13 Sep 2012 << 7:00-9:00																
Base Vol:	0	1545	889		0	442	0		0	0	0		490	0	52	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	1545	889		0	442	0		0	0	0		490	0	52	
Added Vol:	0	0	8		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	1545	897		0	442	0		0	0	0		490	0	52	
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:	0	1545	897		0	442	0		0	0	0		490	0	52	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1545	897		0	442	0		0	0	0		490	0	52	
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	
FinalVolume:	0	1545	897		0	442	0		0	0	0		490	0	52	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	1.00	0.92		0.92	1.00	0.92		0.92	1.00	0.92		0.83	1.00	0.92	
Lanes:	0.00	2.00	1.00		0.00	2.00	0.00		0.00	0.00	0.00		1.84	0.00	0.16	
Final Sat.:	0	3800	1750		0	3800	0		0	0	0		2894	0	280	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.41	0.51		0.00	0.12	0.00		0.00	0.00	0.00		0.17	0.00	0.19	
Crit Moves:		****													****	
Green Time:	0.0	61.1	89.0		0.0	61.1	0.0		0.0	0.0	0.0		27.9	0.0	27.9	
Volume/Cap:	0.00	0.63	0.55		0.00	0.18	0.00		0.00	0.00	0.00		0.58	0.00	0.63	
Delay/Veh:	0.0	10.7	0.8		0.0	6.9	0.0		0.0	0.0	0.0		29.4	0.0	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:	0.0	10.7	0.8		0.0	6.9	0.0		0.0	0.0	0.0		29.4	0.0	30.6	
LOS by Move:	A	B	A		A	A	A		A	A	A		C	A	C	
DesignQueue:	0	16	4		0	4	0		0	0	0		11	0	14	

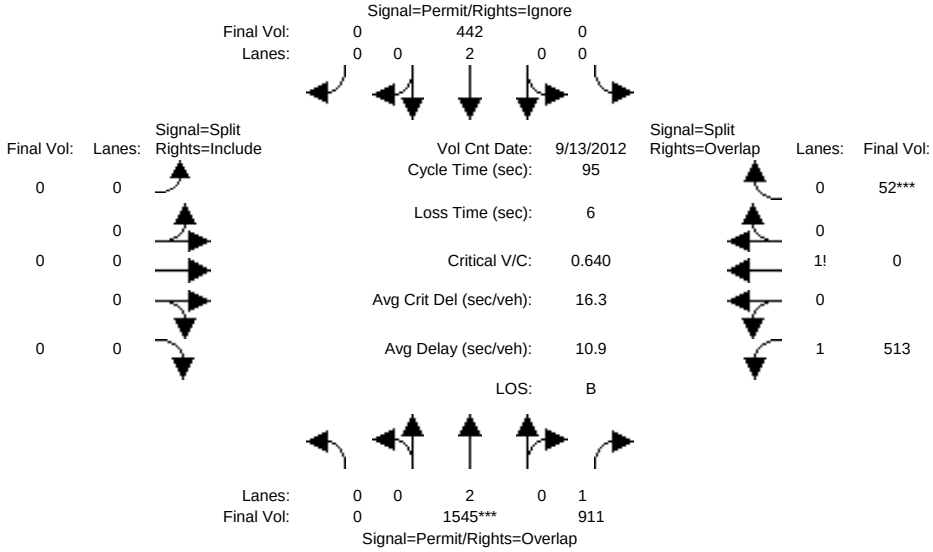
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

467 First Street Office Development
Los Altos, CA
20,000 SF Office

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

Intersection #5214: Foothill Expwy / San Antonio Rd (CMP)



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	59	10		0	10		0	0		0	0	14		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: 13 Sep 2012 << 7:00-9:00																
Base Vol:	0	1545	889		0	442		0	0		0	0	490		0	52
Growth Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	0	1545	889		0	442		0	0		0	0	490		0	52
Added Vol:	0	0	0		0	0		0	0		0	0	0		0	0
ATI:	0	0	22		0	0		0	0		0	0	23		0	0
Initial Fut:	0	1545	911		0	442		0	0		0	0	513		0	52
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:	0	1545	911		0	442		0	0		0	0	513		0	52
Reduct Vol:	0	0	0		0	0		0	0		0	0	0		0	0
Reduced Vol:	0	1545	911		0	442		0	0		0	0	513		0	52
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
FinalVolume:	0	1545	911		0	442		0	0		0	0	513		0	52
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900		1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92	1.00	0.92		0.92	1.00		0.92	0.92		1.00	0.92	0.83		1.00	0.92
Lanes:	0.00	2.00	1.00		0.00	2.00		0.00	0.00		0.00	0.00	1.85		0.00	0.15
Final Sat.:	0	3800	1750		0	3800		0	0		0	0	2903		0	270
Capacity Analysis Module:																
Vol/Sat:	0.00	0.41	0.52		0.00	0.12		0.00	0.00		0.00	0.00	0.18		0.00	0.19
Crit Moves:		****														****
Green Time:	0.0	60.4	89.0		0.0	60.4		0.0	0.0		0.0	0.0	28.6		0.0	28.6
Volume/Cap:	0.00	0.64	0.56		0.00	0.18		0.00	0.00		0.00	0.00	0.59		0.00	0.64
Delay/Veh:	0.0	11.2	0.8		0.0	7.2		0.0	0.0		0.0	0.0	29.1		0.0	30.3
User DelAdj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	0.0	11.2	0.8		0.0	7.2		0.0	0.0		0.0	0.0	29.1		0.0	30.3
LOS by Move:	A	B	A		A	A		A	A		A	A	C		A	C
DesignQueue:	0	17	4		0	4		0	0		0	0	12		0	14

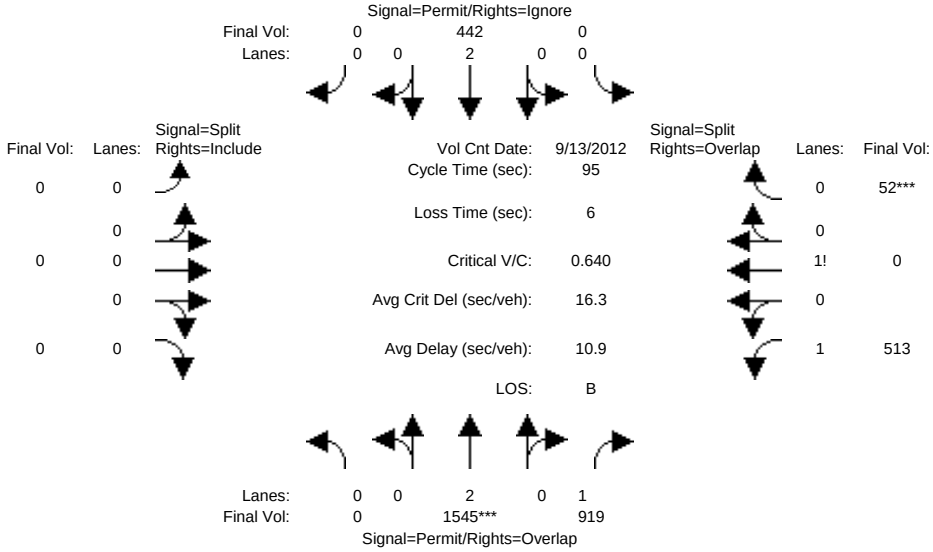
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

467 First Street Office Development
Los Altos, CA
20,000 SF Office

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

Intersection #5214: Foothill Expwy / San Antonio Rd (CMP)



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	59	10	0	10	0	0	0	0	14	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: 13 Sep 2012 << 7:00-9:00												
Base Vol:	0	1545	889	0	442	0	0	0	0	490	0	52
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1545	889	0	442	0	0	0	0	490	0	52
Added Vol:	0	0	8	0	0	0	0	0	0	0	0	0
ATI:	0	0	22	0	0	0	0	0	0	23	0	0
Initial Fut:	0	1545	919	0	442	0	0	0	0	513	0	52
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:	0	1545	919	0	442	0	0	0	0	513	0	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1545	919	0	442	0	0	0	0	513	0	52
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
FinalVolume:	0	1545	919	0	442	0	0	0	0	513	0	52
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	2.00	1.00	0.00	2.00	0.00	0.00	0.00	0.00	1.85	0.00	0.15
Final Sat.:	0	3800	1750	0	3800	0	0	0	0	2903	0	270
Capacity Analysis Module:												
Vol/Sat:	0.00	0.41	0.53	0.00	0.12	0.00	0.00	0.00	0.00	0.18	0.00	0.19
Crit Moves:		****										****
Green Time:	0.0	60.4	89.0	0.0	60.4	0.0	0.0	0.0	0.0	28.6	0.0	28.6
Volume/Cap:	0.00	0.64	0.56	0.00	0.18	0.00	0.00	0.00	0.00	0.59	0.00	0.64
Delay/Veh:	0.0	11.2	0.8	0.0	7.2	0.0	0.0	0.0	0.0	29.1	0.0	30.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	11.2	0.8	0.0	7.2	0.0	0.0	0.0	0.0	29.1	0.0	30.3
LOS by Move:	A	B	A	A	A	A	A	A	A	C	A	C
DesignQueue:	0	17	4	0	4	0	0	0	0	12	0	14

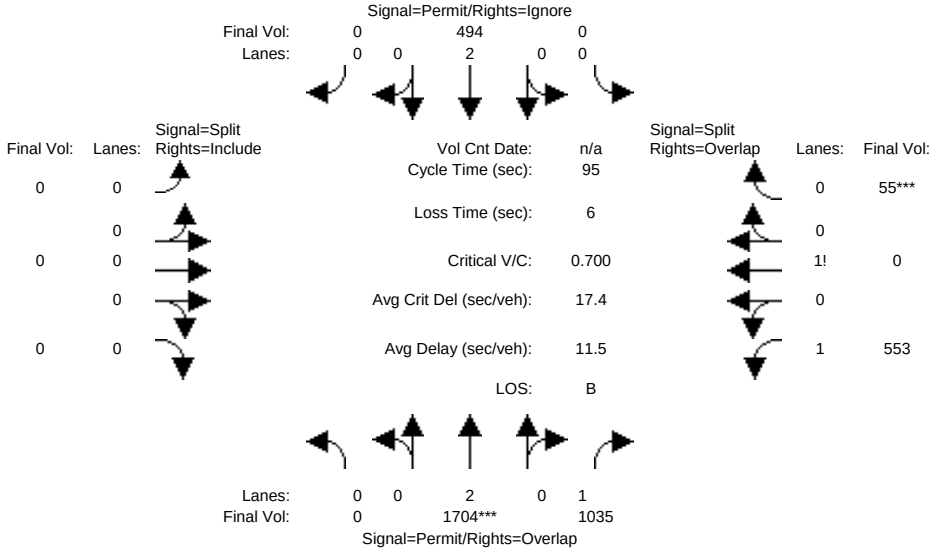
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

467 First Street Office Development
Los Altos, CA
20,000 SF Office

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

Intersection #5214: Foothill Expwy / San Antonio Rd (CMP)



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	59	10	0	10	0	0	0	0	14	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1704	1035	0	494	0	0	0	0	553	0	55
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1704	1035	0	494	0	0	0	0	553	0	55
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1704	1035	0	494	0	0	0	0	553	0	55
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:	0	1704	1035	0	494	0	0	0	0	553	0	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1704	1035	0	494	0	0	0	0	553	0	55
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
FinalVolume:	0	1704	1035	0	494	0	0	0	0	553	0	55
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	2.00	1.00	0.00	2.00	0.00	0.00	0.00	0.00	1.85	0.00	0.15
Final Sat.:	0	3800	1750	0	3800	0	0	0	0	2907	0	265
Capacity Analysis Module:												
Vol/Sat:	0.00	0.45	0.59	0.00	0.13	0.00	0.00	0.00	0.00	0.19	0.00	0.21
Crit Moves:		****										****
Green Time:	0.0	60.9	89.0	0.0	60.9	0.0	0.0	0.0	0.0	28.1	0.0	28.1
Volume/Cap:	0.00	0.70	0.63	0.00	0.20	0.00	0.00	0.00	0.00	0.64	0.00	0.70
Delay/Veh:	0.0	12.0	1.3	0.0	7.1	0.0	0.0	0.0	0.0	30.6	0.0	32.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	12.0	1.3	0.0	7.1	0.0	0.0	0.0	0.0	30.6	0.0	32.2
LOS by Move:	A	B	A	A	A	A	A	A	A	C	A	C
DesignQueue:	0	18	4	0	5	0	0	0	0	13	0	15

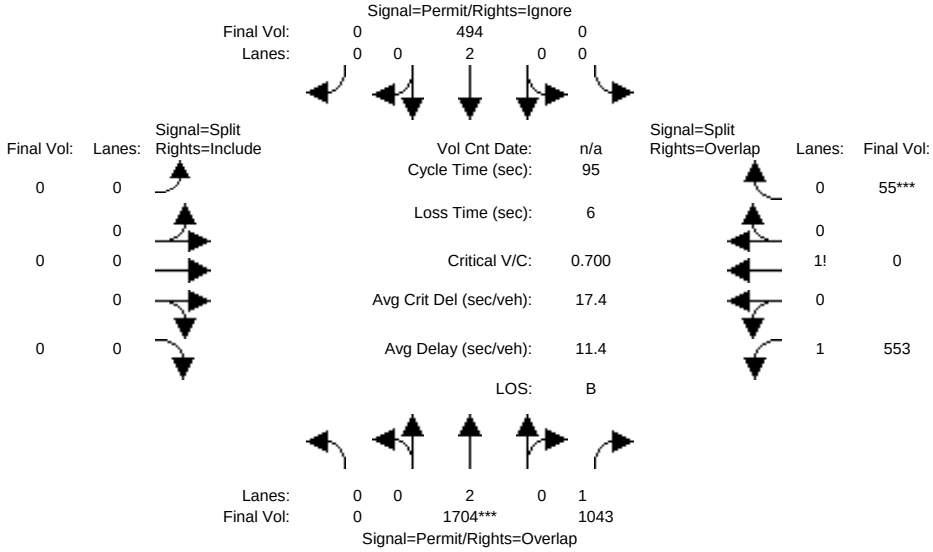
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

467 First Street Office Development
Los Altos, CA
20,000 SF Office

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

Intersection #5214: Foothill Expwy / San Antonio Rd (CMP)



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	59	10	0	10	0	0	0	0	14	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1704	1035	0	494	0	0	0	0	553	0	55
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1704	1035	0	494	0	0	0	0	553	0	55
Added Vol:	0	0	8	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	1704	1043	0	494	0	0	0	0	553	0	55
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:	0	1704	1043	0	494	0	0	0	0	553	0	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1704	1043	0	494	0	0	0	0	553	0	55
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
FinalVolume:	0	1704	1043	0	494	0	0	0	0	553	0	55
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	2.00	1.00	0.00	2.00	0.00	0.00	0.00	0.00	1.85	0.00	0.15
Final Sat.:	0	3800	1750	0	3800	0	0	0	0	2907	0	265
Capacity Analysis Module:												
Vol/Sat:	0.00	0.45	0.60	0.00	0.13	0.00	0.00	0.00	0.00	0.19	0.00	0.21
Crit Moves:		****										****
Green Time:	0.0	60.9	89.0	0.0	60.9	0.0	0.0	0.0	0.0	28.1	0.0	28.1
Volume/Cap:	0.00	0.70	0.64	0.00	0.20	0.00	0.00	0.00	0.00	0.64	0.00	0.70
Delay/Veh:	0.0	12.0	1.3	0.0	7.1	0.0	0.0	0.0	0.0	30.6	0.0	32.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	12.0	1.3	0.0	7.1	0.0	0.0	0.0	0.0	30.6	0.0	32.2
LOS by Move:	A	B	A	A	A	A	A	A	A	C	A	C
DesignQueue:	0	18	4	0	5	0	0	0	0	13	0	15

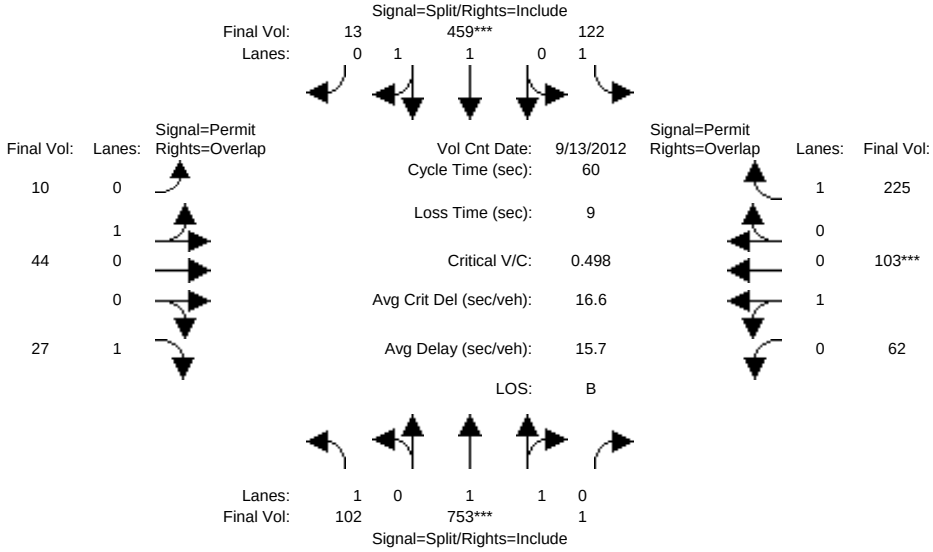
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

467 First Street Office Development
Los Altos, CA
20,000 SF Office

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

Intersection #5215: San Antonio Rd / First St-Cuesta Dr



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 13 Sep 2012 <<												
Base Vol:	102	753	1	122	459	13	10	44	27	62	103	225
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	102	753	1	122	459	13	10	44	27	62	103	225
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	102	753	1	122	459	13	10	44	27	62	103	225
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	102	753	1	122	459	13	10	44	27	62	103	225
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	102	753	1	122	459	13	10	44	27	62	103	225
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	102	753	1	122	459	13	10	44	27	62	103	225
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	0.97	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	1.99	0.01	1.00	1.94	0.06	0.19	0.81	1.00	0.38	0.62	1.00
Final Sat.:	1750	3695	5	1750	3598	102	333	1467	1750	676	1124	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.20	0.20	0.07	0.13	0.13	0.03	0.03	0.02	0.09	0.09	0.13
Crit Moves:		****			****						****	
Green Time:	24.6	24.6	24.6	15.4	15.4	15.4	11.1	11.1	35.6	11.1	11.1	26.4
Volume/Cap:	0.14	0.50	0.50	0.27	0.50	0.50	0.16	0.16	0.03	0.50	0.50	0.29
Delay/Veh:	11.2	13.4	13.4	18.2	19.4	19.4	20.8	20.8	5.0	23.2	23.2	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:	11.2	13.4	13.4	18.2	19.4	19.4	20.8	20.8	5.0	23.2	23.2	11.0
LOS by Move:	B	B	B	B	B	B	C	C	A	C	C	B
DesignQueue:	2	8	8	3	6	6	2	2	0	5	5	5

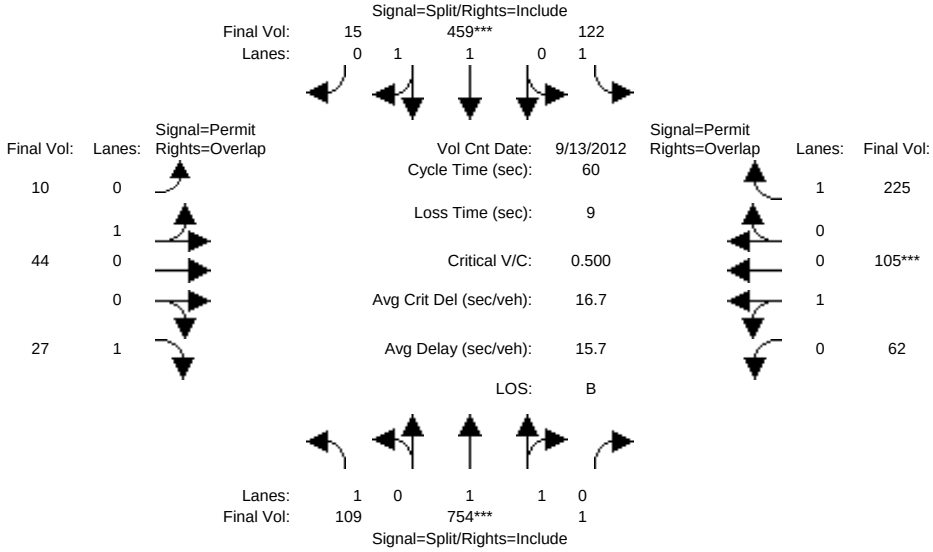
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

467 First Street Office Development
Los Altos, CA
20,000 SF Office

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

Intersection #5215: San Antonio Rd / First St-Cuesta Dr



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 13 Sep 2012 <<												
Base Vol:	102	753	1	122	459	13	10	44	27	62	103	225
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	102	753	1	122	459	13	10	44	27	62	103	225
Added Vol:	7	1	0	0	0	2	0	0	0	0	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	109	754	1	122	459	15	10	44	27	62	105	225
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	109	754	1	122	459	15	10	44	27	62	105	225
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	109	754	1	122	459	15	10	44	27	62	105	225
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	109	754	1	122	459	15	10	44	27	62	105	225
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	0.97	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	1.99	0.01	1.00	1.93	0.07	0.19	0.81	1.00	0.37	0.63	1.00
Final Sat.:	1750	3695	5	1750	3583	117	333	1467	1750	668	1132	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.20	0.20	0.07	0.13	0.13	0.03	0.03	0.02	0.09	0.09	0.13
Crit Moves:		****			****						****	
Green Time:	24.5	24.5	24.5	15.4	15.4	15.4	11.1	11.1	35.6	11.1	11.1	26.5
Volume/Cap:	0.15	0.50	0.50	0.27	0.50	0.50	0.16	0.16	0.03	0.50	0.50	0.29
Delay/Veh:	11.3	13.5	13.5	18.2	19.4	19.4	20.7	20.7	5.0	23.1	23.1	10.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.3	13.5	13.5	18.2	19.4	19.4	20.7	20.7	5.0	23.1	23.1	10.9
LOS by Move:	B	B	B	B	B	B	C	C	A	C	C	B
DesignQueue:	2	8	8	3	6	6	2	2	0	5	5	5

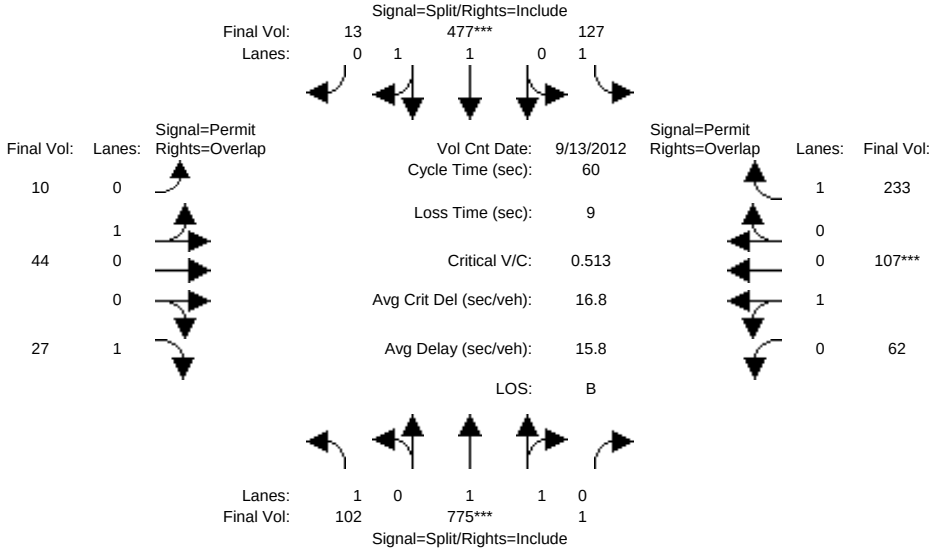
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

467 First Street Office Development
Los Altos, CA
20,000 SF Office

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

Intersection #5215: San Antonio Rd / First St-Cuesta Dr



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 13 Sep 2012 <<												
Base Vol:	102	753	1	122	459	13	10	44	27	62	103	225
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	102	753	1	122	459	13	10	44	27	62	103	225
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	22	0	5	18	0	0	0	0	0	4	8
Initial Fut:	102	775	1	127	477	13	10	44	27	62	107	233
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	102	775	1	127	477	13	10	44	27	62	107	233
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	102	775	1	127	477	13	10	44	27	62	107	233
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	102	775	1	127	477	13	10	44	27	62	107	233
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	0.97	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	1.99	0.01	1.00	1.95	0.05	0.19	0.81	1.00	0.37	0.63	1.00
Final Sat.:	1750	3695	5	1750	3602	98	333	1467	1750	660	1140	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.21	0.21	0.07	0.13	0.13	0.03	0.03	0.02	0.09	0.09	0.13
Crit Moves:		****			****						****	
Green Time:	24.5	24.5	24.5	15.5	15.5	15.5	11.0	11.0	35.5	11.0	11.0	26.5
Volume/Cap:	0.14	0.51	0.51	0.28	0.51	0.51	0.16	0.16	0.03	0.51	0.51	0.30
Delay/Veh:	11.2	13.6	13.6	18.1	19.5	19.5	20.9	20.9	5.1	23.5	23.5	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:	11.2	13.6	13.6	18.1	19.5	19.5	20.9	20.9	5.1	23.5	23.5	11.0
LOS by Move:	B	B	B	B	B	B	C	C	A	C	C	B
DesignQueue:	2	8	8	3	6	6	2	2	0	5	5	5

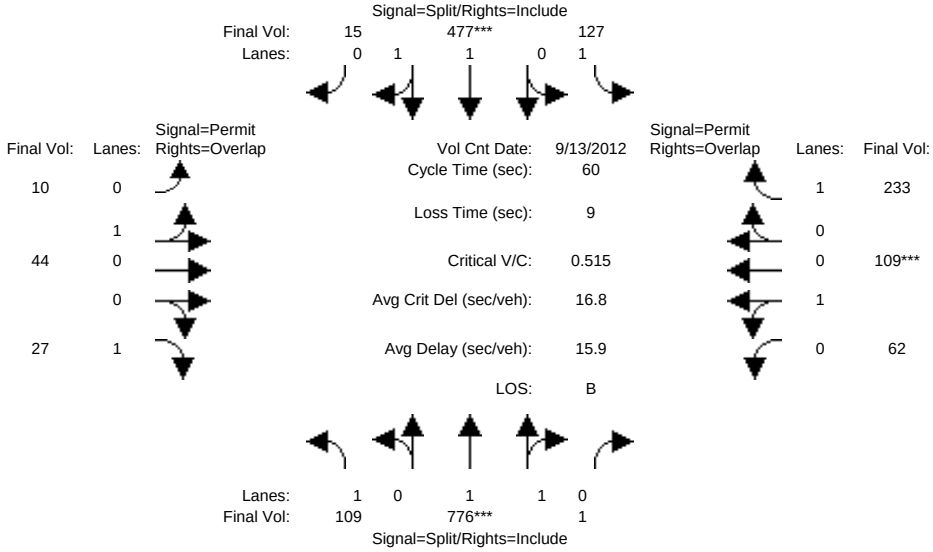
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

467 First Street Office Development
Los Altos, CA
20,000 SF Office

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

Intersection #5215: San Antonio Rd / First St-Cuesta Dr



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 13 Sep 2012 <<												
Base Vol:	102	753	1	122	459	13	10	44	27	62	103	225
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	102	753	1	122	459	13	10	44	27	62	103	225
Added Vol:	7	1	0	0	0	2	0	0	0	0	2	0
ATI:	0	22	0	5	18	0	0	0	0	0	4	8
Initial Fut:	109	776	1	127	477	15	10	44	27	62	109	233
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	109	776	1	127	477	15	10	44	27	62	109	233
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	109	776	1	127	477	15	10	44	27	62	109	233
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	109	776	1	127	477	15	10	44	27	62	109	233
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	0.97	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	1.99	0.01	1.00	1.94	0.06	0.19	0.81	1.00	0.36	0.64	1.00
Final Sat.:	1750	3695	5	1750	3587	113	333	1467	1750	653	1147	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.21	0.21	0.07	0.13	0.13	0.03	0.03	0.02	0.10	0.10	0.13
Crit Moves:		****			****						****	
Green Time:	24.5	24.5	24.5	15.5	15.5	15.5	11.1	11.1	35.5	11.1	11.1	26.5
Volume/Cap:	0.15	0.52	0.52	0.28	0.52	0.52	0.16	0.16	0.03	0.52	0.52	0.30
Delay/Veh:	11.3	13.6	13.6	18.1	19.5	19.5	20.8	20.8	5.1	23.5	23.5	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:	11.3	13.6	13.6	18.1	19.5	19.5	20.8	20.8	5.1	23.5	23.5	11.0
LOS by Move:	B	B	B	B	B	B	C	C	A	C	C	B
DesignQueue:	2	8	8	3	6	6	2	2	0	5	5	5

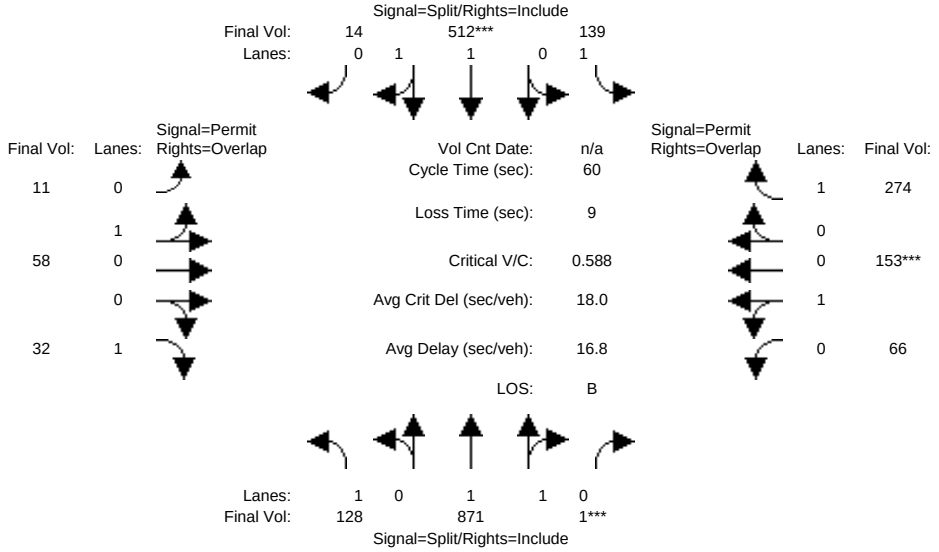
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

467 First Street Office Development
Los Altos, CA
20,000 SF Office

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

Intersection #5215: San Antonio Rd / First St-Cuesta Dr



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	128	871	1	139	512	14	11	58	32	66	153	274
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	128	871	1	139	512	14	11	58	32	66	153	274
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	128	871	1	139	512	14	11	58	32	66	153	274
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	128	871	1	139	512	14	11	58	32	66	153	274
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	128	871	1	139	512	14	11	58	32	66	153	274
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	128	871	1	139	512	14	11	58	32	66	153	274
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	0.97	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	1.99	0.01	1.00	1.95	0.05	0.16	0.84	1.00	0.30	0.70	1.00
Final Sat.:	1750	3696	4	1750	3601	98	287	1513	1750	542	1258	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.24	0.24	0.08	0.14	0.14	0.04	0.04	0.02	0.12	0.12	0.16
Crit Moves:			****		****						****	
Green Time:	24.1	24.1	24.1	14.5	14.5	14.5	12.4	12.4	36.5	12.4	12.4	26.9
Volume/Cap:	0.18	0.59	0.59	0.33	0.59	0.59	0.19	0.19	0.03	0.59	0.59	0.35
Delay/Veh:	11.7	14.7	14.7	19.2	21.1	21.1	19.9	19.9	4.7	23.9	23.9	11.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.7	14.7	14.7	19.2	21.1	21.1	19.9	19.9	4.7	23.9	23.9	11.1
LOS by Move:	B	B	B	B	C	C	B	B	A	C	C	B
DesignQueue:	3	10	10	4	7	7	2	2	0	6	6	6

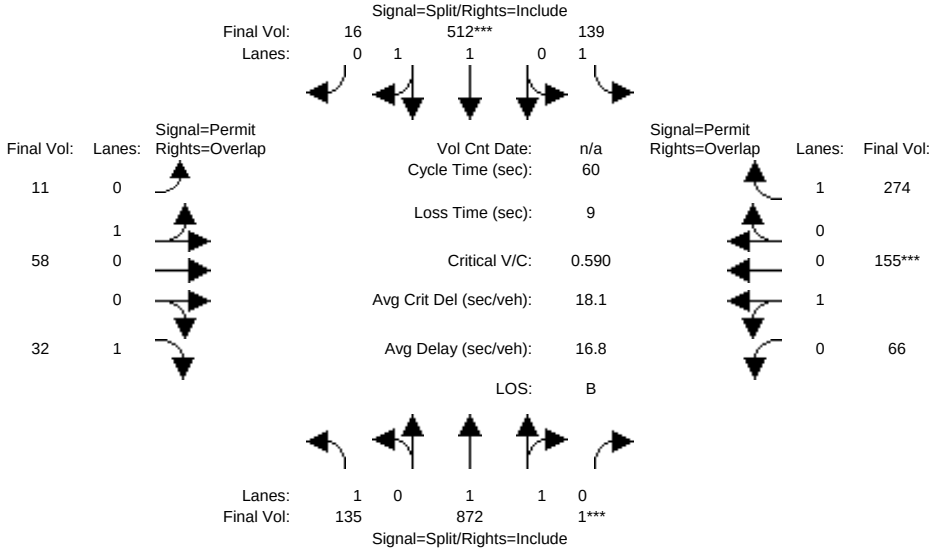
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

467 First Street Office Development
Los Altos, CA
20,000 SF Office

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

Intersection #5215: San Antonio Rd / First St-Cuesta Dr



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	128	871	1	139	512	14	11	58	32	66	153	274
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	128	871	1	139	512	14	11	58	32	66	153	274
Added Vol:	7	1	0	0	0	2	0	0	0	0	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	135	872	1	139	512	16	11	58	32	66	155	274
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	135	872	1	139	512	16	11	58	32	66	155	274
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	135	872	1	139	512	16	11	58	32	66	155	274
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	135	872	1	139	512	16	11	58	32	66	155	274
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	0.97	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	1.99	0.01	1.00	1.94	0.06	0.16	0.84	1.00	0.30	0.70	1.00
Final Sat.:	1750	3696	4	1750	3588	112	287	1513	1750	538	1262	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.24	0.24	0.08	0.14	0.14	0.04	0.04	0.02	0.12	0.12	0.16
Crit Moves:			****		****						****	
Green Time:	24.0	24.0	24.0	14.5	14.5	14.5	12.5	12.5	36.5	12.5	12.5	27.0
Volume/Cap:	0.19	0.59	0.59	0.33	0.59	0.59	0.18	0.18	0.03	0.59	0.59	0.35
Delay/Veh:	11.8	14.8	14.8	19.2	21.2	21.2	19.8	19.8	4.7	23.9	23.9	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:	11.8	14.8	14.8	19.2	21.2	21.2	19.8	19.8	4.7	23.9	23.9	11.0
LOS by Move:	B	B	B	B	C	C	B	B	A	C	C	B
DesignQueue:	3	10	10	4	7	7	2	2	0	6	6	6

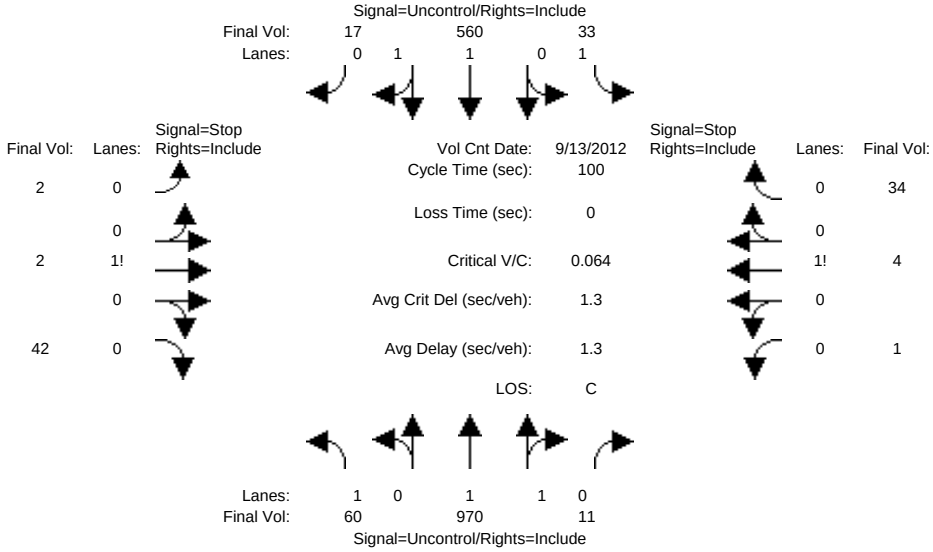
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

467 First Street Office Development
Los Altos, CA
20,000 SF Office

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

Intersection #5216: San Antonio Rd / Lyell St



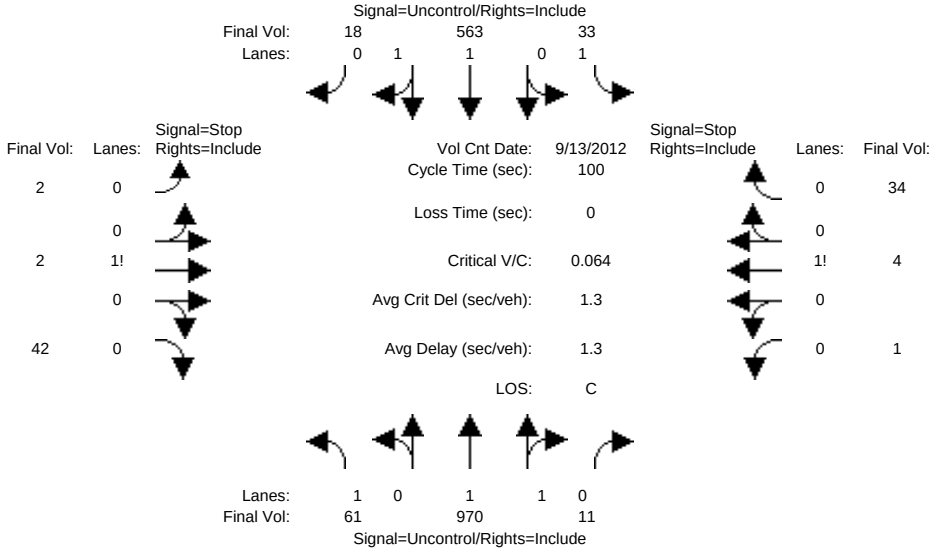

```
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 13 Sep 2012 <<
Base Vol:      60  970    11    33  560    17     2    2    42     1    4    34
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   60  970    11    33  560    17     2    2    42     1    4    34
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   60  970    11    33  560    17     2    2    42     1    4    34
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    60  970    11    33  560    17     2    2    42     1    4    34
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   60  970    11    33  560    17     2    2    42     1    4    34
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx   4.1 xxxx xxxxx   7.5  6.5   6.9   7.5  6.5   6.9
FollowUpTim:  2.2 xxxx xxxxx   2.2 xxxx xxxxx   3.5  4.0   3.3   3.5  4.0   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  577 xxxx xxxxx   981 xxxx xxxxx  1242 1736   289  1443 1739   491
Potent Cap.: 1006 xxxx xxxxx   712 xxxx xxxxx   133   88   714    95   88   529
Move Cap.:   1006 xxxx xxxxx   712 xxxx xxxxx   111   79   714    81   79   529
Volume/Cap:  0.06 xxxx  xxxx  0.05 xxxx  xxxx  0.02 0.03  0.06  0.01 0.05  0.06
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.2 xxxx xxxxx   0.1 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:  8.8 xxxx xxxxx  10.3 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    A    *     *     B    *     *     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx  450 xxxxx  xxxx  306 xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx  0.3 xxxxx xxxxx  0.4 xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 13.9 xxxxx xxxxx 18.5 xxxxx
Shared LOS:     *    *     *     *    *     *     *    B     *     *    C     *
ApproachDel:    xxxxxx           xxxxxx             13.9             18.5
ApproachLOS:         *                *                B                C
Note: Queue reported is the number of cars per lane.
```


Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

467 First Street Office Development
Los Altos, CA
20,000 SF Office

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

Intersection #5216: San Antonio Rd / Lyell St



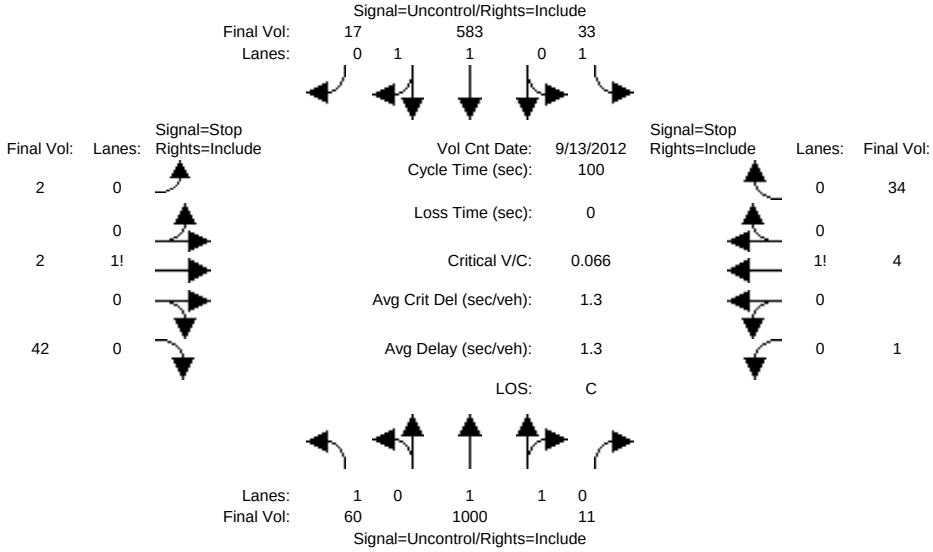

```
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 13 Sep 2012 <<
Base Vol:      60  970    11    33  560    17     2    2    42     1    4    34
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   60  970    11    33  560    17     2    2    42     1    4    34
Added Vol:      1    0     0     0    3     1     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   61  970    11    33  563    18     2    2    42     1    4    34
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    61  970    11    33  563    18     2    2    42     1    4    34
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   61  970    11    33  563    18     2    2    42     1    4    34
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx   4.1 xxxx xxxxx   7.5  6.5   6.9   7.5  6.5   6.9
FollowUpTim:  2.2 xxxx xxxxx   2.2 xxxx xxxxx   3.5  4.0   3.3   3.5  4.0   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  581 xxxx xxxxx   981 xxxx xxxxx  1247 1741   291  1446 1745   491
Potent Cap.: 1003 xxxx xxxxx   712 xxxx xxxxx   132   88   712    94   87   529
Move Cap.:   1003 xxxx xxxxx   712 xxxx xxxxx   109   79   712    80   78   529
Volume/Cap:  0.06 xxxx  xxxx  0.05 xxxx  xxxx  0.02 0.03  0.06  0.01 0.05  0.06
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.2 xxxx xxxxx   0.1 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:  8.8 xxxx xxxxx  10.3 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    A    *     *     B    *     *     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx  448 xxxxx  xxxx  305 xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx  0.3 xxxxx xxxxx  0.4 xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 14.0 xxxxx xxxxx 18.5 xxxxx
Shared LOS:     *    *     *     *    *     *     *    B     *     *    C     *
ApproachDel:    xxxxxx           xxxxxx             14.0             18.5
ApproachLOS:         *                *                B                C
Note: Queue reported is the number of cars per lane.
```


Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

467 First Street Office Development
Los Altos, CA
20,000 SF Office

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

Intersection #5216: San Antonio Rd / Lyell St



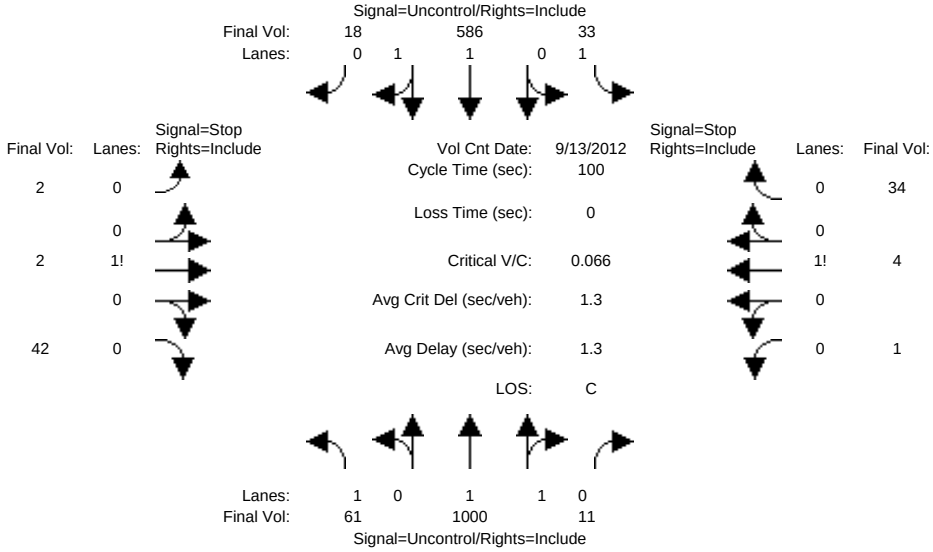

```
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 13 Sep 2012 <<
Base Vol:      60  970    11    33  560    17     2    2    42     1    4    34
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   60  970    11    33  560    17     2    2    42     1    4    34
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
ATI:            0   30     0     0   23     0     0    0     0     0    0     0
Initial Fut:   60 1000    11    33  583    17     2    2    42     1    4    34
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    60 1000    11    33  583    17     2    2    42     1    4    34
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   60 1000    11    33  583    17     2    2    42     1    4    34
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx   4.1 xxxx xxxxx   7.5  6.5   6.9   7.5  6.5   6.9
FollowUpTim:  2.2 xxxx xxxxx   2.2 xxxx xxxxx   3.5  4.0   3.3   3.5  4.0   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  600 xxxx xxxxx  1011 xxxx xxxxx  1280 1789   300  1484 1792   506
Potent Cap.:  987 xxxx xxxxx   694 xxxx xxxxx   125   82   702    88   82   517
Move Cap.:    987 xxxx xxxxx   694 xxxx xxxxx   103   73   702    75   73   517
Volume/Cap:  0.06 xxxx  xxxx  0.05 xxxx  xxxx  0.02 0.03  0.06  0.01 0.05  0.07
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.2 xxxx xxxxx   0.1 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:  8.9 xxxx xxxxx  10.4 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    A    *     *     B    *     *     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx  432 xxxxx  xxxx  291 xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx  0.4 xxxxx xxxxx  0.5 xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 14.3 xxxxx xxxxx 19.3 xxxxx
Shared LOS:     *    *     *     *    *     *     *    B     *     *    C     *
ApproachDel:    xxxxxx           xxxxxx             14.3             19.3
ApproachLOS:         *                *                B                C
Note: Queue reported is the number of cars per lane.
```


Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

467 First Street Office Development
Los Altos, CA
20,000 SF Office

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

Intersection #5216: San Antonio Rd / Lyell St



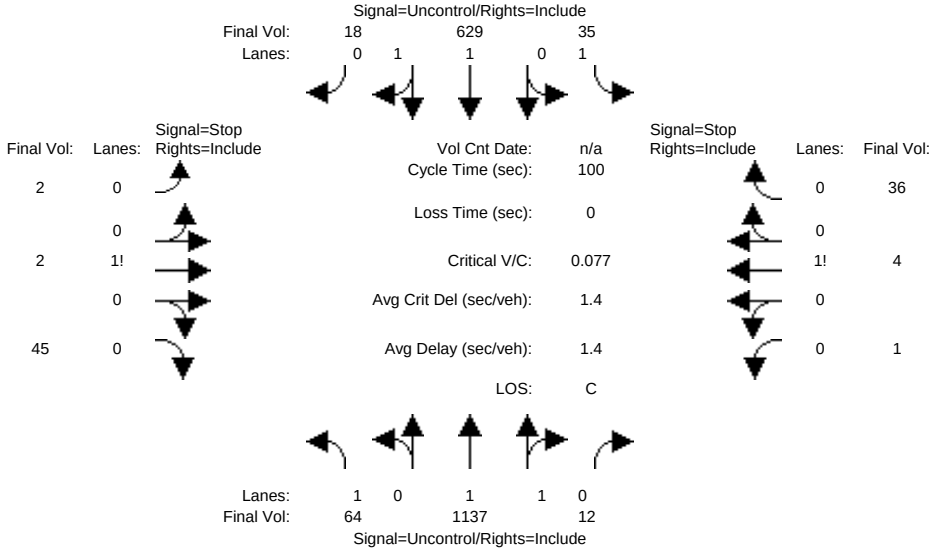

```
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:      L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 13 Sep 2012 <<
Base Vol:       60  970   11    33  560   17     2    2   42     1    4   34
Growth Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:    60  970   11    33  560   17     2    2   42     1    4   34
Added Vol:       1    0    0     0    3    1     0    0    0     0    0    0
ATI:             0   30    0     0   23    0     0    0    0     0    0    0
Initial Fut:    61 1000   11    33  586   18     2    2   42     1    4   34
User Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:      1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:     61 1000   11    33  586   18     2    2   42     1    4   34
Reduct Vol:      0    0    0     0    0    0     0    0    0     0    0    0
FinalVolume:    61 1000   11    33  586   18     2    2   42     1    4   34
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:   4.1 xxxx xxxxx   4.1 xxxx xxxxx   7.5  6.5   6.9   7.5  6.5   6.9
FollowUpTim:   2.2 xxxx xxxxx   2.2 xxxx xxxxx   3.5  4.0   3.3   3.5  4.0   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:   604 xxxx xxxxx  1011 xxxx xxxxx  1285 1794   302  1488 1798   506
Potent Cap.:   984 xxxx xxxxx   694 xxxx xxxxx   124   81   700    88   81   517
Move Cap.:     984 xxxx xxxxx   694 xxxx xxxxx   102   73   700    74   72   517
Volume/Cap:   0.06 xxxx  xxxx  0.05 xxxx  xxxx  0.02 0.03  0.06  0.01 0.06  0.07
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:     0.2 xxxx xxxxx   0.1 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:   8.9 xxxx xxxxx  10.4 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:     A    *     *     B    *     *     *    *     *     *    *     *
Movement:      LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx  429 xxxxx  xxxx  290 xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx  0.4 xxxxx xxxxx  0.5 xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 14.4 xxxxx xxxxx 19.3 xxxxx
Shared LOS:      *    *     *     *    *     *     *    B     *     *    C     *
ApproachDel:    xxxxxx           xxxxxx             14.4             19.3
ApproachLOS:         *                *                B                C
Note: Queue reported is the number of cars per lane.
```


Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

467 First Street Office Development
Los Altos, CA
20,000 SF Office

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

Intersection #5216: San Antonio Rd / Lyell St



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module:												
Base Vol:	64	1137	12	35	629	18	2	2	45	1	4	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:	64	1137	12	35	629	18	2	2	45	1	4	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:	64	1137	12	35	629	18	2	2	45	1	4	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:	64	1137	12	35	629	18	2	2	45	1	4	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	64	1137	12	35	629	18	2	2	45	1	4	36
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	647	xxxx	xxxxx	1149	xxxx	xxxxx	1407	1985	324	1657	1988	575
Potent Cap.:	948	xxxx	xxxxx	615	xxxx	xxxxx	101	62	678	66	62	467
Move Cap.:	948	xxxx	xxxxx	615	xxxx	xxxxx	80	54	678	54	54	467
Volume/Cap:	0.07	xxxx	xxxx	0.06	xxxx	xxxx	0.03	0.04	0.07	0.02	0.07	0.08
Level Of Service Module:												
2Way95thQ:	0.2	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	9.1	xxxx	xxxxx	11.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	B	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	382	xxxxx	xxxx	242	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.4	xxxxx	xxxxx	0.6	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	15.8	xxxxx	xxxxx	22.9	xxxxx
Shared LOS:	*	*	*	*	*	*	*	C	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			15.8			22.9		
ApproachLOS:	*			*			C			C		

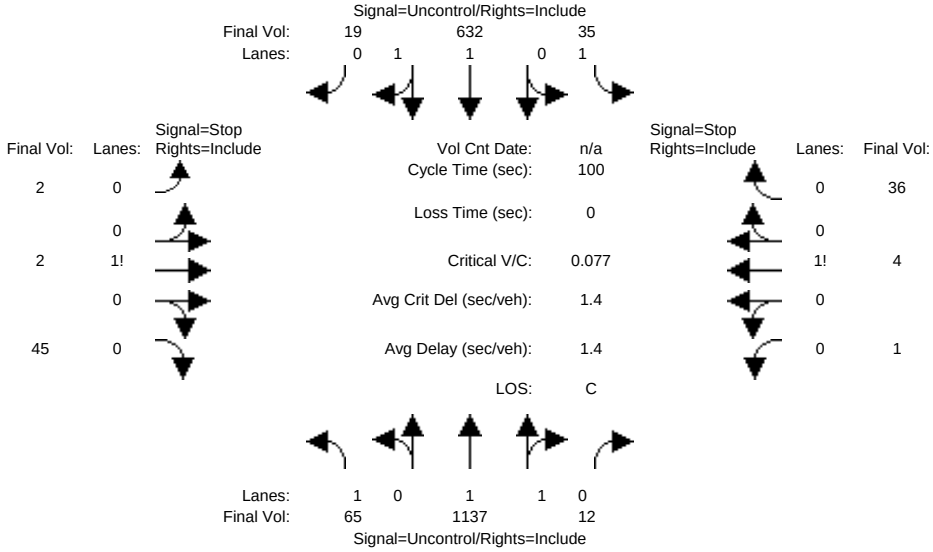
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

467 First Street Office Development
Los Altos, CA
20,000 SF Office

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

Intersection #5216: San Antonio Rd / Lyell St



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module:												
Base Vol:	64	1137	12	35	629	18	2	2	45	1	4	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:	64	1137	12	35	629	18	2	2	45	1	4	36
Added Vol:	1	0	0	0	3	1	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	65	1137	12	35	632	19	2	2	45	1	4	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:	65	1137	12	35	632	19	2	2	45	1	4	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	65	1137	12	35	632	19	2	2	45	1	4	36
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	651	xxxx	xxxxx	1149	xxxx	xxxxx	1412	1991	326	1660	1994	575
Potent Cap.:	945	xxxx	xxxxx	615	xxxx	xxxxx	100	61	676	65	61	467
Move Cap.:	945	xxxx	xxxxx	615	xxxx	xxxxx	79	54	676	54	54	467
Volume/Cap:	0.07	xxxx	xxxx	0.06	xxxx	xxxx	0.03	0.04	0.07	0.02	0.07	0.08
Level Of Service Module:												
2Way95thQ:	0.2	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	9.1	xxxx	xxxxx	11.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	B	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	380	xxxxx	xxxx	241	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.4	xxxxx	xxxxx	0.6	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	15.9	xxxxx	xxxxx	23.0	xxxxx
Shared LOS:	*	*	*	*	*	*	*	C	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			15.9			23.0		
ApproachLOS:	*			*			C			C		

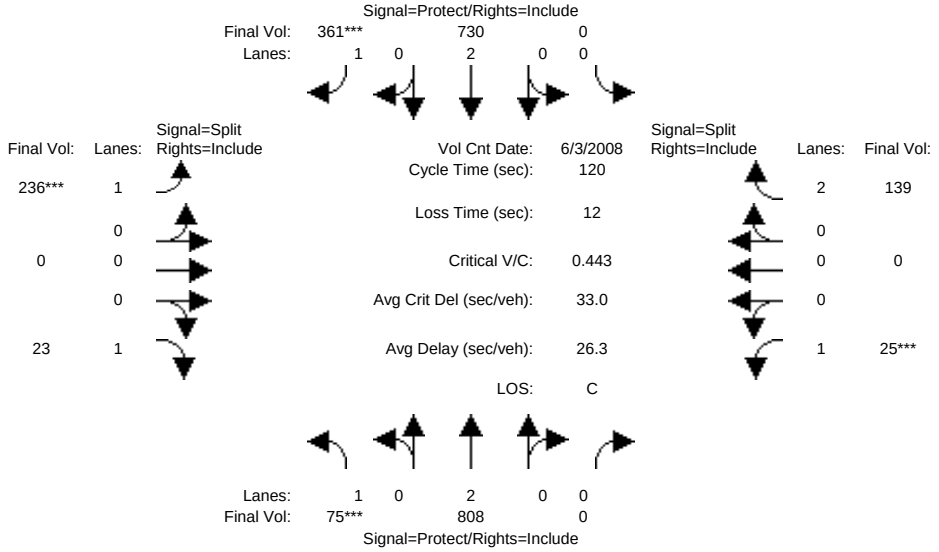
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

467 First Street Office Development
Los Altos, CA
20,000 SF Office

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

Intersection #6000: San Antonio Rd & Edith Av-Main St



Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	0	0		10	10	10		0	10	10		0	10
Y+R:	4.0		4.0	0.0	0.0		4.0	4.0	4.0		0.0	4.0	4.0		0.0	4.0
Volume Module: >> Count Date: 3 Jun 2008 <<																
Base Vol:	75		808	0	0		730	361	236		0	23	25		0	139
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	75		808	0	0		730	361	236		0	23	25		0	139
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	75		808	0	0		730	361	236		0	23	25		0	139
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	75		808	0	0		730	361	236		0	23	25		0	139
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	75		808	0	0		730	361	236		0	23	25		0	139
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	75		808	0	0		730	361	236		0	23	25		0	139
Saturation Flow Module:																
Sat/Lane:	1900		1900	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	0.83
Lanes:	1.00		2.00	0.00	0.00		2.00	1.00	1.00		0.00	1.00	1.00		0.00	2.00
Final Sat.:	1750		3800	0	0		3800	1750	1750		0	1750	1750		0	3150
Capacity Analysis Module:																
Vol/Sat:	0.04		0.21	0.00	0.00		0.19	0.21	0.13		0.00	0.01	0.01		0.00	0.04
Crit Moves:	****							****	****				****			
Green Time:	10.7		62.3	0.0	0.0		51.6	51.6	33.7		0.0	33.7	12.0		0.0	12.0
Volume/Cap:	0.48		0.41	0.00	0.00		0.45	0.48	0.48		0.00	0.05	0.14		0.00	0.44
Delay/Veh:	54.3		17.8	0.0	0.0		24.3	25.1	36.6		0.0	31.5	49.7		0.0	51.9
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	54.3		17.8	0.0	0.0		24.3	25.1	36.6		0.0	31.5	49.7		0.0	51.9
LOS by Move:	D		B	A	A		C	C	D		A	C	D		A	D
DesignQueue:	5		14	0	0		15	16	13		0	1	2		0	5

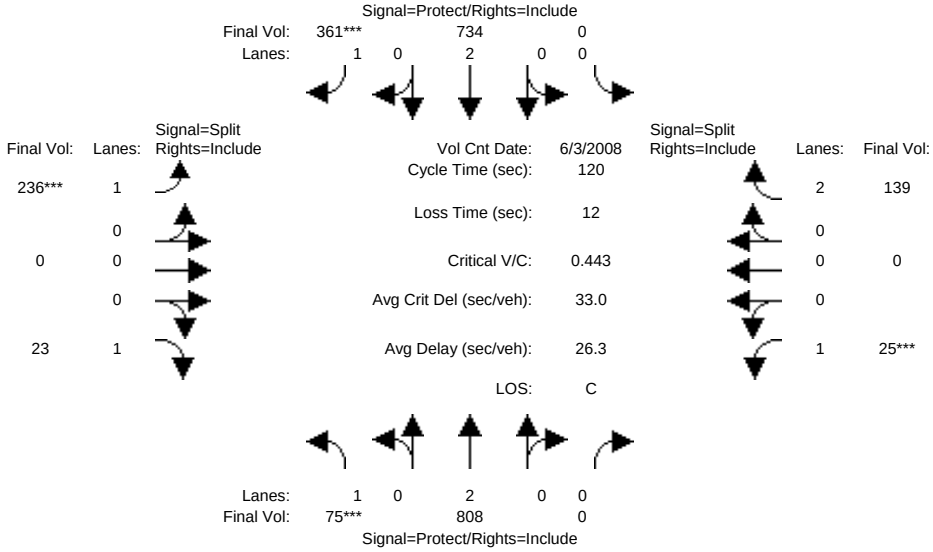
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

467 First Street Office Development
Los Altos, CA
20,000 SF Office

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

Intersection #6000: San Antonio Rd & Edith Av-Main St



Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	0	0		10	10	10		0	10	10		0	10
Y+R:	4.0		4.0	0.0	0.0		4.0	4.0	4.0		0.0	4.0	4.0		0.0	4.0
Volume Module: >> Count Date: 3 Jun 2008 <<																
Base Vol:	75		808	0	0		730	361	236		0	23	25		0	139
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	75		808	0	0		730	361	236		0	23	25		0	139
Added Vol:	0		0	0	0		4	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	75		808	0	0		734	361	236		0	23	25		0	139
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	75		808	0	0		734	361	236		0	23	25		0	139
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	75		808	0	0		734	361	236		0	23	25		0	139
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	75		808	0	0		734	361	236		0	23	25		0	139
Saturation Flow Module:																
Sat/Lane:	1900		1900	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	0.83
Lanes:	1.00		2.00	0.00	0.00		2.00	1.00	1.00		0.00	1.00	1.00		0.00	2.00
Final Sat.:	1750		3800	0	0		3800	1750	1750		0	1750	1750		0	3150
Capacity Analysis Module:																
Vol/Sat:	0.04		0.21	0.00	0.00		0.19	0.21	0.13		0.00	0.01	0.01		0.00	0.04
Crit Moves:	****							****	****				****			
Green Time:	10.7		62.3	0.0	0.0		51.6	51.6	33.7		0.0	33.7	12.0		0.0	12.0
Volume/Cap:	0.48		0.41	0.00	0.00		0.45	0.48	0.48		0.00	0.05	0.14		0.00	0.44
Delay/Veh:	54.3		17.8	0.0	0.0		24.4	25.1	36.6		0.0	31.5	49.7		0.0	51.9
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	54.3		17.8	0.0	0.0		24.4	25.1	36.6		0.0	31.5	49.7		0.0	51.9
LOS by Move:	D		B	A	A		C	C	D		A	C	D		A	D
DesignQueue:	5		14	0	0		15	16	13		0	1	2		0	5

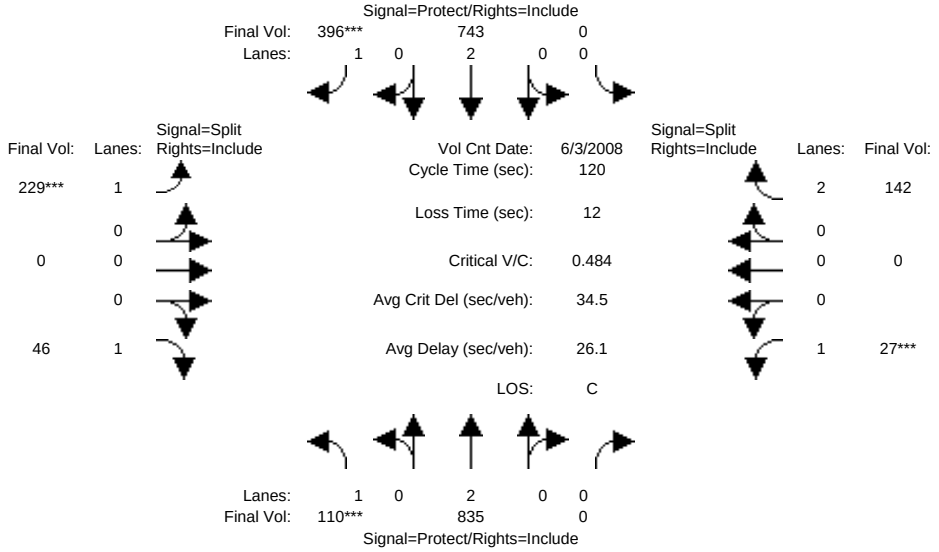
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

467 First Street Office Development
Los Altos, CA
20,000 SF Office

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

Intersection #6000: San Antonio Rd & Edith Av-Main St



Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	0	0		10	10	10		0	10	10		0	10
Y+R:	4.0		4.0	0.0	0.0		4.0	4.0	4.0		0.0	4.0	4.0		0.0	4.0
Volume Module: >> Count Date: 3 Jun 2008 <<																
Base Vol:	75		808	0	0		730	361	236		0	23	25		0	139
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	75		808	0	0		730	361	236		0	23	25		0	139
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
ATI:	35		27	0	0		13	35	-7		0	23	2		0	3
Initial Fut:	110		835	0	0		743	396	229		0	46	27		0	142
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	110		835	0	0		743	396	229		0	46	27		0	142
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	110		835	0	0		743	396	229		0	46	27		0	142
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	110		835	0	0		743	396	229		0	46	27		0	142
Saturation Flow Module:																
Sat/Lane:	1900		1900	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	0.83
Lanes:	1.00		2.00	0.00	0.00		2.00	1.00	1.00		0.00	1.00	1.00		0.00	2.00
Final Sat.:	1750		3800	0	0		3800	1750	1750		0	1750	1750		0	3150
Capacity Analysis Module:																
Vol/Sat:	0.06		0.22	0.00	0.00		0.20	0.23	0.13		0.00	0.03	0.02		0.00	0.05
Crit Moves:	****							****	****				****			
Green Time:	14.5		66.7	0.0	0.0		52.2	52.2	30.2		0.0	30.2	11.2		0.0	11.2
Volume/Cap:	0.52		0.40	0.00	0.00		0.45	0.52	0.52		0.00	0.10	0.17		0.00	0.48
Delay/Veh:	51.8		15.3	0.0	0.0		24.0	25.4	39.8		0.0	34.6	50.6		0.0	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:	51.8		15.3	0.0	0.0		24.0	25.4	39.8		0.0	34.6	50.6		0.0	52.9
LOS by Move:	D		B	A	A		C	C	D		A	C	D		A	D
DesignQueue:	7		13	0	0		15	17	13		0	3	2		0	5

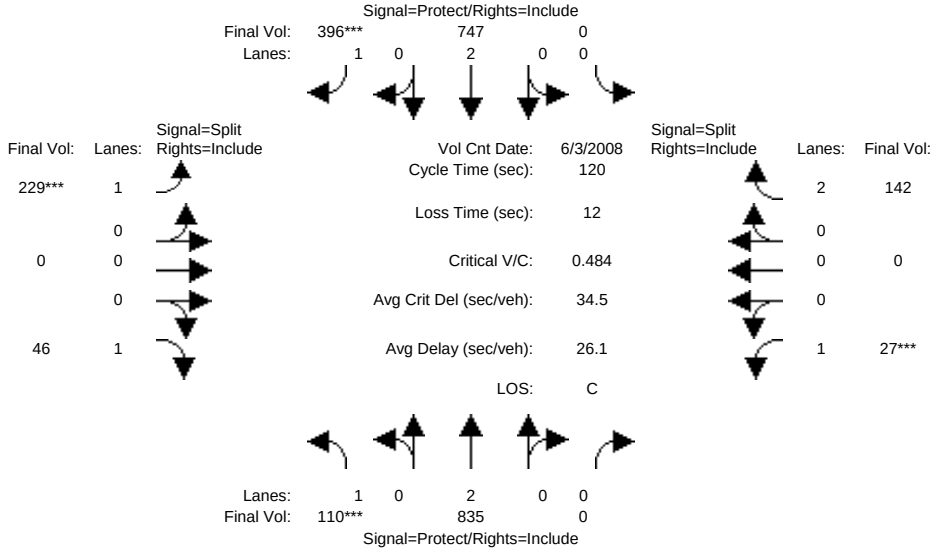
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

467 First Street Office Development
Los Altos, CA
20,000 SF Office

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

Intersection #6000: San Antonio Rd & Edith Av-Main St



Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	0	0		10	10	10		0	10	10		0	10
Y+R:	4.0		4.0	0.0	0.0		4.0	4.0	4.0		0.0	4.0	4.0		0.0	4.0
Volume Module: >> Count Date: 3 Jun 2008 <<																
Base Vol:	75		808	0	0		730	361	236		0	23	25		0	139
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	75		808	0	0		730	361	236		0	23	25		0	139
Added Vol:	0		0	0	0		4	0	0		0	0	0		0	0
ATI:	35		27	0	0		13	35	-7		0	23	2		0	3
Initial Fut:	110		835	0	0		747	396	229		0	46	27		0	142
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	110		835	0	0		747	396	229		0	46	27		0	142
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	110		835	0	0		747	396	229		0	46	27		0	142
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	110		835	0	0		747	396	229		0	46	27		0	142
Saturation Flow Module:																
Sat/Lane:	1900		1900	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	0.83
Lanes:	1.00		2.00	0.00	0.00		2.00	1.00	1.00		0.00	1.00	1.00		0.00	2.00
Final Sat.:	1750		3800	0	0		3800	1750	1750		0	1750	1750		0	3150
Capacity Analysis Module:																
Vol/Sat:	0.06		0.22	0.00	0.00		0.20	0.23	0.13		0.00	0.03	0.02		0.00	0.05
Crit Moves:	****							****	****				****			
Green Time:	14.5		66.7	0.0	0.0		52.2	52.2	30.2		0.0	30.2	11.2		0.0	11.2
Volume/Cap:	0.52		0.40	0.00	0.00		0.45	0.52	0.52		0.00	0.10	0.17		0.00	0.48
Delay/Veh:	51.8		15.3	0.0	0.0		24.1	25.4	39.8		0.0	34.6	50.6		0.0	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:	51.8		15.3	0.0	0.0		24.1	25.4	39.8		0.0	34.6	50.6		0.0	52.9
LOS by Move:	D		B	A	A		C	C	D		A	C	D		A	D
DesignQueue:	7		13	0	0		15	17	13		0	3	2		0	5

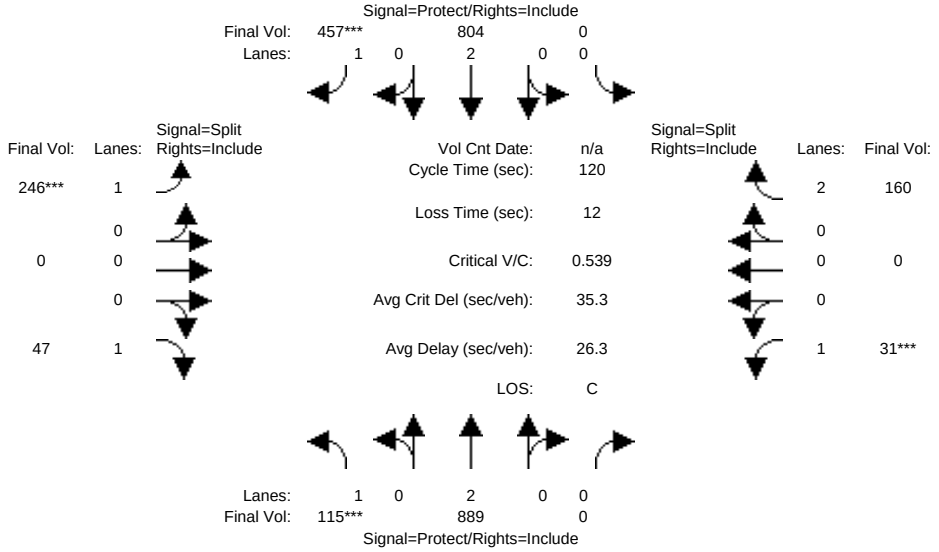
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

467 First Street Office Development
Los Altos, CA
20,000 SF Office

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

Intersection #6000: San Antonio Rd & Edith Av-Main St



Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	0	0		10	10	10		0	10	10		0	10
Y+R:	4.0		4.0	0.0	0.0		4.0	4.0	4.0		0.0	4.0	4.0		0.0	4.0
Volume Module:																
Base Vol:	115		889	0	0		804	457	246		0	47	31		0	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:	115		889	0	0		804	457	246		0	47	31		0	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:	115		889	0	0		804	457	246		0	47	31		0	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:	115		889	0	0		804	457	246		0	47	31		0	160
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	115		889	0	0		804	457	246		0	47	31		0	160
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	115		889	0	0		804	457	246		0	47	31		0	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	0.92		1.00	0.92	0.92		1.00	0.92	0.92		1.00	0.83
Lanes:	1.00		2.00	0.00	0.00		2.00	1.00	1.00		0.00	1.00	1.00		0.00	2.00
Final Sat.:	1750		3800	0	0		3800	1750	1750		0	1750	1750		0	3150
Capacity Analysis Module:																
Vol/Sat:	0.07		0.23	0.00	0.00		0.21	0.26	0.14		0.00	0.03	0.02		0.00	0.05
Crit Moves:	****							****	****				****			
Green Time:	13.6		67.6	0.0	0.0		54.0	54.0	29.1		0.0	29.1	11.3		0.0	11.3
Volume/Cap:	0.58		0.42	0.00	0.00		0.47	0.58	0.58		0.00	0.11	0.19		0.00	0.54
Delay/Veh:	54.8		15.1	0.0	0.0		23.2	25.6	42.1		0.0	35.5	50.7		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:	54.8		15.1	0.0	0.0		23.2	25.6	42.1		0.0	35.5	50.7		0.0	53.8
LOS by Move:	D		B	A	A		C	C	D		A	D	D		A	D
DesignQueue:	8		14	0	0		16	20	14		0	3	2		0	6

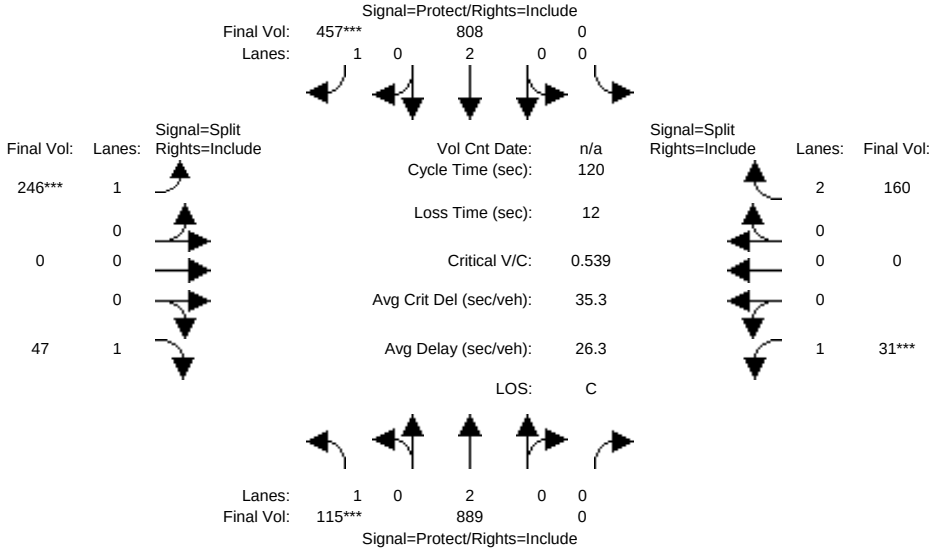
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

467 First Street Office Development
Los Altos, CA
20,000 SF Office

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

Intersection #6000: San Antonio Rd & Edith Av-Main St



Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Min. Green:	7	10	0		0	10	10		10	0	10		10	0	10	
Y+R:	4.0	4.0	0.0		0.0	4.0	4.0		4.0	0.0	4.0		4.0	0.0	4.0	
Volume Module:																
Base Vol:	115	889	0		0	804	457		246	0	47		31	0	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:	115	889	0		0	804	457		246	0	47		31	0	160	
Added Vol:	0	0	0		0	4	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	115	889	0		0	808	457		246	0	47		31	0	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:	115	889	0		0	808	457		246	0	47		31	0	160	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	115	889	0		0	808	457		246	0	47		31	0	160	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	115	889	0		0	808	457		246	0	47		31	0	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		0.92	1.00	0.92		0.92	1.00	0.92		0.92	1.00	0.83	
Lanes:	1.00	2.00	0.00		0.00	2.00	1.00		1.00	0.00	1.00		1.00	0.00	2.00	
Final Sat.:	1750	3800	0		0	3800	1750		1750	0	1750		1750	0	3150	
Capacity Analysis Module:																
Vol/Sat:	0.07	0.23	0.00		0.00	0.21	0.26		0.14	0.00	0.03		0.02	0.00	0.05	
Crit Moves:	****						****		****				****			
Green Time:	13.6	67.6	0.0		0.0	54.0	54.0		29.1	0.0	29.1		11.3	0.0	11.3	
Volume/Cap:	0.58	0.42	0.00		0.00	0.47	0.58		0.58	0.00	0.11		0.19	0.00	0.54	
Delay/Veh:	54.8	15.1	0.0		0.0	23.2	25.6		42.1	0.0	35.5		50.7	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:	54.8	15.1	0.0		0.0	23.2	25.6		42.1	0.0	35.5		50.7	0.0	53.8	
LOS by Move:	D	B	A		A	C	C		D	A	D		D	A	D	
DesignQueue:	8	14	0		0	16	20		14	0	3		2	0	6	

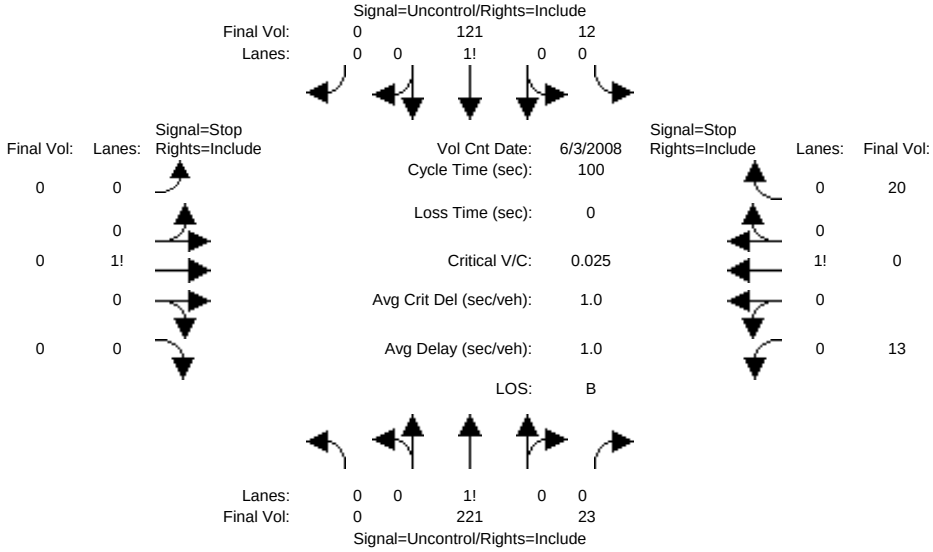
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

467 First Street Office Development
Los Altos, CA
20,000 SF Office

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

Intersection #7000: First St & Lyell St



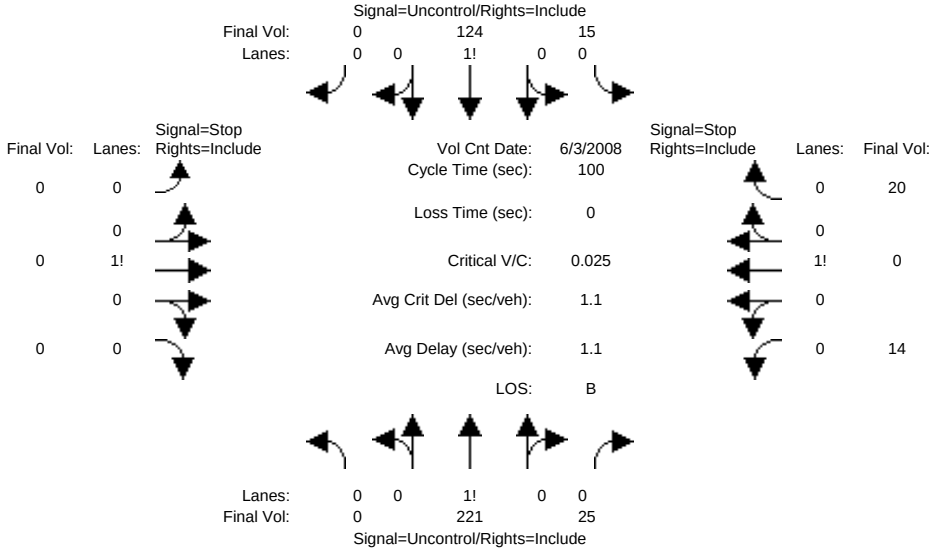

```
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:      L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 3 Jun 2008 <<
Base Vol:       0  221    23    12  121     0     0    0     0    13    0    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:    0  221    23    12  121     0     0    0     0    13    0    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:    0  221    23    12  121     0     0    0     0    13    0    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:     0  221    23    12  121     0     0    0     0    13    0    20
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0  221    23    12  121     0     0    0     0    13    0    20
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   4.1 xxxx xxxxx   7.1  6.5   6.2   6.4  6.5   6.2
FollowUpTim:xxxxx xxxx xxxxx   2.2 xxxx xxxxx   3.5  4.0   3.3   3.5  4.0   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx   244 xxxx xxxxx   388  389   121   378  378   233
Potent Cap.: xxxx xxxx xxxxx  1334 xxxx xxxxx   575  549   936   628  557   812
Move Cap.:   xxxx xxxx xxxxx  1334 xxxx xxxxx   557  544   936   624  552   812
Volume/Cap:  xxxx xxxx  xxxx  0.01 xxxx  xxxx  0.00 0.00  0.00  0.02 0.00  0.02
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx   0.0 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx   7.7 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    *    *     *     A    *     *     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx    0 xxxxx  xxxx  726 xxxxx
SharedQueue:xxxxx xxxx xxxxx   0.0 xxxx xxxxx xxxxx xxxx xxxxx xxxxx  0.1 xxxxx
Shrd ConDel:xxxxx xxxx xxxxx   7.7 xxxx xxxxx xxxxx xxxx xxxxx xxxxx 10.2 xxxxx
Shared LOS:     *    *     *     A    *     *     *    *     *     *    B     *
ApproachDel:    xxxxxx           xxxxxx           xxxxxx             10.2
ApproachLOS:         *                *                *                B
Note: Queue reported is the number of cars per lane.
```


Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

467 First Street Office Development
Los Altos, CA
20,000 SF Office

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

Intersection #7000: First St & Lyell St



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module: >> Count Date: 3 Jun 2008 <<												
Base Vol:	0	221	23	12	121	0	0	0	0	13	0	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:	0	221	23	12	121	0	0	0	0	13	0	20
Added Vol:	0	0	2	3	3	0	0	0	0	1	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	221	25	15	124	0	0	0	0	14	0	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:	0	221	25	15	124	0	0	0	0	14	0	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	221	25	15	124	0	0	0	0	14	0	20
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	246	xxxx	xxxxx	398	400	124	388	388	234
Potent Cap.:	xxxx	xxxx	xxxxx	1332	xxxx	xxxxx	566	541	932	620	550	811
Move Cap.:	xxxx	xxxx	xxxxx	1332	xxxx	xxxxx	547	535	932	614	544	811
Volume/Cap:	xxxx	xxxx	xxxx	0.01	xxxx	xxxx	0.00	0.00	0.00	0.02	0.00	0.02
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	xxxx	716	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	10.3	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			10.3		
ApproachLOS:	*			*			*			B		

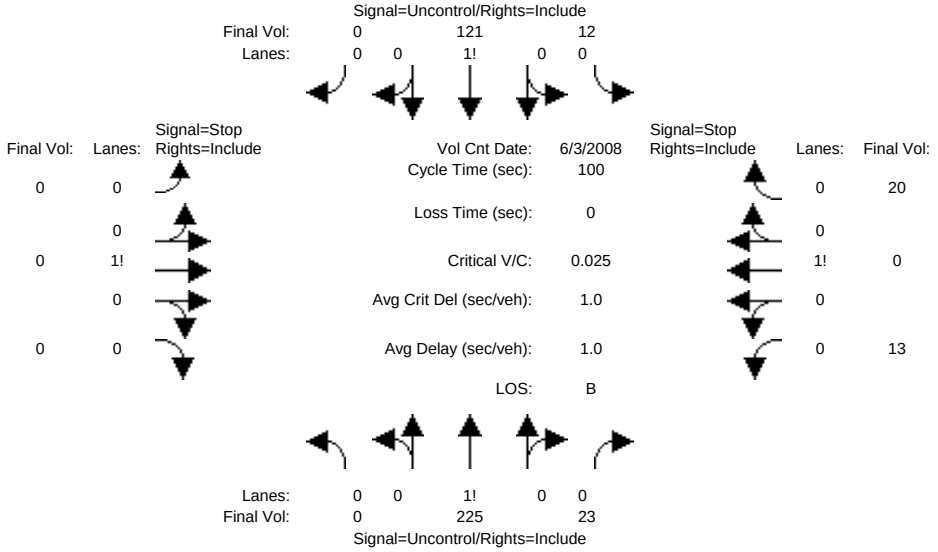
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

467 First Street Office Development
Los Altos, CA
20,000 SF Office

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

Intersection #7000: First St & Lyell St



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module: >> Count Date: 3 Jun 2008 <<												
Base Vol:	0	221	23	12	121	0	0	0	0	13	0	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:	0	221	23	12	121	0	0	0	0	13	0	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	4	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	225	23	12	121	0	0	0	0	13	0	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:	0	225	23	12	121	0	0	0	0	13	0	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	225	23	12	121	0	0	0	0	13	0	20
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	248	xxxx	xxxxx	392	393	121	382	382	237
Potent Cap.:	xxxx	xxxx	xxxxx	1330	xxxx	xxxxx	571	546	936	625	554	807
Move Cap.:	xxxx	xxxx	xxxxx	1330	xxxx	xxxxx	553	541	936	620	549	807
Volume/Cap:	xxxx	xxxx	xxxx	0.01	xxxx	xxxx	0.00	0.00	0.00	0.02	0.00	0.02
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	xxxx	722	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	10.2	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			10.2		
ApproachLOS:	*			*			*			B		

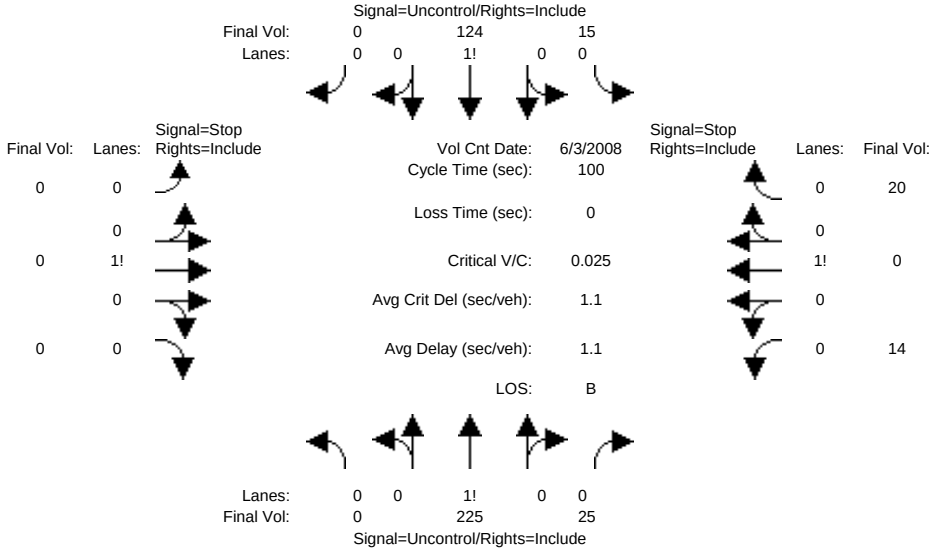
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

467 First Street Office Development
Los Altos, CA
20,000 SF Office

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

Intersection #7000: First St & Lyell St



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Volume Module: >> Count Date: 3 Jun 2008 <<												
Base Vol:	0	221	23	12	121	0	0	0	0	13	0	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:	0	221	23	12	121	0	0	0	0	13	0	20
Added Vol:	0	0	2	3	3	0	0	0	0	1	0	0
ATI:	0	4	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	225	25	15	124	0	0	0	0	14	0	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:	0	225	25	15	124	0	0	0	0	14	0	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	225	25	15	124	0	0	0	0	14	0	20
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	250	xxxx	xxxxx	402	404	124	392	392	238
Potent Cap.:	xxxx	xxxx	xxxxx	1327	xxxx	xxxxx	563	539	932	617	547	806
Move Cap.:	xxxx	xxxx	xxxxx	1327	xxxx	xxxxx	544	532	932	611	541	806
Volume/Cap:	xxxx	xxxx	xxxx	0.01	xxxx	xxxx	0.00	0.00	0.00	0.02	0.00	0.02
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	xxxx	713	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	10.3	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			10.3		
ApproachLOS:	*			*			*			B		

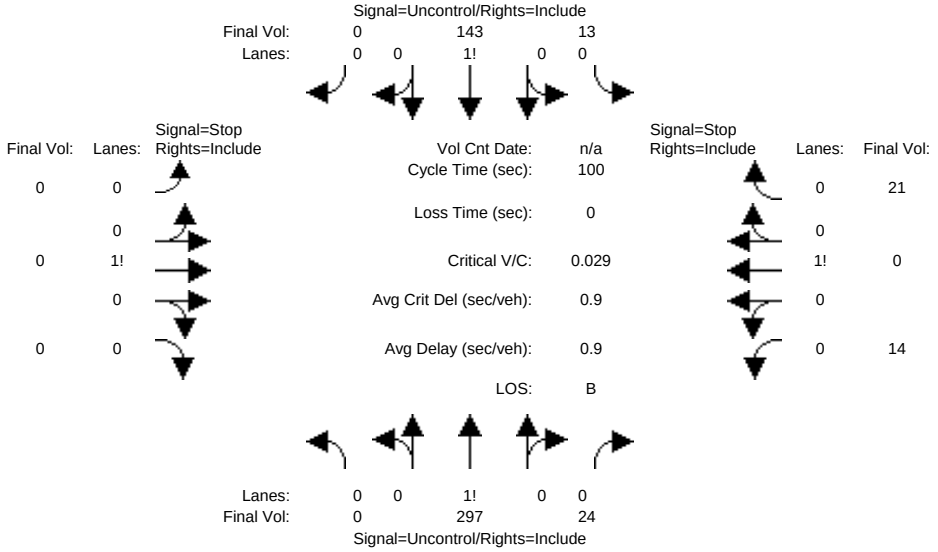
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

467 First Street Office Development
Los Altos, CA
20,000 SF Office

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

Intersection #7000: First St & Lyell St



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module:												
Base Vol:	0	297	24	13	143	0	0	0	0	14	0	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	297	24	13	143	0	0	0	0	14	0	21
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	297	24	13	143	0	0	0	0	14	0	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	297	24	13	143	0	0	0	0	14	0	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	297	24	13	143	0	0	0	0	14	0	21
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	321	xxxx	xxxxx	489	490	143	478	478	309
Potent Cap.:	xxxx	xxxx	xxxxx	1250	xxxx	xxxxx	493	482	910	550	489	736
Move Cap.:	xxxx	xxxx	xxxxx	1250	xxxx	xxxxx	475	477	910	545	484	736
Volume/Cap:	xxxx	xxxx	xxxx	0.01	xxxx	xxxx	0.00	0.00	0.00	0.03	0.00	0.03
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	xxxx	646	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	10.9	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			10.9		
ApproachLOS:	*			*			*			B		

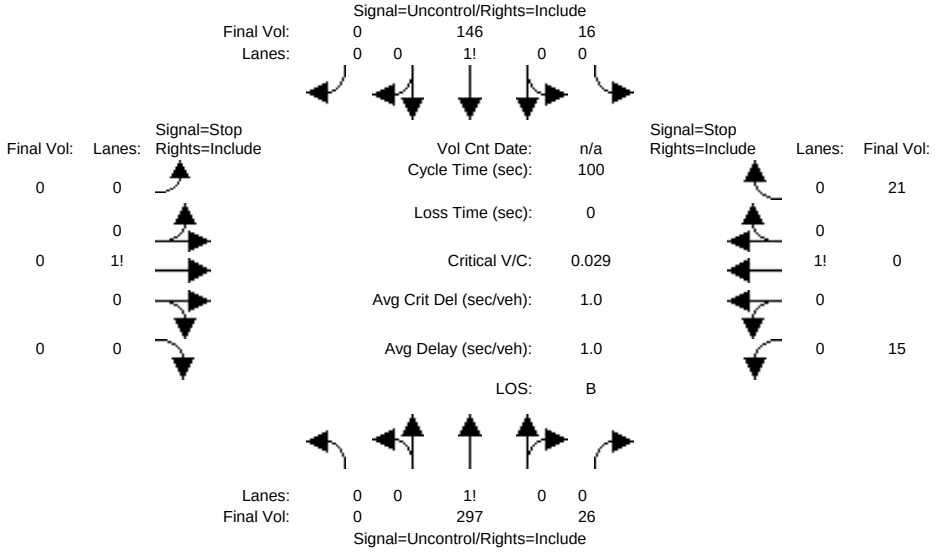
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

467 First Street Office Development
Los Altos, CA
20,000 SF Office

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

Intersection #7000: First St & Lyell St



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module:												
Base Vol:	0	297	24	13	143	0	0	0	0	14	0	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	297	24	13	143	0	0	0	0	14	0	21
Added Vol:	0	0	2	3	3	0	0	0	0	1	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	297	26	16	146	0	0	0	0	15	0	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	297	26	16	146	0	0	0	0	15	0	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	297	26	16	146	0	0	0	0	15	0	21
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	323	xxxx	xxxxx	499	501	146	488	488	310
Potent Cap.:	xxxx	xxxx	xxxxx	1248	xxxx	xxxxx	486	475	906	543	483	735
Move Cap.:	xxxx	xxxx	xxxxx	1248	xxxx	xxxxx	467	469	906	537	477	735
Volume/Cap:	xxxx	xxxx	xxxx	0.01	xxxx	xxxx	0.00	0.00	0.00	0.03	0.00	0.03
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	xxxx	637	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	11.0	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			11.0		
ApproachLOS:	*			*			*			B		

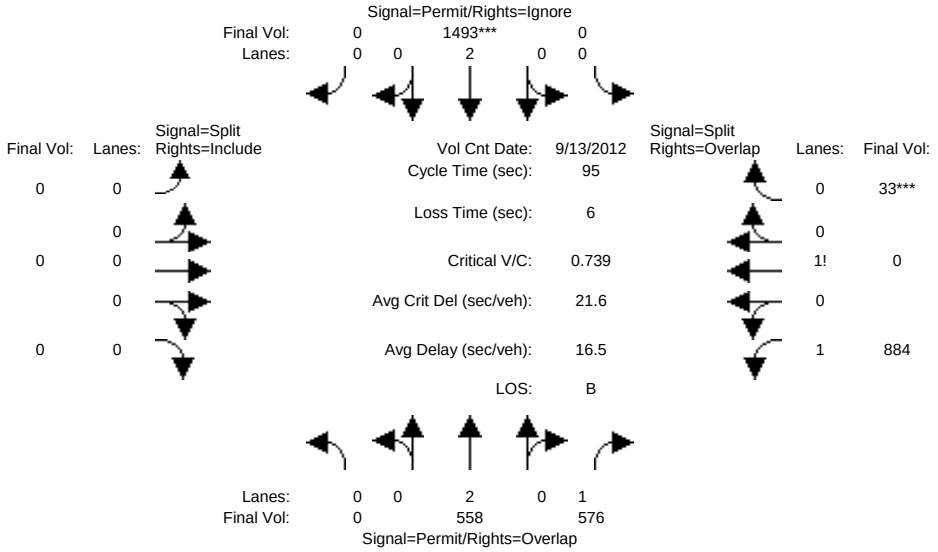
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

467 First Street Office Development
Los Altos, CA
20,000 SF Office

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

Intersection #5214: Foothill Expwy / San Antonio Rd (CMP)



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	59	10	0	10	0	0	0	0	14	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: 13 Sep 2012 << 5:00-6:00PM												
Base Vol:	0	558	576	0	1493	0	0	0	0	884	0	33
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	558	576	0	1493	0	0	0	0	884	0	33
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	558	576	0	1493	0	0	0	0	884	0	33
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:	0	558	576	0	1493	0	0	0	0	884	0	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	558	576	0	1493	0	0	0	0	884	0	33
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
FinalVolume:	0	558	576	0	1493	0	0	0	0	884	0	33
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	2.00	1.00	0.00	2.00	0.00	0.00	0.00	0.00	1.94	0.00	0.06
Final Sat.:	0	3800	1750	0	3800	0	0	0	0	3047	0	110
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.33	0.00	0.39	0.00	0.00	0.00	0.00	0.29	0.00	0.30
Crit Moves:					****							****
Green Time:	0.0	50.5	89.0	0.0	50.5	0.0	0.0	0.0	0.0	38.5	0.0	38.5
Volume/Cap:	0.00	0.28	0.35	0.00	0.74	0.00	0.00	0.00	0.00	0.72	0.00	0.74
Delay/Veh:	0.0	12.3	0.4	0.0	18.7	0.0	0.0	0.0	0.0	25.6	0.0	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:	0.0	12.3	0.4	0.0	18.7	0.0	0.0	0.0	0.0	25.6	0.0	26.4
LOS by Move:	A	B	A	A	B	A	A	A	A	C	A	C
DesignQueue:	0	7	2	0	21	0	0	0	0	17	0	19

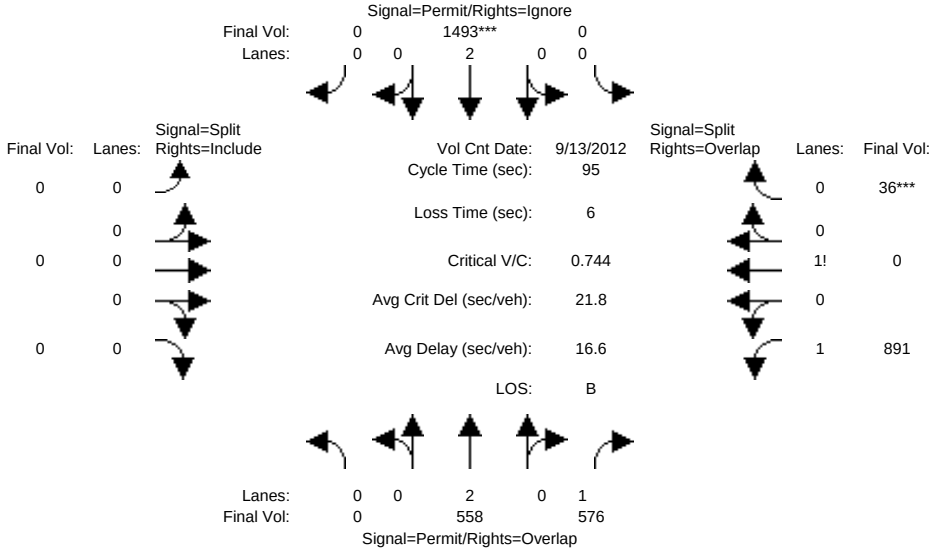
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

467 First Street Office Development
Los Altos, CA
20,000 SF Office

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

Intersection #5214: Foothill Expwy / San Antonio Rd (CMP)



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	59	10	0	10	0	0	0	0	14	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: 13 Sep 2012 << 5:00-6:00PM												
Base Vol:	0	558	576	0	1493	0	0	0	0	884	0	33
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	558	576	0	1493	0	0	0	0	884	0	33
Added Vol:	0	0	0	0	0	0	0	0	0	7	0	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	558	576	0	1493	0	0	0	0	891	0	36
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:	0	558	576	0	1493	0	0	0	0	891	0	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	558	576	0	1493	0	0	0	0	891	0	36
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
FinalVolume:	0	558	576	0	1493	0	0	0	0	891	0	36
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	2.00	1.00	0.00	2.00	0.00	0.00	0.00	0.00	1.93	0.00	0.07
Final Sat.:	0	3800	1750	0	3800	0	0	0	0	3039	0	118
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.33	0.00	0.39	0.00	0.00	0.00	0.00	0.29	0.00	0.30
Crit Moves:					****							****
Green Time:	0.0	50.2	89.0	0.0	50.2	0.0	0.0	0.0	0.0	38.8	0.0	38.8
Volume/Cap:	0.00	0.28	0.35	0.00	0.74	0.00	0.00	0.00	0.00	0.72	0.00	0.74
Delay/Veh:	0.0	12.5	0.4	0.0	19.0	0.0	0.0	0.0	0.0	25.5	0.0	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:	0.0	12.5	0.4	0.0	19.0	0.0	0.0	0.0	0.0	25.5	0.0	26.3
LOS by Move:	A	B	A	A	B	A	A	A	A	C	A	C
DesignQueue:	0	7	2	0	21	0	0	0	0	17	0	20

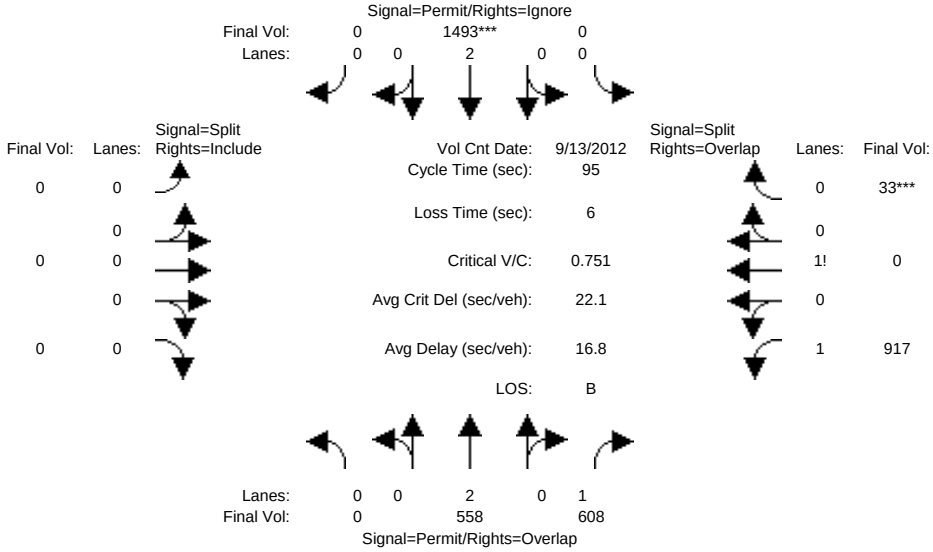
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

467 First Street Office Development
Los Altos, CA
20,000 SF Office

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

Intersection #5214: Foothill Expwy / San Antonio Rd (CMP)



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	59	10	0	10	0	0	0	0	14	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: 13 Sep 2012 << 5:00-6:00PM												
Base Vol:	0	558	576	0	1493	0	0	0	0	884	0	33
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	558	576	0	1493	0	0	0	0	884	0	33
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	32	0	0	0	0	0	0	33	0	0
Initial Fut:	0	558	608	0	1493	0	0	0	0	917	0	33
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:	0	558	608	0	1493	0	0	0	0	917	0	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	558	608	0	1493	0	0	0	0	917	0	33
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
FinalVolume:	0	558	608	0	1493	0	0	0	0	917	0	33
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	2.00	1.00	0.00	2.00	0.00	0.00	0.00	0.00	1.94	0.00	0.06
Final Sat.:	0	3800	1750	0	3800	0	0	0	0	3050	0	106
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.35	0.00	0.39	0.00	0.00	0.00	0.00	0.30	0.00	0.31
Crit Moves:					****							****
Green Time:	0.0	49.7	89.0	0.0	49.7	0.0	0.0	0.0	0.0	39.3	0.0	39.3
Volume/Cap:	0.00	0.28	0.37	0.00	0.75	0.00	0.00	0.00	0.00	0.73	0.00	0.75
Delay/Veh:	0.0	12.7	0.4	0.0	19.4	0.0	0.0	0.0	0.0	25.5	0.0	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:	0.0	12.7	0.4	0.0	19.4	0.0	0.0	0.0	0.0	25.5	0.0	26.3
LOS by Move:	A	B	A	A	B	A	A	A	A	C	A	C
DesignQueue:	0	7	2	0	21	0	0	0	0	17	0	20

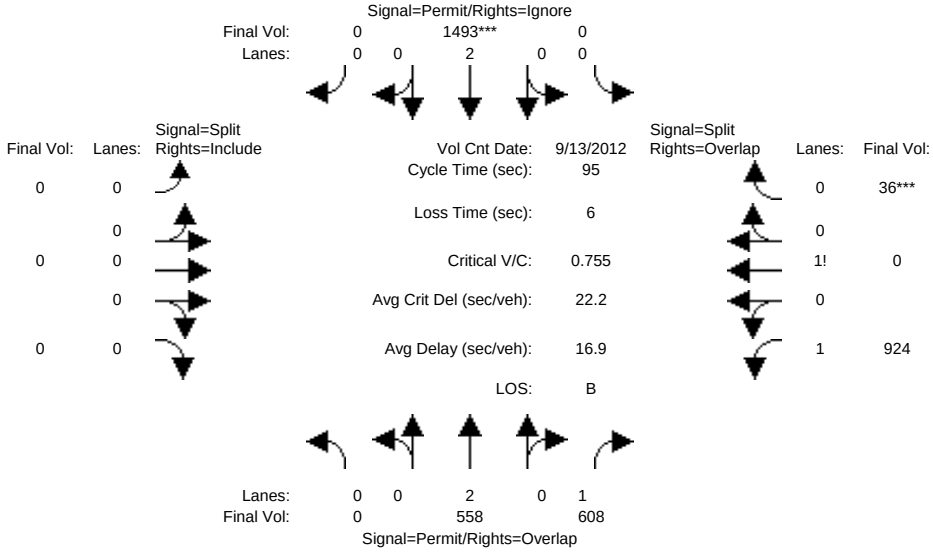
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

467 First Street Office Development
Los Altos, CA
20,000 SF Office

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

Intersection #5214: Foothill Expwy / San Antonio Rd (CMP)



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	59	10	0	10	0	0	0	0	14	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: 13 Sep 2012 << 5:00-6:00PM												
Base Vol:	0	558	576	0	1493	0	0	0	0	884	0	33
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	558	576	0	1493	0	0	0	0	884	0	33
Added Vol:	0	0	0	0	0	0	0	0	0	7	0	3
ATI:	0	0	32	0	0	0	0	0	0	33	0	0
Initial Fut:	0	558	608	0	1493	0	0	0	0	924	0	36
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:	0	558	608	0	1493	0	0	0	0	924	0	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	558	608	0	1493	0	0	0	0	924	0	36
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
FinalVolume:	0	558	608	0	1493	0	0	0	0	924	0	36
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	2.00	1.00	0.00	2.00	0.00	0.00	0.00	0.00	1.93	0.00	0.07
Final Sat.:	0	3800	1750	0	3800	0	0	0	0	3043	0	115
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.35	0.00	0.39	0.00	0.00	0.00	0.00	0.30	0.00	0.31
Crit Moves:					****							****
Green Time:	0.0	49.4	89.0	0.0	49.4	0.0	0.0	0.0	0.0	39.6	0.0	39.6
Volume/Cap:	0.00	0.28	0.37	0.00	0.75	0.00	0.00	0.00	0.00	0.73	0.00	0.75
Delay/Veh:	0.0	12.9	0.4	0.0	19.7	0.0	0.0	0.0	0.0	25.3	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	1.00	1.00
AdjDel/Veh:	0.0	12.9	0.4	0.0	19.7	0.0	0.0	0.0	0.0	25.3	0.0	26.2
LOS by Move:	A	B	A	A	B	A	A	A	A	C	A	C
DesignQueue:	0	7	2	0	21	0	0	0	0	17	0	20

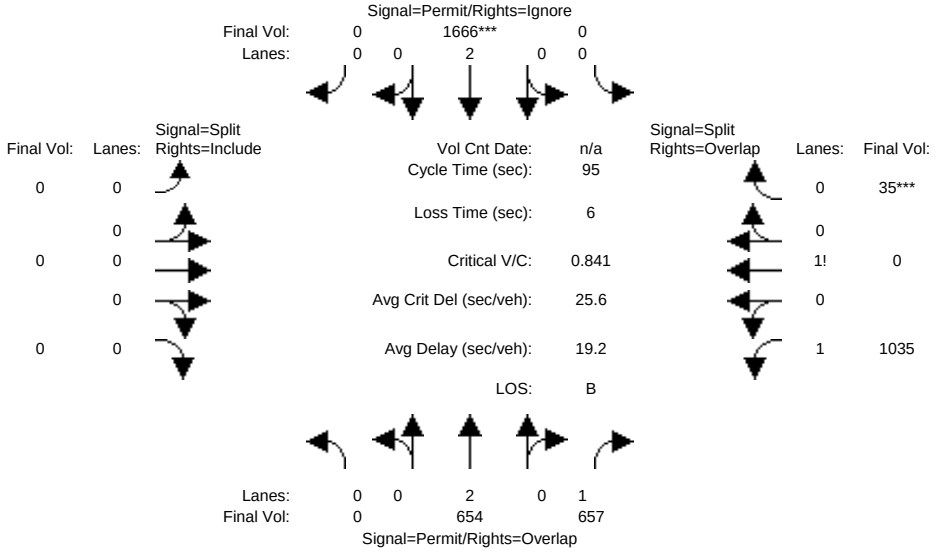
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

467 First Street Office Development
Los Altos, CA
20,000 SF Office

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

Intersection #5214: Foothill Expwy / San Antonio Rd (CMP)



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		59	10	0		10	0	0		0	0	14		0	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module:																
Base Vol:	0		654	657	0		1666	0	0		0	0	1035		0	35
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	0		654	657	0		1666	0	0		0	0	1035		0	35
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	0		654	657	0		1666	0	0		0	0	1035		0	35
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:	0		654	657	0		1666	0	0		0	0	1035		0	35
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	0		654	657	0		1666	0	0		0	0	1035		0	35
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
FinalVolume:	0		654	657	0		1666	0	0		0	0	1035		0	35
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		1.00	0.92	0.92		1.00	0.92	0.92		1.00	0.92	0.83		1.00	0.92
Lanes:	0.00		2.00	1.00	0.00		2.00	0.00	0.00		0.00	0.00	1.94		0.00	0.06
Final Sat.:	0		3800	1750	0		3800	0	0		0	0	3056		0	100
Capacity Analysis Module:																
Vol/Sat:	0.00		0.17	0.38	0.00		0.44	0.00	0.00		0.00	0.00	0.34		0.00	0.35
Crit Moves:							****									****
Green Time:	0.0		49.6	89.0	0.0		49.6	0.0	0.0		0.0	0.0	39.4		0.0	39.4
Volume/Cap:	0.00		0.33	0.40	0.00		0.84	0.00	0.00		0.00	0.00	0.82		0.00	0.84
Delay/Veh:	0.0		13.2	0.5	0.0		22.8	0.0	0.0		0.0	0.0	28.6		0.0	30.1
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	0.0		13.2	0.5	0.0		22.8	0.0	0.0		0.0	0.0	28.6		0.0	30.1
LOS by Move:	A		B	A	A		C	A	A		A	A	C		A	C
DesignQueue:	0		9	3	0		24	0	0		0	0	19		0	23

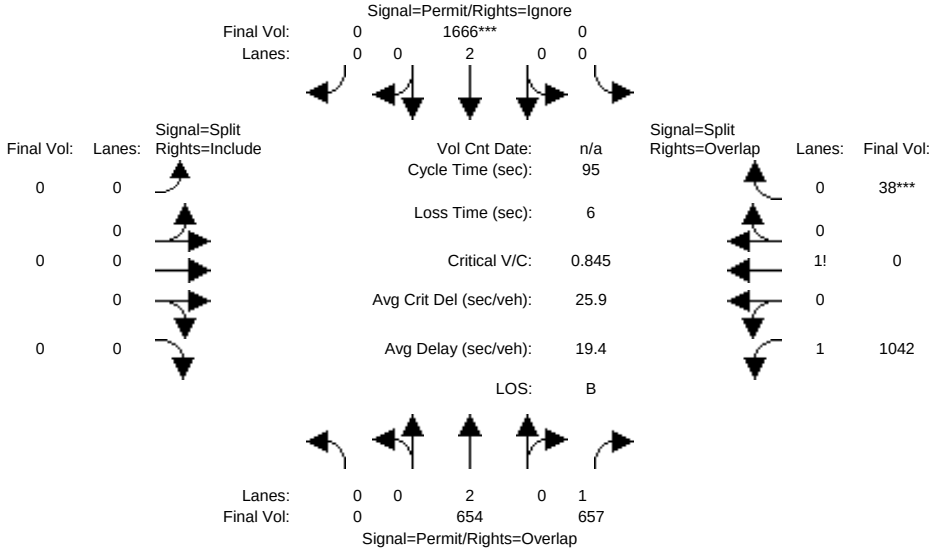
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

467 First Street Office Development
Los Altos, CA
20,000 SF Office

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

Intersection #5214: Foothill Expwy / San Antonio Rd (CMP)



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	59	10	0	10	0	0	0	0	14	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	654	657	0	1666	0	0	0	0	1035	0	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	654	657	0	1666	0	0	0	0	1035	0	35
Added Vol:	0	0	0	0	0	0	0	0	0	7	0	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	654	657	0	1666	0	0	0	0	1042	0	38
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:	0	654	657	0	1666	0	0	0	0	1042	0	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	654	657	0	1666	0	0	0	0	1042	0	38
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
FinalVolume:	0	654	657	0	1666	0	0	0	0	1042	0	38
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	2.00	1.00	0.00	2.00	0.00	0.00	0.00	0.00	1.94	0.00	0.06
Final Sat.:	0	3800	1750	0	3800	0	0	0	0	3049	0	108
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.38	0.00	0.44	0.00	0.00	0.00	0.00	0.34	0.00	0.35
Crit Moves:					****							****
Green Time:	0.0	49.3	89.0	0.0	49.3	0.0	0.0	0.0	0.0	39.7	0.0	39.7
Volume/Cap:	0.00	0.33	0.40	0.00	0.84	0.00	0.00	0.00	0.00	0.82	0.00	0.84
Delay/Veh:	0.0	13.4	0.5	0.0	23.1	0.0	0.0	0.0	0.0	28.6	0.0	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:	0.0	13.4	0.5	0.0	23.1	0.0	0.0	0.0	0.0	28.6	0.0	30.2
LOS by Move:	A	B	A	A	C	A	A	A	A	C	A	C
DesignQueue:	0	9	3	0	24	0	0	0	0	20	0	23

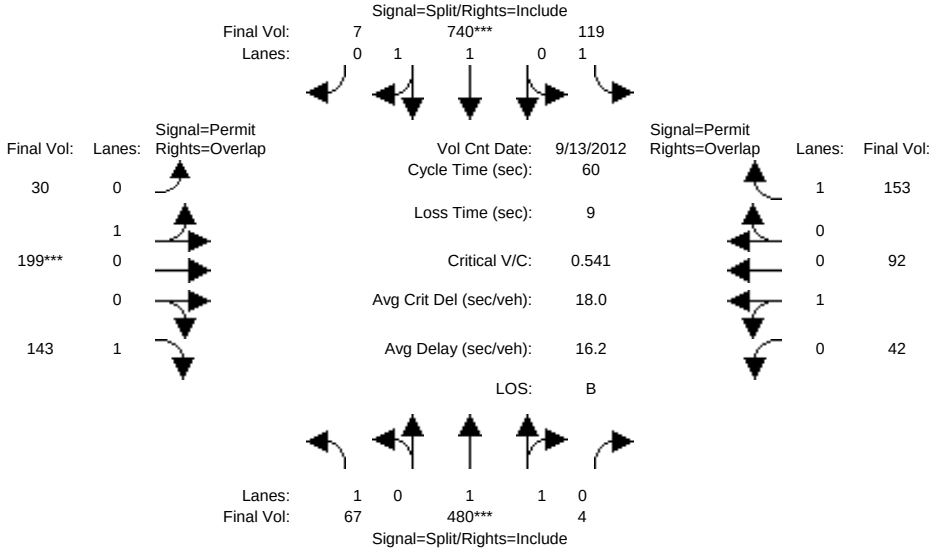
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

467 First Street Office Development
Los Altos, CA
20,000 SF Office

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

Intersection #5215: San Antonio Rd / First St-Cuesta Dr



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 13 Sep 2012 <<												
Base Vol:	67	480	4	119	740	7	30	199	143	42	92	153
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	67	480	4	119	740	7	30	199	143	42	92	153
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	67	480	4	119	740	7	30	199	143	42	92	153
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	480	4	119	740	7	30	199	143	42	92	153
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	67	480	4	119	740	7	30	199	143	42	92	153
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	67	480	4	119	740	7	30	199	143	42	92	153
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	0.97	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	1.98	0.02	1.00	1.98	0.02	0.13	0.87	1.00	0.31	0.69	1.00
Final Sat.:	1750	3669	31	1750	3665	35	236	1564	1750	564	1236	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.13	0.13	0.07	0.20	0.20	0.13	0.13	0.08	0.07	0.07	0.09
Crit Moves:		****			****			****				
Green Time:	14.5	14.5	14.5	22.4	22.4	22.4	14.1	14.1	28.6	14.1	14.1	36.5
Volume/Cap:	0.16	0.54	0.54	0.18	0.54	0.54	0.54	0.54	0.17	0.32	0.32	0.14
Delay/Veh:	18.1	20.5	20.5	12.8	15.2	15.2	21.5	21.5	9.0	19.4	19.4	5.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.1	20.5	20.5	12.8	15.2	15.2	21.5	21.5	9.0	19.4	19.4	5.1
LOS by Move:	B	C	C	B	B	B	C	C	A	B	B	A
DesignQueue:	2	7	7	3	8	8	6	6	3	4	4	2

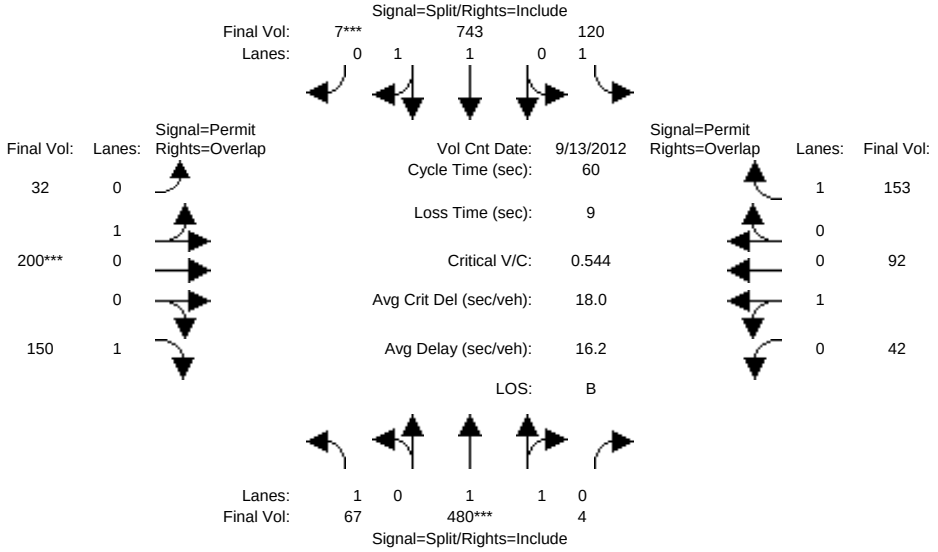
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

467 First Street Office Development
Los Altos, CA
20,000 SF Office

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

Intersection #5215: San Antonio Rd / First St-Cuesta Dr



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 13 Sep 2012 <<												
Base Vol:	67	480	4	119	740	7	30	199	143	42	92	153
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	67	480	4	119	740	7	30	199	143	42	92	153
Added Vol:	0	0	0	1	3	0	2	1	7	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	67	480	4	120	743	7	32	200	150	42	92	153
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	480	4	120	743	7	32	200	150	42	92	153
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	67	480	4	120	743	7	32	200	150	42	92	153
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	67	480	4	120	743	7	32	200	150	42	92	153
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	0.97	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	1.98	0.02	1.00	1.98	0.02	0.14	0.86	1.00	0.31	0.69	1.00
Final Sat.:	1750	3669	31	1750	3665	35	248	1552	1750	564	1236	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.13	0.13	0.07	0.20	0.20	0.13	0.13	0.09	0.07	0.07	0.09
Crit Moves:		****				****		****				
Green Time:	14.4	14.4	14.4	22.4	22.4	22.4	14.2	14.2	28.6	14.2	14.2	36.6
Volume/Cap:	0.16	0.54	0.54	0.18	0.54	0.54	0.54	0.54	0.18	0.31	0.31	0.14
Delay/Veh:	18.2	20.6	20.6	12.8	15.3	15.3	21.5	21.5	9.1	19.3	19.3	5.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.2	20.6	20.6	12.8	15.3	15.3	21.5	21.5	9.1	19.3	19.3	5.1
LOS by Move:	B	C	C	B	B	B	C	C	A	B	B	A
DesignQueue:	2	7	7	3	9	9	6	6	3	4	4	2

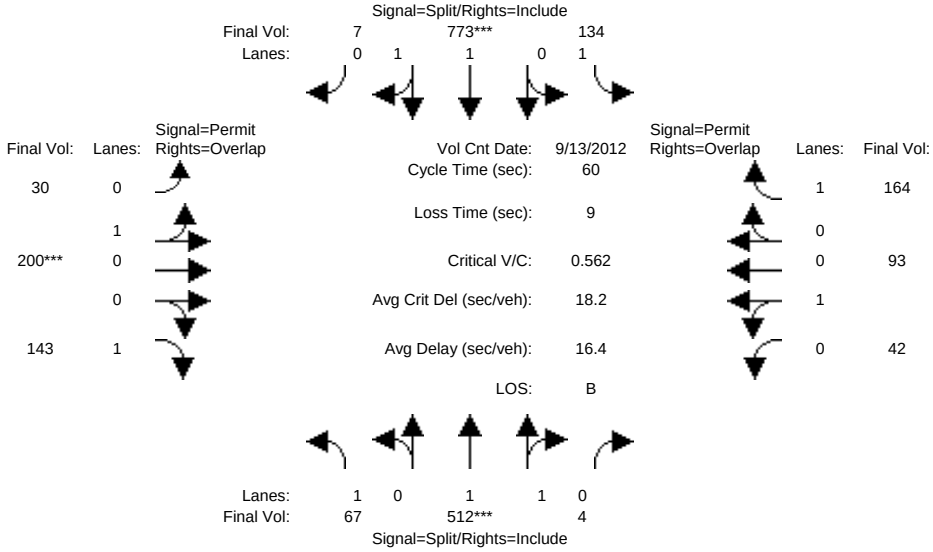
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

467 First Street Office Development
Los Altos, CA
20,000 SF Office

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

Intersection #5215: San Antonio Rd / First St-Cuesta Dr



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 13 Sep 2012 <<												
Base Vol:	67	480	4	119	740	7	30	199	143	42	92	153
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	67	480	4	119	740	7	30	199	143	42	92	153
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	32	0	15	33	0	0	1	0	0	1	11
Initial Fut:	67	512	4	134	773	7	30	200	143	42	93	164
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	67	512	4	134	773	7	30	200	143	42	93	164
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	67	512	4	134	773	7	30	200	143	42	93	164
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	67	512	4	134	773	7	30	200	143	42	93	164
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	0.97	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	1.98	0.02	1.00	1.98	0.02	0.13	0.87	1.00	0.31	0.69	1.00
Final Sat.:	1750	3671	29	1750	3667	33	235	1565	1750	560	1240	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.14	0.14	0.08	0.21	0.21	0.13	0.13	0.08	0.08	0.08	0.09
Crit Moves:		****			****			****				
Green Time:	14.9	14.9	14.9	22.5	22.5	22.5	13.6	13.6	28.5	13.6	13.6	36.1
Volume/Cap:	0.15	0.56	0.56	0.20	0.56	0.56	0.56	0.56	0.17	0.33	0.33	0.16
Delay/Veh:	17.8	20.5	20.5	12.9	15.4	15.4	22.3	22.3	9.1	19.8	19.8	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:	17.8	20.5	20.5	12.9	15.4	15.4	22.3	22.3	9.1	19.8	19.8	5.3
LOS by Move:	B	C	C	B	B	B	C	C	A	B	B	A
DesignQueue:	2	7	7	3	9	9	6	6	3	4	4	2

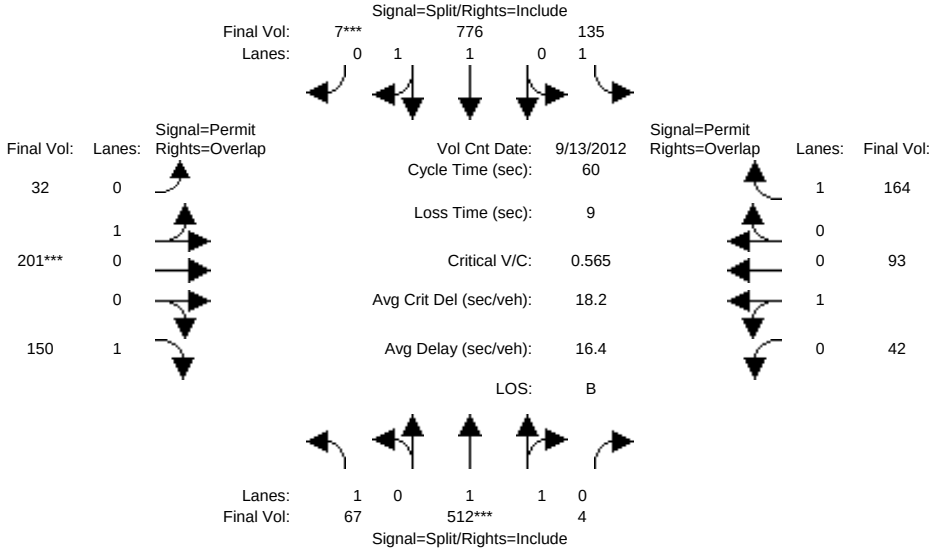
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

467 First Street Office Development
Los Altos, CA
20,000 SF Office

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

Intersection #5215: San Antonio Rd / First St-Cuesta Dr



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 13 Sep 2012 <<												
Base Vol:	67	480	4	119	740	7	30	199	143	42	92	153
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	67	480	4	119	740	7	30	199	143	42	92	153
Added Vol:	0	0	0	1	3	0	2	1	7	0	0	0
ATI:	0	32	0	15	33	0	0	1	0	0	1	11
Initial Fut:	67	512	4	135	776	7	32	201	150	42	93	164
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	67	512	4	135	776	7	32	201	150	42	93	164
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	67	512	4	135	776	7	32	201	150	42	93	164
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	67	512	4	135	776	7	32	201	150	42	93	164
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	0.97	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	1.98	0.02	1.00	1.98	0.02	0.14	0.86	1.00	0.31	0.69	1.00
Final Sat.:	1750	3671	29	1750	3667	33	247	1553	1750	560	1240	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.14	0.14	0.08	0.21	0.21	0.13	0.13	0.09	0.08	0.08	0.09
Crit Moves:		****				****		****				
Green Time:	14.8	14.8	14.8	22.5	22.5	22.5	13.7	13.7	28.5	13.7	13.7	36.2
Volume/Cap:	0.16	0.57	0.57	0.21	0.57	0.57	0.57	0.57	0.18	0.33	0.33	0.16
Delay/Veh:	17.9	20.6	20.6	12.9	15.4	15.4	22.3	22.3	9.1	19.7	19.7	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:	17.9	20.6	20.6	12.9	15.4	15.4	22.3	22.3	9.1	19.7	19.7	5.3
LOS by Move:	B	C	C	B	B	B	C	C	A	B	B	A
DesignQueue:	2	7	7	3	9	9	7	7	3	4	4	2

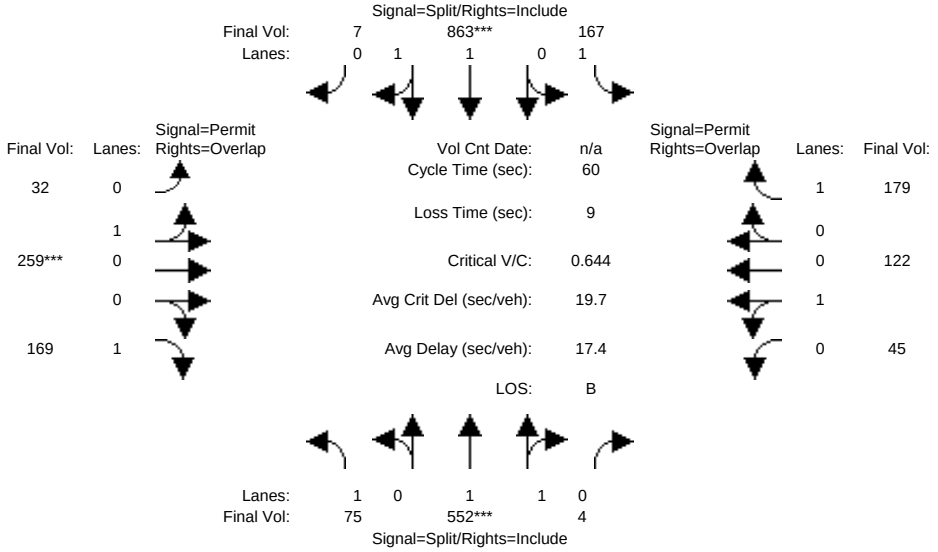
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

467 First Street Office Development
Los Altos, CA
20,000 SF Office

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

Intersection #5215: San Antonio Rd / First St-Cuesta Dr



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	75	552	4	167	863	7	32	259	169	45	122	179
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	75	552	4	167	863	7	32	259	169	45	122	179
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	75	552	4	167	863	7	32	259	169	45	122	179
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	75	552	4	167	863	7	32	259	169	45	122	179
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	552	4	167	863	7	32	259	169	45	122	179
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	75	552	4	167	863	7	32	259	169	45	122	179
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	0.97	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	1.99	0.01	1.00	1.98	0.02	0.11	0.89	1.00	0.27	0.73	1.00
Final Sat.:	1750	3673	27	1750	3670	30	198	1602	1750	485	1315	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.15	0.15	0.10	0.24	0.24	0.16	0.16	0.10	0.09	0.09	0.10
Crit Moves:		****			****			****				
Green Time:	14.0	14.0	14.0	21.9	21.9	21.9	15.1	15.1	29.1	15.1	15.1	37.0
Volume/Cap:	0.18	0.64	0.64	0.26	0.64	0.64	0.64	0.64	0.20	0.37	0.37	0.17
Delay/Veh:	18.6	22.4	22.4	13.6	16.9	16.9	23.2	23.2	8.9	19.1	19.1	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:	18.6	22.4	22.4	13.6	16.9	16.9	23.2	23.2	8.9	19.1	19.1	5.0
LOS by Move:	B	C	C	B	B	B	C	C	A	B	B	A
DesignQueue:	2	8	8	4	10	10	8	8	3	5	5	3

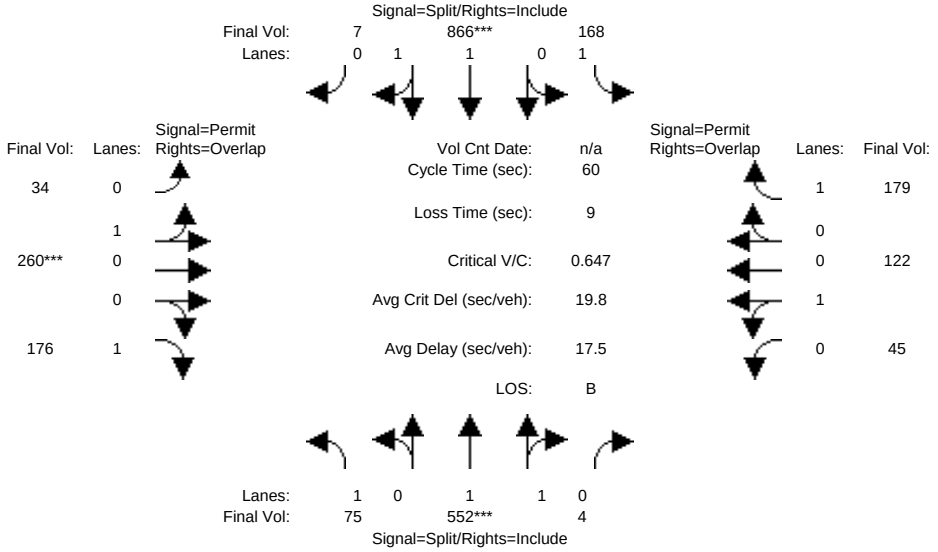
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

467 First Street Office Development
Los Altos, CA
20,000 SF Office

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

Intersection #5215: San Antonio Rd / First St-Cuesta Dr



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	75	552	4	167	863	7	32	259	169	45	122	179
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	75	552	4	167	863	7	32	259	169	45	122	179
Added Vol:	0	0	0	1	3	0	2	1	7	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	75	552	4	168	866	7	34	260	176	45	122	179
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	75	552	4	168	866	7	34	260	176	45	122	179
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	552	4	168	866	7	34	260	176	45	122	179
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	75	552	4	168	866	7	34	260	176	45	122	179
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	0.97	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	1.99	0.01	1.00	1.98	0.02	0.12	0.88	1.00	0.27	0.73	1.00
Final Sat.:	1750	3673	27	1750	3670	30	208	1592	1750	485	1315	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.15	0.15	0.10	0.24	0.24	0.16	0.16	0.10	0.09	0.09	0.10
Crit Moves:		****			****			****				
Green Time:	13.9	13.9	13.9	21.9	21.9	21.9	15.2	15.2	29.1	15.2	15.2	37.1
Volume/Cap:	0.18	0.65	0.65	0.26	0.65	0.65	0.65	0.65	0.21	0.37	0.37	0.17
Delay/Veh:	18.7	22.5	22.5	13.6	16.9	16.9	23.3	23.3	9.0	19.0	19.0	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:	18.7	22.5	22.5	13.6	16.9	16.9	23.3	23.3	9.0	19.0	19.0	5.0
LOS by Move:	B	C	C	B	B	B	C	C	A	B	B	A
DesignQueue:	2	8	8	4	10	10	8	8	3	5	5	3

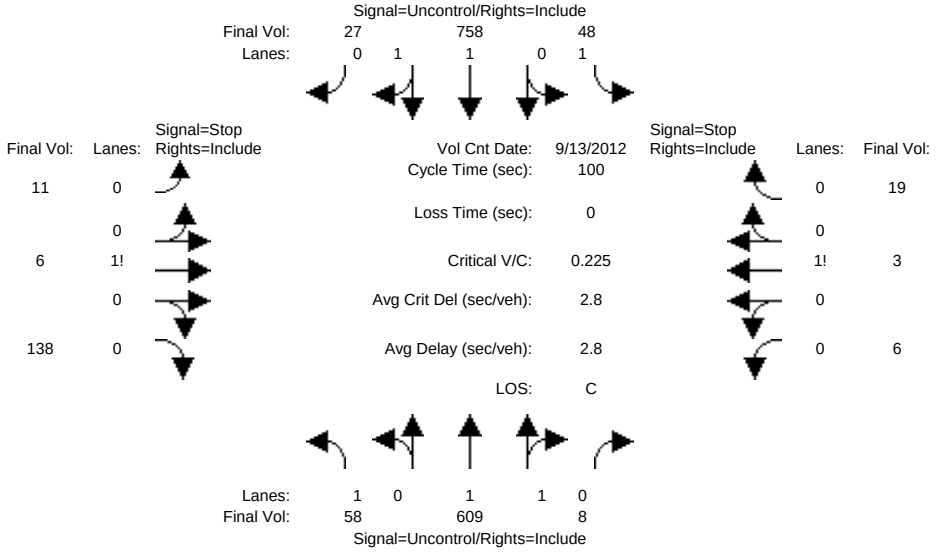
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

467 First Street Office Development
Los Altos, CA
20,000 SF Office

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

Intersection #5216: San Antonio Rd / Lyell St



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module: >> Count Date: 13 Sep 2012 <<												
Base Vol:	58	609	8	48	758	27	11	6	138	6	3	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:	58	609	8	48	758	27	11	6	138	6	3	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:	58	609	8	48	758	27	11	6	138	6	3	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:	58	609	8	48	758	27	11	6	138	6	3	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	58	609	8	48	758	27	11	6	138	6	3	19
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	785	xxxx	xxxxx	617	xxxx	xxxxx	1290	1601	393	1207	1610	309
Potent Cap.:	843	xxxx	xxxxx	973	xxxx	xxxxx	123	107	612	141	106	693
Move Cap.:	843	xxxx	xxxxx	973	xxxx	xxxxx	106	95	612	95	94	693
Volume/Cap:	0.07	xxxx	xxxx	0.05	xxxx	xxxx	0.10	0.06	0.23	0.06	0.03	0.03
Level Of Service Module:												
2Way95thQ:	0.2	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	9.6	xxxx	xxxxx	8.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	395	xxxxx	xxxx	228	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1.8	xxxxx	xxxxx	0.4	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	19.9	xxxxx	xxxxx	22.9	xxxxx
Shared LOS:	*	*	*	*	*	*	*	C	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			19.9			22.9		
ApproachLOS:	*			*			C			C		

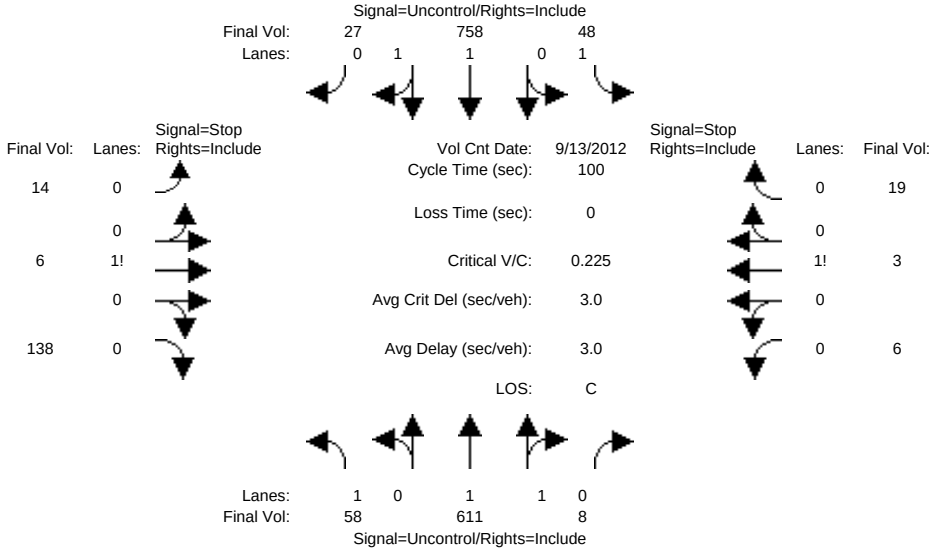
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

467 First Street Office Development
Los Altos, CA
20,000 SF Office

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

Intersection #5216: San Antonio Rd / Lyell St



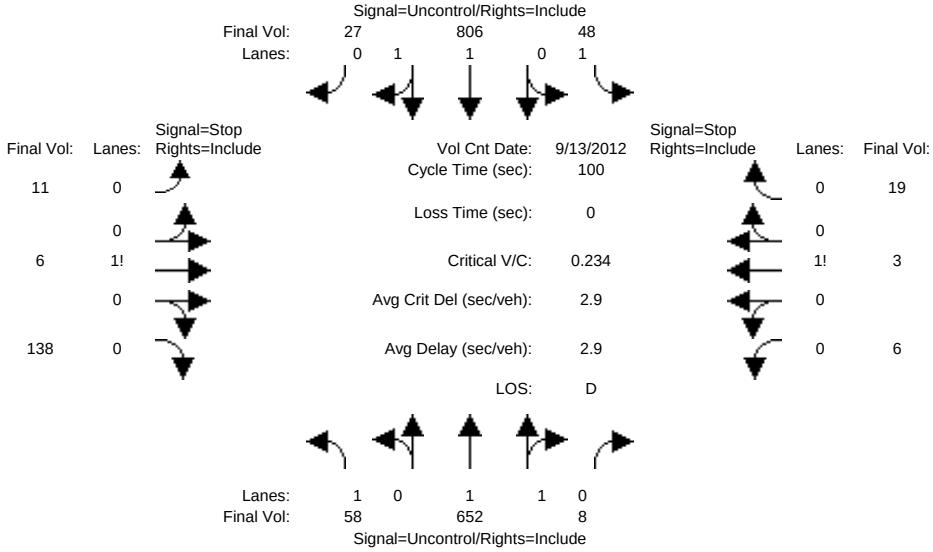

```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 13 Sep 2012 <<
Base Vol:      58  609     8    48  758    27    11    6   138     6    3    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:   58  609     8    48  758    27    11    6   138     6    3    19
Added Vol:      0    2     0     0    0     0     3    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   58  611     8    48  758    27    14    6   138     6    3    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:    58  611     8    48  758    27    14    6   138     6    3    19
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   58  611     8    48  758    27    14    6   138     6    3    19
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx   4.1 xxxx xxxxx   7.5  6.5   6.9   7.5  6.5   6.9
FollowUpTim:  2.2 xxxx xxxxx   2.2 xxxx xxxxx   3.5  4.0   3.3   3.5  4.0   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  785 xxxx xxxxx   619 xxxx xxxxx  1291 1603   393  1209 1612   310
Potent Cap.:  843 xxxx xxxxx   971 xxxx xxxxx   123  107   612   141  105   692
Move Cap.:    843 xxxx xxxxx   971 xxxx xxxxx   106   94   612    95   93   692
Volume/Cap:  0.07 xxxx  xxxx  0.05 xxxx  xxxx  0.13 0.06  0.23  0.06 0.03  0.03
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.2 xxxx xxxxx   0.2 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:  9.6 xxxx xxxxx   8.9 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    A    *     *     A    *     *     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx  376 xxxxx  xxxx  228 xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx  2.0 xxxxx xxxxx  0.4 xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 21.4 xxxxx xxxxx 23.0 xxxxx
Shared LOS:     *    *     *     *    *     *     *    C     *     *    C     *
ApproachDel:    xxxxxx           xxxxxx              21.4             23.0
ApproachLOS:         *                *                 C                C
Note: Queue reported is the number of cars per lane.
```


Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

467 First Street Office Development
Los Altos, CA
20,000 SF Office

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

Intersection #5216: San Antonio Rd / Lyell St



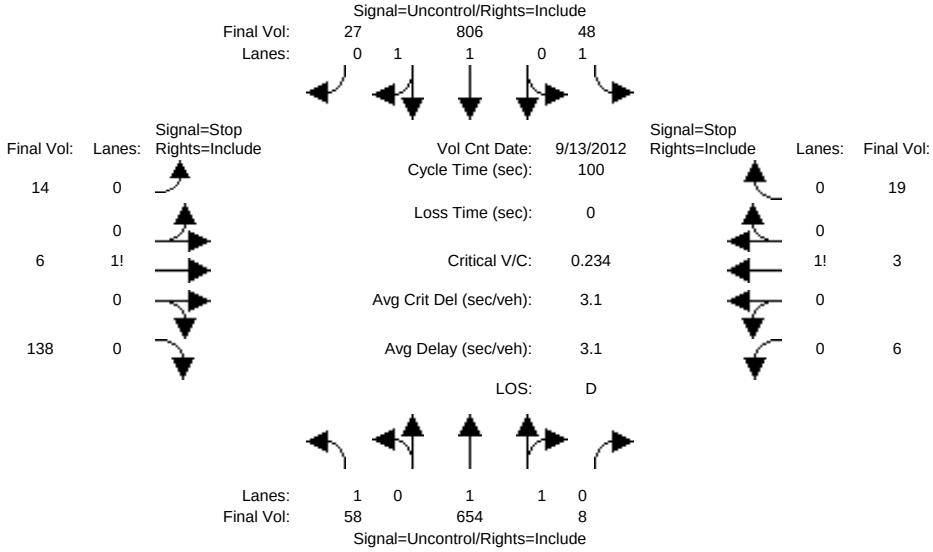

```
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 13 Sep 2012 <<
Base Vol:      58  609     8    48  758    27    11    6   138     6    3    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:   58  609     8    48  758    27    11    6   138     6    3    19
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
ATI:            0   43     0     0   48     0     0    0     0     0    0     0
Initial Fut:   58  652     8    48  806    27    11    6   138     6    3    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:    58  652     8    48  806    27    11    6   138     6    3    19
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   58  652     8    48  806    27    11    6   138     6    3    19
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx   4.1 xxxx xxxxx   7.5  6.5   6.9   7.5  6.5   6.9
FollowUpTim:  2.2 xxxx xxxxx   2.2 xxxx xxxxx   3.5  4.0   3.3   3.5  4.0   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  833 xxxx xxxxx   660 xxxx xxxxx  1359 1692   417  1274 1701   330
Potent Cap.:  809 xxxx xxxxx   938 xxxx xxxxx   109   94   591   126   93   672
Move Cap.:    809 xxxx xxxxx   938 xxxx xxxxx    94   83   591    83   82   672
Volume/Cap:  0.07 xxxx  xxxx  0.05 xxxx  xxxx  0.12 0.07  0.23  0.07 0.04  0.03
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.2 xxxx xxxxx   0.2 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:  9.8 xxxx xxxxx   9.0 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    A    *     *     A    *     *     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx  366 xxxxx  xxxx  204 xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx  2.0 xxxxx xxxxx  0.5 xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 21.9 xxxxx xxxxx 25.4 xxxxx
Shared LOS:     *    *     *     *    *     *     *    C     *     *    D     *
ApproachDel:    xxxxxx           xxxxxx              21.9             25.4
ApproachLOS:         *                *                 C                D
Note: Queue reported is the number of cars per lane.
```


Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

467 First Street Office Development
Los Altos, CA
20,000 SF Office

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

Intersection #5216: San Antonio Rd / Lyell St



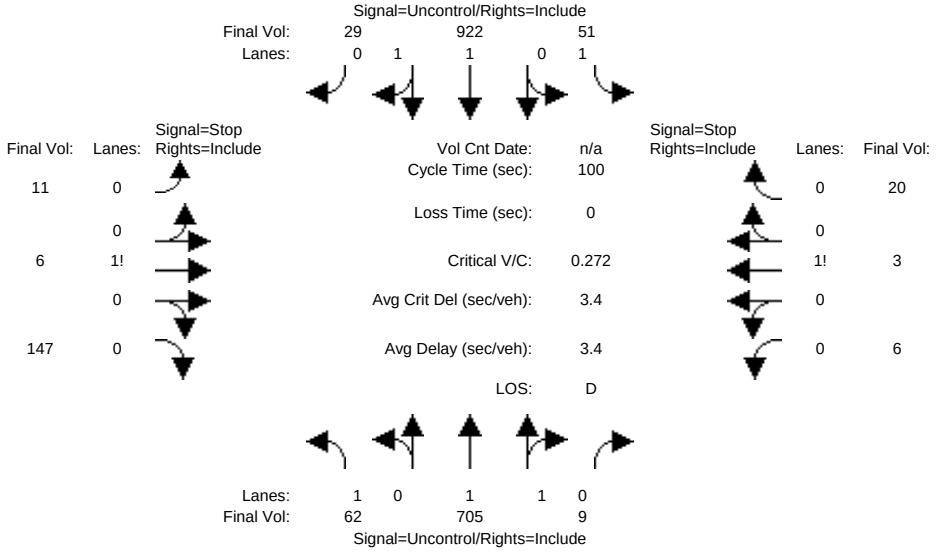

```
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:      L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 13 Sep 2012 <<
Base Vol:       58  609     8    48  758    27    11    6   138     6    3    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:    58  609     8    48  758    27    11    6   138     6    3    19
Added Vol:       0    2     0     0    0     0     3    0     0     0    0     0
ATI:             0   43     0     0   48     0     0    0     0     0    0     0
Initial Fut:    58  654     8    48  806    27    14    6   138     6    3    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:     58  654     8    48  806    27    14    6   138     6    3    19
Reduct Vol:      0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    58  654     8    48  806    27    14    6   138     6    3    19
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:   4.1 xxxx xxxxx   4.1 xxxx xxxxx   7.5  6.5   6.9   7.5  6.5   6.9
FollowUpTim:   2.2 xxxx xxxxx   2.2 xxxx xxxxx   3.5  4.0   3.3   3.5  4.0   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:   833 xxxx xxxxx   662 xxxx xxxxx  1360 1694   417  1276 1703   331
Potent Cap.:   809 xxxx xxxxx   936 xxxx xxxxx   109   94   591   126   93   671
Move Cap.:     809 xxxx xxxxx   936 xxxx xxxxx    94   83   591    83   82   671
Volume/Cap:   0.07 xxxx  xxxx  0.05 xxxx  xxxx  0.15 0.07  0.23  0.07 0.04  0.03
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:     0.2 xxxx xxxxx   0.2 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:   9.8 xxxx xxxxx   9.1 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:     A    *     *     A    *     *     *    *     *     *    *     *
Movement:      LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx  347 xxxxx  xxxx  204 xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx  2.3 xxxxx xxxxx  0.5 xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 23.8 xxxxx xxxxx 25.5 xxxxx
Shared LOS:      *    *     *     *    *     *     *    C     *     *    D     *
ApproachDel:    xxxxxx           xxxxxx              23.8             25.5
ApproachLOS:         *                *                 C                D
Note: Queue reported is the number of cars per lane.
```


Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

467 First Street Office Development
Los Altos, CA
20,000 SF Office

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

Intersection #5216: San Antonio Rd / Lyell St



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module:												
Base Vol:	62	705	9	51	922	29	11	6	147	6	3	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:	62	705	9	51	922	29	11	6	147	6	3	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:	62	705	9	51	922	29	11	6	147	6	3	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:	62	705	9	51	922	29	11	6	147	6	3	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	62	705	9	51	922	29	11	6	147	6	3	20
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	951	xxxx	xxxxx	714	xxxx	xxxxx	1517	1877	476	1400	1887	357
Potent Cap.:	730	xxxx	xxxxx	895	xxxx	xxxxx	83	72	541	102	71	645
Move Cap.:	730	xxxx	xxxxx	895	xxxx	xxxxx	70	62	541	62	62	645
Volume/Cap:	0.08	xxxx	xxxx	0.06	xxxx	xxxx	0.16	0.10	0.27	0.10	0.05	0.03
Level Of Service Module:												
2Way95thQ:	0.3	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	10.4	xxxx	xxxxx	9.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	B	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	312	xxxxx	xxxx	164	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	2.9	xxxxx	xxxxx	0.6	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	28.6	xxxxx	xxxxx	31.6	xxxxx
Shared LOS:	*	*	*	*	*	*	*	D	*	*	D	*
ApproachDel:	xxxxxx			xxxxxx			28.6			31.6		
ApproachLOS:	*			*			D			D		

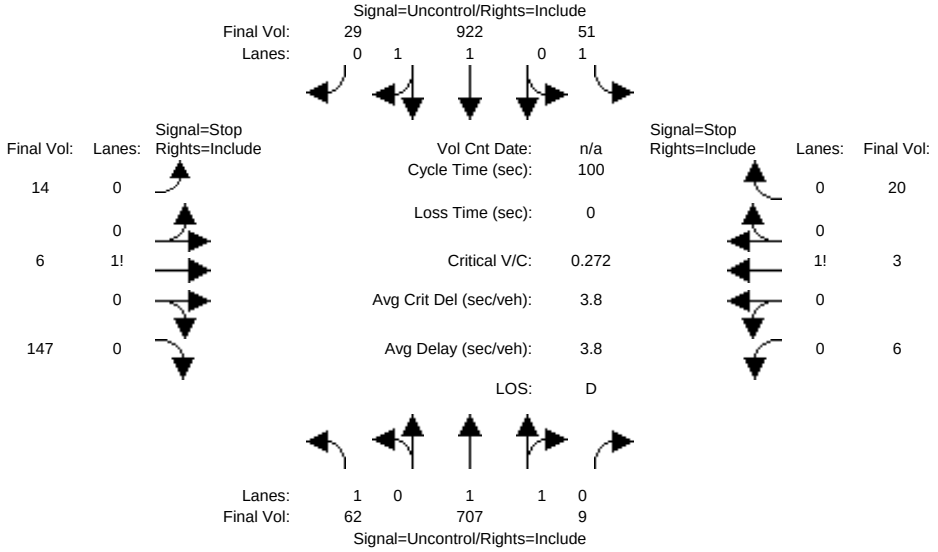
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

467 First Street Office Development
Los Altos, CA
20,000 SF Office

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

Intersection #5216: San Antonio Rd / Lyell St



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module:												
Base Vol:	62	705	9	51	922	29	11	6	147	6	3	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:	62	705	9	51	922	29	11	6	147	6	3	20
Added Vol:	0	2	0	0	0	0	3	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	62	707	9	51	922	29	14	6	147	6	3	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:	62	707	9	51	922	29	14	6	147	6	3	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	62	707	9	51	922	29	14	6	147	6	3	20
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	951	xxxx	xxxxx	716	xxxx	xxxxx	1518	1879	476	1402	1889	358
Potent Cap.:	730	xxxx	xxxxx	894	xxxx	xxxxx	83	72	541	102	71	644
Move Cap.:	730	xxxx	xxxxx	894	xxxx	xxxxx	70	62	541	61	61	644
Volume/Cap:	0.08	xxxx	xxxx	0.06	xxxx	xxxx	0.20	0.10	0.27	0.10	0.05	0.03
Level Of Service Module:												
2Way95thQ:	0.3	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	10.4	xxxx	xxxxx	9.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	B	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	293	xxxxx	xxxx	163	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	3.3	xxxxx	xxxxx	0.6	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	32.3	xxxxx	xxxxx	31.7	xxxxx
Shared LOS:	*	*	*	*	*	*	*	D	*	*	D	*
ApproachDel:	xxxxxx			xxxxxx			32.3			31.7		
ApproachLOS:	*			*			D			D		

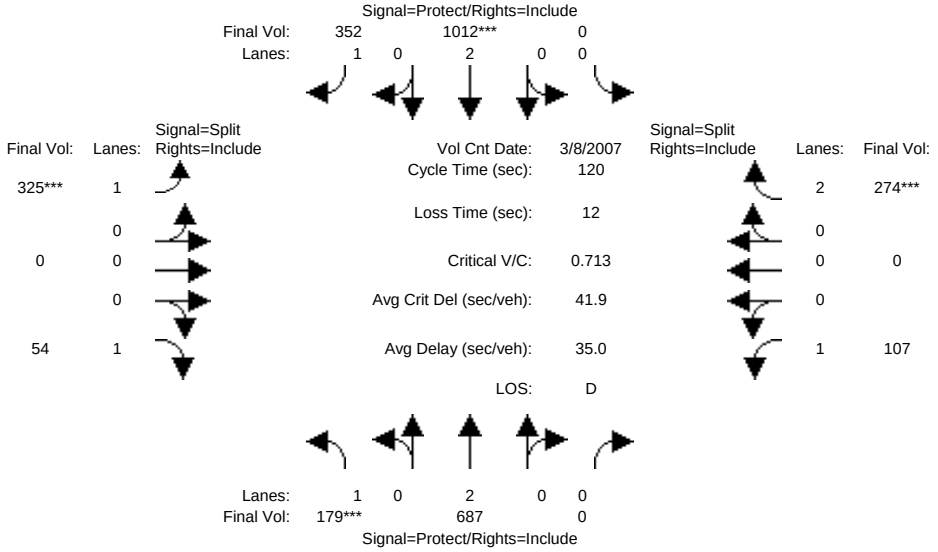
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

467 First Street Office Development
Los Altos, CA
20,000 SF Office

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

Intersection #6000: San Antonio Rd & Edith Av-Main St



Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	0	0		10	10	10		0	10	10		0	10
Y+R:	4.0		4.0	0.0	0.0		4.0	4.0	4.0		0.0	4.0	4.0		0.0	4.0
Volume Module: >> Count Date: 8 Mar 2007 <<																
Base Vol:	179		688	0	0		1013	352	325		0	54	107		0	274
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	179		688	0	0		1013	352	325		0	54	107		0	274
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	179		688	0	0		1013	352	325		0	54	107		0	274
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	179		688	0	0		1013	352	325		0	54	107		0	274
Reduct Vol:	0		1	0	0		1	0	0		1	0	0		1	0
Reduced Vol:	179		687	0	0		1012	352	325		0	54	107		0	274
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	179		687	0	0		1012	352	325		0	54	107		0	274
Saturation Flow Module:																
Sat/Lane:	1900		1900	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	0.83
Lanes:	1.00		2.00	0.00	0.00		2.00	1.00	1.00		0.00	1.00	1.00		0.00	2.00
Final Sat.:	1750		3800	0	0		3800	1750	1750		0	1750	1750		0	3150
Capacity Analysis Module:																
Vol/Sat:	0.10		0.18	0.00	0.00		0.27	0.20	0.19		0.00	0.03	0.06		0.00	0.09
Crit Moves:	****						****		****							****
Green Time:	17.2		62.1	0.0	0.0		44.8	44.8	31.3		0.0	31.3	14.6		0.0	14.6
Volume/Cap:	0.71		0.35	0.00	0.00		0.71	0.54	0.71		0.00	0.12	0.50		0.00	0.71
Delay/Veh:	58.3		17.2	0.0	0.0		33.8	30.4	45.5		0.0	34.0	51.1		0.0	56.8
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	58.3		17.2	0.0	0.0		33.8	30.4	45.5		0.0	34.0	51.1		0.0	56.8
LOS by Move:	E		B	A	A		C	C	D		A	C	D		A	E
DesignQueue:	11		12	0	0		23	17	18		0	3	7		0	10

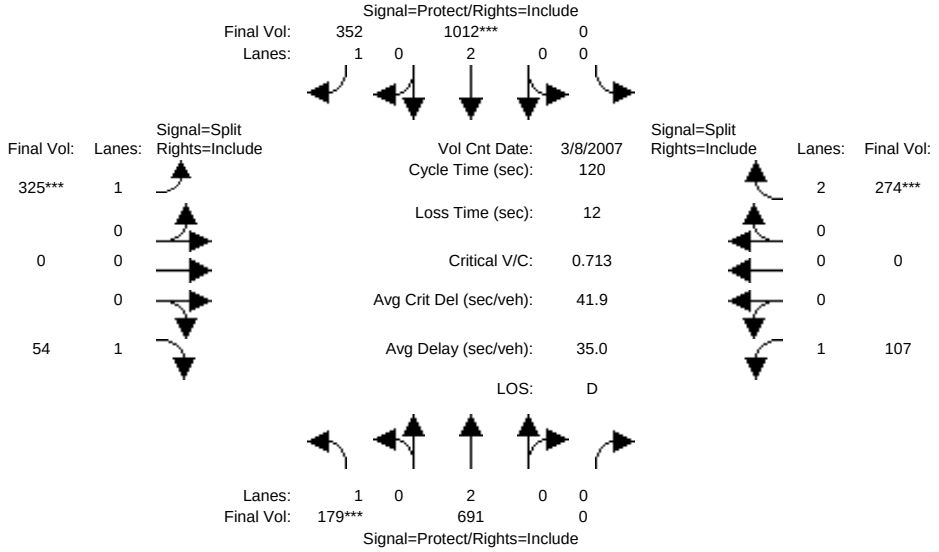
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

467 First Street Office Development
Los Altos, CA
20,000 SF Office

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

Intersection #6000: San Antonio Rd & Edith Av-Main St



Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7	10	0		0	10	10		10	0	10		10	0	10	
Y+R:	4.0	4.0	0.0		0.0	4.0	4.0		4.0	0.0	4.0		4.0	0.0	4.0	
Volume Module: >> Count Date: 8 Mar 2007 <<																
Base Vol:	179	688	0		0	1013	352		325	0	54		107	0	274	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	179	688	0		0	1013	352		325	0	54		107	0	274	
Added Vol:	0	4	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	179	692	0		0	1013	352		325	0	54		107	0	274	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	179	692	0		0	1013	352		325	0	54		107	0	274	
Reduct Vol:	0	1	0		0	1	0		0	1	0		0	1	0	
Reduced Vol:	179	691	0		0	1012	352		325	0	54		107	0	274	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	179	691	0		0	1012	352		325	0	54		107	0	274	
Saturation Flow Module:																
Sat/Lane:	1900	1900	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	0.83	
Lanes:	1.00	2.00	0.00		0.00	2.00	1.00		1.00	0.00	1.00		1.00	0.00	2.00	
Final Sat.:	1750	3800	0		0	3800	1750		1750	0	1750		1750	0	3150	
Capacity Analysis Module:																
Vol/Sat:	0.10	0.18	0.00		0.00	0.27	0.20		0.19	0.00	0.03		0.06	0.00	0.09	
Crit Moves:	****					****			****						****	
Green Time:	17.2	62.1	0.0		0.0	44.8	44.8		31.3	0.0	31.3		14.6	0.0	14.6	
Volume/Cap:	0.71	0.35	0.00		0.00	0.71	0.54		0.71	0.00	0.12		0.50	0.00	0.71	
Delay/Veh:	58.3	17.2	0.0		0.0	33.8	30.4		45.5	0.0	34.0		51.1	0.0	56.8	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	58.3	17.2	0.0		0.0	33.8	30.4		45.5	0.0	34.0		51.1	0.0	56.8	
LOS by Move:	E	B	A		A	C	C		D	A	C		D	A	E	
DesignQueue:	11	12	0		0	23	17		18	0	3		7	0	10	

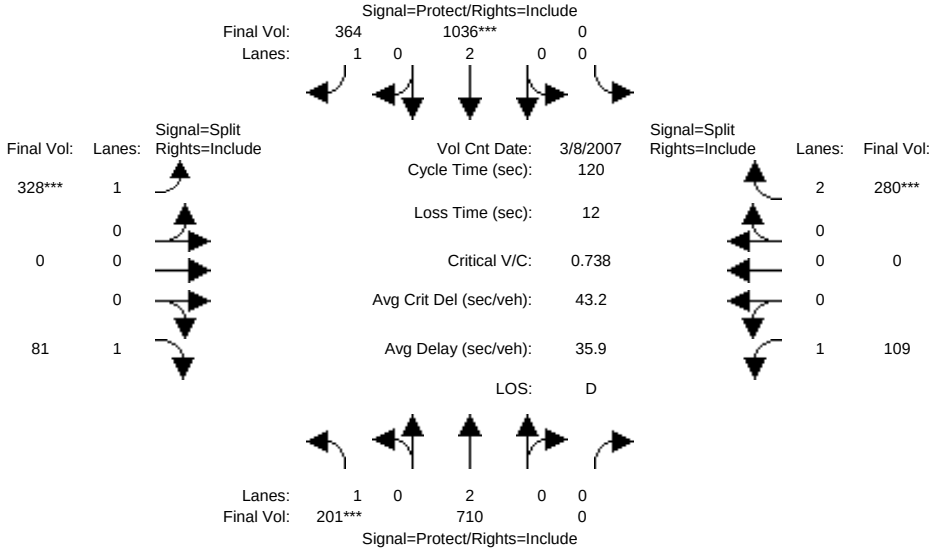
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

467 First Street Office Development
Los Altos, CA
20,000 SF Office

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

Intersection #6000: San Antonio Rd & Edith Av-Main St



Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	0	0		10	10	10		0	10	10		0	10
Y+R:	4.0		4.0	0.0	0.0		4.0	4.0	4.0		0.0	4.0	4.0		0.0	4.0
Volume Module: >> Count Date: 8 Mar 2007 <<																
Base Vol:	179		688	0	0		1013	352	325		0	54	107		0	274
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	179		688	0	0		1013	352	325		0	54	107		0	274
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
ATI:	22		23	0	0		24	12	3		0	27	2		0	6
Initial Fut:	201		711	0	0		1037	364	328		0	81	109		0	280
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	201		711	0	0		1037	364	328		0	81	109		0	280
Reduct Vol:	0		1	0	0		1	0	0		1	0	0		1	0
Reduced Vol:	201		710	0	0		1036	364	328		0	81	109		0	280
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	201		710	0	0		1036	364	328		0	81	109		0	280
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		1.00	0.92	0.92		1.00	0.92	0.92		1.00	0.92	0.92		1.00	0.83
Lanes:	1.00		2.00	0.00	0.00		2.00	1.00	1.00		0.00	1.00	1.00		0.00	2.00
Final Sat.:	1750		3800	0	0		3800	1750	1750		0	1750	1750		0	3150
Capacity Analysis Module:																
Vol/Sat:	0.11		0.19	0.00	0.00		0.27	0.21	0.19		0.00	0.05	0.06		0.00	0.09
Crit Moves:	****						****		****							****
Green Time:	18.7		63.0	0.0	0.0		44.4	44.4	30.5		0.0	30.5	14.5		0.0	14.5
Volume/Cap:	0.74		0.36	0.00	0.00		0.74	0.56	0.74		0.00	0.18	0.52		0.00	0.74
Delay/Veh:	58.4		16.7	0.0	0.0		34.9	31.2	47.5		0.0	35.2	51.7		0.0	58.4
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	58.4		16.7	0.0	0.0		34.9	31.2	47.5		0.0	35.2	51.7		0.0	58.4
LOS by Move:	E		B	A	A		C	C	D		A	D	D		A	E
DesignQueue:	13		12	0	0		23	18	19		0	4	7		0	10

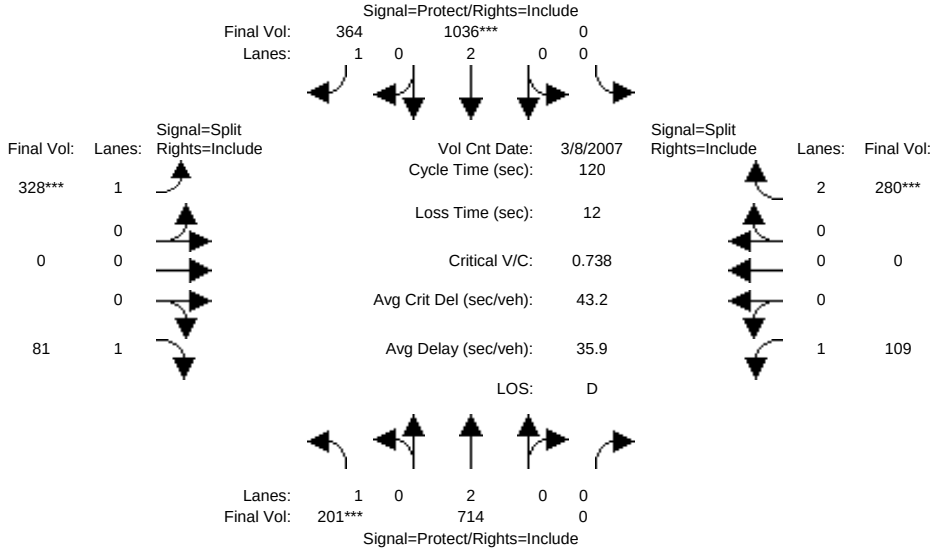
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

467 First Street Office Development
Los Altos, CA
20,000 SF Office

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

Intersection #6000: San Antonio Rd & Edith Av-Main St



Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	0	0		10	10	10		0	10	10		0	10
Y+R:	4.0		4.0	0.0	0.0		4.0	4.0	4.0		0.0	4.0	4.0		0.0	4.0
Volume Module: >> Count Date: 8 Mar 2007 <<																
Base Vol:	179		688	0	0		1013	352	325		0	54	107		0	274
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	179		688	0	0		1013	352	325		0	54	107		0	274
Added Vol:	0		4	0	0		0	0	0		0	0	0		0	0
ATI:	22		23	0	0		24	12	3		0	27	2		0	6
Initial Fut:	201		715	0	0		1037	364	328		0	81	109		0	280
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	201		715	0	0		1037	364	328		0	81	109		0	280
Reduct Vol:	0		1	0	0		1	0	0		1	0	0		1	0
Reduced Vol:	201		714	0	0		1036	364	328		0	81	109		0	280
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	201		714	0	0		1036	364	328		0	81	109		0	280
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		1.00	0.92	0.92		1.00	0.92	0.92		1.00	0.92	0.92		1.00	0.83
Lanes:	1.00		2.00	0.00	0.00		2.00	1.00	1.00		0.00	1.00	1.00		0.00	2.00
Final Sat.:	1750		3800	0	0		3800	1750	1750		0	1750	1750		0	3150
Capacity Analysis Module:																
Vol/Sat:	0.11		0.19	0.00	0.00		0.27	0.21	0.19		0.00	0.05	0.06		0.00	0.09
Crit Moves:	****						****		****							****
Green Time:	18.7		63.0	0.0	0.0		44.4	44.4	30.5		0.0	30.5	14.5		0.0	14.5
Volume/Cap:	0.74		0.36	0.00	0.00		0.74	0.56	0.74		0.00	0.18	0.52		0.00	0.74
Delay/Veh:	58.4		16.8	0.0	0.0		34.9	31.2	47.5		0.0	35.2	51.7		0.0	58.4
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	58.4		16.8	0.0	0.0		34.9	31.2	47.5		0.0	35.2	51.7		0.0	58.4
LOS by Move:	E		B	A	A		C	C	D		A	D	D		A	E
DesignQueue:	13		12	0	0		23	18	19		0	4	7		0	10

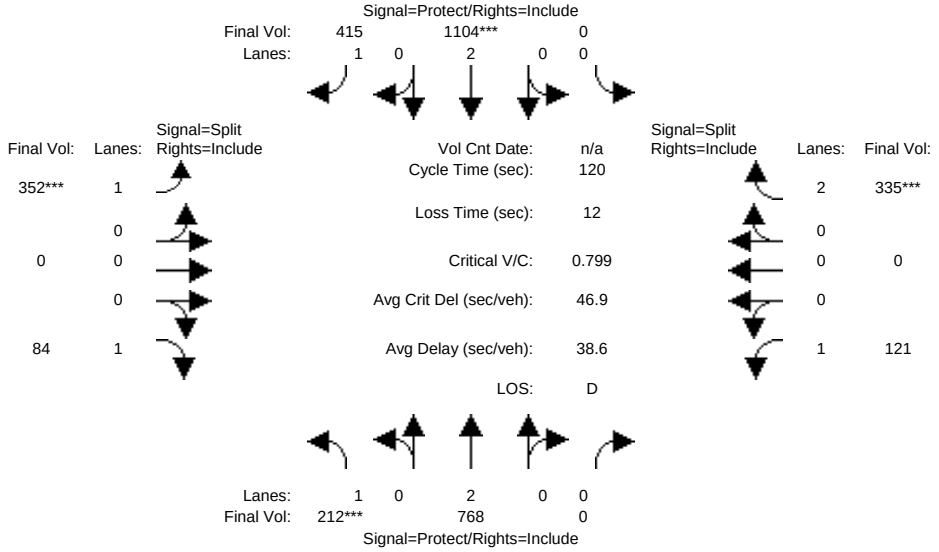
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

467 First Street Office Development
Los Altos, CA
20,000 SF Office

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

Intersection #6000: San Antonio Rd & Edith Av-Main St



Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	0	0		10	10	10		0	10	10		0	10
Y+R:	4.0		4.0	0.0	0.0		4.0	4.0	4.0		0.0	4.0	4.0		0.0	4.0
Volume Module:																
Base Vol:	212		768	0	0		1104	415	352		0	84	121		0	335
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	212		768	0	0		1104	415	352		0	84	121		0	335
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	212		768	0	0		1104	415	352		0	84	121		0	335
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	212		768	0	0		1104	415	352		0	84	121		0	335
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	212		768	0	0		1104	415	352		0	84	121		0	335
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	212		768	0	0		1104	415	352		0	84	121		0	335
Saturation Flow Module:																
Sat/Lane:	1900		1900	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	0.83
Lanes:	1.00		2.00	0.00	0.00		2.00	1.00	1.00		0.00	1.00	1.00		0.00	2.00
Final Sat.:	1750		3800	0	0		3800	1750	1750		0	1750	1750		0	3150
Capacity Analysis Module:																
Vol/Sat:	0.12		0.20	0.00	0.00		0.29	0.24	0.20		0.00	0.05	0.07		0.00	0.11
Crit Moves:	****						****		****							****
Green Time:	18.2		61.8	0.0	0.0		43.6	43.6	30.2		0.0	30.2	16.0		0.0	16.0
Volume/Cap:	0.80		0.39	0.00	0.00		0.80	0.65	0.80		0.00	0.19	0.52		0.00	0.80
Delay/Veh:	64.8		17.8	0.0	0.0		37.6	34.3	52.0		0.0	35.5	50.5		0.0	60.9
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	64.8		17.8	0.0	0.0		37.6	34.3	52.0		0.0	35.5	50.5		0.0	60.9
LOS by Move:	E		B	A	A		D	C	D		A	D	D		A	E
DesignQueue:	13		13	0	0		25	20	20		0	5	8		0	12

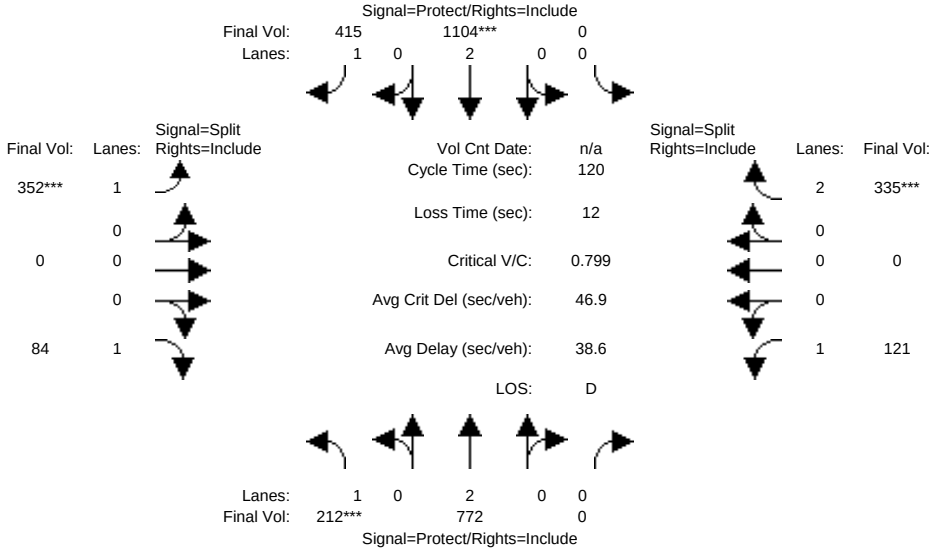
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

467 First Street Office Development
Los Altos, CA
20,000 SF Office

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

Intersection #6000: San Antonio Rd & Edith Av-Main St



Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	0	0		10	10	10		0	10	10		0	10
Y+R:	4.0		4.0	0.0	0.0		4.0	4.0	4.0		0.0	4.0	4.0		0.0	4.0
Volume Module:																
Base Vol:	212		768	0	0		1104	415	352		0	84	121		0	335
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	212		768	0	0		1104	415	352		0	84	121		0	335
Added Vol:	0		4	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	212		772	0	0		1104	415	352		0	84	121		0	335
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	212		772	0	0		1104	415	352		0	84	121		0	335
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	212		772	0	0		1104	415	352		0	84	121		0	335
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	212		772	0	0		1104	415	352		0	84	121		0	335
Saturation Flow Module:																
Sat/Lane:	1900		1900	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	0.83
Lanes:	1.00		2.00	0.00	0.00		2.00	1.00	1.00		0.00	1.00	1.00		0.00	2.00
Final Sat.:	1750		3800	0	0		3800	1750	1750		0	1750	1750		0	3150
Capacity Analysis Module:																
Vol/Sat:	0.12		0.20	0.00	0.00		0.29	0.24	0.20		0.00	0.05	0.07		0.00	0.11
Crit Moves:	****						****		****							****
Green Time:	18.2		61.8	0.0	0.0		43.6	43.6	30.2		0.0	30.2	16.0		0.0	16.0
Volume/Cap:	0.80		0.39	0.00	0.00		0.80	0.65	0.80		0.00	0.19	0.52		0.00	0.80
Delay/Veh:	64.8		17.8	0.0	0.0		37.6	34.3	52.0		0.0	35.5	50.5		0.0	60.9
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	64.8		17.8	0.0	0.0		37.6	34.3	52.0		0.0	35.5	50.5		0.0	60.9
LOS by Move:	E		B	A	A		D	C	D		A	D	D		A	E
DesignQueue:	13		13	0	0		25	20	20		0	5	8		0	12

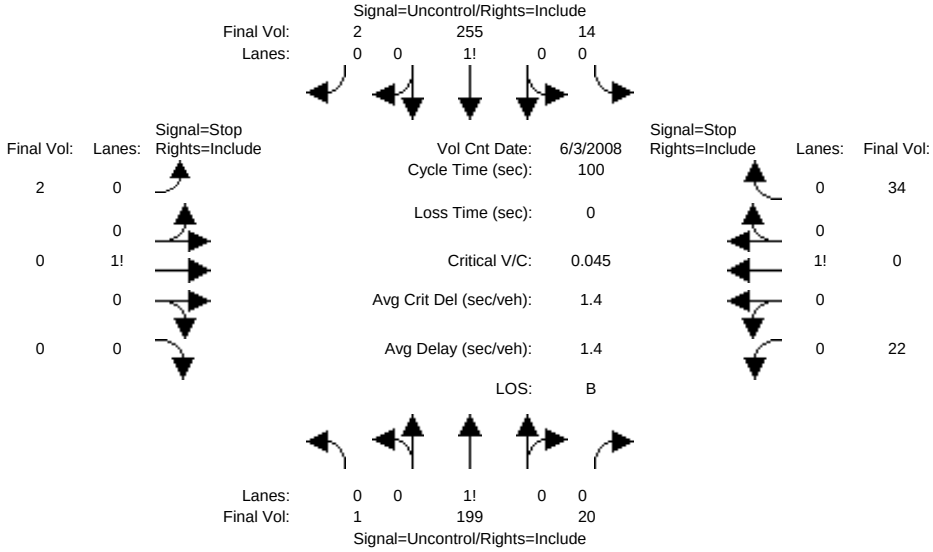
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

467 First Street Office Development
Los Altos, CA
20,000 SF Office

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

Intersection #7000: First St & Lyell St



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module: >> Count Date: 3 Jun 2008 << PM Peak												
Base Vol:	1	200	20	14	256	2	2	0	0	22	0	34
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	200	20	14	256	2	2	0	0	22	0	34
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	200	20	14	256	2	2	0	0	22	0	34
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	200	20	14	256	2	2	0	0	22	0	34
Reduct Vol:	0	1	0	0	1	0	0	1	0	0	1	0
FinalVolume:	1	199	20	14	255	2	2	0	0	22	0	34
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	xxxx	xxxxx	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	257	xxxx	xxxxx	219	xxxx	xxxxx	512	xxxx	xxxxx	495	496	209
Potent Cap.:	1320	xxxx	xxxxx	1362	xxxx	xxxxx	476	xxxx	xxxxx	488	478	836
Move Cap.:	1320	xxxx	xxxxx	1362	xxxx	xxxxx	452	xxxx	xxxxx	484	473	836
Volume/Cap:	0.00	xxxx	xxxx	0.01	xxxx	xxxx	0.00	xxxx	xxxx	0.05	0.00	0.04
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.7	xxxx	xxxxx	7.7	xxxx	xxxxx	13.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	B	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	650	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.3	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	11.1	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			13.0			11.1		
ApproachLOS:	*			*			B			B		

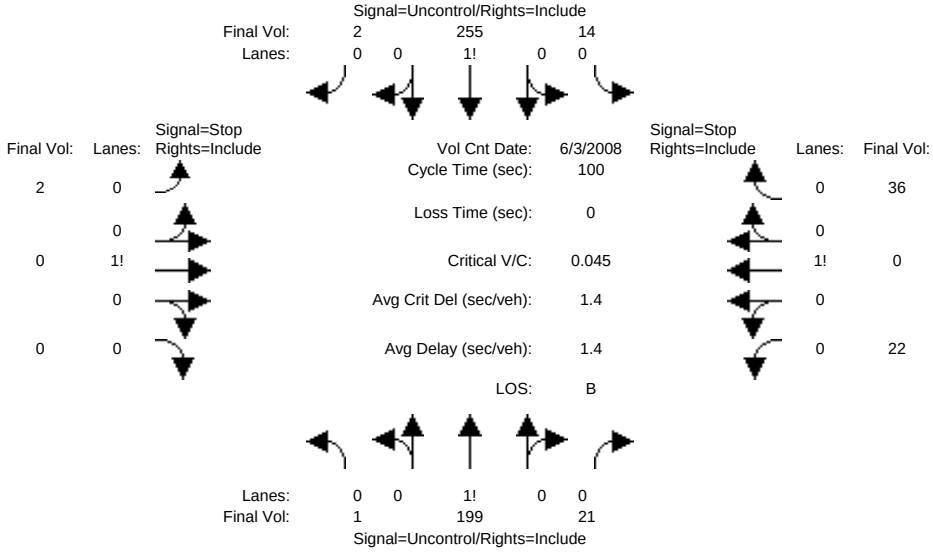
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

467 First Street Office Development
Los Altos, CA
20,000 SF Office

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

Intersection #7000: First St & Lyell St



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module: >> Count Date: 3 Jun 2008 << PM Peak												
Base Vol:	1	200	20	14	256	2	2	0	0	22	0	34
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	200	20	14	256	2	2	0	0	22	0	34
Added Vol:	0	0	1	0	0	0	0	0	0	0	0	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	200	21	14	256	2	2	0	0	22	0	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:	1	200	21	14	256	2	2	0	0	22	0	36
Reduct Vol:	0	1	0	0	1	0	0	1	0	0	1	0
FinalVolume:	1	199	21	14	255	2	2	0	0	22	0	36
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	xxxx	xxxxx	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	257	xxxx	xxxxx	220	xxxx	xxxxx	514	xxxx	xxxxx	496	497	210
Potent Cap.:	1320	xxxx	xxxxx	1361	xxxx	xxxxx	475	xxxx	xxxxx	488	478	836
Move Cap.:	1320	xxxx	xxxxx	1361	xxxx	xxxxx	450	xxxx	xxxxx	484	472	836
Volume/Cap:	0.00	xxxx	xxxx	0.01	xxxx	xxxx	0.00	xxxx	xxxx	0.05	0.00	0.04
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.7	xxxx	xxxxx	7.7	xxxx	xxxxx	13.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	B	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	655	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.3	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	11.0	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			13.0			11.0		
ApproachLOS:	*			*			B			B		

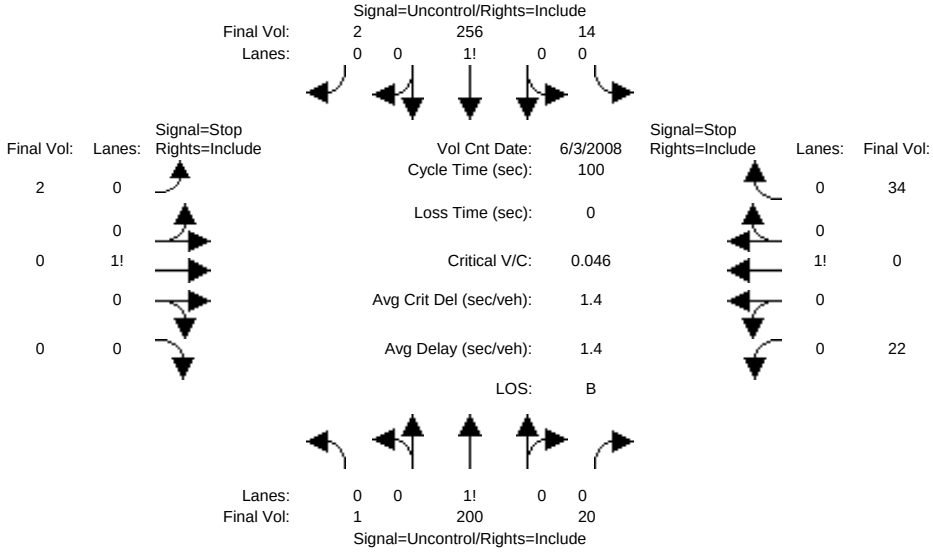
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

467 First Street Office Development
Los Altos, CA
20,000 SF Office

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

Intersection #7000: First St & Lyell St



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module: >> Count Date: 3 Jun 2008 << PM Peak												
Base Vol:	1	200	20	14	256	2	2	0	0	22	0	34
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	200	20	14	256	2	2	0	0	22	0	34
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	1	0	0	1	0	0	0	0	0	0	0
Initial Fut:	1	201	20	14	257	2	2	0	0	22	0	34
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	201	20	14	257	2	2	0	0	22	0	34
Reduct Vol:	0	1	0	0	1	0	0	1	0	0	1	0
FinalVolume:	1	200	20	14	256	2	2	0	0	22	0	34
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	xxxx	xxxxx	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	258	xxxx	xxxxx	220	xxxx	xxxxx	514	xxxx	xxxxx	497	498	210
Potent Cap.:	1318	xxxx	xxxxx	1361	xxxx	xxxxx	474	xxxx	xxxxx	487	477	835
Move Cap.:	1318	xxxx	xxxxx	1361	xxxx	xxxxx	451	xxxx	xxxxx	483	472	835
Volume/Cap:	0.00	xxxx	xxxx	0.01	xxxx	xxxx	0.00	xxxx	xxxx	0.05	0.00	0.04
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.7	xxxx	xxxxx	7.7	xxxx	xxxxx	13.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	B	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	649	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.3	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	11.1	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			13.0			11.1		
ApproachLOS:	*			*			B			B		

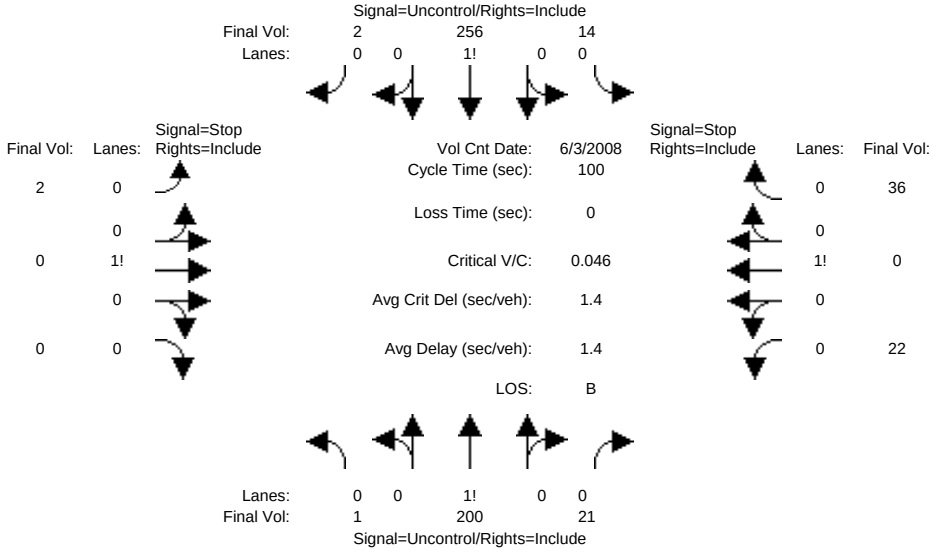
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

467 First Street Office Development
Los Altos, CA
20,000 SF Office

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

Intersection #7000: First St & Lyell St



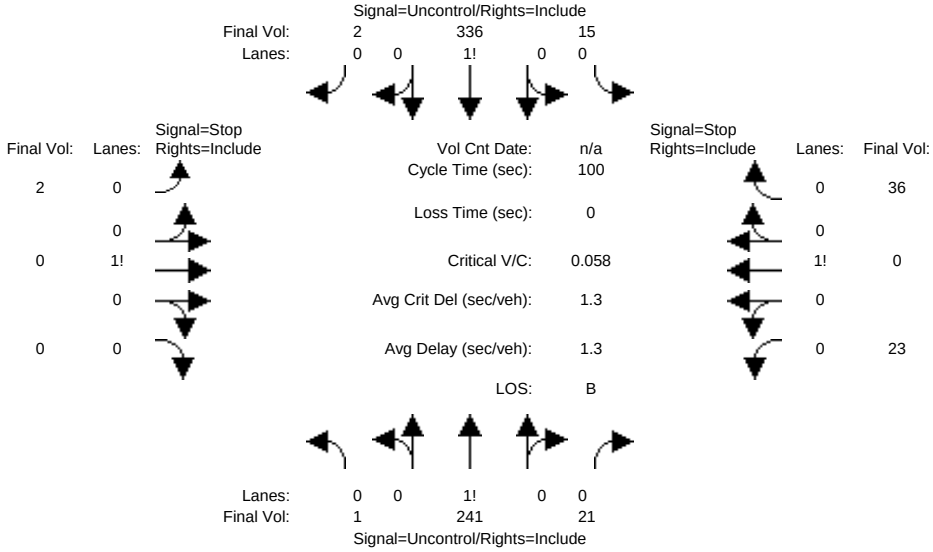

```
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:      L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 3 Jun 2008 << PM Peak
Base Vol:       1  200    20    14  256     2     2    0     0    22    0    34
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    1  200    20    14  256     2     2    0     0    22    0    34
Added Vol:      0    0     1     0    0     0     0    0     0     0    0     2
ATI:            0    1     0     0    1     0     0    0     0     0    0     0
Initial Fut:    1  201    21    14  257     2     2    0     0    22    0    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:     1  201    21    14  257     2     2    0     0    22    0    36
Reduct Vol:     0    1     0     0    1     0     0    1     0     0    1     0
FinalVolume:    1  200    21    14  256     2     2    0     0    22    0    36
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx   4.1 xxxx xxxxx   7.1 xxxx xxxxx   7.1  6.5   6.2
FollowUpTim:  2.2 xxxx xxxxx   2.2 xxxx xxxxx   3.5 xxxx xxxxx   3.5  4.0   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  258 xxxx xxxxx   221 xxxx xxxxx   516 xxxx xxxxx   498  499   211
Potent Cap.: 1318 xxxx xxxxx  1360 xxxx xxxxx   473 xxxx xxxxx   486  477   835
Move Cap.:   1318 xxxx xxxxx  1360 xxxx xxxxx   449 xxxx xxxxx   482  471   835
Volume/Cap:  0.00 xxxx  xxxx  0.01 xxxx  xxxx  0.00 xxxx  xxxx  0.05 0.00  0.04
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.0 xxxx xxxxx   0.0 xxxx xxxxx   0.0 xxxx xxxxx  xxxx xxxx xxxxx
Control Del:  7.7 xxxx xxxxx   7.7 xxxx xxxxx  13.1 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    A    *     *     A    *     *     B    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx  654 xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx  0.3 xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 11.0 xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    B     *
ApproachDel:    xxxxxx           xxxxxx             13.1             11.0
ApproachLOS:         *                *                B                B
Note: Queue reported is the number of cars per lane.
```


Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

467 First Street Office Development
Los Altos, CA
20,000 SF Office

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

Intersection #7000: First St & Lyell St



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	1	241	21	15	336	2	2	0	0	23	0	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:	1	241	21	15	336	2	2	0	0	23	0	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:	1	241	21	15	336	2	2	0	0	23	0	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:	1	241	21	15	336	2	2	0	0	23	0	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	1	241	21	15	336	2	2	0	0	23	0	36
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	xxxx	xxxxx	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	338	xxxx	xxxxx	262	xxxx	xxxxx	639	xxxx	xxxxx	621	622	252
Potent Cap.:	1232	xxxx	xxxxx	1314	xxxx	xxxxx	392	xxxx	xxxxx	403	406	792
Move Cap.:	1232	xxxx	xxxxx	1314	xxxx	xxxxx	371	xxxx	xxxxx	399	401	792
Volume/Cap:	0.00	xxxx	xxxx	0.01	xxxx	xxxx	0.01	xxxx	xxxx	0.06	0.00	0.05
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.9	xxxx	xxxxx	7.8	xxxx	xxxxx	14.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	B	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	572	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.3	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	12.0	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			14.8			12.0		
ApproachLOS:	*			*			B			B		

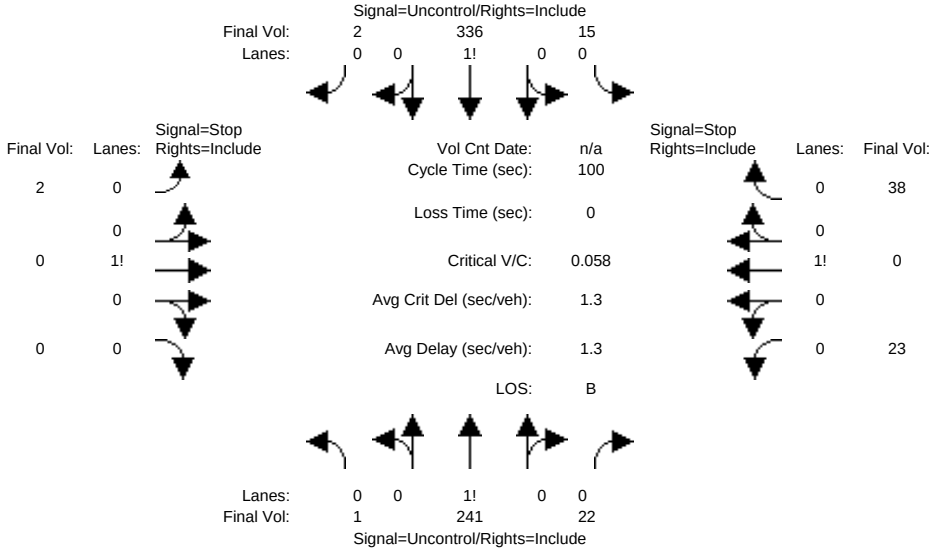
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

467 First Street Office Development
Los Altos, CA
20,000 SF Office

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

Intersection #7000: First St & Lyell St



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	1	241	21	15	336	2	2	0	0	23	0	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:	1	241	21	15	336	2	2	0	0	23	0	36
Added Vol:	0	0	1	0	0	0	0	0	0	0	0	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	241	22	15	336	2	2	0	0	23	0	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:	1	241	22	15	336	2	2	0	0	23	0	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	1	241	22	15	336	2	2	0	0	23	0	38
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	xxxx	xxxxx	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	338	xxxx	xxxxx	263	xxxx	xxxxx	640	xxxx	xxxxx	621	622	252
Potent Cap.:	1232	xxxx	xxxxx	1313	xxxx	xxxxx	391	xxxx	xxxxx	403	405	792
Move Cap.:	1232	xxxx	xxxxx	1313	xxxx	xxxxx	369	xxxx	xxxxx	399	400	792
Volume/Cap:	0.00	xxxx	xxxx	0.01	xxxx	xxxx	0.01	xxxx	xxxx	0.06	0.00	0.05
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.9	xxxx	xxxxx	7.8	xxxx	xxxxx	14.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	B	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	577	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.4	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	12.0	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			14.8			12.0		
ApproachLOS:	*			*			B			B		

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

Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

Appendix C
Volume Spreadsheet

Intersection Number: 1
Traffix Node Number: 5214
Intersection Name: Foothill Expwy & San Antonio Rd
Peak Hour: AM
Date of Analysis: 08/05/13
Count Date: 09/13/12
Scenario: 20,000 SF office building

Future Growth % Per Year: 1.6
Number of Years to Buildout: 4

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	0	442	0	52	0	490	889	1545	0	0	0	0	3418
Approved Project Trips													
Los Altos ATI (11 projects)	0	0	0	0	0	17	20	0	0	0	0	0	37
Sherwood, 86 3rd, 2650 EC Trips	0	0	0	0	0	6	2	0	0	0	0	0	8
Total Approved Trips	0	0	0	0	0	23	22	0	0	0	0	0	45
Background Conditions	0	442	0	52	0	513	911	1545	0	0	0	0	3463
Background check	0	442	0	52	0	513	911	1545	0	0	0	0	
Proposed Project Trips													
Net Project Trips	0	0	0	0	0	0	8	0	0	0	0	0	8
Other Proj Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	0	0	8	0	0	0	0	0	8
Existing + Project	0	442	0	52	0	490	897	1545	0	0	0	0	3426
Background + Project	0	442	0	52	0	513	919	1545	0	0	0	0	3471
Bkgrd+Proj check	0	442	0	52	0	513	919	1545	0	0	0	0	
Existing + Project Check	0	442	0	52	0	490	897	1545	0	0	0	0	
Cumulative Trips													
Calculated Growth	0	28	0	3	0	31	57	99	0	0	0	0	219
400 Main & 160 First Trips	0	20	0	0	0	0	0	31	0	0	0	0	51
Dwntwn Pking Plaza trips	0	4	0	0	0	9	67	29	0	0	0	0	109
Total Cumulative Trips	0	52	0	3	0	40	124	159	0	0	0	0	379
Cum + Proj Conditions	0	494	0	55	0	553	1043	1704	0	0	0	0	3850
Cumulative + Proj Check	0	494	0	55	0	553	1043	1704	0	0	0	0	

Intersection Number: 2
Traffix Node Number: 5215
Intersection Name: San Antonio Rd & First St / Cuesta Dr
Peak Hour: AM
Date of Analysis: 08/05/13
Count Date: 09/13/12
Scenario: 20,000 SF office building

Future Growth % Per Year: 1.6
Number of Years to Buildout: 4

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	13	459	122	225	103	62	1	753	102	27	44	10	1921
Approved Project Trips													
Los Altos ATI (11 projects)	0	12	5	8	4	0	0	20	0	0	0	0	49
Sherwood, 86 3rd, 2650 EC Trips	0	6	0	0	0	0	0	2	0	0	0	0	8
Total Approved Trips	0	18	5	8	4	0	0	22	0	0	0	0	57
Background Conditions	13	477	127	233	107	62	1	775	102	27	44	10	1978
Background check	13	477	127	233	107	62	1	775	102	27	44	10	
Proposed Project Trips													
Net Project Trips	2	0	0	0	2	0	0	1	7	0	0	0	12
Other Proj Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	2	0	0	0	2	0	0	1	7	0	0	0	12
Existing + Project	15	459	122	225	105	62	1	754	109	27	44	10	1933
Background + Project	15	477	127	233	109	62	1	776	109	27	44	10	1990
Bkgrd+Proj check	15	477	127	233	109	62	1	776	109	27	44	10	
Existing + Project Check	15	459	122	225	105	62	1	754	109	27	44	10	
Cumulative Trips													
Calculated Growth	1	29	8	14	7	4	0	48	7	2	3	1	123
400 Main & 160 First Trips	0	0	0	0	12	0	0	0	0	0	7	0	19
Dwntwn Pking Plaza trips	0	6	4	27	27	0	0	48	19	3	4	0	138
Total Cumulative Trips	1	35	12	41	46	4	0	96	26	5	14	1	280
Cum + Proj Conditions	16	512	139	274	155	66	1	872	135	32	58	11	2270
Cumulative + Proj Check	16	512	139	274	155	66	1	872	135	32	58	11	

Intersection Number: 3
Traffix Node Number: 5216
Intersection Name: San Antonio Rd & Lyell St
Peak Hour: AM
Count Date: 09/13/12
Scenario: 20,000 SF office building

Date of Analysis: 08/05/13

Future Growth % Per Year: 1.6
Number of Years to Buildout: 4

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	17	560	33	34	4	1	11	970	60	42	2	2	1736
Approved Project Trips													
Los Altos ATI (11 projects)	0	17	0	0	0	0	0	28	0	0	0	0	45
Sherwood, 86 3rd, 2650 EC Trips	0	6	0	0	0	0	0	2	0	0	0	0	8
Total Approved Trips	0	23	0	0	0	0	0	30	0	0	0	0	53
Background Conditions	17	583	33	34	4	1	11	1000	60	42	2	2	1789
Background check	17	583	33	34	4	1	11	1000	60	42	2	2	
Proposed Project Trips													
Net Project Trips	1	3	0	0	0	0	0	0	1	0	0	0	5
Other Proj Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	1	3	0	0	0	0	0	0	1	0	0	0	5
Existing + Project	18	563	33	34	4	1	11	970	61	42	2	2	1741
Background + Project	18	586	33	34	4	1	11	1000	61	42	2	2	1794
Bkgrd+Proj check	18	586	33	34	4	1	11	1000	61	42	2	2	
Existing + Project Check	18	563	33	34	4	1	11	970	61	42	2	2	
Cumulative Trips													
Calculated Growth	1	36	2	2	0	0	1	62	4	3	0	0	111
400 Main & 160 First Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Dwntwn Pking Plaza trips	0	10	0	0	0	0	0	75	0	0	0	0	85
Total Cumulative Trips	1	46	2	2	0	0	1	137	4	3	0	0	196
Cum + Proj Conditions	19	632	35	36	4	1	12	1137	65	45	2	2	1990
Cumulative + Proj Check	19	632	35	36	4	1	12	1137	65	45	2	2	

Intersection Number: 4
Traffix Node Number: 6000
Intersection Name: San Antonio Rd & Edith Av / Main St
Peak Hour: AM
Count Date: 06/03/08
Scenario: 20,000 SF office building

Date of Analysis: 08/05/13

Future Growth % Per Year: 1.6
Number of Years to Buildout: 4

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	361	730	0	139	0	25	0	808	75	23	0	236	2397
Approved Project Trips													
Los Altos ATI (11 projects)	26	8	0	0	0	2	0	25	35	22	0	-15	103
Sherwood, 86 3rd, 2650 EC Trips	9	5	0	3	0	0	0	2	0	1	0	8	28
Total Approved Trips	35	13	0	3	0	2	0	27	35	23	0	-7	131
Background Conditions	396	743	0	142	0	27	0	835	110	46	0	229	2528
Background check	396	743	0	142	0	27	0	835	110	46	0	229	
Proposed Project Trips													
Net Project Trips	0	4	0	0	0	0	0	0	0	0	0	0	4
Other Proj Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	4	0	0	0	0	0	0	0	0	0	0	4
Existing + Project	361	734	0	139	0	25	0	808	75	23	0	236	2401
Background + Project	396	747	0	142	0	27	0	835	110	46	0	229	2532
Bkgrd+Proj check	396	747	0	142	0	27	0	835	110	46	0	229	
Existing + Project Check	361	734	0	139	0	25	0	808	75	23	0	236	
Cumulative Trips													
Calculated Growth	23	47	0	9	0	2	0	52	5	1	0	15	153
400 Main & 160 First Trips	11	0	0	5	0	2	0	0	0	0	0	2	20
Dwntwn Pking Plaza trips	27	14	0	4	0	0	0	2	0	0	0	0	47
Total Cumulative Trips	61	61	0	18	0	4	0	54	5	1	0	17	220
Cum + Proj Conditions	457	808	0	160	0	31	0	889	115	47	0	246	2752
Cumulative + Proj Check	457	808	0	160	0	31	0	889	115	47	0	246	

Intersection Number: 5
Traffix Node Number: 7000
Intersection Name: First St & Lyell St
Peak Hour: AM
Count Date: 06/03/08
Scenario: 20,000 SF office building

Date of Analysis: 08/05/13

Future Growth % Per Year: 1.6
Number of Years to Buildout: 4

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	0	121	12	20	0	13	23	221	0	0	0	0	410
Approved Project Trips													
Los Altos ATI (11 projects)	0	0	0	0	0	0	0	4	0	0	0	0	4
Sherwood, 86 3rd, 2650 EC Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	0	0	0	0	4	0	0	0	0	4
Background Conditions	0	121	12	20	0	13	23	225	0	0	0	0	414
Background check	0	121	12	20	0	13	23	225	0	0	0	0	
Proposed Project Trips													
Net Project Trips	0	3	3	0	0	1	2	0	0	0	0	0	9
Other Proj Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	3	3	0	0	1	2	0	0	0	0	0	9
Existing + Project	0	124	15	20	0	14	25	221	0	0	0	0	419
Background + Project	0	124	15	20	0	14	25	225	0	0	0	0	423
Bkgrd+Proj check	0	124	15	20	0	14	25	225	0	0	0	0	
Existing + Project Check	0	124	15	20	0	14	25	221	0	0	0	0	
Cumulative Trips													
Calculated Growth	0	8	1	1	0	1	1	14	0	0	0	0	26
400 Main & 160 First Trips	0	7	0	0	0	0	0	12	0	0	0	0	19
Dwntwn Pking Plaza trips	0	7	0	0	0	0	0	46	0	0	0	0	53
Total Cumulative Trips	0	22	1	1	0	1	1	72	0	0	0	0	98
Cum + Proj Conditions	0	146	16	21	0	15	26	297	0	0	0	0	521
Cumulative + Proj Check	0	146	16	21	0	15	26	297	0	0	0	0	

Intersection Number: 1
Traffix Node Number: 5214
Intersection Name: Foothill Expwy & San Antonio Rd
Peak Hour: PM
Date of Analysis: 08/05/13
Count Date: 09/13/12
Scenario: 20,000 SF office building

Future Growth % Per Year: 1.6
Number of Years to Buildout: 4

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	0	1493	0	33	0	884	576	558	0	0	0	0	3544
Approved Project Trips													
Los Altos ATI (11 projects)	0	0	0	0	0	31	29	0	0	0	0	0	60
Sherwood, 86 3rd, 2650 EC Trips	0	0	0	0	0	2	3	0	0	0	0	0	5
Total Approved Trips	0	0	0	0	0	33	32	0	0	0	0	0	65
Background Conditions	0	1493	0	33	0	917	608	558	0	0	0	0	3609
Background check	0	1493	0	33	0	917	608	558	0	0	0	0	
Proposed Project Trips													
Net Project Trips	0	0	0	3	0	7	0	0	0	0	0	0	10
Other Proj Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	3	0	7	0	0	0	0	0	0	10
Existing + Project	0	1493	0	36	0	891	576	558	0	0	0	0	3554
Background + Project	0	1493	0	36	0	924	608	558	0	0	0	0	3619
Bkgrd+Proj check	0	1493	0	36	0	924	608	558	0	0	0	0	
Existing + Project Check	0	1493	0	36	0	891	576	558	0	0	0	0	
Cumulative Trips													
Calculated Growth	0	96	0	2	0	57	37	36	0	0	0	0	227
400 Main & 160 First Trips	0	51	0	0	0	0	0	55	0	0	0	0	106
Dwntwn Pking Plaza trips	0	26	0	0	0	61	12	5	0	0	0	0	104
Total Cumulative Trips	0	173	0	2	0	118	49	96	0	0	0	0	437
Cum + Proj Conditions	0	1666	0	38	0	1042	657	654	0	0	0	0	4056
Cumulative + Proj Check	0	1666	0	38	0	1042	657	654	0	0	0	0	

Intersection Number: 2
Traffix Node Number: 5215
Intersection Name: San Antonio Rd & First St / Cuesta Dr
Peak Hour: PM
Date of Analysis: 08/05/13
Count Date: 09/13/12
Scenario: 20,000 SF office building

Future Growth % Per Year: 1.6
Number of Years to Buildout: 4

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	7	740	119	153	92	42	4	480	67	143	199	30	2076
Approved Project Trips													
Los Altos ATI (11 projects)	0	31	15	11	1	0	0	29	0	0	1	0	88
Sherwood, 86 3rd, 2650 EC Trips	0	2	0	0	0	0	0	3	0	0	0	0	5
Total Approved Trips	0	33	15	11	1	0	0	32	0	0	1	0	93
Background Conditions	7	773	134	164	93	42	4	512	67	143	200	30	2169
Background check	7	773	134	164	93	42	4	512	67	143	200	30	
Proposed Project Trips													
Net Project Trips	0	3	1	0	0	0	0	0	0	7	1	2	14
Other Proj Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	3	1	0	0	0	0	0	0	7	1	2	14
Existing + Project	7	743	120	153	92	42	4	480	67	150	200	32	2090
Background + Project	7	776	135	164	93	42	4	512	67	150	201	32	2183
Bkgrd+Proj check	7	776	135	164	93	42	4	512	67	150	201	32	
Existing + Project Check	7	743	120	153	92	42	4	480	67	150	200	32	
Cumulative Trips													
Calculated Growth	0	47	8	10	6	3	0	31	4	9	13	2	133
400 Main & 160 First Trips	0	0	0	0	18	0	0	0	0	0	21	0	39
Dwntwn Pking Plaza trips	0	43	25	5	5	0	0	9	4	17	25	0	133
Total Cumulative Trips	0	90	33	15	29	3	0	40	8	26	59	2	305
Cum + Proj Conditions	7	866	168	179	122	45	4	552	75	176	260	34	2488
Cumulative + Proj Check	7	866	168	179	122	45	4	552	75	176	260	34	

Intersection Number: 3
Traffix Node Number: 5216
Intersection Name: San Antonio Rd & Lyell St
Peak Hour: PM
Date of Analysis: 08/05/13
Count Date: 09/13/12
Scenario: 20,000 SF office building

Future Growth % Per Year: 1.6
Number of Years to Buildout: 4

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	27	758	48	19	3	6	8	609	58	138	6	11	1691
Approved Project Trips													
Los Altos ATI (11 projects)	0	46	0	0	0	0	0	40	0	0	0	0	86
Sherwood, 86 3rd, 2650 EC Trips	0	2	0	0	0	0	0	3	0	0	0	0	5
Total Approved Trips	0	48	0	0	0	0	0	43	0	0	0	0	91
Background Conditions	27	806	48	19	3	6	8	652	58	138	6	11	1782
Background check	27	806	48	19	3	6	8	652	58	138	6	11	
Proposed Project Trips													
Net Project Trips	0	0	0	0	0	0	0	2	0	0	0	3	5
Other Proj Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	0	0	0	2	0	0	0	3	5
Existing + Project	27	758	48	19	3	6	8	611	58	138	6	14	1696
Background + Project	27	806	48	19	3	6	8	654	58	138	6	14	1787
Bkgrd+Proj check	27	806	48	19	3	6	8	654	58	138	6	14	
Existing + Project Check	27	758	48	19	3	6	8	611	58	138	6	14	
Cumulative Trips													
Calculated Growth	2	48	3	1	0	0	1	39	4	9	0	0	107
400 Main & 160 First Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Dwntwn Pking Plaza trips	0	68	0	0	0	0	0	14	0	0	0	0	82
Total Cumulative Trips	2	116	3	1	0	0	1	53	4	9	0	0	189
Cum + Proj Conditions	29	922	51	20	3	6	9	707	62	147	6	14	1976
Cumulative + Proj Check	29	922	51	20	3	6	9	707	62	147	6	14	

Intersection Number: 4
Traffix Node Number: 6000
Intersection Name: San Antonio Rd & Edith Av / Main St
Peak Hour: PM
Date of Analysis: 08/05/13
Count Date: 03/08/07
Scenario: 20,000 SF office building

(SJ) Growth Factor:
(SJ) Number of Months:

Future Growth % Per Year: 1.6
Number of Years to Buildout: 4

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	352	1013	0	274	0	107	0	688	179	54	0	325	2992
Approved Project Trips													
Los Altos ATI (11 projects)	3	23	0	4	0	2	0	21	21	26	0	-1	99
Sherwood, 86 3rd, 2650 EC Trips	9	1	0	2	0	0	0	2	1	1	0	4	20
Total Approved Trips	12	24	0	6	0	2	0	23	22	27	0	3	119
Background Conditions	364	1037	0	280	0	109	0	711	201	81	0	328	3111
check	364	1037	0	280	0	109	0	711	201	81	0	328	
Proposed Project Trips													
Net Project Trips	0	0	0	0	0	0	0	4	0	0	0	0	4
Project Trips 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	0	0	0	4	0	0	0	0	4
Existing + Project	352	1013	0	274	0	107	0	692	179	54	0	325	2996
Background + Project	364	1037	0	280	0	109	0	715	201	81	0	328	3115
Bkgrd+Proj check	364	1037	0	280	0	109	0	715	201	81	0	328	
Existing + Project Check	352	1013	0	274	0	107	0	692	179	54	0	325	
Cumulative Trips													
Calculated Growth	23	64	0	18	0	7	0	44	11	3	0	20	190
400 Main & 160 First Trips	23	0	0	13	0	5	0	0	0	0	0	4	45
Dwntwn Pking Plaza trips	5	3	0	24	0	0	0	13	0	0	0	0	45
Total Cumulative Trips	51	67	0	55	0	12	0	57	11	3	0	24	280
Cumulative Conditions	415	1104	0	335	0	121	0	772	212	84	0	352	3395
Cumulative Check	415	1104	0	335	0	121	0	772	212	84	0	352	3395

Intersection Number: 5
Traffix Node Number: 7000
Intersection Name: First St & Lyell St
Peak Hour: PM
Date of Analysis: 08/05/13
Count Date: 06/03/08
Scenario: 20,000 SF office building

(SJ) Growth Factor:
Future Growth % Per Year: 1.6
(SJ) Number of Months:
Number of Years to Buildout: 4

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	2	256	14	34	0	22	20	200	1	0	0	2	551
Approved Project Trips													
Los Altos ATI (11 projects)	0	1	0	0	0	0	0	1	0	0	0	0	2
Sherwood, 86 3rd, 2650 EC Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	1	0	0	0	0	0	1	0	0	0	0	2
Background Conditions	2	257	14	34	0	22	20	201	1	0	0	2	553
check	2	257	14	34	0	22	20	201	1	0	0	2	
Proposed Project Trips													
Net Project Trips	0	0	0	2	0	0	1	0	0	0	0	0	3
Project Trips 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	2	0	0	1	0	0	0	0	0	3
Existing + Project	2	256	14	36	0	22	21	200	1	0	0	2	554
Background + Project	2	257	14	36	0	22	21	201	1	0	0	2	556
Bkgrd+Proj check	2	257	14	36	0	22	21	201	1	0	0	2	
Existing + Project Check	2	256	14	36	0	22	21	200	1	0	0	2	
Cumulative Trips													
Calculated Growth	0	16	1	2	0	1	1	13	0	0	0	0	35
400 Main & 160 First Trips	0	21	0	0	0	0	0	18	0	0	0	0	39
Dwntwn Pking Plaza trips	0	42	0	0	0	0	0	9	0	0	0	0	51
Total Cumulative Trips	0	79	1	2	0	1	1	40	0	0	0	0	125
Cumulative Conditions	2	336	15	38	0	23	22	241	1	0	0	2	681
Cumulative Check	2	336	15	38	0	23	22	241	1	0	0	2	680

Appendix D

Signal Warrant Sheets

448 S. San Antonio Road Office

TRAFFIC SIGNAL WARRANTS WORKSHEET

Analyst: BJ date: 8/7/13

Major Street: San Antonio Rd — Critical Approach Speed* (mph) 35

Minor Street: Lyell St — Critical Approach Speed* (mph) 25

**Posted Speed.*

Critical speed of major street traffic > 50 mph (64 km/h)…… ☐ or

In built up area of isolated community of < 10,000 population…… ☐ } **Rural (R)**

☑ **Urban (U)**

AM PEAK PERIOD

Warrant 3 - Peak Hour

PART A

(All parts 1, 2, and 3 below must be satisfied)

	AM PEAK PERIOD							
	Existing	Exist + Proj	Background	Bkgrd + Proj	Cum No Proj	Cum + Proj		
Minor Street Approach Direction w/ Highest Delay	WB	WB	WB	WB	WB	WB		
Highest Minor Street Average Delay (sec/veh)	18.5	18.5	19.3	19.3	22.9	23.0		
Corresponding Minor Street Approach Volume (veh/hr)	39	39	39	39	41	41		
Minor Street Total Delay (veh-hrs)	0.2	0.2	0.2	0.2	0.3	0.3		
1. The total delay experienced for traffic on one minor street approach controlled by a STOP sign equals or exceeds 4 vehicle-hours for a 1-lane approach and 5 vehicle-hours for a 2-lane approach; AND	No	No	No	No	No	No		
2. The volume on the same minor street approach equals or exceeds 100 vph for 1 moving lane of traffic or 150 vph for 2 moving lanes; AND	No	No	No	No	No	No		
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with 4 or more approaches or 650 vph for intersections with 3 approaches.	Yes	Yes	Yes	Yes	Yes	Yes		
Signal Warranted based on Part A?	**No**	**No**	**No**	**No**	**No**	**No**		

PART B

		Approach Lanes		AM PEAK PERIOD							
		One	2 or More	Existing	Exist + Proj	Background	Bkgrd + Proj	Cum No Proj	Cum + Proj		
Major Street - Both Approaches	San Antonio Rd		X	1651	1656	1704	1709	1895	1900		
Minor Street - Highest Approach	Lyell St	X		46	46	46	46	49	49		
Signal Warranted based on Part B?				**No**	**No**	**No**	**No**	**No**	**No**		

The Warrant is satisfied if the plotted point for vehicles per hour on the major street (both approaches) and the corresponding per hour higher vehicle volume minor street approach (one direction only) for one hour (any four consecutive 15-minute periods) fall above the applicable curves in California MUTCD Figure 4C-3 or 4C-4.

Source: California Manual on Uniform Traffic Control Devices for Streets and Highways (FHWA's MUTCD 2003 Edition, as amended for use in California).

448 S. San Antonio Road Office

TRAFFIC SIGNAL WARRANTS WORKSHEET

Analyst: BJ date: 8/7/13

Major Street: San Antonio Rd — Critical Approach Speed* (mph) 35

Minor Street: Lyell St — Critical Approach Speed* (mph) 25

**Posted Speed.*

Critical speed of major street traffic > 50 mph (64 km/h)…… ☐ or

In built up area of isolated community of < 10,000 population…… ☐ } **Rural (R)**

☑ **Urban (U)**

PM PEAK HOUR

Warrant 3 - Peak Hour

PART A

(All parts 1, 2, and 3 below must be satisfied)

	PM PEAK HOUR							
	Existing	Exist + Proj	Background	Bkgrd + Proj	Cum No Proj	Cum + Proj		
Minor Street Approach Direction w/ Highest Delay	WB	WB	WB	WB	WB	WB		
Highest Minor Street Average Delay (sec/veh)	22.9	23.0	25.4	25.5	31.6	31.7		
Corresponding Minor Street Approach Volume (veh/hr)	28	28	28	28	29	29		
Minor Street Total Delay (veh-hrs)	0.2	0.2	0.2	0.2	0.3	0.3		
1. The total delay experienced for traffic on one minor street approach controlled by a STOP sign equals or exceeds 4 vehicle-hours for a 1-lane approach and 5 vehicle-hours for a 2-lane approach; AND	No	No	No	No	No	No		
2. The volume on the same minor street approach equals or exceeds 100 vph for 1 moving lane of traffic or 150 vph for 2 moving lanes; AND	No	No	No	No	No	No		
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with 4 or more approaches or 650 vph for intersections with 3 approaches.	Yes	Yes	Yes	Yes	Yes	Yes		
Signal Warranted based on Part A?	**No**	**No**	**No**	**No**	**No**	**No**		

PART B

		Approach Lanes		PM PEAK HOUR							
		One	2 or More	Existing	Exist + Proj	Background	Bkgrd + Proj	Cum No Proj	Cum + Proj		
Major Street - Both Approaches	San Antonio Rd		X	1508	1510	1599	1601	1778	1780		
Minor Street - Highest Approach	Lyell St	X		155	158	155	158	167	167		
Signal Warranted based on Part B?				**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**		

The Warrant is satisfied if the plotted point for vehicles per hour on the major street (both approaches) and the corresponding per hour higher vehicle volume minor street approach (one direction only) for one hour (any four consecutive 15-minute periods) fall above the applicable curves in California MUTCD Figure 4C-3 or 4C-4.

Source: California Manual on Uniform Traffic Control Devices for Streets and Highways (FHWA's MUTCD 2003 Edition, as amended for use in California).

448 S. San Antonio Road Office

TRAFFIC SIGNAL WARRANTS WORKSHEET

Analyst: BJ date: 8/7/13

Major Street: First St — Critical Approach Speed* (mph) 25

Minor Street: Lyell St/ Driveway — Critical Approach Speed* (mph) 25

**Posted Speed.*

Critical speed of major street traffic > 50 mph (64 km/h)…… ☐ or
In built up area of isolated community of < 10,000 population…… ☐ } **Rural (R)**

☑ **Urban (U)**

AM PEAK PERIOD

Warrant 3 - Peak Hour

PART A

(All parts 1, 2, and 3 below must be satisfied)

	AM PEAK PERIOD							
	Existing	Exist + Proj	Background	Bkgrd + Proj	Cum No Proj	Cum + Proj		
Minor Street Approach Direction w/ Highest Delay	WB	WB	WB	WB	WB	WB		
Highest Minor Street Average Delay (sec/veh)	10.2	10.3	10.2	10.3	10.9	11.0		
Corresponding Minor Street Approach Volume (veh/hr)	33	34	33	34	35	36		
Minor Street Total Delay (veh-hrs)	0.1	0.1	0.1	0.1	0.1	0.1		
1. The total delay experienced for traffic on one minor street approach controlled by a STOP sign equals or exceeds 4 vehicle-hours for a 1-lane approach and 5 vehicle-hours for a 2-lane approach; AND	No	No	No	No	No	No		
2. The volume on the same minor street approach equals or exceeds 100 vph for 1 moving lane of traffic or 150 vph for 2 moving lanes; AND	No	No	No	No	No	No		
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with 4 or more approaches or 650 vph for intersections with 3 approaches.	No	No	No	No	No	No		
Signal Warranted based on Part A?	**NO**	**NO**	**NO**	**NO**	**NO**	**NO**		

PART B

		Approach Lanes		AM PEAK PERIOD							
		One	2 or More	Existing	Exist + Proj	Background	Bkgrd + Proj	Cum No Proj	Cum + Proj		
Major Street - Both Approaches	First St	X		377	385	381	389	477	485		
Minor Street - Highest Approach	Lyell St/ Driveway	X		33	34	33	34	35	36		
Signal Warranted based on Part B?				**No**	**No**	**No**	**No**	**No**	**No**		

The Warrant is satisfied if the plotted point for vehicles per hour on the major street (both approaches) and the corresponding per hour higher vehicle volume minor street approach (one direction only) for one hour (any four consecutive 15-minute periods) fall above the applicable curves in California MUTCD Figure 4C-3 or 4C-4.

Source: California Manual on Uniform Traffic Control Devices for Streets and Highways (FHWA's MUTCD 2003 Edition, as amended for use in California).

448 S. San Antonio Road Office

TRAFFIC SIGNAL WARRANTS WORKSHEET

Analyst: BJ date: 8/7/13

Major Street: First St — Critical Approach Speed* (mph) 25

Minor Street: Lyell St/ Driveway — Critical Approach Speed* (mph) 25

**Posted Speed.*

Critical speed of major street traffic > 50 mph (64 km/h)…… ☐ or
In built up area of isolated community of < 10,000 population…… ☐ } **Rural (R)**

☑ **Urban (U)**

PM PEAK HOUR

Warrant 3 - Peak Hour

PART A

(All parts 1, 2, and 3 below must be satisfied)

	PM PEAK HOUR							
	Existing	Exist + Proj	Background	Bkgrd + Proj	Cum No Proj	Cum + Proj		
Minor Street Approach Direction w/ Highest Delay	WB	WB	WB	WB	WB	WB		
Highest Minor Street Average Delay (sec/veh)	11.1	11.0	11.1	11.0	12.0	12.0		
Corresponding Minor Street Approach Volume (veh/hr)	56	58	56	58	59	61		
Minor Street Total Delay (veh-hrs)	0.2	0.2	0.2	0.2	0.2	0.2		
1. The total delay experienced for traffic on one minor street approach controlled by a STOP sign equals or exceeds 4 vehicle-hours for a 1-lane approach and 5 vehicle-hours for a 2-lane approach; AND	No	No	No	No	No	No		
2. The volume on the same minor street approach equals or exceeds 100 vph for 1 moving lane of traffic or 150 vph for 2 moving lanes; AND	No	No	No	No	No	No		
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with 4 or more approaches or 650 vph for intersections with 3 approaches.	No	No	No	No	No	No		
Signal Warranted based on Part A?	**No**	**No**	**No**	**No**	**No**	**No**		

PART B

		Approach Lanes		PM PEAK HOUR							
		One	2 or More	Existing	Exist + Proj	Background	Bkgrd + Proj	Cum No Proj	Cum + Proj		
Major Street - Both Approaches	First St	X		493	494	495	496	616	617		
Minor Street - Highest Approach	Lyell St/ Driveway	X		56	58	56	58	59	61		
Signal Warranted based on Part B?				**No**	**No**	**No**	**No**	**No**	**No**		

The Warrant is satisfied if the plotted point for vehicles per hour on the major street (both approaches) and the corresponding per hour higher vehicle volume minor street approach (one direction only) for one hour (any four consecutive 15-minute periods) fall above the applicable curves in California MUTCD Figure 4C-3 or 4C-4.

Source: California Manual on Uniform Traffic Control Devices for Streets and Highways (FHWA's MUTCD 2003 Edition, as amended for use in California).